

Surface Transportation Local Program (STP-Local, STP-L)

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

Admin. Rule: N/A

Program objective:

The objective of the STP-Local Program is to improve non-federal-aid-eligible highways outside of urbanized areas.

Program eligibility:

The STP-Local Program provides funding to improve roads and streets functionally classified as rural minor collector and local streets. In addition, local improvement projects on connecting highways are not eligible for STP-Local funds.

Program definition:

The Bipartisan Infrastructure Law (BIL) allows states to break out a portion of the STP funding dedicated to adjusted census-defined areas that have a population of 50,000 or lower, for projects located on roadways functionally classified as rural minor collectors and local roads. The Wisconsin Department of Transportation (WisDOT) sets aside 15% of the funds allocated for STP-Rural and STP-Urban in population areas under 50,000 for the STP-Local program.

Program history:

The STP-Local program is first described in the BIL, adopted on November 15, 2021.

Application cycle:

This FFY2025 STP-Local solicitation is for one year of funding totaling approximately \$2M for construction only projects. Design activities will be 100% local funded. Projects are capped at \$500,000 federal funds, with a project minimum of \$250,000 federal funds. The selected projects from this solicitation will be simple, non-controversial projects that have no apparent environmental issues. It is anticipated that there will be no right of way, utility or railroad conflicts. This will allow for the PS&E no later than August 1, 2025 and the project let no later than November 11, 2025.