

## **NOTICE OF PROPOSED GUIDANCE DOCUMENT**

### **DTIM BTLRRH 60**

Pursuant to Wis. Stat. s. 227.112, the Wisconsin Department of Transportation is hereby seeking comment on DTIM BTLRRH 60, Wisconsin State Statute 84.03, a proposed guidance document.

### **PUBLIC COMMENTS AND DEADLINE FOR SUBMISSION**

Comments may be submitted to the Wisconsin Department of Transportation for 21 days by:

1. Department's website: <https://appengine.egov.com/apps/wi/dot/guidance-docs?guidDocId=DTIMBTLRRH60>

2. Mailing written comments to:

Division of Transportation Investment Management  
Wisconsin Department of Transportation  
4822 Madison Yards Way  
PO Box 7913  
Madison, WI 53707- 7913

### **WEBSITE LOCATION OF FINAL GUIDANCE DOCUMENT**

The final version of this guidance document will be posted at [wisconsin.dot.gov](http://wisconsin.dot.gov) to allow for ongoing comment.

### **AGENCY CONTACT**

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# Surface Transportation Urban Program (STP-Urban, STP-U)

**Statute:** Federal Aid: state and local funds: [§84.03](#)

**Admin. Rule:** N/A

## Program objective:

The objective of the STP-Urban Program is to improve transportation on Wisconsin's federal-aid-eligible roads and streets in urban areas.

## Program eligibility:

Projects must meet federal and state requirements. Counties, towns, cities, villages and certain public authorities located within urban and urbanized areas are eligible for funding on roads functionally classified as urban "collector" or higher. Local improvement projects on connecting highways are not eligible for STP-Urban funds.

## Program definition:

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal FAST Act.

## Program description:

Areas with populations of more than 200,000 (Madison, Milwaukee, Round Lake Beach, Appleton, Green Bay and Minneapolis-St. Paul) receive designated annual funding. Annual allocations are made to each of the 12 urbanized areas with populations of 50,000 to 200,000. Annual allocations are also made to two groups of urban areas (5-20,000 and 20-50,000 population) based on population. Wisconsin uses a statewide formula ranking process to distribute funds to communities in urban areas based on eligible centerline mileage. As a result of the 2010 Census, there are now 52 urban areas in the state.

## Program history:

Federal-aid highway programs that directed funding to local governments before enactment of ISTEA had well-established formulas that allocated funding based on population and mileage criteria. ISTEA eliminated these programs beginning in fiscal year 1992 and replaced them with programs that can be used to fund a broader mix of projects. Flexible funding for federal-aid highways, safety projects and bridges under SAFETEA-LU is continued under MAP-21 and the FAST Act.

## Application cycle:

To continue statewide program stability efforts, the Wisconsin Department of Transportation (WisDOT) will manage a full five-year (five state fiscal years) program of projects. This provides the department and local sponsors the ability to review and adjust the already scheduled first two state fiscal years of the programs (2021 and 2022) as needed, and add another three state fiscal years of approved projects to the schedule (2023, 2024 and 2025).

Current Local Transportation Facility Improvement Assistance (STP-Urban and STP-Rural) funding (based on the 2017-2019 Budget)

<u>SFY 2018</u>	\$ 72,211,300 (Federal Funds)
<u>SFY 2019</u>	\$ 72,211,300 (Federal Funds)

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