

Surface Transportation Program – Freight

Overview

The Surface Transportation Program – Freight (STP-Freight) initiative allocates federal funds to complete projects that improve freight connections. Projects that can be quickly delivered (i.e., within two years) will receive priority. STP-Freight is a new two-year pilot initiative for FYs 2014-2015 that grew out of the Governor’s Second Annual Freight Summit, held November 2012.

The STP-Freight initiative encourages economic development by focusing on projects that improve local freight connections to the State Trunk Highway (STH) network. Projects will include those focused on intermodal facilities and distribution centers, as well as projects that provide “many to one” and “one to many” connections.

As of April 30, 2013, WisDOT is accepting STP-Freight applications. Applicants are required to review the application instructions and complete an application for each eligible STP-Freight project. It is anticipated that approximately \$10 million total for FYs 2014-2015 will be available for projects, subject to funding availability.

Eligibility Criteria

Projects must meet applicable federal STP and state eligibility criteria. In general, STP projects may not be on local roads or rural minor collectors. However, there are exceptions to this requirement (see [23 USC 133\(b\) and \(c\)](#) for further information).

- Federal STP eligibility criteria and rules apply.
- STP projects generally may not be on local or rural minor collectors. Exceptions to this requirement include certain bridge replacement and rehabilitation projects, port terminal modifications, and minor collectors in NHS corridors (see [23 USC 133\(b\) and \(c\)](#) for further information).
- Priority will be given to new projects. However, approved (but not authorized) projects already in the STP-Urban, STP-Rural, or Local Bridge programs are eligible.

Guidelines

- Project construction contract must be let within two years of project award. Projects not let within three years will be dropped, and funds must be paid back. Projects must be let within three years because funding is meant for freight connections that have an urgent need that will have an immediate impact on business.
- Projects will not count against a local sponsor’s STP-Urban, STP-Rural, or Local Bridge program entitlement balance.
- All projects will be capped; projects funded 80% federal / 20% local.
- Two-year pilot initiative for FYs 2014-2015.
- Both small and large projects will be considered. Projects valued from several hundred thousand dollars up to \$5-10 million will be considered.
- Project applications due to WisDOT regions June 28, 2013.

Project Rating Criteria (in order of priority)

- Multimodal and intermodal facilities, and warehousing and distribution centers
An intermodal facility can be defined as a place where interface occurs between transportation systems. Intermodal/multimodal are those issues or activities which involve or affect more than one mode of transportation, including transportation

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connections, choices, cooperation and coordination of various modes. Examples include warehousing and distribution centers.

- Projects that provide “many to one” or “one to many” connections
Locations that are either destination or origin routes for freight trips. An example would be a distribution center, as these types of facilities are origins or destinations. These connections involve many different businesses to and/or from a single location.
- Improve freight connections to the STH network
Qualitative assessment of the project describing how freight connections to the STH network would be improved as a result of the project. For example, a route that currently cannot handle heavy loads.
- Project delivery timetable (considering real estate, utilities, and railroad crossings)
Projects that can be delivered more quickly will be weighted higher. Highest priority will be given to projects with a construction let date within two years of project award. Applicants should carefully consider any real estate, utilities, or railroad issues for proposed projects, as these issues could risk timely project delivery.
- Maximum benefit and minimum turnaround
Projects that best meet the goals and objectives of the STP-Freight initiative and that can be delivered quickly (i.e., within two years) will be given highest priority.
- Nearest route alternatives
How far away is the nearest route alternative? What would be the project benefit? Are there no route alternatives, and is this the only option for this location? Applicants should provide reasons why other eligible, alternative routes are not desirable or feasible.
- Car ADT and truck ADT
Applicants should provide the most recent ADT count information. Truck ADT information can be estimated if not readily available.
- Projects that will improve a roadway to allow for heavier vehicles
- Pavement condition
Applicants are asked to provide the most recent pavement rating that was submitted to WisDOT for the roadway.
- Crash rate/crash severity
The crash history of a segment can be obtained from the WisTransPortal. WISLR or other sources can be used to obtain traffic counts. Please see the following web site for more information: <http://www.dot.wisconsin.gov/localgov/highways/hsip.htm>
- Roadway part of a local/regional freight network
Local/regional freight network roadways are identified by a City or County.
- New project or existing STP-Urban, STP-Rural, or Local Bridge project
Priority will be given to new projects. However, approved (but not authorized) projects already in the STP-Urban, STP-Rural, or Local Bridge programs are eligible.
- Projects on routes that are currently built to provide access for vehicles legally operating at a gross vehicle weight exceeding 80,000 pounds transporting freight