



# Bipartisan Infrastructure Law (BIL) & Transportation Alternatives Program (TAP) FFY2022-2023 Solicitation

WisDOT Local Programs & Finance Webinar  
5/18/2022

# Welcoming Remarks

Wisconsin Department of Public Instruction (DPI)

Abby Swetz, Communications Director



# Webinar Outline

- What is BIL?
- WisDOT Action Plan
- What is TAP?
- How to Apply
- Additional Resources



# What is BIL?

- Signed on November 15, 2021, the Bipartisan Infrastructure Law (BIL) represents a significant increase of federal funding available for local programs over the next five fiscal years.
- Surface Transportation Block Grant (STBG)
  - Surface Transportation Program (STP)
  - Local Bridge
  - Transportation Alternatives Program (TAP)
  - Congestion Mitigation & Air Quality (CMAQ)
  - Carbon Reduction Program



# TAP Action Plan

## Prior to BIL Announcement

- “Traditional” 2022-2026 TAP solicitation closed in January
- More applications than funding
- BIL Proposed significant federal funding increase to TAP
- Proposed awards to be determined



## BIL FFY 2022 – 2023 Solicitation

- Need for additional project proposals that could meet FFY 2022 schedule
- Focus on identifying **FFY 2022 – 2023** Non-infrastructure Projects
- Selections for BIL FFY 2022-2023 to follow selection from “Traditional” solicitation
- Award recommendations to be finalized by mid-to-late June



## Late Summer 2022

- Goal: Obligate all FFY 2022 funding
- “Traditional” and BIL FFY 2022-2023 projects included
- Future Webinars
- Technical Assistance & Support
  - WisDOT Central Office
  - WisDOT Regional Staff
  - [dotlocalprograms@dot.wi.gov](mailto:dotlocalprograms@dot.wi.gov)



# State Fiscal Year (SFY) vs. Federal Fiscal Year (FFY)

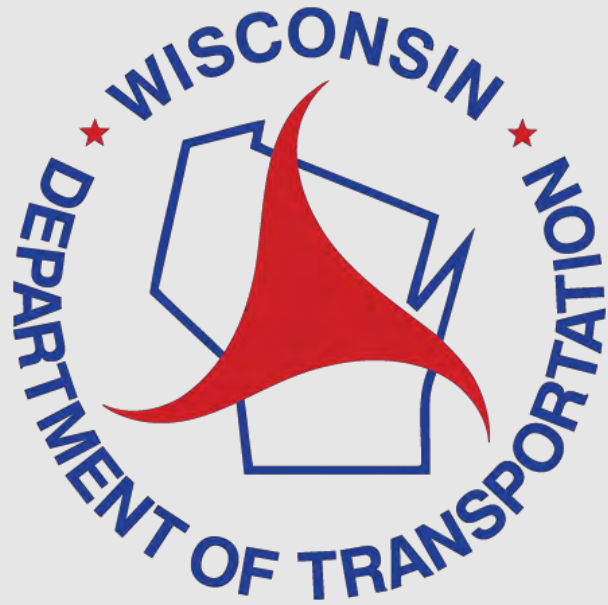
- Calendar Year: January 1<sup>st</sup> through December 31<sup>st</sup>
- State Fiscal Year (SFY): July 1<sup>st</sup> through June 30<sup>th</sup>
  - Example: SFY 2022 is 7/1/2021 – 6/30/2022
- Federal Fiscal Year (FFY): October 1<sup>st</sup> through September 30<sup>th</sup>
  - Example: FFY 2022 is 10/1/2021 – 9/30/2022
  - FFY 2023 is 10/1/2022 – 9/30/2023



# Basic TAP Non-Infrastructure Funding Overview

- If funding is awarded this summer, commitments to complete the project happen in early fall
- WisDOT will work with TAP awardees to set up projects and funding
- Encumber the funds
  - Project agreements signed, records established, and funding authorized
- Begin project
  - Commencement Requirement: Wis. Stats. § 85.021(2)(b)
- Submit costs to WisDOT for reimbursement





What is TAP?



# Transportation Alternatives Program (TAP)

- Federally funded reimbursement program, generally 80/20 cost-share
- Emphasis on generating and enhancing utilitarian, non-motorized trips
- Infrastructure AND Non-Infrastructure eligibilities
  - Non-Infrastructure Project Emphasis in FFY2022-2023 Solicitation
    - Planning Studies
    - Safe Routes to School
  - Traditional FFY2023-2026 Solicitation
    - Planning Studies, Safe Routes to School, etc...
    - Above plus, TAP Design and Engineering Projects



# Transportation Alternatives Program (TAP)

- Eligible entities:
  - Local Governments
  - Transit Agencies
  - Tribal Governments
  - School Districts
  - Non-Profits
  - A full list of eligible entities can be found on the application
    - Non-eligible sponsors may partner with eligible sponsors to apply



# Program Solicitation Overview

- **“Traditional”** 2022-2026 TAP program cycle closed on January 28, 2022
  - Changes to project selection requirements with the BIL
  - Existing applicant reconsideration (Closes June 3, 2022)
    - 2022-2026 Program Cycle applicants encouraged but not required to update previously submitted applications
  - FAST Act BIL Funding + BIL Funding = Available funding in FFY 2022
  - Approximately 150% increase in federal funding availability



# Program Solicitation Overview

- FFY 2022-2023 Supplemental TAP Solicitation
  - Focusing on Safe Routes to School (SRTS) Programing or Planning Study projects
  - Goal: Identify projects to fill remaining federal funding availability in FFY 2022 and 2023
  - Evaluate based on population groups, by committee
- Upcoming Events:
  - Supplemental BIL solicitations: To be Determined
  - Return to more “Traditional” Program Cycle methodology



# FFY 2022-2023 TAP Solicitation

- Solicitation opened on May 6, 2022
  - Focus on SRTS Programming and Planning Study Projects
- Application Deadline – June 3, 2022
  - Same Timeline as “**Traditional**” Solicitation



- Both “**Traditional**” **program cycle** applications and new FFY 2022-2023 applications to be reviewed in June 2022; all projects selected by TAP committee in early July 2022
- Successful sponsor will receive award notifications and will be contacted by the department to discuss scheduling in July/August



# TAP BIL Funding Tables

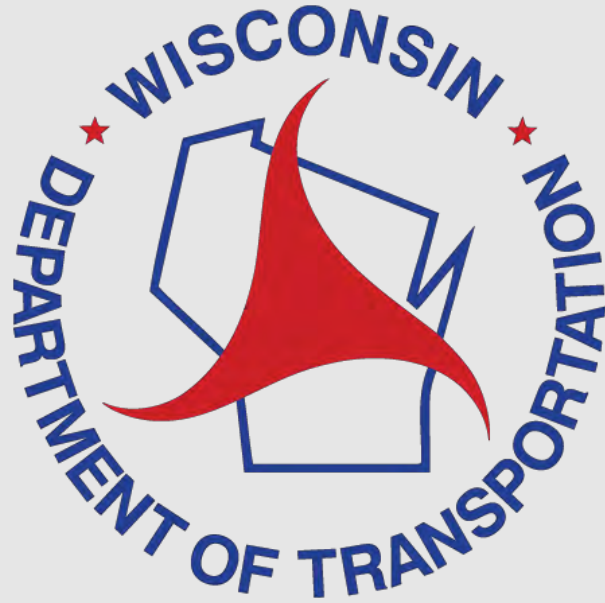
**Table 1: FHWA TA-Set Aside by Pop. Group**

	2022 Federal Set-Aside	
<b>TAP &lt; 5 000</b>	\$5,751,969.00	33%
<b>TAP 5 000 - 50 000</b>	\$2,023,917.00	12%
<b>TAP 50 000 - 200 000</b>	\$2,913,271.00	17%
<b>TAP &gt; 200 000</b>	\$6,903,652.00	39%
<b>TOTAL:</b>	<b>\$17,592,809.00</b>	<b>100%</b>

**Table 2: FFY 2022 Available BIL Funding By Population Area**

	FFY 2022 Set-Aside	Scheduled	FFY 2022 Available
<b>TAP &lt; 5 000</b>	\$5,751,969.00	\$1,504,891.00	\$4,247,078.00
<b>TAP 5 000 - 50 000</b>	\$2,023,917.00	\$2,217,676.00	\$(193,759.00)
<b>TAP 50 000 - 200 000</b>	\$2,913,271.00	\$1,212,089.00	\$1,701,182.00
<b>TAP &gt; 200 000</b>	\$6,903,652.00	\$6,027,408.00	\$876,244.00
<b>TOTAL:</b>	<b>\$17,592,809.00</b>	<b>\$10,962,064.00</b>	<b>\$6,630,745.00</b>

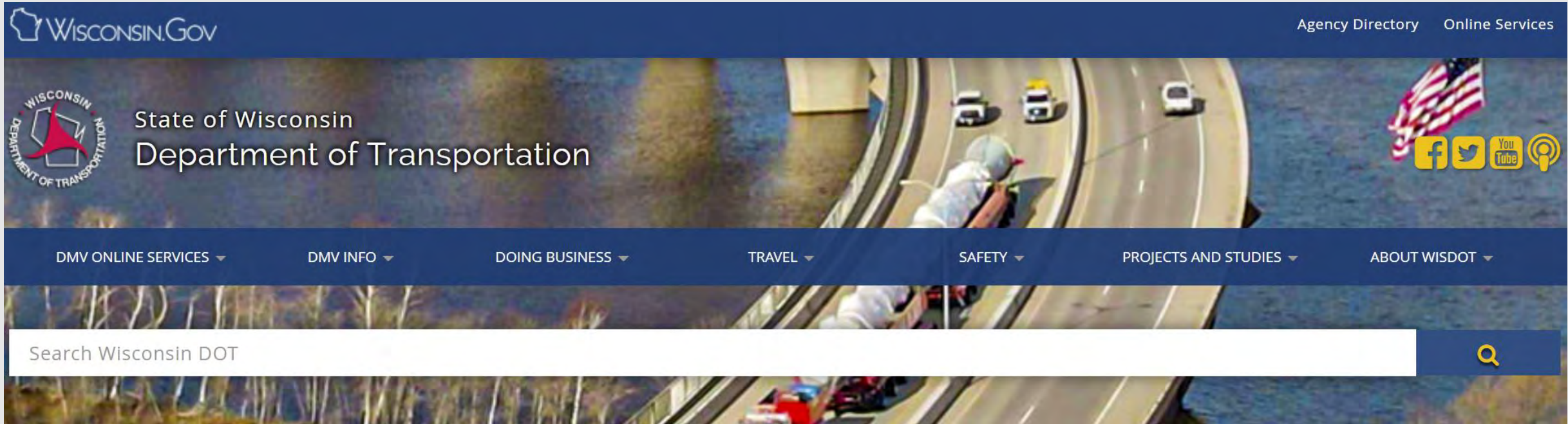




Accessing TAP Application Materials

# Accessing Application Materials

- Visit [wisconsindot.gov](http://wisconsindot.gov)



- In the “Search Wisconsin DOT” type “TAP”
  - First search result = WisDOT TAP webpage





# Accessing Application Materials

## Transportation Alternatives Program (TAP)

### Assistance programs

[BIL - Local Programs](#)

[Road and bridge](#)

[Transit](#)

[Other aid](#)

The Transportation Alternatives Program (TAP) is a legislative program that was authorized in Fixing America's Surface Transportation Act (or "FAST Act"), the federal transportation act that was signed into law on December 4, 2015. With certain exceptions, projects that met eligibility criteria for the [Safe Routes to School Program](#), [Transportation Enhancements](#), and/or the [Bicycle & Pedestrian Facilities Program](#) are eligible TAP projects.

All TAP projects require sponsors to pay 20% of approved projects costs. TAP projects are capped. A TAP project may not be substituted for another project. TAP projects must commence within four years of the award date.

TAP projects within the [jurisdiction](#) of a [Transportation Management Area \(TMA\)](#) are selected at the regional level by TMAs, which are metropolitan planning organizations with a population over 200,000. TMA contact information is provided below.

TAP Applications for the 2022-2026 Program Cycle were due Friday, January 28, 2022.

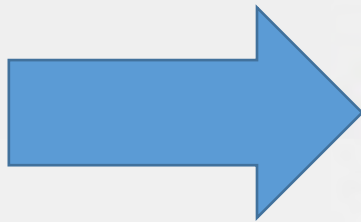
### Bipartisan Infrastructure Law (BIL) Updates

- [Federal Fiscal Year \(FFY\) 2022 TAP Solicitation Memo](#)

### **New** [Federal Fiscal Year \(FFY\) 2022-2023 TAP Supplemental Solicitation](#)

In this Supplemental 2022-2023 TAP program solicitation, eligible applications are limited to **non-infrastructure Safe Routes to School (SRTS) programming projects** or **non-infrastructure planning studies** (including SRTS planning). Applications for this solicitation are due Friday, June 3, 2022.

- [Application](#)
- [Instructions](#)



# TAP FFY2022-2023 Application Materials



## WisDOT FFY 2022-2023 BIL Supplemental Transportation Alternatives Program (TAP) Application

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

Review and utilize TAP guidelines and application instructions when completing this document.

Complete and submit this application if you meet one or both of the following criteria:

- Applicant seeking funds for a non-infrastructure Safe Routes to School (SRTS) programming project
- OR
- Applicant seeking funds for a non-infrastructure planning study (Including SRTS planning)

This is a **non-infrastructure-only solicitation**. Design/construction proposals **will not be evaluated** in this solicitation.

### Project Applicant and Application Type

Select one and only one box to describe the geographic population area. Please note that project applicants will compete against other sponsors within these population areas.

#### Geographic Population Area

- Area with population Less than 5,000
- Area with population Between 5,000 and 50,000
- Area with population Between 50,000 and 200,000
- Area with population Greater than 200,000

#### Name, Location of Public Sponsor and Sponsor Type:

Project Sponsor:

Sponsor Type (Check appropriate box):

- School District
- City  Village  Town  County
- Regional transportation authority
- State or federal natural resource/public land agency
- School district or school(s)
- Non-Profit entities responsible for administration of local transportation safety programs
- Tribal Nation

### Project Activity

#### TAP Eligibility Category:

Indicate which **ONE** of below categories best identifies the proposed project:

- Safe routes Planning Study Projects For applicants who do not have an existing SRTS plan or who seek to update planning documentation.
- Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities)  
NOTE: Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-5 below.
- Other (Describe in Summary)

**Project Summary** (400 words or less). Please copy and paste your response from a Word Document.

Applicants must fill out the project summary field below. This summary is also the first question in the narrative section.

Enter Project Summary Here

# TAP FFY2022-2023 Application Materials

## Project Benefit

Check all applicable project benefits, then describe in application narrative:

- ENVIRONMENTAL**
- Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
  - Increases access and connection to the natural environment.
- PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific "communities of concern," including elderly, disabled, minority, and low-income population? The project within ½ mile of public parks, schools, libraries, public transit, employment and/or retail centers, and residential areas. The project improves low-income access to transit, jobs, education, and essential services.
- SAFETY** -
- Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
  - Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
  - Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
  - High level of parental concern documented in survey data.
  - Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
  - Children are walking but application shows that unsafe conditions exist.
- ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.

## Local Resolution of Support

There is or there will be a local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, or Regional Planning Commission Policy Board).

Yes  No

Please note that a resolution **will be required** for an application to be eligible, which means a **copy of the resolution** should be submitted to the **Region Local Program Manager** no later than **5:00 PM August 5, 2022**.

## Existing Facilities & Projects that Impact the Proposed Project

County/State/Federal-Highway Proximity

Is your project location within 1,000 feet of a highway facility  Yes  No

Are students who walk or bike to school crossing /walking parallel to a highway?  Yes  No

Is the proposed project location in an area with known safety issues?  Yes  No

If yes, specify:  and (consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Rail Facilities:

Does a railroad facility exist within 1,000 feet of the project limits?  Yes  No

If yes, specify: [Choose an item](#).

If yes, does the project physically cross a rail facility?  Yes  No

Owner of Rail Facility:

## School Demographics

What are the name(s) and demographics for each school affected by the proposed program or project?

**Optional:** Alternatively, SRTS project applicants may submit a narrative response detailing school demographics provided that all fields below are answered in such attachment.

School name:  School population:  Grades of students at school:

Estimated number of students currently walking to school (if known):

Estimated number of students currently biking to school (if known):

Does the school have any policies related to walking or biking?

Distance eligibility for riding a bus:  Number of children not eligible for busing:

Number of students eligible for busing because of a hazard situation:

Percentage of students living within one mile of the school:

Percentage of students living within two miles of the school:

Percentage of students eligible for free or reduced-cost school meals:

Community(s) served by school:  Community(s) population:

## CONFIDENTIAL INFORMATION

Complete the table below for the appropriate fiscal years of the application. In addition to the table below, **attach a detailed breakdown of project costs in Microsoft Excel**. This detailed breakdown must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions.

### Application Cost Estimate

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs. All estimates will be reviewed by WisDOT for consistency with current practices and approaches. Also, WisDOT may revise estimates in these categories due to the complexity of the project or other factors.

**For SRTS Programing Projects:** Use the following categories to describe programing activities:

**Education** – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.

**Enforcement** – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.

**Encouragement** – Using events and activities to promote walking and bicycling.

**Evaluation** – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).

# For Safe Routes To School Applicants:

## CONFIDENTIAL INFORMATION

Complete the table below for the appropriate fiscal years of the application. In addition to the table below, **attach a detailed breakdown of project costs in Microsoft Excel**. This detailed breakdown must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions.

### Application Cost Estimate

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs. All estimates will be reviewed by WisDOT for consistency with current practices and approaches. Also, WisDOT may revise estimates in these categories due to the complexity of the project or other factors.

**For SRTS Programming Projects:** Use the following categories to describe programming activities:

**Education** – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.

**Enforcement** – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.

**Encouragement** – Using events and activities to promote walking and bicycling.

**Evaluation** – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).

### SRTS Programming Projects

**Schedule Preference:**  FFY 2022  FFY 2023

For this one-time solicitation, applicants are invited to consider one of the following SRTS program packages as a high-level guide. Project cost breakdown percentages estimates are provided below for your convenience. Using these percentages, provide your own fiscal estimates in the table below

Education-Emphasis: 70% Education, 20% Encouragement, 10% Evaluation

Highway-Safety Concerns: 40% Education, 50% Enforcement, 10% Evaluation

Outreach and Tracking-Emphasis: 30% Education, 35% Encouragement, 35% Evaluation

Build your own; Complete table below:

	Total Funding	Federal (80%)	Local (20%)
<b>Education:</b>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
<b>Encouragement:</b>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
<b>Enforcement:</b>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
<b>Evaluation:</b>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
<b>Other: (If you are unsure whether activities are considered eligible, include them here and in your cost detail estimate)</b>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
<b>Total Cost Estimate</b>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>





# Narrative Response

1. Project Description & Overview
2. Project Planning, Preparation, & Local Support
3. Project Utility and Connectivity
4. Project Benefit
5. Sponsor History



# Check Before you Submit:

## Application and Attachments Checklist

Submit applications and attachments utilizing the contact information contained in the corresponding TAP Pre-Scoping Application Instructions. Applicants must **submit eligible applications on or before 5PM on June 3, 2022,** and must include the following documents:

- A completed application **in Microsoft Word format**
- Narrative Response: maximum of **three double-spaced** pages, **11-point font size with 1-Inch margins**
- Cost Estimate Detail as required in the '**Project Costs** and Dates' section of this application
- If available, a **local resolution of support** for the proposed project
- Non-Profit Entities Only:** A resolution ratified by "Secondary Municipal Agency" listed on page A-2, certifying the Non-Profit as "Responsible for administration of local transportation safety programs"
- School Demographics Information (Page A-7)
- Description of Existing Planning Efforts (400 words or less)
- Up to **three pages** of additional attachments (photos, letters of support, etc.)



# WisDOT Grant Applications: Tips for Successful Applications

- *Actions to take before the application process:*

1. Decide on the parameters of your project

- Clearly define project need
- Clearly define project scope

2. Conduct stakeholder outreach

- Engage interest in your community
- Obtain letters of support
- Identify potential partners to create larger project benefit





# WisDOT Grant Applications: Tips for Successful Applications

- *Actions to take during the application process:*
  1. Complete all sections of application materials
    - Map/location of project area
    - Photos
  2. Review application materials for errors
  3. Tell a story – Engage the reviewer
  4. Submit materials by the application deadline



# WisDOT Grant Applications: Tips for Successful Applications

- *Actions to take after the application is submitted:*

## 1. Be Proactive

- Confirm receipt of application materials
- Inform WisDOT of any changes

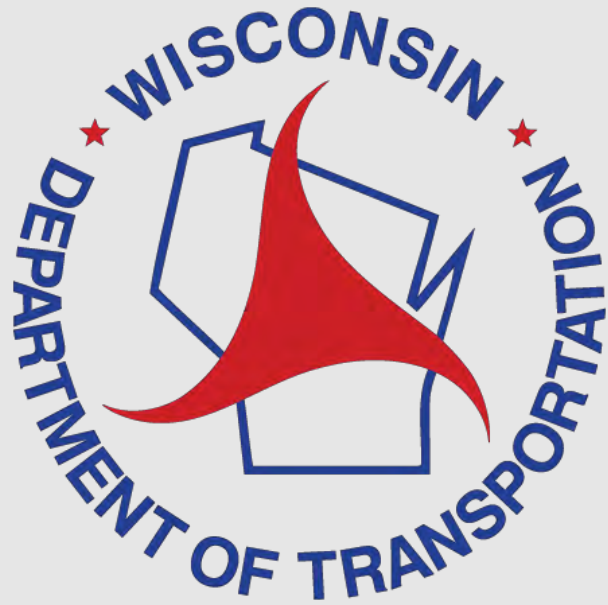
## 2. Be Patient

- Ask when project awards are likely to be announced
- Do not start work on your project prior to authorization

## 3. Be Persistent

- Not all applicants are successful the first time
- Improve your application for future submissions





Additional Resources

# Central Office Local Programs Contacts

**Travis Houle**

**TAP & CMAQ Statewide Program Manager**

**(608) 266-9656**

**[travis.houle@dot.wi.gov](mailto:travis.houle@dot.wi.gov)**

**Merrill Mechler-Hickson**

**Program & Policy Chief**

**(608) 261-8977**

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**Program & Policy Supervisor**

**(608) 266-0254**

**[tim.olusegun@dot.wi.gov](mailto:tim.olusegun@dot.wi.gov)**

**Jason Starke**

**BIL Primary Point of Contact**

**(608) 266-0436**

**[jasonj.starke@dot.wi.gov](mailto:jasonj.starke@dot.wi.gov)**



# WisDOT Regions

**NC Region – Ben Roskoskey**  
**(715) 365-5783**

[benjamin.roskoskey@dot.wi.gov](mailto:benjamin.roskoskey@dot.wi.gov)



**NW Region – Randy Kirk**  
**(715) 392-7860**  
[randall.kirk@dot.wi.gov](mailto:randall.kirk@dot.wi.gov)

**NE Region – Alex Dums**  
**(920) 492-5707**  
[alex.dums@dot.wi.gov](mailto:alex.dums@dot.wi.gov)

**SW Region - Michael Erickson**  
**(608)-264-5361**  
[michael.erickson@dot.wi.gov](mailto:michael.erickson@dot.wi.gov)

**SE Region - Jacob Varnes**  
**(262) 548-8789**  
[jacob.varnes@dot.wi.gov](mailto:jacob.varnes@dot.wi.gov)



# Additional Resources

- WisDOT BIL Homepage
  - <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/bil-lp.aspx>
- WisDOT TAP Homepage
  - <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>
- WisDOT Local Programs Acronyms & Definitions
  - <https://wisconsindot.gov/Documents/doing-bus/local-gov/lpm/lp-acronyms.pdf>
- FHWA SRTS Guidance
  - [https://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/guidance/#toc123542199](https://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542199)
- YouTube Local Program Project Development Process Training
  - [https://www.youtube.com/playlist?list=PLoGzf6P7PsQ-I7QIFRHVVx9BXwD875\\_yR](https://www.youtube.com/playlist?list=PLoGzf6P7PsQ-I7QIFRHVVx9BXwD875_yR)
- Bicycle/Pedestrian guidance
  - [Wis. Stats. § 84.01\(35\)](#)



# Thank You!

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

