



# **WisDOT Local Programs Update**

**Merrill Mechler-Hickson, Local Programs Section Chief  
League of Wisconsin Municipalities Lunchtime Web Series**

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# WisDOT Local Programs & Finance

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# WisDOT Local Programs

## What is BIL funded vs. State funded

### BIL (Federal) Funded:

- Signed on November 15, 2021, the Bipartisan Infrastructure Law (BIL) aka Infrastructure Investment and Jobs Act (IIJA) represents a significant increase of federal funding available for local programs over the next five fiscal years.
  - Surface Transportation Block Grant (STBG)
  - Carbon Reduction Program (CRP)
  - Transportation Alternatives Program (TAP)
  - Congestion Mitigation & Air Quality (CMAQ)

### State Funded:

- General Transportation Aids (GTA)
- Connecting Highways Aids (CHA)
- Local Roads Improvement Program (LRIP)

### BIL/State Dual Funded:

- Local Bridge Improvement Assistance Program





# New Program: Agricultural Roads Improvement Program (ARIP)



# Agricultural Roads Improvement Program (ARIP)– General Overview

The Agricultural Roads Improvement Program (ARIP) is a one-time SEG funded grant appropriation in the 2023-2025 biennium.

- \$150 million to reimburse local governments to improve deteriorating Class B and weight-restricted roads that restrict the ability of farming to move full truckloads of goods.
- ARIP may be funded at up to a 90% state cost share.
- From the date of legislation, program must award within 3 years and reimburse within 5 years.



# DRAFT Eligibility

An ARIP project is eligible for funding if it meets all the following criteria:

- The highway, bridge, or culvert provides access to agricultural lands or facilities used to produce agricultural goods, including forest products.
- The highway, bridge, or culvert is used by at least one agricultural producer.
- The highway is designated as a class “B” highway due to structural deficiencies or is subject to a posted weight limitation at least annually.
- After the improvement, the highway will not be designated as a class “B” highway and will not be subject to a posted weight limitation other than under extraordinary or emergency circumstances.
- Other statutory requirements (like functional classification), committee decisions, and WisDOT policy will apply.



# DRAFT Application

WisDOT is developing a paper application that meets the following goals:

- The application does not exceed two pages in length and is reasonably accessible to local governments.
- The application will require an assessment of eligibility, funding requested, and project description including the timeframe of Class B posting, and any desire for WisDOT to be a fiscal agent.
- Applicants will certify that all provided application materials are accurate and truthful.
- The application will be made available to local units of government, either thru the Access.gov portal or through a fillable form available for download on the department's website.





# DRAFT Proposed Solicitations

WisDOT anticipates holding two application cycles in 2024:

## Round 1

- First project solicitation in January-March of 2024.
- Application due date of March 15, 2024.
- Committee review of submitted applications throughout late March and April 2024.
- Final committee meeting and formalized award selections the week of April 29, 2024.
- Award announcements made at the end of May 2024.

## Round 2

- Second project solicitation in June-August of 2024.
- Application due date of August 15, 2024.
- Committee review of submitted applications throughout late August and September 2024.
- Final committee meeting and formalized award selections the week of September 30, 2024.
- Award announcements made at the end of October 2024.



# DRAFT Selection Process

Projects will be recommended by a committee made up of local government officials and members of the agricultural/timber industry. The legislation specifies criteria for prioritizing ARIP applications, including but not limited to:

- A project that improves access by the largest number of agricultural producers to agricultural lands and facilities used to produce agricultural goods.
- A project that will result in the greatest positive economic impact.
- A highway, bridge, or culvert that provides the only feasible access to agricultural lands used to produce agricultural goods.
- An application by a local government that faces demonstrable fiscal or administrative difficulties in completing highway projects.
- A project that will result in the reduction of trips, costs, mileage driven (for example) for agricultural producers.
- A project that will result in the transportation of the largest amount of agricultural goods.





# Local Roads Improvement Program (LRIP)



# LRIP – General Overview

- LRIP is governed by §86.31 Wis Stats., Trans 206
- LRIP is designed to address:
  - Seriously deteriorating roads under local jurisdiction
- It is an improvement program, not for maintenance or new construction
  - Project design life: at least 10 years
  - Projects must be built to appropriate standards
    - Towns: Trans 204
    - Cities & Villages: FDM 11-20-01
    - Counties: Trans 205



# LRIP – General Overview Continued

- LRIP is a reimbursement program
  - Awards allow for up to 50% of eligible costs (except LRIP-S)
  - Projects must be completed and contractor(s) paid before reimbursement
- LRIPWeb
  - Web-based program management system – enhanced in June 2020
  - One-time registration into TAS and LRIPWeb: <http://tas.wisconsindot.gov>
  - Core hub for LRIP project management – new project applications, project changes and reimbursement requests



# Program Timeline



# LRIP PILOT PROGRAM 2024 - 2025

- Collaboration between WCHA, LWM, and WTA
- Created to evaluate proposed changes to Trans 206
- 25 counties in Northwest & West Central Wisconsin (WTA Districts 2 and 3)
- Facilitators replacing CHCs
- More details can be found on LWM and WTA websites





# Transportation Alternatives Program (TAP)





# Transportation Alternatives Program (TAP)

- Federally funded reimbursement program, generally 80/20 cost-share
- Competitive Selection Process (Statewide or Transportation Management Area)
- Emphasis on generating and enhancing utilitarian, non-motorized trips
- Eligible activities
  - Non-Infrastructure
    - Planning Studies
    - Safe Routes to School programming
  - Infrastructure
    - Design & Construction projects
    - Construction-only projects
- Eligible entities:
  - Local Governments
  - Transit Agencies
  - Tribal Governments
  - School Districts
  - Non-Profits



# Transportation Alternatives Program (TAP)

- Commencement Rule
  - **Wis. Stats. § 85.021(2)(b)**
  - Commencement varies based on activity
- Metropolitan Planning Organizations (MPOs) in areas with populations over 200,000 receive a funding suballocation and select their own projects



# Safe Transportation Alternatives for Rural Schools (STARS)

- Rural communities/schools have great need for the benefits of SRTS
  - Long distances, high speeds, few sidewalks, highways bisecting towns, school staff serving multiple roles
- Limited historic rural participation in SRTS-related activities due to:
  - Local staff and other resource limitation
  - Financial constraints
- STARS addresses these issues by:
  - Reducing minimum project cost requirements
  - Creating additional SRTS support through stakeholder partnership for application/project administration and coordination





# Congestion Mitigation & Air Quality (CMAQ)



# CMAQ General Overview

- Federally funded program
  - 10 Eligible Wisconsin Counties
- Each CMAQ cycle is four years with a new cycle every two years (odd calendar years)
- Technical assessment
  - Project selection based on emission reduction benefits



# CMAQ Overview Continued

- Non-Attainment or Maintenance Areas
  - Milwaukee, Racine, Kenosha, Waukesha, Washington, Ozaukee, Walworth, Sheboygan, Manitowoc, Kewaunee and Door
- Purpose: Reduce emissions related to traffic congestion, improve vehicle and fuel technologies, reduce overall number of motorized vehicle trips & miles traveled
- Project Examples: Transit vehicles, traffic control technologies, bicycle/pedestrian facilities





# Surface Transportation Program (STP)



# Surface Transportation Program (STP) – General Overview

- Provides federal funding for up to 80% of the cost of local road or bridge improvements
- Eligible Roads
  - Functional classification of Major/Rural Collector or higher (STP-Urban, STP-Rural)
  - Functional classification of Minor Collector or Local Road (STP-Local)
  - Connecting highways are not eligible
- STP funding suballocations are based on population groups
- In urbanized areas, Metropolitan Planning Organizations (MPOs) select projects





# Surface Transportation Program (STP) Local

- Provides federal funding for up to 80% of the cost of local road improvements
- Eligible Roads
  - Functional classification of Minor Collector or Local Road
  - Outside of urbanized area (less than 50,000 population)
  - Connecting highways are not eligible
  - Appears on STP-Local Eligible Roads Map
- All STP-Local projects are State let and require State oversight
- Projects are selected by statewide discretionary committee
- Small SFY2025 Construction-only STP-Local project solicitation coming soon



# Roadway Functional Classification: STP Eligibility

Roadway Functional Classifications		
Arterial	Principal	Interstate
		Expressway
		Other Principal
Collector	Minor Arterial	Major Collector
	Minor Collector	
	Local Roads	

**STP-Urban  
& STP-Rural**

**STP-Local  
(NEW)**

Visit [Wisconsindot.gov](https://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx) – <https://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx>





# Local Bridge Improvement Assistance Program



# Local Bridge Improvement Assistance Program – General Overview

- State and Federally funded program
- Only bridge replacements and bridge rehabilitations as determined by Sufficiency Rating (SR) are eligible
- County Highway Commissioner (CHC) submits a prioritized list to WisDOT and verifies eligibility
  - Projects selected through statewide rating and ranking process based on entitlement balance and estimated cost
- All Local Bridge projects are State let and require State oversight



# 100% Federal Funding for Off-System Local Bridges

- Local Bridge projects are selected based on LES rating and ranking processes
  - Off-system bridges are currently funded through the BIL at 100%, but are not guaranteed selection
- Eligibility for 100% federal funding:
  - Non-Federal aid highway system structures only
  - Structure must be on a roadway functionally classified as a local road or minor collector





# Carbon Reduction Program (CRP)



# Carbon Reduction Program (CRP) General Overview

- The BIL authorized a new program identified as the Carbon Reduction Program (CRP). This program is designed to reduce pollution by addressing projects that reduce emissions from on-road sources
- While this federal carbon reduction funding can be used at either the state or local level, the Wisconsin Department of Transportation (WisDOT) will prioritize local government funding suballocated to specific population areas through the BIL



# WisDOT FFY2024 Federal Plan

- Section 84.03(2)(b), Wis. Stats., requires WisDOT to submit a Federal Expenditure Plan to the Wisconsin Joint Committee on Finance if the amount of federal-aid highway funds provided by federal transportation authorization and appropriations bills for the current State Fiscal Year (SFY) is less than 95 percent or greater than 105 percent of the amounts appropriated under s. 20.395, Wis. Stats.
- Joint Committee on Finance has the power to make changes to the submitted plan
- WisDOT anticipates the need to submit a Federal Expenditure Plan Federal for the next SFY.





# Thank you!

