

# Bipartisan Infrastructure Law (BIL) and WisDOT Local Programs

WisDOT Local Programs & Finance

**Informational Webinar** 

February 10, 2022

# BIL and WisDOT Local Programs

- Webinar Agenda
  - General Information & Action Plan
  - FFY22 Solicitation Overview & Eligibility
  - FFY23 and Beyond Solicitation Overview
  - FFY22 Application Form Overview
  - Reference Links
  - Question & Answer















# Welcoming Remarks WisDOT Secretary Craig Thompson





### **General Information**













### **General Information** 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 Program (STP)
  - Local Bridge
  - Transportation Alternatives Program (TAP)
  - Congestion Mitigation & Air Quality (CMAQ)



















# Bipartisan Infrastructure Law (BIL) funding Preliminary Estimates

Funding For Roads & Bridges ~\$1.29 Billion Over 5-Years

Federal Fiscal Year (FFY) Schedule = 10/1 – 9/30

|               | Amount \$       | SFY-22        | SFY-23        | SFY-24        | SFY-25        | SFY-26        |
|---------------|-----------------|---------------|---------------|---------------|---------------|---------------|
| Road & Bridge | \$1,064,000,000 | \$173,000,000 | \$193,000,000 | \$213,000,000 | \$232,000,000 | \$253,000,000 |
| Bridge Only   | \$225,000,000   | \$45,000,000  | \$45,000,000  | \$45,000,000  | \$45,000,000  | \$45,000,000  |
| Total         | \$1,289,000,000 | \$218,000,000 | \$238,000,000 | \$258,000,000 | \$277,000,000 | \$298,000,000 |

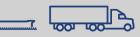
**CAUTION**: Many Requirement Details Unknown













## BIL Impacts: FFY22 Local Bridge & STP Funding **Preliminary Estimates**

- Local Bridge: \$42.9M → \$87.9M
  - Increase of 104% (\$45M)
- STP: \$72.2M => \$138.2M
  - Increase of 91% (\$66M)

















### Local Programs BIL Action Plan

### FFY 2022 Solicitation



### FFY 2023 & Beyond Solicitation



### Resources for Questions

- Obligate **FFY 2022** funding
- STP, Local Bridge **New solicitation**
- STP-Local New Program Component
- TAP, CMAQ Not included in the FFY22 Solicitation
- Construction projects only
  - August 2022 PS&E→ Nov 2022 lets

- Focus on scheduling FFY 2023 and forward
- STP, Local Bridge, TAP, CMAQ **New solicitation**
- Design and construction projects

- Technical Assistance & Support
  - Central Office
  - **DTSD Regional Staff**
- **Future Webinars**
- Q&A and FAQ dotlocalprograms@dot.wi.gov

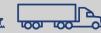
















### Central Office Local Programs Contacts

**Jason Starke BIL Primary Point of Contact** (608) 266-0436 dotlocalprograms@dot.wi.gov

**Tim Olusegun Program & Policy Supervisor** (608) 266-0254 tim.olusegun@dot.wi.gov

**Travis Houle TAP & CMAQ Statewide Program Manager** (608) 266-9656 travis.houle@dot.wi.gov

Merrill Mechler-Hickson **Program & Policy Chief** (608) 261-8977 merrill.mechlerhickson@dot.wi.gov

Michael Loughran **STP & Local Bridge Statewide Program Manager** (608) 266-2870 michael.loughran@dot.wi.gov

















# **WisDOT** Regions

NC Region – Ben Roskoskey (715) 365-5783 Bayfield Douglas benjamin.roskoskey@dot.wi.gov Iron Vilas Sawyer Washburn

Langlade

Shawano

Marquette

Columbia

Rock

Dane

Green

Ashland

Taylor

Clark

Price

Oneida

Lincoln

Marathon

Sauk

Southwest

lowa

Lafayette

Richland

Grant

North Central

NW Region – Bill Zimmer (715) 635-5014 william.zimmer@dot.wi.gov

Pepin Eau Claire Waupaca Kewaunee Portage (920) 492-5707 Wood Outagamie Buffalo Brown alex.dums@dot.wi.gov Jackson Trempeleau Juneau Waushara Manitowoc Adams Calumet Monroe

Dodge

Jefferson

Winnebago

Fond du Lac

Walworth

Forest Florence

Oconto

Menominee

Marinette

Northeast

Sheboygan

Ozaukee

Milwaukee

Southeast

Washington

Racine

Kenosha

Waukesha

Door

**SW Region - Michael Erickson** (608)-264-5361

Burnett

St. Croix

Pierce

Polk

Barron

Dunn

Rusk

Northwest

Chippewa

La Crosse

Vernon

Crawford

michael.erickson@dot.wi.gov

**SE Region** - Jacob Varnes (262) 548-8789

**NE Region – Alex Dums** 

jacob.varnes@dot.wi.gov







### Federal Fiscal Year (FFY) 2022 Solicitation





# 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 2022 Solicitation Overview

### Goal: Fully utilize all BIL FFY 2022 funding

(i.e., obligation by 9/30/2022)

- Construction projects only
  - Let by November 2022, must begin construction by end of Calendar Year 2023
- Keep it simple! No environmental, real estate, utilities, railroad
- Plan, Specifications and Estimate (PS&E) Deadlines
  - August 1, 2022 for November 2022 letting
- Solicitation Opened: <u>January 31, 2022</u>
- Application Deadline: <u>April 1, 2022</u>
- April/May: Project selection

















### FFY 2022 Solicitation Project Types

- Focus on <u>simple projects</u> than can be expedited through the letting process
- Plans Specifications & Estimates (PS&E) Deadline: August 1<sup>st</sup> 2022

### **Examples of Eligible Project Types (Construction Only):**

- Preservation -mill & overlay
  - Resurface
  - Pavement Replacement
  - Bridge Rehabilitation

     deck repairs
  - Bridge Replacement replace deck, girders, or abutments
- Other project types may be possible Contact DTSD Regional Program Manager

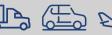














# FFY 2022: Is your Project Eligible?

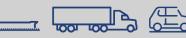
- Eligibility Notice
  - FFY22 STP-Urban/Rural/Local Bridge (Click to View)
  - FFY22 STP-Local (Click to View)
- Applicants must indicate the ability to submit a complete Plan, Specification, and Estimate (PS&E) package no later than August 1, 2022
  - Critical to facilitate a project construction letting by the November 2022 let













### FFY 2022: Environmental, Real Estate, Utilities, & Railroad Considerations

- Keep it simple! No environmental, real estate, utilities, railroad
- Given the immediate need, project activities should be limited to construction-only
- FFY 2022 Obligation Deadline September 30, 2022.
  - Projects must be let by November 2022
- Plans, Specifications & Estimates (PS&E) August 1, 2022









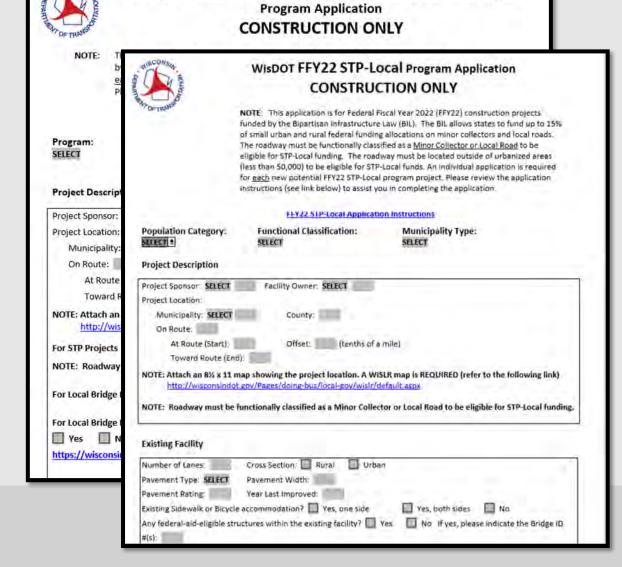






## Simplified FFY 2022 BIL Application Forms

- Programs in FFY22 solicitation:
  - STP-Urban, STP-Rural, STP-Local
  - Local Bridge
- New STP-Local Component
  - BIL allows WisDOT to allocate a portion of STP funding to adjusted census defined areas with populations of 50K and lower.
  - May be utilized on roads functionally classified as minor collectors and local roads



WISDOT FFY22 STP-Urban, STP-Rural and Local Bridge



















### FFY 2022 Solicitation: Programs

- **Surface Transportation Program (STP)** 
  - Metropolitan Planning Organizations (MPOs) select STP-Urban projects
  - STP Urban (Small), STP Rural
  - STP-Local projects selected by special stakeholder committee
    - Eligibility determined by <u>adjusted census defined population area</u> and <u>road classification</u>
    - Eligibility Map: <a href="https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=0c12fe578f204941b3b677b118598005">https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=0c12fe578f204941b3b677b118598005</a>
  - New STP-Tribal program
- **Local Bridge** 
  - Additional time to obligate funding 4 years (9/30/25 for FFY-2022 funds)
- Transportation Alternatives (TAP) & Congestion Mitigation and Air Quality (CMAQ) **Programs - Not Included in FFY22 Solicitation**

















# FFY 2023 & Beyond Solicitation



















### FFY 2023 and Beyond Solicitation

- Programs in the FFY 2023 and Beyond Solicitation
  - STP, Local Bridge, TAP, & CMAQ
- Eligible project types to include design, construction, and more
- Additional information will be released in the coming weeks
  - Application Materials
  - Informational Resources
  - FFY23 and Beyond Solicitation Webinar















## FFY 2022 Application Materials





## FFY 2022 BIL Web Page

### Bipartisan Infrastructure Law (BIL) - Local Programs

### Assistance programs

BIL - Local Programs

Road and bridge

Other aid

Signed on November 15, 2021, the Bipartisan Infrastructure Law (BIL) updates federal law and potential federal funding levels across federally funded Wisconsin Department of Transportation (WisDOT) Local Programs. It is expected that new federal funds will be distributed over the next five fiscal years, beginning in the current Federal Fiscal Year 2022 (FFY22).

• Presentation: Local Programs BIL Action Plan (as of January 2022)

### Coming soon: Frequently Asked Questions

As WisDOT actively prepares the release of new information, refer to this site for up-to-date local program guidance on federally funded programs and/or please send your questions to Jason Starke at dotlocalprograms@dot.wi.gov.

### FFY22 BIL Program Solicitation

Application Materials and eligibility guidelines are available on the FFY22 BIL Program Solicitation webpage.

WisDOT is soliciting construction-only projects for:

- · Surface Transportation Program (STP)
- · Local Bridge Improvement Assistance Program

Projects should be ready and eligible to leverage FFY22 funding. Construction projects must obligate funds by September 30, 2022.

FFY23 and beyond - BIL Program Solicitation

Site under construction - WisDOT will be soliciting design and construction projects. Please monitor this webpage for future updates.

### Bipartisan Infrastructure Law (BIL) - FFY22 Local Programs Solicitation

### Assistance programs

BIL - Local Programs

Road and bridge

Transit

Other aid

The Wisconsin Department of Transportation (WisDOT) is limiting this solicitation to construction-only projects. Prospective Federal Fiscal Year 2022 (FFY22) applicants must be able to meet a Plans, Specifications & Estimates (PS&E) deadline of August 1, 2022. Cost share will follow past project guidelines for the Surface Transportation Program (STP) and is typically 80% federal/20% local.

Federal Fiscal Year (FFY) 2022 Solicitation Timeline

Submission Due Date - April 1, 2022

Application Processing and Selection to occur in April 2022

Selection anticipated to be announced in May 2022

FFY22 Solicitation Application Available - January 31, 2022

### FFY22 STP-Urban/Rural/Local Bridge

WisDOT is providing a combined application for STP-Urban, STP-Rural, and Local Bridge. STP-Urban roadways are roadways that are Urban Principal Arterials, Urban Minor Arterials and Urban Collectors. STP-Rural roadways are Rural Principal Arterials, Rural Minor Arterials and Rural Major Collectors. All Local Bridge functionally classified routes in the above categories can be submitted in this program.

Please read the Eligibility notice before filling out the application.

- M Eligibility notice
- 🖪 Instructions
- . Mapplication

### FFY22 STP-Local

STP-Local is a new WisDOT program. Eligible roadway projects include roadways functionally classified as rural minor collectors, rural local roads and urban local roads that are located in urban areas with populations under

Please read the Eligibility notice before filling out the application.

- W Eligibility notice
- A Instructions
- M Application















Click Here





### WisDOT Division of Transportation Investment Management

Bureau of Transit, Local Roads, Railroads & Harbors 4822 Madison Yards Way, PO Box 7913 6th Floor South Madison WI 53707

Governor Tony Evers Secretary Craig Thompson wisconsindot.gov Telephone: (608) 266-2870 Email: michael.loughran@dot.wi.gov



### STP-Local Application

### READ THIS PAGE CAREFULLY BEFORE BEGINNING TO FILL OUT APPLICATION

The Bipartisan Infrastructure Law (BIL) is expected to provide significant increases in federal transportation funding for the next five years, beginning with Federal Fiscal Year 2022 (FFY22). Time is of the essence in planning for the use of FFY22 federal funding. The Federal Highway Administration (FHWA) requires FFY22 funding to be obligated by September 30th, 2022. As such, to use the FFY22 funding, WisDOT is now soliciting for local program construction projects only; funding for design will not be considered in this solicitation to use FFY22 federal funding. If a construction project is selected to use FFY22 funding, locals must submit project Plan, Specification, and Estimate (PS&E) packages no later than August 1, 2022 to facilitate project construction lettings that will meet federal obligation deadlines.

Local agencies should apply between January 31, 2022 and April 1, 2022 for FFY22 CONSTRUCTION projects ONLY if there is a high probability that the project can be designed to WisDOT standards, with the environmental document. Design Study Report and all other required documentation being complete to allow for an August 1, 2022 PS&E at the latest. If this August 1, 2022 PS&E cannot be met, there will be future opportunities for local agencies to apply for BIL dollars when there is not a compressed timeline. A subsequent solicitation will be made available in February 2022. This solicitation will consider construction and/or design and construction applications.

The following is a screening checklist that should give a strong indication if your proposed project could meet these tight deadlines. If you cannot answer YES to the following questions, PLEASE DO NOT APPLY FOR FFY22 FUNDS:

- After consulting the WisDOT Regional Railroad Coordinator Map (wisconsingly, it is expected that the project team can meet the PS&E date of 8/01/2022 with little to no Yes No concerns or issues.
- There are no outstanding real estate issues within the project area.
- There are no remaining utility issues which will impact the project area.
- Is the roadway functionally classified as a Minor Collector or Local? Refer to the following links to the approved functional classification maps; http://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx

Please contact WisDOT if you are uncertain about the answers to any of the 4 questions listed above.



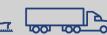
















WisDOT Division of Transportation Investment Management Bureau of Transit, Local Roads, Railroads & Harbors 4822 Madison Yards Way, PO Box 7913 6 Floor South Madison, WI 53707

**Governor Tony Evers** Secretary Craig Thompson wisconsindot.gov Telephone: (608) 266-2870 Email: michael.loughran@dot.wi.gov

### STP-Rural/Urban and Local Bridge Application READ THIS PAGE CAREFULLY BEFORE BEGINNING TO FILL OUT APPLICATION

The Bipartisan Infrastructure Law (BIL) is expected to provide significant increases in federal transportation funding for the next five years, beginning with Federal Fiscal Year 2022 (FFY22). Time is of the essence in planning for the use of FFY22 federal funding. The Federal Highway Administration (FHWA) requires FFY22 funding to be obligated by September 30th, 2022. As such, to use the FFY22 funding, WisDOT is now soliciting for local program construction projects only; funding for design will not be considered in this solicitation to use FFY22 federal funding. If a construction project is selected to use FFY22 funding, locals must submit project Plan, Specification, and Estimate (PS&E) packages no later than August 1, 2022 to facilitate project construction lettings that will meet federal obligation deadlines.

Local agencies should apply between January 31, 2022 and April 1, 2022 for FFY22 CONSTRUCTION projects ONLY if there is a high probability that the project can be designed to WisDOT standards, with the environmental document. Design Study Report and all other required documentation being complete to allow for an August 1, 2022 PS&E at the latest. If this August 1, 2022 PS&E cannot be met, there will be future opportunities for local agencies to apply for BIL dollars when there is not a compressed timeline. A subsequent solicitation will be made available in February 2022. This solicitation will consider construction and/or design and construction applications.

The following is a screening checklist that should give a strong indication if your proposed project could meet these tight deadlines. If you cannot answer YES to the following questions. PLEASE DO NOT APPLY FOR FFY22 FUNDS:

|   | After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot gov), it  |
|---|---|
|   | is expected that the project team can meet the PS&E date of 8/01/2022 with little to no   |
|   | concerns or issues.   |
| ٠ | There are no outstanding real estate issues within the project area.   Yes   No   |
| • | There are no remaining utility issues which will impact the project area. There are no remaining utility issues which will impact the project area. |
| ٠ | (For Bridge Projects) Is the bridge on the current WisDOT Eligible Bridge List?   |
|   | ☐ Yes ☐ No Bridge ID #  |
| • | (For Bridge Projects) A recent inspection has been conducted. 🔲 🕬 🔲 No  |
| ٠ | (For Roadway Projects) Is the roadway functionally classified as a Rural/Urban  |
|   | Collector or higher? 🔲 Yes 🔲 No   |
| B | efer to the following links to the approved functional classification maps:   |
|   | http://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx   |

Please contact WisDOT if you are uncertain about the answers to any of the 6 questions listed above

### FFY 2022 Application Instructions



### WisDOT FFY22 Surface Transportation Program (STP)-Local Program Application Instructions CONSTRUCTION ONLY

This application is for Federal Fiscal Year 2022 (FFY22) construction projects funded by the Bipartisan Infrastructure Law (BIL). The BIL allows states to fund up to 15% of small urban and rural federal funding allocations on minor collectors and local roads. The roadway must be functionally classified as a Minor Collector or Local Road to be eligible for STP-Local funding. The roadway also must be located outside of urbanized areas (a population of less than 50,000) to be eligible for STP-Local funds. An individual application is required for <a href="mailto:each">each</a> new potential FFY22 STP-Local program project.

### **Project Eligibility**

- The 2021 Bipartisan Infrastructure Law (BIL), allows states to fund up to 15% of small urban and rural federal funding allocations on minor collectors and local roads.
- The GIS Application linked <u>here</u> is expected to be available in the near future to assist in determining if the proposed
  project is a minor collector or local road. If this link is not immediately active, please try again; we expect the link will
  be active by 2/7/2022. While the GIS Application will provide information that has a high degree of accuracy, please
  cross-validate with the department functional classification maps linked <u>here</u>.
- The roadway must be functionally classified as a <u>Minor Collector or Local Road</u> to be eligible for STP-Local funding. In addition, the roadway must be located outside of urbanized areas (populations of less than 50,000) to be eligible for STP-Local funds.
- · Local improvement projects on connecting highways are not eligible for STP-Local funds.
- This solicitation for FFY22 STP-Local program will be for construction-only (no design) State-Let projects. An August 2022, Plans, Specifications & Estimates (PS&E) deadline is required to meet a November 2022 letting, the latest to be eligible for FFY22 funds.

### Recommendations for Completing an Application

- It is <u>strongly recommended</u> that the local sponsor contact the Statewide Local Program Manager well in advance
  of the application deadline to address questions, comments, or new updates to a submitted application.
- An application is required for <u>each</u> new potential FFY22 STP-Local program project and must include all pages of the
  application, WISLR map, project description/justification, and detailed cost estimate calculations.
- . Use the Tab key in the application to "tab" to the next box or field.
- Questions on the application process should be directed to the Wisconsin Department of Transportation (WisDOT);
   contact persons listed below.

 Michael Loughran
 (608)266-2870
 michael.loughran@dot.wi.gov

 Merrill Mechler-Hickson
 (608)261-8977
 merrill.mechlerhickson@dot.wi.gov

 Tim Olusegun
 (608)266-0254
 tim.olusegun@dot.wi.gov





















# WisDOT FFY22 Surface Transportation Program (STP)-Urban, STP-Rural, and Local Bridge Improvement Assistance Program Application Instructions CONSTRUCTION ONLY

This application is for Federal Fiscal Year 2022 (FFY22) construction projects funded by the Bipartisan Infrastructure Law (BIL). An individual application is required for <u>each</u> new potential FFY22 STP-Urban, STP-Rural and Local Bridge program project. STP project areas must be on a roadway functionally classified as a <u>Major/Urban</u> Collector or higher to be eligible for STP funding.

### **Project Eligibility**

- . The roadway must be functionally classified as a Major/Urban Collector or higher to be eligible for funding.
- For STP-Urban projects, the roadway must be located within the urban area boundary. Because urbanized areas
  receive a fixed allocation, they may choose to extend a project outside the urbanized area boundary to the planning
  area boundary.
- Local improvement projects on connecting highways are not eligible for STP or Local Bridge funds.
- This solicitation for FFY22 STP-Urban, STP-Rural and Local Bridge projects will be for construction-only (no design)
   State-Let projects. An August 2022, Plans, Specifications & Estimates (PS&E) deadline is required to meet a November 2022 letting, the latest to be eligible for FFY22 funds.

### Recommendations for completing the application

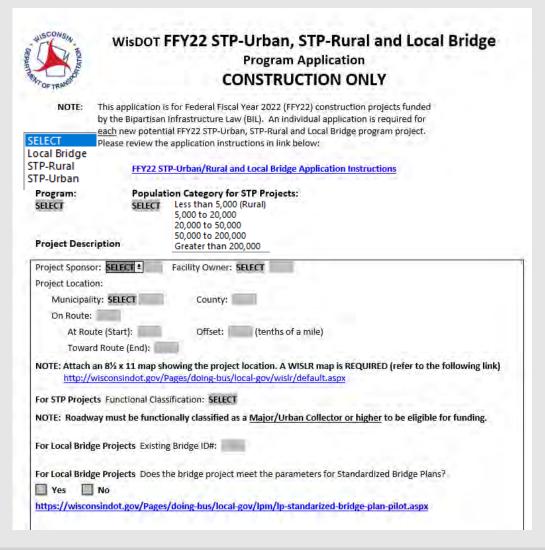
- It is <u>strongly recommended</u> that the local sponsor contact the Regional Local Program Manager well in advance of the application deadline to address questions, comments, or new updates to a submitted application.
- The application is required for <u>each</u> new potential FFY22 STP-Urban, STP-Rural and Local Bridge program project and must include all pages of the application, WISLR map, project description/justification, and detailed cost estimate
- Use the Tab key in the application to "tab" to the next box or field.
- Questions on the application process should be directed to the Wisconsin Department of Transportation (WisDOT);
   regional contact person listed below.

SE Region Jacob Varnes iacob.varnes@dot.wi.gov (262) 548-8789 michael.erickson@dot.wi.gov SW Region Michael Erickson (608) 246-5361 Bill Zimmer (715) 635-5014 NW Region william.zimmer@dot.wi.gov benjamin.roskoskey@dot.wi.gov (715) 365-5783 NC Region Ben Roskoskey **NE Region** Alex Dums (920) 492-5707 alex.dums@dot.wi.gov

- Additional project cost information is available on the following WisDOT web page: http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx
- When you have completed the application, include the name of the local unit of government in the file name and email it to the appropriate WisDOT Region emailaddress:

SE Region DOTDTSDSELocalApps@dot.wi.gov
SW Region DOTDTSDSWSTPUrban@dot.wi.gov
NW Region DOTDTSDNWSTPUrban@dot.wi.gov
NC Region DOTDTSDNCLocalPrograms@dot.wi.gov
NE Region DOTDTSDNESTPUrban@dot.wi.gov

# FFY 2022 STP-U/R/Local Bridge Application





















been previous discussion with the railroad company.

### Existing Facility for STP-Rural and STP-Urban Projects Number of Lanes: Cross Section: Rural Pavement Type: SELECT Pavement Width: Pavement Rating: Year Last Improved: Existing Sidewalk or Bicycle Accommodation? Tyes, one side Yes, both sides Any federal-aid-eligible structures within the existing facility? No If yes, please indicate the Bridge ID #(s): After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of August 1, 2022 with little to no concerns or issues? Owner of Railroad facility NOTE: Rail improvements are not eligible for STP program funding. NOTE: It is unlikely that a late summer 2022 PS&E can be met if there are any railroad considerations, unless there has been previous discussion with the railroad company. Does the project have a current Statewide Transportation Improvement Program (STIP) number? 🔲 Yes If No, what is the anticipated date? Existing Facility for Local Bridge Projects Bridge Type: SELECT If Other, specify: Feature the Structure Passes Over: Clear Roadway Width of Bridge: (feet) Bridge Length: Is the bridge on the current WisDOT Eligible Bridge List? Bridge Rehabilitation Year: Sufficiency Rating: Structurally Deficient Functionally Obsolete Existing sidewalk? Yes, one side ■ No Yes, both sides After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of August 1, 2022 with little to no concerns or issues? Owner of railroad facility: NOTE: Rail improvements are not eligible for Local Bridge program funding. NOTE: It is unlikely that a late summer 2022 PS&E can be met if there are railroad considerations, unless there has

| Proposed Improvement for STP-Urban and STP-Rural projects  |  |  |  |  |
|--|--|--|--|--|
| Improvement Type: SELECT If Combination, explain: Overall Length: (feet)   |  |  |  |  |
| Urban Cross Section  |  |  |  |  |
| New Pavement Type: SELECT If Combination, explain:   |  |  |  |  |
| Sidewalk One side or both: Width: Length:  |  |  |  |  |
| New bicycle accommodations Yes No If yes, specify:   |  |  |  |  |
| Roundabout Location:   |  |  |  |  |
| NOTE: Refer to FDM 11-26 for modern roundabout information.  |  |  |  |  |
| Structure Structure Type: SELECT Work Required: SELECT   |  |  |  |  |
| Traffic Management During Construction: SELECT   |  |  |  |  |
|  |  |  |  |  |
| Proposed Improvement for Local Bridge projects   |  |  |  |  |
| NOTE: Per <u>Trans 213</u> , an independently funded engineering study must be undertaken prior to application for all proposed bridge rehabilitation projects.  |  |  |  |  |
| NOTE: An optimal work recommendation created by the WisDOT Bureau of Structures is available at the WisDOT Local Project Tools webpage.  |  |  |  |  |
| Improvement Type: Bridge Replacement: SELECT  Bridge Rehabilitation: SELECT If Other, specify:   |  |  |  |  |
| NOTE: If the Improvement Type is a Bridge Rehabilitation, a copy of the Rehabilitation Report that was approved by the Bureau of Structures (BOS) is required to be submitted with this application. Submitting the bridge rehabilitation report to the BOS by March 4, 2022 will ensure that the state review will be complete by the April 1, 2022 due date for the application. |  |  |  |  |
| Structure Type: SELECT If Other, specify:  |  |  |  |  |
| Clear Roadway Width of Bridge: (feet) Bridge Length: (feet) Number of Spans:   |  |  |  |  |
| NOTE: Approach costs are limited to only those costs that are necessary to render the bridge serviceable (to reach the   |  |  |  |  |
| attainable touchdown points using current standards.) WisDOT approval is needed at application for approach  |  |  |  |  |
| lengths greater than 100 feet. See FDM 3-20-1 for additional details.  |  |  |  |  |
|  |  |  |  |  |
| Traffic Management During Construction: SELECT   |  |  |  |  |
| .ccove.  |  |  |  |  |
|  |  |  |  |  |



















| Federal Fiscal Year 2022 STP-Rural, STP-Urban, Local Bridge<br>SELECTION CRITERIA FORM   |   |  |
|--|---|--|
| Project Sponsor: County: Select Project Type: STP - Rural STP - Urban Local B  | ridge 🔲   |  |
| The applicant must show evidence that criteria 1-16 (below) has been addressed to be eligible for the Federal Fiscal Year 2022 STP-Rural, STP-Urban or Local Bridge programs funding.  | Check If<br>Criterion <u>Can</u><br>Be Met Or<br>Not Applicable | Check If<br>Criterion<br>Cannot B<br>Met |
| <ol> <li>The project will utilize the existing facilities, staying within the existing subgrade shoulder points or curb and gutter or include minimal grading to allow for minor pavement elevation changes provided Selection Criteria 5 and 6 can still be met.</li> </ol> | B <sub>N/A</sub>  |  |
| If the project is a bridge project, the existing bridge structure does not cross a railroad.     If the project is a roadway project, the project would not impact a railroad crossing.  | B N/A   |  |
| The existing bridge structure to be removed is not designated as historic.   | N/A   |  |
| 4. There are no historic properties that are listed on the inventory or on the list of locally designated historic places under Wis. Stat. 44.45. If a FHWA action is required, the project must meet criteria for the Section 106 Screening List.                           | □ <sub>N/A</sub>  |  |
| <ol> <li>Total ground disturbance will be less than 1 acre and a Wisconsin Pollutant Discharge<br/>Elimination System (WPDES) Transportation Construction General Permit will not be<br/>required.</li> </ol>  | □ N/A   |  |
| <ol> <li>Threatened or endangered species will not be impacted by the project. Migratory birds are<br/>not present, or impacts would be avoided or minimized through netting or other avoidance<br/>and minimization measures.</li> </ol>                                    | □ N/A   |  |
| <ol> <li>The proposed project is or will be included in the Transportation Improvement Program prior to letting if the proposed project is in a non-attainment or maintenance area for criteria air pollutants.</li> </ol>   | □ N/A   |  |
| <ol> <li>There are no Section 4(f), Section 6(f) or other specially-funded (Dingell-Johnson, Pittman-<br/>Robertson, Stewardship Funds, Wetland Reserve Program, etc.) resources that will be<br/>impacted.</li> </ol>   | □ N/A   |  |
| <ol> <li>Based on the estimate of the beam depth of the new structure, the new structure will<br/>meet local floodplain requirements</li> </ol>  | N/A   |  |
| 10. The bridge does not cross any streams designated as Section 10 or Section 9 waters; does<br>not cross any state or national wild or scenic river or within the associated 1000' scenic river<br>corridor.  | □ <sub>N/A</sub>  |  |
| 11. The bridge or roadway project will not require diversion of a stream, modification to the stream channel or temporary fill below the ordinary high-water mark.   | B N/A   |  |
| 12. Any work to be done or any fill to be permanently placed in the water or wetlands will meet the non-reporting criteria (no pre-construction notification) of the U. S. Army Corps of Engineers Transportation Regional General Permit for Wisconsin.                     | □ N/A   |  |
| 13. If the project is a bridge deck replacement over a waterway, debris will be minimized<br>from entering waterway, using WisDOT Standard Specifications Section 203 and CMM<br>Section 645.6.  | □ N/A   |  |
| 14. If the project includes culvert replacement or modification, the culvert is not located on a<br>waterway with a waterbody index code (WBIC) as identified onto DNR's surface water data<br>viewer: ( <u>Surface Water Data Viewer   Wisconsin DNR</u> ).                 | □ N/A   |  |
| 15. No federal funding may be put into the real estate.  | □ N/A   |  |
| <ol> <li>Any needed Right of Way should be minimal, simple, and nominal in value (parcels under<br/>\$10,000).</li> </ol>  | N/A   |  |

## FFY 2022 STP – Urban / Rural / Local Bridge Application

### CONFIDENTIAL INFORMATION

Cost Estimate

Applicants should reference the following WisDOT web page prior to completing this section of the application: <a href="http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx">http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx</a>

NOTE: All applications must include a sheet documenting the calculations performed to create the estimate(s).

### Construction

|  | <u>Total</u> | Federal Share | <u>Local Share</u> |
|--|--------------|---------------|--------------------|
| Participating Roadway Cost                     | \$           | \$            | \$                 |
| Participating Structure Cost                   | \$           | \$            | \$                 |
| Total Participating Cost                       | \$           | \$            | \$                 |
| Non-Participating Roadway Cost (100% Local)    | \$           | \$0           | \$                 |
| Non- Participating Structure Cost (100% Local) | \$           | \$0           | \$                 |
| Total Non-Participating Construction Cost      | \$           | \$0           | \$                 |
| A. Subtotal Construction Costs                 | \$           | \$            | \$                 |
| B. Construction Engineering Costs              | \$           | \$            | \$                 |
| (Coordinate with WisDOT Region)                |              |               |                    |
| C. State Review for Construction               | \$           | \$            | \$                 |
| (Provided by WisDOT Region)                    |              |               |                    |
| Total Construction Cost Estimate with          | \$           | \$            | \$                 |
| Construction Engineering and State Review      |              |               |                    |
| (sum lines A, B and C)                         |              |               |                    |

NOTE: All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff, in agreement with the local sponsor, may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.









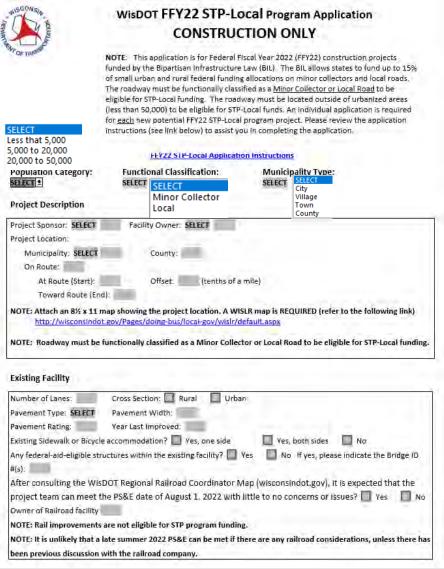


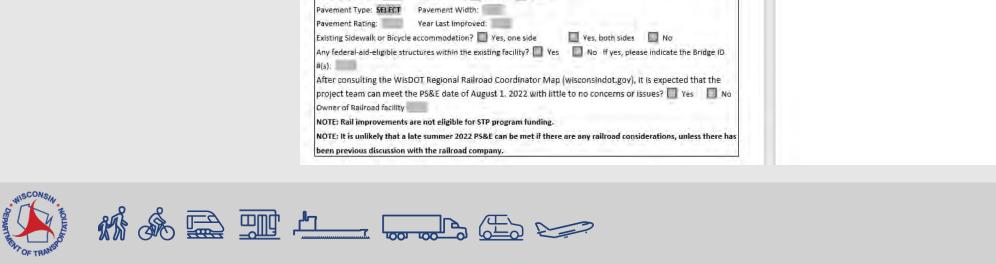






### FFY 2022 STP-Local **Application**







### Proposed Improvement

| NOTE: Applicants should refer to the traffic data and des<br>completing this section of the application. | ign standards informati | on in the instructions prior to |
|--|-------------------------|---------------------------------|
| Improvement Type: SELECT If Combination, explain:  | Overall Length:         | (feet)                          |
| Urban Cross Section  |                         |                                 |
| New Pavement Type: SELECT If Combination, explain:   | Width:                  | Length:                         |
| New Shoulder Type: SELECT If Combination, explain:   | Width:                  | Length:                         |
| Sidewalk One side or both: Width:  | Length:                 |                                 |
| New bicycle accommodations? 🔲 Yes 📗 No. If yes,  | specify:                |                                 |
| Roundabout Location:   |                         |                                 |
| NOTE: Refer to FDM 11-26 for modern roundabout inform  | mation                  |                                 |
| Structure Structure Type: SELECT Work Structure #(s):  | ork Required: SELECT    |                                 |
| Traffic Management During Construction: SELECT   |                         |                                 |

### FFY 2022 STP-Local Application

| D : 10   |                                  |   |   |
|--|----------------------------------|---|---|
| Project Sponsor:   | County:                          |   |   |
| The applicant must show evidence that criteria 1-16 (below eligible for the Federal Fiscal Year 2022 STP-Local funding.  | ) has been addressed to be       | Check If<br>Criterion <u>Can</u><br>Be Met Or<br>Not Applicable | Check If<br>Criterion<br>Cannot Be<br>Met |
| <ol> <li>The project will utilize the existing facilities, staying within<br/>points or curb and gutter or include minimal grading to allow<br/>changes provided Selection Criteria 5 and 6 can still be met.</li> </ol> |                                  | □ <sub>N/A</sub>  |   |
| <ol><li>If the project is a bridge project, the existing bridge structu<br/>If the project is a roadway project, the project would not imp</li></ol>   |                                  | B N/A   |   |
| <ol><li>The existing bridge structure to be removed is not designa</li></ol>   | ted as historic.                 | □ N/A   |   |
| <ol> <li>There are no historic properties that are listed on the inve-<br/>designated historic places under Wis. Stat. 44.45. If a FHWA a<br/>must meet criteria for the Section 106 Screening List.</li> </ol>          |                                  | N/A   |   |
| <ol> <li>Total ground disturbance will be less than 1 acre and a Wis<br/>Elimination System (WPDES) Transportation Construction Ge<br/>required.</li> </ol>  | -                                | □ N/A   |   |
| <ol> <li>Threatened or endangered species will not be impacted by<br/>not present, or impacts would be avoided or minimized throi<br/>and minimization measures.</li> </ol>  |                                  | B N/A   |   |
| <ol> <li>The proposed project is or will be included in the Transpor<br/>prior to letting if the proposed project is in a non-attainment<br/>air pollutants.</li> </ol>  | -                                | □ N/A   |   |
| <ol> <li>There are no Section 4(f), Section 6(f) or other specially-ful<br/>Robertson, Stewardship Funds, Wetland Reserve Program, et<br/>impacted.</li> </ol>   |                                  | □ N/A   |   |
| <ol><li>Based on the estimate of the beam depth of the new structure meet local floodplain requirements</li></ol>  | ture, the new structure will     | ■ N/A   |   |
| 10. The bridge does not cross any streams designated as Sect<br>not cross any state or national wild or scenic river or within t<br>corridor.  |                                  | B N/A   |   |
| 11. The bridge or roadway project will not require diversion of<br>stream channel or temporary fill below the ordinary high-wa   |                                  | ■ N/A   |   |
| 12. Any work to be done or any fill to be permanently placed<br>meet the non-reporting criteria (no pre-construction notifica<br>Engineers Transportation Regional General Permit for Wiscon                             | tion) of the U. S. Army Corps of | N/A   |   |
| <ol> <li>If the project is a bridge deck replacement over a waterw<br/>from entering waterway, using WisDOT Standard Specification<br/>Section 645.6.</li> </ol>   |                                  | □ N/A   |   |
| 14. If the project includes culvert replacement or modificatio<br>waterway with a waterbody index code (WBIC) as identified<br>viewer: ( <u>Surface Water Data Viewer   Wisconsin DNR</u> ).                             | •                                | B N/A   |   |
| 15. No federal funding may be put into the real estate.  |                                  | □ <sub>N/A</sub>  |   |

### CONFIDENTIAL INFORMATION

### Cost Estimate

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NOTE: All applications must include a sheet documenting the calculations performed to create the estimate(s).

### Construction

|  | <u>Total</u> | <u>Federal Share</u> | <u>Local Share</u> |
|--|--------------|----------------------|--------------------|
| Participating Roadway Cost                     | \$           | \$                   | \$                 |
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| Non- Participating Structure Cost (100% Local) | \$           | \$0                  | \$                 |
| Total Non-Participating Construction Cost      | \$           | \$0                  | \$                 |
| A. Subtotal Construction Costs                 | \$           | \$                   | \$                 |
| B. Construction Engineering Costs              | \$           | \$                   | \$                 |
| (Coordinate with WisDOT Region)                |              |                      |                    |
| C. State Review for Construction               | \$           | \$                   | \$                 |
| (Provided by WisDOT Region)                    |              |                      |                    |
| Total Construction Cost Estimate with          | \$           | \$                   | \$                 |
| Construction Engineering and State Review      |              |                      |                    |
| (sum lines A, B and C)                         |              |                      |                    |

NOTE: All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff, in agreement with the local sponsor, may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.



### Additional Resources

- FHWA Federal Aid Essentials
  - https://www.fhwa.dot.gov/federal-aidessentials/
- FHWA Presentation on BIL
  - https://www.apta.com/wp-content/uploads/FHWA\_BIL\_Presentation\_11-2021.pdf
- Wisconsin Access Management System (WAMS)
  - https://on.wisconsin.gov/WAMS/home
- Wisconsin Information System for Local Roads (WISLR)
  - https://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx
- Highway Structures Information (HSI)
  - https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/strct/hsi.aspx
- Facilities Development Manual (FDM)
  - https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/fdm.aspx















### Additional Resources

- Transportation Code 204 (towns)
  - https://docs.legis.wisconsin.gov/code/admin\_code/trans/204
- Transportation Code 205 (counties)
  - https://docs.legis.wisconsin.gov/code/admin\_code/trans/205
- Facilities Development Manual 11-20-1 (cities/villages)
  - https://wisconsindot.gov/rdwy/fdm/fd-11-20.pdf#fd11-20-1
- Transportation Code 301 (human services vehicles)
  - https://docs.legis.wisconsin.gov/code/admin\_code/trans/301













### Additional Resources

- Bidding and advertising
  - Wis. Stats. § 16.855, 66.0901, 985.01(1m), 985.07
- Railroad bidding & advertising
  - https://docs.legis.wisconsin.gov/statutes/statutes/85/077
- Railroad crossing alterations
  - https://docs.legis.wisconsin.gov/statutes/statutes/195/29
- County work rule restrictions
  - Wis. Stats. § 59.52(30)
- Bicycle/Pedestrian guidance
  - Wis. Stats. § 84.01(35)















# Questions?

DOTLocalPrograms@dot.wi.gov











