

# MILWAUKEE TRANSPORTATION OPTIONS

# MAP 21

- **\$105 Billion for FY 2013-14**
  - Reduces Federal Deficit by \$16.3 billion from 2012-2022
- **1<sup>st</sup> Long term high authorization enacted since 2005**
- **“Streamlined and performance-based”**
  - Builds on many of the highway, transit, bike, and pedestrian programs and policies from 1991
- **Funded without increasing transportation user fees (ie. no increase of gas tax)**



# CURRENT MILWAUKEE TRANSPORTATION OPTIONS

## ■ School Bus

## ■ Public Bus

### ■ Fare

- Adults \$2.25, Children/Seniors \$1.10
- Weekly Pass \$17.50, Monthly \$64.00

- Area Maps: <http://www.ridemcts.com/routes-schedules/area-maps>

## ■ Taxi

### ■ Over 20 companies listed in Yellowbook:

- American United Taxi Cab, Yellow Cab Co-op, Showroom Luxury Car Service, Airport Towncar Express, Checker, Cream City Rick Shaw Inc., General Mitchell Taxi Cab, Balistreri Car Service

- Average cost of a cab: \$2.40 per mile

## ■ Personal car or walk

# MAP – 21 IN WISCONSIN

- Transportation Alternatives Program (TAP)
- Construction projects costing \$25K or more are eligible for TAP funding and non-construction projects costing at least \$10K
- Pursuant to MAP-21, federal funds will provide up to 80% of SRTS project costs, rather than 100% as was the case under previous federal transportation legislation.

# APPLICATION CYCLE

- Aims to solicit SRTS project applications as part of the TAP award cycle every other calendar year. The next TAP award cycle is scheduled to begin in October 2013.
- TAP funding, including funding for SRTS projects, is allocated on a competitive basis after a selection committee rates and ranks applications and then makes funding recommendations to the WisDOT Secretary.
- MAP-21 requires state DOTs to sub-allocate TAP funding to areas with a population of 200,000 or more for TAP project selection by Municipal Planning Organizations. WisDOT will also continue to operate a competitive TAP project selection process.

# TAP APPROPRIATION IN THE 2013-15 WISCONSIN BUDGET

- SFY 2014

- \$6,951,800 (Federal)

- \$1,000,000 (State funds for bicycle-pedestrian facilities only)

- SFY 2015

- \$7,049,300 (Federal)

- \$1,000,000 (State funds for bicycle-pedestrian facilities only)

# MY ROLE

## ■ Bridge (Pre) Disaster Relief Legislation

### *Analysis by the Legislative Reference Bureau*

Under current law, if a highway that is not on the state trunk highway system (highway) is damaged by a disaster, the county or municipality having jurisdiction over the highway may petition the Department of Transportation (DOT) for payment of disaster damage aid. A "disaster" is defined as any of the following: 1) a severe storm, flood, fire, tornado, mudslide, or other natural event external to a highway; 2) the sudden failure of a major element or segment of the highway system due to a cause that is external to a highway (catastrophic highway failure), but not including any failure primarily attributable to gradual and progressive deterioration or lack of proper maintenance of a highway; or 3) an event or recurring damage caused by any governmental unit or person acting under the direction or approval of, or permit issued by, any governmental unit and in response to an event described in item 1) or 2), above. Upon receipt of a petition, DOT must make an investigation and determine whether to grant aid, the amount of the aid as determined under specified criteria, and the conditions under which aid is granted.

Under this bill, any deterioration or other condition of a bridge on a highway that, if not repaired or rectified, may lead to failure of the bridge in the foreseeable future is catastrophic highway failure eligible for disaster damage aid.



# CONTACT INFORMATION

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