

KENOSHA COUNTY MULTI-JURISDICTIONAL COMPREHENSIVE PLAN

APPENDIX T

TRANSPORTATION PROGRAMS AVAILABLE TO KENOSHA COUNTY

A number of transportation-related agencies or organizations and programs have been established to assist in the construction and maintenance of transportation facilities. Principal-government sponsored transportation programs are described in this Appendix to provide information to help meet various types of transportation needs in Kenosha County and local communities. Additional information regarding transportation-related agencies and programs is included in the 2035 Regional Transportation System Plan.¹

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Signed into law in 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) governs Federal surface transportation spending through the year 2010. It replaces two landmark Federal transportation funding bills, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21). SAFETEA-LU guarantees funding for operational, planning, and capital expenses for public transportation, pedestrian and bicycle facilities, highways, highway safety, and addresses challenges such as improving safety, reducing congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU is also designed to set forth groundwork for addressing future transportation issues and needs.

U.S. Department of Transportation - Federal Transit Administration (FTA) Programs

The Federal Transit Administration provides many funding and grant programs that address specific needs of State and local transit agencies. Most funds are allocated by formula to States for capital improvement projects, and States may sub-allocate funding to public agencies or non-profit organizations. The following list of Federal programs are provided in Wisconsin and administered by the Wisconsin Department of Transportation (WisDOT).

Section 5307

The FTA Section 5307, otherwise known as the Urbanized Area Formula Program, provides funding for operating and planning expenses for public transit systems in urbanized areas (over 50,000 residents). In addition, it provides funding for the capital expenses of public transit systems in areas that serve populations over 200,000. Funding is through a combination of several formula grants most of which comes from the Mass Transit Account of the Federal Highway Trust Fund. Local share generally requires 50 percent matching funds for projects.

Section 5309

The FTA Section 5309 provides a combination of formula grants and matching funds for capital expenses, primarily for transit bus and bus facilities but also for rail and fixed guideway modernization projects. Assistance may be used for the acquisition of equipment, fleet and service expansion, fleet repairs, and facilities development and maintenance. Local share generally requires a match of 20 percent of total program costs. Funding is based on the annual Congressional earmark for the State of Wisconsin for capital projects and on a formula for fixed guideway/rideway modernization funds.

¹Documented in SEWRPC Planning Report No. 49, "A Regional Transportation System Plan for the Southeastern Wisconsin: 2035," June 2006.

Section 5310

The FTA Section 5310 is a formula grant program that provides assistance for capital expenses for public and private non-profit transit systems that assist mobility for the elderly and persons with disabilities. Under this program, the local or program share generally requires a match of 20 percent of total costs. The Federal annual allocation of funds is based on the elderly and disabled population within each State as identified by the latest Census.

States are allowed to sub-allocate funds to private non-profit organizations and public agencies that are designated to provide coordinated services. For example, in Kenosha County, the Kenosha Achievement Center, Inc. (KAC) contracts with the Kenosha County Department of Human Services, Division of Aging Services to provide transit services for the "Care-A-Van" program, which provides door-to-door services for the elderly and disabled. In this case, KAC acts as the grantee and applies for the Section 5310 funding to assist in the purchase costs of the buses. In 2008, KAC received approximately \$320,000 under this program.

Section 5311

The FTA Section 5311, also known as the Nonurbanized Area Formula Program, provides both operating and capital assistance for public transit in small urban (populations under 50,000) and rural areas. Under SAFETEA-LU, this program requires that a portion of the funding available to each State be used for intercity bus transportation.

Section 5314

Similar to Section 5311, FTA Section 5314, also called the Supplemental Transportation Rural Assistance Program (STRAP), provides operating, planning, and capital assistance to supplement and expand new and existing rural transit systems. STRAP is a new pilot program created under SAFETEA-LU and is currently available in a few selected states including Wisconsin. In 2008, Kenosha County was awarded a match of about \$345,000 for a project with a total cost of \$446,000 under STRAP to help establish transit service in the western portion of the County.

Section 5316

FTA Section 5316, also called the Job Access and Reverse Commute (JARC) Program, is a formula grant program that provides assistance for job access transportation to meet the needs of individuals that are not effectively served by the existing public transportation systems. Such individuals may include the disabled, elderly, low-income workers, or reverse commuters. WisDOT works with the Department of Workforce Development to combine JARC funds with other State funds under the Wisconsin Employment Transportation Assistance Program (WETAP). In 2008, the KAC was awarded over \$250,000 in assistance from JARC.

Section 5317

FTA Section 5317, also called the New Freedom program, is a formula program that provides operating and capital funding for new transportation services and public transportation alternatives to assist persons with disabilities. This program funds projects that go beyond the requirements set forth for public transit under the Americans with Disabilities Act (ADA) of 1990. Local public entities, non-profit organizations that provide transit, and private operators of public transit are eligible to receive funding. WisDOT administers funding for urban as well as rural and small urban programs and assigns program priorities.

U.S. Department of Transportation - Federal Highway Administration (FHWA) Programs

The FHWA is the major agency of the U.S. Department of Transportation that is responsible for ensuring the safety of and setting standards for the construction and development of streets and highways throughout the United States. The FHWA provides technical and financial support to State, local, and tribal governments for the construction, improvement, and preservation of the U.S. Highway System. The FHWA is currently preparing the first full-scale update of its 1998 strategic plan which is anticipated to be released in late 2008, and will take into consideration emerging issues and trends based on the FHWA's "post-Interstate vision and mission".

The current annual budget of the FHWA of approximately \$30 billion is funded by fuel and motor vehicle excise taxes and is primarily divided between the following two major programs:

Federal Lands Highway (FLH) Program

The FLH provides funding for public roads and highways within Federally- and tribally-owned lands, essentially all lands that are not under State or local government jurisdiction including national parks, national forests, Indian lands, and other lands under Federal stewardship. This program provides funding to maintain and improve access to such areas.

Federal Recreational Trails Program (RTP)

The U.S. Department of Transportation's Federal Highway Administration (FHWA) provides funding to the Wisconsin Department of Natural Resources (DNR) as part of the Federal Recreational Trails Program to develop and maintain recreational trails and trail-related facilities for non-motorized and motorized recreational uses. The DNR administers the funds as matching grants to acquire or develop land, facilities, or easements for public trails, parks, and outdoor recreation. Funding for the RTP is provided through federal gas excise taxes paid on fuel used by off-road vehicles. Eligible sponsors, including towns, villages, cities, counties, tribal governing bodies, school districts, State agencies, Federal agencies, and incorporated organizations, may receive reimbursement for up to 50 percent of project costs.

Federal-Aid Highway Program

The Federal-Aid Highway Program provides Federal financial resources and technical support to State and local governments for the construction, preservation, and improvement of the National Highway System, a 160,000 mile network that carries 40 percent of the Nation's highway traffic. This program also provides financial and technical resources and support for one million miles of urban and rural roads that are not part of the National Highway System, but that are eligible for Federal aid. The Federal-Aid Highway Program in Wisconsin is administered by WisDOT.

Wisconsin Department of Transportation (WisDOT) Programs

The following programs are administered by WisDOT. Many programs are funded, at least in part, using "pass-through" money from the Federal government.

Multi-Modal Programs

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program, formerly the Hazard Elimination Program, is focused on reducing the number of fatalities and injuries on public roads and providing funds for projects intended for locations that have a documented history of previous crashes. In accordance with SAFETEA-LU requirements for HSIP, WisDOT has identified the top five percent ("5% Report") of crash locations exhibiting the most "severe" safety needs occurring on State Trunk Highways.

In 2007, two locations in Kenosha County were identified within the "5% Report" and recommended for specific highway improvements; State Trunk Highway (STH) 31 at its intersection with 45th Street in the Town of Somers and the City of Kenosha, and Route STH 50 at its intersection with CTH P in the Town of Wheatland. Although currently the HSIP project is limited to State Trunk Highways, Wisconsin plans to incorporate local routes into the "5% Report" by August 2008.

Statewide Multi-Modal Improvement Program (SMIP)

Under SAFETEA-LU, WisDOT receives Surface Transportation Program (STP) funding, including funds directed at two specific programs: the Transportation Enhancement Program (TE) and the Bicycle and Pedestrian Facilities Program (BFPF). These two programs are combined to make up the SMIP. Although not a grant program, State and local agencies are eligible for reimbursement assistance (80 percent of approved project costs incurred) under SMIP, if all federal project requirements are satisfied.

Transportation Enhancement Program

In 1991, the U.S. Congress, created the Transportation Enhancements (TE) Program to address growing concerns about air quality, open space, and traffic congestion. WisDOT administers the local TE Program under the SMIP to fund multi-modal transportation alternatives and projects that enhance communities and the environment. Eligible enhancements must be transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of transportation systems. Communities may use the program to revitalize local and regional economies by restoring eligible historic buildings, renovating streetscapes, or providing transportation museums and visitor centers. The program also fosters more choices for travel by providing funding for sidewalks, bikeways, and the conversion of abandoned railroad corridors into trails. In addition, many communities use the program to acquire, restore, and preserve scenic or historic sites. The TE program provides up to 80 percent matching funds for the implementation of a variety of non-traditional transportation projects.

Project funds are intended to accomplish something unique rather than what is normally accomplished on a highway project while not expanding or replacing traditional project funding. Such projects could include the preservation of historic transportation facilities, bicycle and pedestrian facilities, streetscaping or landscaping and scenic beautification, and mitigation of water pollution from highway runoff. Most of the requests and projects awarded in Wisconsin have been for bicycle facilities. Examples of bicycle projects include multi-use trails (in greenways and former railways, for example), paved shoulders, bicycle lanes, bicycle route signage, bicycle parking, and overpasses or underpasses.

Bicycle and Pedestrian Facilities Program (BFPF)

The BFPF is similar to the TE program, with a focus on eligible bicycle and pedestrian programs. Many projects may also be eligible for TE assistance, but there are a few minor differences and restrictions. Pedestrian-only projects (sidewalks or pedestrian-only bridges) and streetscaping projects are not eligible for BFPF funding, but would remain eligible for TE assistance. State agencies are not eligible applicants (only local governments and Indian Tribal Nations are eligible). Non-bicycle or pedestrian projects to reduce single-occupant vehicle travel, such as public bus acquisitions, are not eligible. Bicycle and pedestrian planning projects are eligible.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

In accordance with SAFETEA-LU and administered by WisDOT, CMAQ provides federal funding for transportation projects that improve air quality and reduce traffic congestion in counties classified as air quality non-attainment and maintenance areas. Kenosha County and most other counties within the Southeastern Wisconsin Region (Milwaukee, Racine, Ozaukee, Washington, and Waukesha Counties) as well as most counties bordering Lake Michigan (Sheboygan, Manitowoc, Kewaunee, and Door Counties) are presently designated non-attainment areas, and thus are eligible for CMAQ funds. Counties are designated as non-attainment areas based on the federal criteria for pollution from ozone, carbon monoxide (CO), or small particulate matter.

Generally, eligible CMAQ projects are those that reduce motor vehicle trips or miles traveled, reduce emissions by improving traffic congestion, and/or reduce emissions through improved vehicle and fuel technologies. Bicycle and pedestrian projects are eligible for CMAQ funds if they reduce the number of vehicle trips and vehicle miles traveled; however, a higher burden of proof that the project will reduce air pollution may be required. Non-construction activities such as maps and brochures are also eligible for funding. Most county and local governments in the Southeastern Wisconsin Region are presently eligible to apply for CMAQ funds. In addition, private non-profit entities may apply for funds if the project is sponsored by a public entity with taxing authority. CMAQ provides up to 80 percent matching grants for projects and programs. In 2008, two CMAQ grants were awarded to Kenosha Area Transit, in excess of \$150,000, and the City of Kenosha received a \$3.2 million grant for the proposed expansion of streetcar service.

Surface Transportation Program – Urban (STP-U)

WisDOT administers SAFETEA-LU funding through surface transportation grants to local units of government to improve transportation on eligible streets in urban areas. Counties, towns, cities, villages, and eligible public entities located within urbanized areas may be eligible for funding for arterial and collector streets that are not listed on the State Trunk Highway system. Projects must meet Federal and State requirements and funds can be

used on a variety of improvement projects. These funds have also been used to provide bicycle and pedestrian improvements when streets or highways are constructed or reconstructed.

Funds are allocated based on the size of the community. Urban areas with populations of more than 200,000 receive designated annual funding, while annual allocations are made to each of the 13 Wisconsin communities with populations of 50,000 to 200,000, including the City of Kenosha. Smaller communities, those with populations of 5,000 to 50,000 are allocated funds, depending on population size.

Surface Transportation Program – Rural (STP-R)

In addition to STP-U, WisDOT also administers SAFETEA-LU funding for the Surface Transportation Program – Rural (STP-R). The objective of the STP-R program is to improve transportation in rural areas, primarily the County Trunk Highway system, and to streets in rural areas functionally classified as principal arterial, minor arterial, or major collector. Minor collector roads and streets are no longer eligible for STP-R funds under SAFETEA-LU.

Incidental Improvements

Bicycle and pedestrian projects are broadly eligible for funding from most of the major Federal-aid programs. One of the most cost-effective ways of accommodating bicycle and pedestrian improvements is to incorporate them as part of larger reconstruction, new construction, and some repaving projects. Generally, the same source of funding can be used for the bicycle and pedestrian accommodation as is used for the street or highway improvement, if the bicycle and pedestrian accommodation is “incidental” in scope and cost to the overall project. Most bicycle and pedestrian accommodations within Wisconsin are made as incidental improvements.

Transit Programs

SAFETEA-LU provides funding, planning, and policy tools that allow each State to operate programs that assist public transit systems. The purpose of the State’s public transit programs is to financially support the 26 urban bus and 43 shared-ride taxi operating systems located throughout Wisconsin. In 2005, State support for local transit systems totaled \$98.6 million, among the highest in the nation. State funding provides a significance percentage of the total revenue for transit systems; 41 percent of operating costs of the State’s largest transit system in Milwaukee County, 33.3 percent of the operating costs of bus systems in other urbanized areas, and 32.5 percent of the operating costs of smaller bus and shared-ride taxi systems.

WisDOT administers all of the federal funding to public transit systems and private non-profit agencies that provide transportation. In addition to FTA funding mentioned above, WisDOT also administers State programs and coordinates with other agencies to provide specialized funding programs for persons with special needs.

State Urban Transit Operating Assistance Program

WisDOT administers the State Urban Transit Operating Assistance Program, which provides operating funds to urban public transit systems and leverages Federal public transit funds under Sections 5307 and 5311 of the Federal Transit Authority appropriations. Eligible applicants include local public bodies² in urban areas³ served by urban mass transit systems incurring an operating deficit. Project costs are limited to operating expenses of urban mass transit systems and may include materials and supplies, purchased transportation services, utilities, insurance, license fees, license fees, lease expenses, and labor and fringe benefits.

² “Local public bodies” refer to counties, cities, villages, towns, or transit or transportation commissions or authorities.

³ “Urban areas” refer to any area that includes a city or village having a population of 2,500 or more and is appropriate, in the judgment of WisDOT, for an urban mass transit system.

Specialized Transportation Assistance Program for Counties

WisDOT administers the Specialized Transportation Assistance Program for Counties, a formula grant based on each county's elderly and disabled population. Counties are the eligible applicants and funding may be used for operating, planning, and capital expenses for transportation programs that assist the elderly and disabled.

Wisconsin Employment Transportation Assistance Program (WETAP)

Many low-income workers face barriers to accessing and keeping jobs due to the lack of transportation or ineffective transit. WETAP provides funding to transportation programs that assist in eliminating transportation barriers that affect low-income workers⁴. WETAP encourages local public and private entities to work collaboratively to assess the transportation needs of low-income workers and develop plans and opportunities to alleviate those barriers. WETAP integrates State and Federal funding sources and is jointly administered by WisDOT and the Department of Workforce Development.

Highway and Street Programs

WisDOT maintains 11,753 miles of the 112,262 miles of public streets in the State. The State highway system includes 750 miles of interstate freeways and 11,010 miles of state and US-marked highways. Although the State highway system represents only 10.5 percent of all of the public street mileage in Wisconsin, the State highways carry about 60% of the highway travel or about 35 billion vehicle miles of travel a year. The following programs provide State and Federal funds to assist local governments.

Wisconsin Highway Improvement Program

The Wisconsin Highway Improvement Program currently invests over \$750 million each year in the street and highway system, resulting in over 565 miles of streets improved or rehabilitated annually. The program addresses deficiencies in the highway and bridge system and incorporates needed improvements to increase the safety and mobility of the system. The program is divided into two subprograms, Major Highway Projects and the State Highway Rehabilitation subprograms. By State Statute, a "major highway project" denotes a project that has a total cost over \$5 million and involves any of the following:

- Constructing a new highway 2.5 miles or more in length.
- Reconstructing or reconditioning an existing highway by any of the following:
 1. Relocating 2.5 miles or more of the existing highway.
 2. Adding one or more lanes five miles or more in length to the existing highway.
 3. Improving to freeway standards 10 miles or more of existing divided highway having two or more lanes in either direction.

The State Highway Rehabilitation (SHR) Subprogram involves three components:

- Existing highways
- State bridges
- Backbone rehabilitation

Corridors 2020

Corridors 2020 is a part of WisDOT's long-range highway improvement plan designed to provide essential links to key employment and population centers throughout the State. As part of the planning process, Wisconsin's highways were classified based on operational and economic factors. Gaps in the system were identified and improvements scheduled. Since the plan was created in the late 1980's, about 900 miles of new highways have been built to accommodate network needs.

⁴ For WETAP funding purposes, low-income is defined as family income that is less than 200 percent of the Federal Poverty level.

The plan's goal is to complete all backbone improvements, which will connect all communities with a population of 5,000 or more to the State highway system. To date, the majority of the improvements have been completed on schedule. Interstate Highway 94, which passes through Kenosha County, is classified as a backbone route in the Corridors 2020 plan. Interstate Highway 94 serves as a major arterial route through Wisconsin, connecting the City of Chicago to the southeastern Wisconsin Cities of Kenosha, Racine, and Milwaukee, and to points west including the Cities of Madison and Minneapolis. STH 50, which serves as a major east-west arterial in Kenosha County, is classified as a connector route or a connecting route in the Corridors 2020 plan. WisDOT is in the process of updating the 2020 Corridors plan to project the State's needs through 2030. This updated plan will be called the Connections 2030 plan.

Transportation Economic Assistance Program

The Transportation Economic Assistance (TEA) Program is a rapid response grant program designed to create new employment, retain existing employment, and encourage private investment in Wisconsin. Communities can apply for TEA funds to encourage new businesses or business expansions in their regions by building such transportation improvements as access roads, highway improvements, or rail spurs. The program covers up to 50 percent of the total cost of eligible projects.

Disadvantaged Business Enterprise (DBE) Program

The Surface Transportation Assistance Act of 1982 created the Disadvantaged Business Enterprise Program (DBE) to increase participation of firms owned by disadvantaged individuals in all Federal aid and State transportation facility contracts. The 1982 Act set a national goal of placing at least 10 percent of Federal highway and transit funds with persons who qualify as disadvantaged small business operators, and in 1987, a subsequent act included women. The DBE program strives to ensure a level playing field and foster equal opportunity for firms owned and operated by disadvantaged individuals on USDOT-assisted contracts and procurements.

WisDOT administers the DBE program and provides between \$600 and \$700 million annually in Federal and State dollars for highway, airport, and transit projects in Wisconsin. A current list of participating DBE businesses is available from WisDOT.

In This Together Program

"In This Together" is a WisDOT program that targets statewide businesses facing road construction in their community. The program's goal is to help businesses maintain business while construction is underway.

WisDOT recognizes that businesses located in work zones have special needs. It is critical that customers have access and continue to patronize the businesses during any roadwork inconvenience. Early in the project development process, business owners receive a workbook, case studies, and video that contains successful marketing and promotion ideas used by other businesses facing the same situation.

Pedestrian and Bicycle Trails and Facilities Programs

SAFETEA-LU provides funding, planning, and policy tools to create more walkable and bicycle-friendly communities and continues the integration of bicycling and walking into the transportation mainstream. It enhances the ability of communities to invest in projects that can improve the safety and practicality of bicycling and walking for everyday travel.

SAFETEA-LU provides funding for bicycle and pedestrian facilities under a variety of programs. Bicycle projects must be primarily for transportation (sometimes referred to as commuter or utilitarian purposes), rather than recreational purposes, and must be designed and located pursuant to the transportation plans required of the State and Metropolitan Planning Organizations.⁵ The following related programs are administered by the Wisconsin Department of Transportation:

⁵ SEWRPC is the Metropolitan Planning Organization for the seven counties in Southeastern Wisconsin.

- Transportation Enhancements Program (TE) (under the SMIP)
- Bicycle and Pedestrian Facilities Program (BPPF) (under the SMIP)
- Safe Routes To School (SRTS)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Incidental Improvements
- National Recreational Trails Program
- Surface Transportation Program – Urban (STP-U)
- Wisconsin Highway Improvement Program

Safe Routes to School (SRTS) Program

Developed under SAFETEA-LU, WisDOT administers grants for Safe Routes to School (SRTS) programs to local governments for projects that encourage children to walk and bike to and from school. SRTS focuses on creating safer walking and biking routes to schools for children from kindergarten to eighth grade, and is an effort to reverse the trend of increased traffic congestion and childhood obesity. Projects must be within two miles of a school that serves kindergarten to eighth grade and may be eligible for 100 percent Federal funding. Currently, the Kenosha Unified School District has received a grant and is in the planning process to develop a Safe Routes to School pilot program for six schools in the district.

Transit and Transportation Programs to Meet Specific Needs of the Elderly, Persons with Disabilities, and Other Transit-Dependent Users

In addition to providing assistance for multiple modes of transportation (multi-modal transportation) including transit, highway, and bicycle and pedestrian facility funding, SAFETEA-LU also provides funding, planning, and policy tools to assist projects that benefit those who face challenges to mobility, including the elderly, disabled, and other transit users including low-income riders. SAFETEA-LU provides funding under a variety of programs that enhance the ability of communities to invest in projects that can improve mobility for everyday travel as well as for workforce commuting.

Projects must be principally for transportation programs that assist the elderly, disabled, or low-income residents and workers, and must be designed and located pursuant to the transportation plans required of the State and Metropolitan Planning Organizations. Based on guidance set forth under SAFETEA-LU, WisDOT administers the following related programs:

- Specialized Transportation Assistance Program for Counties
- WisDOT combines FTA Section 5310 funding with additional State funding under Section 85.22 of the *Wisconsin Statutes* to provide additional capital funding for projects for the elderly and disabled, primarily for non-profit organizations
- Job Access and Reverse Commute (JARC) Program (FTA Section 5316) with additional State funding provided through the Wisconsin Employment Transportation Assistance Program (WETAP)
- New Freedom Program (FTA Section 5317)

Harbors

Harbor Assistance Program (HAP)

The Harbor Assistance Program, administered by WisDOT, provides assistance to select harbor communities to maintain and improve waterborne commerce in order to make Wisconsin businesses better able to compete in the world marketplace and generate more income in the State. Eligible projects typically include dock reconstruction, mooring structure and replacement, dredging, and the construction of facilities to hold dredged material. Projects must be identified under current Three-Year Harbor Development Plans. Projects must pass a rigorous cost-benefit analysis, and must benefit facilities that are used for purposes of commerce. HAP provides matching grants of up to 80 percent of the total project cost to publicly-owned harbors for facility improvements. Applicants may be either a local government unit or private owners of harbor facilities. In Kenosha County, the City of Kenosha dock/marina is eligible for assistance under HAP, and grants for both the north and south dock walls were awarded in the 1980s.

Railroads

Freight Rail Infrastructure Improvement Program (FRIIP)

Freight Rail Infrastructure Improvement Program loans are awarded to private industries, railroads, and local governments to improve freight rail infrastructure and to construct new rail-service facilities. The overall goal is to boost economic development and jobs, and increase the use of rail service. FRIIP provides funding for the following types of railroad projects:

- Connect an industry to the national railroad system. Examples include construction of industrial spur tracks to various industries, and a pipeline from an ethanol plant to a nearby railhead.
- Make improvements to enhance transportation efficiency, safety, and intermodal freight movement. Recent projects include grain and fertilizer storage/handling facilities, warehousing facilities to provide rail access, and improved loading and delivery products and transloading facilities.
- Accomplish line rehabilitation. FRIIP funds have been used to fund rehabilitation projects on privately owned rail lines and rail facilities, and projects that are needed to provide increased efficiencies and benefits that are beyond the basic level of service.
- Complete rail-related projects in a timeframe that would not otherwise be possible.

Freight Rail Preservation Program (FRPP)

The Freight Rail Preservation Program (FRPP) provides grants to local units of government, industries, and railroads for the purpose of preserving essential rail lines and rehabilitating them following purchase. FRPP provides grant assistance for the following types of projects:

- Acquisition of trackage needed to preserve rail service that would otherwise be lost. WisDOT, in cooperation with various rail transit commissions, owns approximate 450 miles of operating rail line in Wisconsin.
- Rehabilitate acquired trackage to allow a reasonable level of service. Recent projects in Wisconsin include rehabilitation of the Horicon to Cambria line to maintain service to the Didion Milling facility in Cambria, an upgrade of the Janesville to Monroe line to handle the traffic generated by the Badger State Ethanol plant in Monroe, and improvements to the Janesville to Milton Junction line, which is currently underway.
- Preserve railroad corridors for future rail service. WisDOT has worked closely with the Wisconsin Department of Natural Resources and other entities to preserve rail corridors under the National Trail Systems Act (Rails to Trails). These corridors are held for future rail use while being used on an interim basis for a recreation trail or other transportation or recreational uses.
- Construct connections to reduce the cost of replacing lost rail service.

Midwest Regional Rail Initiative

The Midwest Regional Rail Initiative (MWRRI) is a joint venture between nine state transportation departments (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Wisconsin, and Ohio), the Amtrak rail system, and the Federal Railroad Administration. This 3,000 mile rail system with Chicago as its hub would connect the cities of Cleveland, Cincinnati, Detroit, Milwaukee, Minneapolis, St. Louis, and Omaha at speeds of up to 110 miles per hour. A key requirement for the success of the MWRRI is Congressional passage of a federal passenger rail funding program. Discussion has recently occurred regarding inter-city rail service along the Madison-Milwaukee corridor with local rail station stops including Brookfield, Hartland, and Oconomowoc; however, no dedicated funding source has been identified or provided.

Kenosha-Racine-Chicago (KRM) Commuter Rail Funding

If KRM commuter rail is to be implemented, government funding programs for operating the KRM commuter rail would be eligible for the same type of funding programs available for operating bus systems. The Southeastern Wisconsin Regional Transit Authority (RTA) was created by the Wisconsin State Legislature and Governor in July 2005 to serve the counties of Kenosha, Milwaukee, and Racine. The principal duty of the RTA is to

recommend to the State Legislature and Governor a permanent dedicated funding source for the local share of capital and operating costs of commuter rail and public transit.

Airports

Government agencies that implement plans for airport facilities in the Southeastern Wisconsin Region are identified in the Regional Airport System Plan.⁶ In addition to current property-tax revenues and user fees, the agencies and units of government concerned with airport development can utilize State and Federal grants-in-aid.

Federal Airport Improvement Program (AIP)

The U.S. Department of Transportation, Federal Aviation Administration, administers the Federal Airport Improvement Program providing grants for the planning and development of public-use airports that are part of the National Plan of Integrated Airport Systems (NPAIS). Eligible projects are generally capital improvements including enhancements or improvements to safety, capacity, security, and environmental issues. AIP provides Federal aids of up to 90 percent of the total allowable project costs for eligible capital improvement and land acquisition programs and for the preparation of airport master plans.

State Airport Improvement Program

Administered by WisDOT's Bureau of Aeronautics, the State Airport Improvement Program combines Federal, State, and local resources to help fund improvements for nearly 100 public-use airports throughout the State. WisDOT is responsible for assisting in the development of a coordinated system of airports in Wisconsin. To do this, WisDOT guides airport development through a process that begins with broad policy planning and includes progressively more detailed elements of system planning, airport master planning, programming, and finally individual airport development. Through an agency agreement with the airport owner, WisDOT oversees project planning, coordination, design, land acquisition and construction, as well as financial transactions for an airport project.

Transportation Programs for Enhancing Local Tourism

Rustic Roads Program

The Rustic Roads Program is used to help citizens and local governments preserve the remaining scenic country roads designated for the leisurely enjoyment of hikers, bikers, and motorists. Wisconsin is unique in its efforts to preserve low volume, low function rural roads and since the designation of the State's first Rustic Road in 1975, the Statewide system has grown to include 101 Rustic Roads in 54 counties with a total mileage of 562 miles. Although WisDOT pays the cost of furnishing and installing Rustic Road marking signs, officially designated rustic roads remain under local control and are eligible for State aid the same as any other public street. Currently, there is one designated Rustic Road in Kenosha County, Highway R-43 (also known as County Trunk Highway B) between STH 11 in the Town of Dover, Racine County, and STH 142 in the Town of Brighton.

Scenic Byways Program

The purpose of the National Scenic Byways Program is to recognize and promote some of America's memorable roads for the enjoyment of the traveling public. The goal of the Wisconsin Scenic Byways Program, administered by WisDOT, is to identify, designate, promote, and preserve a system of State Trunk Highways recognized for their outstanding scenic views and ability to offer travelers an exceptional travel experience. These byway corridors highlight the best scenic resources along with the natural, historic, archaeological, cultural and recreational opportunities available in Wisconsin. It is anticipated that this program will promote tourism and economic development by encouraging people to visit the route and spend money at local motels, restaurants and tourist attractions. Currently, no official Scenic Byway is designated in Kenosha County.

⁶ Documented in *SEWRPC Planning Report No. 38 (2nd Edition)*, A Regional Airport System Plan for Southeastern Wisconsin: 2010, November 1996, and in *SEWRPC Memorandum Report No. 133*, Review and Update of the Regional Airport System Plan Forecasts, August 2004.

Tourist Oriented Directional Sign Program

The Tourist Oriented Directional Sign Program provides signs with directional information for qualifying tourist-related businesses, services, or activities. This program supports the tourism industry's effort to promote businesses and economic development in Wisconsin.

To qualify for a special blue and white sign, the major source of income for a business must come from visitors who do not live in the immediate area. The business also must be located within five miles of a State or US highway, but cannot have direct access to a State or US highway. TODS are prohibited on freeways and expressways and in most urban areas.

Businesses that qualify for this program fall into five categories:

- Gasoline - Open at least 12 hours per day, seven days a week and provide restrooms, drinking water and a public telephone.
- Food - Open five days a week from at least 10 a.m. to 7 p.m. and have at least 50 percent of gross receipts from food and non-alcoholic beverages.
- Lodging - Includes hotels, motels, resorts, boarding houses, or bed and breakfast establishments with parking accommodations.
- Camping - Provides restrooms, drinking water, and a public telephone.
- Tourist Attraction - Open at least eight hours a day, five days a week for at least three consecutive months, and provides restrooms and drinking water. The attraction must also be of significant interest to the traveling public.

Adopt-A-Highway Program

WisDOT oversees and coordinates the Adopt-A-Highway program in the State of Wisconsin. The Adopt-A-Highway program allows groups to volunteer and support Wisconsin's anti-litter program. The goal of the program is to reduce litter along Wisconsin's highways, build support for the anti-litter and highway beautification programs, educate the traveling public to properly dispose of litter, and enhance the environment and beautify roadsides. Under the program, each volunteer group is assigned a segment of State highway and is required to pick up litter along the segment at least three times per year, between April and November.

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10/26/09; 7/21/08; 6/6/08

