

# Agricultural Roads Improvement Program (ARIP)



# Annual 2025 Summary

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# INTRODUCTION

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In June 2023, Governor Tony Evers signed 2023 Wisconsin Act 13 to expand the Local Roads Improvement Program to include agricultural road improvement projects by creating the Agricultural Roads Improvement Program (“ARIP” from here forward). The program was then funded in July 2023 when Governor Evers signed the 2023-25 biennial budget, which provided \$150 million for ARIP to improve the transportation infrastructure that provides access to agricultural lands or facilities.

The Wisconsin Department of Transportation (WisDOT), in partnership and consultation with the Department of Agriculture, Trade, and Consumer Protection (DATCP) is pleased to provide the first annual summary for state fiscal year 2025. This document is distributed electronically and is accessible exclusively online on the [Wisconsin Department of Transportation \(WisDOT\) ARIP webpage](#).

The information in this document is current as of June 3, 2025.

***“The quality of our local roads, bridges, and highways is critical to the success of our farmers, their families, and our state’s economy.”- Governor Evers***

WisDOT extends its gratitude to the organizations representing the program applicants – the Wisconsin Towns Association, Wisconsin Counties Association, Wisconsin County Highway Association, and League of Wisconsin Municipalities. WisDOT appreciates the work by local representatives who served on the 2023-2024 Committee. These individuals and organizations are fundamental to the effective management of the program, and their cooperation and support of this important local program funding initiative are critical to its ongoing success.

The narrative at the beginning of this summary identifies agricultural road improvements eligible to be funded with program dollars and provides an overview of administrative activities associated with the program. The summary identifies the:

- Number of applications and awards by WisDOT region

- Statewide distribution of projects by municipality type
- Full list of projects by county and improvement type
- Average cost by improvement type

The summary includes a synopsis of the economic impacts of projects. The ARIP will boost the state of Wisconsin's economy, as project improvements will have positive impacts on producers, employment in the community, and other relevant area impacts.

# ARIP OVERVIEW

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ARIP was established to reimburse \$150 million to local units of government to improve seriously deteriorating Class B and weight-restricted roads functionally classified as local roads, or minor collectors, or culverts, that provide access to agricultural lands or facilities used to produce agricultural goods, including forest products.

An awarded ARIP project may be funded at up to a maximum of 90 percent state cost share for eligible project costs, with the remaining balance covered by the local project sponsor(s). ARIP enables local communities to make targeted investments in eligible projects that support agriculture that would likely otherwise not receive funding from other state aid programs.

An ARIP project must meet all the following criteria to be eligible for funding:

1. The project highway, or the highway where the bridge or culvert is located, is functionally classified by the department as a local road or minor collector.
2. The highway, bridge, or culvert provides access to agricultural lands or facilities used to produce agricultural goods, including forest products.
3. The highway, bridge, or culvert is used by at least one agricultural producer.
4. The highway is designated as a class “B” highway due to structural deficiencies or is subject to a posted weight limitation at least annually.
5. After the improvement, the highway will not be designated as a class “B” highway and will not be subject to a posted weight limitation other than under extraordinary or emergency circumstances.

Over the course of the 2023-25 biennium, WisDOT staff helped to facilitate the ARIP program and project selection meetings. Project awards were recommended by majority vote to WisDOT by the ARIP Discretionary Selection Committee, which included local government officials and stakeholders from the agriculture and forestry sectors. No WisDOT staff members were on the ARIP Discretionary Selection Committee. The project selection process included committee review of applications, discussion of project application details in a public meeting, and a committee vote on award recommendations. A list of committee members is available in

[Appendix A](#). In addition to the committee members noted in Appendix A, WisDOT extends our appreciation to DATCP for their support and collaboration during initial stakeholder meetings.

Using statutory language on project eligibility and prioritization, the ARIP Discretionary Committee adopted guidance on May 21, 2024, on project selection prior to awarding projects. The complete list of ground rules established can be found in [Appendix B](#). These guidelines included, but were not limited to, the following:

- Consideration of scored required items
  - Access Improvement
  - Reduction in Costs
  - Positive Economic Impact
  - Feasibility of Access
  - Government Fiscal/Administrative Difficulties
  - Transportation of Agricultural Goods
  - Multi-Producer Access
- A statewide distribution of awarded projects
- Distribution of awarded projects across agricultural commodity types
- The amount requested for the project
- Committee consideration of additional project attributes

Priority has been given to projects that provided the greatest benefit to agricultural uses. Projects scored higher when the project:

- Provides the greatest positive economic impact.
- Provides access to the largest number of farmers or volume of agricultural goods.
- Will result in the reduction of cost for producers due to repeated trips at reduced weight, labor, fuel, or mileage/wear on agricultural equipment.
- Is the only feasible way to access a field or facility.
- Had an application that was submitted by a local government that faces demonstrable fiscal or administrative difficulties in completing highway projects.

After selection, the WisDOT Secretary reviewed the selected projects and recommended award. The ARIP award letters were then distributed by WisDOT staff. Each project sponsor then receives and signs a project agreement with WisDOT. The project agreement further

explains requirements for the project, including fund distribution. ARIP funds are provided through reimbursements for improvement projects, up to a maximum of 90 percent of total eligible project costs. See the section on ARIP Reimbursements in this summary for more information.

# COMPREHENSIVE FUNDING ANALYSIS: APPLICATIONS & AWARDS

Table 1 - ARIP Applications & Awards – Round 1 Project Solicitation			
DOT Region	# of Applications	# of Awards	Total Award
Northwest	43	7	\$11,038,452.08
North Central	29	11	\$12,517,229.19
Northeast	38	10	\$11,329,200.00
Southwest	35	7	\$11,791,355.40
Southeast	8	1	\$1,836,000.00
<b>Total</b>	<b>153</b>	<b>36*</b>	<b>\$48,512,236.67</b>

*\*Note: 37 projects were initially awarded in Round 1, however, one local sponsor declined the award.*

Table 2 - ARIP Applications & Awards - Round 2 Project Solicitation			
DOT Region	# of Applications	# of Awards	Total Award
Northwest	60	13	\$23,475,020.94
North Central	44	14	\$23,765,190.82
Northeast	44	12	\$21,297,375.83
Southwest	61	12	\$23,912,453.89
Southeast	11	4	\$8,982,764.59
<b>Total</b>	<b>220</b>	<b>55</b>	<b>\$101,432,806.07</b>

*Note: Of the 220 applications received in the second project solicitation, 74 were rollover applications that were previously submitted for funding consideration in the first ARIP project solicitation, and 146 were new applications.*

Figures 1 and 2 provide a visual statewide map of the applications and awards received in the Round 1 and 2 project solicitations.



Figure 1 – Round 1 & 2 Project Applications by WisDOT Region and Municipality Type

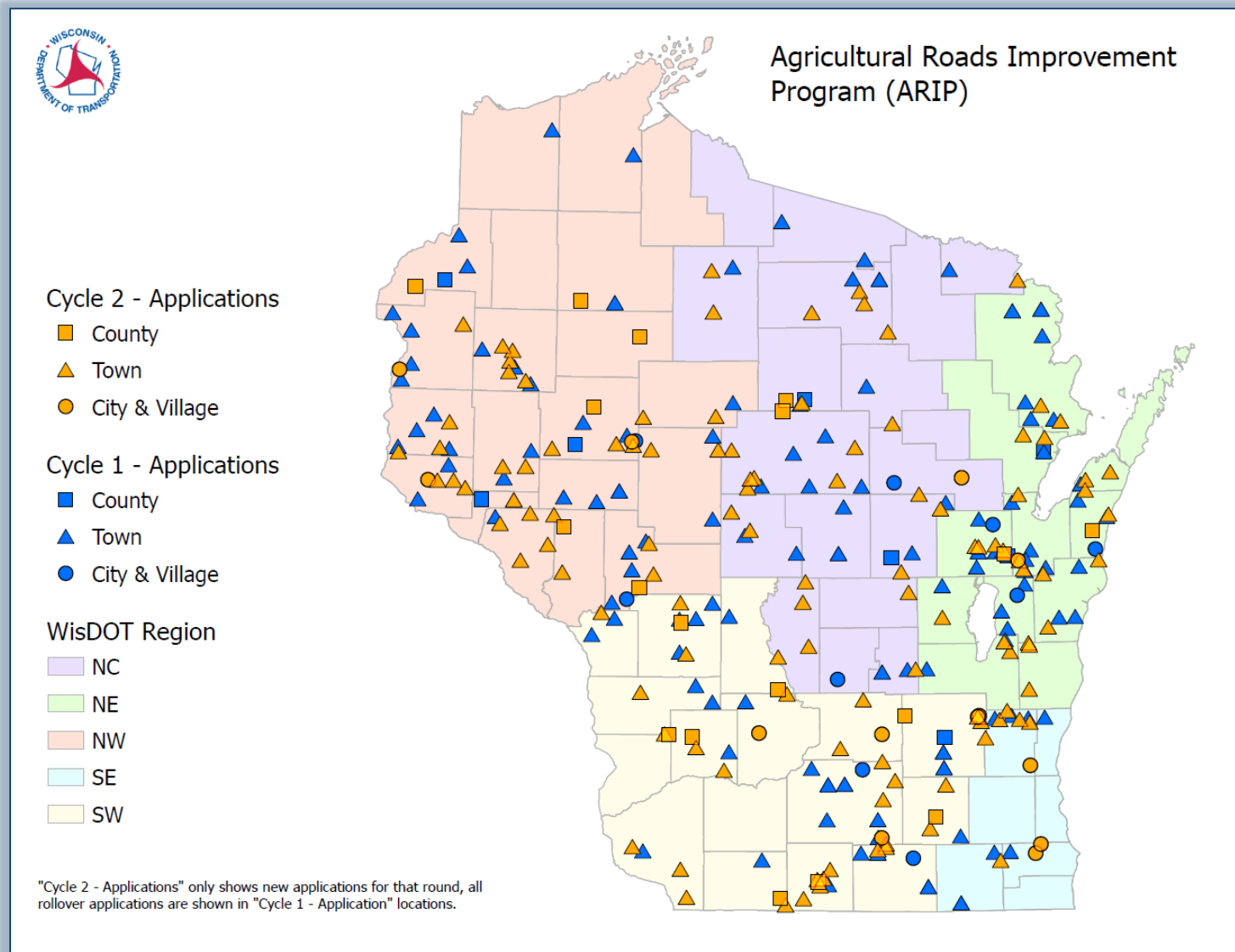
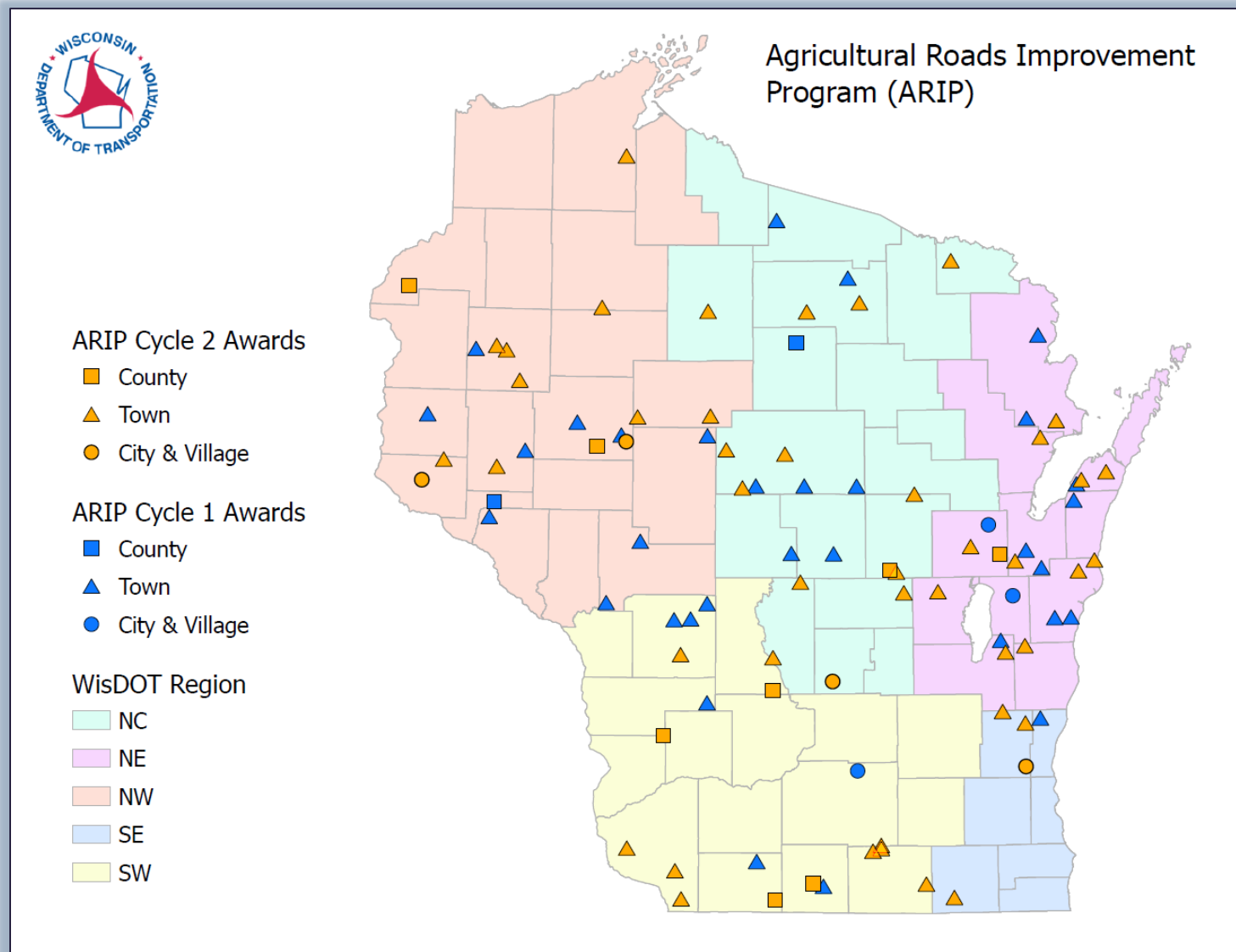


Figure 2 – Round 1 & 2 Project Awards by WisDOT Region and Municipality Type



**Table 3** summarizes in total, without any repeat applications considered, 299 unique applications were received in the 2023-2025 biennium representing \$507,148,989.58 in proposed project costs. These figures highlight the statewide demand and interest in the ARIP program.

Table 3 - Cycle Recap - Unique Applications		
Cycle	# of Applications	Project Costs
Round 1	153	\$252,095,637.07
Round 2	146	\$370,526,532.65
<b>Total</b>	<b>299</b>	<b>\$507,148,989.58</b>

**Table 4** provides a comprehensive overview of all projects statewide including the specific municipality, route(s), and county where the project is located. Additionally, each project's respective improvement type and the awarded funding amounts are listed.

Table 4 - List of All ARIP Projects by County					
Project Number	Project Sponsor	County	Route Info	Improvement Type	ARIP Funding
A00073	Town of Quincy	Adams	Evergreen Ave 17th Dr 16th Ave (Termini)	Reconditioning	\$1,395,219.30
A00090	Town of Leola	Adams	6th Ave STH 73 (Termini) 6th Ave (Termini)	Pavement Replacement	\$1,063,757.15
A00032	Town of Almena	Barron	17th Ave 4th St 6th St (Termini)	Reconditioning	\$2,518,200.00
A00067	Town of Clinton	Barron	17th Ave 9 1/2 St (Break) 10 1/2 St (Termini)	Reconditioning	\$2,276,078.10
A00072	Town of Barron	Barron	15th Ave STH 25 (Break) CTH T (Termini)	Reconditioning	\$1,921,945.50
A00087	Town of Sioux Creek	Barron	4th Ave 19 1/4 St 20th St	Reconditioning	\$907,344.20
A00057	Town of Kelly	Bayfield	Maple Ridge Rd USH 63 (Termini) Roy Anderson Rd	Reconstruction	\$2,060,950.00

A00001	Town of Morrison	Brown	Hill Rd CTH W River Rd (Termini)	Reconstruction	\$2,048,520.60
A00002	Town of Rockland	Brown	Shirley Rd CTH W Morrison Rd (Termini)	Pavement Replacement	\$621,000.00
A00062	Town of Wrightstown	Brown	Fair Rd Country Run Dr (Termini) STH 57	Pavement Replacement	\$1,249,725.00
A00003	Town of Maxville	Buffalo	N Spring Creek Rd Spring Creek Rd (Termini) CTH FF (Termini)	Reconstruction	\$405,000.00
A00075	Burnett County	Burnett	CTH Y STH 70 (Termini) STH 48 (Termini)	Pavement Replacement	\$1,963,935.78
A00004	Village of Hilbert	Calumet	Crosstown Rd STH 57 Plappert Rd (Termini)	Reconstruction	\$1,012,500.00
A00005	Town of Eagle Point	Chippewa	125th Ave STH 124 STH 178 (Termini)	Reconditioning	\$1,815,300.00
A00006	Town of Delmar	Chippewa	345th St 100th Ave 80th Ave	Resurfacing	\$477,000.00
A00049	Chippewa County	Chippewa	CTH MM CTH X (Termini) STH 27	Reconditioning	\$1,578,600.00
A00055	City of Stanley	Chippewa	345th St 80th Ave STH 29 (Termini)	Reconstruction	\$1,263,150.12
A00007	Town of Mayville	Clark	Center Rd STH 13 (Termini) Badger Ave	Reconstruction	\$1,683,000.00
A00008	Village of Windsor	Dane	Meixner Rd N CTH V (Termini) Oen Rd (Termini)	Reconditioning	\$763,200.00
A00084	Town of Albion	Dane	Washington Rd CTH N N Washington Rd (Termini)	Reconditioning	\$973,470.00
A00009	Town of Union	Door	Swamp Rd CTH Y (Termini) CTH C (Termini)	Pavement Replacement	\$548,550.00
A00041	Town of Brussels	Door	Swamp Rd CTH C (Termini)	Reconstruction	\$350,800.00

			Tru Way Rd (Termini)		
A00089	Town of Nasewaupee	Door	Idlewild Rd (1) CTH C (Termini) Neils Rd (Termini)	Reconstruction	\$1,977,635.00
A00029	Town of Elk Mound	Dunn	970th St USH 12 University St	Pavement Replacement	\$413,039.00
A00037	Town of Dunn	Dunn	370th Ave STH 25 (Break) Beaver Trail Rd (Break)	Reconstruction	\$566,542.00
A00038	Town of Long Lake	Florence	Lost Lake Rd Halsey Lake Rd Chipmunk Rapids Rd (Termini)	Reconditioning	\$2,518,293.22
A00010	Town of Calumet	Fond du Lac	Weber Rd CTH G (Termini) Dorn Rd (Termini)	Reconditioning	\$968,744.70
A00070	Town of Marshfield	Fond du Lac	Walnut Rd CTH CCC (Termini) CTH WH (Termini)	Pavement Replacement	\$1,561,060.00
A00039	Town of Beetown	Grant	Dodge Rd STH 133 (Termini) CTH U (Termini)	Reconstruction	\$1,296,293.70
A00042	Town of Jamestown	Grant	Louisburg Rd CTH H (Termini) CTH Z (Termini)	Reconditioning	\$1,372,943.50
A00061	Town of Harrison	Grant	Stanton Rd CTH O CTH B (Termini)	Reconstruction	\$3,789,736.25
A00011	Town of Sylvester	Green	Ladwig Rd STH 59 (Termini) CTH FF (Termini)	Pavement Replacement	\$323,241.30
A00091	Green County	Green	CTH FF STH 69 (Termini) STH 59	Reconstruction	\$2,806,400.00
A00012	Town of Alma	Jackson	Jeffrey Rd Beede Rd Castle Hill Rd (Termini)	Reconditioning	\$572,461.20
A00036	Town of North Bend	Jackson	W Indies Rd Ridge Trail Rd W Indies Rd (Termini)	Reconditioning	\$566,730.00
A00066	Juneau County	Juneau	CTH J CTH HH STH 16 (Termini)	Reconstruction	\$4,812,879.53

A00026	Town of Red River	Kewaunee	Town Hall Rd CTH AB Boucher Rd	Reconstruction	\$1,079,406.00
A00013	Town of Fayette	Lafayette	Gravel Run Rd CTH F (Termini) Faymont Rd (Termini)	Resurfacing	\$207,000.00
A00064	Lafayette County	Lafayette	CTH D STH 78 (Break) STH 11 (Break)	Resurfacing	\$1,999,560.00
A00031	Lincoln County	Lincoln	CTH YY CTH YY (Termini) Town 40 Rd	Reconstruction	\$3,568,473.00
A00017	Town of Newton	Manitowoc	Center Rd Carstens Lake Rd Clover Rd	Reconstruction	\$1,482,115.91
A00028	Town of Liberty	Manitowoc	Range Line Rd S CTH C (Termini) Pine River Rd (Termini)	Reconstruction	\$593,100.00
A00048	Town of Gibson	Manitowoc	Jambo Creek Rd Hillview Rd STH 147	Resurfacing	\$1,008,550.00
A00063	Town of Two Creeks	Manitowoc	Nero Rd STH 42 (Termini) CTH BB (Termini)	Reconstruction	\$1,170,795.00
A00014	Town of Franzen	Marathon	Franzen Dr CTH C (Termini) Little Wolf Rd (Termini)	Reconstruction	\$1,629,000.00
A00015	Town of Knowlton	Marathon	Seagull Dr STH 34 CTH DB (Termini)	Reconstruction	\$1,850,850.00
A00052	Town of Marathon	Marathon	Marathon Rd CTH B (Termini) CTH NN (Termini)	Pavement Replacement	\$2,407,365.00
A00077	Town of Hull	Marathon	Huckleberry Rd Community Dr (Termini) Silver Maple Ln	Reconstruction	\$2,170,750.40
A00085	Town of Mcmillan	Marathon	Staad Ave N STH 97 CTH C	Pavement Replacement	\$1,376,013.00
A00016	Town of Pound	Marinette	N 9th Rd CTH B (Termini) STH 64 (Termini)	Reconstruction	\$2,372,667.44
A00027	Town of Amberg	Marinette	Dow Dam Dr Mathis Rd (Termini) Downing Rd (1) (Termini)	Reconditioning	\$1,378,800.00

A00059	Town of Grover	Marinette	Town Hall Rd Prestine Rd Vernon Hills Dr (Termini)	Reconstruction	\$4,449,549.83
A00046	Village of Endeavor	Marquette	S Limits Rd CTH CX (Termini) S Limits Rd (Termini)	Pavement Replacement	\$188,555.00
A00018	Town of Scott	Monroe	Copper Rd STH 173 (Termini) CTH EW	Reconditioning	\$3,250,922.40
A00019	Town of Greenfield	Monroe	Edgewater Rd CTH E (Termini) Fireworks Ave (Termini)	Reconditioning	\$1,454,695.20
A00033	Town of La Grange	Monroe	Formica Rd CTH ET (Termini) Estate Rd	Reconditioning	\$2,709,796.50
A00071	Town of Ridgeville	Monroe	Keats Rd STH 71 (Termini) CTH U (Termini)	Reconditioning	\$1,386,936.91
A00074	Town of Little River	Oconto	Woodview Rd Hogsback Rd (Termini) USH 41 (Break)	Reconstruction	\$1,357,253.97
A00020	Town of Sugar Camp	Oneida	Rolling Acres Dr STH 17 (Termini) Fire Lane Rd (Termini)	Pavement Replacement	\$1,102,504.50
A00050	Town of Woodboro	Oneida	Old Hwy K Rd CTH K (Termini) Oneida Lake Rd	Resurfacing	\$1,525,532.73
A00080	Town of Stella	Oneida	Tenderfoot Rd CTH C (Termini) Spring Dr	Pavement Replacement	\$3,508,000.00
A00021	City of Seymour	Outagamie	Morrow St Elizabeth St N Main St (Termini)	Reconstruction	\$411,824.54
A00056	Town of Center	Outagamie	Center Valley Rd CTH A Hample Rd	Reconstruction	\$718,854.98
A00068	Outagamie County	Outagamie	CTH UU CTH J CTH U (Termini)	Reconstruction	\$3,613,240.00
A00022	Town of Fredonia	Ozaukee	Belgium - Kohler Rd CTH E (Termini) CTH I (Break)	Reconditioning	\$1,836,000.00
A00023	Pepin County	Pepin	CTH R STH 85 (Termini) Forster Rd	Pavement Replacement	\$2,102,940.00

A00051	Town of Gilman	Pierce	850th Ave CTH BB CTH B (Termini)	Reconstruction	\$2,460,555.26
A00078	Village of Ellsworth	Pierce	Morse St USH 10 (Termini) Wall St (Termini)	Reconstruction	\$1,574,982.38
A00035	Town of Buena Vista	Portage	Taft Rd Lake Rd CTH W (Termini)	Reconstruction	\$703,131.08
A00065	Town of Worcester	Price	Little Chicago Rd Little Elk Rd STH 13 (Termini)	Reconstruction	\$1,830,786.09
A00054	Town of Bradford	Rock	Carvers Rock Rd E Bradford Town Hall Rd USH 14 (Termini)	Reconditioning	\$2,122,340.00
A00081	Town of Fulton	Rock	Washington Rd STH 59 (Termini) N Washington Rd (Termini)	Reconditioning	\$585,836.00
A00082	Town of Porter	Rock	N Casey Rd CTH M STH 59	Reconditioning	\$2,200,393.00
A00045	Town of Meadowbrook	Sawyer	Lund Rd CTH D (Termini) White Birch Lake Rd	Pavement Replacement	\$604,779.20
A00040	Town of Grant	Shawano	Swamp Rd NE 7th St (Termini) W Rangeline Rd (Termini)	Reconstruction	\$846,305.00
A00058	Town of Russell	Sheboygan	Holstein Rd Termini Sheboygan Rd (Termini)	Reconstruction	\$3,027,289.99
A00024	Town of Erin Prairie	St. Croix	190th St CTH G 140th Ave	Reconditioning	\$775,530.00
A00060	Town of Taft	Taylor	Skyline Dr CTH F (Termini) CTH S (Termini)	Reconstruction	\$2,218,108.40
A00069	Town of Little Black	Taylor	Gibson Dr CTH A CTH O (Termini)	Reconstruction	\$4,078,050.00
A00030	Town of Greenwood	Vernon	Kouba Valley Rd North Ln (Termini) STH 80 (Termini)	Pavement Replacement	\$3,082,500.00
A00083	Vernon County	Vernon	CTH X Trout Creek Rd (Termini) USH 14 (Break)	Reconditioning	\$565,665.00



A00034	Town of Manitowish Waters	Vilas	Cranberry Blvd Termini Alder Lake Rd (Termini)	Reconstruction	\$1,657,993.50
A00053	Town of Walworth	Walworth	Six Corners Rd USH 14 N Walworth Rd (Termini)	Reconditioning	\$2,154,789.00
A00043	Village of Germantown	Washington	Pleasant View Rd Freistadt Rd (Termini) Bonniwell Rd (Termini)	Reconstruction	\$2,581,888.00
A00076	Town of Farmington	Washington	Orchard Valley Rd CTH A (Termini) CTH H	Pavement Replacement	\$1,281,827.59
A00086	Town of Kewaskum	Washington	Highland Dr CTH H Moraine Dr W	Reconstruction	\$2,964,260.00
A00044	Waupaca County	Waupaca	CTH A CTH A Lind Center Rd	Reconstruction	\$3,614,756.33
A00079	Town of Lind	Waupaca	Stecks Rd Lind Center Rd (Termini) CTH X (Termini)	Pavement Replacement	\$394,650.00
A00088	Town of Bloomfield	Waushara	Aspen Ave 32nd Dr 34th Ave	Reconstruction	\$925,207.60
A00047	Town of Winchester	Winnebago	Lakeview Rd Mud Creek Rd CTH M (Termini)	Pavement Replacement	\$812,622.06
A00025	Town of Grand Rapids	Wood	Washington St 64th St N CTH U (Termini)	Reconstruction	\$526,500.00

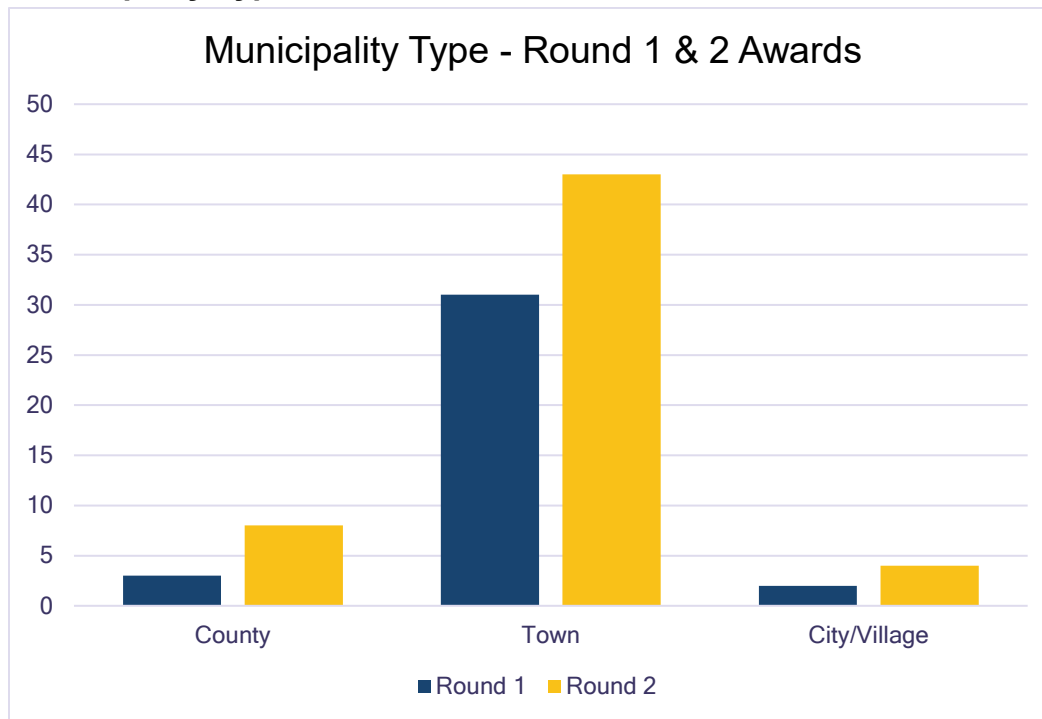
Table 5 illustrates a detailed breakdown of the number of awards distributed by County, along with the corresponding amount of funding allocated for each improvement type and a total funding amount per County.

Table 5 - Number of Awards by County and ARIP Funding per Improvement Type						
County	# of Awards	Pavement Replacement	Reconditioning	Reconstruction	Resurfacing	Total ARIP Funding
Adams	2	\$1,063,757	\$1,395,219			\$2,458,976
Barron	4		\$7,623,568			\$7,623,568
Bayfield	1			\$2,060,950		\$2,060,950
Brown	3	\$1,870,725		\$2,048,521		\$3,919,246
Buffalo	1			\$405,000		\$405,000

Burnett	1	\$1,963,936				\$1,963,936
Calumet	1			\$1,012,500		\$1,012,500
Chippewa	4		\$3,393,900	\$1,263,150	\$477,000	\$5,134,050
Clark	1			\$1,683,000		\$1,683,000
Dane	2		\$1,736,670			\$1,736,670
Door	3	\$548,550		\$2,328,435		\$2,876,985
Dunn	2	\$413,039		\$566,542		\$979,581
Florence	1		\$2,518,293			\$2,518,293
Fond du Lac	2	\$1,561,060	\$968,745			\$2,529,805
Grant	3		\$1,372,944	\$5,086,030		\$6,458,973
Green	2	\$323,241		\$2,806,400		\$3,129,641
Jackson	2		\$1,139,191			\$1,139,191
Juneau	1			\$4,812,880		\$4,812,880
Kewaunee	1			\$1,079,406		\$1,079,406
Lafayette	2				\$2,206,560	\$2,206,560
Lincoln	1			\$3,568,473		\$3,568,473
Manitowoc	4			\$3,246,011	\$1,008,550	\$4,254,561
Marathon	5	\$3,783,378		\$5,650,600		\$9,433,978
Marinette	3		\$1,378,800	\$6,822,217		\$8,201,017
Marquette	1	\$188,555				\$188,555
Monroe	4		\$8,802,351			\$8,802,351
Oconto	1			\$1,357,254		\$1,357,254
Oneida	3	\$4,610,505			\$1,525,533	\$6,136,037
Outagamie	3			\$4,743,920		\$4,743,920
Ozaukee	1		\$1,836,000			\$1,836,000
Pepin	1	\$2,102,940				\$2,102,940
Pierce	2			\$4,035,538		\$4,035,538
Portage	1			\$703,131		\$703,131
Price	1			\$1,830,786		\$1,830,786
Rock	3		\$4,908,569			\$4,908,569
Sawyer	1	\$604,779				\$604,779
Shawano	1			\$846,305		\$846,305
Sheboygan	1			\$3,027,290		\$3,027,290
St. Croix	1		\$775,530			\$775,530
Taylor	2			\$6,296,158		\$6,296,158
Vernon	2	\$3,082,500	\$565,665			\$3,648,165
Vilas	1			\$1,657,994		\$1,657,994
Walworth	1		\$2,154,789			\$2,154,789
Washington	3	\$1,281,828		\$5,546,148		\$6,827,976
Waupaca	2	\$394,650		\$3,614,756		\$4,009,406
Waushara	1			\$925,208		\$925,208
Winnebago	1	\$812,622				\$812,622
Wood	1			\$526,500		\$526,500
<b>Grand Total</b>	<b>91</b>	<b>\$24,606,065</b>	<b>\$40,570,234</b>	<b>\$79,551,102</b>	<b>\$5,217,643</b>	<b>\$149,945,043</b>

Figure 3 presents the municipality type of all projects awarded from Round 1 and 2 project solicitations. Notably, 81 percent of awards and 84 percent of applications were received from towns.

**Figure 3 – Municipality Type – Round 1 & 2 Awards**



## ARIP Awards Economic Impact

From its creation, the goal of the ARIP program has been to improve local infrastructure and benefit agricultural uses through improved logistics and economic development potential. ARIP enables local communities to make targeted investments in eligible projects that support agriculture that would likely otherwise not receive funding from other state aid programs. ARIP funding allows local sponsors to rebuild high economic impact agricultural roads that are in need of upgrade and modernization.

As mentioned earlier in this summary, priority under the program has been given to projects that provide:

- Great positive economic impact.
- Access to the largest number of farmers or volume of agricultural goods.
- Cost savings for producers due to less number of repeated trips at reduced weight, labor, fuel, or increased mileage/wear on agricultural equipment.
- The only feasible way to access a field or facility.

- A demonstrated need by a local government (through the application) facing fiscal or administrative difficulties in completing highway projects.

These criteria help to maximize the program’s effectiveness and foster economic growth in our agricultural communities. Governor Evers said, “This program is about more than just improving infrastructure—it’s about supporting our farmers and producers and their success, strengthening our economy, and ensuring that the agricultural industry remains strong and prosperous for generations to come.”

The following tables and graphs illustrate the potential positive economic impacts based on application data submitted to WisDOT during the Round 1 and Round 2 project solicitations.

*\*Note: Data presented below reflects an approximation, as applicant responses were collected as ranges rather than exact figures.*

<b>Table 6 – Summary of Awarded Projects Producer Impacts</b>	
<b>Producers</b>	715
<b>Producer Sales</b>	\$12,000,000,000
<b>Producer Volume</b>	15,000,000 tons
<b>Agricultural &amp; Forestry Jobs</b>	6,000

Table 6 provides a summary of the economic impact represented by awarded projects from both ARIP project solicitations. These projects support improvements to routes where more than 15 million tons of agricultural products, valued at over \$12 billion, are transported every year. Many state industries will benefit from these improvements, including forestry, dairy, animal, grain and feed, manure and fertilizer, ethanol, cranberry, potato, and other vegetable producers. These projects impact industries that support more than 6,000 agricultural and forestry jobs in Wisconsin.

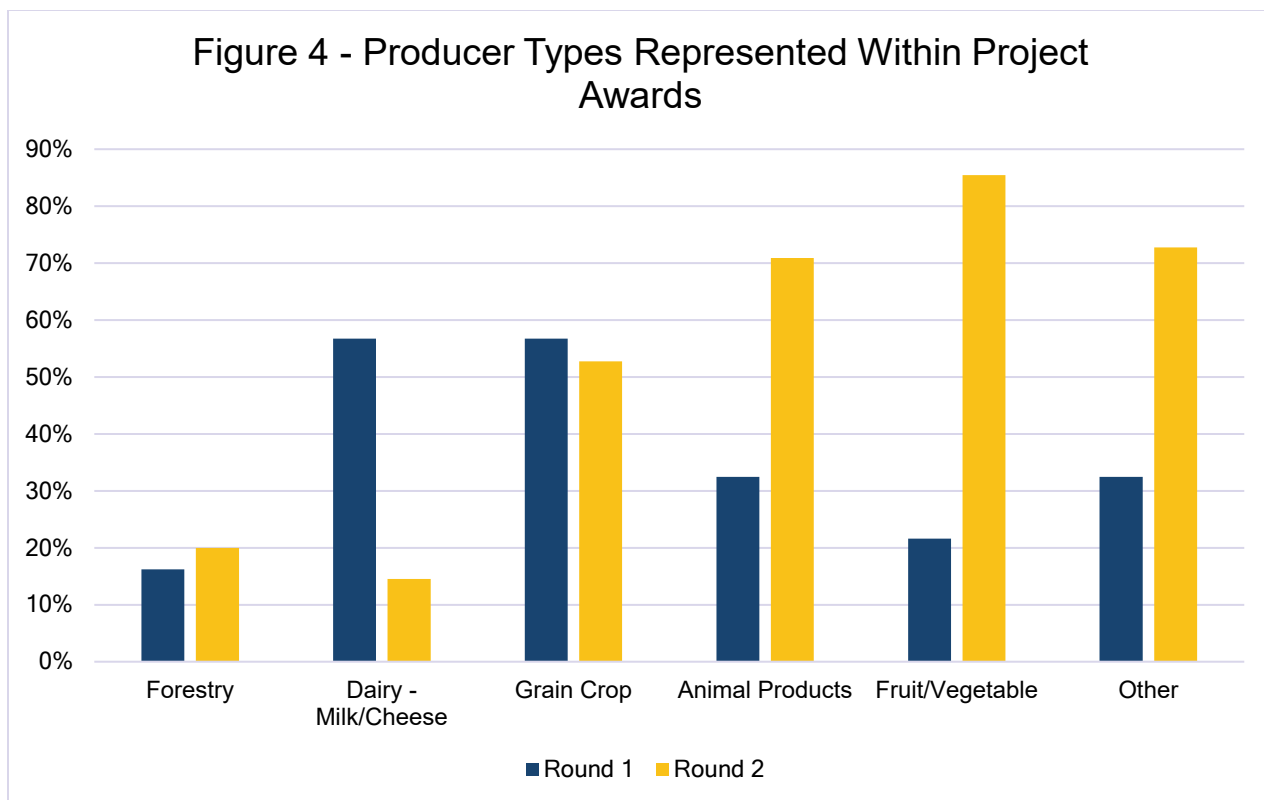


Figure 4 illustrates the total percentage of ARIP project awards that selected one or more of the following producer categories that utilize their project route(s):

- Forestry (loggers, logging/paper processing plants)
- Dairy – Milk/Cheese
- Grain Crop
- Animal Products
- Fruit/Vegetable
- Other – some examples of acceptable other categories include:
  - Ethanol
  - Animal feed producers/processors
  - Manure/fertilizer producers and haulers (*Note: must contain some organic component*)

*\*Note: Data shown in figure 4 reflects a multiple-choice question, allowing applicants to select more than one answer. Applicants may have selected one or all of the producer categories depending on the producers supporting the application due to their usage of the project route.*

Figures 5 through 7 below illustrate the economic impacts represented by the Round 1 and 2 project awards.

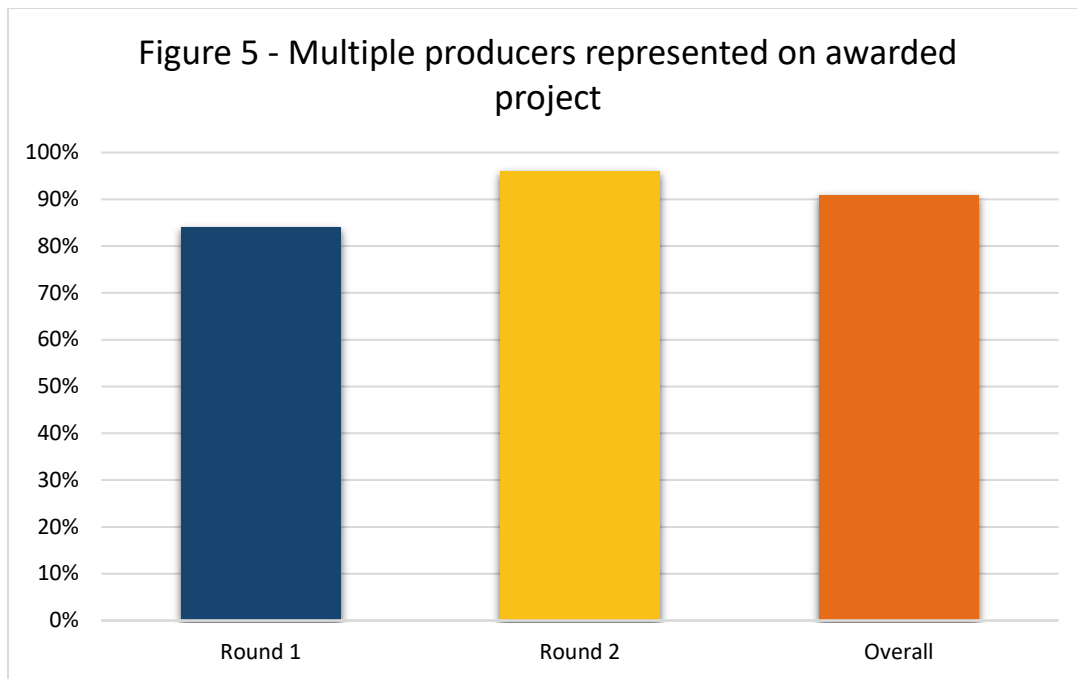
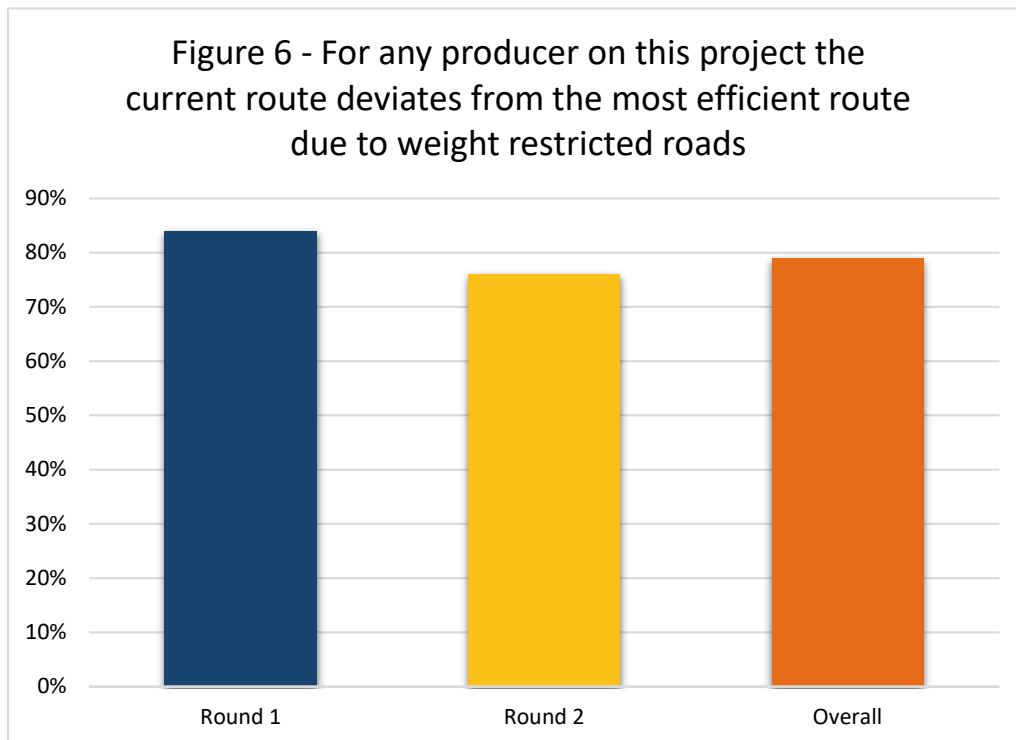
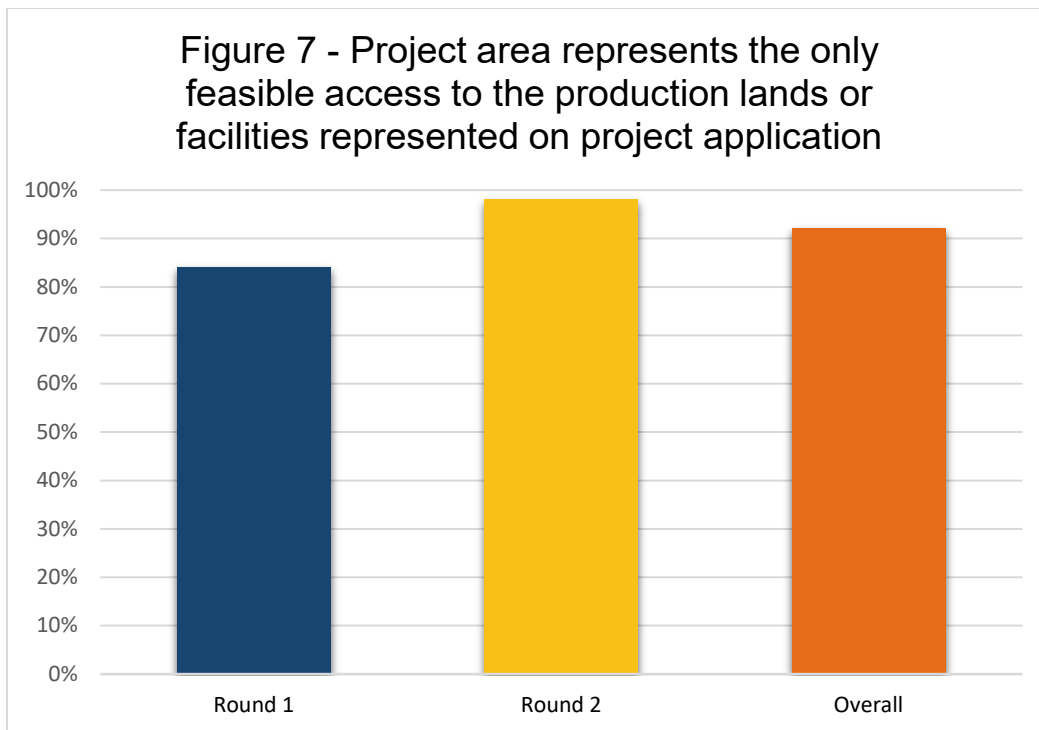


Figure 5 above shows over 90 percent of project awards went to project road improvements that will impact multiple (2-5+) agricultural producers per project award.



As reflected in figure 6, road improvement projects are helping producers by reducing costs related to inefficiencies. Eighty percent of awarded projects will help producers use the most efficient routes to their production land or facilities.



Finally, figure 7 highlights that the majority (92 percent) of the project route(s) indicated in the awarded projects are the only feasible access to production or processing lands and facilities.

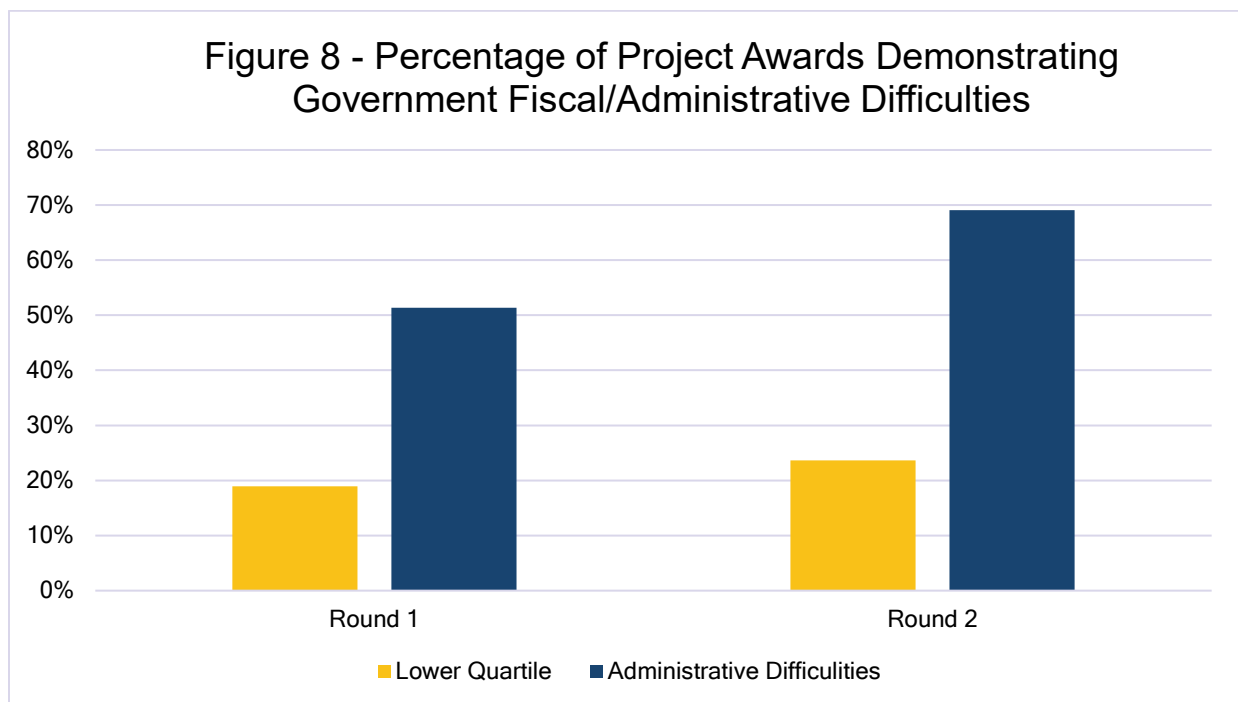


Figure 8 provides a summary of project awards from both project solicitation cycles that demonstrated government fiscal and/or administrative difficulties. This data was gathered during the application process based on the following:

- Primary sponsor is in the bottom quartile of equalized value for its municipality type based on economic data provided by Wisconsin Department of Revenue (DOR).
- Local government staff – applicant selected “No” indicating the filing municipality does not have dedicated administrative or transportation staff that can assist with project delivery.
  - For the purposes of the application, “dedicated administrative staff” referred to individuals working in the local government of the filing municipality who are familiar with projects similar to ARIP (such as LRIP) or have experience with grant writing and project delivery processes. Some examples included a public works commissioner or a town road supervisor.

**ARIP Reimbursements**

ARIP funds are provided through reimbursements for improvement projects, up to a maximum of 90 percent of total eligible project costs. Per [Wis. Stats. 86.31\(3o\)\(g\)](#), not more frequently than quarterly, local sponsors may submit a reimbursement request for project costs incurred. Local sponsors have until June 1, 2028, to submit reimbursement request(s) to WisDOT to ensure reimbursement by June 23, 2028.

As displayed in table 7 below, one reimbursement request has been processed by WisDOT as of June 3, 2025.

Table 7 - ARIP Reimbursements			
Quantity of Reimbursements	Municipality	County	Reimbursement Amount
1	Town of Eagle Point	Chippewa County	\$48,281.05
Total			\$48,281.05



# RESOURCES & CONTACT INFORMATION

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## Online Resources

- [WisDOT ARIP webpage](#)
- [ARIP Statute 86.31\(3\)\(o\)](#)
- [Administrative Rule Trans 206](#)
- [ARIPWeb Application](#)

## Contact Information

### **WisDOT Secretary Kristina Boardman**

[DOTExec@dot.wi.gov](mailto:DOTExec@dot.wi.gov)

(608) 266-1114

### **ARIP Program Manager - Main Contact for ARIP Inquiries**

Hillary Pelton

[hillary.pelton@dot.wi.gov](mailto:hillary.pelton@dot.wi.gov)

(608) 261-4443

## Appendix A: ARIP Discretionary Committee Member List

Committee Member	WisDOT Staff
Tim Fiocchi, (Committee Co-Chair), Wisconsin Farm Bureau	Hillary Pelton, ARIP Program Manager
Tom Winker, (Committee Co-Chair), Town of Belgium	Aaron Banman, Data Specialist
Jack Herricks, Town of Jefferson	Merrill Mechler-Hickson, Local Programs & Finance Section Chief
Adam Kask, Wisconsin Soybean Association	Tim Olusegun, Local Programs & Finance Section Supervisor
Henry Schienebeck, Great Lakes Timber Professionals Association	Dani Fields, Contract Specialist
Scott Schmidt, Washington County	Penny Yanke, ARIP Contract Specialist
Bob Welch, Corn Growers	Megan Feeley, Interim ARIP Program Manager
Danny Helgersen, City of Westby	
Nathan Check, Portage County	
Rebekah Sweeney, Wisconsin Cheesemakers Association	
Brian Danielsen, Washburn County	
Jordan Lamb, Potato and Vegetable Growers/Pork Producers	
Cody Carpenter, Dairy farmer from Lafayette County	
Amy Boyer, Lake States Lumber Association	
Dean Curtis, Village of Whiting	
Chad Zuleger, Dairy Business Association	
Joe Schumacher, Town of Ellington	
Craig Hardy, Iowa County	
Kevin Koth, Town of Bradley	
Ann Groves Lloyd, City of Lodi	
Mike Koles, Wisconsin Towns Association	
Patrick Vander Sanden, Wisconsin County Highway Association	

Rachel Rushmann, Organic Valley	
Ryan Smith, Wisconsin Soybean Association	
Steve Dickinsen, Town of Garfield Chair	
Zach Vruwink, League of Wisconsin Municipalities	

# Appendix B: 2024 ARIP Project Award Recommendation Guidelines

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***At the Agricultural Roads Improvement Program (ARIP) Discretionary Selection Committee meeting held on 5/21/24, the committee established the following guidelines which will govern ARIP project recommendations for WisDOT Secretary award:***

1. The Agricultural Roads Improvement Program (ARIP) Discretionary Selection Committee will ensure geographic distribution by allocating approximately 23 percent of available program funding to the Northwest, North Central, Northeast, and Southwest WisDOT regions and eight percent to the Southeast WisDOT region with the intent that any disproportionate result in the first round of project awards should be reconciled/compensated for in the second round.
  - a. (DOT Region Map: <https://wisconsindot.gov/PublishingImages/doing-bus/civil-rights/labornwage/wisdot-map-regions-counties.png>)
2. Wis. Stats. 86.31 (30)(e) reads as follows:  
*(e) The department may make grants under this subsection of up to 90 percent of reimbursable costs.*

Consistent with state statutory guidelines, the ARIP Discretionary Selection Committee will provide an approximate standard cost share percentage of 90 percent state – 10 percent local to awarded projects.

3. The ARIP Discretionary Selection Committee will prioritize funding roads and structures 20 feet and less (culverts) over projects that comprise standalone bridges, given there is currently 100 percent bridge funding available from other programs.

***NOTE: The Bipartisan Infrastructure Law (BIL) made \$225 million available to Wisconsin for bridges over and above the standard bridge formula funding available in the FAST Act. This money was made available to local sponsors through the Local Bridge Improvement Assistance Program. Additionally, any awarded Local Bridge project located on a lower functionally classed roadway (i.e., on an off-system local road or minor collector) must now be 100 percent federally funded.***

4. In the first round of ARIP project selections, the ARIP Discretionary Selection Committee will attempt to award no less than three (3) projects per WisDOT region, except that no less than one (1) project will be awarded in the Southeast with the intent that any disproportionate funding result in the first round should be reconciled/compensated for in the second round.
5. No individual primary project sponsor (town, city/village, or county) will be awarded more than one ARIP project total in the 2023-2025 Biennium.
6. After projects are rated/ranked by the scoring model, the ARIP Discretionary Selection Committee will attempt to give deference/priority to applications for projects that would otherwise be unlikely to be selected for funding through another WisDOT program.

## **AGRICULTURAL ROADS IMPROVEMENT PROGRAM (ARIP)**

<https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/arip.aspx>

