

COUNTY OF MILWAUKEE
Inter-office Communication

DATE: 11/14/2025

TO: Marcelia Nicholson-Bovell, Chairwoman, Milwaukee County Board of Supervisors

FROM: John Rodgers, Interim Director, Department of Transportation

SUBJECT: From the Interim Director, Department of Transportation, the Transportation Engineering Director, Department of Transportation, and the President and CEO, Milwaukee County Transit System, requesting retroactive authorization to apply for funding under the Congestion Mitigation & Air Quality Improvement (CMAQ), the Surface Transportation Urban Program (STP-U), and the Local Bridge Program.

FILE TYPE: Action Report

REQUEST

The Milwaukee County Department of Transportation (MCDOT) is requesting retroactive authority to apply for, and accept if awarded, funding under the 2025-2028 Supplemental Congestion Mitigation & Air Quality Improvement (CMAQ), 2026-2030 CMAQ, and the 2026-2031 Surface Transportation Urban Program (STP-U) and Local Bridge Program (LBP). Applications are competitive and awards require a minimum 20% local match and applications. Amounts indicated below are the requested federal share and would require a local match for the remaining 20%. Any awarded funding will be included in the appropriate future operating or capital budget requests.

POLICY

Per Section 56.06 of the Milwaukee County General Ordinances, authorization is required from the County Board to apply for and execute discretionary federal or state grants that require a local match.

BACKGROUND

Applications for the following projects were submitted to the Wisconsin Department of Transportation (WisDOT). Awards would require a 20% local match, and this percentage is in reference to the overall project amount. Any awarded amounts would be part of future operating or capital requests as appropriate.

2025 - 2028 Supplemental CMAQ

1. Bus Replacement Program - Replacement of older Transit System vehicles with new vehicles - \$11,600,000

2. Public/Community Outreach - PR and community outreach campaign to educate about public transit to decrease dependence on driving in Single Occupancy Vehicles (SOVs). The campaign will target people in disadvantaged neighborhoods, seniors who seek to age in place, veterans, non-drivers and those who can't drive due to a disability, and students who could become lifelong transit riders and advocates - \$2,000,000
3. Signal Optimization - CMAQ funding to mitigate traffic congestion and lower vehicle emissions by incorporating traffic signal optimization along two major transit corridors in downtown Milwaukee. The project involves installing transponder equipment on 85 buses operating daily on six routes along 6th Street and Water Street (see map). MCTS will collaborate with the City of Milwaukee as they optimize traffic signals at 24 intersections along these streets - \$1,102,400

2026 - 2030 CMAQ

1. Bus Replacement Program - Replacement of older Transit System vehicles with new vehicles - \$18,000,000
2. Signal Optimization - CMAQ funding to mitigate traffic congestion and lower vehicle emissions by installing transponder equipment on 77 buses operating daily on 12 routes through downtown and the near west side (see map), and advance signal optimization previously allocated under CMAQ 2025-2028 (80 buses on 6 routes). Additionally, MCTS will collaborate with the City to optimize their traffic signals at 30 intersections - \$554,400
3. Traffic Signal Improvements (1) - Design and construct signal improvements at 3 intersections including new communications, cameras, new detection, improved traffic signal timings, cabinets, and other equipment associated with these upgrades. The intersections included in the project are on W. Hampton Ave. at N. 124th St., N. 119th St., and N. 107th St. Milwaukee County will work with WisDOT SE Region to update timings at the intersections on W. Hampton Ave. with IH 41 Ramps to remain in coordination with Milwaukee County signals as they are today - \$518,400 (for design and construction)
4. Traffic Signal Improvements (2) - The project will design and construct signal improvements at 5 intersections. The improvements will include new communications equipment between intersections, cameras for viewing of traffic conditions, new detection at intersections, improved traffic signal timings, new ATC controllers and other equipment associated with these upgrades. The intersections included in the project are on S. 76th St. at W. Puetz Rd., W. Drexel Ave., W. Imperial Dr., W. Rawson Ave., and W. Highview Dr./Ballpark Dr. - \$706,400 (for design and construction)
5. Public/Community Outreach - PR and community outreach campaign to educate about public transit to decrease dependence on driving in Single Occupancy Vehicles (SOVs).

The campaign will target current users of modes of transportation beyond a SOV, those who use the trail and bikeway network and potential choice riders who may opt to use transit for work and leisure - \$2,000,000

2026-2031 Surface Transportation Program

1. Street Improvement - The proposed action of the project is a pavement replacement of approximately 0.5 miles of W. College Ave. (CTH ZZ) roadway from S. 26th St. to S. 13th St. (excluding the I-94 Interchange) and reconditioning approximately 1.0 mile of the W. College Ave. (CTH ZZ) roadway from S. 13th St. to S. Howell Ave., in the Cities of Milwaukee and Oak Creek, Milwaukee County - \$7,440,000 (for construction)
2. Street Improvement - The purpose of this project is to meet the future transportation and safety provisions together with improving the deficiencies of the existing roadway system such as deteriorated pavement, poor drainage system, and insufficient access for both bicyclist and pedestrians. W. Beloit Rd. (CTH T) from S. 108th St. to W. Oklahoma Ave. is an urban 4-lane divided principal arterial with a parking lane and existing sidewalk with no bicycle accommodations. It is on the National Highway System (NHS) and has Milwaukee County Transit (MCTS) Bus Routes. W. Beloit Rd. (CTH T) is a major connector from I-41 corridor to S. 108th St. - \$8,720,000 (for construction)
3. Street Improvement - The proposed action of the project is a reconstruction of approximately 1.0 miles of W. Hampton Ave. (CTH EE) roadway from N. 92nd St. to N. 76th St. in the City of Milwaukee, Milwaukee County. The existing sidewalk on W. Hampton Ave. (CTH EE) will be evaluated for removal and replacement based on conditions and meeting ADA requirements. On-street bicycle accommodations will be considered as well. Traffic signal improvements as needed will be included at the intersections of N. 92nd St., W. Grantosa Dr., W. Appleton Ave., and N. 76th St. A traffic study will be conducted to determine safety improvements at the intersections along W. Hampton Ave. (CTH EE). The traffic study will also determine if additional or extension of turn lanes along the project corridor and consideration of traffic calming measures - \$9,680,000 (for design, real estate acquisition, and construction)
4. Street Improvement - The proposed action of the project is a reconstruction of approximately 2.0 miles of W. Good Hope Rd. (CTH PP) roadway from N. Teutonia Ave. to I-43 in the City of Milwaukee and Village of River Hills, Milwaukee County. Both pedestrian and bicycle accommodations will be considered along the corridor. Traffic signal improvements as needed will be included at the intersections of N. Teutonia Ave., N. Range Line Rd., W. Green Bay Ave., and N. River Rd. A traffic study will be conducted to determine safety improvements at the intersections along W. Good Hope Rd. (CTH PP), including the intersection of N. Pierron Rd./Milwaukee River Parkway. There is an existing Oak Leaf trail crossing near the railroad crossing located approximately 650 east of the intersection of N. Teutonia Ave. that will be evaluated for safety improvements as well. The traffic study will also determine if additional and/or

extension of turn lanes along the project corridor along with consideration of traffic calming measures - \$24,800,000 (for design, real estate acquisition, and construction)

5. Bus Replacement Program - Replacement of older Transit System vehicles with new vehicles - \$14,400,000

2026-2031 Local Bridge Program

1. A concrete deck overlay was recommended by WisDOT for the W Good Hope Rd (CTH PP) Bridge over Milwaukee River (B-40-0372) as referenced in the Bridge Project Scope Eligibility List, supporting cost-effective rehabilitation and preservation projects that extend the useful life of current structures. The bridge rehabilitation project will include the normal repairs on the deck prior to the concrete deck overlay to achieve the maximum life of the deck overlay. Bicycle and pedestrian accommodations will be reviewed and considered if feasible - \$1,352,000 (for design and construction)
2. Bridge Rehabilitation - A thin polymer overlay was recommended by WisDOT for the S 13th St (CTH V) Bridge over Oak Creek (B-40-0607) as referenced in the Bridge Project Scope Eligibility List, supporting cost-effective rehabilitation and preservation projects that extend the useful life of current structures. The bridge rehabilitation project will include normal repairs on the deck in preparation of the thin polymer overlay to achieve the maximum life of the deck overlay. Bicycle and pedestrian accommodations will be reviewed and considered if feasible - \$336,000 (for design and construction)
3. Bridge Rehabilitation - A concrete deck overlay was recommended by WisDOT for the Oak Creek Parkway Bridge over Oak Creek (B-40-0714) as referenced in the Bridge Project Scope Eligibility List, supporting cost-effective rehabilitation and preservation projects that extend the useful life of current structures. The bridge rehabilitation project will include normal repairs on the deck in preparation of the concrete overlay to achieve the maximum life of the deck overlay. Bicycle and pedestrian accommodations will be reviewed and considered if feasible - \$512,000 (for design and construction)

ALIGNMENT TO STRATEGIC PLAN

- 2A: Determine what, where, and how we deliver services to advance health equity.
- 2C: Apply a racial equity lens to all decisions.
Transit infrastructure investments will be reviewed from a racial equity perspective to ensure minority populations have enhanced transit access to jobs and health care.
- 3A: Invest “upstream” to address root causes of health disparities.
Proper infrastructure funding will allow for transit sustainability for those dependent upon the system to get to jobs, health care and other needed services.
- 3B: Enhance the County’s fiscal health and sustainability.
The County will only be required to fund 20% of the total costs of the grant.
- 3C: Dismantle barriers to diverse and inclusive communities.
Greater and more reliable access to transit will provide more opportunities to minority and low-income citizens who depend on the transit system all times of the day and days of the week.

FISCAL EFFECT

The direct fiscal impact is dependent on the grant amounts (if any) that are ultimately awarded. In the event of a full award for all projects, the local share requested in the applicable county budgets would total \$25,930,400 between 2026 and 2031. The total requested amounts in future budgets will not likely be impacted by this submission because the operating and capital needs are independent of whether or not an award is received.

TERM

N/A

VIRTUAL MEETING INVITES

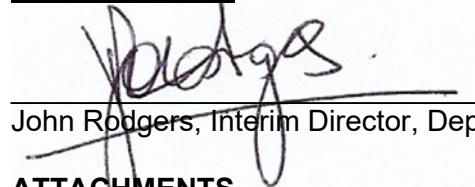
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PREPARED BY:

Anthony Geiger, Grant Manager, MCDOT Director's Office

APPROVED BY:A handwritten signature in black ink, appearing to read "Rodgers", is written over a horizontal line. The signature is stylized and cursive.

John Rodgers, Interim Director, Department of Transportation

ATTACHMENTS

- Resolution
- Fiscal Note

cc: Kelly Bablitch, Chief of Staff, County Board of Supervisors
Janelle M. Jensen, Legislative Services Division Manager, Office of the County Clerk