

Minutes of the Meeting

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

DATE: March 18, 2022
TIME: 1:30 p.m.
PLACE: Wisconsin Department of Natural Resources
Southeast Region Office Building
1027 St. Paul Avenue
Milwaukee, WI 53233

Milwaukee Urbanized Area Members Present

Donna Brown-Martin, Chair Director, Department of Transportation, Milwaukee County, and
Commissioner, Southeastern Wisconsin Regional Planning Commission
Daniel Boehm President and Managing Director,
Milwaukee County Transit System
Karen Braun Manager of Engineering Services,
Department of Public Works, Waukesha County
Allison M. Bussler Director of Public Works, Waukesha County
Chad Chrisbaum Engineer in Charge, Transportation Infrastructure Division,
(Representing Robert J. Bauman) Department of Public Works, City of Milwaukee
Peter Daniels City Engineer, City of West Allis
Karen Dettmer Interim Commissioner of Public Works, City of Milwaukee
Jon Edgren Director of Public Works/Highway Commissioner,
Ozaukee County
Brian Engelking Transit Director, Waukesha Metro Transit
(Representing Alex Damien)
Julie Esch Deputy Director, Department of Transportation,
Milwaukee County
Thomas M. Grisa Director, Department of Public Works, City of Brookfield
Jerrel Kruschke City Engineer, City of Milwaukee
Sam Leichtling Planning Manager, Department of City Development,
City of Milwaukee
Michael Martin Director of Public Works, Village of Hales Corners
Scott M. Schmidt Highway Commissioner/County Engineer,
Washington County
David Tapia Major Projects Manager,
(Representing Kimberly Montgomery) Department of Public Works, City of Milwaukee
Andrea Weddle-Henning Director of Transportation Engineering,
Milwaukee County Department of Transportation
William Wehrley City Engineer, City of Wauwatosa
Dennis Yaccarino Senior Budget and Policy Manager, City of Milwaukee

Non-Voting Members Present

Kevin Muhs, Secretary..... Executive Director,
Southeastern Wisconsin Regional Planning Commission

Jacob Varnes Local Program Manager, Southeast Region,
(Representing Roberto Gutierrez) Wisconsin Department of Transportation

Guests and Staff Present

Julie Anderson Director, Public Works and Development Services,
Racine County

Roslin Burns Program and Planning Analyst, Southeast Region,
Wisconsin Department of Transportation

Melinda K. Dejewski City Engineer/Director of Public Works,
City of St. Francis

John Edlebeck Director of Public Works, Village of Whitefish Bay

Bryan Haas..... Project Engineer, City of Greenfield

Keith Henderson Chairman, Town of Brookfield

Christopher Hiebert..... Chief Transportation Engineer,
Southeastern Wisconsin Regional Planning Commission

Ryan HoelDeputy Chief Transportation Engineer,
Southeastern Wisconsin Regional Planning Commission

Ethan Johnson Senior Engineer,
Southeastern Wisconsin Regional Planning Commission

Jeffrey Katz..... City Engineer and Director of Neighborhood Services,
City of Greenfield

Joe Komorowski Civil Engineer, GRAEF

Ashley Kiepczynski Assistant City Engineer, City of Oak Creek

Hunter Lange Project Engineer, City of St. Francis

Glen E. Morrow City Engineer/Director of Public Works, City of Franklin

Brandon SchwennProject Engineer, City of Waukesha

Tamara Simonson City Engineer, City of New Berlin

Ken SmithResearch Analyst, Milwaukee County

ROLL CALL

The meeting was called to order at 1:32 p.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 asked Committee members and SEWRPC staff to introduce themselves.

Ms. Brown-Martin stated that Committee members would be asked today to consider the evaluation and recommendation of candidate projects for years 2026-2027 Federal Highway Administration Surface Transportation Block Grant Program—Milwaukee Urbanized Area (STP-M) funding using the evaluation, prioritization, and recommendation process Committee members agreed to at the October 11, 2022, Committee meeting. She further stated that she hopes the Committee can further consider potential changes to the evaluation, prioritization, and recommendation process this fall. Mr. Muhs noted that following the deadline for candidate 2026-2027 STP-M projects on October 15, 2021, the Investment and Jobs Act (IIJA)—also known as the Bipartisan Infrastructure Law (BIL)—was enacted by Congress and signed into law by the President on November 15, 2021. The BIL legislation largely served to fund and reauthorize the Federal core surface transportation programs for another five years (2022 through 2026),

increasing funding levels beyond its predecessor, the Fixing America's Surface Transportation Act (FAST Act). Mr. Muhs indicated that following the enactment of the BIL legislation, Commission staff had a number of discussions with WisDOT staff on how the BIL legislation would affect the 2026-2027 STP-M funding cycle. He apologized for any delay that this had on completing the evaluation and recommendation of projects for Years 2026-2027 STP-M funding.

APPROVAL OF MINUTES OF THE OCTOBER 11, 2021 MEETING

Ms. Brown-Martin stated that the Milwaukee TIP Committee is being asked to consider approval of the minutes of the October 11, 2021, meeting. Responding to a question from Mr. Grisa, Mr. Muhs stated that all communities in the Milwaukee urbanized area would be able to participate in the process described in the minutes to further consider potential changes to the evaluation, prioritization, and recommendation procedure for STP-M funding.

Ms. Brown-Martin asked if the Committee members had any suggested changes to the minutes, and upon hearing none, called for a motion. Ms. Bussler made a motion to approve the minutes for the meeting held on October 11, 2022. The motion was seconded by Mr. Martin, and the Committee unanimously approved the minutes.

REVIEW AND CONSIDERATION OF SEWRPC MEMORANDUM, "EVALUATION AND PRIORITIZATION OF CANDIDATE PROJECTS FOR YEARS 2026-2027 FEDERAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM—MILWAUKEE URBANIZED AREA (STP-M) FUNDING AND RECOMMENDATION OF CANDIDATE PROJECTS"

At the request of Ms. Brown-Martin, Mr. Hoel reviewed the SEWRPC memorandum entitled *Evaluation and Prioritization of Candidate Projects for Years 2026-2027 Federal Surface Transportation Block Grant Program—Milwaukee Urbanized Area (STP-M) Funding and Recommendation of Candidate Projects*, which was mailed to Committee members by email prior to the meeting.

[Secretary's Note: The SEWRPC memorandum entitled *Evaluation and Prioritization of Candidate Projects for Years 2026-2027 Federal Surface Transportation Block Grant Program—Milwaukee Urbanized Area (STP-M) Funding and Recommendation of Candidate Projects* can be access from the following link:
<http://www.sewrpc.org/SEWRPCFiles/Transportation/Files/tip/2026-2027STP-MEvaluationMemorandum.pdf>]

Mr. Hoel stated that the Committee is being asked to consider and recommend projects for years 2026-2027 STP-M funding at levels previously indicated by WisDOT staff ahead of the October 15, 2021, project application deadline. Mr. Hoel noted that, as a result of the BIL legislation, WisDOT initiated two separate solicitations for new local or county transportation-related projects to be funded with the additional Federal funding coming to the State. Mr. Hoel indicated that, given the timing of the deadlines of these two new solicitations, projects not recommended for, or partially funded with, the available STP-M FAST Act funding can apply for either, or both, of the BIL solicitations.

Following Mr. Hoel's review of evaluation and recommendation of projects for 2026-2027 STP-M funding, the following comments and questions were raised by Committee members:

1. Responding to a question from Ms. Bussler, Mr. Muhs stated that any projects not recommended for, or partially funded with, STP-M FAST Act funding can be adjusted prior to their consideration for STP-M funding provided through the BIL.

Mr. Grisa made a motion to recommend eight candidate projects for \$42,309,955 in years 2026-2027 STP-M funding, as documented in Table 12 (page 23) of the SEWRPC memorandum. The motion was seconded by Ms. Dettmer and unanimously approved by the Milwaukee TIP Committee.

Mr. Hoel then reviewed the sections of the memorandum related to WisDOT's two upcoming BIL project solicitations. He noted that one BIL solicitation involves seeking candidate local/county projects for additional Federal Fiscal Year (FFY) 2022 STP and bridge funding, including STP-M funding. Mr. Hoel stated that the additional FFY 2022 BIL funds need to be obligated by the end of September (the end of the Federal Fiscal Year), WisDOT has indicated that only roadway projects that can meet an August 1, 2022, deadline for completed plans, specifications, and estimates (PS&E) would be eligible for the additional FFY 2022 BIL funding, with no funding available for preliminary engineering and right-of-way acquisition. Mr. Hoel noted that the solicitation for FFY 2022 BIL funding is similar to the previous solicitation for American Recovery and Reinvestment Act (ARRA) funding in that projects need to be essentially "shovel ready." He added that if local or county governments do not use the FFY 2022 BIL funding, WisDOT will use the funding for its own projects. Mr. Hoel stated that the deadline for submitting projects for the additional FFY 2022 BIL funds is April 1, 2022. Mr. Hoel stated that the second BIL solicitation is for candidate local/county projects for the additional FFY 2023-2026 STP, Federal bridge, and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. The deadline for submitting projects for the additional FFY 2023-2026 BIL funds is June 3, 2022.

Mr. Hoel stated that the actual funding that will be available for the two BIL solicitations is not known at this time. He added that, with the U.S. Congress recently passing a FFY 2022 budget that includes the increased highway and transit funding from the BIL legislation, WisDOT will be working over the next 2 to 3 months with the Wisconsin Legislature's Joint Committee on Finance to add the additional BIL funding to the State budget. Mr. Muhs noted that WisDOT is proposing to increase the local STP, Transportation Alternatives program (TAP), and CMAQ programs consistent with the additional funding available from the BIL legislation, rather than utilizing it for State highway projects. He noted that local governments can contact members of the Joint Committee on Finance to express their support for WisDOT's proposal.

Following Commission staff review of WisDOT's two BIL solicitations, the following comments and questions were raised by Committee members:

1. Ms. Bussler asked if Commission staff have an estimate of the financial impacts of the BIL legislation on STP-M funding. Mr. Muhs responded that based on Commission staff estimates the Milwaukee urbanized area could expect to receive an additional \$7-8 million in STP-M funding for the FFY 2022 BIL solicitation and an additional \$30-40 million in STP-M funding for the FFY 2023-2026 BIL solicitation. Mr. Muhs noted that there are also significant increases in the TAP program and a modest increase in funds for the CMAQ program under the BIL legislation.
2. In response to a question from Ms. Bussler, Mr. Hoel stated that the BIL legislation includes an increase of about a \$2 million annually of TAP funds for the Milwaukee urbanized area.
3. Responding to an inquiry from Ms. Weddle-Henning, Mr. Muhs noted that Commission staff intends to adapt the current STP-M project evaluation process so that a revised process can be implemented within a very short time frame for the FFY 2022 BIL funding project selection. Mr. Muhs further stated that the Commission staff anticipate using the current STP-M project

evaluation process, as contained in the staff memorandum discussed at this meeting, for evaluating projects for the FFY 2023-2026 BIL solicitation.

4. Responding to a question from Mr. Daniels, Mr. Hoel stated that projects submitted in October 2021, as part of the 2026-2027 STP-M solicitation, will automatically be considered for the FFY 2023-2026 BIL evaluation process. However, Mr. Hoel noted that project sponsors would have the ability to adjust their applications if they wish to do so, including making adjustments to the amount of funding requested. Mr. Hoel stated that WisDOT staff has indicated that they would be inquiring with project sponsors that have projects that were not recommended or were only partially funded with 2026-2027 STP-M funding to determine whether they desire to carry-over their project to the FFY 2023-2026 BIL solicitation and whether they would like to make any changes to the project application submitted in October 2021.
5. Responding to an inquiry from Mr. Grisa, Mr. Varnes stated that WisDOT staff would be reviewing all applications for FFY 2022 BIL funding to ensure they would be able to be implemented by WisDOT's deadlines. Mr. Varnes added that avoidance of any right-of-way, railroad, and environmental impacts will be a key factor in determining the eligibility of projects for the FFY 2022 BIL funding. Mr. Varnes requested that any project sponsors considering applying for FFY 2022 BIL funding should contact WisDOT staff as soon as possible.
6. Mr. Daniels asked if the City of West Allis could move a project from 2023 to 2022 to take advantage of the FFY 2022 BIL funding. He indicated that the City of West Allis may have a project that has advanced enough to take advantage of this funding. Mr. Hiebert noted that if the City of West Allis applies for FFY 2022 BIL funding, then an additional project could be funded in 2023. Mr. Hoel stated that the City of West Allis should contact WisDOT staff if it believes that the project is advanceable.

With respect to the review and update of the STP-M evaluation process, Mr. Muhs stated that Commission staff hopes that the Committee can revisit the consideration of potential changes to the STP-M evaluation process this fall. He further stated that Commission staff anticipate that the Committee would meet three or four times as part of this process, including reviewing the project evaluation processes utilized by peer Metropolitan Planning Organizations (MPOs).

Mr. Leichtling asked if a potentially revised evaluation process will be used for the FFY 2023-2026 BIL solicitation. Mr. Muhs replied that Commission staff anticipate using the same process as described at this meeting for the evaluation of projects for the additional FFY 2023-2026 STP-M funding from the BIL legislation. Mr. Leichtling stated that the Committee previously decided it would revisit the project evaluation process this spring so that a potentially revised process could be used for the next major solicitation. He stated that it would be disappointing to not use a potentially revised project evaluation process for the FFY 2023-2026 BIL solicitation. Mr. Muhs replied that such a timeline would require the Committee to reach an agreement on a potentially revised process by May 2022. Mr. Muhs added that this new injection of BIL funding may represent a new floor for future STP-M funding. Mr. Hoel noted that future STP-M funding is likely to increase to \$50-60 million per funding cycle. Mr. Hoel then stated that it may not be possible for Commission staff to complete additional research and for the Committee to reach agreement on a potentially revised project evaluation process by May.

Ms. Dettmer stated that she had anticipated that a potentially revised project evaluation process would be implemented sooner, but she said it was important for the communities in the urbanized area to take the time to work together to consider any changes to the process. Ms. Dejewski asked that any potential

changes to the STP-M project evaluation process include an additional increase in funding set aside for small communities in the urbanized area.

Ms. Brown-Martin stated that she did not want to rush any collaborative process for considering potential changes to the STP-M evaluation process. Ms. Brown-Martin noted the BIL legislation created additional potential funding sources for local governments in the Region, and that Federal agencies have published a number of Notice of Funding Opportunity (NOFO) documents for these new Federal programs.

ADJOURNMENT

There being no further business to come before the Milwaukee TIP Committee, the meeting was adjourned at 2:37 p.m. on a motion from Mr. Schmidt, a second from Ms. Weddle-Henning, and a unanimous vote to adjourn by the Committee.

Respectfully Submitted,

Kevin J. Muhs
Secretary

KJM/RWH/ESJ/esj
Doc #262000