



Wisconsin DOT Local Program Symposium

Agenda

May 24, 2023

Statewide Webinar (9:00AM-2:00PM)

9:00 - Welcome & Introductions (10 Min)

Presenters: *WisDOT Secretary Craig Thompson*

FHWA Wisconsin Deputy Division Administrator Linda Swann

9:10 - Federal Discretionary Grants (20 Min)

Presenter: *Jessica Wagner*

9:30 – Local Programs Overview (30 Min)

Presenter: *Merrill Mechler-Hickson*

10:00 - Local Programs Project Oversight and Oversight (30 Min)

Local Program Project Development Process Training:

https://www.youtube.com/playlist?list=PLoGzf6P7PsQ-I7QIFRHVVx9BXwD875_yR

Presenters: *Jake Varnes, Zach Pearson*

10:30 – Local Bridge Program Eligibility Update (15 Min)

Presenter: *Josh Dietsche*

10:45 - Local Programs Forecasting (10 Min)

Presenter: *Kory Dercks*

10:55 – Wisconsin Electrification Initiative (WIEV) (20 Min)

Presenter: *Kaleb Vander Wiele*

11:15 – Consultant Contracting (10 Min)

Presenter: *Mitch Patoka*

11:25 - Transportation Economic Assistance (TEA) Overview (10 Min)

Presenter: *Roselynn Bittorf*

11:35 - Highway Safety Improvement Program (HSIP) (10 Min)

Presenter: *Mike Finkenbinder*

Break 11:45-12:15 (30 min)

12:15 – UW Transportation Information Center (TIC) Resources (10 Min)

Presenter: *Andi Bill– University of Wisconsin*

12:25 - FHWA Perspective (20 Min)

Presenter: *Tracy Duval – Federal Highway Administration*

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Statewide Webinar (9:00AM-2:00PM)

12:45 – [Local Program Federal Funds](#) (10 Min)

Presenter: *Tanya Iverson*

12:55 - Technical Services Presentations (50 Min)

1. [Bicycle and Pedestrian on Local Facilities](#) – *Christopher Squires* | 10 Min
2. [Utility Coordination](#) – *Abby Williamson* | 10 Min
3. [Railroad Coordination](#) – *Kris Sommers* | 10 Min
4. [Real Estate & Right of Way](#) (ROW) Update – *Abby Ringel* | 10 Min
5. [Local Program Environmental Process](#) – *Jay Waldschmidt* | 10 Min

1:45 - Q & A (15 mins)



Statewide Local Program Symposium

May 24, 2023



Symposium Agenda

- 9:00 - Welcoming Remarks
 - **WisDOT Secretary Craig Thompson**
 - **FHWA Wisconsin Deputy Division Administrator Linda Swann**
- 9:10 - Federal Discretionary Grants (Jessica Wagner)
- 9:30 - Local Programs State-Funded/Federal Formula-Funded Programs (Merrill Mechler-Hickson)
- 10:00 - Local Program Delivery Oversight (Jake Varnes, Zach Pearson)
- 10:30 - Bureau of Structures (Josh Dietsche)
- 10:45 - Local Programs Forecasting (Kory Dercks)
- 10:55 - Electric Vehicle (EV) Charging (Kaleb Vander Wiele)
- 11:15 - Contracting (Mitch Patoka)
- 11:25 - Transportation Economic Assistance (TEA) Grants (Roselynn Bittorf)
- 11:35 - Highway Safety Improvement (HSIP) (Mike Finkenbinder)
 - **Break 11:45 - 12:15**



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- 12:15 - Wisconsin Transportation Information Center (Andi Bill)
- 12:25 - FHWA Perspective (Tracy Duval)
- 12:45 – Local Program Federal Funds (Tanya Iverson)
- 12:55 - Bicycles/Pedestrians on Local Facilities (Chris Squires)
- 1:05 - Utility Coordination (Abby Williamson)
- 1:15 - Railroad Coordination (Kris Sommers)
- 1:25 - Real Estate (Abby Ringel)
- 1:35 – Local Program Environmental Process (Jay Waldschmidt)
- **Q&A Session 1:45 - 2:00**



Opening Remarks

- Craig Thompson – WisDOT Secretary
- Linda Swann – FHWA WI Deputy Division Administrator





WisDOT Federal Discretionary Grant Efforts

Jessica L. Wagner – Federal Discretionary Fund Coordinator

Local Program Symposium

May 24, 2023



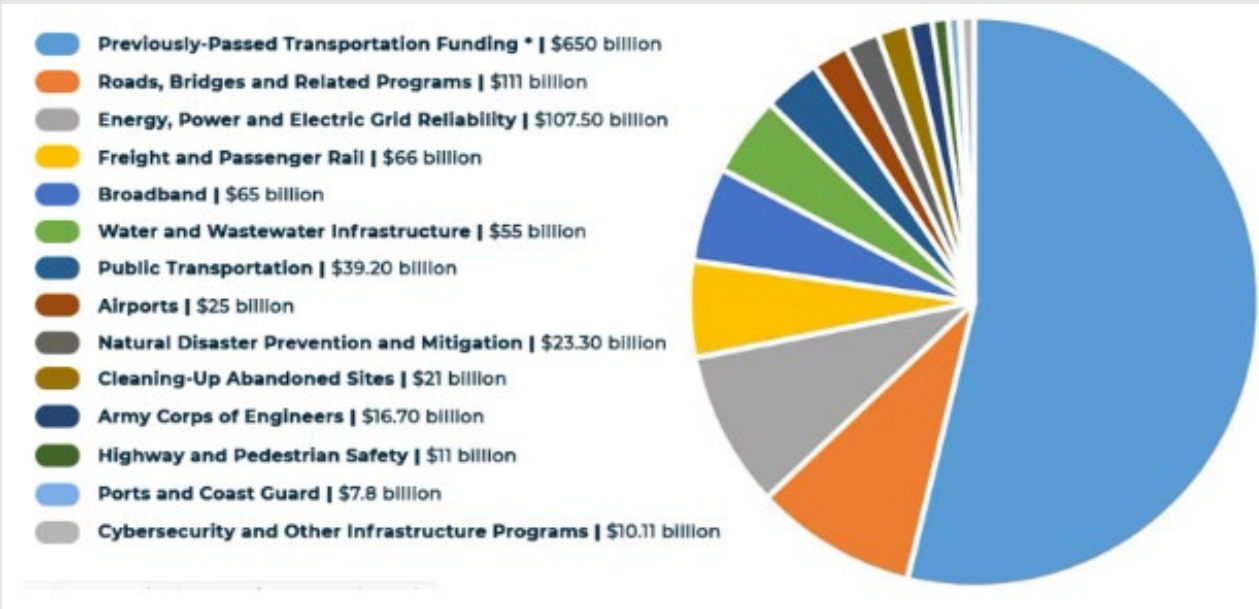
What is BIL?

Bipartisan Infrastructure Law (BIL), aka Infrastructure Investment and Jobs Act (IIJA)

What is BIL?

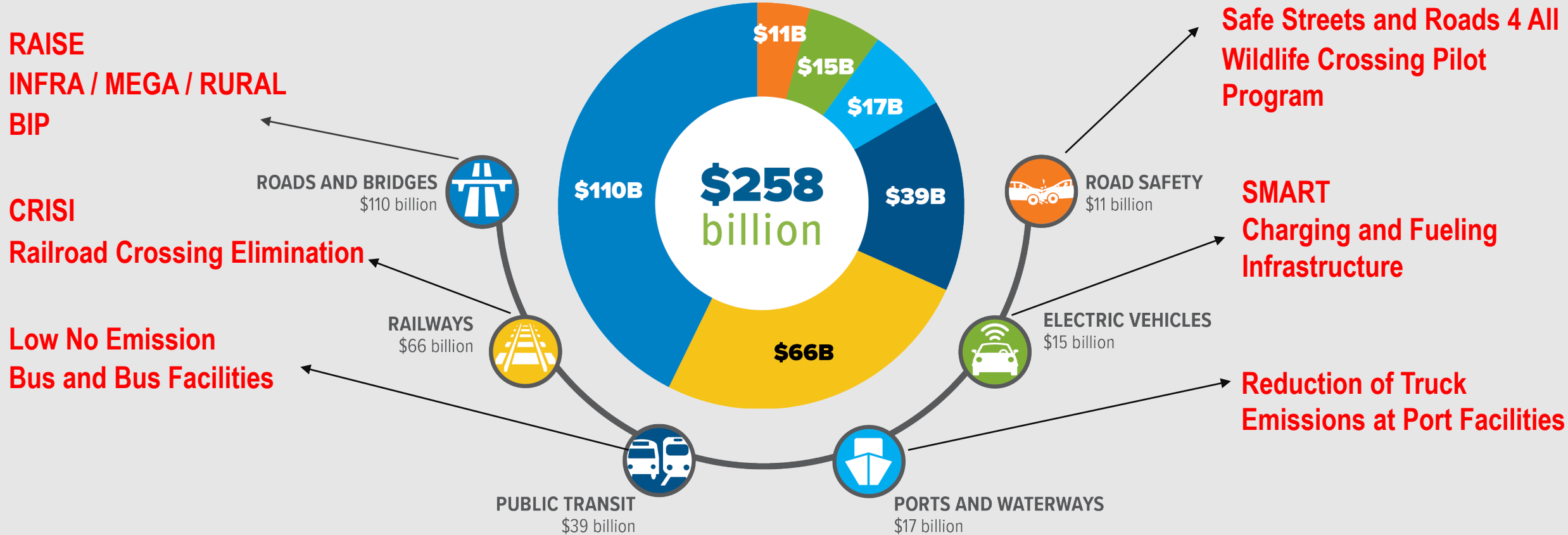
Why is it important?

- Infusion of federal discretionary dollars available
- The five-year, \$1.2 trillion bill makes historic investments in the nation's infrastructure.
- Over \$30 billion in discretionary grants will be funded in FFY22. But grants are competitive, so no amount is guaranteed to Wisconsin.



New Money Available

IIJA creates \$150 billion worth of new discretionary grant programs across **105 discretionary grant opportunities (Now \$258 billion total).**

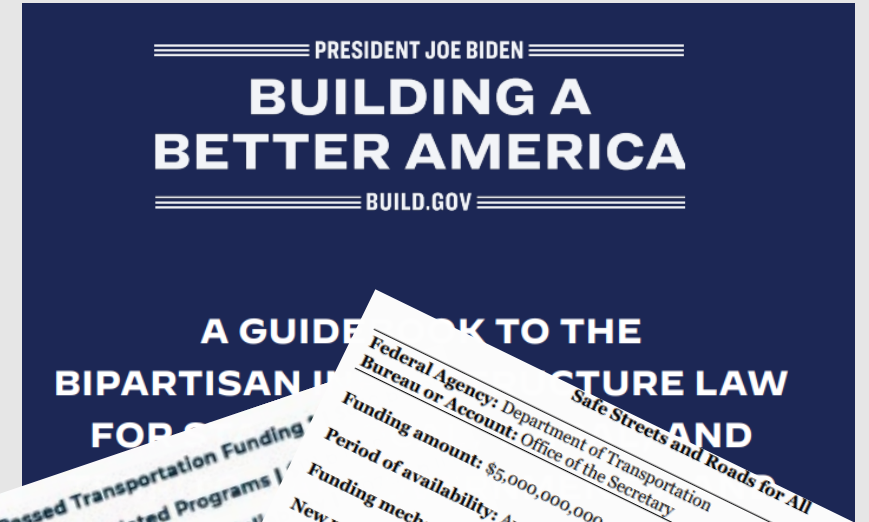


Resources Available

What is in the [BIL Guidebook](#)*?

- 13 chapters – 450+ pages
- Contains competitive and formula programs
- High-level explanation of each grant program
- Grouped by issue area
- Focus on Justice40
- Transparency

*Good starting point to see what is out there



WisDOT's BIL Webpage – wisconsindot.gov/BIL

Bipartisan Infrastructure Law (BIL) funding

Updated: May 8, 2023

The Bipartisan Infrastructure Law (BIL) is a historic investment and WisDOT is working hard to maximize this opportunity for Wisconsin. BIL funding comes to the state in two primary ways.

First is formula funding. This is money that moves through various state-administered programs to pay for construction and received a significant increase through BIL.

The second way BIL funding makes improvements in Wisconsin is through federal discretionary grants. Individual communities and eligible organizations can apply for these highly competitive grants through U.S. DOT and other agencies. WisDOT is not the grant administrator for these opportunities but has resources to support local government leaders in their application process.

EXPLORE STATE PROGRAMS

Federally funded:

Federal formula funding received a significant increase through BIL. Links to these programs will further explain how to tap into new funding resources.

- Surface Transportation Block Grant (STBG) [Rural](#) and [Urban](#)
- [Carbon Reduction Program \(CRP\)](#)
- [Local Bridge Improvement Assistance Program](#)
- [Transportation Alternative Program \(TAP\)](#)
- [Congestion Mitigation and Air Quality \(CMAQ\)](#)

State funded:

- [General Transportation Aids \(GTA\)](#) - State funded, not BIL related funding
- [Local Roads Improvement Program \(LRIP\)](#)

Federally and State funded:

- [Local Bridge Improvement Assistance Program](#)

DISCOVER FEDERAL DISCRETIONARY GRANTS

The U.S. Department of Transportation and other agencies award federal discretionary grants to eligible applicants through a highly-competitive nationwide process based on qualifications and merit. Discover how to compete for these federal discretionary grants with the link above.

WisDOT offers many resources, including the opportunity to request a [Letter of Support](#) to supplement only U.S. DOT Federal Grant Applications.

'Find transportation grant opportunities through WisDOT and the Federal Government'



April 27, 2023

Webinar Recording

- [WisDOT Local Programs overview](#)
- [WisDOT Federal Discretionary Grant overview](#)
- [Q&A](#)

[Presentation slides](#)

[Presentation chat questions](#)

[Wisconsin's investments and awards](#)

For more information, contact:

Local programs:

Chris Brooks, BIL Primary Point of Contact
(608) 267-3611, christopher.brooks1@dot.wi.gov

Discretionary funds:

Jessica L. Wagner, WisDOT Federal Discretionary Fund Coordinator
(608) 267-6979, jessical.wagner@dot.wi.gov



WisDOT's BIL Webpage – wisconsindot.gov/BIL

Wisconsin's investments and awards

This map of WisDOT's [Improvement Program](#) provides basic information about current and planned transportation improvement projects in Wisconsin. It includes the construction ID, work type, route, project limits and cost range. The [Highway Projects and Studies](#) map offers more details on these projects.

BIL FY22 and FY23 Funds Wisconsin Received

Communities all across Wisconsin will receive critical investments and will position the state for success. The [White House](#) shares this fact sheet on how the Bipartisan Infrastructure Law is delivering in Wisconsin.

Most recent federal discretionary grant awards (listed in award announcement date order) Click image for GSA's current map (most recent pictured is March 2023)

- [National Scenic Byways FY22](#) -- awarded \$302,893

The Forest County Potawatomi Community Tribe in Wisconsin will receive \$302,893 funding to enhance the Tribe's biking and pedestrian trail by designing and constructing four culturally interpretive rest areas along a path which parallels the Nicolet-Wolf River Scenic Byway, adding cultural artwork to the biking/pedestrian underpass and installing wayfinding signage.

- [Bridge Investment Program](#)

City of Madison received \$15.1 million for the John Nolen Drive Bridges to replace six bridges that serve 45,000 vehicles per day and an adjacent multi-use path along a major artery into downtown Madison.

- [Safe Streets and Roads for All \(SS4A\) Grant](#)

\$6 million in federal grants will be distributed to eight Wisconsin counties and municipalities to help develop comprehensive plans to reduce traffic fatalities and injuries.

- The city of Milwaukee will receive \$4.4 million to fund a project that addresses safety concerns for pedestrians and cyclists at 26 intersections in the city.
- Seven communities will receive a total of more than \$2.28 million in grants to build action plans to redesign roads, sidewalks, and crosswalks to make them safer for all road users. The Wisconsin cities include:
 - Milwaukee County — \$800,000
 - St. Croix County — \$500,000
 - City of Madison — \$267,680
 - Kenosha County — \$240,000
 - Brown County — \$200,000
 - City of Park Falls — \$144,000
 - Lac Courte Oreilles Band of Lake Superior Chippewa Indians — \$132,500

- [Strengthening Mobility and Revolutionizing Transportation \(SMART\) Grants Program](#)

Wisconsin Department of Transportation (WisDOT) received two federal grants to develop innovations to enhance work zone safety in Wisconsin. Funding is available through the first round of the new federal SMART Grants Program for these two programs:

- To develop technology for a prototype autonomous truck-mounted attenuator (ATMA) to shield maintenance and construction workers from errant drivers. The ATMA is a crash cushion attached to the rear of a vehicle to absorb the impact of a crash. This project will receive over \$1.8 million from the grant.
- To extend the Work Zone Data Exchange (WZDx) to the local road network using smart work zone devices. WZDx incorporates real-time information on road conditions, such as lane closures in work zones, and shares the data through the 511 Wisconsin Traveler Information System at 511wi.gov and via the mobile app. Wisconsin will receive \$250,000 purchase additional smart zone devices, such as connected arrow boards or connected location markers.

- [FAA Contract Tower Program FY23](#)

Two Wisconsin airports will receive federal finding through the FAA Contract Tower Program for fiscal year 2023. Central Wisconsin Airport in Mosinee will receive \$608,000 and Wittman Regional Airport in Oshkosh will receive \$200,000 for improved operations and safety.

Funding for both projects will enhance airfield safety. The project for Central Wisconsin Airport will replace non-standard equipment in a tracking system and improving radio communication between the tower and on-the-ground support vehicles. Wittman Regional Airport's project will replace old control tower equipment.



- WisDOT has received:
 - 3 awards totaling \$80.5M
 - Locals have received:
 - 37 awards totaling \$94.2M
 - Tribes have received:
 - 9 discretionary grants totaling \$14M
- *as of April 2023 per [GSA map](#), new award announcements listed on WisDOT's BIL webpage



WisDOT's BIL Discretionary Grant Webpage

Federal Discretionary Grant opportunities from Bipartisan Infrastructure Law (BIL)

Grant opportunities

- Bipartisan Infrastructure Law funding
- Local programs funding
- Transit assistance programs

The U.S. Department of Transportation and other agencies award federal discretionary grants to eligible applicants through a highly-competitive nationwide process based on qualifications and merit. Applications are submitted via grants.gov to the federal agency offering the grant. Applications undergo a rigorous peer review by a panel of subject matter experts. After multiple layers of review, a final funding decision is made based on the quality of the application and how well the proposed project will fulfill the program's mission.

WisDOT's Summary Guide to BIL Discretionary Grants

WisDOT compiled the following resource that summarizes federal discretionary grant opportunities. It is organized alphabetically by the federal agency that will be administering the grant opportunity, and includes deadlines (including those that will reopen), program description and eligibility requirements.

[Summary Guide](#)

Current Notice of Funding Opportunity (NOFO) Solicitations

WisDOT is monitoring these opportunities (as of May 9, 2023*) or view U.S. DOT's current list:

Program, agency and link	Amount available	Applications Due
Interstate Rail Compact Grant Program - FRA	\$2,815,800	July 10, 2023
Reduction of Truck Emissions at Port Facilities - FHWA	\$160,000,000	June 26, 2023
Clean School Bus Program - EPA	\$700,000,000	May 30, 2023
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program - FHWA	\$848,000,000	August 18, 2023
Wildlife Crossing Pilot Program (WCPP) - FHWA	\$111,850,000	August 1, 2023
Safe Streets and Roads for All (SS4A) - OST	\$1,177,213,000	July 10, 2023
Charging and Fueling Infrastructure (CFI) Grants Program - FHWA	\$700,000,000	May 30, 2023

* These are listed in order of release. Information here will be updated as more program details are released by the U.S. DOT.

- [How to apply for a Discretionary Grant](#)
- [WisDOT Insights, At-A-Glance Calendar](#)
- [Federal resources](#)

Request Letter of Support

To request a Letter of Support from WisDOT to supplement only a U.S. DOT Federal Grant application, complete this form. This is not eligible for WisDOT Local Programs applications. A draft copy of the application narrative and template of the letter of support (see example) are required. Requests should be submitted no later than 14 days prior to application submission.

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For more information, contact:
Jessica L. Wagner
WisDOT Federal Discretionary Fund Coordinator



WisDOT's Summary Guide



Federal Discretionary Grant Opportunities

Discretionary Grant by Agency	NOFO Deadline	FY2023 Funds	Program Description	Eligible Applicants	Additional Links
Federal Highway Administration – FHWA					
Advanced Transportation Technologies & Innovative Mobility Deployment (ATTIMD), also known as (Advanced Transportation Technology & Innovation (ATTAIN) Program) – FHWA	Closed on 11/18/22	\$60M	Projects to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. ***Note: ATTAIN was previously named the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program under the FAST Act.	1. State or local government or political subdivision thereof; 2. transit agency; 3. [NEW] any MPO (vs. under the FAST Act, only MPOs that represented a population of more than 200,000); 4. Multijurisdictional group made up of the above eligible applicants, with a signed agreement to implement the initiative across jurisdictional boundaries; and 5. Consortium of research or academic institutions.	<ul style="list-style-type: none"> • Grants.gov: 693JJ322NF00010 • Fact Sheet • FAQs • BIL Launchpad
Bridge Investment Program (BIP) – FHWA	Closed on 8/9/22 & 9/8/22; FY23 NOFO expected Summer 2023	\$2.5B	The BIL establishes the Bridge Investment Program (BIP) to provide grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.	1. State or a group of States; 2. MPO that serves an urbanized area (as designated by the Bureau of the Census) with a population over 200,000; 3. Unit of local government or a group of local governments; 4. Political subdivision of a State or local government; 5. Special purpose district or a public authority with a transportation function; 6. Federal land management agency; 7. Tribal government or a consortium of Tribal governments; **See NOFO for additional applicants.	<ul style="list-style-type: none"> • Fact Sheet • FAQs • BIL Launchpad <p>FY22 Awards:</p> <ul style="list-style-type: none"> • Planning • Large Bridge • Bridge



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How to Apply for a Discretionary Grant

+ [How to apply for a Discretionary Grant](#)

Steps in the grant application process

Review the Notice of Funding Opportunity (NOFO) above. Watch for:

- Eligible projects and recipients
- Grant award, including minimum and maximum amounts
- Special set-asides or allocations (e.g., for planning studies, projects in rural areas, etc.)
- Required local match
- Scoring criteria and emphasis areas
- The statutory deadline for obligating funds
- Grant application deadline
- When grant awards will be announced

Select a project or projects based on eligibility criteria and requirements as outlined in the NOFO.

Begin an application based on the program requirements. Solicit technical assistance from USDOT in developing an application as needed.

Create an account then upload application materials at [Grants.gov](#). Do this early to become familiar with the site and organize your application materials.

Submit all materials as required by the grant and note the deadlines. Tips:

- Respond to each scoring criterion or note when it is not applicable to your project
- Support statements with data or documentation whenever possible
- Conduct a Benefit-Cost Analysis (BCA) by following USDOT guidance
- Note local matches to show a strong local commitment to the project

Complete this [action form](#) via UW TOPS Lab/WisDOT.

Wait and debrief. USDOT reviews all applications and provides decision notification of projects selected for funding. Tips for projects not selected:

- Carefully review any feedback provided
- Sign up for a debrief meeting with USDOT
- Consider re-submitting the project during the next cycle but address any deficiencies in the previous application.

Examples and information on how to write grants:

- Wisconsin Economic Development Corporation's (WEDC) [Office of Rural Prosperity](#) provides [grant writing consultants](#) and [grant writing training](#) resources.
- USDOT's [Rural Opportunities to Use Transportation Economic Success \(ROUTES\) Toolkit](#) provides resources for applying for a discretionary grant as well as an explanation of the [grant process](#).

• Rural Resources:

- WEDC's [Office of Rural Prosperity](#) – BIL Resources
- [USDOT's \(ROUTES\)](#) – Rural Opportunities to Use Transportation Economic Success Discretionary Grant Process



WisDOT's Insights & At-A-Glance Calendar

Federal Discretionary Grant opportunities from Bipartisan Infrastructure Law (BIL)

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WisDOT's Insights & At-A-Glance Calendar

[+ WisDOT insights, At-A-Glance Calendar](#)

WisDOT offers these key items to consider when applying for a Federal Discretionary Grant.

Start early. Review and use [USDOT's FY2023 Discretionary Grant Preparation Checklist for Prospective Applicants](#). Use this to determine when to apply and for resources to prepare a successful application.

- If you are applying for a BIL discretionary grant that is not through USDOT, review all requirements for that agency's unique grant process. This will ensure that your specific project can meet all requirements and be able to use the federal grant funding (if awarded and made available).

Plan ahead. A good rule of thumb is to apply for a grant when a project is 1-2 years prior to project construction. If you are planning to apply for a grant to be used on a transportation infrastructure project, coordinate with a WisDOT region representative.

Use WisDOT's At-A-Glance calendar (below) to see the discretionary grant schedule, including last year's and current releases, as a planning resource for when to apply.

Anticipate. Grant agreement can take 6-12 months to be executed after grant award announcements have been made.

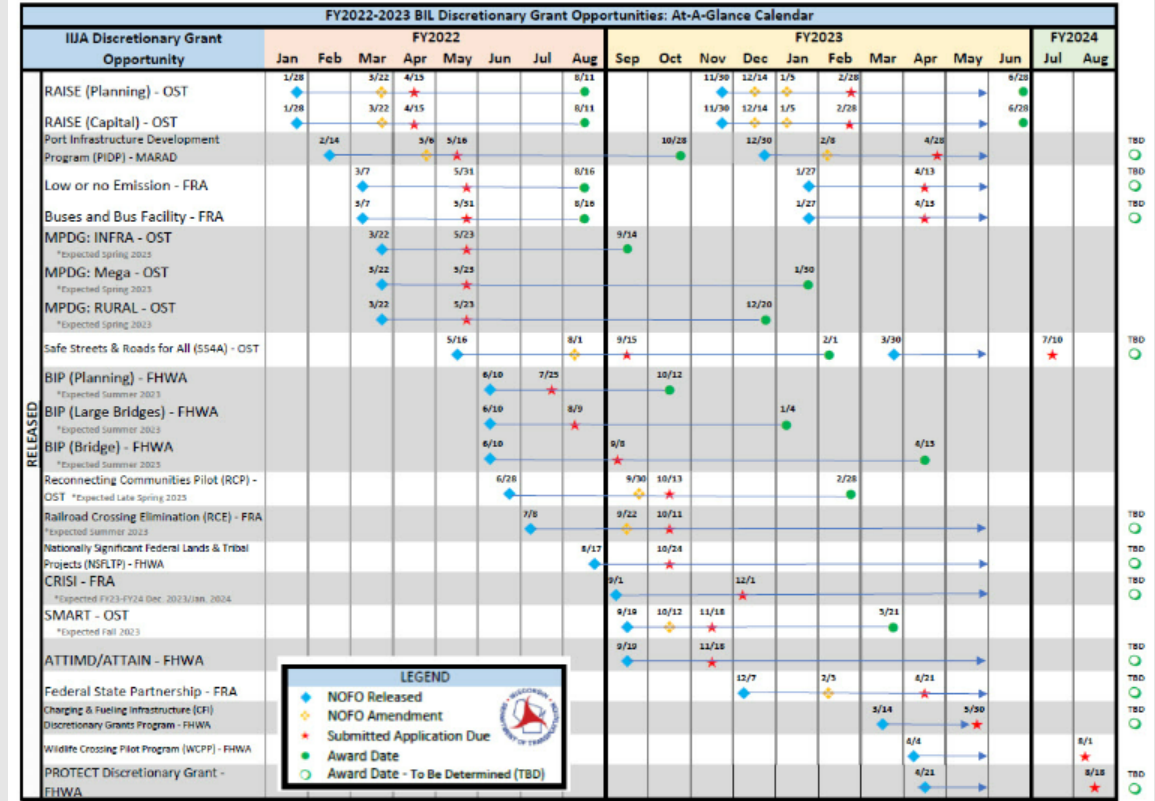
- Grant award funds aren't available to spend until the grant agreement has been executed.
- Grant funding can't be used to cover costs prior to the date of agreement execution.
- Federal funds have additional rules and requirements (watch for specifics on reporting, tracking and monitoring financial systems and grant activities) that differ from local and state requirements. See [Federal 2 CFR 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements](#) that govern all USDOT awards.

Be prepared for additional requirements. USDOT grants are generally made on a *reimbursement basis*. Typically, the grantee incurs the costs and seeks reimbursement from USDOT.

- USDOT funds in general can't be used as the non-Federal match for other programs.
- Ensure your project is included in the STIP/TIP.

Discretionary Grant At-A-Glance Calendar

[\(view document\)](#)



*Expected FY23 NOFO dates provided by:
[USDOT Key Notice of Funding Opportunity](#)
[FRA calendar](#)

Updated: May 9, 2023



WisDOT's Letter of Support Request Form

Federal Discretionary Grant opportunities from Bipartisan Infrastructure Law (BIL)

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[Request Letter of Support](#)

For more information, contact:
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WisDOT Federal Discretionary Fund Coordinator



WisDOT's Letter of Support Request Form

BIL Letter of Support

✓ Introduction

Letter of Support

Review

Submit

Delete



Application Information

Organization Requesting Support *

Contact Name *

Contact Email for Questions *

Phone *

Project Background

Project Name *



In which WisDOT region is the project located?

Who is the point of contact that you are working with at WisDOT?

What grant program is the request for? *

Are any WisDOT funds committed to this project? *

Yes

No

Application Details

Email where the support letter should be sent *

When is the letter needed? *

To submit a request for a Letter of Support, please attach a draft copy (max. size 10mb):

Application Narrative *

Template Letter of Support *



Federal BIL Resources

- **U.S. DOT Resources:**

- [U.S. DOT Navigator](#) is a vital tool to help communities understand ways to apply, plan and deliver projects.
- The [U.S. DOT Discretionary Grants Dashboard](#) has an overview of discretionary grant opportunities and a dashboard that identifies grant programs (within and beyond DOT) with rural and Tribal set-asides or match waivers available.
- U.S. DOT's [Justice40](#) (J40) initiative addresses decades of underinvestment in disadvantaged communities. The [Equitable Transportation Community \(ETC\) Explorer](#) is a dynamic tool to explore the cumulative burden communities experience as a result of underinvestment in transportation. It can help communities identify projects to reverse and create lasting benefits.
- Build America Center [BIL Launchpad tool](#) provides customized funding information, plan ahead calendar, match your project to successful awards.

- **FHWA Resources:**

- [FHWA BIL Discretionary Grant Fact Sheets](#)
- [FHWA Competitive Grant Funding Matrix which shows eligible applicants for each FHWA discretionary grant](#)



U.S. DOT Justice40 Initiative

What is in the Justice40 Initiative?

































- Confront and address decades of underinvestment in disadvantaged communities.
- Bring resources to communities most impacted by climate change, pollution, and environmental hazards.
- U.S. DOT goal – at least **40%** of the **benefits** from many of their grants, programs, and initiatives flow to disadvantaged communities.

Justice40 Fact Sheet

US DOT is in the process of implementing the Justice40 Initiative created by Executive Order 14008, Tackling the Climate Crisis at Home and Abroad. Justice40 is an all of government approach that sets a goal of 40% of the benefits of certain federal investments flowing to disadvantaged communities. It is one of many initiatives US DOT is implementing to advance equity.

What Justice40 means for the US Department of Transportation (US DOT)

Through Justice40, US DOT will work to increase affordable transportation options that connect Americans to good-paying jobs, fight climate change, and improve access to resources and quality of life in communities in every state and territory in the country.

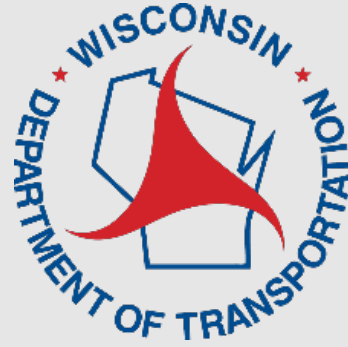
 Prioritize Investments	 Measure Impact and Improve Effectiveness	 Strengthen Communities								
<p> How is "disadvantaged" defined?</p> <p><i>US DOT used the 6 categories below to assess the overall level of disadvantage of communities.</i></p> <ul style="list-style-type: none"> Transportation: communities that spend more, and take longer, to get where they need to go Health: communities with adverse health outcomes, disabilities, and low access to health care services Environmental: communities experiencing disproportionately high levels of pollutants & toxins Economic: communities with high levels of poverty, and low access to jobs and education Resilience: communities vulnerable to hazards caused by climate change Equity: communities with a shared history of discrimination or other forms of disadvantage	<p>How is US DOT incorporating Justice40?</p> <p>Throughout its programs and policies, US DOT is:</p> <ul style="list-style-type: none">• Developing a method to calculate benefits and burdens for its programs• Incorporating components of Justice40 into Notices of Funding Opportunities (NOFOs), guidance, and reporting requirements• Providing additional Technical Assistance and support to disadvantaged communities• Conducting program evaluation and improving equitable program design									
<p> US DOT is implementing J40 across 39 Covered Programs</p> <p><i>The 7 areas of Federal investments covered by Justice40 are:</i></p> <table><tbody><tr><td> Climate Change</td><td> Remediation & reduction of legacy pollution</td></tr><tr><td> Clean energy & energy efficiency</td><td> Clean water & wastewater infrastructure</td></tr><tr><td> Clean Transit</td><td> Training & workforce development</td></tr><tr><td> Affordable & sustainable housing</td><td></td></tr></tbody></table>		 Climate Change	 Remediation & reduction of legacy pollution	 Clean energy & energy efficiency	 Clean water & wastewater infrastructure	 Clean Transit	 Training & workforce development	 Affordable & sustainable housing		<p> Where do I direct people who have questions about Justice40?</p> <p>Reach out to our Justice40 inbox- Justice40@dot.gov</p>
 Climate Change	 Remediation & reduction of legacy pollution									
 Clean energy & energy efficiency	 Clean water & wastewater infrastructure									
 Clean Transit	 Training & workforce development									
 Affordable & sustainable housing										
<p>Across 5 Modes –\$204 Billion in BIL authorizations</p>										



Thank you!

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WisDOT Federal Discretionary
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Local Programs Overview

Merrill Mechler-Hickson, LP&F Section Chief

Local Program Symposium

May 24, 2023

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WisDOT Local Programs

What is BIL funded vs. State funded

BIL (Federal) Funded:

- 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)
 - Carbon Reduction Program (CRP)
 - Transportation Alternatives Program (TAP)
 - Congestion Mitigation & Air Quality (CMAQ)

State Funded:

- General Transportation Aids (GTA)
- Local Roads Improvement Program (LRIP)

BIL/State Dual Funded:

- Local Bridge Improvement Assistance Program



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 Block Grant (STBG)
 - Surface Transportation Program (STP)
 - Local Bridge
 - Transportation Alternatives Program (TAP)
 - Congestion Mitigation & Air Quality (CMAQ)
 - Carbon Reduction Program (CRP)



Investing in Local Governments

Local Road and Bridge Programs

- Projected spending on local projects, FY 2020 - 2026
 - \$1.65 billion
 - More than double



Local Assistance Programs Webpage

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

Local assistance programs

Assistance programs

[BIL - Local Programs](#)

[Road and bridge](#)

[Transit](#)

[Other aid](#)

New [Bipartisan Infrastructure Law \(BIL\) - Local Programs](#)

The Bipartisan Infrastructure Law (BIL) represents a significant increase of federal funding available for local programs over the next five fiscal years.

[Road and bridge assistance programs](#)

These programs assist local governments with needed improvements to local roads, highways and bridges.

[Transit assistance programs](#)

Transit programs can assist local governments and transit systems with operating and/or capital expenses to support public transportation services, such as buses, vans and shared-ride taxi systems.

[Other aid](#)

These programs provide financial assistance to local governments, along with other public and private entities, to make a variety of improvements to highways, airports, harbors, bike, rail and pedestrian facilities.

Related information:

- [2021 WisDOT Statewide Local Program Symposium](#)
- [Wisconsin Information System for Local Roads \(WISLR\)](#)



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Local Programs & Finance

- Administer federal and state-funded road, bridge, multimodal, and transportation aids programs
- Accommodate local transportation needs and priorities
- Respond to legislative initiatives and mandates
- Develop fiscal mechanisms to ensure maximum allocation of funds on the local transportation system
- Develop program policy, program applications and state/municipal agreements (SMAs)



Local Programs & Finance: State Aid Programs

- Administration & disbursement of \$538.4 million in SFY23 in state transportation aids to local units of government:
 - General Transportation Aids
 - Special Transportation Aids:
 - Connecting Highways Aids
 - County Forest Road Aids
 - Expressway Policing Aids
 - Lift Bridge Aids
 - Disaster Damage Aids

➤ 1,922



Local Programs & Finance

- Local Roads Improvement Program (LRIP)
 - Surface Transportation Program (STP)
 - Local Bridge Improvement Assistance Program
 - Transportation Alternatives Program (TAP)
 - Congestion Mitigation and Air Quality (CMAQ)
 - Carbon Reduction Program (CRP)
- ❖ Local Programs Webpage Link - <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/default.aspx>



Local Roads Improvement Program

- Established in 1991, assists local units of government in improving seriously deteriorating town roads, county highways, and municipal streets in cities and villages



Local Roads Improvement Program

- Managed by WisDOT Local Programs and Finance, but administered by local units of government
- County Highway Commissioners serve as regional program coordinators and administrative contacts between the state and local LRIP recipients in each county
- Biennial program that pays up to 50% of total eligible project costs, with balance matched by local unit of government
 - 2021-23 Biennium \$100M LRIP-Supplemental reimbursed up to a 90% cost share



Surface Transportation Program (STP) – General Overview

- Provides federal funding for up to 80% of the cost of local road or bridge improvements
- Eligible Roads
 - Functional classification of Major/Rural Collector or higher (STP-Urban, STP-Rural)
 - Functional classification of Minor Collector or Local Road (STP-Local)
 - Connecting highways are not eligible
- STP funding suballocations are based on population groups
- In urbanized areas, Metropolitan Planning Organizations (MPOs) select projects



Surface Transportation Program (STP) Local

- Provides federal funding for up to 80% of the cost of local road improvements
- Eligible Roads
 - Functional classification of Minor Collector or Local Road
 - Outside of urbanized area (less than 50,000 population)
 - Connecting highways are not eligible
 - Appears on STP-Local Eligible Roads Map
- All STP-Local projects are State let and require State oversight
- Projects are selected by statewide discretionary committee



Roadway Functional Classification: STP Eligibility

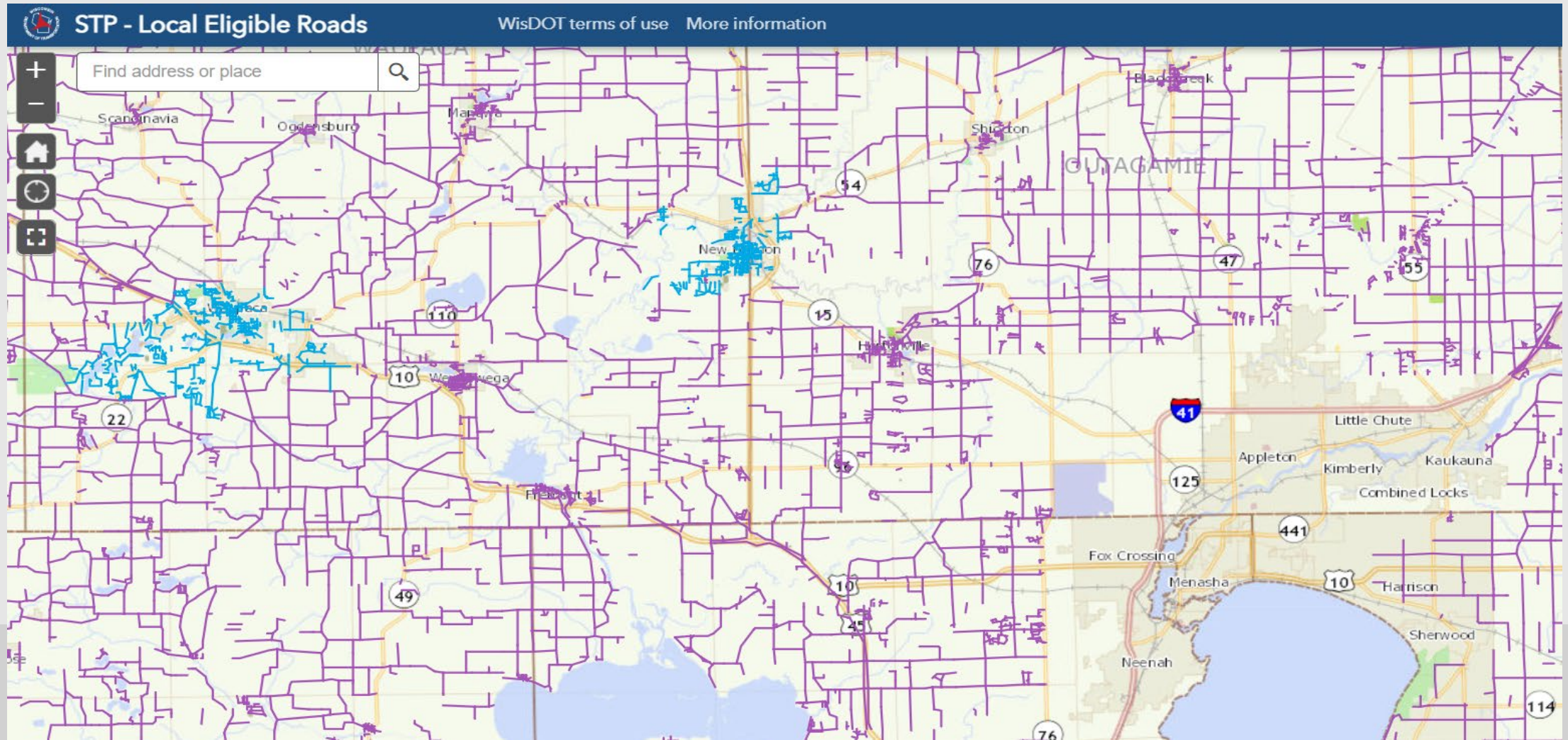
Roadway Functional Classifications		
Arterial	Principal	Interstate
		Expressway
		Other Principal
Collector	Minor Arterial	STP-Urban & STP-Rural
	Major Collector	
	Minor Collector	STP-Local (NEW)
Local Roads		

Visit [Wisconsindot.gov](https://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx) – <https://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx>



STP-L Map

- <https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=0c12fe578f204941b3b677b118598005>



Local Bridge Improvement Assistance Program – General Overview

- State and Federally funded program
- Only bridge replacements and bridge rehabilitations as determined by Sufficiency Rating (SR) are eligible
- County Highway Commissioner (CHC) submits a prioritized list to WisDOT and verifies eligibility
 - Projects selected through statewide rating and ranking process based on entitlement balance and estimated cost
- All Local Bridge projects are State let and require State oversight



100% Federal Funding for Off-System Local Bridges

- Local Bridge projects are selected based on LES rating and ranking processes
 - Off-system bridges are currently funded through the BIL at 100%, but are not guaranteed selection
- Eligibility for 100% federal funding:
 - Non-Federal aid highway system structures only
 - Structure must be on a roadway functionally classified as a local road or minor collector



Transportation Alternatives Program (TAP)

- Federally funded reimbursement program, generally 80/20 cost-share
- Competitive Selection Process (Statewide or Transportation Management Area)
- Emphasis on generating and enhancing utilitarian, non-motorized trips
- Eligible activities
 - Non-Infrastructure
 - Planning Studies
 - Safe Routes to School programming
 - Infrastructure
 - Design & Construction projects
 - Construction-only projects
- Eligible entities:
 - Local Governments
 - Transit Agencies
 - Tribal Governments
 - School Districts
 - Non-Profits



Transportation Alternatives Program (TAP)

- Commencement Rule
 - **Wis. Stats. § 85.021(2)(b)**
 - Commencement varies based on activity
- Metropolitan Planning Organizations (MPOs) in areas with populations over 200,000 receive a funding suballocation and select their own projects



TAP and the Bipartisan Infrastructure Law

TAP Suballocation	START OF YEAR BALANCE
TAP <5000	\$5,751,969
TAP 5-50K	\$2,023,917
TAP 50-200K	\$2,913,271
Appleton	\$668,677
Green Bay	\$638,874
Madison	\$1,242,547
Milwaukee	\$4,258,157
Minn St. Paul	\$854
Round Lake Beach	\$94,544
TOTALS:	\$17,592,809

Please note: Funding estimates displayed reflect Federal Fiscal Year 2022 authority limits.



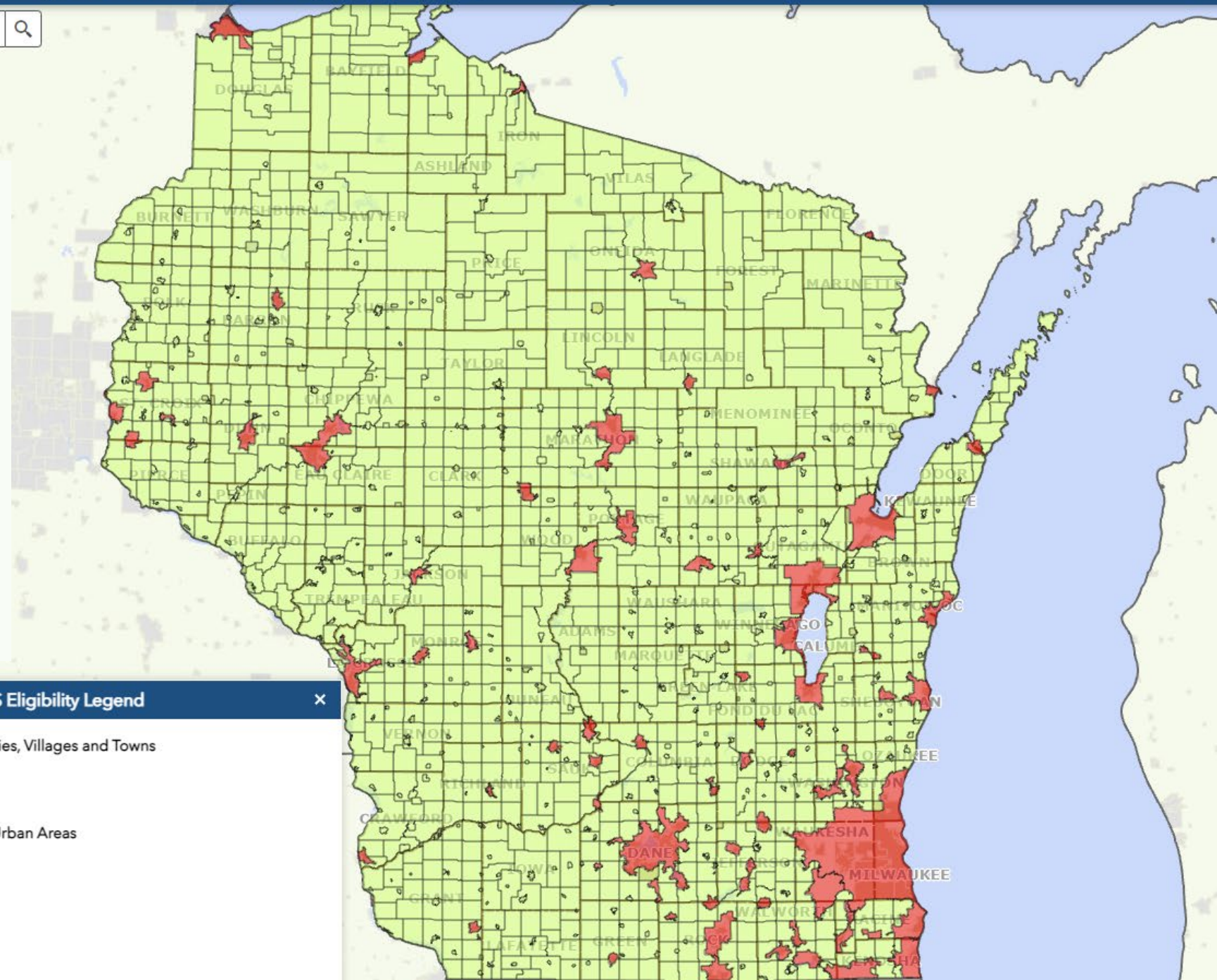
Safe Transportation Alternatives for Rural Schools (STARS)

- Rural communities/schools have great need for the benefits of SRTS
 - Long distances, high speeds, few sidewalks, highways bisecting towns, school staff serving multiple roles
- Limited historic rural participation in SRTS-related activities due to:
 - Local staff and other resource limitation
 - Financial constraints
- STARS will address both of these issues by:
 - Reducing minimum project cost requirements
 - Creating additional SRTS support through stakeholder partnership for application/project administration and coordination





+
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 Find address or place
 Q
 Home
 Layers
 Refresh



TAP STARs Eligibility Tool

Now Available on WisDOT BIL Solicitation webpage

TAP-STARs Eligibility Legend

- Eligible Cities, Villages and Towns
- Ineligible Urban Areas

30mi
 2,591,624.360 2,084,583.156 Feet



Congestion Mitigation & Air Quality (CMAQ)

- Federally funded program
 - 10 Eligible Wisconsin Counties
- Each CMAQ cycle is four years with a new cycle every two years (odd calendar years)
- Technical assessment
 - Project selection based on emission reduction benefits



Congestion Mitigation and Air Quality (CMAQ)

- Non-Attainment or Maintenance Areas
 - Milwaukee, Racine, Kenosha, Waukesha, Washington, Ozaukee, Walworth, Sheboygan, Manitowoc, Kewaunee and Door
- Purpose: Reduce emissions related to traffic congestion, improve vehicle and fuel technologies, reduce overall number of motorized vehicle trips & miles traveled
- Project Examples: Transit vehicles, traffic control technologies, bicycle/pedestrian facilities



Carbon Reduction Program (CRP)

- The BIL authorized a new program identified as the Carbon Reduction Program (CRP). This program is designed to reduce pollution by addressing projects that reduce emissions from on-road sources
- While this federal carbon reduction funding can be used at either the state or local level, the Wisconsin Department of Transportation (WisDOT) will prioritize local government funding suballocated to specific population areas through the BIL



WisDOT SFY 2023 Federal Plan

- Section 84.03(2)(b), Wis. Stats., requires WisDOT to submit a Federal Expenditure Plan to the Wisconsin Joint Committee on Finance if the amount of federal-aid highway funds provided by federal transportation authorization and appropriations bills for the current State Fiscal Year (SFY) is less than 95 percent or greater than 105 percent of the amounts appropriated under s. 20.395, Wis. Stats.
- Joint Committee on Finance approves, approves with amendments, or rejects the plan
- Federal plan requirement needed to be factored into WisDOT's response to the Carbon Reduction Program



2023 Wisconsin Fed Plan

“Specify that \$15,573,100 FED requested from the federal carbon reduction program may only be used for federally eligible projects to replace street lighting and traffic control devices with energy-efficient alternatives, projects to deploy advanced transportation and congestion management technologies, or right of way improvement projects to improve traffic flow that do not involve construction of new capacity”



Local Programs & Finance

- Program Cycle Structure
 - STP & Local Bridge: 4–5-year cycles
 - Program cycles begin every two years
 - Similar program cycles for TAP, CMAQ & CRP
 - LRIP: New 2-year program cycle with each new state biennium budget
- Each program cycle is meant to add an additional two fiscal years of funding for new projects, however:
 - Projects that are delayed or scheduled in years of cycle overlap reduce the funding available for new projects
- Consistent and on-time delivery of projects ensures that maximum program funding is utilized for local projects



Local Programs & Finance

Upcoming Program Solicitations

- Surface Transportation Program (STP) & Local Bridge
 - Program Cycle: 2024-2029
 - **Tentative** Solicitation Release: June 9, 2023
- Transportation Alternatives Program (TAP)
 - Program Cycle: 2024-2028
 - **Tentative** Solicitation Release: June 9, 2023
- Congestion Mitigation & Air Quality (CMAQ)
 - Program Cycle: 2024-2028
 - **Tentative** Solicitation Release: June 9, 2023
- Local Roads Improvement Program (LRIP)
 - 2023-25 Biennial Program Cycle
 - **Tentative** Solicitation Release: September 2023
- **Carbon Reduction Program (CRP) Tentative Solicitation Release July 2023**



Change Management

- Mechanism to manage WisDOT Program budgets and schedules
- Change Management requests submitted by WisDOT Region staff to WisDOT Central Office
- Change Management Request types:
 - Project Funding Increases
 - Project Sunset Extensions
 - Project Schedule Changes
 - Project Drops/Substitutions



Additional Resources

- **ADA Standards for Streets & Sidewalks:**
 - <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks>
- **FHWA Transportation Alternatives Guidance:**
 - https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm
- **US Code, Title 23 – Highways:**
 - <http://frwebgate.access.gpo.gov/cgi-bin/usc.cgi?ACTION=BROWSE&title=23usc>
- **WisDNR Recreational Trails Program:**
 - <http://dnr.wi.gov/Aid/RTP.html>
- **WisDOT Facilities Development Manual (FDM):**
 - <http://wisconsin.dot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/rdwy/fdm.aspx>



Additional Resources (Cont.)

- **WisDOT Bicycle Facility Design Handbook:**
 - <http://wisconsindot.gov/Documents/projects/multimodal/bike/facility.pdf>
- **WisDOT Bicycle Planning Guide for MPOs & Communities:**
 - <http://wisconsindot.gov/Documents/projects/multimodal/bike/guidance.pdf>
- **WisDOT Guide to Pedestrian Best Practices:**
 - <http://wisconsindot.gov/Documents/projects/multimodal/ped/guide-chap5.pdf>
- **WisDOT Rural Bicycle Planning Guide:**
 - <https://wisconsindot.gov/Documents/projects/multimodal/bike/rural-guide.pdf>
- **WisDOT Sponsor's Guide to Non-Traditional Transportation Project Implementation:**
 - <http://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/aid/sponsors.pdf>



WisDOT LP&F Staff Contacts

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WisDOT Local Programs: Assistance Programs Website

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



Thank you!





Local Programs - Project Oversight & Development

Jacob Varnes
Local Program
Manager SE Region

Zachary Pearson P.E.
Local Program Project
Manager SW Region

Statewide Local Program Symposium
May 24, 2023



Search "wisconsindot.gov"

The screenshot shows the Wisconsin Department of Transportation website. The browser address bar displays "https://wisconsindot.gov/Pages/home.aspx". The website header includes the "WISCONSIN.GOV" logo and navigation links for "Agency Directory" and "Online Services". The main navigation bar features categories: "DMV ONLINE SERVICES", "DMV INFO", "DOING BUSINESS", "TRAVEL", "SAFETY", "PROJECTS AND STUDIES", and "ABOUT WISDOT".

The "DOING BUSINESS" dropdown menu is open, listing various categories:

- Engineers and consultants
- Contractors
- Design-Build
- Civil rights and compliance
- Purchasing
- Local government
- Aeronautics
- Real estate / Right of way use
- Freight / Economic Dev
- Maps and GIS

The "Assistance programs" sub-menu is also open, listing:

- Federal aid project delivery
- Highway maintenance
- Planning organizations
- Project invoices
- TAS
- Traffic operations
- TVRP
- WISLR

Other visible elements include a search bar with the text "Search Wisconsin DOT", a "News at WisDOT" section with several news items, a "Midwest Driver Fee Calculator" graphic, and three main service tiles: "DMV Service", "Travel Information", and "Highway Safety".



10:32 AM
4/5/2021

General Overview of Changes

- Oversight by Management Consultant (MC) ended in 2018, Wisconsin Department of Transportation (WisDOT) Regions are responsible for oversight and delivery of the Local Programs.
- WisDOT is committed to lowering the cost of delivery of the Local Programs.
- “Replacement-in-kind” no longer exists – WisDOT now uses a “Performance Based Practical Design” method in the review of approved Local Bridge projects.
- The Local Public Agency (LPA) - Sponsor of the project (paying the bills) needs to “OWN” the project and will be responsible for a higher level of involvement in its delivery than in the past.
- WisDOT coordinates with the Local Sponsor on developing the delivery schedule of their approved project and expects the project to be delivered on that schedule after the State Municipal Agreement (SMA) has been executed by WisDOT. **(Approved)**
- All cost increases after project approval MUST go through WisDOT Change Management (CM) process, which the LPA is responsible for submitting for approval by WisDOT.



Local Program Stakeholders

- Federal Highway Administration (FHWA)
- WisDOT
- Local Public Agency (LPA)
- Design Firm



Local Program Roles and Responsibilities

FHWA

- Federal Funding - majority of funding
- Direct oversight delegated to WisDOT
- Retains some direct oversight responsibilities
- Provides oversight of WisDOT's administration



Local Program Roles and Responsibilities

WisDOT

- Awarding and approving Local Program projects
- Review and approval/denial of Change Management requests
- Limited oversight of design and construction projects
- Facilities Development Manual (FDM) and environmental guidance
- cursory review of products produced by the Sponsor/designer
- Real-Estate process & acquisition
- Tracking progress of scheduled projects – oversight of LET projects
- **NOT** responsible for Quality Control of these products



Local Program Roles and Responsibilities

Sponsor/Local Public Agency

- “Owns” project
- Takes lead with scoping & design
- Hires design consultant
- Leads public involvement process
- Responsible for adhering to Local Program and WisDOT FDM procedures & processes
- Quality Control reviews
- Real Estate, Utilities, and Railroad clearance



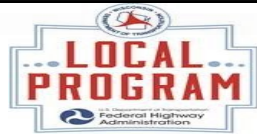
Local Program Roles and Responsibilities

Design Firm

- Contracted by the sponsor
- WisDOT eligible firm
- Reports to sponsor regularly – when issues arise
- Knowledgeable of WisDOT policies & procedures
- Responsible for plan quality – Is it biddable & buildable?



Delegation Of Approval Authority



Local Program Document Approval Designation MATRIX

October 21, 2020

Please see website for latest version

<https://wisconsindot.gov/Pages/doing-bus/local-gov/lpm/default.aspx>

- A=Approve
- C=Concur
- R=Review (provide comment and recommend "approval")
- For LPA approval, an LPA employee must provide signature
- All Documents are Required to be Submitted to WisDOT for filing
- Designations Supersede WisDOT Manuals

ACTIVITY/TASK	P D C H I E F	P D S U P	C U S P	L P P M	L P A	O T H E R	COMMENT
DESIGN							
State Municipal Agreement (SMA)					A	A	<ul style="list-style-type: none"> ● Region Systems Planning Operations
Memorandum of Understanding (MOU) Memorandum of Agreement (MOA)				A	A		
Change Management Request				R	A	A	<ul style="list-style-type: none"> ● LPA complete ● Region LPM or LPPM review/sign ● DTIM Approve
Safety Certification Document (SCD)					A	A	<ul style="list-style-type: none"> ● At LPA request to be completed at Application if design less than standa ● Approved by Design Standards
Tribal Historic Preservation Office (THPO) Notification				A			<ul style="list-style-type: none"> ● LPA completes ● LPPM Sends on WisDOT letterhead
Projects on Tribal Lands						A	<ul style="list-style-type: none"> ● Region Tribal Liaison
Categorical Exclusion Checklist (CEC)				A		C	<ul style="list-style-type: none"> ● Federal Funded: IN ORDER ● Region Environmental Coordinator (R certifies and recommends LPPM approval ● LPPM provides signature approval
Section 4(f)				R	A	A	<ul style="list-style-type: none"> ● Federal Funded: IN ORDER ● See Applicable Section 4(f) Forms to Determ ● Appropriate Signatories ● Signed by Preparer ● Signed by LPPM ● Bureau of Technical Services, Directo ● Designee) signs and recommends FH ● approval-Required ● FHWA provides signature approval-Required



Metropolitan Planning Organizations (MPOs)

- MPOs and Regional Planning Commissions (RPCs) which are Urbanized / Urban areas Federal determined by population density
- Wisconsin has 14 metropolitan planning organizations (MPOs) that share responsibility for transportation planning in 17 metropolitan areas
- MPOs approve their own projects within their areas when program funds are allocated by WisDOT. Funds need to be **programmed** during each program cycle – cannot be reserved for cost increases or carried over to the next cycle
- These areas are designated by population –Transportation Management Areas (TMAs) - population 200K or greater and population 50K–200K



MPOs Continued & Small Urban Areas

- Because MPO allocations are defined by both population and the amount of funding available – approved projects funding is limited at approval and these projects are ineligible for CM process for additional funds.
- Urban Areas between 5K – 50K population, and rural areas – receive funding based on population & eligible centerline mileage, but do not approve their projects –these projects are approved using a statewide formula for ranking projects. WI has 52 Urban Areas of this type. These projects are eligible for additional funds through CM.



SMA & Authorization

- State-Municipal Agreement (SMA)
 - Confidential agreement between State and Local
 - Agreement on scope and fund estimate for project
 - Funding limit unless local requests Change Management
- Authorization
 - Authorization = Project ID able to incur costs
 - Designer can already be selected
 - Cannot begin work until project authorization and contract signed



Consultant Selection

- If 100% locally funded, Local's selection process can be used and Local is responsible for ensuring compliance
- If Fed or State funds used, Quality-Based Selection(QBS) required
 - Required via the Brooks Act
 - QBS process takes several months
 - General QBS Process in [FDM 8-5-1](#)
 - Local Design selection in [FDM 8-5-20](#)
- More detailed Consultant Selection presentation:
<https://wisconsindot.gov/Documents/doing-bus/local-gov/lpm/lp-consultant-selection.pdf>



Consultant Selection

QBS Process

- Selection Committee
 - Minimum of 3 voting members including chairperson
- Objective criteria and ranking
 - Example located at [FDM 8-5-20 Attachment 20.1](#)
- Costs **CANNOT** be used in selection
- Originator (local government) must maintain documentation
 - Maintain records for 3 year minimum
 - “If it’s not documented, it didn’t happen”



Consultant Selection

Small Purchase Procedure

- Design costs up to \$200K
- Contact minimum of three consultants

\$200K - \$1 million

- Consultant selection per FDM process
- Use formal roster

Over \$1 million

- Interview required
- WisDOT on panel



Consultant Selection

Small Purchase Procedure - Majority of Projects

FDM 8-5-10

- Identify the scope of the project
- Develop a list of criteria to be used in ranking responses
- Contact a minimum of three consultants
 - Contact done via Request for Proposal (RFP)
 - Minimum of 3 responses is REQUIRED
- All communication with consultants must be documented and maintained by the originator
- Rank and select consultants based on established criteria. Bidding is not allowed.

Conflict of Interest Note:

Review [FDM 8-5-3](#) to make sure a consultant doesn't have a conflict of interest with project



Conflict of Interest Rules

3.4 Conflict of Interest for Consultants

All engineering estimates are considered confidential and shall not be provided to parties other than the DEPARTMENT before, during, or after the letting.

Regulations governing the conduct of architectural/engineering firms require consultants to avoid conflicts of interest. WisDOT contract provisions also require the consultant to warrant that it has no conflicts of interest. Potential conflicts of interest for WisDOT consultants include:

1. Consultant firms affiliated with contractors through common ownership may not oversee the work of affiliated contractors under construction engineering contracts. However, it may be permissible for a consultant to work on a project when the Department supplies project engineer and the affiliated contractor is a subcontractor as long as staffing can be managed by the Department to ensure that the consultant is not overseeing/testing/inspecting work done by the affiliated contractor.
2. Consultants may not perform services for contractors on projects for which they prepared the plan, specifications and estimate.
3. It is not permissible, without prior written approval from Statewide Consultant Engineer, for a consultant to work for both WisDOT and a construction contractor on the same project. Consultants may not perform staking for contractors when under contract with WisDOT to perform construction-engineering services. [Attachment 3.1](#) shows limited opportunity for consultants to perform testing services for contractors when under contract with WisDOT.



4. Consultants hired to manage local programs and or administer contracts of other consultants may be restricted from competing for certain contracts relating to the programs they manage. Special contract provisions may also be required to maintain confidentiality of certain scheduling and cost information.
5. Consultants under retainer to act as the municipal engineer may not compete for DOT related contracts that impact the municipality. See [FDM 8-5-55](#) for additional conflict of interest rules pertaining to consultants in management roles.
6. Consultants may have contracts with other clients (e.g. utility companies, other units of government and abutting land owners) whose interests may conflict with the objectives of a particular WisDOT project. It is the consultant's responsibility to avoid conflicts of interest and disclose conflicts to WisDOT as soon as they arise.
7. Consultants hired to manage or inspect the work of a contractor may have other contractual relationships with contractors that are independent of the WisDOT contract. While these relationships are not automatically assumed to represent a conflict of interest by WisDOT, the consultant needs to ensure that relationships with WisDOT contractors in no way impair the consultant's ability to fulfill its responsibilities under WisDOT contracts.
8. It is not permissible for a consultant to prepare an independent engineering study of a local bridge (per Trans 213) and then to perform design activities on the project.
9. On Local Program projects, it is permissible for a consultant to prepare grant applications under a separate contract funded by the municipality and be eligible to compete for the design work on any or all projects for which the same consultant prepared the grant application(s) through the Qualifications Based Selection (QBS) process. A municipality shall either:
 - a. use a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or
 - b. use a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).In both cases, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality.
10. It is permissible for a consultant to perform structure inspection and compete for structure design work on bridge replacement or bridge rehabilitation projects.

Conflict Cont.

- Read through Chapter 8 of the FDM for more details
- Items 2,5, and 9 come up almost every year



Consultant Selection

Firm Selected

- Local fills out DT 1515 Local Design Selection Form
- Submits to regional Local Program Project Manager (LPPM) for central office approval
- Once approved
 - Written contact with selected/non-selected consultants
 - Schedule scoping meeting with regional LPPM selected consultant
- WisDOT/Local negotiate design contract
- Work can begin once contract has been approved by WisDOT



Design Process

30% Environmental

- Final Scope defined
- Environmental impacts defined
 - Coordination w/ agencies (Army Corps, DNR, Coast Guard, etc.)
 - Public outreach
- First look at budget since SMA, Change Management if needed
- Contact with Utilities made within project
- Rail coordination through regional rail coordinator made
 - Any project with rail interest within 1000'
 - Includes potential detours
- Real Estate needs defined
- Preliminary Bridge Plans approved by Bureau of Structures (BOS)



Design Process

60% DSR stage (design study report)

- Beginning of final design
- Traffic Management Plan (TMP) approval
- LPA and WisDOT comments addressed
 - Plan quality responsibility of local and design consultant
- Railroad and utility agreements made
- Plat recorded
- Real Estate acquisition begin



Design Process

90% Pre-Plans Specifications & Estimate (PS&E)

- LPA and WisDOT final comments made
 - Design quality responsibility still rests with consultant and local government
- Final plans
- Accurate estimate
- Certification preparation (Real Estate, Utility, Rail)
- Agreements finalized
- Request for DNR Final Concurrence
- Final Structure plan to BOS (60 days ahead of PS&E)



Design Process

Plans Specifications & Estimate (PS&E)

- Submittal of final plan package to Proposal Management
- Certifications Signed
 - Real Estate
 - Railroad
 - Utility Status Report (USR)
- Failure of cert clearance could jeopardize project!



Letting/Construction - State Letting

- Project clear for letting
- Reviews for biddability by Bureau of Project Development (BPD)
- Contractor Bids on plan
 - Low bid over engineer's estimate by 5%, designer justification and local concurrence needed
 - Low bid under engineer's estimate by 10%, only designer justification needed
- WisDOT hires different consultant to oversee construction (2-party)
- Disadvantaged Business Enterprise (DBE) requirements
 - Federally-funded projects will have DBE goals enforced
- Local Lets – refer to Sponsor's Guide and training



Region Local Programs Contacts

- **SE Region** Jacob Varnes (262) 548-8789
jacob.varnes@dot.wi.gov
- **SW Region** Rob Winterton (608) 789-7879
robert.winterton@dot.wi.gov
- **NW Region** Randy Kirk (715) 392-7860
randall.kirk@dot.wi.gov
- **NC Region** Ben Roskoskey (715) 365-5783
benjamin.roskoskey@dot.wi.gov
- **NE Region** Alex Dums (920) 492-5707
alex.dums@dot.wi.gov



Thank you!





Local Bridge Program Eligibility Update

Josh Dietsche

Director – Bureau of Structures

Local Program Symposium

May 24, 2023



Presentation Overview

- Current Eligibility & Administrative Requirements
 - Overview
 - Challenges
- WisDOT Solutions
 - Short-term
 - Long-term
- Next Steps



Current Eligibility Requirements

- Based on State Statute 84.18 & Administrative Code Trans 213
 - From S.S. 84.18

84.18 Local bridge program. (1) PURPOSE. The local bridge program is created to accelerate the reconstruction or rehabilitation of seriously deteriorating local bridges.

(2) DEFINITIONS. In this section:

(a) “Coordinating agency” means the county which coordinates the submission of applications from eligible applicants within the county to the department.

(b) “Eligible applicant” means county, city, village, town or combination thereof.

(c) “Entitlement” means the amount of aids a coordinating agency will be eligible to receive under this section as determined under sub. (5).

(d) “Local bridge” means a bridge which is not on the state trunk highway system or on marked routes of the state trunk highway system designated as connecting highways.

(e) “Local bridge project” means a project for the design and construction or rehabilitation of a seriously deteriorating local bridge and minimum approaches.

(f) “Seriously deteriorating local bridge” means a local bridge exhibiting deficiencies that meet the criteria established by the department.

<https://docs.legis.wisconsin.gov/statutes/statutes/84.pdf>



Current Eligibility Requirements

- Administrative Code Trans 213
 - Definitions

Trans 213.02 Definitions. (1) “Bridge” means a structure, including supports, erected over a depression or an obstruction, such as water, a highway, or a railway, having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between the undercoping of abutments or spring lines of arches, or extreme ends of the openings for multiple boxes. It may include multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening.

(2) “Coordinating agency” means the county which coordinates the submission of applications from eligible applicants within the county to the department.

(2m) “Deficient bridge” is a bridge that is “structurally deficient” or “functionally obsolete” as defined in the federal highway administration’s federal-aid policy guide, part NS 23 CFR 650D, par. 9, dated September 30, 1992, attached as appendix 1.

(3) “Eligible applicant” means county, city, village, town or combination thereof.

(4) “Entitlement” means the amount of aids a coordinating agency will be eligible to receive under this section as determined under s. 84.18 (5), Stats.

(5) “Fiscal period” means the period of time for which the program is being planned, normally 3 years.

(6) “Local bridge” means a bridge which is not on the state trunk highway system or on marked routes of the state trunk highway system designated as connecting highways, and is under the jurisdiction of and maintained by an eligible applicant.

(7) “Local bridge project” means a project for the design and construction or rehabilitation of a seriously deteriorating local bridge and minimum approaches.

(8) “Seriously deteriorating local bridge” means a local bridge which is a deficient bridge.

https://docs.legis.wisconsin.gov/code/admin_code/trans/213.pdf



Current Eligibility Requirements

- Based on the 23 CFR 650 D (September 1992), “deficient”:
 - Structurally Deficient
 - Functionally Obsolete

Current Eligibility Requirements

- Structurally Deficient
 - National Bridge Inventory (NBI) condition rating of 4 or less
 - Doesn't mean unsafe
 - Bridge does have deterioration that should be addressed

NBI Ratings

	File	New
Deck	7	7
Superstructure	8	8
Substructure	8	8
Culvert	N	N
Channel	8	8
Waterway	9	9

} Rated on a scale of 0 - 9

Current Eligibility Requirements

- Functionally Obsolete
 - Related to geometry of bridge
 - Narrow bridge
 - Inadequate clearance under the bridge
 - Alignment of the road leading up to the bridge (sharp turn)

Current Eligibility Requirements

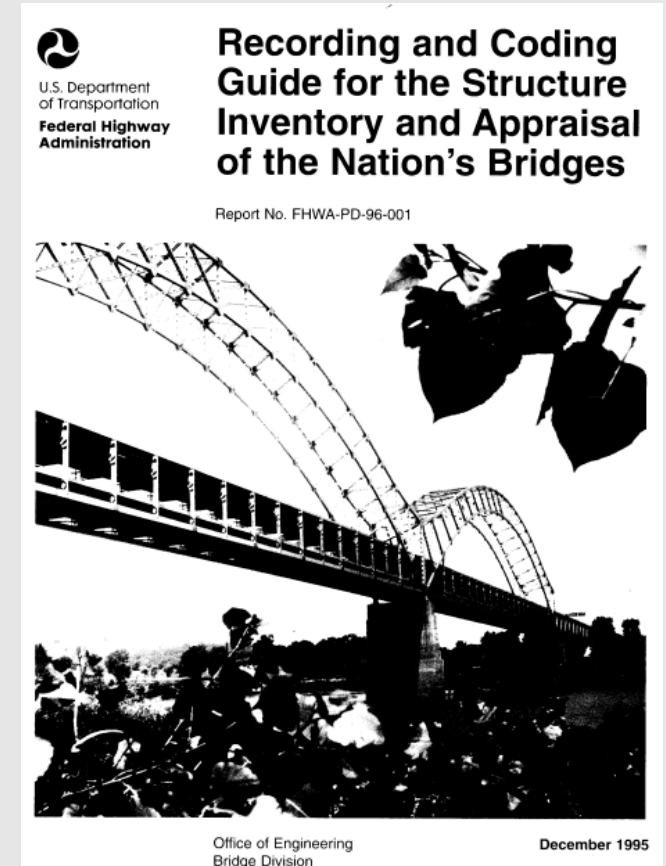
- Administrative Code Trans 213.03 (2)
 - Sufficiency Rating (SR) requirements
 - Greater than 80 = not eligible
 - $50 < SR < 80$ = rehab eligible
 - $SR < 50$ = replacement or rehab eligible

(2) REPLACEMENT AND REHABILITATION. (a) An eligible local bridge project under sub. (1) may be for replacement of the bridge if the bridge has a current sufficiency rating of less than 50.

(b) An eligible local bridge project under sub. (1) may be for rehabilitation of the bridge if the bridge has a sufficiency rating of 80 or less. An engineering study shall be undertaken and funded independently by the eligible applicant that indicates that any rehabilitation would be cost effective, would extend the life of the bridge by at least 10 years, and would correct all deficiencies. If conditions exist that would prevent the completed improvement from correcting all deficiencies, the department may determine if the proposed project is eligible based on safety and the public interest.

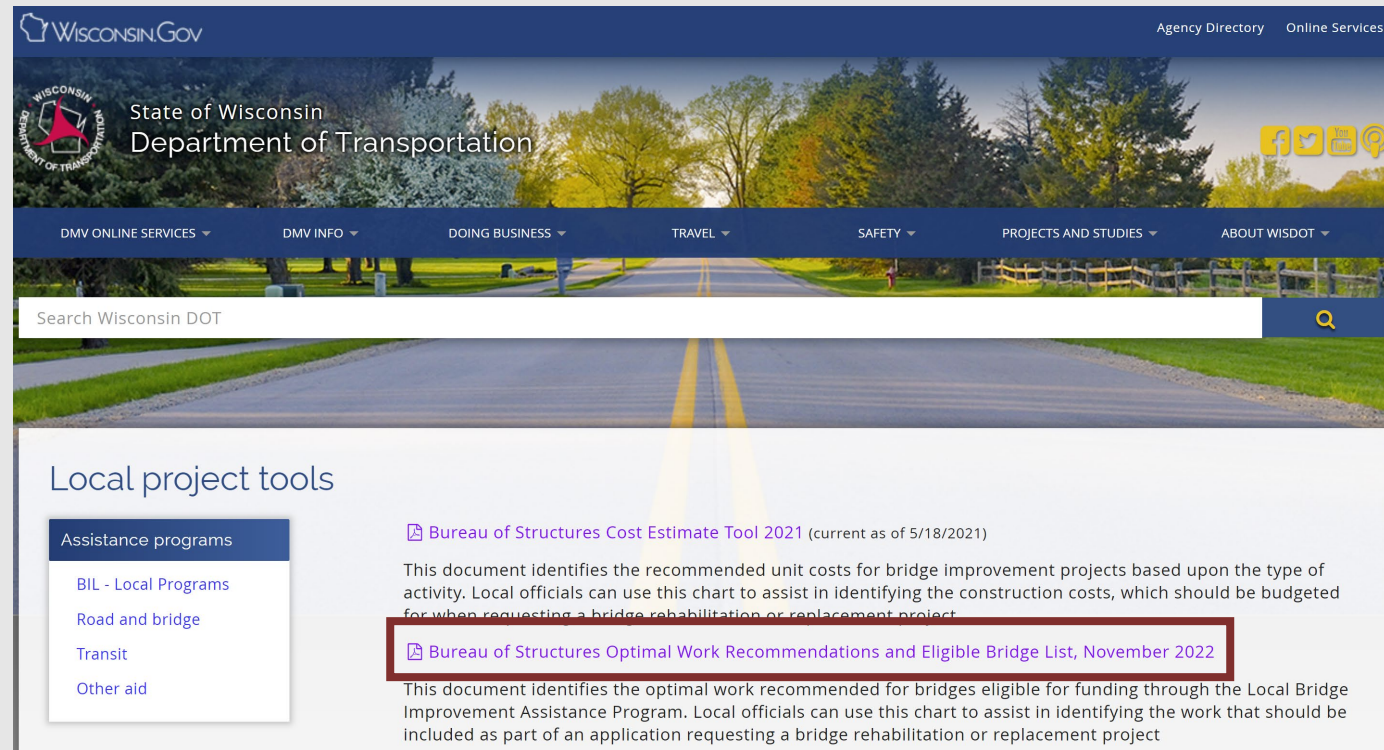
Current Eligibility Requirements

- Sufficiency Rating influenced by:
 - Structure condition
 - Load Rating
 - Detour length
 - Average Daily Traffic (ADT)
 - And more...
- Important that your bridge data is up-to-date and accurate!



Current Eligibility Requirements

- **WisDOT supplies local bridge eligibility list!**
 - Eligibility determined based on inspection and inventory information submitted.



The screenshot shows the Wisconsin Department of Transportation website. The header includes the Wisconsin State logo and navigation links for Agency Directory and Online Services. The main navigation bar lists categories: DMV ONLINE SERVICES, DMV INFO, DOING BUSINESS, TRAVEL, SAFETY, PROJECTS AND STUDIES, and ABOUT WISDOT. A search bar is located below the navigation. The 'Local project tools' section is visible, with a sidebar menu containing 'Assistance programs', 'BIL - Local Programs', 'Road and bridge', 'Transit', and 'Other aid'. The main content area lists two documents: 'Bureau of Structures Cost Estimate Tool 2021 (current as of 5/18/2021)' and 'Bureau of Structures Optimal Work Recommendations and Eligible Bridge List, November 2022'. The latter document is highlighted with a red box.

Current Administrative Requirements

- Engineering Study (Trans 213.03 (2))
 - “Shall be undertaken and funded independently by the eligible applicant that indicates rehabilitation would be cost-effective...”

(2) REPLACEMENT AND REHABILITATION. (a) An eligible local bridge project under sub. (1) may be for replacement of the bridge if the bridge has a current sufficiency rating of less than 50.

(b) An eligible local bridge project under sub. (1) may be for rehabilitation of the bridge if the bridge has a sufficiency rating of 80 or less. An engineering study shall be undertaken and funded independently by the eligible applicant that indicates that any rehabilitation would be cost effective, would extend the life of the bridge by at least 10 years, and would correct all deficiencies. If conditions exist that would prevent the completed improvement from correcting all deficiencies, the department may determine if the proposed project is eligible based on safety and the public interest.

Current Administrative Requirements

- “Correct all deficiencies” (Trans 213.03 (2))
 - “...indicates any rehabilitation would...correct all deficiencies.”

(2) REPLACEMENT AND REHABILITATION. (a) An eligible local bridge project under sub. (1) may be for replacement of the bridge if the bridge has a current sufficiency rating of less than 50.

(b) An eligible local bridge project under sub. (1) may be for rehabilitation of the bridge if the bridge has a sufficiency rating of 80 or less. An engineering study shall be undertaken and funded independently by the eligible applicant that indicates that any rehabilitation would be cost effective, would extend the life of the bridge by at least 10 years, and would correct all deficiencies. If conditions exist that would prevent the completed improvement from correcting all deficiencies, the department may determine if the proposed project is eligible based on safety and the public interest.

Eligibility & Administrative Challenges

- Sufficiency Rating (SR) requirements
 - SR itself is outdated, no longer used as a national measure
 - Makes rehab work very difficult to program
 - Most bridges are too deteriorated by the time they are eligible
 - Doesn't capture all replacement needs
 - Often encounter bridges that “should” be replaced, but aren't replacement eligible
 - Example: Bridges with deteriorating timber substructures

Eligibility & Administrative Challenges

- Engineering study requirement
 - Intended as an accountability measure
 - For communities with limited resources, we understand this requirement may be a challenge
 - Cost and consultant interest/availability

Eligibility & Administrative Challenges

- “Correct all deficiencies” language
 - Can be read that any work must correct items like geometric deficiencies (narrow bridge), etc.

WisDOT Solutions: Short-Term #1

- “Correct all deficiencies”
 - Refers to structural (condition-based) deficiencies
 - Do not have to address items like:
 - Substandard widths
 - Narrow lanes
 - Hydraulic issues

WisDOT Solutions: Short-Term #2

- WisDOT to supply template engineering reports for rehabilitation work
 - Intent is to encourage more rehabilitation over replacement
 - In the right situation, rehab is great, cost-effective solution to extend the usable life of a bridge

WisDOT Solutions: Short-Term #2

- Reports can be used when WisDOT has identified a viable rehab option.
- Internally – have asset management tools to recommend bridge work
 - **Important that your bridge data is up-to-date and accurate!**

WisDOT Solutions: Short-Term #2

Inspection Reports

Chk	Element	Defect	Description	UOM	Total	1	2	3	4
X	12		Reinforced Concrete Deck-Coated Reinforcing NEW 1993.	SF	1,747	1,447	300	0	0
		1080	Delamination - Spall - Patched Area NONE NOTED.	SF	0	0	0	0	0
		1130	Cracking (RC) DIAG CRKS IN CORNERS & SCAT TRANSV. - ALL SHOW EFFLOR 300 SF IN C2.	SF	0	300	0	0	0
	8000		Wearing Surface (Bare) NB LANE CHIP SEALED w 50% WEAR. 5'x10' GRIND IN MIDDLE OF SB LANE.	SF	1,747	1,347	400	0	0
		3210	Debonding/Spall/Patched Area/Pothole	SF	0	0	0	0	0
		3220	Crack (Wearing Surface) MULTIPLE DIAGONAL CRACKS IN CORNERS, L-MOD TRANSV THRUOUT, MOSTLY SEALED. EST 400' IN C2.	SF	0	400	0	0	0

Inventory Information (stored in the Highway Structures Information System – HSIS)

The screenshot shows the 'Bridge' tab in the HSIS software. The 'Hydraulic' sub-tab is active, displaying various input fields for design and hydraulic parameters. Key fields include:

- Design flood frequency: 0
- Max flowage under (cu ft/sec): 0
- Max flowage velocity (ft/sec): 0.0
- Drainage area (sq mi): 0.0
- Vertical navigation permit clearance (ft): 0
- Horizontal navigation permit clearance (ft): 0
- Min lift clearance (ft): 0.0
- Scour critical: (3) CRITICAL-UNSTABLE FOUNDATIONS
- High water elevation (ft): 0.0
- Record low water elevation (ft):
- Record high water elevation (ft):
- Navigation control: (0) NO NAVIGATION CONTROL ON WATERWAY
- Boat access location:



Asset Management Policy (WisDOT Bridge Manual)

NBI Item	Top Deck Element Distress Area (%)	Bottom Deck Element Distress Area (%)	Preservation Activity	Benefit to Deck from Action	Application Frequency (in years)
27	-	-	Deck Sweeping/Washing	Extend Service Life	1 to 2
	5% < 3220 < 25%	-	Crack Sealing	Extend Service Life	3 to 5
	3220 CS3 + CS4 > 0%	1080 < 5%	Full Depth Deck Patching	Service life extended	As needed
	3210 CS3 + CS4 < 5%	1080 < 5%	Wearing Surface Patching	Service life maintained	As needed
	>20% (3220 OR 8911 CS3 + CS4) OR >15% 3210 (applied to bare deck)	(1140 OR 1150) < 20% for timber deck	Polymer Modified Asphalt Overlay	Service life extended	10 to 15
	>20% (3210 OR 8911 CS3 + CS4) OR >50% 3220 (reapplication)	1080 < 5% for concrete deck			
	>20% (3220 OR 8911 CS3 + CS4) OR >15% 3210 (applied to bare deck)	(1140 OR 1150) < 20% for timber deck	HMA w / membrane	Service life extended	5 to 15
	>20% (3210 OR 8911 CS3 + CS4) OR >50% 3220 (reapplication)	1080 < 5% for concrete deck			
	3210 < 5%	1080 < 1%	Polyester Polymer Concrete	Service life extended	20 to 30
	3210 < 2% (applied to bare deck)	1080 < 1%	Thin Polymer Overlay	Service life extended	7 to 15
8513 CS3 + CS4 > 15% (reapplication)					



Work recommendation (rehab, replacement, or nothing)



WisDOT Solutions: Short-Term #2

- When can I use these template engineering reports?

The screenshot shows the Wisconsin DOT website with a navigation menu and a search bar. Under the 'Local project tools' section, there are two highlighted links:

- [Bureau of Structures Cost Estimate Tool 2021](#) (current as of 5/18/2021)
- [Bureau of Structures Optimal Work Recommendations and Eligible Bridge List, November 2022](#)

The second link is highlighted with a yellow box, indicating its relevance to the slide's content.

Sufficiency	Deficiency	Base Eligibility	Optimal Work
42.3	FO	REPLACEMENT	(00)DO NOTHING
59.3	SD	REHABILITATION	(00)DO NOTHING
54.8	SD	REHABILITATION	(00)DO NOTHING
64.5	SD	REHABILITATION	(00)DO NOTHING
73	SD	REHABILITATION	(00)DO NOTHING
46.8	SD and FO	REPLACEMENT	(00)DO NOTHING
26.9	SD	REPLACEMENT	(08)REPLACE SUPERSTRUCTURE
68.8	SD	REHABILITATION	(03)OVERLAY DECK - CONCRETE
67.7	SD	REHABILITATION	(80)REPLACE DECK / PAINT (COMPLETE)
68.5	SD	REHABILITATION	(00)DO NOTHING
56.7	SD	REHABILITATION	(91)REPLACE STRUCTURE
75.7	FO	REHABILITATION	(06)REPLACE DECK

WisDOT Solutions: Short-Term #2

- Where can I find these template engineering reports?
 - Will be posted on the Local Program website
- What information do I need to fill out these reports?
 - Bridge condition information (from inspection report)
 - Bridge inventory information (from HSIS)
- Work with your inspector/program manager
 - Reports will have direction on what is needed

WisDOT Solutions: Short-Term #3

- WisDOT to expand replacement eligibility
 - For bridges that are rehab eligible ($50 < SR < 80$), **but**;
 - There is not a cost-effective rehab option,
 - WisDOT is willing to accept applications for replacement.
- List of bridges in this category will be identified in eligibility list
 - Applications will be accepted for bridges identified by WisDOT
 - Local-owners have the option to perform an engineering analysis for bridges not on the list to justify replacement (i.e., no cost-effective rehab option)

WisDOT Solutions: Long-Term

- Starting the process to make changes to Trans 213
 - “Right work, right time, right bridge”
 - Eliminate barriers to accomplishing this goal
- Will work with local owners (WCHA, etc.) as we move forward
- Lengthy process: 12 – 18 months?

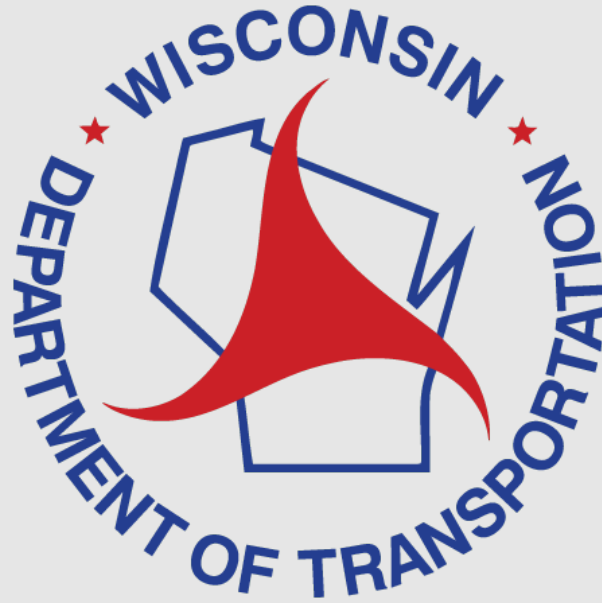
Next Steps

- Next solicitation for applications is coming soon
- WisDOT will post an updated eligibility list and any associated recommended work
- WisDOT template engineering reports will be available on our website
- Also a cost estimate tool on website!



Questions?

- Project questions:
 - Regional Local Program Contact (found on website)
 - <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/localbridge.aspx>
- Questions on bridge items presented here:
 - Laura Shadewald; laura.shadewald@dot.wi.gov



Traffic Forecasts for Local Program Projects

5/24/2023

Kory Dercks

Traffic Forecasting Section Chief

Background

- Traffic forecasts for WisDOT Local Program projects are the responsibility of the Local Public Agency (LPA)
 - LPA is designated approver of traffic forecasts
- The WisDOT Traffic Forecasting Section (TFS) has developed new policy and guidance to assist in the preparation of traffic forecasts for Local Program projects
 - The new guidance should help standardize and create consistency in traffic forecasts



Policy & Guidance Considerations

- Create consistency in Local Program forecasts
 - Identified standard forecasting methods and procedures
 - Incorporated guidance into [Chapter 9 of the Transportation Planning Manual \(TPM\)](#)
 - Provided examples to demonstrate how a forecast can be created using the recommended methods
 - Described methods and procedures so Local Program Project Managers (LPPMs) can assist LPAs and be primary reviewers
 - Reference will be added in Facilities Development Manual (FDM) 11-5-2
 - Created simple spreadsheet tool to streamline forecast preparation



Policy & Guidance Considerations

- Forecasts only required when project needs a future AADT for design purposes
 - Based on FDM design requirements and improvement concepts
- Methodologies consider the availability of historical traffic counts and varying levels of expertise
 - Based on national best practices
 - Flexible and readily available software
- WisDOT TFS will be available for support, if needed
 - Process initiated by LPPMs



Forecast Need Determination

Improvement Strategy	Improvement Type	Improvement Concept Code	Forecast Required
Perpetuation	Preservation / Restoration	PSRS10	No
		PSRS20	
		PSRS30	
		PSRS40	
	Resurfacing	RSRF10	Yes
		RSRF15	
		RSRF20	
		RSRF25	
		RSRF30	
		COLD10	
COLD20			
Bridge Preventive	BRPVTV	No	
Bridge Rehabilitation	BRRHB	Yes	
Rehabilitation	Reconditioning	RCND10	Yes
		RCND20	
	Pavement Replacement	PVRPLA	
		PVRPL O	
		COLD30	
	Bridge Replacement	BRELIM	
		BRRPLE	
BRRPL			
Modernization	Reconstruction / Expansion	RECST	Yes
		RECSTE	
		BRNEW	



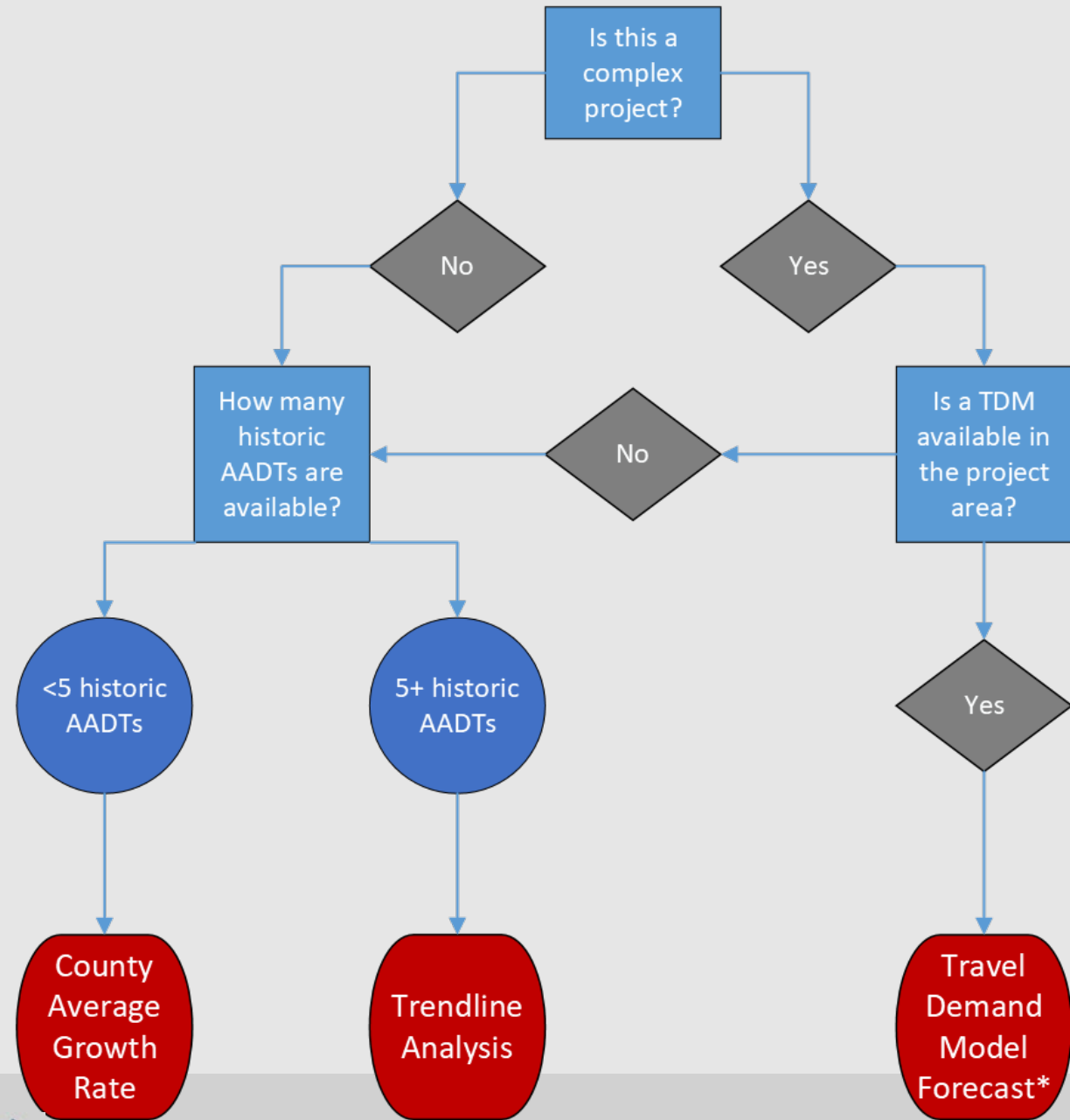
LP Forecasting Methods

- Trendline forecast
 - Perform regression on historical traffic counts and apply growth rate to most recent count
- County average growth rate
 - Apply a county average growth rate to most recent count
- Travel Demand Model
 - Use TDM traffic assignments to forecast from most recent count



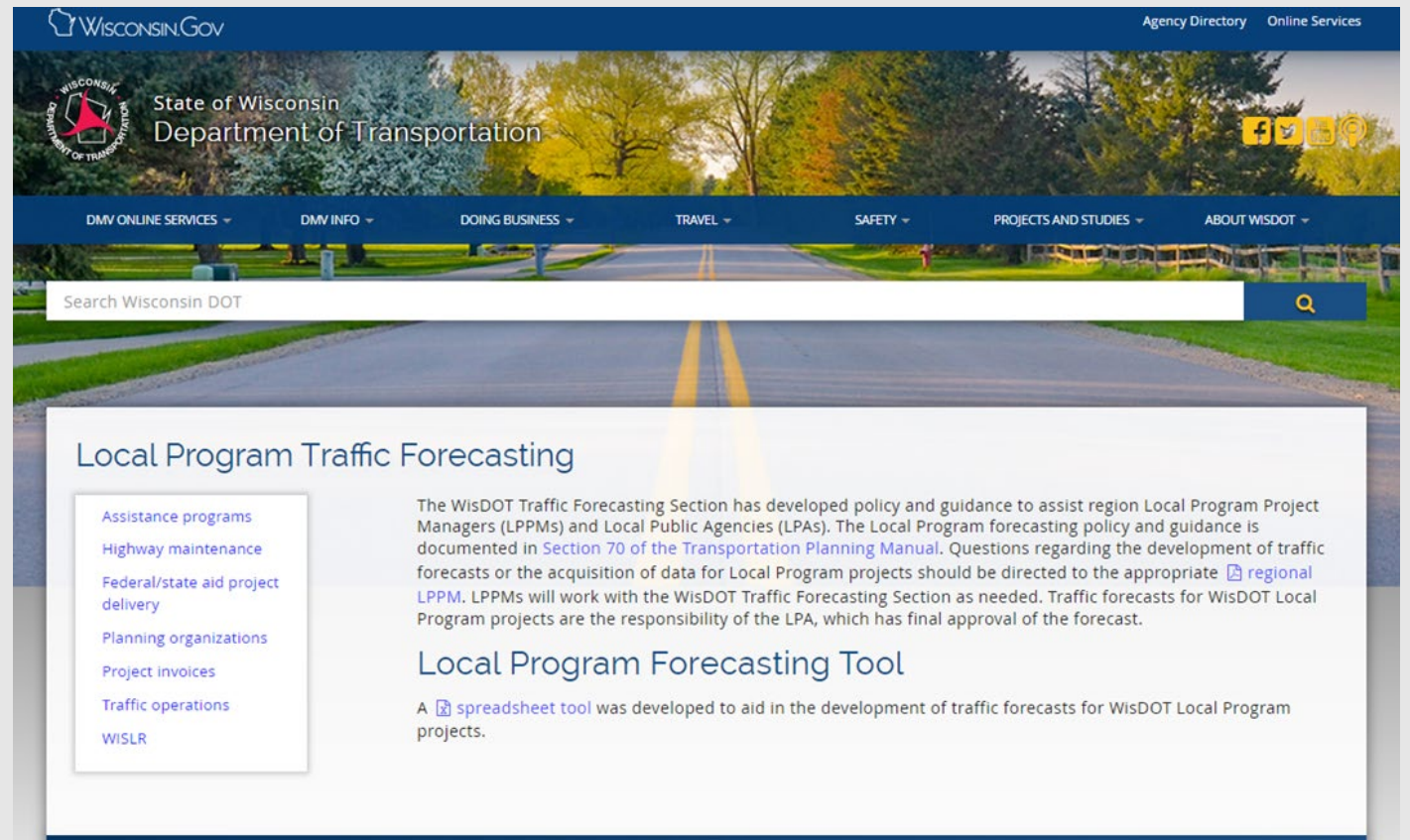
TPM Guidance

- Added new [Section 70 into TPM](#)
- For each method, guidance details:
 - Strengths of method
 - Data needs
 - Data checks
 - Step-by-step directions and demonstration
 - Reasonableness checks



LP Forecasting Tool

- Created a simple, Excel-based tool to expedite and automate most of the forecasting process for the LPA
- Trendline method
 - Data needs: 5+ traffic counts
- County average GR method
 - Data needs: 1 traffic count
- Tool to be updated annually



The screenshot shows the Wisconsin DOT website. The header includes the Wisconsin State logo and the text "State of Wisconsin Department of Transportation". A navigation menu contains links for "DMV ONLINE SERVICES", "DMV INFO", "DOING BUSINESS", "TRAVEL", "SAFETY", "PROJECTS AND STUDIES", and "ABOUT WISDOT". A search bar is present with the text "Search Wisconsin DOT". The main content area is titled "Local Program Traffic Forecasting" and contains a list of links on the left: "Assistance programs", "Highway maintenance", "Federal/state aid project delivery", "Planning organizations", "Project invoices", "Traffic operations", and "WISLR". The main text on the right describes the policy and guidance for local program forecasting, mentioning the "Transportation Planning Manual" and the "Local Program Forecasting Tool".

<https://wisconsindot.gov/Pages/doing-bus/local-gov/lpm/lptft.aspx>



LP Forecasting Tool – Trendline

Trendline Traffic Forecast

1) Location Information

County	Fond du Lac
Project Description	City of FDL, Park Ave
Project ID	0000-00-00
Count Site ID	000000

2) Count Information

Count Year	AADT
2022	4600
2019	4500
2016	4200
2013	4300
2010	4100

4) Traffic Forecast Information

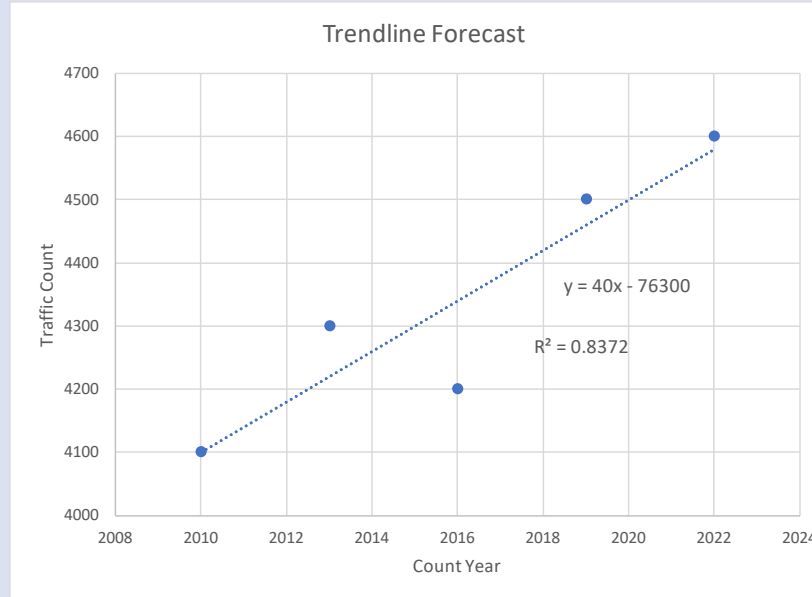
Future AADT Year 1	2047
Future AADT Year 2	2037
Future AADT Year 3	2027

5) Traffic Forecast

Forecast Year	Future AADT
2047	5600
2037	5200
2027	4800

Growth rate*	0.87%
--------------	-------

3) Linear Regression



A Trendline Forecast can be completed if there are five or more historic traffic counts available in the study area. If fewer than five counts are available, a trendline forecast may still be appropriate if there is a strong trend, though user discretion should be applied.

To complete a Trendline Forecast using this tool:

- 1) Fill out the location information for the project
- 2) Obtain all traffic counts for the study location performed within the last 20 years. In cells C10-D19, and starting with the most recent count, fill out the count years and AADT count values. The tool allows for up to 10 traffic counts.
- 3) The graph will auto-populate based on the count data you have input. Check the R-squared value. If it is low, consider performing a County Average Growth Rate Forecast and comparing it to the results of the trendline forecast.
- 4) Enter the years for which a future forecasted AADT is needed in cells D22, D23, and D24. Leave cells blank if fewer than 3 future years are needed. Enter the years in descending order, with the most distant forecast year in Cell D22
- 5) The tool will auto-populate a rounded AADT for each forecast year in cells D28, D29, and D30.
- 6) If the location shows a negative growth rate, the user should manually apply a 0.0% growth rate to the most recent AADT.

*The growth rate provided is the annual average growth rate from the most recent traffic count to the final unrounded future forecasted AADT. The annual growth rate may differ from the growth rate developed for the linear regression.



LP Forecasting Tool – County Avg Growth Rate

County Average Growth Rate Forecast

1) Location Information

County	Bayfield
Project Location	CTH H
Project ID	0000-00-00
Count Site ID	000000

2) Count Information

Most Recent AADT	2500
Traffic Count Year	2022

3) Traffic Forecast Information

Future AADT Year 1	2045
Future AADT Year 2	2035
Future AADT Year 3	2025

4) Traffic Forecast

Forecast Year	Future AADT
2045	2700
2035	2600
2025	2500

County average growth rate	0.40%
----------------------------	-------

A County Average Growth Rate Forecast can be completed if there are fewer than 5 historic traffic counts available in the study area.

To complete a County Average Growth Rate Forecast using this tool:

- 1) Using the dropdown menu, select the County in which the project is located. If a project spans 2+ counties, consider developing separate forecasts for each segment, or use the higher County AGR.
- 2) Obtain the most recent traffic count for the study location. Enter the most recent AADT (traffic count) in cell D7. Enter the year the traffic count was performed in cell D8.
- 3) Enter the years for which a future forecasted AADT is needed in cells D11, D12, and D13. Leave cells blank if fewer than 3 future years are needed.
- 4) The tool will auto-populate a rounded AADT for each forecast year in cells D17, D18, and D19.



Questions?

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*We, in the public sector,
need to be ready for this
transformational change -
and in Wisconsin, we will
be.*

*- Craig Thompson,
WisDOT Secretary*

WIEV

Wisconsin Electrification Initiative

Kaleb Vander Wiele – DOT Officer
Transportation Electrification Project Manager
WisDOT Division of Budget and Strategic Initiatives



BIPARTISAN INFRASTRUCTURE LAW

EV FUNDING OPPORTUNITIES

\$5 billion

National Electric Vehicle Infrastructure (NEVI) Formula Program

- \$78.65 million to Wisconsin over five years
 - \$11.64 million is Wisconsin's first allocation
 - \$16.75million is Wisconsin's second allocation
-

\$2.5 billion

EV and other alternative fuel infrastructure discretionary grant funds

- **Corridor Charging Grant Program (\$1.25 billion)**
Strategically deploy publicly accessible EV charging stations and other alternative fuel infrastructure along Alternative Fuel Corridors.
- **Community Charging Grant Program (\$1.25 billion)**
Priority given to projects that expand access to alternative fueling infrastructure within rural areas, low-and moderate-income neighborhoods, and communities with a low ratio of private parking spaces.

EARLY WisDOT EV ACTIVITIES

BIPARTISAN INFRASTRUCTURE LAW IMPLEMENTATION

- Winter 2021 WisDOT statutory analysis
 - Review of potential opportunities for EVCS implementation.
 - Review of statutory barriers to EVCS placement within the right-of-way.
- On [October 21, 2021](#), WisDOT and WEDC received a \$1M grant from EDA/ARPA to begin EV infrastructure study.

-
- Bipartisan Infrastructure Law signed [November 15, 2021](#).
 - Preliminary NEVI guidance released [February 10, 2022](#).
 - NEVI NPRM released [June 9, 2022](#).
 - NEVI Final rule announced [February 15, 2023](#).



NEVI PROGRAM CRITERIA



- Charging stations installed every 50 miles along the State's Alternative Fuel Corridors (AFC) within 1 travel mile of a highway intersection or exit.
- EV charging station locations have a minimum of four ports that can charge a minimum of 150kW simultaneously.
- Need to build out AFCs before Wisconsin can allocate discretionary NEVI funding.

PLAN OBJECTIVES

The WEVI Plan as approved on 9/14/2022

- Provides for the use of NEVI funds to incentivize private investment in Electric Vehicle Charging Infrastructure.
- Determines potential preferred locations to support charging infrastructure on Wisconsin's Alternative Fuel Corridor system.
- Details WisDOT's stakeholder outreach that provided critical input in plan development.
- Outlines program structure including a process for competitive grants and contract development to ensure ongoing maintenance and operation of charging stations funded by the program.



How WEVI Works

- WisDOT does not intend to own or operate charging stations.
- Charging stations funded by WEVI will primarily be hosted by private businesses.
- Final NEVI rules dictates installation, maintenance, and operation requirements.
- Site location is a critical component of eligibility.



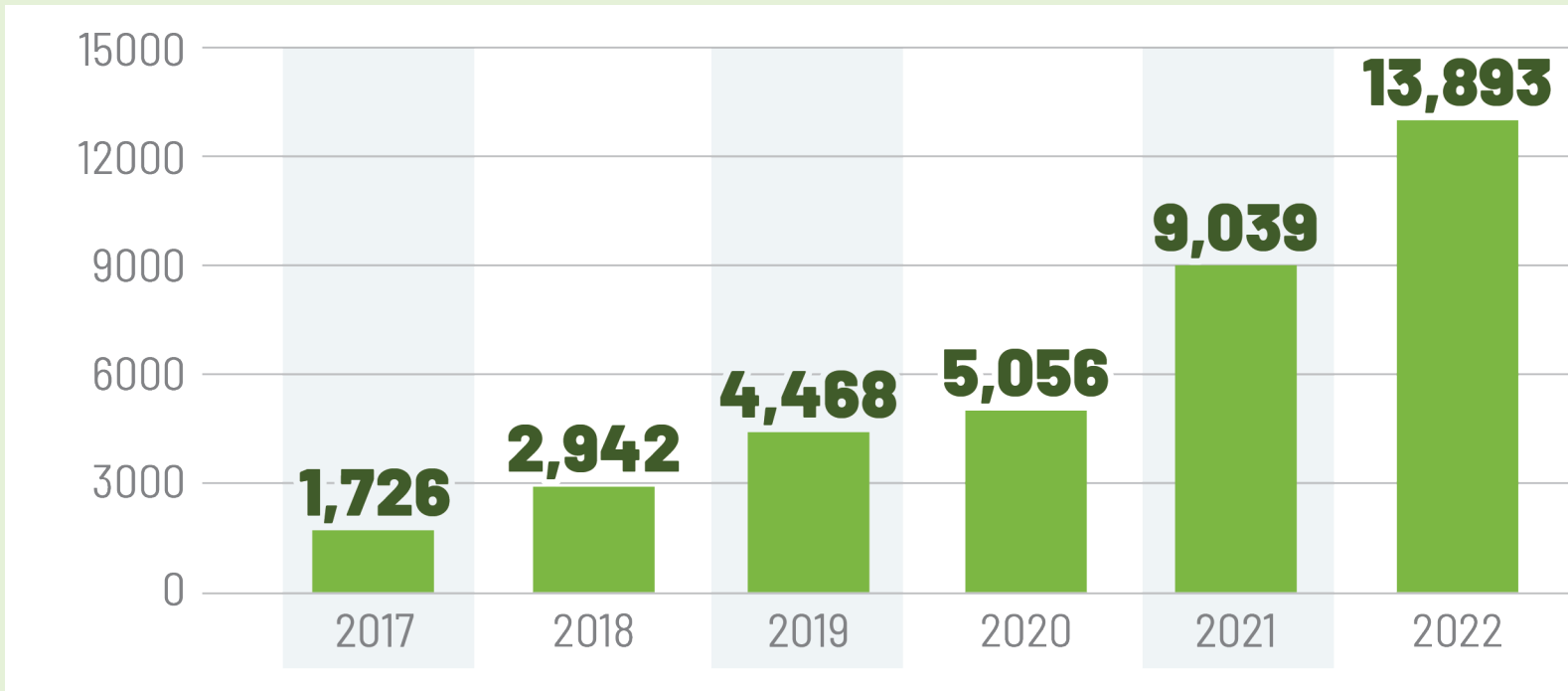
ELECTRIC VEHICLES

EVs registered in Wisconsin

as of December 2022

150+ new EV models are anticipated to hit the market from 2023 to 2028.

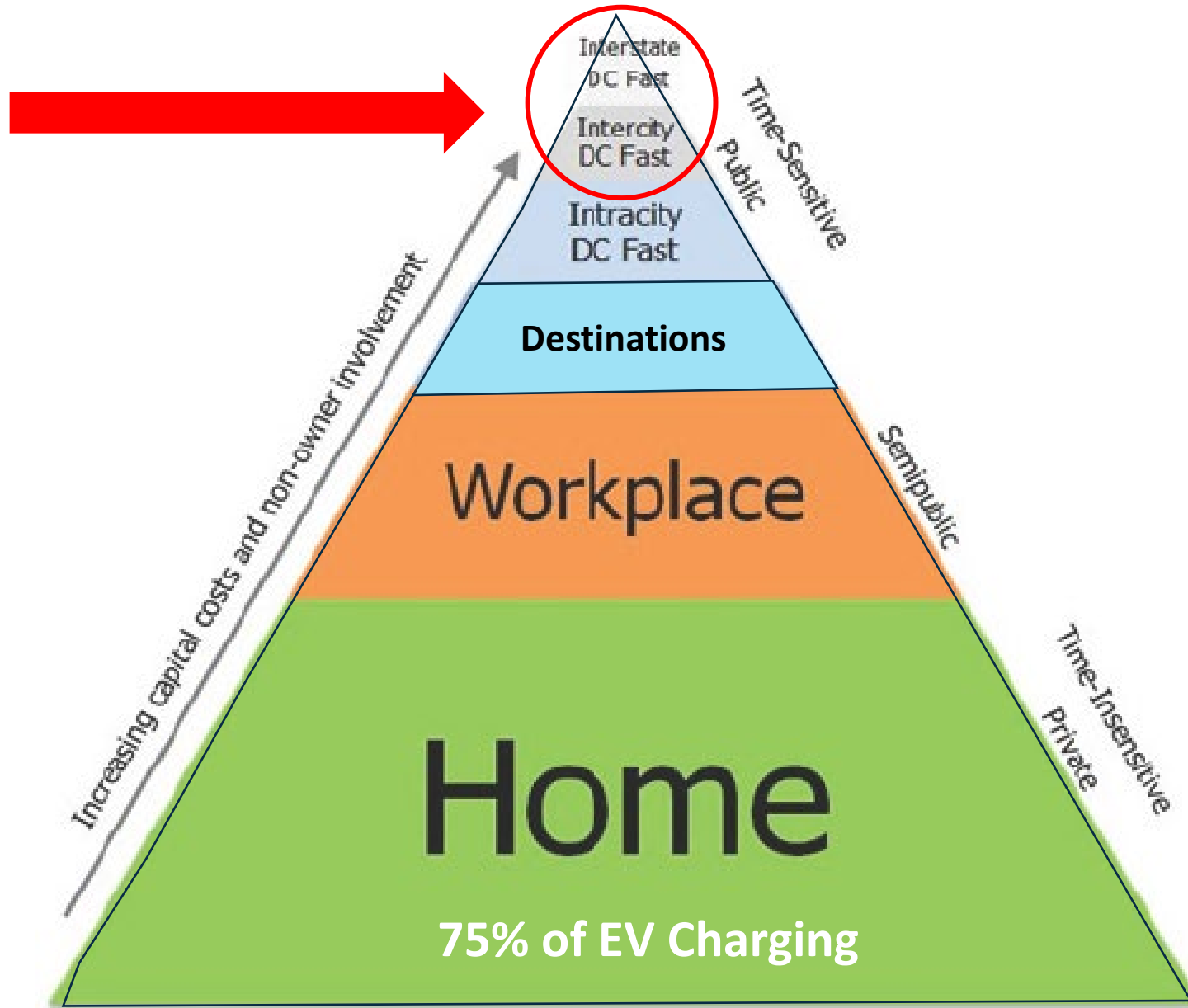
Source: www.renewwisconsin.org



Source: www.afdc.energy.gov

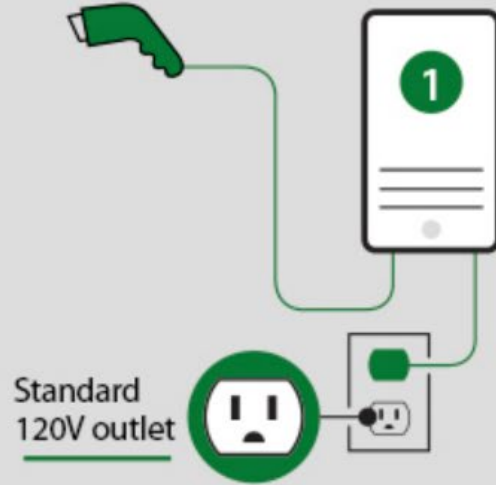


NEVI & WIEV



Level 1

120V



Standard
120V outlet



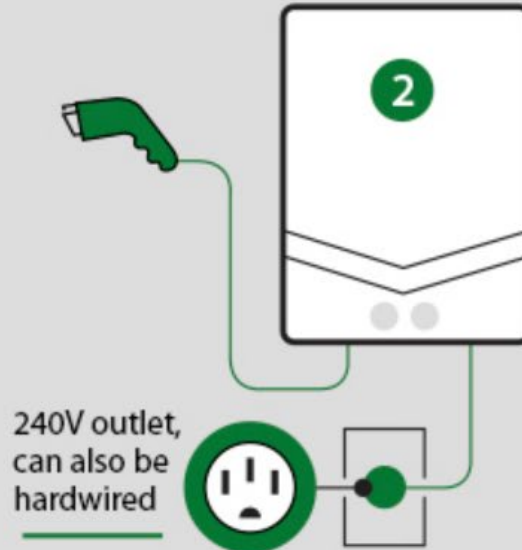
Adds 5 miles
per hour
of charge*



Residential use

Level 2

240V



240V outlet,
can also be
hardwired



Adds 20-60
miles per hour
of charge*

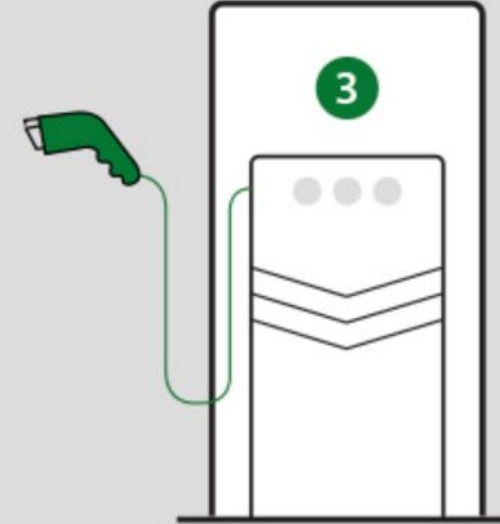


Residential &
commercial
use

Level 3

480V

DC Fast Charger

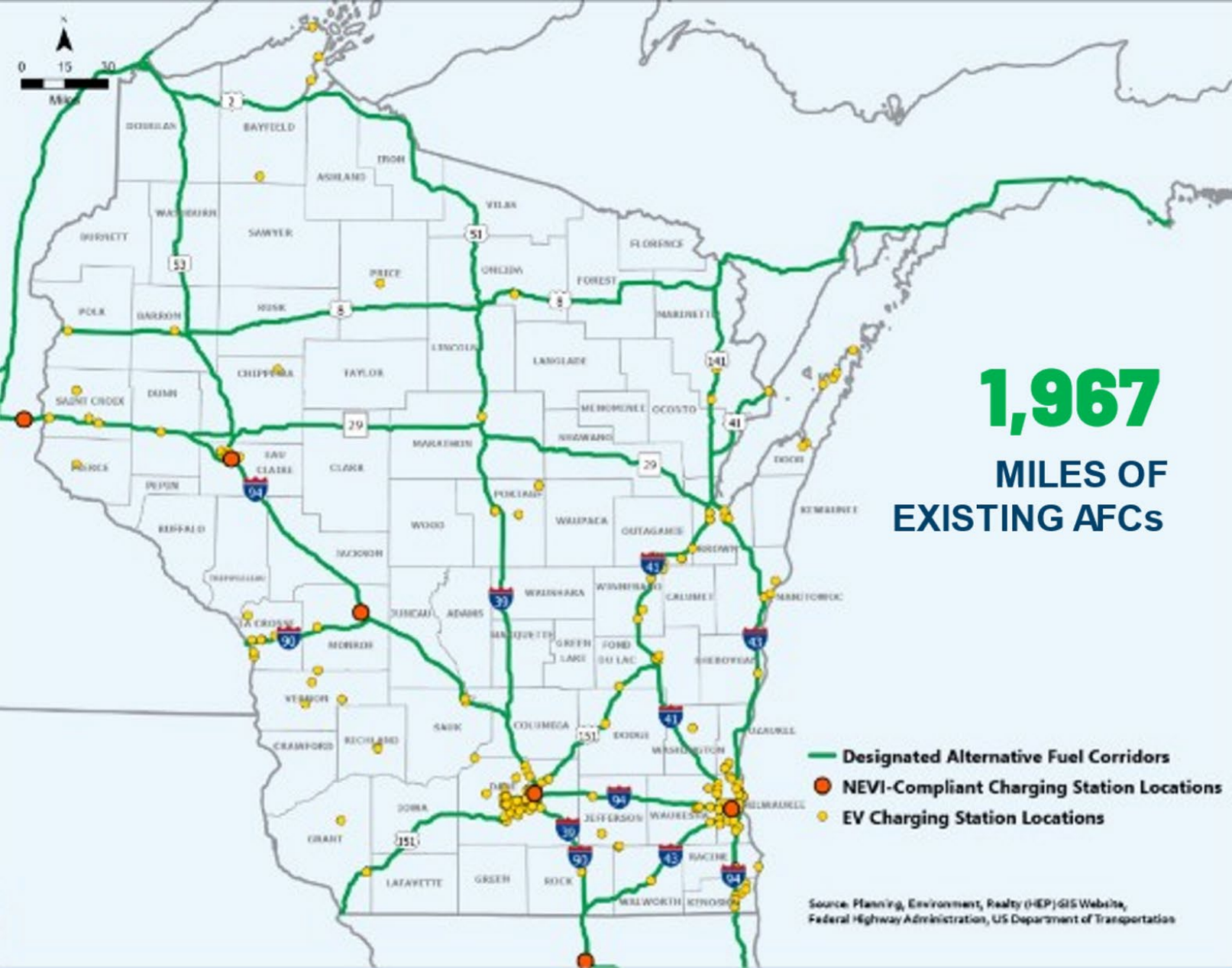


Adds 60-100 miles
per 20 minutes
of charge*



Commercial use

* Estimated. Actual charge times may vary.



1,967
MILES OF
EXISTING AFCs

WISCONSIN'S EXISTING EV INFRASTRUCTURE

306 Total publicly available charging station locations

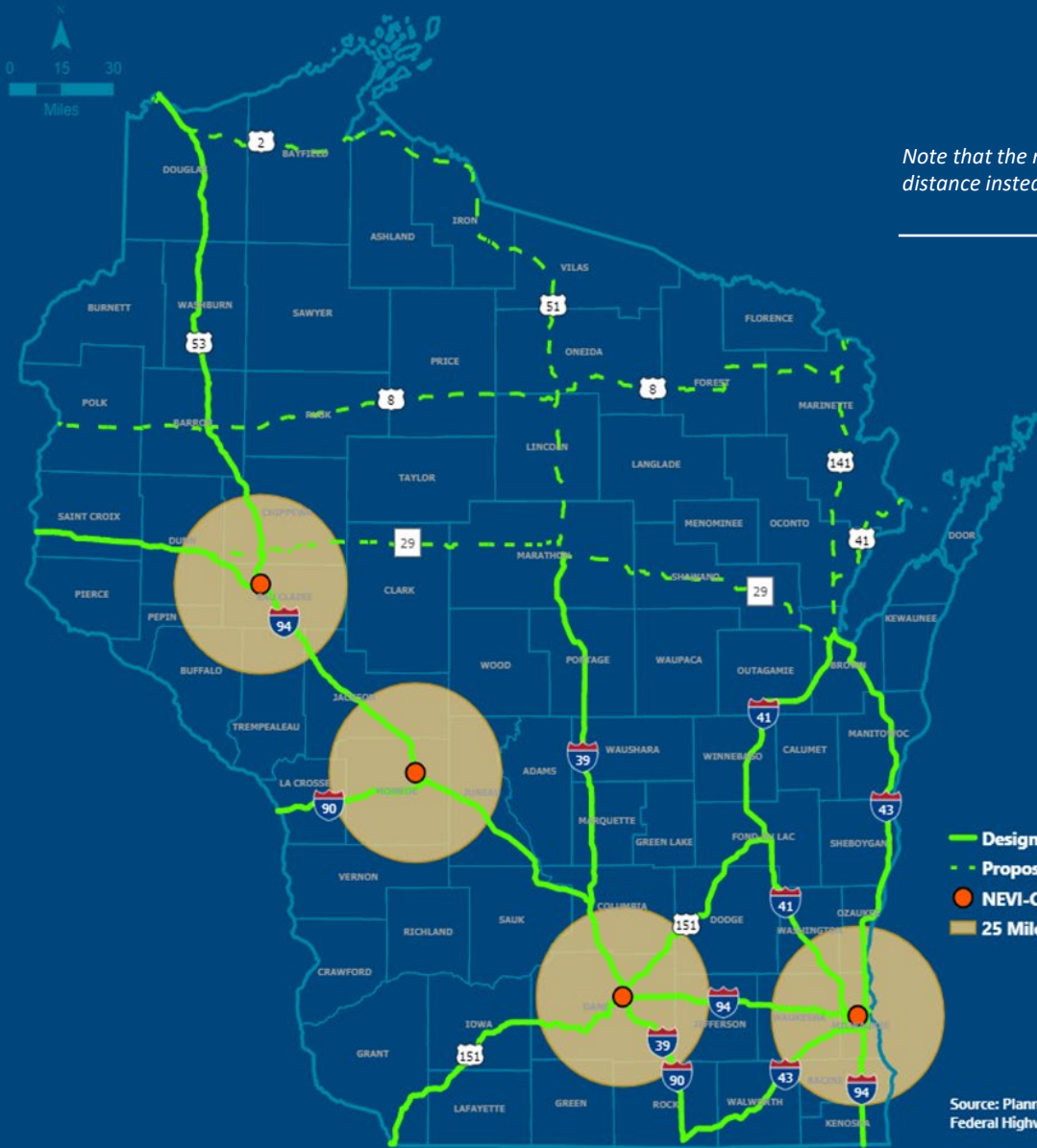
164 Charging station locations within one mile of AFC exit or intersection

4 NEVI-compliant charging station locations

79 Tesla-only charging station locations (not mapped)

Source: <https://afd.energy.gov/stations/states>. Accessed on April 21, 2022





Note that the mapping will be updated to show driving distance instead of a 25-mile radius.

Source: Planning, Environment, Realty (HEP) GIS Website, Federal Highway Administration, US Department of Transportation

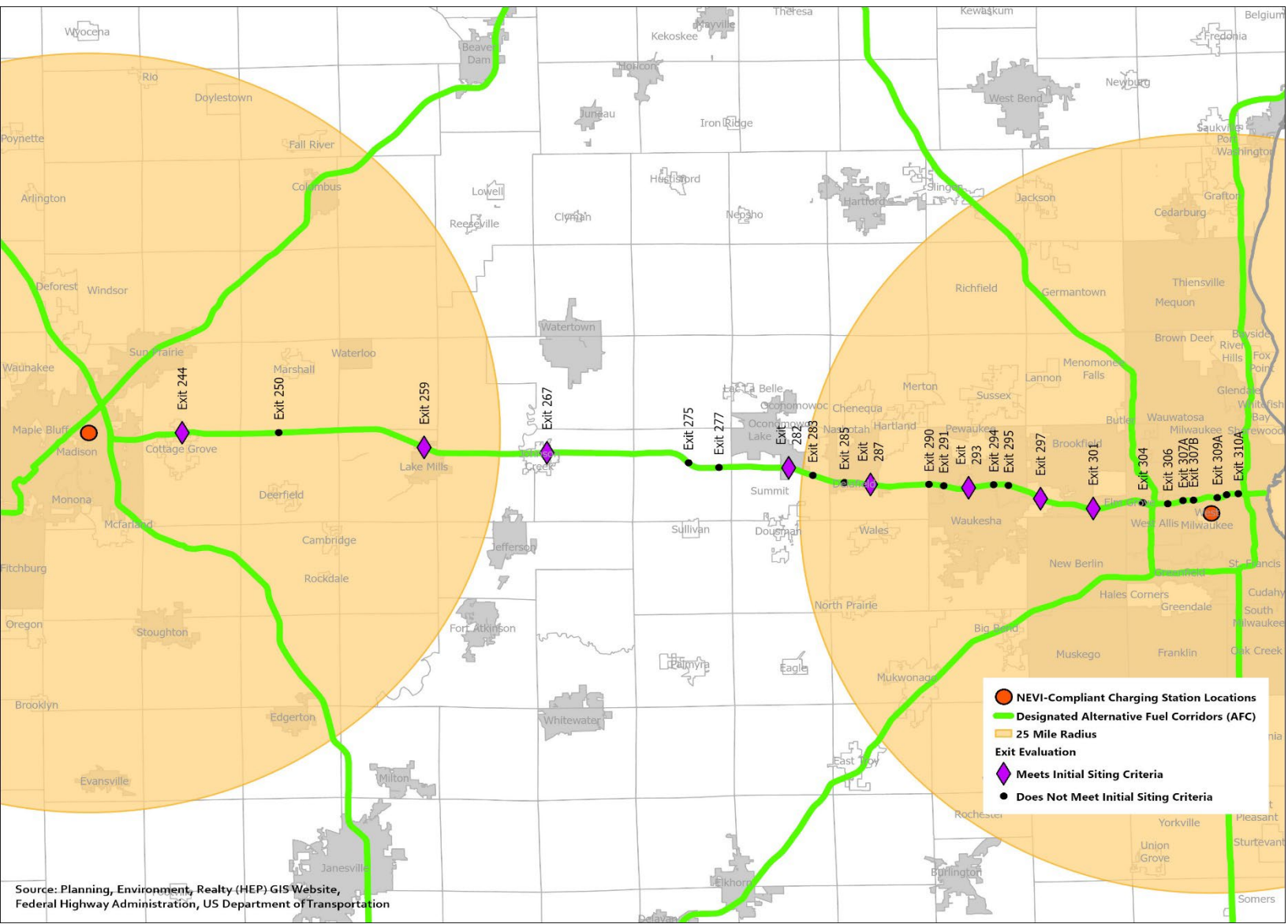
Identify NEVI-compliant EVSE on Interstates and AFCs

1 Identify existing NEVI-compliant charging sites.

- Ensures WisDOT can use funding to maximize coverage of Wisconsin.
- Minimizes risk of causing lower utilization at existing compliant stations in near-term.

2 Create a 25-mile driving distance buffer around NEVI-compliant sites.





Identify gaps and exits eligible to fill gaps

3 Identify gaps in charging coverage areas.

- Wherever there is a gap between two 25-mile buffers, there will need to be a NEVI compliant charging station.

4 Identify all exits within the gaps.

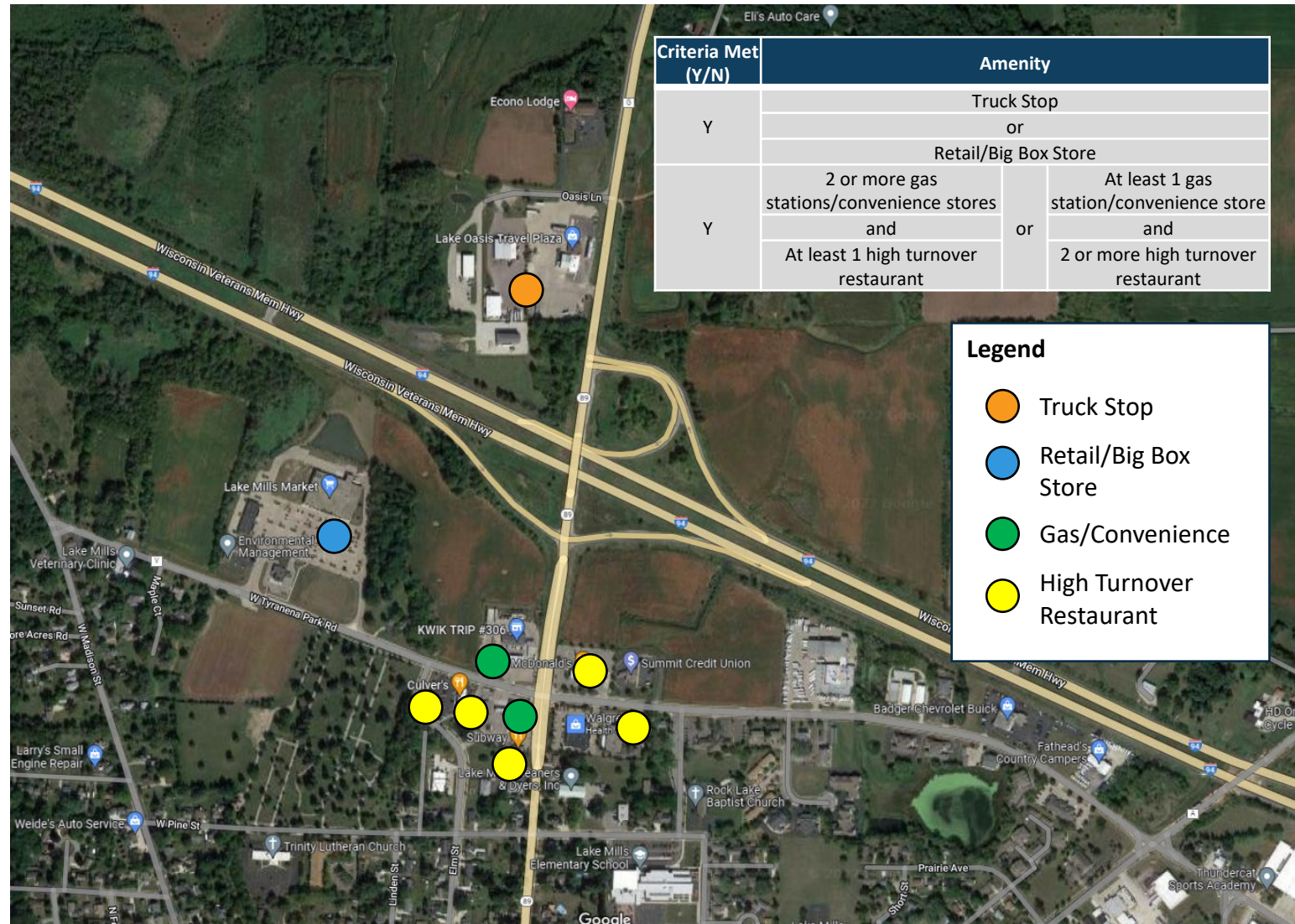
- In most cases, each gap will have multiple eligible exits.
- Because of this, WisDOT will need to develop objective prioritization criteria for grant program scoring.



Higher priority exit example

WisDOT’s plan and future grant program will seek to prioritize locations with:

- Multiple prospective site hosts
- Multiple destination amenities
 - » Gas Stations
 - » Truck Stops
 - » Restaurants
 - » Retail
- Available Utility Power Capacity
- Site Readiness
- Accessibility
- Etc.



Low priority exit example

WisDOT will not eliminate or define lower-prioritized exits as ineligible for NEVI Funds.

Priority/scoring will come into play in cases where both low and high priority exits apply for NEVI funded projects.

In these cases, WisDOT will have objective scoring criteria to award sites based on the level of amenities and readiness.



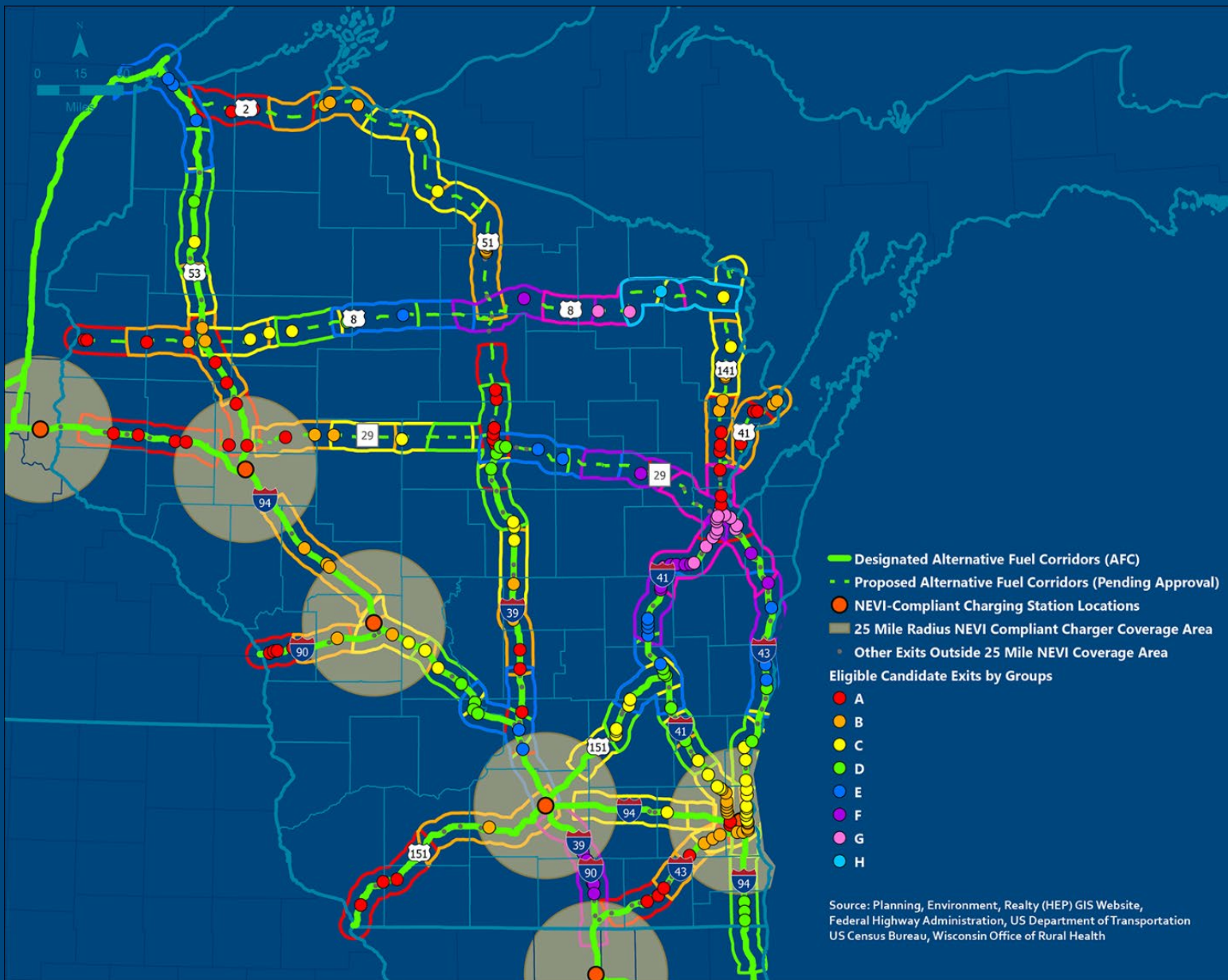
Identify “Approximate Locations” of NEVI-compliant EVSE on Interstates and AFCs

5 200 viable exits identified as potential charging sites

- Based on available amenities AND
- Likelihood of 3-Phase commercial utility power based on types and numbers of commercial businesses.
- *Wisconsin is continuing utility coordination on power availability.*

6 There are 61 groups of exits.

- This ensures that regardless of which exit in a group is chosen, a NEVI-compliant EV charging station will provide for the 50-mile gap coverage.
- *Explained in detail in Ch. 4 Deployment, WEVI Plan*



National Electric Vehicle Infrastructure Standards and Requirements

- Rule applies to NEVI Program as well as “any publicly accessible EV charging infrastructure project funded with Federal funds that is treated as a project on a Federal-aid highway.”
 - *This final rule establishes minimum standards and requirements specific to the use of NEVI Formula Program funds, funds made available under Title 23, U.S.C. for projects for the construction of publicly accessible EV chargers, and any EV charging infrastructure project funded with Federal funds that is treated as a project on a Federal-aid highway. p17*
- **Clarified EVSE Requirements for AFCs vs Non-AFCs:**
 - All stations along AFCs must have at least four (4) network connected DCFC charging ports capable of charging 4 EVs simultaneously
 - All non-AFC locations can be all DCFC, all LII or combo
- **Different EVSE availability requirements for AFCs vs Non-AFCs**
 - AFC EVSE must be available 24/7/365
 - Non-AFC EVSE have to be available only within “operating hours” of site host

National Electric Vehicle Infrastructure Standards and Requirements

- **Communication of Price:**

- The NEVI final rule requires display and base price on \$/kWh but added 1-year from final rule deadline.
 - NEVI regulations require that charging stations funded under the program sell electricity by kilowatt hour.
 - This requirement ensures that charging station customers know and receive what they are paying for.
 - This is as opposed to less accurate methods, such as basing the price on how much time is spent at the charger.

COMMUNITY GRANTS:

- Located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity.
- Must be publicly accessible.
- May use funds to contract with a private entity.
- Minimum award amount of \$500,000, maximum award amount of \$15 million.
- Must address environmental justice.
- Expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible infrastructure.
- Must be accessible to and usable by individuals with disabilities.



CORRIDOR GRANTS:

- Located along a designated AFC; EV charging within 1 mile and other alternative fuels within 5 miles of the AFC.
- Must be publicly accessible.
- Minimum award amount of \$1 million, no maximum award amount.
- Must use funds to contract with a private entity.
- Must address environmental justice.
- Must be accessible to and usable by individuals with disabilities.



Build America, Buy America (BABA)



- Buy America Requirements for Electric Vehicle Charging Stations was released in the Federal Register on **2/20/2023**:
 - Phase 1: Waiver on BABA requirements until **6/30/24** (formerly **1/1/2024**).
 - EVSE manufactured before **6/30/24** does not need to meet BABA (aside from steel/iron in the housing components) so long as it is installed before **10/1/24**.
 - Housing components made with 51%+ steel and iron must be made entirely in US.
 - Phase 2: Beginning **7/1/24** (formerly **1/1/24**) 55% of the charging station must be made in America (defined as 55% of cost of all components).

Next Steps - 2023

Current WisDOT Activities

- Program and policy development supported by the final NEVI program rules and requirements
- Finalize mapping and potential preferred locations
- Ongoing stakeholder outreach that provided critical input in plan development
- Preparation for year two WEVI plan submittal



Preparation for Applicants

Prospective applicants looking for NEVI funding can start to prepare by:

- Reading the NEVI Program requirements contained in the [Final Rulemaking](#)
- Reviewing the US Department of Energy Guidance on [EVSE Station Development](#)
- Coordinating with your electric utility provider
- Coordinating with your preferred electric vehicle supply equipment (EVSE) vendor(s)



*We, in the public sector,
need to be ready for this
transformational change -
and in Wisconsin, we will
be.*

– *Craig Thompson,
WisDOT Secretary*

Questions?

Kaleb Vander Wiele – DOT Officer
Transportation Electrification Project Manager
WisDOT Division of Budget and Strategic Initiatives





Consultant Contracting

Mitchell Patoka
BPD Consultant Services

Local Program Symposium

May 24, 2023



Consultant Contracting

- Solicitation of Services
 - Scope of Services
 - Estimate
- Solicitation Process
 - Small Purchase
 - Roster Notification
- Selection



Developing a Solicitation

- Also called Request for Qualifications
- Overview of project
- Description of services needed
- Key requirements



Design Fee Estimate

- Sufficient detail to assist negotiations
 - Broken down to task level
 - Consider staff classifications needed
- Consultant costs have increased recently



Scope of Services

- Overview of project
- Description of services needed
- Key requirements to differentiate submissions
- May limit consultant response length (ex 8 pages)



Solicitation Process

- FDM 8-5-20.2
 - Email WisDOT Roster
 - Email Municipal Roster
 - Small Purchase
- Federal Regulation 23 CFR 172.7(a)



Small Purchase

- Engineering estimates (and contract) less than \$200,000
 - Total cost with amendments cannot exceed \$250,000
- Identify at least three willing and able consultants
- Additional justifications needed if fewer than three



Roster Solicitation

- WisDOT Roster (recommended)
 - Contact WisDOT for email list
 - WisDOT generally receives fewer than 20 NOIs per solicitation
 - Local projects tend to receive fewer responses
- Municipal Roster
 - Minimum of 10 firms



Consultant Evaluation

- Qualification Based Selection
- Based on criteria in Scope of Services/Request for Qualifications
- Selection committee of at least three
- WisDOT uses qualitative evaluation
- Document key differences for the consultant ranking



Conflict of Interest

- Consultant Municipal Engineer
 - Firm cannot compete for design engineering
- Consultant Application Reviewers
 - Firms limited by WisDOT Region
- Local Bridge Independent Engineering Study
 - Same consultant cannot do study and design



Selection Approval

- DT1515
- Review for Correctness/Completeness
 - Roster used checkbox (select one if not small purchase)
 - Number of firms responding
- Description of Work
 - Provide enough detail for WisDOT to understand the engineering work to be done – generally 3-6 sentences



Selection Approval

- If fewer than three firms to rank, provide justification
 - RFQ sent to entire WisDOT Roster
 - If sent to a smaller group document firms that declined to pursue work
 - Note number firms contacted, number responding
- Submit per Instructions



Transportation Economic Assistance (TEA) Program Overview

Roselynn Bittorf

TEA Program Manager



What is the TEA Program?

- Grant program is to help support new business development in Wisconsin by funding transportation improvements that are needed to secure jobs in the state
- Administered by Wisconsin Department of Transportation (WisDOT)
- Governed by state statute [s.84.185](#) and administrative code Chapter [Trans 510](#)



Who is Eligible?

- The applicant (or sponsor) must be a governing body, such as town, village, city, or county
- The funding is intended to help a business located within that governing body with transportation improvements that leads to creating and/or retaining jobs with the business
- Program funding is provided to the governing body



Eligibility Requirements

- Based on Trans 510.04 (1)
- To be eligible for TEA grant funding, you must meet these four eligibility requirements
- Program funding is provided to the governing body



TEA Eligibility Requirements

Eligibility requirement #1: The economic development project is unlikely to occur in Wisconsin unless the transportation facility improvement is built.



What is an Economic Development Project?

Economic development project is defined in s.84.185 (1) (am) as a business development that directly retains jobs or increases the number of jobs in this state.



Transportation Facility Improvements

- Roadway: Street, road, highway, intersection, interchange improvements
- Rail: Industrial lead, spur, team track or trackside intermodal transfer facility
- Harbor: Dredging, dock walls, piers, intermodal connections, lighting, etc.
- Airport: Runway, taxiway, or apron of an airport



Transportation Facility Improvements

- It can be roadway, rail, harbor or airport
- But it must be open to the public for travel and come under either the jurisdiction or ownership of a public authority
- No private roads, driveways, parking lanes, or parking lots are eligible for TEA funding



TEA Eligibility Requirements

Eligibility requirement #2: The transportation facility improvement is not likely to occur without the grant.



A Need for TEA Funding

- The sponsor must demonstrate why it is unable to provide 100% of the funding for the project
- Approving a resolution acknowledging the need for additional funding from the TEA grant
- Agree to abide to all conditions of the grant



TEA Eligibility Requirements

Eligibility requirement #3: The business development meets the definition of an “economic development project” set forth in s.84.185 (1) (am).



What is an Economic Development Project?

Economic development project is defined in s.84.185(1)(am) as a business development that directly retains jobs or increases the number of jobs in this state.



Economic Development Requirement

- Creating new jobs: Requirement is met by creating new jobs that would otherwise not be created if your proposed improvement did not happen
- Retaining jobs: Requirement is met by retaining jobs that would otherwise be eliminated if your proposed improvement did not happen



Job Timeline

- Jobs created/retained is based on a 7-year timeline with the clock starting at the point of which the project agreement is signed
- Job creation needs to be within 3 years of *signing the project agreement*
- Another job snapshot is taken at 7 years of *signing the project agreement*



TEA Eligibility Requirements

Eligibility requirement #4: Construction of the transportation facility improvement would be scheduled to begin within 3 years of the date when a grant is awarded for the improvement.



TEA Timeline

- Construction of the transportation facility improvement would be scheduled to begin within 3 years of the date when a *grant is awarded* for the improvement
- Job creation needs to be within 3 years of *signing the project agreement*
- Another job snapshot is taken at 7 years of *signing the project agreement*



Funding

- The amount of funding that the community ultimately receives will be determined by comparing the following three criteria and selecting the lowest figure from among them:
 - 50% of the project's actual TEA-eligible costs
 - Total dollar amount for created and/or retained jobs based on \$5,000 per job rate multiplied by jobs created and/or retained
 - \$1,000,000



TEA Recap



Here's a story of a municipality
Who was looking to expand their industrial park
All they had was empty land and a site plan
But the future was looking somewhat stark



TEA Recap



Here's a story of a business
Who had a transportation structure need
A way to move their product was their dream
But due to lack of funding they had no lead



TEA Recap

Till the one day when the municipality learned of TEA funding
And they knew it was much more than a hunch
That they must somehow connect with this business
So they completed the TEA grant application packet bunch



TEA Recap

Now the TEA partnership is off and running
As the TEA grant has provided resources to grow
The funding helped the business expand further
And the municipality has a successful project to show



More Information

- Visit the [Transportation Economic Assistance \(TEA\) website](#)
- Review [TEA Project - Key Steps and Documentation](#)
- Review [Additional TEA Application Guidance](#)
- Contact [Roselynn Bittorf](#), TEA Program Manager with Questions
 - roselynnx.bittorf@dot.wi.gov
 - 608-267-2934





Highway Safety Improvement Program

Mike Finkenbinder

Highway Safety Improvement Program Manager

Local Program Symposium

May 24, 2023



Presentation Overview

- Basics of the Highway Safety Improvement Program (HSIP)
 - Overview, Funding, Program Cycle/Deadlines, Typical Projects, Initiatives
- HSIP Process
 - Application requirements, analysis, programming



HSIP Basics: Overview

- Projects that reduce the number and severity of crashes on all public roads.
- Focus is on infrastructure improvements identified and selected through a data-driven approach.
 - The Bipartisan Infrastructure Law has introduced eligibility for non-infrastructure items such as education and enforcement.
- Projects that can be implemented quickly to address a significant safety need should be given first consideration.
- Includes High Risk Rural Roads subprogram, which funds projects on county rural major and minor collector roads.



HSIP Basics: Funding

- HSIP is a federal reimbursement program and not a federal grant program
- 90% federal HSIP funds available for most projects
- 10% match required
 - State pays match for STH projects
 - Locals pay match for non-STH projects (local streets and highways)

90:10



HSIP Basics: Program Cycle & Deadlines

- Four-year program of projects
 - Projects with longer, more complicated delivery schedules (at least 4 years) will be considered for approval in years 5 and 6, but will be given lower priority than project that can be delivered quickly.
- Program projects on an annual cycle with two application periods per year (February 15th and August 15th)
- Current program is State Fiscal Year 2023 - 2026



HSIP Basics: Typical Eligible Spot Projects

- Spot

- Intersection safety improvements (installing/modifying traffic signals, roundabouts, etc)
- Straightening isolated curves or hills
- Improving sight distance
- Installing signs, pavement markings, and delineators

*Data-Driven
Crash-Based
Analysis*

- Corridor

- Corridor signal upgrades
- Road diets and two-way left turn lane (TWLTL) conversions
- Pavement marking and rumble strips above current standards
- Chevrons



HSIP Basics: Local Safety Initiatives

- Local Initiatives:
 - High Risk Rural Roads
 - Local Road Safety Plans – in development
- Other:
 - Vulnerable Road User Assessment – BIL requirement
 - Potential to lead to systemic type safety projects through HSIP



HSIP Basics: High Risk Rural Roads Subprogram

- Focus is on:
 - Local rural minor and major collector corridors
 - Run off the road crashes
 - Fatal and serious injury crashes
 - Low cost treatments that can be implemented quickly
- Program development starts with an annual review of statewide crash data to identify potential corridors for funding
- Crash data on the top corridor candidates is reviewed to verify program safety improvements are appropriate countermeasures to help mitigate existing/potential safety issues
- Once the final list of corridor candidates is identified, a site visit to each corridor is conducted to create a corridor safety evaluation which can be used as a basis for the HSIP funding application



HSIP Process: Application Requirements

- Completed HSIP Project Application Form (DT1501)
 - Form is available on the HSIP website (Safety – HSIP) and Region staff
- General sketch of project proposal
- Collision diagrams
- Crash history (most recent 5 years) and appropriate crash analysis
 - A summary of crash reports is sufficient, but individual reports should be available upon request
- Site photos
- Itemized cost estimate
- Project Evaluation Factor (PEF) worksheets
 - Completed by WisDOT region staff



HSIP Process: Project Analysis

- WisDOT region staff calculates a project evaluation factor (PEF) for each HSIP project submittal
- PEF is used to evaluate and compare proposed projects
- PEF estimates crash reduction potential of proposed improvements and compares them to project costs over a ten year period
- PEF calculation includes:
 - Estimated costs of proposed project
 - Crash history in the project location
 - Identification of crashes and/or severity that the proposed project intends to address
 - Estimated crash reduction potential of proposed improvements based on established research and studies



HSIP Process: Programming

- Each project is programmed with a funding cap based on the amount applied for and the 90/10 funding split
 - Local projects – overages charged to locals
- Projects are capped to encourage proper project scoping, accurate estimates, and help manage financial impacts to the program.
- Funding cap increases with adequate justification are allowed
- A project scope change requires resubmittal of the application



HSIP Process: Programming

- Projects over \$1,900,000 trigger a co-pay requirement
 - First \$1,900,000 is covered with normal HSIP funds (90% fed / 10% applicant)
 - Second \$1,900,000 is covered by the applicant (100% applicant)
 - Balance of project is shared equally between HSIP & Non-HSIP funding
- The co-pay requirement prevents a single, large project from using too much of the HSIP balance in any given year.



Additional Information

- WisDOT Programs for Local Government
 - [Wisconsin Department of Transportation Highway Safety Improvement Program \(HSIP\) \(wisconsindot.gov\)](http://wisconsindot.gov)
 - HSIP application materials available for download at this site
- WisDOT HSIP Staff
 - WisDOT Regional HSIP Coordinators and Safety Engineers
 - General program information
 - Questions about specific potential projects and applications
 - Statewide HSIP Coordinator
 - General program information
 - Mike Finkenbinder
 - (608) 266-1620
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NE Region

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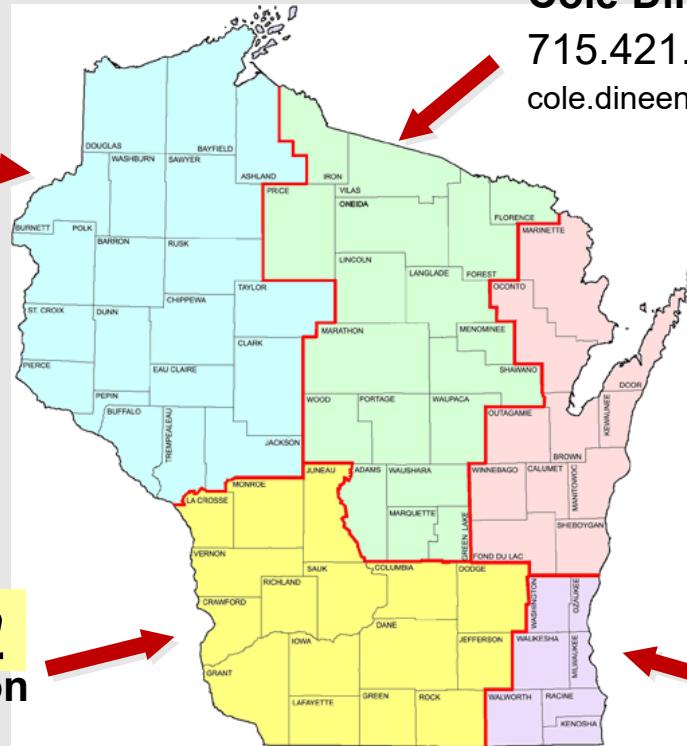
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SE Region

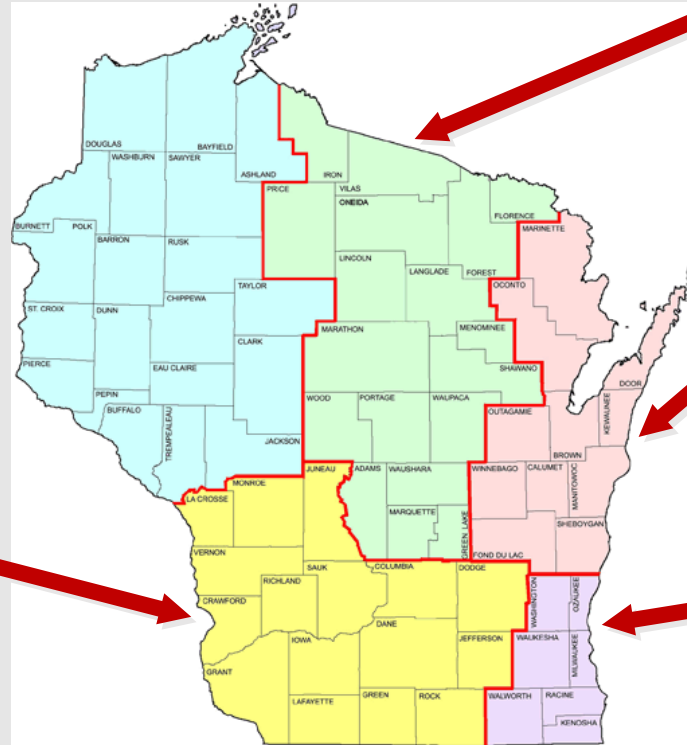
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WISCONSIN
UNIVERSITY OF WISCONSIN-MADISON



Local Technical Assistance Program Overview

Wisconsin DOT Local Program Symposium

Andi Bill

Transportation Information Center thanks its partners for their support and assistance



About TIC

- One of 51 Local Technical Assistance Program (LTAP) centers nationwide (one in every state & Puerto Rico).
- Federal Highway Administration created the LTAP program in 1982 to provide local agencies with information and training programs to address the maintenance of local roadways and bridges.
- TIC was founded in 1983

About TIC

- TIC serves over 1900 units of local government in Wisconsin
 - Counties
 - Cities
 - Villages
 - Towns



TIC Training

- Training for local street and highway agencies on topics including: Highway Safety, Work Zone and Flagger Safety, PASER Pavement Condition Rating, Pavement Maintenance and Winter Road Maintenance.
- We also offer on-site training (upon request) to local government agency groups in Wisconsin.

<https://interpro.wisc.edu/tic/workshops/>

TIC Certificate Programs



Small groups busy at work solving a case study on employee performance.

Build Your Skills, Advance Your Career
**Become an Effective
Public Works Leader**



TIC Certificate Programs

- TIC offers the Public Works Supervisory Academy (PWSA) and Public Works Management Institute (PWMI) certificate programs in cooperation with the Wisconsin Chapter American Public Works Association (APWA)
- PWSA – Nine one-day training courses (54 hours)
- PWMI - Builds on the PWSA with five additional one and two day courses (36 additional hours)
- PWMI is an approved program in the national APWA Institutes Program

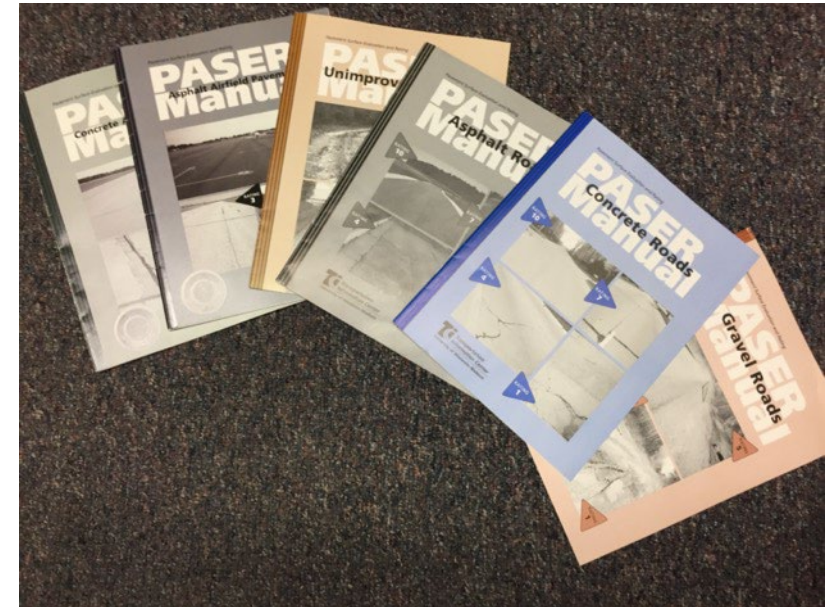


<https://interpro.wisc.edu/tic/public-works-certificate/>



TIC Publications

- Work Zone Guidelines for Construction, Maintenance, & Utility Operations
- Flagger's Handbook
- PASER (Pavement Surface Evaluation & Rating) manuals for Asphalt, Concrete, Sealcoat, Gravel, Brick & Block Pavements and Unimproved Roads
- Wisconsin Transportation Bulletin Series



Pavement ratings due by December 15th

PASER & WISLR

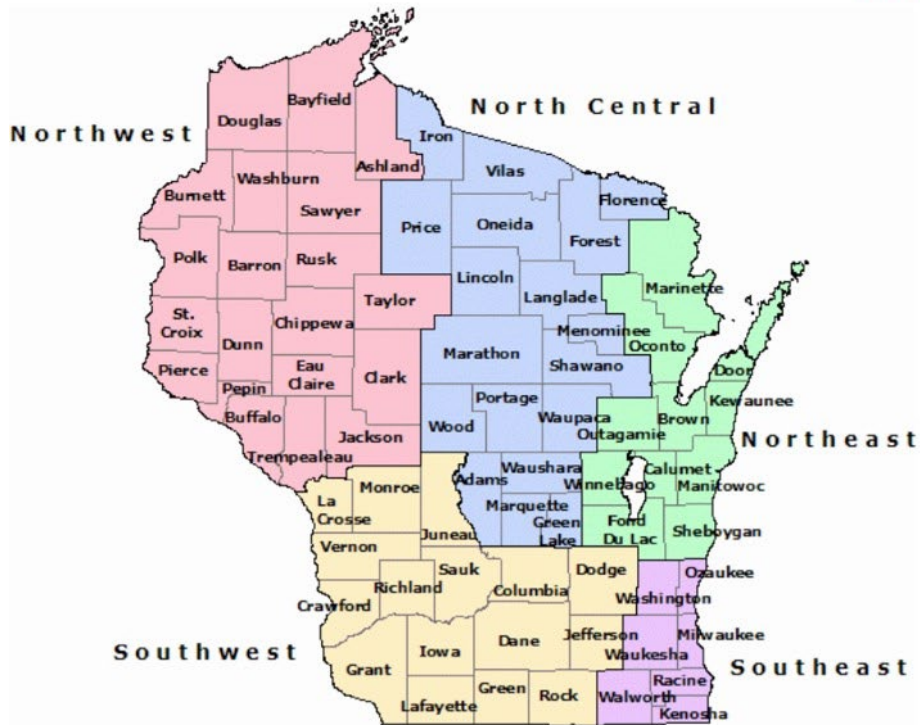
A WisDOT & TIC Partnership

Wisconsin Department of Transportation

Wisconsin Information System for Local Roads

application: [home](#) | [main menu](#) | [route name discrepancy](#) | [log-off](#) | [manual and publications](#) | [On/At training quiz](#)

Select County/Municipality



County

Municipality

--OR--
County/Muni Code



Watch for online PASER & WISLR training from TIC this Summer

<https://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>



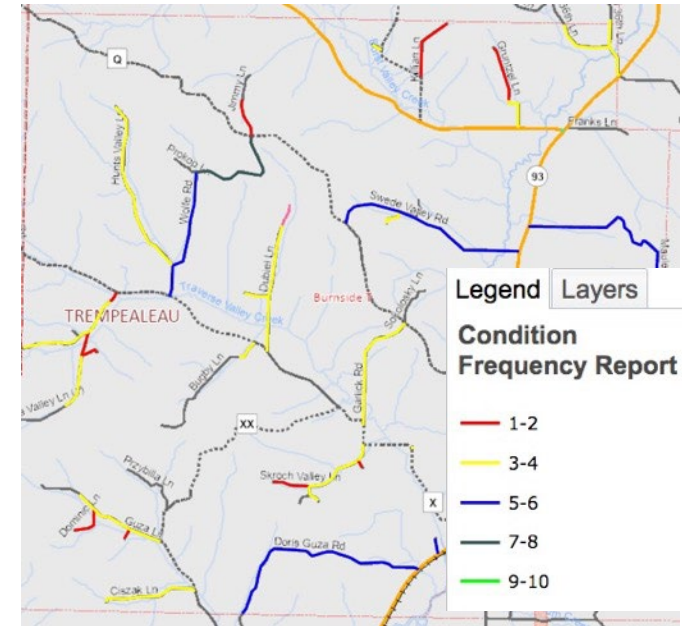
WISLR AND PAVEMENT RATINGS HELPLINE: (608) 266-2865



Utilize the Pavement Management Tools In WISLR

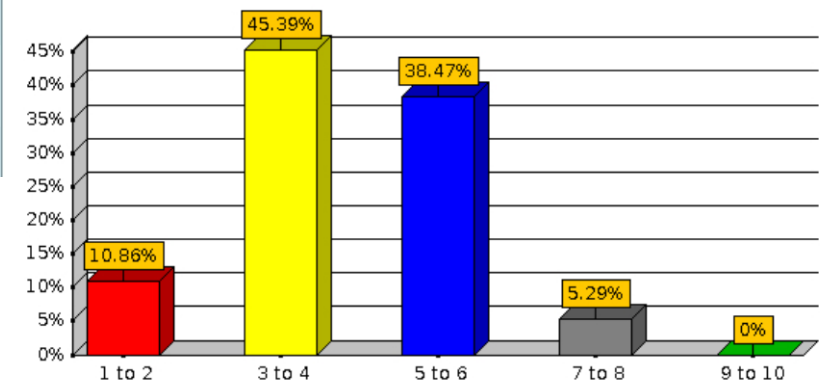
Year:	1	2	3	4	5
Budget:	80000	80000	80000	80000	80000
Expenditures:	53113	79487	106817	8731	150959

On Route	At Route	Toward Route	Pavement Sections	Details	Local ID	PMPC	Edit Options				
Maule Coulee Rd	STH 93 / STH 121	Sather Hill Rd	Seg# At 1 0	End 9557	Surf Rtg 70 6 18	Built 2007	Year: Action(F): 6 WISLR Cost: 47040 User Cost: 0	1 2 3 4 5		LCL	Edit
Wolfe Rd	Prokop Ln	CTH Q / Jimmy Ln	Seg# At 1 0	End 6072	Surf Rtg 55 7 20	Built 2010	Year: Action(F): 7 WISLR Cost: 6071 User Cost: 0	1 2 3 4 5		LCL	Edit
Doris Guza Rd	CTH XX / Doris Guza Rd	STH 93	Seg# At 1 2640	End 14890	Surf Rtg 70 5 24	Built 2012	Year: Action(F): 5 WISLR Cost: 79487 User Cost: 0	1 2 3 4 5		LCL	Edit
Maule Coulee Rd	Sather Hill Rd	Gierok Rd / Maule Coulee Rd	Seg# At 1 0	End 1637	Surf Rtg 70 5 18	Built 2007	Year: Action(F): 5 WISLR Cost: 8056 User Cost: 0	1 2 3 4 5		LCL	Edit
Swede Valley Rd	CTH Q	STH 93 / STH 121	Seg# At 1 0	End 10666	Surf Rtg 55 5 20	Built 2008	Year: Action(F): 5 WISLR Cost: 58069 User Cost: 0	1 2 3 4 5		LCL	Edit



**Condition Frequency Report - Paved
Town of Burnside**

Generated on 03/22/2021 05:30:20 PM





Wisconsin Traffic Operations and Safety Laboratory The WisTransPortal System

The WisTransPortal system serves the computing and data management needs of the [Wisconsin Traffic Operations](#) transportation operations applications, and transportation research. [Learn more.](#)

Home

About

Status

Authors

Contact

Help

Welcome to the WisTransPortal

Data Services

WisTransPortal data requests and login account information.

Data Products

Traffic operations and engineering datasets and related resources.

Web Applications

WisTransPortal data retrieval and analysis tools, other applications.

Documentation

Database documentation, project architecture, and other documentati

WisDOT Traffic Video

LINK video sharing and public safety information service.

Developer Resources

Resources for TOPS and WisTransPortal system development.

Quick Links

Crash Data

Traffic Data

Lane Closures

Traffic Incidents

Traffic Video

Storm Report

511 WRS

<http://transportal.cee.wisc.edu>

[About](#) | [Cor](#)





The WisTransPortal System

The WisTransPortal system serves the computing and data management needs of the [Wisconsin Traffic Operations and Safety \(TOPS\) Laboratory](#). transportation operations applications, and transportation research. [Learn more](#).

Home > Web Applications

- Home
- Services
- Products
- Applications
- Documents
- Traffic Video
- Resources

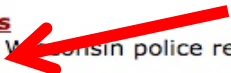
Web Applications

This page provides access to WisTransPortal systems and data organized by category. Access level restrictions vary by application.

Safety Data

- [Wisconsin Crash Data Analysis Tools](#)
Web-based query and analysis tools for Wisconsin police reported crash data and crash reports.
- [Community Maps - TSC Crash Mapping](#)
Online crash map populated by county TSCs and local agencies. Based on Google Maps API.

Crash Data



Work Zones

- [WisLCS Wisconsin Lane Closure System](#)
WisDOT lane and ramp closure request and acceptance system.
- [WisTMP Wisconsin TMP System](#)
WisDOT Transportation Management Plan (TMP) routing and approval system.

Operations / Dispatch

- [TIA Traffic Incident Alert System](#)
WSP / TMC traffic incident email alerts and media releases.
- [511 WRS Winter Roads System](#)
WSP / TMC 511 winter road conditions reporting system.
- [InterCAD Traffic Incident Database](#)
Web-based query and retrieval facility for archived InterCAD traffic incident data.

Winter Maintenance

- [Winter Storm Report System](#)
County maintenance Winter Storm Report submission system.

Traffic Data

- [V-SPOC Traffic Detector Database](#)
Web-based query and retrieval facility for WisDOT ATMS and TRADAS traffic detector data.
- [Wisconsin Hourly Traffic Data Portal](#)
Wisconsin hourly and directional traffic volume data. Compiled from the WisDOT DTIM TRADAS database.
- [Wisconsin 511 Travel Times Database](#)
Web-based query and retrieval facility for archived Wisconsin 511 travel time data.



Technical Assistance

- TIC provides answers to technical questions dealing with street and highway issues.
- We can either provide assistance or refer you to other resources that can help.
- Most technical assistance is provided by phone or email.

TIC Partnerships

- TIC Works cooperatively partners including:
 - Wisconsin County Highway Association
 - The Wisconsin Towns Association
 - The League of Wisconsin Municipalities
 - Wisconsin Chapter American Public Works Association
 - Institute of Transportation Engineers Wisconsinand many others to deliver additional training at events sponsored or hosted by partners



WISCONSIN
UNIVERSITY OF WISCONSIN-MADISON



432 N. Lake Street

Madison, Wisconsin 53706

Toll Free: (800) 442-4615

tic@epd.wisc.edu

<https://interpro.wisc.edu/tic/>

Andi Bill
(608) 890-3425
bill@wisc.edu

Transportation Information Center thanks its partners for their support and assistance



Extension
UNIVERSITY OF WISCONSIN-MADISON





WISCONSIN
UNIVERSITY OF WISCONSIN-MADISON



Thank you!

Transportation Information Center thanks its partners for their support and assistance





Wisconsin Division Office

Great River Road

Project Delivery & Partnering Locally: FHWA's Perspective

May 24, 2023

WisDOT's Local Programs Symposium



U.S. Department of Transportation
Federal Highway Administration



Today's Topics

Wisconsin Division Office

Great River Road

- Where We Are Today
- USDOT/FHWA Strategic Goals
- Working w/FHWA
- LPA Certification Program
- Focus Areas for Success
- Resources/Contact Information





Where We Are Today

Wisconsin Division Office

Great River Road

- FFY 22-26 Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”)
- Authorities:
 - 23 USC 106
 - 23 USC 302
 - 23 CFR 635.105
 - 2 CFR 200
 - 23 CFR 1.11
 - FHWA Order 5020.2 & Memorandum on Responsible Charge (August 4, 2011)





Bipartisan Infrastructure Law

Wisconsin Division Office

Great River Road

Year 1 FFY22

- Overview of BIL presentations
- New/updated program guidance for formula programs, new formula programs and roll out of discretionary programs (i.e. NOFOs)
- Understanding technical assistance needs/resources

Year 2 FFY23

- Roll out of technical assistance needs/resources
- Workforce development & recruitment
- Continuation of new programs/discretionary programs Roll Out (i.e. NOFOs)
- Continuation of building capacity – All Stakeholders





USDOT/FHWA Strategic Goals

Great River Road

Wisconsin Division Office

U.S. DOT STRATEGIC GOALS

As reflected in its Strategic Plan, FHWA derives its direction from the six U.S. DOT Strategic Goals.

Safety



Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.

Economic Strength and Global Competitiveness



Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.

Equity



Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

Climate and Sustainability



Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

Transformation



Design for the future. Invest in purpose-driven research and innovation to meet the challenge of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.

Organizational Excellence



Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.





Working w/FHWA



Wisconsin Division Office

Recipient	Technical Assistance
<p>WisDOT is the direct recipient for Federal-aid funding for the State of Wisconsin; Federal-aid formula funding is allocated and distributed by FHWA.</p>	<ul style="list-style-type: none">• FHWA Wisconsin Division Office• FHWA Resource Center
<p>Local Government: Local governments are typically subrecipients, but are also direct recipients in some new BIL programs; Federal-aid funding is allocated and distributed by WisDOT to local governments. WisDOT provides oversight of Local Public Agency (LPA) projects and ensure local agencies that receive funds and deliver federally funded projects comply with Federal and State requirements.</p>	<ul style="list-style-type: none">• WisDOT• LTAP – Transportation Information Center• TTAP – CONGRATS to University of Wisconsin-Madison as the Eastern Tribal Technical Assistance Program Center• FHWA Resource Center• FHWA Wisconsin Division Office





Oversight Flow

(Formula Programs)



Wisconsin Division Office

Federal Highway Administration (FHWA)
Wisconsin Division

Wisconsin Department of
Transportation (WisDOT)

WI Locals
(Project Sponsors)





LPA Certification Program

Wisconsin Division Office

Great River Road

- Required for completion by the “**responsible charge**” of the project
- Overview of federal/state requirements to administer a compliant project
- Applicable to locally-let projects (i.e. TAP & CMAQ)





Focus Areas for Success

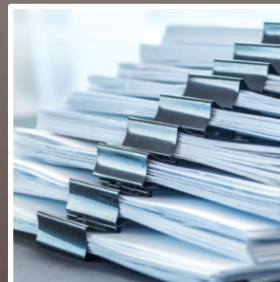
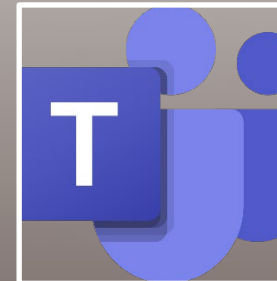
Great River Road

Wisconsin Division Office



Technical Assistance

Early Communication and Coordination



Documentation Documentation Documentation





Thank You

Wisconsin Division Office

Great River Road

Resources To Get Started/Refresher

- Federal Aid Essentials for Local Public Agencies
<https://www.fhwa.dot.gov/federal-aidessentials/>
- Local Technical Assistance Program (LTAP)
<https://www.fhwa.dot.gov/clas/ltap/#WisconsinGroup>
- Tribal Technical Assistance Program (TTAP) – **Coming Soon!**
- National Highway Institute (NHI)
<https://www.nhi.fhwa.dot.gov/>

Questions

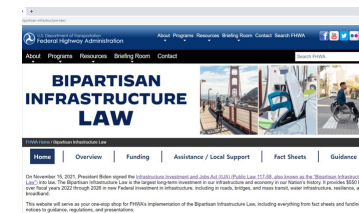
Tracy Duval, Local Programs Coordinator
FHWA Wisconsin Division
tracy.duval@dot.gov
608-829-7510

<http://www.fhwa.dot.gov/widiv/>

[Additional info](#) for
Stakeholders:

[BIL Website](#)

SCAN TO ACCESS





Local Program Federal Funds

Federal Funding Primer

Tanya Iverson

Program Finance

Bureau of State Highways

May 24, 2023

FEDERAL FUNDS

Attributes

- Project Specific
- Reimbursements
- Time Limited



FEDERAL FUNDS

Rules

- **Project Specific**
 - Funding codes
 - Project limits
 - Work types
- **Reimbursement**
 - Local pays first
 - Match
- **Time-Limited**
 - Guaranteed only in the year specified in the SMA
 - Must be in the STIP/ TIP
 - Must be completed by All Work Complete Date

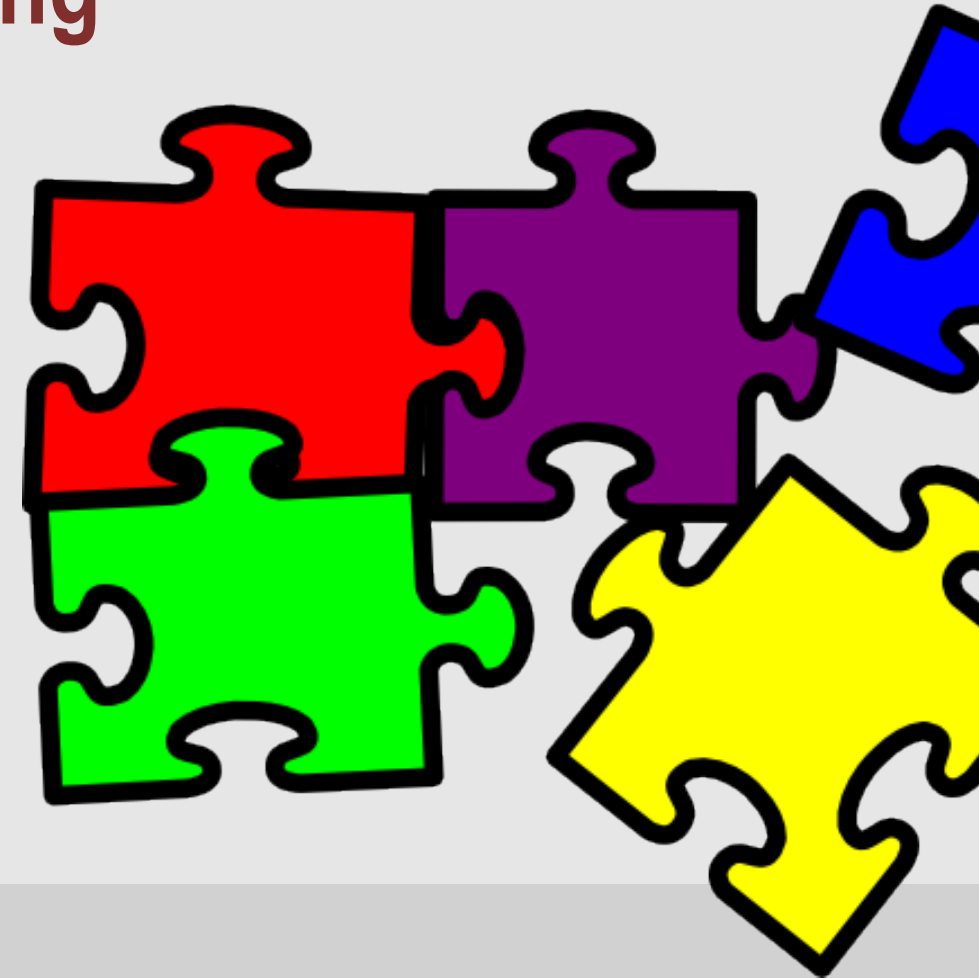


Federal Obligation

Big Picture Funding

WisDOT spends all that it is allowed to spend each year. WisDOT fully programs its funds.

If something needs to move, there needs to be a place to move to where funds are available.



Change Management

Considerations and Limitations

- Cannot always be accommodated in the year you want
- Cannot go beyond the All Work Complete Date
- Work with your WisDOT Region Local Program Manager **as soon as you know** that there may be a need to move the schedule or request more funding
- **Stay on top of your deliverables and schedule.**



WisDOT Local Program Symposium Bicycle and Pedestrian

Chris Squires

Statewide Bicycle & Pedestrian Coordinator

WisDOT Local Program Symposium

May 24, 2023



WisDOT Statewide Resources

Bike and Pedestrian

- Programs and Policies
- Planning and Design Resources
- Safety, Education and Outreach



Programs and Policies

- Federal and State
- Incorporate as part of projects
 - *Opportunities to address needs, gaps and deficiencies*
 - *Network travel across the system*
 - *Access to destinations*



Safe convenient walking and bicycling facilities

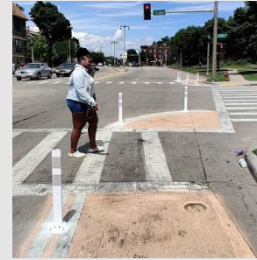
Integrated into transportation systems



Connected networks

Programs and Policies

- Evaluate options
 - Transportation for biking and walking
 - Small improvements = big difference
- Decision to omit accommodations should not be the rule
 - Document circumstances and decisions



Flexibility in design

Safety benefits

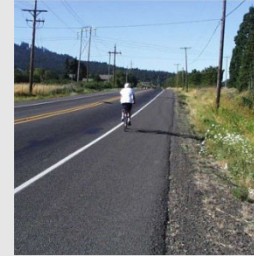


Efficiencies

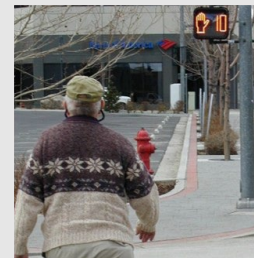


Planning and Design

- Funding options for bike and pedestrian
 - Non-Infrastructure
 - Ex. Plan development
 - Infrastructure
- Multimodal network connectivity
 - Various modes



Roadway



Standalone Projects

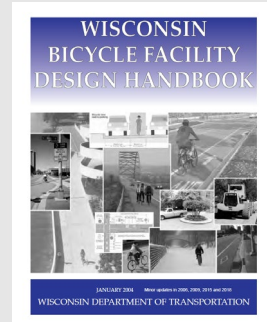
Planning and Design Resources

- Bike and pedestrian elements
 - State, regional and local
- ADA compliance
 - Roadway projects defined as an ADA alterations
- WisDOT Facilities Development Manual (FDM) 11-46



Statewide
Transportation
Plan

Design Guides



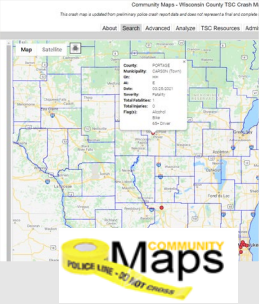
Modal Plans
and Resources



Safety, Education and Outreach Resources

- Increase knowledge and awareness
- Collaboration for improvements
- Regional assistance

wisconsindot.gov/Documents/projects/multimodal/bike/coord-map.pdf



Crash Data

Training



Resources



Chris Squires

WisDOT Statewide Bicycle and Pedestrian Coordinator

(608) 267-9860

christopher.squires@dot.wi.gov

wisconsindot.gov/Pages/travel/ped/

wisconsindot.gov/Pages/travel/bike/





Utility Coordination

Abby Williamson

Statewide Utility Engineer

Wisconsin DOT Local Program Symposium

May 24, 2023



Why is Utility Coordination Important?

- Utilities have a statutory right (ss.86.16) to occupy public right of way
- Planners and excavators are required to “avoid to extent possible interference with transmission facilities” (ss.182.0175)
- System upgrades
- Cost to tax payers & rate payers



Roles and Responsibilities

LPA/Design Consultant



- Follow local/state/federal regulations
- Follow WisDOT Guide to Utility Coordination
- Complete Utility Coordination Task List
- Update Local Program Project Manager (LPPM)
- Finalize PS&E documents
- Send certification of utility coordination to LPPM

Roles and Responsibilities (cont.)

WisDOT

- LPPM
 - Work with LPA to ensure utility coordination is taking place
 - Sign USR after receiving certification
 - Communicate with utility unit on complex issues
- Utility Unit
 - Region and central office staff available if LPPM needs assistance
 - Statewide contact for local program utility concerns



Utility Timeline

- Preliminary Design

- Identify/notify utilities of project
- Field locate utilities
- Show utilities on plan sheet & identify potential conflict

- 60% Design

- Send plans to utilities
- Review utility relocation plans

- Final Design

- Finalize PS&E documents
- Stake right-of-way for utilities as needed
- Coordinate with utilities on relocation status

- Invite utilities to planning & pre-construction meetings



Utility Coordination Task List

- Provides general guidance on typical coordination tasks
- Task list should be filled out at start of each project
- LPA or design consultant (if applicable) are responsible for all coordination
- Link to UC Task List: <https://wisconsindot.gov/Documents/doing-bus/eng-consultants/cnslt-rsrcs/util/lpa-uc-tasklist.docx?web=1>



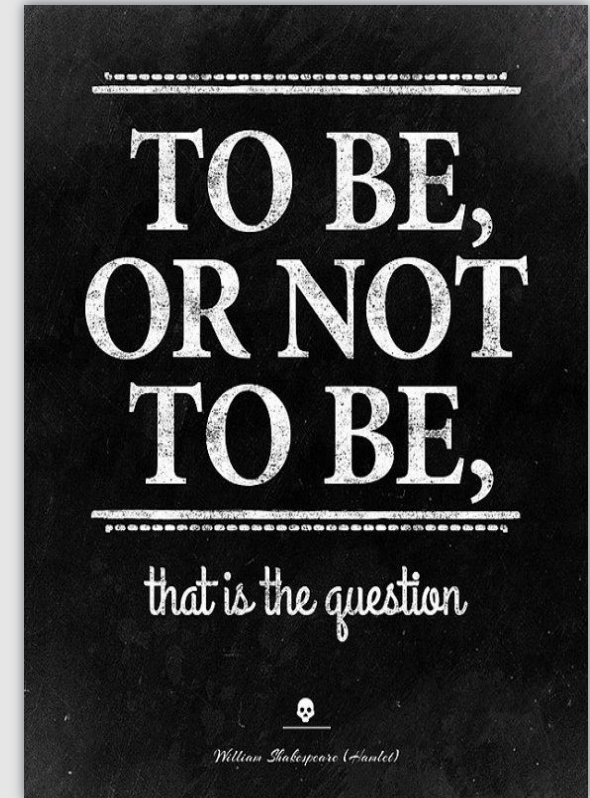
Sending Plans to Utilities

- Project plan set should include all information necessary to determine conflicts & design utility work plans
 - Plan and profile, cross sections, typical sections
 - May be applicable: Right of way plat, storm sewer, structure, lighting, signals plans, etc.
- Send at 60-70% design
- Review utility work plans within 30 days



Wis. Administrative Code Ch. Trans 220

- Trans 220 **does not** apply to local roads, but timelines and processes are still recommended
- What if project limits include STH and local?
- Utility work plan return time:
 - 60 days for resurfacing
 - 90 days for reconditioning
 - 120 days for reconstruction
 - Add 30 days if compensable or joint work



Reviewing Utility Work Plans

- Things to look for:
 - Are all potential conflicts addressed?
 - Can design be modified to avoid relocations?
 - Do timelines & relocation plans fit with other utility plans?
 - Do timelines fit with construction schedule?
 - Utility is responsible for relocations, not directing the contractor
- Local version of utility worksheet: <https://wisconsindot.gov/Documents/doing-bus/eng-consultants/cnslt-rsrcs/util/lpa-util-wrksht.docx>



Utility Land Rights

- Early communication if complex land rights or agreements are likely
- Releasing land rights
 - Quit Claim Deed (QCD)
 - Conveyance of Rights in Land (COR/CORIL)
 - Temporary Construction Easement (TCE)

CONVEYANCE OF RIGHTS IN LAND

(Non-Fee Land Interests)

Exempt from filing transfer forms: 77.21(1) Wis. Stats.

Locals 04/2019

, GRANTOR, for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable consideration, grants and conveys any and all rights and interest which, by virtue of prior title, easement, license, or other legal devices, GRANTOR holds in the land described below to the , GRANTEE, for the purposes of constructing, operating, and maintaining a public highway and appurtenant facilities on, over, under, or across the said land; provided, however that GRANTOR reserves to itself the subordinate right to cross, traverse, or otherwise occupy said land with its present and future overhead or underground transmission lines, appurtenant facilities, and supporting structures in a manner consistent with the purposes of this conveyance and in a manner which will not interfere with normal roadway maintenance and operation; provided, further, that the costs of any relocation or alteration, now or in the future, of the transmission lines, appurtenant facilities, or supporting structures when required by the GRANTEE for any reason, including accommodating future expanded or additional highway facilities on, over, under or across said land, will be paid by the GRANTEE; provided, however, that the costs of such relocation or alteration, or of the installation of new or additional facilities when done at the instance of and for the purposes of the GRANTOR, will be defrayed by the GRANTOR.

This conveyance shall be binding on the GRANTOR, GRANTEE, and their respective successors and assigns.



Utility Compensation



- Eligible for compensation – land right or prior COR
 - Use agreement or include as “Compensable Utility Costs” in SMA
 - Use local funding
- Not eligible for compensation
 - Work included in contract: “Non-Participating Items” in SMA
 - Work not included in contract: leave out of SMA

PS&E Requirements

- Utilities article of special provisions
 - Let Review Standards guidance
- General Notes
- Utility Status Report (USR)
 - Fill out USR except certification & signature box
 - Send to LPPM with statement below

I certify that the utility coordination process has been completed for the subject project, according to the Utility Coordination Guide referenced in the Department's Facilities Development Manual, as well as I understand **INSERT PROJECT SPONSOR NAME** responsibilities based on the language found in the most recent State-Municipal Agreement.

- Low Risk Bridge Pilot projects do not require USR, but still need to certify coordination is complete



Post-PS&E through Construction

- Track status of permit applications
 - 30-day reminder
- Follow up/monitor relocations prior to construction
- Provide updates on relocation status for pre-construction meeting
- Continue to monitor relocations taking place during construction



Resources

- Local Program Agency

Tools: <https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/util/lpatools.aspx>

- WisDOT Guide to Utility Coordination
- Utility Coordination Task List
- USR (DT1080) & job aid
- Local forms

- Utility Coordination Tools:

<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/util/utiljobaids.aspx>

- Let Review Standards
- Additional land rights/plats guidance
- Facilities Development Manual (FDM) - Chapter 18

Abby Williamson

Abby.Williamson@dot.wi.gov

608-266-0319



Railroad Coordination for Local Projects

2023 Local Program Symposium

May 24, 2023

Kris Sommers, PE

Supervisor, Railroad Engineering and Safety

Rails and Harbors Section

Bureau of Transit, Local Roads, Rails and Harbors

WisDOT Division of Transportation Investment

Kristen.sommers@dot.wi.gov

608-266-3341



Why is Railroad Coordination Necessary?

Federal and state laws!

Warning devices: 23 CFR 646.214(b): highway projects with fed funds must have adequate warning devices before being opened to traffic

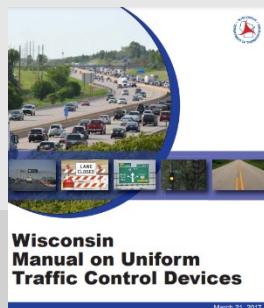
Crossing surfaces: State Statute 86.13

Regarding PS&E, 23 CFR 646.216(d): projects with federal funds that make adjustments to railroad facilities must have agreement in writing.



Which leads to our goal:

Have RR agreements signed by RR by PS&E!



Does your project need railroad coordination?

If your project has a railroad crossing within 1,000' of your project, or a detour containing a RR crossing, contact the Region Railroad Coordinator to determine what coordination is necessary



Constraints and important points

- Get Region Railroad Coordinator involved early
- Cannot gap or stop just short of a crossing to avoid RR impacts. Must end project at a “logical” point.
- Projects with railroad impacts are not simple projects and don’t fit the streamlined PS&E process. **Add a year for dealing with railroads and Office of the Commissioner of Railroad (OCR).**
- FDM requires design submittal package to your region railroad coordinator 24 months prior to PS&E. The more complex the project the longer it takes.
- Railroads have their own requirements and can vary in their responsiveness
- Warning devices are project responsibility



Essential Roles – critical to project delivery

- Project development: locals, project managers/leaders, WisDOT, consultants
- Region Railroad Coordinator
- Rails and Harbors
- Office of Commissioner of Railroads
- Railroad Companies



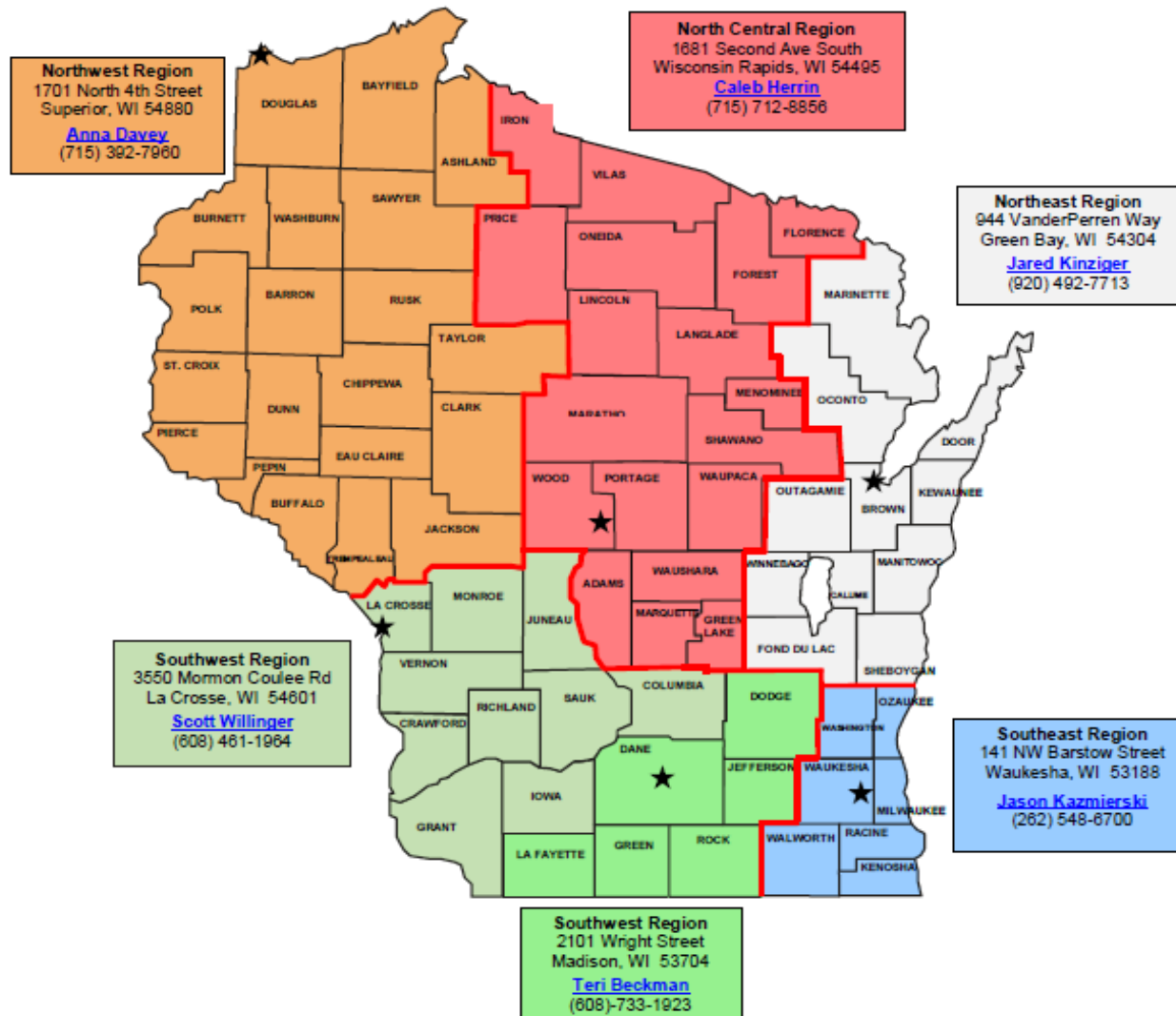
What necessitates OCR involvement?

- RR will not produce estimates without OCR order
- Alterations (defined in FDM 17-1-1)
- RHS determination (vision triangles, other safety issues need to be addressed)
- Disagreement between railroad and WisDOT on warning devices, cost, etc.
- Not all projects have to go thru OCR process, but process should be expected



Region Railroad Coordinators

WisDOT Regional Railroad Coordinators
Please contact the appropriate region office that has jurisdiction in the county where the proposed Railroad work will take place



- Primary liaison between project and RHS
- Advise project development on RR coordination matters
- Review Railroad Project Submittal Package
- Work directly with railroads on construction end



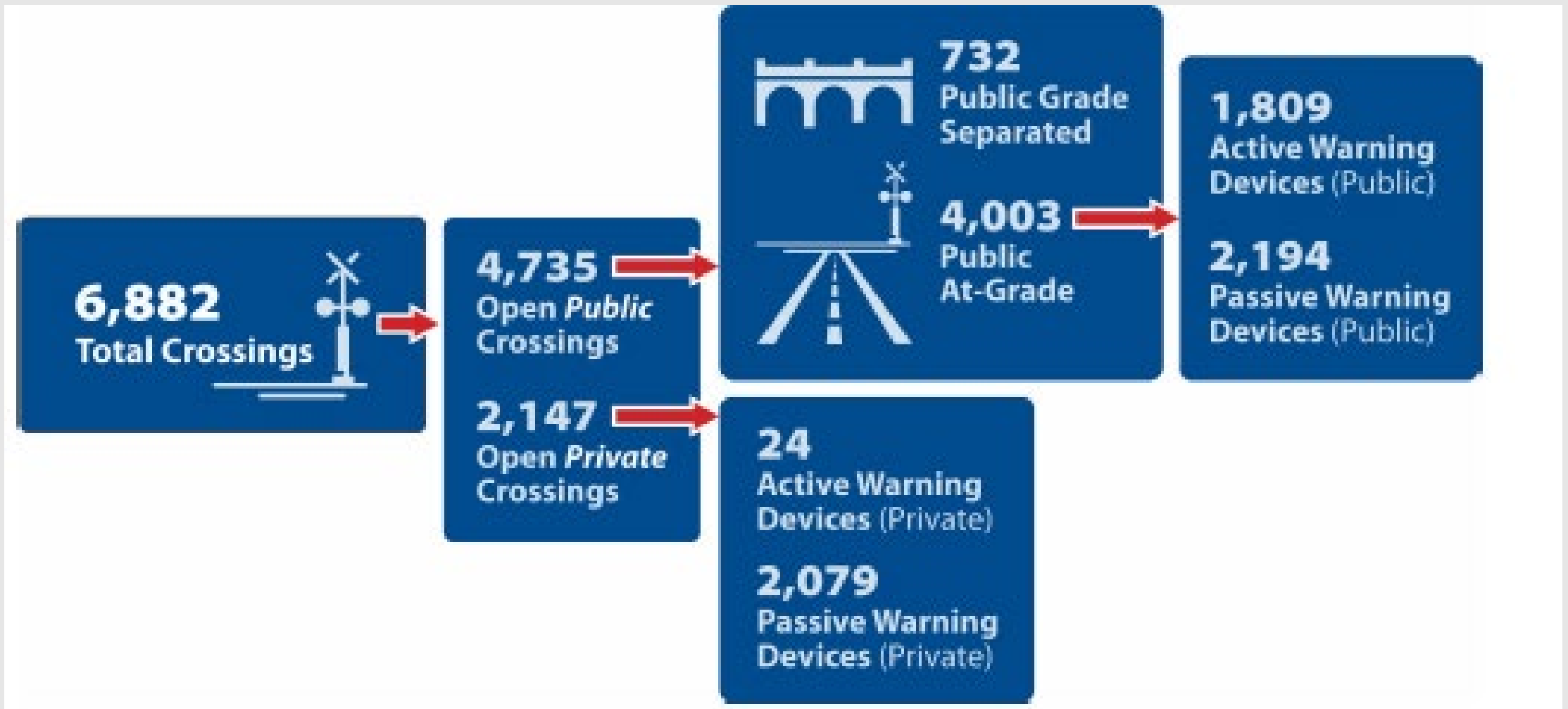
Why is proactive railroad coordination beneficial to locals?



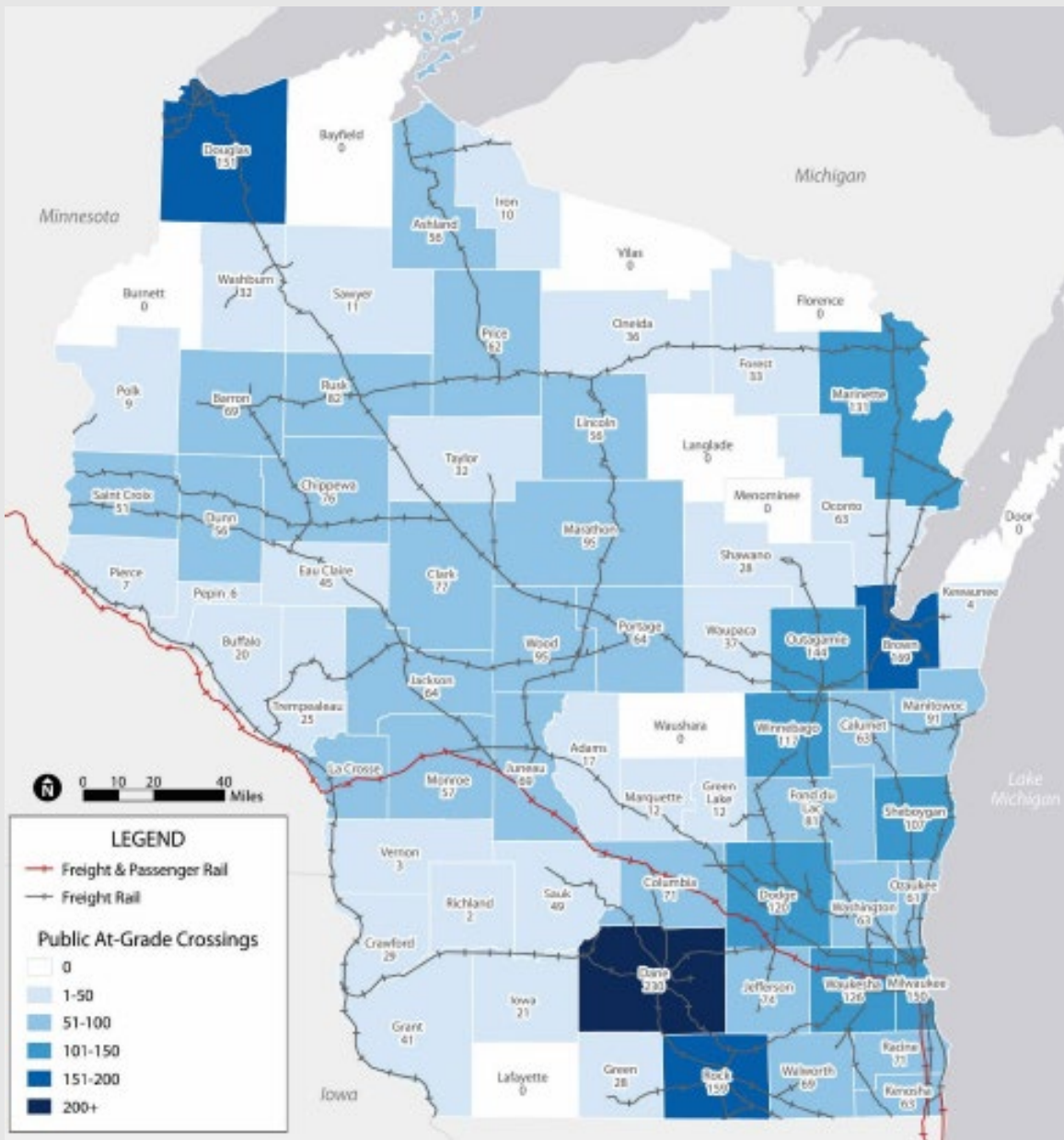
- Higher quality and safer roadway
- Project stakeholders can benefit from more thorough knowledge of railroad and project responsibilities
- Avoid design elements that can add excessive cost



Railroad Crossings in Wisconsin



Public at-grade crossings by county





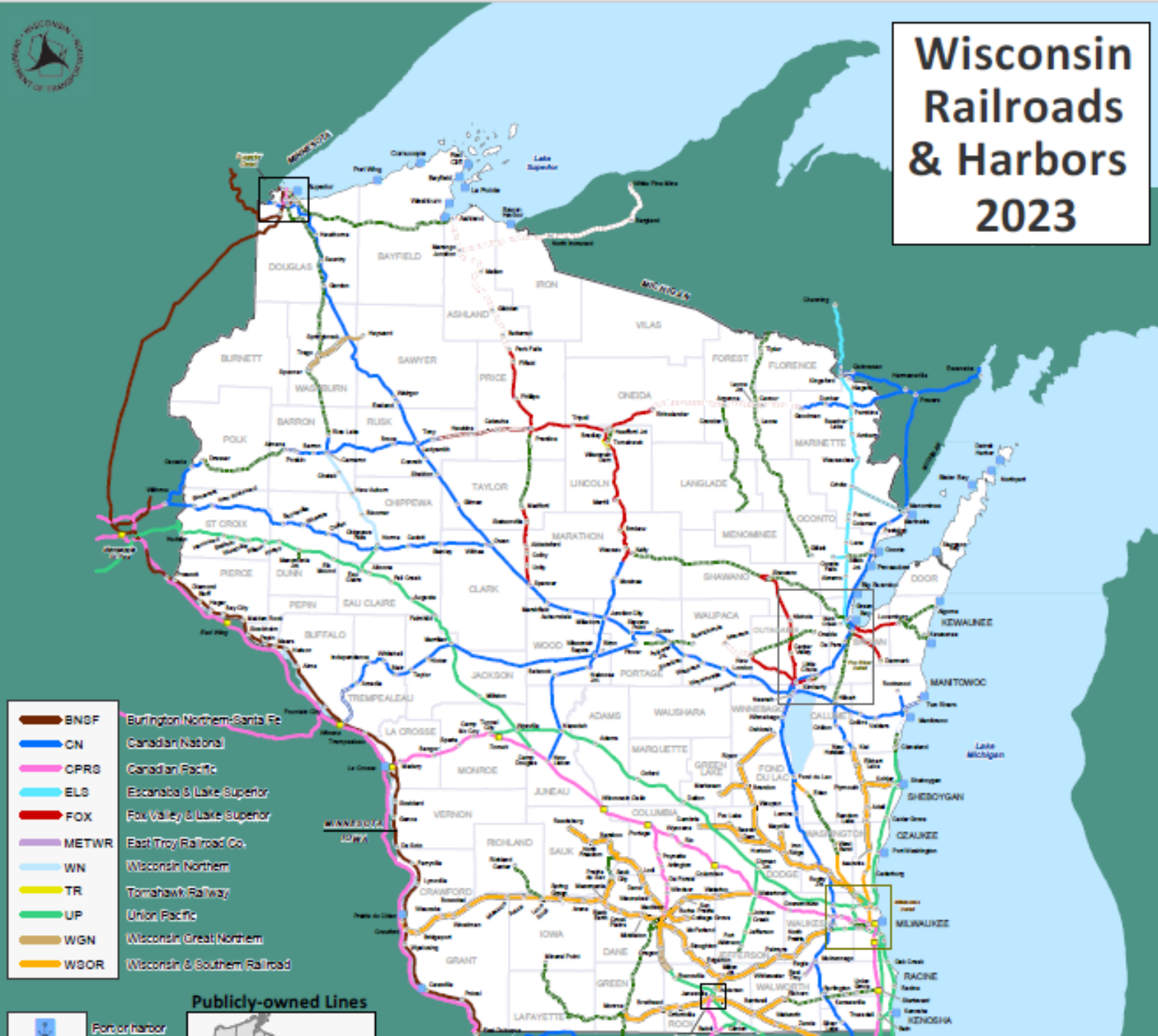
Wisconsin Railroads & Harbors 2023

7 National Class 1's - we have 4

- BNSF
- Canadian National (WCL, SSM)
- Canadian Pacific (SOO)
- Union Pacific

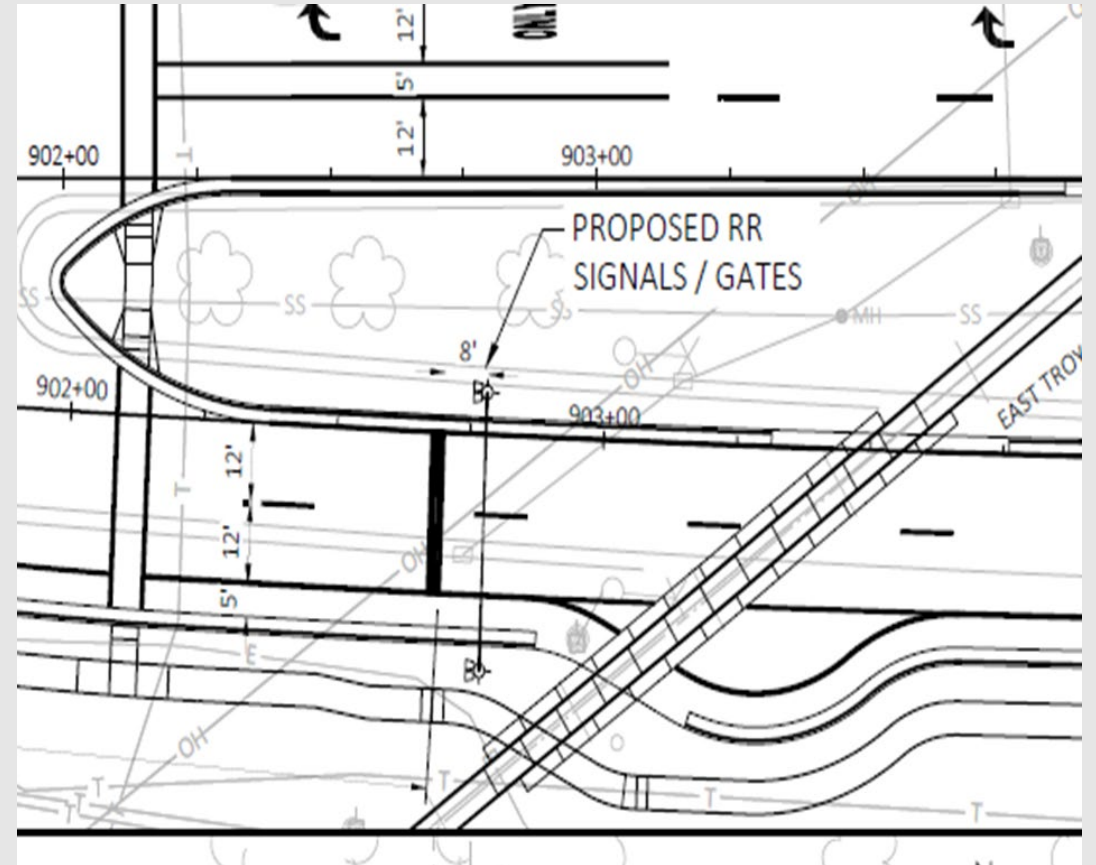
Short Lines and Regional Freight Railroads:

- Escanaba and Lake Superior
- Fox Valley & Lake Superior
- East Troy Railroads
- Wisconsin Northern
- Tomahawk Railway
- Wisconsin Great Northern
- Wisconsin and Southern



Design Issues at Grade Crossings

- 4'-3" from face of curb to center of signal
- 3'-0" center of signal to edge of sidewalk for gated locations
- Bike lanes/paths/sidewalks – should intersect at 90 degrees, 60-degree min
- Consider drainage: identify culverts
- Pavement marking, signage



Projects with Railroad Structures

For all these reasons, contact Region Railroad Coordinator early in design!

- Necessary lead times for rail structure coordination
- STSP options for protective liability insurance and flagging
- Contractor issues
- Temporary crossings and/or relocations
- Road worker and safety awareness training
- Real estate and utility issues on rail property



Exempt signs vs Tracks out of Service



You will be crossing a track
There won't be a train

VS.



What exactly is exempt?
And who are these signs for?

Emergency Notification Systems (ENS) Sign

49 CFR 234.303
contains
requirements for
telephonic reporting
of unsafe conditions



Anybody can report:

- Warning device malfunction
- Disabled vehicle
- Obstructions
- Any unsafe condition



Questions?

2023 Local Program Symposium

May 24, 2023

Kris Sommers, PE

Supervisor, Railroad Engineering and Safety

Rails and Harbors Section

Bureau of Transit, Local Roads, Rails and Harbors

WisDOT Division of Transportation Investment

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WisDOT Local Program Symposium

Right of Way

Abby Ringel

Statewide Local Program Real Estate Manager

May 24, 2023



Why Do We Do What We Do?

- Eminent Domain
 - The power of any sovereign government to take private property without the consent of the owner.
- Tied to the United States Constitution
 - 5th Amendment
 - 14th Amendment



What is the Uniform Act?



Public Law 91-646 – Uniform Act (UA)

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Public Law 91-646)
 - The historic purpose underlying the UA is:
 - Acquisition: Treat owners fairly and consistently, encourage acquisition by agreement, minimize litigation, and promote confidence.
 - Relocation: Treat individuals fairly, equitably, consistently, and do not cause disproportionate injury.
 - Agencies: Act efficiently and in a cost-effective manner.



Statutes and Regulations

- Public Law 91-646 - Uniform Act
 - Code of Federal Regulations
 - 49 CFR Part 24 – Department of Transportation
 - 23 CFR Part 710 - Highways
- Wisconsin State & Local Statutes
 - Chapter 32.05 Eminent Domain
 - Chapter 62.22 – Cities
 - Chapter 83.07 & 83.08 - Counties
 - Chapter 61.34(3),(3m) & 61.36 – Villages
 - Chapter 60.50 & 82.12 - Townships



Condemnation Limitations

- ▶ Property may not be acquired by condemnation to establish or extend a sidewalk, recreational trail, bicycle way or lane, or a pedestrian way.

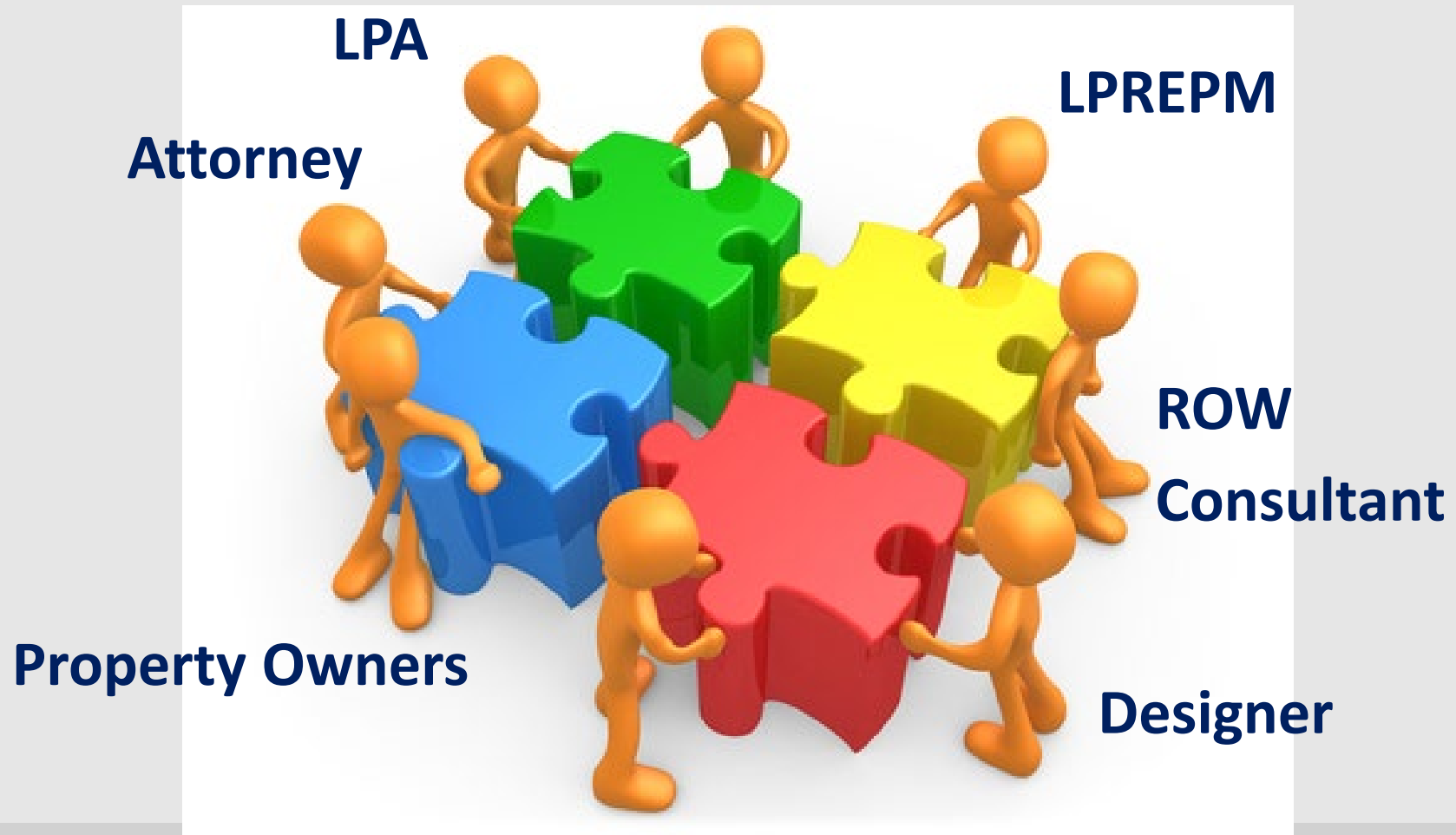


WisDOT Policy & Procedures

- Local Program Real Estate Manual (LP RE Manual)
- Real Estate Program Manual (REPM)
- Facilities Development Manual (FDM)
- Real Estate Automated Data System (READS)



Real Estate - LP Stakeholders

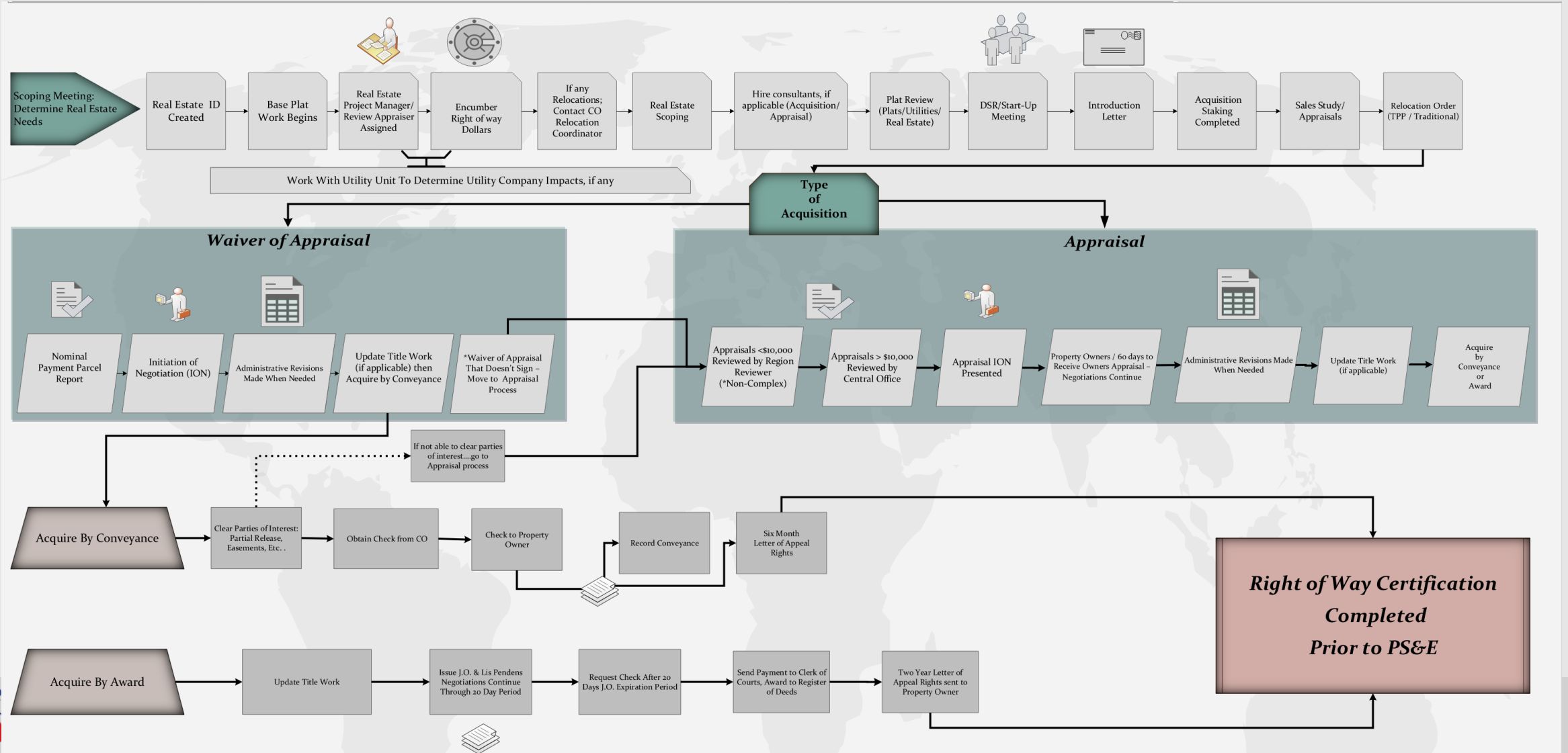


Right of Way Acquisition

Real Estate Acquisition Process & Timeline



Acquisition Process

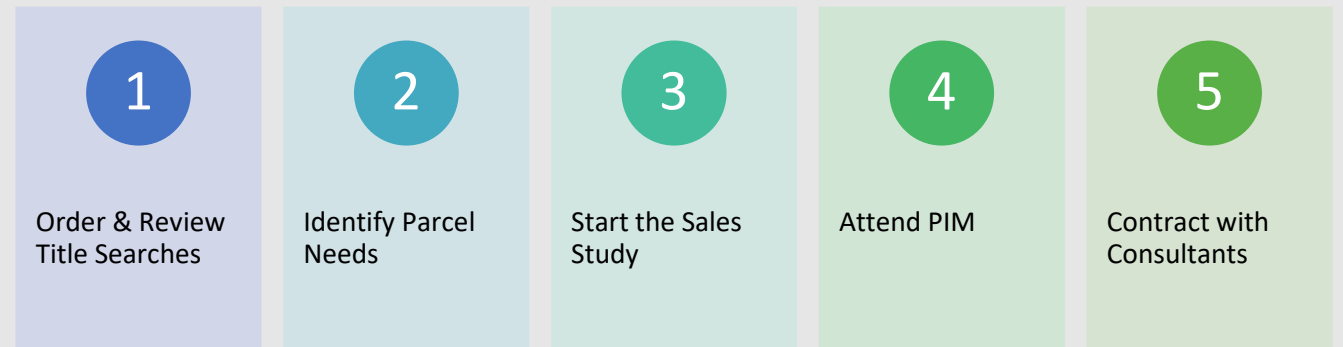


Requirements Prior to Right of Way Acquisition


- Approved Environmental Document
- Approved Design Study Report (DSR)
- Relocation Plan (if applicable)
- Cost Estimate
- R/W plat approval/relocation order filed
- Acquisition Capability Statement
- Real Estate Start-Up Meeting



Allowable Activities Prior to Acquisition



Real Estate Automated Data System (READS)



Real Estate Automated Data System (READS)

Project | Parcel | Reports | My Parcels | My Ticklers | Property Mgmt | Setup | E-Submit | Acq Comps | E-Help | E-Manual

Resp. DOT Office: Green Bay |
 Project Type: |
 County: |
 Project Highway: |
 Project ID: |
 Show Closed Projects

[Refresh](#) | [Import FIIPS Project](#) | [Add New Project](#)

Responsible DOT Office	Work Performed By	Project ID	Project Name	Project Highway	Counties	Parcels on Project	Project Type	Edit
Green Bay		0632-03-00	closed projects			2	State	
Green Bay		0652-03-00	Proratable for incidentals			1	State	
Green Bay	Green Bay	1009-32-23	PESHTIGO BROOK WETLAND MIT BANK SIT	NON - HWY	Oconto	1	State	
Green Bay	Green Bay	1130-44-21	APPLETON - GREEN BAY	USH - 041	Outagamie	2	State	
Green Bay	Consultant	1146-75-21	STH 76-NEW LONDON	STH - 015	Outagamie	19	State	
Green Bay	Green Bay	1146-75-22	APPLETON-NEW LONDON	STH - 015	Outagamie	177	State	
Green Bay	Green Bay	1210-06-21	USH 41 - IH 43	STH - 172	Brown		State	
Green Bay	Green Bay	1420-22-22	FOND DU LAC BYPASS	USH - 151	Fond du Lac	1	State	
Green Bay	Green Bay	1440-13-22	STH 67 - USH 41	STH - 023	Fond du Lac, Sheboygan	60	State	
Green Bay	Consultant	1440-15-21	STH 67 - USH 41	STH - 023	Fond du Lac, Sheboygan	47	State	
Green Bay	Green Bay	1440-15-22	STH 67 - USH 41	STH - 023	Fond du Lac	152	State	
Green Bay	Green Bay	1470-25-21	SCL-KEWAUNEE	STH - 042	Kewaunee	10	State	
Green Bay	Green Bay	1490-28-21	ABRAMS - STILES	USH - 141	Oconto	1	State	
Green Bay	Green Bay	1491-08-21	MIDDLE INLET - VILLAGE OF WAUSAUKEE	USH - 141	Marinette	13	State	
Green Bay	Green Bay	1491-09-21	CRIVITZ - MIDDLE INLET	USH - 141	Marinette	9	State	
Green Bay	Green Bay	1500-33-22	REEDSVILLE-MAINTOWOC	USH - 010	Manitowoc	10	State	
Green Bay	Green Bay	3360-16-21	LOMIRA-FOND DU LAC	STH - 175	Fond du Lac	3	State	
Green Bay	Green Bay	4010-20-21	SHEBOYGAN FALLS-SHEBOYGAN	STH - 028	Sheboygan	6	State	
Green Bay	Green Bay	4050-23-21	FOND DU LAC-CHILTON	USH - 151	Fond du Lac	4	State	
Green Bay	Green Bay	4075-35-21	KAUKAUNA-WRIGHTS TOWN	STH - 096	Brown		State	

<< | < | Page 1 of 3 | > | >> | Go to Page |



RIGHT OF WAY CERTIFICATION

- ▶ The LPA must use the Certification of Local Public Agency Right of Way Acquisition (RE3028)
- ▶ It documents that all the following have been completed in compliance:
 - ▶ Fee and easements
 - ▶ Construction permits – attach exhibit from plan/plat
 - ▶ Utility Releases
 - ▶ Encroachments – removed or allowed via revocable permit
 - ▶ Relocations Completed
- ▶ **Submit supporting documents to the LPREPM 28 days before PS&E**



Estimated Scheduled Time to Meet PS&E

***Timing is for a SINGLE parcel - Number of days represents an average of WisDOT Projects**

- 30-120 Days – Relocation Order thru last Appraisal Approved and all Nominals Acquired
- 60 Days - Receipt of Owner's Appraisal
- 30 – 60 Days – Negotiation of all Parcels, Condemnation if Required thru Recording of Last Award of Damages
- 28 Days – Time for WisDOT to Review

TOTAL = 150-268 Days ROW Clear



WisDOT Real Estate Oversight Team

North Central (NC)	Jay Viste	(920) 360-1672	EJay.Viste@dot.wi.gov
Southwest (SW)	Angela Kneip	608 245-2623	angela.kneip@dot.wi.gov
Northwest (NW)	Angela Kneip	608 245-2623	angela.kneip@dot.wi.gov
Southeast (SE)	MeriKate Bock	262 548-8781	merikatherine.bock@dot.wi.gov
Northeast (NE)	Jay Viste	(920) 360-1672	EJay.Viste@dot.wi.gov
Statewide	Abby Ringel	(920) 883-8324	Abigail.Ringel@dot.wi.gov



Local Program Project Environmental Process

Jay Waldschmidt, P.E.,
EPDS Section Chief

2023 Local Road Program Symposium

May 24, 2023



The Application

Environmental Considerations

- Archaeological and Historical Sites
- Section 4(f) & Section 6(f)
- Tribal Lands
- Environmental Justice Populations and Impacts
- Federal & State Threatened/Endangered Species
- Wetlands
- Establishment or Extension of Sidewalks



The Environmental Document

- Environmental Impact Statement (EIS)
- Environmental Assessment (EA)
- Categorical Exclusion (CE)
 - Environmental Report (ER)
 - Categorical Exclusion Checklist (CEC)



The CEC is Your Friend

- Templates R' Us!
- ER and CEC Templates
 - <https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/environment/formsandtools.aspx>
- Fillable and Guidance Versions
- Factor Sheets



Environmental Document Approval

- Allow ample time for report reviews and approvals
- The environmental document cannot be approved until:
 - Fiscal constraint has been demonstrated (STIP/TIP)
 - Tribal notifications emails & hard copies are sent
 - History/Archeology is screened or Section 106 is approved
 - T&E species coordination is completed
 - Section 4(f) & Section 6(f) coordination is complete
- A CEC is approved by WisDOT and can take a few months to approve
- An ER is approved by FHWA and can take longer to approve



Embrace Public Involvement

- Almost all projects require some element of public involvement
- Facilities Development Manual Chapter 6, Public Involvement
- Detours!!!
- Environmental Justice Populations
- Section 4(f) *de minimis* Determination and Temporary Occupancy Exception
 - 23 CFR 774.5(b)(2)
 - 23 CFR 774.13(d)



That's Me!

QUESTIONS?

Contact:

Fred Wisner, P.E.

frederick.wisner@dot.wi.gov

or

715-499-5204



Q&A Session

