

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
AMENDED AGENDA

APRIL 9, 2019
2:00 P.M.

LARGE CONFERENCE ROOM
210 RIVER DR., WAUSAU, WI

Marathon County Mission Statement: *Marathon County Government serves people by leading, coordinating, and providing county, regional, and statewide initiatives. It directly or in cooperation with other public and private partners provides services and creates opportunities that make Marathon County and the surrounding area a preferred place to live, work, visit, and do business. (Last updated: 12-20-05)*

Commission Purpose: *The Commission shall be concerned with studies and recommendations relating to activities including but not limited to land-use; natural resources; utilities; and transportation systems within the metropolitan planning area. (Commission Bylaws last updated: 6-12-08)*

Members: *John Robinson – Chair, George Peterson – Vice Chair, Allan Opall, Betty Hoenisch, Steve Hagman, Robert Mielke, Raynard Zunker, John Prah, Milton Olson, Chris Voll, Barbara J. Ermeling, Brent Jacobson, Gregg Hoehn, WisDOT NC Regional Director*

AGENDA ITEMS:

1. CALL TO ORDER;
2. WELCOME AND INTRODUCTIONS;
3. PUBLIC COMMENT;

POLICY DISCUSSION AND POSSIBLE ACTION:

4. APPROVE MINUTES OF THE FEBRUARY 26, 2019 MEETING;
5. 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT;
6. **STATE HIGHWAY 52 REROUTE PROPOSAL, CITY OF WAUSAU**
7. RESOLUTION ASKING WISDOT TO RECONSTRUCT BUSINESS HIGHWAY 51 BETWEEN STATE HIGHWAY 29 AND THE EAU CLAIRE RIVER;
8. 2019-21 STATE BUDGET IMPACT ON LOCAL PLANNING AND TRANSPORTATION PROJECTS;
9. DISCUSSION ON ISSUES FOR FUTURE MEETINGS;
10. NEXT MEETING DATE – MAY 14, 2019;
11. ADJOURN.

Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk's Office at 715-261-1500 or e-mail infomarathon@mail.co.marathon.wi.us one business day before the meeting.

848-936 SIGNED 
PRESIDING OFFICER OR DESIGNEE

FAXED TO: Daily Herald (848-9361) City Pages (848-5887)
COURTHOUSE: Midwest Radio Group (848-3158)
CenterState Marketplace (446-2370)
FAXED BY: BI
FAX DATE/TIME: 04/03/2019 3:25 pm

NOTICE POSTED AT
By: _____
Date: _____
Time: _____

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Minutes
February 26, 2019

Commissioners: John Robinson – Chair, Dave Meurett (for Wickham), Steve Kunst (for Opall), Jeff Gates (for Jacobson), Robert Mielke, Michael Wodalski (for Ermeling), Gary Olson (for Peterson)

TAC Members: Dave Mack, Andrew Lynch, Eric Lindman

Others Present: Brenda Iczkowski, Tonia Speener

1. Call to Order

In the presence of a quorum, with the agenda being properly signed and posted, the meeting was called to order by Chair Robinson at 2:05 p.m. in the Large Conference Room 5, 210 River Drive, Wausau, Wisconsin.

2. Welcome and Introductions

All were welcomed and introductions were made.

3. Public Comment – None

4. Approve Minutes of the January 8, 2019 meeting

Action: MOTION / SECOND BY KUNST / MIELKE TO APPROVE THE JANUARY 8, 2019 MINUTES AS DISTRIBUTED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

5. 2019-2022 Transportation Improvement Program (TIP) Amendment

Discussion: Mack stated the TIP needed to be amended to include the Wisconsin Employment Transportation Assistance Program (WETAP) funded Wisconsin Automotive and Truck Education Association in Wausau for 2019. The program is associated with the local wheels to work program. The project additions to the TIP will be \$152,824 for both project capital and operating expenses.

Action: MOTION / SECOND BY MIELKE / KUNST TO APPROVE #2-19 RESOLUTION ADOPTING THE AMENDMENT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE WAUSAU METROPOLITAN AREA. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Follow Through: Staff will make the appropriate changes to the TIP and send to WisDOT and FHWA.

6. Highway Safety Improvement Program Performance Measure Targets for 2019

Discussion: Mack stated that in the packet is a resolution identifying performance measure targets for 2019. The commission can create their own targets or the commission can use the WisDOT target measures. The numbers in the resolution are the numbers the DOT is looking at from a state wide perspective. The safety measures are done by February every year with the Freight and Congestion targets to be identified in the fall. The Wausau Area MPO will contribute to accomplish the following target performance measures:

- Number of Fatalities 555.7 annually;
- Rate of Fatalities 0.915 per 100 million vehicle miles traveled;
- Number of Serious Injuries 2967.6 annually;
- Rate of Serious Injuries 4.785 per million vehicle miles traveled;
- Number of Non-motorized fatalities and non-motorized serious injuries 342 annually.

Action: MOTION / SECOND BY KUNST / MIELKE TO APPROVE #3-19 RESOLUTION ADOPTING THE HIGHWAY SAFETY IMPROVEMENT PROGRAM 2019 PERFORMANCE MEASURE TARGETS WITH A CLARIFICATION OF STATEWIDE NUMBERS INSTEAD OF MARATHON COUNTY. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Follow Through: Staff will make the appropriate changes to the UPWP and send to WisDOT and FHWA.

7. Restrictions on Eminent Domain for Bike/Pedestrian Infrastructure Projects

Discussion: Lynch updated the commission that since the last MPO meeting, Senator Risser introduced a bill that calls for full repeal of the law. Senator Roth and Representative Rohrkaste of the Fox Valley area, worked on a compromise solution that ran out of time. They are still interested in pursuing the eminent domain issue but are waiting on the budget bill to see what is included. Lynch met with Wisconsin Active Communities Alliance (WACA), a representative from Trek, an executive of the Bike Fed and

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

February 26, 2019

representative from the Downtown Madison business association group have also been working on the project.

Action: **MOTION / SECOND BY KUNST / MIELKE TO ADOPT #4-19 RESOLUTION ENDORSING REPEAL OF WISCONSIN STATUE 32.015. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Follow Through: Staff to send to area legislator, Governor, and municipalities.

8. State Highway 52 Reroute Proposal, City of Wausau

Discussion: Mack stated that changes to the roads that have been introduced to projects in the City of Wausau. In the packet, is a map with a layout of McIndoe and 3rd Streets. The map shows an issue with State Highway 52 and Business Highway 51 in the City of Wausau. Also included was a map with turn movements of some the street corners. Analysis on morning peak travel and evening peak travel for the redesignation showing the difference between the red which is the current route and blue being rerouted with travel times less than a ½ minute. The City of Wausau is doing a traffic study and will send to WisDOT for a decision. Once study comes back from WisDOT in May 2019, the MPO will need to approve the final redesignation.

Action: **FOR INFORMATIONAL PURPOSES ONLY.**

Follow Through: Staff to monitor the progress of the study and wait to receive the final proposal from WisDOT.

9. Bicycle/Pedestrian Committee Update

Discussion: Lynch provided an update of the Wausau MPO Bicycle and Pedestrian Sub-Committee from 2018. The following was shared with the commission:

- Reviewed and offered input to Rib Mountain on their bicycle ordinance update;
- Attended Places 4 Bikes conference in Indianapolis and accepted an award for Best Small City for Biking;
- Attended a workshop in Portland, Oregon;
- Hosted an e-bike demonstration and discussion;
- Created a new signed route connecting the MB trailhead in Weston to Wisconsin River Bridge. Signed in 2019;
- Three TAP projects were funded: Wausau Business Park, Rothschild and Schofield trail, and Safe Routes to School Plan for the Wausau School District.

The upcoming projects for 2019 known currently are: Cycling Without Age Program to start in Spring/Summer and the Bicycle Federation Bike Summit in September/October.

Action: **FOR INFORMATIONAL PURPOSES ONLY.**

Follow Through: Staff to inform commission of future updates.

10. Next Meeting – April 9, 2019

Action: **CONSENSUS REACHED THAT THE NEXT MEETING WILL BE SCHEDULED APRIL 9, 2019 AT 2:00 PM.**

Follow Through: This meeting will be scheduled.

11. Adjourn

Action: There being no further business to come before the members, **MOTION / SECOND BY GATES / MIELKE TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:55 PM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Submitted by:

Dave Mack, MPO Director

Marathon County Conservation, Planning and Zoning

DM: BI

April 3, 2019

**AMENDMENT
TO THE
2019-2022
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

**FOR THE
MARATHON COUNTY METROPOLITAN PLANNING
COMMISSION/WAUSAU AREA METROPOLITAN
PLANNING ORGANIZATION (MPO)**

April 9, 2019

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

RESOLUTION # 4-19

**RESOLUTION ADOPTING THE AMENDMENT TO THE
2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE WAUSAU METROPOLITAN AREA**

WHEREAS, the Marathon County Metropolitan Planning Commission was designated the Metropolitan Planning Organization for the Wausau Urbanized Area; and

WHEREAS, in compliance with Metropolitan Transportation Planning Regulations by the U.S. Department of Transportation, the Marathon County Metropolitan Planning Commission has developed a four-year transportation improvement program (TIP) for the Wausau Metropolitan Area; and

WHEREAS, the Transportation Improvement Program identifies transit, pedestrian/bicycle, and highway improvement projects and programs consistent with current transportation plans;

NOW, THEREFORE, BE IT RESOLVED, that the Marathon County Metropolitan Planning Commission endorses the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the *Transit Development Program for the Wausau Area Transit System*, which will be continually updated and maintained as part of the urban transportation planning process;

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission includes the *5310 Federal Funds for the purchase of a NCHC Replacement Bus* as part of the amendment to the 2019-2022 Transportation Improvement Program for the Wausau Metropolitan Area; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.336, the Wausau Metropolitan Planning Organization for the Wausau, WI urbanized area hereby certifies that the metropolitan transportation planning process is addressing the major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

5. Section 1101(b) of the Fixing America's Surface Transportation (FAST Act) (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission certifies that the Transportation Improvement Program contains only projects that are consistent with the transportation plan for the urban area and recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this 9th day of April 2019.

John Robinson, Commission Chairman

Rebecca J. Frisch, Commission Secretary
Director, Marathon County
Conservation, Planning and Zoning Department

2019 - 2022 TABLE 1 AMENDMENT
TIP PROJECT LISTING (\$)
 4/9/2019 (REVISED)

Red text Indicates Changes

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2018				2019				2020				2021				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL													

Transit Section - Project Additions

L	State of Wisconsin	North Central Health Care	PE ROW																5310 Federal Funds
		5310 Funds for Bus Replacement	CONST	\$47,200		\$11,800	\$59,000												
		373-19-021	TOTAL	\$47,200		\$11,800	\$59,000												
				(5310 Funds)															

TABLE 2

Amended April 9, 2019

Assessment of Available Funding for the 2019-2022 Transportation Improvement Program

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2019	2020	2021	2022	2019	2020	2021	2022
Federal Highway	NHPP	\$1,635,180	\$2,371,472	\$1,183,480	\$0	\$1,635,180	\$2,371,472	\$1,183,480	\$0
Administration	STBG	\$5,334,486	\$650,000	\$411,400	\$403,652	\$5,334,486	\$650,000	\$411,400	\$403,652
	HSIP	\$242,573	\$3,611,267	\$180,000	\$324,430	\$242,573	\$3,611,267	\$180,000	\$324,430
Totals		\$7,212,239	\$6,632,739	\$1,774,880	\$728,082	\$7,212,239	\$6,632,739	\$1,774,880	\$728,082
Totals	Inflated by 1.7% Annually	\$7,212,239	\$6,745,496	\$1,835,226	\$765,214	\$7,212,239	\$6,745,496	\$1,835,226	\$765,214

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$1,012,517	\$1,056,653	\$1,088,454	\$1,121,364	\$1,012,517	\$1,056,653	\$1,088,454	\$1,121,364
	Section 5309	\$39,200	\$464,607	\$49,643	\$22,514	\$39,200	\$464,607	\$49,643	\$22,514
	Section 5307 - Other	\$265,113	\$102,433	\$103,355	\$103,355	\$265,113	\$102,433	\$103,355	\$103,355
Totals		\$1,316,830	\$1,623,693	\$1,241,452	\$1,247,233	\$1,316,830	\$1,623,693	\$1,241,452	\$1,247,233
Totals	Inflated by 1.7% Annually	\$1,316,830	\$1,651,296	\$1,283,661	\$1,310,842	\$1,316,830	\$1,651,296	\$1,283,661	\$1,310,842

PART D – RECOMMENDATIONS AND SUMMARY

D1. Recommendations

The study area intersections were analyzed based on the procedures set forth in the *2010 Highway Capacity Manual* (HCM). It is noted that HCM 2000 was utilized since the Synchro modeling software doesn't report operations on the lane configurations and phasing as they currently exist along the study area corridors. Based on the results of the analysis performed at the study area intersections, the following modifications are recommended. Note that LOS D or better conditions were used to define acceptable peak hour operating conditions at the study area intersections.

The following modifications, as shown on Exhibit 1-3, are recommended at the study area intersections.

Scott Street (General)

- Modify the cross section along the corridor between 1st Street and 6th Street (utilizing striping and lane marking) to provide for two 12-foot through lanes, a single 6-foot bicycle lane on the north side of the through lanes and 8-foot parking lanes (including gutter pan) on the north and south sides of the street.
- At each of the side street intersections, except 3rd Street, utilize the parking lane (utilizing striping and lane marking) to provide a dedicated turn lane onto the side street without impacting the current parking along Scott Street, as described below.

Scott Street at 1st Street

- Provide updated traffic signal timings including coordinated offsets with the adjacent traffic signals between 1st Street and 5th Street.
- Provide (utilizing striping and lane marking) a dedicated left-turn lane, a dedicated right turn lane and two through lanes on the west approach of the intersection.
- No changes recommended on the north or south approaches of the intersection.

Scott Street at 2nd Street

- Provide updated traffic signal timings including coordinated offsets with the adjacent traffic signals between 1st Street and 5th Street.
- Provide (utilizing striping and lane marking) a dedicated right turn lane and two through lanes on the west approach of the intersection.
- No changes recommended on the north or south approaches of the intersection.

Scott Street at 3rd Street

- Provide updated traffic signal timings including coordinated offsets with the adjacent traffic signals between 1st Street and 5th Street.
- Provide (utilizing striping and lane marking) a dedicated right turn lane and two through lanes on the west approach of the intersection.

- No changes recommended on the north or south approaches of the intersection.

Scott Street at 4th Street

- Provide (utilizing striping and lane marking) a dedicated left-turn lane, a dedicated right turn lane and two through lanes on the west approach of the intersection.
- No changes recommended on the north or south approaches of the intersection.

Scott Street at 5th Street

- Provide updated traffic signal timings including coordinated offsets with the adjacent traffic signals between 1st Street and 5th Street.
- Provide (utilizing striping and lane marking) a dedicated left-turn lane and two through lanes on the west approach of the intersection.
- To allow for WB truck turning templates, provide (utilizing striping and lane marking) a dedicated through lane and a shared through/right-turn lane on the north approach of the intersection.
- No changes recommended on the south approach of the intersection.

Scott Street at 6th Street

- No changes recommended at this intersection.

McIndoe Street at 1st Street

- Operate the north and south approaches under free flow control.
- Reconstruct the east approach to provide a single lane driveway to the proposed development as shown on the conceptual site plan.

McIndoe Street at 5th Street

- No changes recommended at this intersection.

McIndoe Street at 6th Street

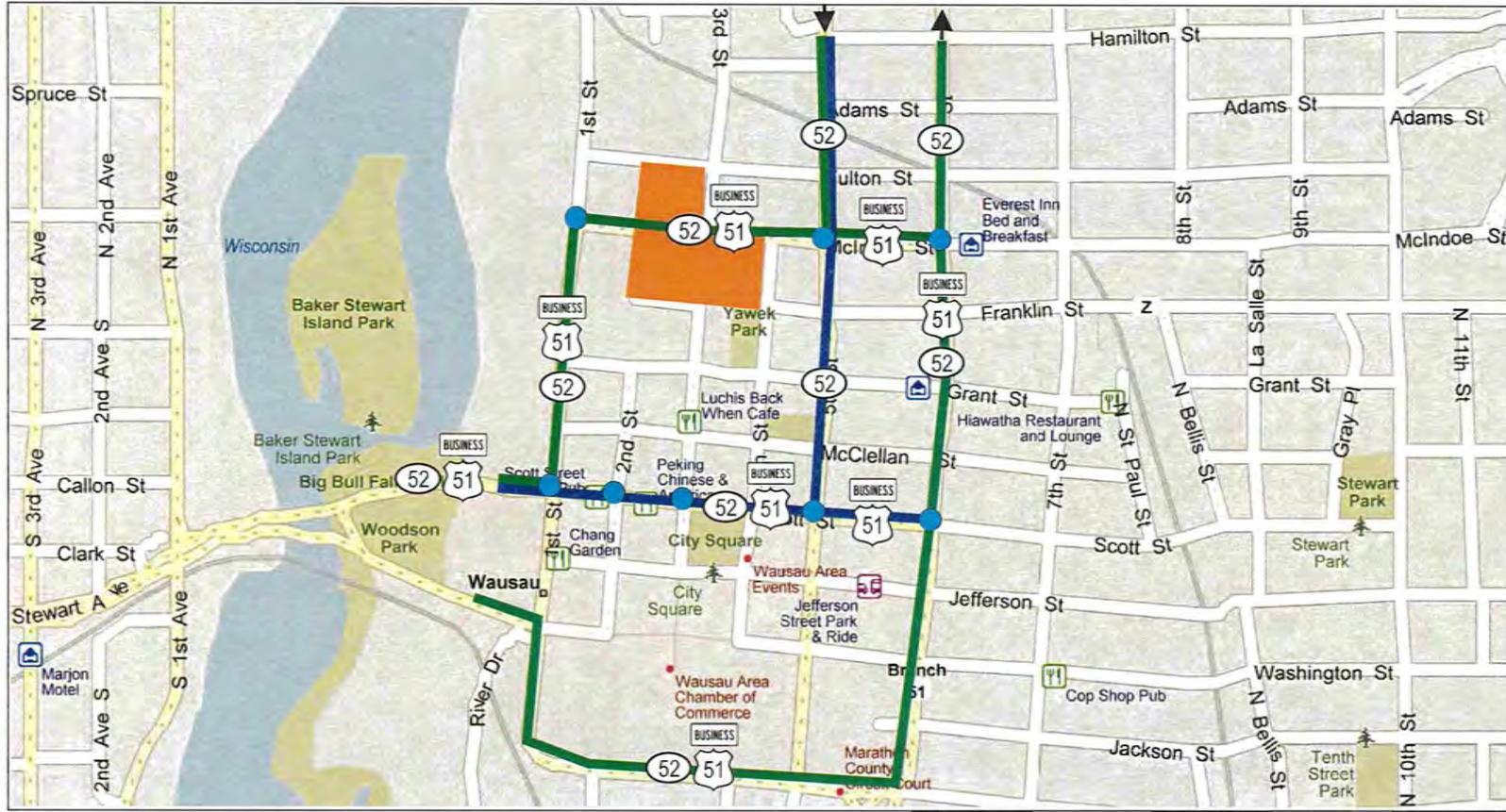
- No changes recommended at this intersection.

With the recommended modifications, all movements at the study area intersections are expected to operate acceptably under full build Year 2040 Total traffic conditions.

D2. Summary

With the implementation of the recommended modifications, safe operations are expected along all study area intersections under the full build out of the proposed development, the vacation of McIndoe Street between 1st Street and 3rd Street and the rerouting of WIS 52/BUS 51 as described in this report, through the design year 2040 and beyond.

Wausau, Wisconsin



LEGEND

- Study Area Intersections
- Development Area
- Existing WIS 52/BUS 51 Designation
- Proposed WIS 52/BUS 51 Designation

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LEGEND

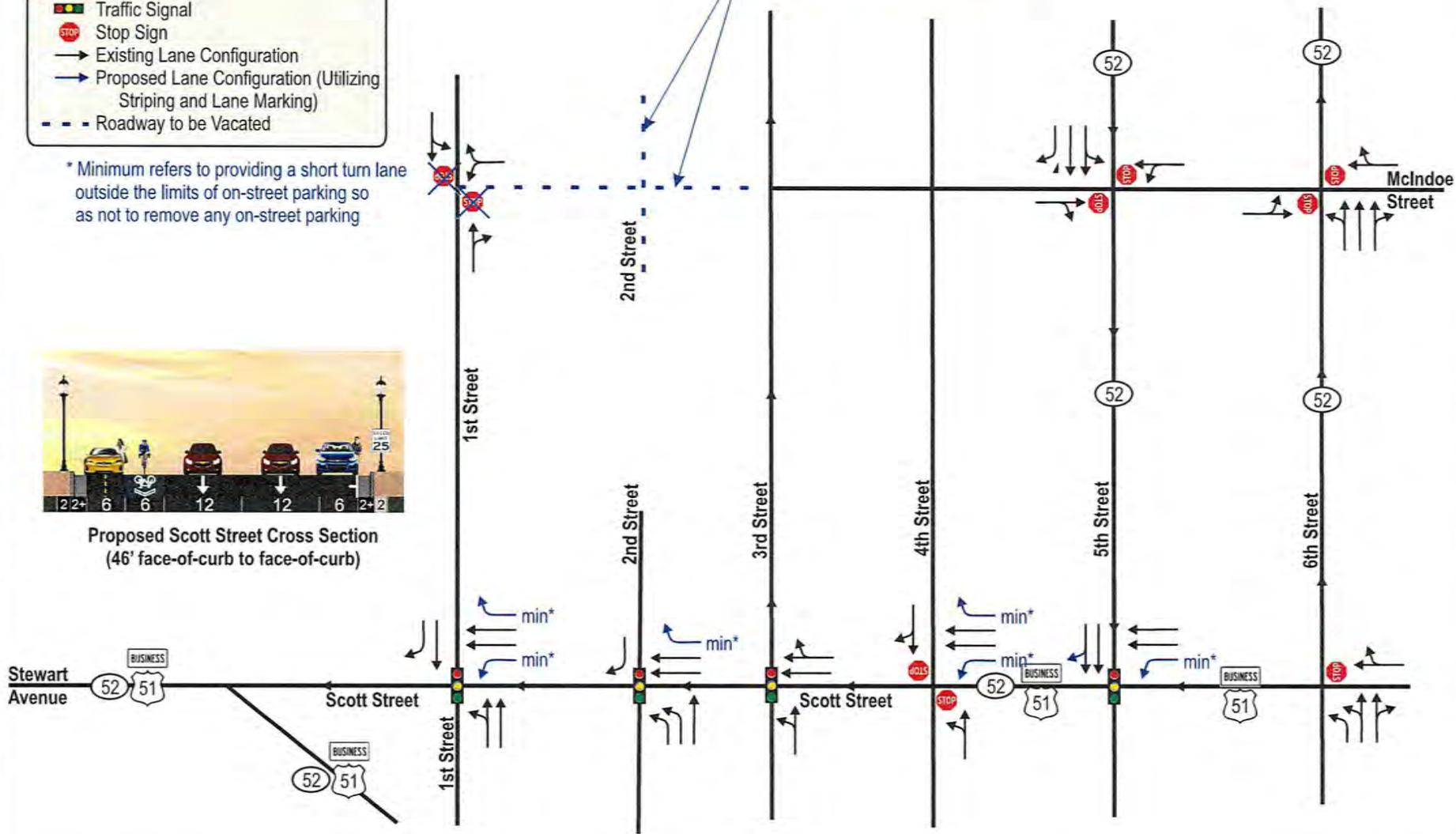
-  Traffic Signal
-  Stop Sign
-  Existing Lane Configuration
-  Proposed Lane Configuration (Utilizing Striping and Lane Marking)
-  Roadway to be Vacated

* Minimum refers to providing a short turn lane outside the limits of on-street parking so as not to remove any on-street parking



Proposed Scott Street Cross Section
(46' face-of-curb to face-of-curb)

Vacate McIndoe Street & 2nd Street as shown on Site Plan



THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

RESOLUTION #5-19

**RESOLUTION INSISTING THE WISCONSIN DEPARTMENT OF
TRANSPORTATION RECONSTRUCT BUSINESS HIGHWAY 51 FROM STATE
HIGHWAY 29 TO THE EAU CLAIR RIVER**

WHEREAS, the Marathon County Metropolitan Planning Commission is represented by the Cities of Mosinee, Schofield and Wausau; the Villages of Kronenwetter, Maine, Rothschild, and Weston; the Towns of Mosinee, Rib Mountain, Stettin, Wausau, and Weston; Marathon County and the Wisconsin Department of Transportation; and the communities make up the Wausau urbanized area; and

WHEREAS, Business Highway 51 is a principal arterial route in the Wausau urbanized area extending from the City of Mosinee through the Village of Kronenwetter, Village of Rothschild, Village of Weston, City of Schofield and the City of Wausau; and

WHEREAS, the Wisconsin Department of Transportation has jurisdiction over Business Highway 51 in the urbanized area; and

WHEREAS, Business Highway 51 carries between 16,800 and 21,300 vehicles per day in the segment between State Highway 29 in the Village of Rothschild and the Eau Claire River in the City of Schofield; and

WHEREAS, the pavement on the aforementioned segment of Business Highway 51 is in horrendous driving condition and the City of Schofield and Villages of Rothschild and Weston have received complaints from taxpayers and others that use the road; and

WHEREAS, the only practical solution for correcting the condition of the aforementioned segment of Business Highway 51 is to reconstruct the entire roadway; and

WHEREAS, there are no current plans for reconstruction of the aforementioned segment of Business Highway 51; and

WHEREAS, the Village of Rothschild, City of Schofield, Village of Weston and Marathon County fully support the reconstruction of the aforementioned segment of Business Highway 51 through resolutions of their governing bodies; and

NOW, THEREFORE, BE IT RESOLVED, that the Marathon County Metropolitan Planning Commission insists the Wisconsin Department of Transportation immediately begin planning and programming to reconstruct Business Highway 51 between State Highway 29 in the Village of Rothschild and the Eau Claire River in the City of Schofield; and

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission submit this document to the appropriate Wisconsin Department of Transportation personal for their review.

Dated this 9th day of April, 2019.

John Robinson, Commission Chairman

Rebecca J. Frisch, Commission Secretary
Director, Marathon County
Conservation, Planning and Zoning Department

2019-2021 STATE BIENNIAL BUDGET SUMMARY

TRANSPORTATION AND PUBLIC WORKS

Segregated Transportation Fund:

The Governor's budget funds the state's infrastructure with approximately \$6.6 billion, up from \$6.1 billion in the current biennium. New transportation revenues are generated by an eight-percent increase in the gas tax (\$485 million), elimination of the minimum markup on motor fuel, an increase in the heavy vehicle registration fee (\$36 million), an increase in the title fee (\$36 million) and by a proposed activation of the hybrid vehicle surcharge fee (\$9.7 million). In total, the increase in revenue for the Segregated Transportation Fund is approximately \$566 million in the biennium. The budget also reinstates indexing of the gas tax rate to the consumer price index.

Transportation Project Requirements:

The Governor's budget repeals requirements passed in the 2018 Extraordinary Session requiring that any project with federal dollars in the Majors, Southeast Mega and Highway Rehabilitation Programs to be composed at least 70 percent federal dollars. The Governor's budget proposal also repeals language passed in the 2018 Extraordinary Session requiring the Wisconsin Department of Transportation (WisDOT) to notify a political subdivision receiving aid for local project whether the aid includes federal monies and how that money must be spent. Finally, the Governor's budget repeals 2018 Extraordinary Session language stating that WisDOT may not require political subdivisions to comply with any portion of the agency's Facility Development Manual, other than requirements related to design standards.

General Transportation Aids:

The Governor's budget increases county general transportation aids (GTA) from \$111,093,800 in the 2017-19 budget cycle to \$122,203,200 by calendar year 2020.

Routine Maintenance Agreements:

The Governor's budget maintains funding and preserves recent increases for Routine Maintenance of the State Trunk Highway System (STH) performed by counties.

General Transit Aids:

The Governor's budget increases annual funding for General Transit Aids by 10 percent or \$11,073,800 by the second year of the biennium: Mass Transit Systems with operating expenses of:

- Greater than \$80,000,000: Funding is increased in the second year of the biennium from \$64, 193,900 to \$70,613,300
- Between \$20,000,000 and \$80,000,000: Funding is increased from \$16,868,000 to \$18,554,800
- Less than \$20,000,000 and a serving population of at least 50,000: Funding is increased from \$24,486,700 to \$26,935,400.
- Mass Transit Systems serving an area with a population of less than 50,000: Funding is increased from \$5,188,900 to \$5,707,800.

Transit Capital Assistance:

The Governor's budget establishes a Transit Capital Assistance Program to aid in the replacement of buses for eligible applicants. A total of \$10 million is allocated in the second year of the biennium to establish the program.

Paratransit Aids:

The Governor's budget increases funding for Paratransit Aids by 10 percent or by \$275,000 in FY 2020 and again in FY 2021. This is a total funding increase of \$550,000 over the biennium.

Local Bridge Improvement Assistance:

The Governor's budget maintains level funding for the Local Bridge Improvement Program, resulting in \$22.9 million in both years of the biennium.

Local Road Improvement Program (LRIP):

The Governor's budget increases the funding for the Local Road Improvement Program (LRIP) by 4 percent in the 2019-21 biennium. A total of \$1,288,000 will be added to the overall program. Funding for the county component of LRIP, the County Highway Improvement Program (CHIP), (Discretionary Program funding) will be \$5,569,400 in FY 2020 and \$5,688,400 in FY 2021.

Majors Projects:

The Governor's budget provides \$558 million in total funding for the Major Highway Development Program in the 2019-21 biennium. The total funding level for the program was \$669 million in the 2017-19 biennium. This is a funding decrease for the program of approximately \$111 million.

Southeast Mega Projects Program:

The Governor's budget increases funding for the Southeast Mega Projects Program from \$122 million in the 2017-19 biennium to \$332 million in the program. This is a proposed funding increase of approximately \$210 million for the upcoming budget cycle.

State Highway Rehabilitation Funding:

The Governor's budget provides an increase in the program from approximately \$1.7 billion in 2017-19 to \$1.9 billion. This is a funding increase of approximately \$176 million over the previous budget cycle.

Seniors and Individuals with Disabilities Specialized Transportation Aids:

The Governor's budget increases funding for the program by \$3 million in each year of the biennium. This amounts to a \$6 million, or approximately 24% increase, in funding in the 2019-21 biennium.

Passenger Rail Bonding:

The Governor's budget provides \$45,000,000 in general fund supported general obligation bonding for passenger rail improvements for travel between Milwaukee and Chicago. The Governor's budget also earmarks track or rail passenger station improvements related to an Amtrak service extension route, or the establishment of commuter rail service, between the City of Milwaukee and Waukesha County.

Harbor Assistance Program:

The Governor's budget increases funding for the Harbor Assistance Program by \$13,200,000 in FY20. In addition, the Governor's budget recommends giving priority to municipalities in which a shipbuilder in the state is conducting operations. Finally, the Governor's budget recommends providing \$39,000,000 in transportation fund-supported general obligation bonding for the program.

Freight Rail Preservation Program:

The Governor's budget provides \$30,000,000 in transportation fund supported general obligation bonding for the freight rail preservation program.

Volkswagen Settlement:

The Governor's budget allocates 60 percent of the remaining \$25 million in Volkswagen emissions settlement funds to be dedicated to the replacement of public transit vehicles and 40 percent towards electric vehicle charging stations. Additionally, the budget modifies current law by reducing the percentage of the total grant award returned to the state through a shared revenue reduction by the Milwaukee County and city of Madison public transit systems from 75 to 20 percent.

Railroad Crossing and Repair:

The Governor's budget increases funding for railroad crossing and repair by \$465,000 in each year of the biennium to address a backlog of projects. The total funding increase for the program in the 2019-21 biennium is \$930,000.

Next Generation Air Traffic Control Systems:

The Governor's budget increases state funding by \$1 million in each year of the biennium to aid local airports in the conversion to Next Generation Air Traffic Control System.

Project Labor Agreements (PLA):

The Governor's budget restores a local unit of government's ability to require that a bidder enter into a Project Labor Agreement (PLA).

State Prevailing Wage Requirements:

The Governor's budget restores Prevailing Wage requirements for projects using state dollars.

Local Government Use of Eminent Domain Authority for Bicycle and

Pedestrian Facilities: The Governor's budget restores the ability of local governments to use eminent domain authority for the installation of bike and pedestrian paths.

Elderly and Disabled Transportation Aids: The Governor's budget increases elderly and disabled transportation aids by \$6 million over the biennium (\$3 million in each year of the budget).