

Appendix 12: Transportation Funding Programs

Airport Improvement Program

The Airport Improvement Program combines federal, state and local resources to help fund improvements to over 100 public-use airports throughout the state primarily owned by counties, cities, towns and villages. Improvements may include runway construction and reconstruction, land acquisition, navigational aids and lighting.

Congestion Mitigation and Air Quality Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement program (CMAQ) encourages transportation alternatives that improve air quality. It includes efforts to enhance public transit, bicycle/pedestrian facilities, ridesharing programs and facilities, and technologies that improve traffic flow and vehicle emissions.

The funds are only available in the southeastern Wisconsin ozone non-attainment and maintenance counties: Milwaukee, Racine, Kenosha, Waukesha, Washington, Ozaukee, Sheboygan, Kewaunee, Manitowoc and Door. Sheboygan County. The City of Sheboygan received a CMAQ grant to provide intercity bus services from Milwaukee to Green Bay. This project will provide two additional round-trip bus trips between Milwaukee and the City of Green Bay, with possible extensions to General Mitchell International Airport. Some of CMAQ funds that have been awarded in Sheboygan County include a project for a bike facility on CTH O and funds for the Interurban Trail.

Connecting Highway Aid

To assist municipalities with the costs associated with increased traffic and maintenance on streets and highways that connect segments of the State Trunk Highway system. This program distributes funds to municipalities with marked routes on the State Trunk Highway system over the streets and highways within their jurisdiction. The Cities of Plymouth, Sheboygan, and Sheboygan Falls all receive funding through this program. Municipalities receive the entire aid rate per mile for the two center lanes on a connecting highway, 75% of the aid rate per mile for the next two lanes and 50% of the aid rate per mile for any additional lanes. No payment is made for lanes in which parking is allowed. The lane mile rates are specified in the state budget and depend on the population of the municipality.

Freight Railroad Preservation Program (FRPP)

The Freight Rail Preservation Program (FRPP) is one of two freight rail assistance programs that WisDOT administers. Wisconsin's original rail assistance program was created in 1977 to help communities and shippers preserve freight rail service during an era when widespread railroad bankruptcies and line abandonments threatened the availability of rail service in Wisconsin. Initially, the program was limited to grants to local governments because of constitutional restrictions on state assistance to railroads. But in 1992, Wisconsin voters approved a constitutional amendment that included railroads in the list of internal improvements that state money could fund.

In 1992, the original rail assistance grant program was replaced by the current FRPP program, which provides grants to local units of government, industries, and railroads for the purpose of preserving essential rail lines and rehabilitating them following purchase.

Since 1980, under both the original rail assistance program and FRPP, some \$92 million in grants have been awarded for rail acquisition and rehabilitation projects. The 2007-2009 state budget provides \$22 million for the biennium in bonding authority for the program.

The Freight Railroad Preservation Program provides grants up to 80 percent of the cost:

- To purchase abandoned rail lines in an effort to continue freight service, or for the preservation of the opportunity for future rail service; and
- To rehabilitate facilities (such as tracks or bridges) on publicly-owned rail lines.

Freight Railroad Infrastructure Improvement Program (FRIIP)

In 1992, the FRIIP loan program was added to the state's rail assistance program. FRIIP loans enable the state to encourage a broader array of improvements to the rail system, particularly on privately owned lines. It also provides funding for other rail related projects, such as loading and trans-loading facilities. Since 1992, \$79 million in FRIIP loans have been awarded. Today's available funding is from the repayment of prior loans.

The FRIIP provides up to 100% loans for rail projects that:

- Connect an industry to the national railroad system;
- Make improvements to enhance transportation efficiency, safety, and intermodal freight movement;
- Accomplish line rehabilitation; and
- Develop the economy.

Harbor Assistance Program

In 1979, Wisconsin's Legislature created the Harbor Assistance Program (HAP) to assist harbor communities along the Great Lakes and Mississippi River in maintaining and improving waterborne commerce. Port projects typically include dock reconstruction, mooring structure replacement, dredging, and the construction of facilities to hold dredged material. Grant applications are accepted on a semi-annual basis on August 1 and February 1. There are 23 ports in the state that are potentially eligible for funding through the HAP.

To be eligible for funding:

- The project must benefit facilities that are used for cargo transfer, ship building, commercial fishing or regular ferry service;
- The applicant must be a local unit of government or a private owner of a harbor facility;
- The project must pass a rigorous benefit-cost analysis; and
- The project must have been identified in a current Three-Year Harbor Development Plan.

Project selection criteria are established in an administrative rule (TRANS 28) and include the following: economic impact of the project; type and urgency of the project; and priority of the project.

General Transportation Aid (GTA)

General Transportation Aids help defray the costs of constructing, maintaining, and operating roads and streets under local jurisdiction.

Connecting Highway Aids reimburse municipalities for maintenance and traffic control of certain state highways within municipalities.

Road improvements, construction and maintenance are funded, in part, through the state's disbursement of general transportation aids. The state provides a payment to each county and municipality in the state that pays a portion of local governments' costs for such activities as road and street reconstruction, filling potholes, snow removal, grading shoulders, marking pavement, and repair of curb and gutters. The statutory "rate per mile" is \$2,015 for 2009. Beginning in 2000, each municipality was required to establish and administer a separate segregated account from which moneys may be used only for purposes related to local highways, and must deposit into that account all state or federal money for local highway purposes.

Each local government that increased or decreased the mileage of its roads and streets is required to file a certified plat with DOT by December 15 of each year. Local governments that have no changes in total local road miles are required to file a certified plat or a certified statement that no mileage statements have occurred. In addition, towns are required to report significant road maintenance and construction or reconstruction projects to WisDOT. State GTA payments are based on the certified mileage of each local unit of government.

Local Roads Improvement Program (LRIP)

This program provides funding to local units of government for the costs associated with improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages under the authority of the local unit of government. Projects are required to have a minimal design life of 10 years. This is a biennial program, and all funds are distributed the first year. Applications are submitted through the county highway commissioners by November 15 of odd-numbered years.

There are three entitlement components for funding road improvements: 1) County Highway Improvement component (CHIP); 2) Town Road Improvement component (TRIP); and 3) cities and villages under the Municipal Street Improvement component (MSIP).

In addition LRIP funds three statewide discretionary programs: CHIP-D (County Highway Discretionary Improvement Program); 2) TRIP-D (Town Road Discretionary Improvement Program); and 3) MISP-D (Municipal Street Discretionary Improvement Program) for cities and villages.

All LRIP projects are locally let, with up to 50 percent of the costs reimbursed by WisDOT upon completion, and the remainder matched by the local unit of government. Eligible projects include but are not limited to, design and feasibility studies, bridge replacement or rehabilitation, reconstruction, and resurfacing. Ineligible projects include, but are not limited to: new roads, seal coats, ditch repair, and/or curb and gutter construction.

Local Bridge Program

This program includes two separate programs: 1) a statewide local bridge entitlement program; and 2) a high cost local bridge program (High cost bridges are those that cost more than \$5 million and exceed 475 feet in length.)

This program funds 80 percent of project costs to replace and rehabilitate structures on the Federal Bridge Register, in excess of 20 feet. Bridges with sufficiency ratings less than 50 are eligible for replacement, and those with sufficiency ratings less than 80 are eligible for rehabilitation.

Counties set priorities for funding within their area, with projects funded on a statewide basis. Local bridge projects are solicited by local WisDOT Transportation Office (Northeast Region) staff in the winter of odd-numbered years, with program approval in summer of the odd numbered years. The program has a three-year cycle.

Traffic Signing and Marketing Enhancement Program

The Traffic Signing and Marking Enhancement Grants Program (TSMEGP) provided funds to local units of government for the installation of traffic signing and roadway marking enhancements, with the goal of improving visibility to assist elderly drivers and pedestrians. The program distributed approximately \$3.8 million in state funding in 2005 and 2006. Funding for the TSMEGP was eliminated in the 2007-2009 State Biennial Budget, but continues “on paper” through June 30, 2009.

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) produces a four-year plan of highway and transit projects for the state of Wisconsin. Revised every year, the plan is a compilation of all highway (state or local) and transit (capital or operating) projects in urban and rural areas. The STIP plan adopts the Transportation Improvement Programs prepared by the state's 13 metropolitan planning organizations by reference. The STIP plan is approved by the Federal Highway Administration and the Federal Transit Administration. This plan includes the projects listed for Sheboygan County.

Rural and Small Urban Area Public Transportation Assistance Program - Section 5311

Allocations to the State are set at the federal level. Funds may be used for operating assistance, and capital assistance. Eligible services include public transportation service operating or designed to operate in non-urbanized areas (a non-urbanized area is one that has a population of 50,000 or less). The County might be eligible for such funding outside the MPO, possibly in the City of Plymouth for transportation services.

Federal Discretionary Capital Assistance Program

This is a federally funded public transportation grant program. Funds are discretionary, and are awarded by Congress through the earmark process. Eligible applicants are local public bodies, including federally recognized Indian tribes. Wisconsin funds are earmarked for WisDOT. A portion is allocated to Milwaukee County Transit, and the remainder is distributed by need and availability to other public transportation needs. Funds may be used for capital assistance at 80% of project costs, except for ADA or Clean Air Act projects, which are funded at 90%.

Rural Transit Assistance Scholarship Program

The Rural Transit Assistance Program (RTAP) allocates federal funds to further the development of skills and abilities for persons involved in providing transit service to the state's rural and

small urban areas. encourage the development of professional networks among Wisconsin transportation providers. This programs is used to offset some of the costs of attending national, state, and local transit training and educational programs. Any agency or organization within the state, responsible for providing passenger service to the state's rural and small urban areas, is eligible to apply. Training of drivers, dispatchers and mechanics is encouraged through this program.

State Urban Mass Transit Operating Assistance

The State Urban Mass Transit Operating Assistance program assists transit systems with operating costs. Eligible applicants include municipalities with populations greater than 2,500 including counties, municipalities and towns, along with transit or transportation commissions or authorities. Eligible public transportation service includes bus, shared-ride taxicab, rail or other conveyance either publicly or privately owned.

Flood Damage Aids

This program provides local governments with financial assistance for replacing or improving roads or roadway structures that have had major damages caused by flooding.

Local Transportation Enhancement Program (TE)

Administered by WisDOT, the TE program provides funding to local governments and state agencies for projects that enhance a transportation project. There are 12 eligible project categories:

- providing facilities for bicycles and pedestrians;
- providing safety and educational activities for pedestrians and bicyclists;
- acquiring scenic easements and scenic or historic sites;
- sponsoring scenic or historic highway programs; including the provision of tourist and welcome centers;
- landscaping and other scenic beautification;
- preserving historic sites;
- rehabilitating and operating historic transportation buildings and structures;
- preserving abandoned railway corridors;
- controlling and removing outdoor advertising;
- conducting archaeological planning and research;
- mitigating water pollution due to highway runoff or reducing vehicle caused wildlife mortality; and
- establishing transportation museums.

Federal funds will cover up to 80 percent of the project, while the project sponsor is responsible for providing at least a 20 percent match.

Bicycle and Pedestrian Facilities Program (BFPF)

The Bicycle and Pedestrian Facilities Program (BFPF) funds projects that construct or plan for bicycle or bicycle/pedestrian facilities. The statutory language specifically excludes pedestrian-only facilities, such as sidewalks, and streetscaping type projects. In the 2007-09 biennial budget, Surface Transportation Program - Discretionary (STP-D) funding was transferred to the BFPF. The STP-D Program was eliminated from state statutes and beginning in 2008, BFPF is managed

in conjunction with the Transportation Enhancements (TE) Program. Projects must meet federal and state requirements. Local governments with taxing authority and Indian Tribal Nations are eligible for funding. State agencies are not eligible for this program. Projects costing \$200,000 or more that involve construction are eligible for funding, as are bicycle and pedestrian planning projects costing \$50,000 or more. Additionally, the project must be usable when it is completed and not staged so that additional money is needed to make it a useful project. A project sponsor must pay for a project and then seek reimbursement for the project from the state. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%.

Specialized Transportation Assistance Program for Counties - Section 85.21

Allocations under this formula program are based upon the proportion of the state's elderly and disabled population located in each county, subject to two minimums: no county can receive less than a 0.5 percent of the total annual appropriation; and no county can receive an allocation smaller than they received in 1992. A local match of 20 percent is required. Eligible expenditures include:

- directly provided transportation service for the elderly and disabled;
- purchase of transportation service from any public or private organization;
- a user-subsidy for the elderly or disabled passenger for their use of the transportation service;
- volunteer driver escort reimbursement;
- performing or purchasing planning or management studies on transportation;
- coordinating transportation services;
- performing or purchasing in-service training relating to transportation services; and/or
- purchasing capital equipment (buses, vans etc.) for transportation services.

Elderly and Disabled Transportation Capital Assistance Program

The elderly and disabled transportation capital assistance program is a combination of federal and state programs to provide capital funding for specialized transit vehicles (used for people with disabilities and the elderly). Eligible applicants are private non-profit organizations. If there is no readily available private non-profit organization, or if it is the approved coordinator of elderly and disabled transportation services, a local public body may apply. Funding is used for capital projects, at 80% of the project cost. Grants are evaluated based upon identification of transportation needs, coordination with other agencies, service to all elderly and disabled persons in the service area, and managerial and financial capacity of the applicant.

Surface Transportation Program – Rural (STP-R)

The Surface Transportation Program Rural (STP-R) allocates federal funds to complete a variety of improvements to rural highways (primarily county highways). The objective of the STP-R is to improve federal aid eligible highways outside of urban areas. Projects must meet federal and state requirements. Communities are eligible for funding on roads classified as major collectors or higher.

Surface Transportation Program – Urban (STP-U)

The Surface Transportation Program - Urban (STP-U) allocates federal funds to complete a variety of improvements to federal-aid-eligible roads and streets in urban areas. The objective of

STP-U is to improve federal aid eligible highways within urban areas. Projects must meet federal and state requirements. Communities are eligible for funding on roads functionally classified as major collector or higher.

Wisconsin Employment Transportation Assistance Program (WETAP)

As a joint program between the Wisconsin Department of Workforce Development (DWD) and WisDOT, WETAP provides funding to help low-income people access transportation, in order to retain employment or advance in their employment status, with the goal of meeting the entire population's transportation needs. This program is funded with combined federal and state dollars, and requires a local match. The WETAP program encourages long-term solutions by providing the funding for demonstration grants to cover the expenses of the early start-up and development stages of an effective transportation solution. The program's objectives are to:

- Provide new or expanded transportation services that resolve the employment-related transportation needs of low-income workers and public assistance recipients.
- Encourage ridesharing through public transportation expansion, vanpools, or carpools; and innovative individual solutions, such as car repair programs, new/used car lease/loan programs.
- Develop coordinated transportation solutions based upon a local planning process involving local stakeholders.

Application requirements include the development of regional job access plans that identify the need for transportation services and illustrate the alternatives proposed for the program. Plans should be developed between public transit providers, local units of government, transportation planners, human service agencies, low-income individuals and other interested parties

Transportation Economic Assistance (TEA) Grant Program

Grants of up to \$1 million are available for transportation improvements that are essential for an economic development project. These improvements must begin within three years, have the local government's endorsement, and benefit the public. This program provides a 50 percent state grant to governing bodies, private businesses, and consortia for road, rail, harbor and airport projects that are necessary to help attract employers to Wisconsin, or to encourage business and industry to remain and expand in Wisconsin. The program is designed to implement an improvement more quickly than normal state programming processes allow. The 50 percent local match can come from any combination of local, federal, or private funds or in-kind services.

Safe Routes to School

Safe Routes to School (SRTS) programs encourage children in grades K-8 to walk and bike to school by creating safer walking and biking routes and policies. These programs are funded through the current federal transportation act (SAFETEA-LU), which was signed into law on August 10, 2005. This legislation provides funding to state departments of transportation to create and administer SRTS Programs. SRTS Programs improve walking and biking travel options, promote healthier lifestyles in children at an early age, and decrease auto-related emissions near schools. Sheboygan County schools participate in Safe Routes to Schools through programs that were funded through the Sheboygan County Nonmotorized Transportation Pilot Program. There is also a state grant program for SRTS which is funded through SAFETEA-LU.

This program funds projects that make bicycling and walking to school a safer and more appealing transportation alternative. A safe walking and biking environment will encourage a healthy and active lifestyle from an early age. It also will reduce traffic, fuel consumption and air pollution in the vicinity of schools. The state grants are given for planning SRTS programs and projects, and also to implement SRTS changes right away. This program operates on a reimbursement basis, whereby projects must be completed before funds are given.