

ARIP: Agricultural Road Improvement Program

Wisconsin Towns Association

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A Voice for Farmers. A Vision for Agriculture.®

What is ARIP?

- **State program to fix and upgrade deteriorated local roads that have been weight posted and create problems for farmers.**
- **\$150 million competitive grant program that will cover 90% of the cost of local road projects.**
- **\$50 million available in the first round of grant applications closed April 5th with a second \$100 million round coming this summer.**



What roads are eligible for grants?

- **To be eligible for a grant under the program a route or structure must:**
 - Have been posted for weight for at least one month in the previous year.
 - Be maintained by a local government and classified as a local road or minor collector.
 - Provide access to agricultural lands or facilities including logging.
- ***Note: Bridge/culvert only projects limited to structures under 20 feet in length.**



What makes a strong application?

- **Priority under the program will be given to projects that provide the greatest benefit to agricultural producers using the following criteria:**
 - It provides the greatest positive economic impact.
 - It provides access to the largest number of farmers or volume of agricultural goods.
 - It will result in the reduction of cost for producers due to repeated trips at reduced weight, labor, fuel, or mileage/wear on agricultural equipment.
 - It is the only feasible way to access a field or facility.
- **Local officials need information from farmers and loggers to complete a competitive application.**

County Farm Bureau Contacts

There are 61 County Farm Bureaus in the state and you can find contact information for county leaders or our district coordinators on our website.

<https://wfbf.com/>



What do local officials need from farmers?

- We have asked our members to reach out to you and let you know which posted roads create issues for their businesses.
- Once routes are identified farmers will need to provide economic impact information about the route.
- The user-friendly ARIP Farmer Support Form is available on wfbf.com and from other agricultural advocacy organizations to help give local officials what they need.



ARIP Farmer Support Form

The form asks for information about farms and agricultural businesses that local officials will need to fill out the DOT application.

The form is available our website:
<https://wfbf.com/policy/current-issues/>

Current Issues in Agriculture

[Home](#) / [Agricultural Policy & Farming Legislation](#) / Current Issues in Agriculture

Stay up-to-date on what bills Wisconsin Farm Bureau is watching on the state and federal level.

Related resources:

- [Farm Bureau letter to USDA](#) Requesting for Emergency Return to “Higher-of” Class I Mover
- Congressman Van Orden Hosts [2023 Farm Bill Listening Session](#).
- WFBF Hosts AFBF Economist for [Dairy Pricing and Policy Discussion](#).
- WFBF releases its [2023 farm bill priorities](#).
- Analyses of Proposed Alternative Growth Management Programs for the U.S. Dairy Industry [webinar with Chuck Nicholson](#), Associate Professor of Agricultural & Applied Economics at UW-Madison.

Agricultural Road Improvement Program

Farmer Support Form

Applications are now available for the Agricultural Road Improvement Program. Farmers and loggers are encouraged to contact their local governments and ask them to submit applications for the first round of grants.

 [Click here to access the farmer support form.](#)

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Agriculture Policy Development

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Current Issues in Agriculture

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Local Affairs

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By being a Wisconsin Farm Bureau member, you qualify for benefits and services that provide a range of options that respond to the needs of farmers, families and businesses in Wisconsin. [Learn more](#)

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ARIP Farmer Support Form

The questions on the form tie directly to the questions local officials must answer on the DOT application.

The form is fillable so farmers can type answers or print it and write them in.

For questions like #5, farmers should check all that apply.

5. Will eliminating the posting of the proposed route reduce your costs for (check all that apply):

- Labor
- Fuel
- Mileage upon and damage to equipment
- Other costs*

*Describe the other cost reductions for your operations that would result from the project.

6. If the road posting is resulting in you having to haul partial loads due to the weight limit, how many extra trips would be eliminated per year if the road was no longer posted?

7. Are you required to drive a longer route to go around the posted section of road with equipment or fully loaded trucks?

- Yes
- No

8. Is the posted route the only feasible way for you to access your land or facilities?

- Yes
- No

ARIP Farmer Support Form

At the bottom of the form is a small space asking farmers to describe how the project would impact their business.

This will be very helpful to both local officials filling out the applications and to the committee reviewing the applications in understanding the potential impact of the project.

If you have questions on the form or need help working with farmers in your community, we can help you.



Posting Documentation

Until now there was not a lot of reason to maintain records of when roads were posted.

To make it easier for local officials to provide needed documentation the Wisconsin Towns Association created a standard affidavit.

Affidavit of Weight Limit

County of _____, State of Wisconsin

I, _____ (*your name*), being first duly sworn, do hereby state as follows:

1. That this affiant is an officer or employee of the Town/Village/City of _____, _____ County.
2. That this affiant has personal knowledge concerning the weight limit restrictions placed on _____ [insert name of road].
3. That _____ [insert name of road]
 - has been designated a Class "B" highway
 - or
 - was posted with a seasonal or special weight limit for at least one month during the previous year.

Where things stand

- **There was \$50 million available for the first round of ARIP grants.**
- **DOT received 159 applications for approximately \$260 million worth of work (\$234 million of state cost share).**
- **Applications from the first round that are not funded can be easily rolled over into the second round for consideration.**
- **If the volume of applications for the second round were the same, the program would be over subscribed by 500%.**

What Comes Next...

- **The next state budget is right around the corner.**
- **Given the level of interest in the program, and the timeline for the local bridge/structure inventory there will be very strong arguments to do another round of these grants.**
- **The program is only applicable to roads and structures with agriculture or timber, but it's one more source of funds.**
- **There will also be competing needs for transportation funding.**

Contact with questions:

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