

2022 – 2025

STIP

Statewide
Transportation
Improvement
Program

Prepared in accordance with 23 U.S.C. Sections 134 and 135

Introduction

This Statewide Transportation Improvement Program (STIP) is intended to satisfy the requirements of 23 U.S.C. Sections 134 and 135 and their implementing regulations 23 CFR 450 and 49 CFR 613.

This STIP has been prepared in accordance with joint FHWA/FTA regulations (23 CFR Part 450 and 49 CFR Part 613) accounting for related statutory changes in Public Law 114-357 *Fixing America's Surface Transportation Act (FAST Act)* enacted on December 4, 2015. All current project fund commitments anticipated by the Wisconsin Department of Transportation (WisDOT) during the four-year period from January 1, 2022 through December 31, 2025 are listed.

The projects programmed in the STIP have been reviewed and prioritized by WisDOT in accordance with system asset management principles except as follows. In urbanized areas with populations of 200,000 or greater (Milwaukee, Madison, Appleton, Green Bay and Wisconsin portions of the Round Lake Beach, IL and Minneapolis/St. Paul, MN areas), federally funded projects off the National Highway System (NHS) have been reviewed and prioritized by the respective Metropolitan Planning Organizations (MPOs). In urbanized areas with populations between 50,000 and 200,000, federally funded projects off the NHS and State Trunk Highway Network (STN) have been reviewed and prioritized by the respective MPOs. Projects in areas with populations between 5,000 and 50,000 off the NHS and STN have been reviewed, prioritized, and approved under WisDOT's formula-based entitlement process.

The 2022 – 2025 STIP is based on anticipated state and federal funds. This overall multi-modal STIP reflects WisDOT's currently approved state and local programs within the limits of apportioned federal aid. All projects in the 2022 – 2025 timeframe are affordable and selected for implementation. Any subsequent changes in the project listing involving the addition or deletion of projects or significant changes in project schedule or estimated cost will be processed in accordance with the STIP amendment or backlog advanceable process outlined herein prior to requesting obligation of federal funds on the project.

Certifications

STATEWIDE TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with [23 CFR 450.220](#), the Wisconsin Department of Transportation hereby certifies that its statewide transportation planning process is addressing major issues facing the State and its non-urbanized areas, and is being carried out in accordance with the following requirements:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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