

Minutes of the Meeting

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

DATE: April 14, 2022
TIME: 1:30 p.m.
PLACE: Large Conference Room, 2nd Floor
Milwaukee County Department of Transportation
10320 W. Watertown Plank Road
Wauwatosa, WI

Milwaukee Urbanized Area Members Present

Donna Brown-Martin, Chair Director, Department of Transportation, Milwaukee County, and
Commissioner, Southeastern Wisconsin Regional Planning Commission
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 Karen Dettmer) Department of Public Works, City of Milwaukee
Bill Christianson Capital and Debt Specialist, City of Milwaukee
(Representing Dennis Yaccarino)
Alex Damien Interim Director of Public Works, City of Waukesha
Peter Daniels City Engineer, City of West Allis
Jon Edgren Director of Public Works/Highway Commissioner,
Ozaukee County
Julie Esch Deputy Director, Department of Transportation,
Milwaukee County
William Frasch Civil Engineer, City of Milwaukee
(Representing Robert J. Bauman)
Thomas M. Grisa Director, Department of Public Works, City of Brookfield
Tom Hafner Administrator/Public Works Director, City of Delafield
Jerrel Kruschke Interim Commissioner of Public Works and 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
Holly Rutenbeck Project Programming Manager,
(Representing Kimberly Montgomery) Department of Public Works, City of Milwaukee
Scott M. Schmidt Highway Commissioner/County Engineer,
Washington County
Jeff Sponcia Transportation Program Planning Manager,
(Representing Daniel Boehm) Department of Transportation, Milwaukee County
Andrea Weddle-Henning Director of Transportation Engineering,
Milwaukee County Department of Transportation
William Wehrley City Engineer, City of Wauwatosa

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

County Liaison Present

Brian Udovich Highway Operations Manager,
Jefferson County Highway Department

Guests and Staff Present

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

Tom Hagie Administrator, Town of Brookfield

Keith Henderson Chairman, Town of Brookfield

Ryan Hoel Deputy 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

Scott Kroeger Public Works and Development Director, City of Muskego

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

Tamara Simonson City Engineer, City of New Berlin

Matthew Sullivan City Engineer, City of Oak Creek

ROLL CALL

The meeting was called to order at 1:30 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 asked if anyone in attendance had any public comments. No comments were made.

APPROVAL OF MINUTES OF THE MARCH 18, 2022, MEETING

Ms. Brown-Martin stated that the Milwaukee TIP Committee is being asked to consider approval of the minutes of the March 18, 2022, meeting. Ms. Brown-Martin asked if the Committee members had any suggested changes to the minutes, and upon hearing none, called for a motion to approve the minutes. Ms. Weddle-Henning made a motion to approve the minutes for the meeting held on March 18, 2022. The motion was seconded by Mr. Martin, and the Committee unanimously approved the minutes.

REVIEW AND CONSIDERATION OF SEWRPC MEMORANDUM ENTITLED, “EVALUATION AND PRIORITIZATION OF CANDIDATE PROJECTS FOR ADDITIONAL FFY 2022 FEDERAL HIGHWAY ADMINISTRATION 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 Additional FFY 2022 Federal Highway Administration Surface Transportation Block Grant Program—Milwaukee Urbanized Area (STP-M) Funding and Recommendation of Candidate Projects*, which was provided to Committee members by email prior to the meeting.

[Secretary’s Note: The SEWRPC memorandum entitled, *Evaluation and Prioritization of Candidate Projects for Additional FFY 2022 Federal Highway Administration Surface Transportation Block Grant Program—Milwaukee Urbanized Area (STP-M) Funding and Recommendation of Candidate Projects*, can be accessed from the following link:
<https://www.sewrpc.org/SEWRPCFiles/CommissionFiles/CommitteeFiles/2022/2022-04-12-FFY2022-FederalHighway-mke-tip.PDF>]

Mr. Hoel stated that the Committee is being asked to consider and recommend projects for additional Federal Fiscal Year (FFY) 2022 STP-M funding provided by the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), passed by the U.S. Congress and signed into law by the President on November 15, 2021. Mr. Hoel noted that, based on the increased funding for FFY 2022 under the BIL legislation, the Wisconsin Department of Transportation (WisDOT) initiated a solicitation for new local/county transportation-related projects for the additional FFY 2022 STP and bridge funding, including STP-M funding. Mr. Hoel indicated that the deadline for submitting projects for the additional FFY 2022 STP-M funding was April 1, 2022. He added that since the additional FFY 2022 BIL funds need to be obligated by September 30, 2022 (the end of Federal Fiscal Year 2022), 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 2022 BIL funds, with no funding available for preliminary engineering (PE) and right-of-way (ROW) acquisition. Mr. Hoel noted that a second solicitation was initiated by WisDOT for additional FFY 2023-2026 STP, bridge, and Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funds, with applications due on June 3, 2022.

Mr. Hoel stated that on April 1, 2022, local communities within the Milwaukee urbanized area submitted a total of 11 candidate highway and transit projects requesting a total of \$19,615,216 in additional FFY 2022 STP-M funding. He added that, historically the Committee has recommended that only highway projects on the planned arterial street and highway system and transit capital projects are eligible for funding. However, given the “use-or-lose” nature of the funding, the Commission staff also accepted other candidate projects that are eligible for STP funding, including roadways classified as collectors and on roadways located outside of the Milwaukee urbanized area but inside the Southeastern Wisconsin Metropolitan Planning Area, as shown on Map 1 of the linked memorandum.

Mr. Hoel indicated that, given the short time-frame provided by WisDOT to evaluate the candidate projects, the Commission staff utilized a simplified evaluation process that included 1) no sub-allocation of the available \$7,276,170 to the different projects types; 2) use of the same criteria—excluding criteria related to the provision of transit, bicycle, and pedestrian accommodations—to evaluate the candidate resurfacing/reconditioning projects and reconstruction projects; and 3) consideration of the likelihood of

candidate projects being obligated (i.e., having completed PS&E and other necessary design documents) by the end of the current Federal Fiscal Year.

Mr. Hoel stated that, based on the application of the simplified process, Commission staff developed three funding alternatives for consideration by the Committee, but he noted that the Committee can recommend other combinations of projects for the additional FFY 2022 STP-M funding. Mr. Hoel then described the three alternatives:

- **Alternative One** – Partially fund the City of Milwaukee’s W. Vliet Street reconstruction project (\$7,276,170 of the requested \$8,066,936). Mr. Hoel noted that this project was previously recommended by the Committee for years 2015-2018 STP-M funding and taken out to bid in 2019. However, the City of Milwaukee dropped the project after bids received for this project and two other City of Milwaukee projects were higher than originally estimated. Mr. Hoel noted that since only one project would be funded under this alternative, and preliminary engineering for this project has already been completed, it is very likely that the project would be able to meet WisDOT’s August 1, 2022, PS&E deadline.
- **Alternative Two** - Fund one bus each for Milwaukee County and the City of Waukesha and the four highest-rated highway projects (excluding the City of Milwaukee’s W. Vliet Street reconstruction project): the City of Milwaukee’s N. Humboldt Avenue reconstruction project; the City of St. Francis’ S. Kinnickinnic Avenue resurfacing project; the Village of Hales Corners’ W. Grange Avenue resurfacing project; and Washington County’s CTH M reconstruction project. Mr. Hoel noted that the City of Milwaukee’s N. Humboldt Avenue project was previously recommended by the Committee for STP-M funding and was taken out to bid earlier this year, and he said the City of Milwaukee is seeking additional FFY 2022 STP-M funds for the project. Mr. Hoel noted that the other three highway projects have not yet completed PE, which increases the risk that these projects may not be able to be implemented by the August 1, 2022, PS&E deadline. Mr. Hoel also noted that Washington County’s project would largely be located outside of the Milwaukee urbanized area. He indicated that, depending on the actions of WisDOT and the State Legislature in amending the State budget to include the additional funds from the BIL legislation, there may be a proportionally greater increase in the annual STP funding allocated to rural and small urban areas.
- **Alternative Three** - Fund one bus each for Milwaukee County and the City of Waukesha and the six highest-rated highway projects (excluding the City of Milwaukee’s W. Vliet Street reconstruction project and Washington County’s CTH M reconstruction project): the City of Milwaukee’s N. Humboldt Avenue reconstruction project; the City of St. Francis’ S. Kinnickinnic Avenue resurfacing project; the Village of Hales Corners’ W. Grange Avenue resurfacing project; the Town of Brookfield’s Swenson Drive pavement replacement project; the City of St. Francis’ E. Bolivar Avenue resurfacing project; and the Town of Brookfield’s Kossow Road pavement replacement project. Mr. Hoel noted that this alternative would fund more projects than the other two alternatives, but it would also be the riskiest alternative, as five of the highway projects would require completion of PE before the August 1, 2022, PS&E deadline.

Mr. Hoel stated that, based on the results of the evaluation of the highway projects and the likelihood of projects meeting WisDOT’s August 1, 2022, PS&E deadline, the Commission staff recommend the partial funding of the City of Milwaukee’s proposed W. Vliet Street reconstruction project. He noted that PE for this project has already been completed, and that this project previously was recommended by the Committee for funding. Mr. Hoel stated that in the event any highway project requires less funding or is

not able to meet the required deadlines, or there is additional STP-M funding made available by WisDOT, there is the potential that such available funding could be utilized for the current candidate transit projects or for the advancing of previously approved transit projects. Mr. Hoel also noted that WisDOT's estimate of \$7.3 million in additional FFY 2022 STP-M funding may be a floor, and that Commission staff estimates that this amount could increase by an additional \$1.7 million to a total of \$9.0 million in available FFY 2022 STP-M funding.

Following Mr. Hoel's review of the evaluation and recommendation of projects for additional FFY 2022 STP-M funding, the following comments and questions were raised by Committee members:

1. Responding to a question from Mr. Grisa, Mr. Hoel stated that Commission staff will know the final amount of additional FFY 2022 STP-M funding within the next few weeks. He noted that WisDOT recently submitted a request to the State Legislature's Committee on Joint Finance to include the increased Federal highway funding from the BIL legislation in the State budget and that that Committee has a 14-day legislative review period following the submission to passively approve, reject, or make changes to the request.

[Secretary's Note: Subsequent to the Committee meeting, the State Legislature's Committee on Joint Finance approved WisDOT's requested increases in Federal highway funding, with minimal changes, on April 26, 2022. Subsequently, WisDOT informed Commission staff that \$7,276,170 in additional FFY 2022 STP-M funding was available to projects in the Milwaukee urbanized area.]

2. Mr. Grisa asked if the Committee should develop contingency recommendations to account for the uncertain additional FFY 2022 STP-M funding level and the potential for projects to not meet the necessary deadlines by September 30, 2022. Mr. Muhs stated that developing contingency recommendations would be a good idea.
3. Mr. Grisa asked what the City of Milwaukee will do with its N. Humboldt Avenue reconstruction project if the Committee does not recommend additional FFY 2022 STP-M funding for the project. Mr. Chrisbaum stated that the City of Milwaukee would proceed with completing the project using local contingency funds.
4. Mr. Grisa asked about the status of the years 2015-2018 STP-M funding previously recommended by the Committee for the City of Milwaukee's W. Vliet Street reconstruction project. Mr. Chrisbaum stated that the funding was redirected to two other City of Milwaukee projects. Mr. Muhs noted that this redirection of funds was approved by the Committee as an amendment to the Transportation Improvement Program (TIP). Ms. Bussler added that the Committee approved the redirection of funds by email vote.

[Secretary's Note: In 2019, the City of Milwaukee requested an amendment to the 2019-2022 TIP that would drop its project to reconstruct W. Vliet Street from N. 12th Street to N. 27th Street (previously approved to receive \$2,782,000 in STP-M funding) and that would redirect \$882,000 in STP-M funding to its project to resurface W. Layton Avenue from S. 27th Street to S. Howell Avenue and would redirect \$1,900,000 in STP-M funding to its project to reconstruct N. Teutonia Avenue from W. Groeling Avenue to W. Garfield Avenue. The Milwaukee TIP Committee endorsed the requested amendment by email vote on August 30, 2019, and the Commission

approved the amendment on September 19, 2019. Commission Resolution No. 2019-16 approving the amendment can be found here:

https://www.sewrpc.org/SEWRPCFiles/Transportation/Files/tip/19-22_TIP/tip-resolution-2019-16.PDF

5. Responding to a question from Mr. Edgren, Mr. Varnes stated that WisDOT's project solicitation for additional FFY 2022 STP-M funding provided guidelines and checklists to ensure that selected projects can be obligated by September 30, 2022.
6. Responding to an inquiry by Mr. Edgren, Mr. Muhs responded that the Committee has recommended that 10 percent of the available STP-M funding be set-aside for transit projects. However, he added that, given the time constraints that the additional FFY 2022 STP-M funding has, the simplified evaluation conducted by Commission staff did not include distributing the funds to the various project categories as typically part of the evaluation process.
7. Mr. Martin inquired whether WisDOT staff would be able to turnaround needed approval for the recommended projects to ensure the new funding is obligated on time. Mr. Varnes replied that WisDOT intends to increase the staff dedicated to project review and to coordinate with other State agencies, such as the Wisconsin Department of Natural Resources (WDNR) and the Wisconsin Historical Society (WHS), to ensure projects are obligated on time. Mr. Martin noted that the process for obligating the funds should be aided by the fact that many projects likely will be relatively simple—such as resurfacing projects.
8. Mr. Martin suggested that the Committee should fund multiple projects with the additional FFY 2022 STP-M funding. Ms. Bussler expressed concern that some of the smaller communities that applied for the funding may not have enough experience with the process used for implementing projects with STP-M funding and inquired whether the smaller communities are ready to move forward quickly with their projects should they be recommended for funding. Mr. Hagie stated that the Town of Brookfield's projects would be able to meet the deadlines. Mr. Henderson agreed that the Town of Brookfield and its consultants are ready to move forward with its proposed projects. Ms. Dejewski indicated that the City of St. Francis is ready to move forward with its proposed projects. She also stated that if more funding is set aside for smaller sponsors' projects in future STP-M funding cycles, then more small communities would gain valuable experience implementing projects using STP-M funds.
9. Mr. Schmidt inquired if the Committee could quickly redirect STP-M funds to bus purchase projects if a project recommended for additional FFY 2022 STP-M funding does not meet WisDOT's deadlines. Mr. Varnes replied that it is relatively easy to shift funds to FTA projects.
10. Ms. Bussler asked if WisDOT can transfer additional FFY 2022 STP funding from elsewhere in the State to the Milwaukee urbanized area, instead of funding State highway projects, if such funding becomes available. Mr. Varnes stated that options for handling such situations are still being discussed at the State level.
11. Mr. Leichtling stated that the City of Milwaukee appreciates the Commission staff recommending the W. Vliet Street reconstruction project for funding. He added that recommending this project would be consistent with the Federal Justice40 Initiative, which seeks to direct Federal funding to disadvantaged communities.

[Secretary's Note: Presidential Executive Order (EO) 14008, *Tackling the Climate Crisis at Home and Abroad*, signed by the President on January 27, 2021, created the Justice40 Initiative. The Justice40 Initiative seeks to deliver 40 percent of the overall benefits of Federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities. Additional information on the U.S. Department of Transportation's efforts on Justice40 Initiative can be found here: <https://www.transportation.gov/equity-Justice40>.]

12. Mr. Grisa stated that the Committee typically recommends funding the highest scoring projects. He further stated that the highest rated project is the City of Milwaukee's N. Humboldt Boulevard project. However, he suggested that the Committee not set a new precedent by recommending additional STP-M funding for previously recommended projects that subsequently receive bids with higher-than-expected costs. Mr. Grisa then suggested that, based on its typical practice, the Committee consider funding the next two highest rated projects—the City of St. Francis' S. Kinnickinnic Avenue and the City of Milwaukee's W. Vliet Street projects. Responding to inquiry by Mr. Schmidt, Mr. Chrisbaum indicated that the City of Milwaukee had submitted the W. Vliet Street project for 2026-2027 STP-M last fall and would apply for additional FFY 2023-2026 STP-M funding from the BIL legislation in June, should the project not be awarded FFY 2022 at this meeting. However, he added that it is unlikely that the W. Vliet Street project would receive any of the additional FFY 2023-2026 STP-M funds, based on the high likelihood that a number of other projects would receive a higher score.
13. Mr. Daniels stated that, besides the City of Milwaukee's Humboldt Boulevard project, the only other projects that received scores that exceed the threshold of 73 total points and above, signifying projects of regional significance under the Committee's STP-M evaluation process, are the City of Milwaukee's W. Vliet Street reconstruction project (76 total points) and the City of St. Francis' S. Kinnickinnic Avenue resurfacing project (76 total points).
14. Mr. Martin noted that if the additional FFY 2022 STP-M funding is \$1.7 million higher than initially estimated, then the W. Vliet Street reconstruction project could be fully funded. Mr. Chrisbaum noted that the City of Milwaukee is expecting high bids for the project.
15. Mr. Wehrley stated that he initially thought the additional FFY 2022 STP-M funding provided a great opportunity to fund smaller sponsors' projects. But he noted that most of these projects have scores below the 73-point threshold for regional significance, and that it makes sense to follow the Committee's historical, impartial evaluation and prioritization process and fund the W. Vliet Street and S. Kinnickinnic Avenue projects.
16. Mr. Wehrley stated that if an additional \$1.7 million in FFY 2022 STP-M funding becomes available, then the W. Vliet Street project can be fully funded, and he further stated that any additional funding could be used for a bus acquisition project or the Village of Hales Corners' W. Grange Avenue resurfacing project. Mr. Hoel stated that timing of the proposed projects will be important—if there is enough time to complete PE for the W. Grange Avenue project, then any additional STP-M funding could be directed to that project. He further stated that the timing of bus acquisition funding would be much more flexible. Mr. Martin stated, should additional funds be later made available, that the Village of Hales Corners would likely not have sufficient time to complete PE for the W. Grange Avenue resurfacing project in time, and he recommended funding the bus acquisition projects instead.

17. Ms. Brown-Martin stated that the Committee could recommend funding for one bus for the City of Waukesha as well as funding for the W. Vliet Street project and the S. Kinnickinnic Avenue project. Ms. Bussler stated that one new bus purchased for the City of Waukesha's transit system would be a notable improvement, given the relatively small size of the City's bus fleet. She added that the City of Waukesha could use the purchase of a new bus to assist with the extended route connecting the future East-West Bus Rapid Transit (BRT) route to Waukesha County and downtown Waukesha.
18. Mr. Grisa indicated that the new Federal Carbon Reduction Program (CRP) could be a way to fund the purchase of replacement buses. Mr. Hoel agreed, noting that CRP funds can be used to fund CMAQ-type projects, including other projects that would contribute to reduced carbon emissions. He added that the Milwaukee urbanized area will be suballocated about \$3.8 million in CRP funding annually. He further noted that WisDOT is currently soliciting projects for FFY 2022 CRP funding with applications due on May 6, 2022. Upon receiving the applications, the Commission staff will evaluate and recommend projects for the FFY 2022 CRP funds for consideration by this Committee at a meeting sometime in June 2022.
19. Ms. Brown-Martin stated that the Committee seems to be focusing on two recommendation options for the additional FFY 2022 STP-M funding: 1) recommend partial funding of the W. Vliet Street reconstruction project and full funding of the S. Kinnickinnic Avenue resurfacing project, with any additional STP-M funding that may be available directed to fully fund the W. Vliet Street project; or 2) recommend partial funding at a lower level for the W. Vliet Street project, full funding for the S. Kinnickinnic Avenue project, and funding for the purchase of one new bus for the City of Waukesha. Ms. Bussler stated that, if the Milwaukee County and the City of Waukesha are confident that they can purchase new buses using other sources of Federal funding, then perhaps the additional FFY 2022 STP-M funding should be focused exclusively on highway projects.

Mr. Hafner made a motion to recommend two projects for \$7,276,170 in additional FFY 2022 STP-M funding: fully funding the City of St. Francis' S. Kinnickinnic Avenue resurfacing project (\$833,840) and partial funding the City of Milwaukee's W. Vliet Street reconstruction project (\$6,442,330). Mr. Martin seconded the motion. Ms. Brown-Martin then asked the Committee if there was any further discussion.

Mr. Grisa asked what would happen to the funding recommended for the S. Kinnickinnic Avenue project if the City of St. Francis is unable to meet the necessary deadlines for the funding. Mr. Edgren suggested that an amendment to the motion be made that specifies that any unused or additional FFY 2022 BIL STP-M funding be directed to fully fund the W. Vliet Street project and then to fully or partially fund the City of Waukesha and Milwaukee County's bus acquisition projects. Ms. Burns noted that any transfer of funds to FTA projects would need to be made by September 30, 2022.

Mr. Hafner and Mr. Martin amended their initial motion to specify that any unused or additional FFY 2022 STP-M funds be directed to fully fund, up to \$8,066,936, the City of Milwaukee's W. Vliet Street reconstruction project and then to fully or partially fund the City of Waukesha and Milwaukee County's bus acquisition projects. Upon no further discussion, the motion, as amended, was unanimously approved by the Committee.

REVIEW AND CONSIDERATION OF MEMORANDUM ENTITLED, “SELECTION OF PROJECTS IN THE MILWAUKEE URBANIZED AREA FOR FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM FUNDING: 2025-2026”

At the request of Ms. Brown-Martin, Mr. Hoel reviewed the SEWRPC memorandum entitled, *Selection of Projects in the Milwaukee Urbanized Area for Federal Transportation Alternatives Program Funding: 2025-2026*. Mr. Hoel stated that a total of 15 candidate projects were submitted on January 28, 2022, requesting a total of \$18,577,241 in years 2025-2026 Transportation Alternatives Program – Milwaukee Urbanized Area (TAP-MUA) funding, and that WisDOT has indicated that \$7,116,238 in TAP-MUA funding is available for State fiscal years 2025 through 2026. Mr. Hoel indicated that, since TAP applications were due a week before WisDOT initiated the FFY 2022 solicitation, WisDOT had initially decided to not solicit for additional TAP projects as part of the solicitation, and to award the increased amount of FFY 2022 funds provided by the BIL to projects submitted in January 2022. WisDOT has indicated that a separate TAP solicitation for the additional FFY 2023-2026 TAP funds from the BIL legislation would be initiated later this summer.

[Secretary’s Note: The SEWRPC memorandum entitled, *Selection of Projects in the Milwaukee Urbanized Area for Federal Transportation Alternatives Program Funding: 2025-2026*, can be accessed from the following link:
<https://www.sewrpc.org/SEWRPCFiles/CommissionFiles/CommitteeFiles/2022/2022-04-12-2025-2026-TAP-mke-tip.PDF>]

Mr. Hoel stated that Commission staff estimated that an additional \$2,184,288 in FFY 2022 BIL funding could be available for the TAP projects submitted in January. He indicated that, based on additional information provided by WisDOT prior to the meeting, this estimate could be considered a ceiling of the FFY 2022 funding that would be available. He noted that WisDOT has indicated that only projects/project phases that can be obligated by the end of September 2022 would be eligible for the additional FFY 2022 BIL funding. With respect to the TAP projects submitted in January, only the preliminary engineering of construction projects, the planning-related projects, and the safe routes to school program appear to be eligible for the additional BIL funding.

Mr. Hoel stated that with \$9,300,526 in available TAP-MUA funding (\$2,184,288 in potentially additional FFY 2022 TAP-MUA funding from the BIL legislation and \$7,116,238 in years 2025-2026 TAP-MUA funding) Commission staff initially recommended that six non-infrastructure projects be prioritized for \$1,147,200 in FFY 2022 TAP-MUA funding from the BIL legislation, since these projects would be able to be obligated by the end of the Federal fiscal year. Mr. Hoel noted that the previous round of TAP funding did not fund any planning projects. Mr. Muhs added that funding planning projects could help identify and develop future infrastructure projects.

Mr. Hoel indicated that, since the amount requested for infrastructure projects exceeded the \$8,153,3265 in remaining TAP-MUA funding, Commission staff utilized an evaluation process to assist in prioritizing the infrastructure projects. He noted that the criteria utilized were similar to the criteria utilized to evaluate projects from the previous funding cycle.

Mr. Hoel stated that, based on the application of the evaluation criteria, Commission staff initially recommended seven of the nine candidate infrastructure projects for funding, as shown in Table 6 of the memorandum. Mr. Hoel said funding the six non-infrastructure and seven infrastructure projects would leave \$504,693 in remaining TAP-MUA funds. He stated that Commission staff recommended that a portion of the remaining funding be utilized to fund the Village of Bayside’s STH 32 Pedestrian

Crosswalk Safety Enhancement Program, noting that the cost of this project has been revised to \$64,000. He added that Commission staff recommended to not fund the City of Waukesha's Fox River Trail Bicycle/Pedestrian Bridge over STH 59. He noted that any remaining 2025-2026 TAP-MUA funds could be carried over to the supplemental FFY 2023-2026 TAP solicitation, potentially occurring later this summer, or to the next regular TAP solicitation expected to occur in 2023, which would include new funding for the years 2027 and 2028.

Following Mr. Hoel's review of the evaluation and recommendation of projects for years 2025-2026 TAP funding, the following comments and questions were raised by Committee members:

1. Ms. Weddle-Henning inquired if the candidate planning projects can be initiated quickly if they are recommended for TAP funding. Mr. Hoel indicated that FHWA would need to obligate the TAP funds before any of the recommended planning projects could use the funding. However, he added that WisDOT would need to work with sponsors to execute a state-municipal agreement (SMA) for the projects and the projects would need to be added to the TIP before WisDOT can request the obligation of funds from FHWA.

Mr. Edgren made a motion to recommend 14 candidate projects for \$8,859,833 in FFY 2022 TAP-MUA funding and years 2025-2026 TAP-MUA funding, as documented in Table 7 of the linked memorandum. The motion was seconded by Mr. Schmidt and unanimously approved by the Milwaukee TIP Committee.

Mr. Muhs stated that Commission staff will inform Committee members of the next Committee meeting dates.

ADJOURNMENT

There being no further business to come before the Milwaukee TIP Committee, the meeting was adjourned at 3:00 p.m. on a motion from Mr. Martin, a second from Mr. Edgren, and a unanimous vote to adjourn by the Committee.

Respectfully Submitted,

Kevin J. Muhs
Secretary