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From the Director, Department of Transportation, requesting retroactive authorization apply for and accept, if awarded a Transportation Alternatives Program Grant, by recommending adoption of the following:

**A RESOLUTION**

WHEREAS, per Section 56.06 of the Milwaukee County Code of General Ordinances, authorization is required from the Milwaukee County Board of Supervisors to apply for, and execute discretionary Federal or State of Wisconsin grants that require a local match; and

WHEREAS, the Transportation Alternatives Program (TAP) is a legislative program that was authorized in Fixing America's Surface Transportation Act, the Federal transportation act that was signed into law in 2015; and

WHEREAS, the Department of Transportation (DOT) has submitted a grant application to address reckless driving, and its impact on pedestrians, bicyclists, and transit riders in Milwaukee County (the County); and

WHEREAS, reckless driving has reached a crisis level in the County, which disproportionately affects residents of color, as demonstrated by a 2013-2018 report compiled by the Centers for Disease Control and Prevention, which shows that the motor vehicle crash fatality rate for Black, non-Hispanic Wisconsinites nearly doubled during that timeframe, with the County representing the largest percentage of vehicle crash fatalities; and

WHEREAS, the County's vision to be the healthiest county in the State by achieving racial equity cannot be met without taking a new approach to transportation safety, that addresses the root causes of reckless driving behavior, and protects our most vulnerable residents; and

WHEREAS, researching best practices across the Milwaukee region will enable policy leaders to develop data-informed solutions that municipalities can consider to best meet the needs of their residents, and DOT seeks to actively engage all 19 municipalities, gain their input, and analyze how this plan will meet their needs; and

WHEREAS, during the first 18-months of the cycle, we will coordinate directly with municipal governments throughout the County, and actively engage community stakeholders, especially those who are most impacted by reckless driving; and

45 WHEREAS, during the second 18-months, we will develop a comprehensive  
46 County-wide transportation safety plan, and design concepts for each municipality to  
47 consider; and  
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49 WHEREAS, TAP projects require local sponsors to pay 20 percent of  
50 approved projects costs, which are estimated to be \$225,000, including a local  
51 share of \$45,000; and  
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53 WHEREAS, TAP projects are capped, and may not be substituted for another  
54 project; and  
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56 WHEREAS, TAP projects must commence within four years of the award date;  
57 and  
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59 WHEREAS, the Committee on Transportation, Public Works, and Transit, at its  
60 meeting of March 9, 2022, recommended adoption of File No. 22-374 (vote 4-0);  
61 now, therefore,  
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63 BE IT RESOLVED, the Director, Department of Transportation, is hereby  
64 authorized, retroactively, to apply for and accept a Transportation Alternatives Program  
65 Grant.  
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69 03/09/2022  
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