



Wisconsin DOT Local Program Symposium

Agenda

May 19, 2021

Statewide Webinar (3 hours)

Welcome & Introductions and 2022-2027 Program Overview (5)

Presenters: *WisDOT Secretary-designee Craig Thompson*

FHWA Wisconsin Deputy Division Administrator Linda Swann

Program Cycle, Application Process, Change Management (25)

1. STP-Urban, STP-Rural, and Local Bridge Programs
2. Congestion Mitigation & Air Quality (CMAQ)/Transportation Alternatives Program (TAP)
3. Program Cycle Application Schedule & Change Management

Presenter: *Merrill Mechler-Hickson & Tim Olusegun*

Local Program and Oversight (30)

1. Roles and Responsibilities of the Local Public Agency, Designer/Consultant
 - Matrix Activities
2. Metropolitan Planning Organization
3. Local Program Project Development Process Training

https://www.youtube.com/playlist?list=PLoGzf6P7PsQ-l7QlFRHVvX9BXwD875_yR

Presenter: *Local Program Manager - Michael Erickson*

Local Program Project Manager - Matt Van Natta

Transportation Economic Assistance (TEA) Grants (10)

Presenter: *Dave Carlson*

Highway Safety Improvement (HSIP) (10)

Presenter: *Mike Finkenbinder*

Break (5)

LTAP – WI Transportation Information Center Resources (10)

Presenter: *Ben Jordan & Andi Bill– University of Wisconsin*

FHWA Perspective (10)

Presenter: *Tracy Duval*

Technical Services Section (TSS) (45)

1. [Pedestrian & Bike on Local Facilities](#) - Jill Mrotek Glenzinski 10
2. [Utility Coordination](#) – Abby Williamson 10-15
3. [Railroad Coordination](#) – Teri Beckman 10
4. [Right of Way/Real Estate](#) – Abby Ringel 10

Presenter: *TSS*

Q & A (30)



Statewide Local Program Symposium

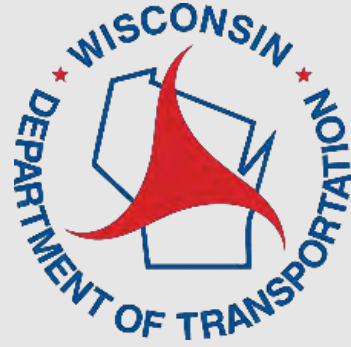
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Opening Remarks

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





Local Programs Overview

Merrill Mechler-Hickson, LP&F Section Chief

Local Program Symposium

May 19, 2021

WisDOT Local Programs & Finance (CO)

<p>Jen Murray (608) 264-8722 Director, Bureau of Transit, Local Roads, Railroads & Harbors Jennifer.murray@dot.wi.gov</p>	<p>Merrill Mechler-Hickson (608) 261-8977 Program & Policy Chief, Local Programs & Finance Merrill.mechlerhickson@dot.wi.gov</p>
<p>Tim Olusegun – Program & Policy Supervisor Acting General Transportation Aids, Connecting Highways Aids Program Manager</p>	<p>(608) 266-0254 Tim.olusegun@dot.wi.gov</p>
<p>Patrick Vander Sanden - LRIP Local Roads Improvement Program Manager</p>	<p>(608) 266-0786 Patrick.vandersanden@dot.wi.gov</p>
<p>Travis Houle – TAP, CMAQ Transportation Alternatives Program, Congestion Mitigation Air Quality Program Manager</p>	<p>(608) 266-9656 Travis.houle@dot.wi.gov</p>
<p>Michael Loughran – STP, Local Bridge Surface Transportation Program, Local Bridge Program Manager</p>	<p>(608) 266-2870 Michael.loughran@dot.wi.gov</p>



Local Programs & Finance

- Administration & disbursement of \$525.2 million in SFY21 in state transportation aids to local units of government:
 - General Transportation Aids
 - Supplemental Towns Aids (current biennium only)
 - Special Transportation Aids:
 - Connecting Highways Aids
 - County Forest Road Aids
 - Expressway Policing Aids
 - Lift Bridge Aids
 - Disaster Damage Aids

➤ 1,922



Local Programs & Finance

- Administration and allocation of \$165.9 million in SFY21 in federal & state funds to local units of government through:
 - Local Roads Improvement Program (LRIP) - \$33m
 - Congestion, Mitigation, and Air Quality Program (CMAQ) - \$10.7m
 - Transportation Alternatives Program (TAP) - \$7m
 - Local Bridge Program - \$42.9m
 - Local Transportation Facilities (STP) - \$72.2m



WisDOT Local Programs 2019-21 Biennial Budget

Local Program Aids & Improvement Program Funding

	Fiscal Year 2020	Fiscal Year 2021
General Transportation Aids (GTA)	\$479,942,500	\$505,706,400
Connecting Highways Aids (CHA)	\$12,063,500	\$12,063,500
Special Highway Aids – (ex., DDA)	\$5,003,700	\$5,003,700
Supplemental Towns Aids (STA) – current biennium only	\$2,500,000	\$2,500,000
Local Roads Improvement Program (LRIP) – entitlement and discretionary	\$33,033,000	\$33,033,000
Local Roads Improvement Program-Supplement (LRIP-S) – one time funding	\$90,000,000	N/A
Local Bridge Improvement Assistance Program	\$42,890,200	\$42,890,200
Local Transportation Facility Improvement Assistance Program (STP)	\$72,238,500	\$72,238,500
Transportation Alternatives Program (TAP)	\$7,049,300	\$7,049,300
Congestion Mitigation Air Quality Program (CMAQ)	\$10,719,000	\$10,719,000



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

- Local Roads Improvement Program (LRIP)
- Surface Transportation Program (STP)
- Local Bridge Improvement Assistance Program
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality (CMAAQ)



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



STP Local Roads Program

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



Local Bridge Program

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



Multi Modal Programs

- Transportation Alternatives Program (TAP)
 - Expand Travel Choices
- Congestion Mitigation and Air Quality Improvement (CMAQ) Program
 - National Ambient Air Quality Standards (NAAQS)



Transportation Alternatives Program (TAP)

- Federally funded program providing up to 80% of the cost for a multi-modal improvement project
- Commencement Rule
- Metropolitan Planning Organizations (MPOs) in areas with populations over 200,000 receive a funding suballocation and select their own projects



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



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
- 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

- Local Roads Improvement Program (LRIP)
 - Biennial Program Cycle
 - Tentative Application deadline: January 15, 2022
- Surface Transportation Program (STP) & Local Bridge
 - Program Cycle: 2022-2027
 - Application deadline: October 15, 2021
- Congestion Mitigation & Air Quality (CMAQ)
 - Program Cycle: 2022-2026
 - Application deadline: August 2, 2021
- Transportation Alternatives Program (TAP)
 - Program Cycle: 2022-2026
 - Tentative Application deadline: January 24, 2022



Local Programs & Finance

- Tentative Program Award Announcements
 - LRIP Discretionary awards announced in March 2022
 - STP/Local Bridge awards announced in March 2022
 - CMAQ awards announced in March 2022
 - TAP awards announced in July 2022



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



WisDOT Grant Applications: Tips for Successful Applications

- *Actions to take before the application process:*

1. Decide on the parameters of your project

- Clearly define project need
- Clearly define project scope

2. Conduct stakeholder outreach

- Engage interest in your community
- Obtain letters of support



WisDOT Grant Applications: Tips for Successful Applications

- *Actions to take during the application process:*

1. Complete all sections of application materials

- Map/location of project area
- Photos

2. Review application materials for errors

3. Tell a story – Engage the reviewer

4. Submit materials by (or PRIOR to) the application deadline



WisDOT Grant Applications: Tips for Successful Applications

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

1. Be Proactive

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

2. Be Patient

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

3. Be Persistent

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



Region Local Programs Contacts

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- NC Region Ben Roskoskey (715) 365-5783
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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

Michael Erickson
Local Program
Manager SW Region

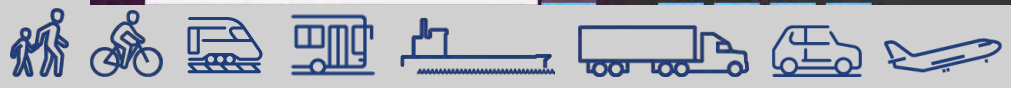
Matthew Van Natta P.E.
Local Program Project
Manager NW Region

Statewide Local Program Symposium
May 19, 2021



Search “wisconsin.gov”

The screenshot shows the Wisconsin Department of Transportation website. The browser address bar displays <https://wisconsin.gov/Pages/home.aspx>. The website header includes the Wisconsin logo and navigation links for Agency Directory and Online Services. The main navigation bar contains links for DMV ONLINE SERVICES, DMV INFO, DOING BUSINESS, TRAVEL, SAFETY, PROJECTS AND STUDIES, and ABOUT WISDOT. A search bar is located in the top right. A dropdown menu is open under 'DOING BUSINESS', listing various categories such as Engineers and consultants, Contractors, Design-Build, Civil rights and compliance, Purchasing, Local government, Aeronautics, Real estate / Right of way use, Freight / Economic Dev, and Maps and GIS. A sub-menu for 'Assistance programs' is also visible, listing options like Federal aid project delivery, Highway maintenance, Planning organizations, Project invoices, TAS, Traffic operations, TVRP, and WISLR. The main content area features a 'News at WisDOT' section with several news items, a 'Midwest Driver Fee Calculator' graphic, and three service tiles: DMV Service, Travel Information, and Highway Safety. The footer includes a search bar and a row of icons representing different modes of transportation.



General Overview of Changes

- Oversight by Management Consultant (MC's) 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 has been executed by WisDOT. **(Approved)**
- All Cost Increases after project Approvals MUST go through WisDOT Change Management (CM) Process, which the LPA is responsible to submit for approval by WisDOT.





Local Program Stakeholder's Roles and Responsibilities

Who are these Stakeholder's?

Federal Highway Administration (FHWA) FHWA provides funding for the local program.

Wisconsin Department of Transportation (WisDOT) WisDOT is charged with the task of administering the Local Program for the Federal Highway Administration according to the Federal Aid oversight agreement.

Sponsor The sponsor, be they the County or a Local Public Agency (LPA), has a cost share and is the entity that needs to “own” the project and be the champion for it. The project is on their facility and they need to take the lead with the scoping, design, construction and eventual maintenance of the facility.

Design Firm The design firm is contracted by the sponsor and so reports to the sponsor on a regular basis.

Issue resolution *WisDOT encourages the resolution of any issue at the lowest level possible. For example, if a sponsor is concerned with the timely review/completion/delivery of a product during the development of a project, the first step to resolution should be to have dialogue involving the sponsor and design firm if applicable. **Get the facts.** Design firms or sponsors should not automatically call WisDOT to resolve issues.*



Local Program Roles and Responsibilities

FHWA

- Federal Funding - **Majority of funding for LP's**
- 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 CM 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 U 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 standards • 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	Federal Funded: IN ORDER <ul style="list-style-type: none"> • Region Environmental Coordinator (REC) certifies and recommends LPPM approval • LPPM provides signature approval
Section 4(f)				R	A	A	Federal Funded: IN ORDER See Applicable Section 4(f) Forms to Determine Appropriate Signatories <ul style="list-style-type: none"> • Signed by Preparer • Signed by LPPM • Bureau of Technical Services, Director (or Designee) signs and recommends FHWA 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 Pop. density
- Wisconsin has 18 urbanized areas which receive an annual allocation of STP-Urban funding based on Funds Available as approved by State Biannual Budget
- MPOs / RPCs 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 18 areas are designated by population – (6) Transportation Management Areas (TMAs) - Pop. 200 K or greater and (12) Pop. 50 K – 200 K



MPOs Continued & Small Urban Areas

- Because MPO allocations are defined by both Pop. and the amount of funding available – approved projects funding is limited at approval and these projects are ineligible for the CM process for additional funds.
- Urban areas between 5,000 – 20,000 pop. & 20,000 – 50,000 pop – 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

- SMA (State-municipal agreement)
 - 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 by Department
 - 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
- If Fed or State funds used, QBS (quality-based selection) 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 Found:
<https://wisconsindot.gov/Documents/doing-bus/local-gov/lpm/lp-consultant-selection.pdf>



Consultant Selection

QBS Process

- Selection Committee
 - Min 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 min of three consultants

\$200k - \$1million

- 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

1. Identify the scope of the project
2. Develop a list of criteria to be used in ranking responses
3. Contact a minimum of three consultants
 - a. contact done via RFP (Request for Proposal)
4. All communication with consultants must be documented and maintained by the originator
5. 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



Consultant Selection

Firm Selected

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



Design Process

30%/Environmental

- Final Scope Defined
- Environmental impacts defined
 - Coordination w/ agencies (Army Corps, DNR, Coast Guard, etc)
- 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
- TMP (traffic management plan) 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-PS&E (plans specifications & estimate)

- 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

PS&E (plan specifications & estimate)

- Submittal of final plan package to Proposal Management
- Certifications Signed
 - Real-Estate
 - Railroad
 - USR (Utility Status Report)
- 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



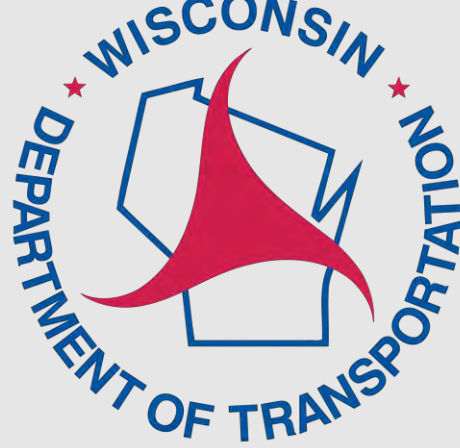
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- NC Region Ben Roskoskey (715) 365-5783
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Thank you!





Economic Development Programs at WisDOT

Dave Carlson

Transportation Economic Assistance Manager
Bureau of Planning and Economic Development

WisDOT Local Road Program Symposium

May 19, 2021



WisDOT Economic Development Programs

Driving the Economy

- Grant and Loan Programs
 - Transportation Economic Assistance (TEA)
 - State Infrastructure Bank (SIB)



WisDOT Economic Development Programs

Transportation Economic Assistance (TEA)

Goal: Promote economic prosperity by creating new jobs and retaining jobs

- Support transportation infrastructure projects needed to bring businesses to WI and/or help them expand here



WisDOT Economic Development Programs

Transportation Economic Assistance (TEA)

- \$3.4 million/year in funding
- Applications accepted continually
- Road, rail, airport and harbor projects eligible



WisDOT Economic Development Programs

Transportation Economic Assistance (TEA)

- Based on \$5,000 per new and/or qualified retained job.
- Funding up to 50% of project costs
- Maximum grant is \$1 million



WisDOT Economic Development Programs

Transportation Economic Assistance (TEA)

- 30% design plans
- Review of archaeological and historical resources
- Business financials
- Full checklist available on the web
<http://Wisconsindot.gov/TEA>



WisDOT Economic Development Programs

Transportation Economic Assistance (TEA)

Record setting year in 2020!!

- 11 grants awarded
- \$5.2 million
- 1,005 new jobs
- 716 retained jobs
- \$848.7 million private investment



WisDOT Economic Development Programs

Transportation Economic Assistance (TEA)

- Komatsu Mining new HQ and manufacturing facility
- Two grants totaling \$1.7 million for road and rail infrastructure
- 679 retained jobs and 240 new



WisDOT Economic Development Programs

Transportation Economic Assistance (TEA)

- White River Ag (Bayfield Co.)
- \$70,000 grant to convert County Hwy E to all season road
- 10 new jobs and 4 retained jobs



WisDOT Economic Development Programs

State Infrastructure Bank

- The State Infrastructure Bank (SIB) offers communities loans and credit options to help finance eligible surface transportation projects.
- Funds support transportation infrastructure improvements to help preserve, promote and encourage economic development and/or promote transportation efficiency, safety and mobility.



WisDOT Economic Development Programs

State Infrastructure Bank

- Offers low interest rates
- Projects may be amortized up to 30 years.
- Revolving loan fund
- Created with federal matching funds (80/20)



WisDOT Economic Development Programs

Contact Us

TEA and SIB programs:

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(608) 266-3488



Thank you!





Highway Safety Improvement Program

Mike Finkenbinder, P.E.
Highway Safety Improvement Program Manager

Local Program Symposium

May 19, 2021



Highway Safety Improvement Program

- Projects that reduce the number and severity of crashes on all public roads
- Focused on infrastructure improvements identified and selected through a data-driven approach
- Lower-cost treatments should be given first consideration
- Includes the High Risk Rural Roads (HRRRP) subprogram
 - Funds projects for construction and operational improvements on county rural major and minor collector roads



Program Funding

- 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



Program Cycle & Application Deadlines

- Four-year program of projects
 - Projects with longer, more complicated delivery schedules will be considered for approval in years 5 and 6
- Program on an annual cycle
- Current program is SFY 2021-2024
- Next application cycle deadline for SFY 2022-2025 is August 15th, 2021



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



Application Requirements

- Completed HSIP project application form (DT1501)
- General sketch of the proposed project
- Collision diagrams
- Crash history (most current consecutive 5 years)
- Site photos
- Itemized cost estimate
- Project Evaluation Factor (PEF) analysis worksheets
 - Completed by WisDOT staff



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
- PEF calculation includes:
 - Estimated costs of proposed project
 - Crash history in the project location
 - Identification of crashes and/or severity that the proposed project would have reduced
 - Estimated crash reduction potential of proposed improvements based on established research and studies



Project Funding Caps

- Cap Basics

- Applies to all HSIP-funded projects
- Local projects – overages chard to Locals
- Any funding cap increase must be approved by the Statewide HSIP Manager
- Any project scope change would require application resubmittal with an **updated PEF (using the original submittal's crash history)**

- Benefits

- Encourages better project scoping
- Promotes more accurate initial cost estimates
- Helps limit impacts on the program



Co-Pay Requirement

- Projects over \$1,900,000 trigger a co-pay requirement
 - First \$1,900,000 → HSIP Funds (90% Fed)
 - Second \$1,900,000 → Non-HSIP Funds
 - Balance of Project → Costs shared equally between HSIP & Sponsor



Sunset Provision

- Policy

- Annual program review to check on status of previously approved projects
- A project may be removed from the program if:
 - There is no design action within 2 years of program approval, OR,
 - It is not let to contract within 3 years of program approval
- Local officials will be notified by letter before a project is removed

- Benefits

- Ensures safety resources are only reserved for viable projects
- Enables adding projects to the program to replace non-viable projects



For More Information

- WisDOT Safety
 - [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 Manager
 - General program/policy information
 - Mike Finkenbinder, 608-266-1620, michael.finkenbinder@dot.wi.gov



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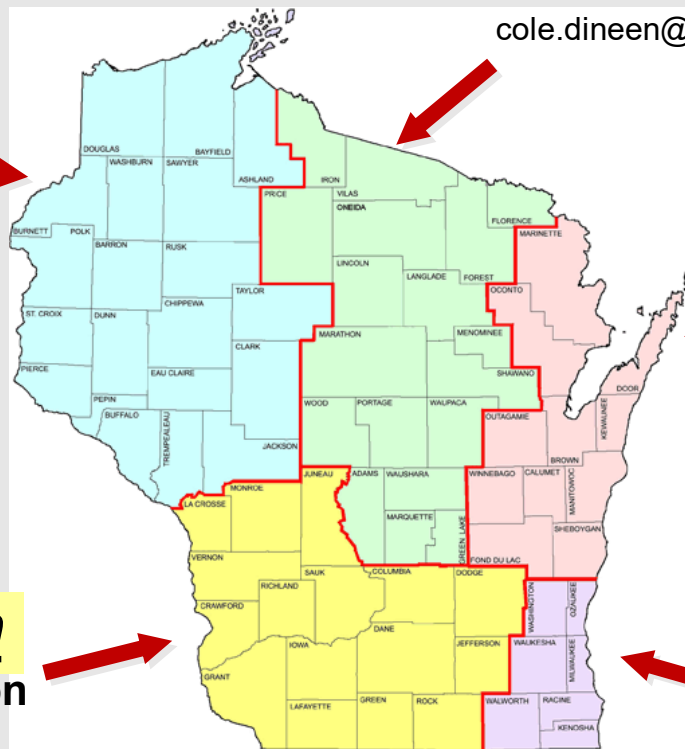
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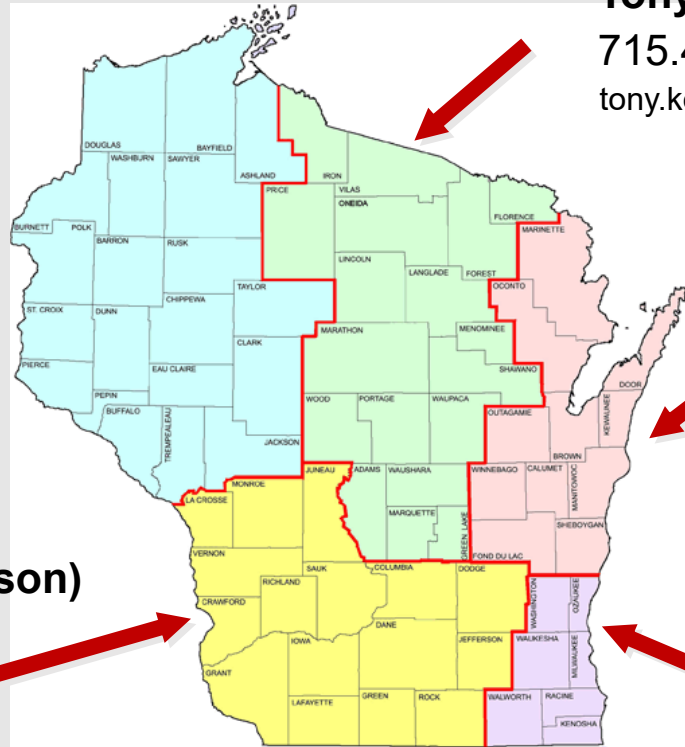
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Thank you!





WISCONSIN
UNIVERSITY OF WISCONSIN-MADISON



TIC Overview

Wisconsin DOT Local Program Symposium

Ben Jordan & 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.

epd.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**



Engineering Professional Development

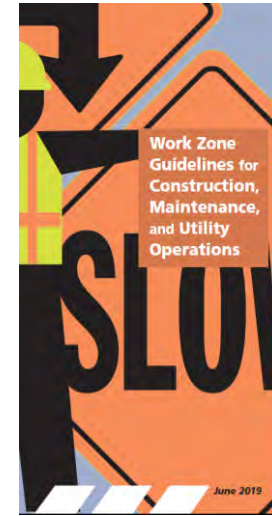


TIC Certificate Programs

- 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

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

Stored Forecasts

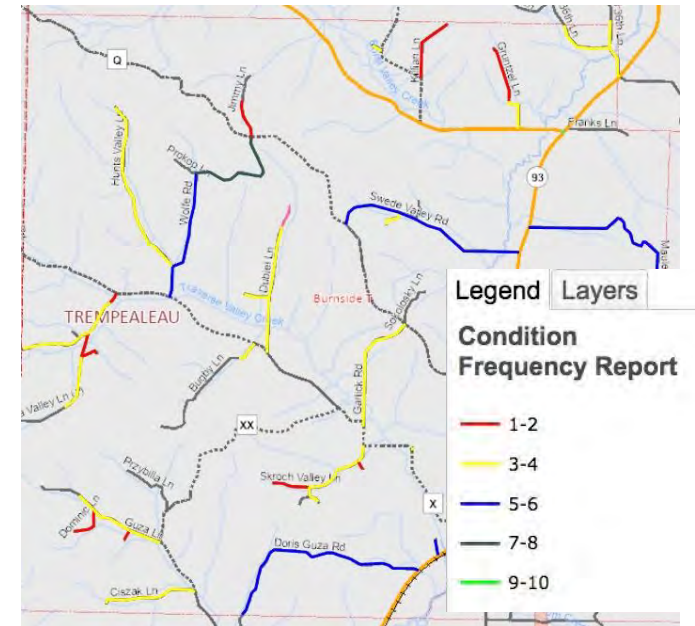
Name and Description:

Application Functions

Sort by Year: 1 2 3 4 5 Backlog Map by Year Map by Project Type Print/Download Spreadsheet

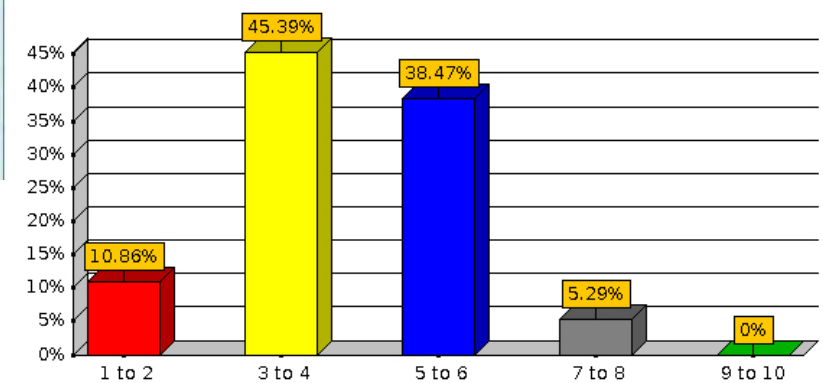
BURNSIDE - 1 to 12 of 58

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



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

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



Rating Range

• Based on 24.06 miles of rated roadways



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 technical question 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



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Transportation Information Center thanks its partners for their support and assistance



Extension
UNIVERSITY OF WISCONSIN-MADISON





Wisconsin Division Office

Great River Road

Partnering Locally: FHWA's Perspective

May 19, 2021

WisDOT's Local Program Symposium

SFY 2022-2027 Program Cycle



U.S. Department of Transportation
Federal Highway Administration



Roadmap

Wisconsin Division Office

Great River Road

- The Basics
 - Authority
 - Oversight Flow
 - Local Public Agency (LPA) Certification Program
- Focus Areas for Success
- Resources/Contact Information





The Basics

Wisconsin Division Office

Great River Road

- Fixing America's Surface Transportation or [FAST Act](#) – Extended until September 30, 2021.
- 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)



Oversight Flow

Wisconsin Division Office

Federal Highway Administration (FHWA)
Wisconsin Division

Wisconsin Department of
Transportation (WisDOT)

WI Locals





Focus Areas for Success

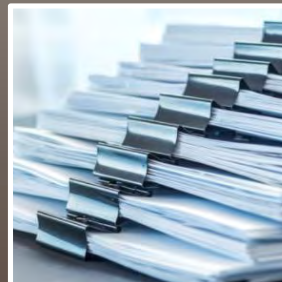
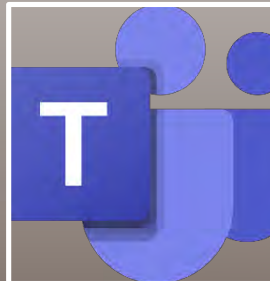
Great River Road

Wisconsin Division Office



Technical Assistance

Early
Communication and
Coordination



Documentation
Documentation
Documentation





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)





Thank You

Wisconsin Division Office

Great River Road

Resources To Get Started

- 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>
- National Highway Institute (NHI)
<https://www.nhi.fhwa.dot.gov/>

Questions

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FHWA Wisconsin Division
tracy.duval@dot.gov
608-829-7510

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



WisDOT Local Program Symposium Bicycle and Pedestrian

Jill Mrotek Glenzinski

State Bicycle & Pedestrian Coordinator

WisDOT Local Program Symposium
May 19, 2021



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 improvement = big difference*
- Decision to not accommodate should be not the rule
 - *Document circumstances and decisions*



Flexibility in design

Safety benefits

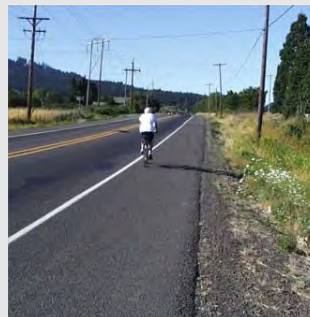


Efficiencies



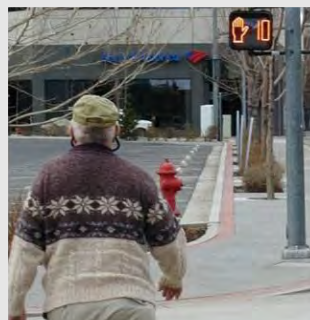
Planning and Design

- Funding options for bike and pedestrian
 - *Non-Infrastructure*
 - *Infrastructure*
- Multimodal network connectivity
 - *Various modes*



Roadway

Facility
Improvement



Standalone
Projects

Planning and Design Resources

- Bike and pedestrian elements
- ADA compliance
 - *Roadway projects defined as an ADA alteration*
- Facility Development Manual (FDM) 11-46



Statewide
Transportation
Plan

Design Guides

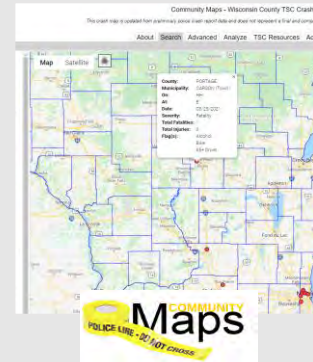


Modal Plans
and Resources

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



Jill Mrotek Glenzinski

WisDOT State Bicycle & Pedestrian Coordinator

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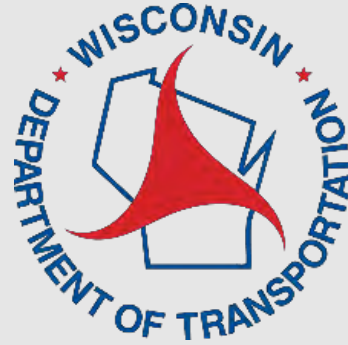
wisconsindot.gov/Pages/travel/ped/

wisconsindot.gov/Pages/travel/bike/



Thank you!





Utility Coordination

Abby Williamson
Statewide Utility Engineer

Wisconsin DOT Local Program Symposium

May 19, 2021

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-rsrces/util/lpa-uc-tasklist.docx?web=1>



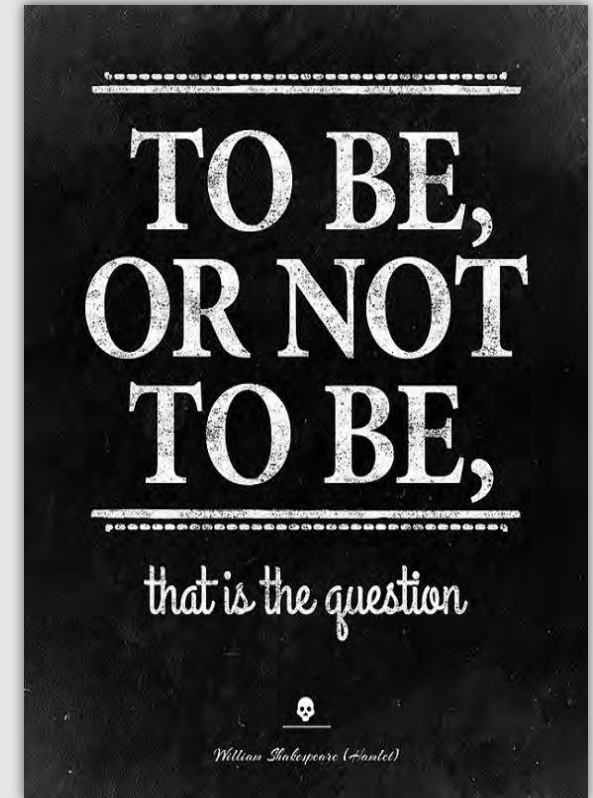
Sending Plans to Utilities

- 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-rsrces/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-rsrces/util/utiljobaids.aspx>
 - Let Review Standards
 - Additional land rights/plats guidance
- Facilities Development Manual (FDM) - Chapter 18

Abby Williamson

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608-266-0319



Thank you!








2021 Local Program Symposium Railroad Coordination

Teri Beckman
Railroad Coordinator / Material Specialist

May 19, 2021





Projects Near Railroads

If there is a railroad within 1000 feet of your project –
Why 1000 feet?

-  Working definition of *near* is within the advanced warning distance of a railroad. A 55-mph advance warning sign (W10-1) is located **750' to 1000' from the crossing.**
-  Only a screening tool, **doesn't mean railroad work will be required,** means RRC should be contacted to determine if railroad work is required.
-  Impacts timely delivery of the project






Project Constraints

-  Cannot gap or stop just short of a crossing to avoid RR impacts. Must **end project at a “logical” point.**
-  Cannot end a project one year short of a crossing then follow-up in coming years by starting on the other side just to avoid the crossing.
-  **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 (at the crossing) submittal to your region railroad coordinator 24 months prior to letting. The more complex the project the longer it takes.



Office of the Commissioner of Railroad (OCR)





Projects may require a ruling from the Office of the Commissioner of Railroads (OCR) if:

-  An alteration to the crossing is proposed
-  The warning devices need to be upgraded
-  To define and ensure railroad participation





Facts About Railroad Signals

-  They are a highway appurtenance (part of the roadway) that is maintained by the railroad. So, in essence the public owns them.
-  The state pays about 50% of the maintenance cost for every single railroad signal installed in the state.
-  A combination of federal, state, and/or local funds pay for the installation of every single railroad signal.
-  The only time that the railroad pays for signals is when they are making alterations to their facility such as adding a second set of tracks.









Basic Railroad Guidance

- Five Railroads Exist Within the Southwest Region Boundaries
 - (WSOR, CN, CP, BNSF, UP)
- Each Railroad Has Their Own Requirements
- Those Requirements Change Frequently!
- Railroads provide interstate commerce. This takes precedent over WisDOT projects in most cases
- Policies adopted by one Railroad may become adopted by other Railroads



Recent Developments with UP

- Went through massive labor reduction over the last year+
- Utilizing more consultant services to supplement staffing needs
- Billing states (not just WI) for railroad engineering reviews on DOT highway/bridge projects
- Requiring UP railroad approval of any and all plans that may require something from the railroad (complex – bridge replacements to simple – liability insurance and railroad flagging)



What Does this Mean

- Rails and Harbors Section (RHS) working diligently to restrict charges by UP (not an open checkbook) – create PE Agreement
- Current Costs Not Defined (no historical costs)
 - ≤ \$25,000 Anticipated costs for UP to complete an engineering review on a project

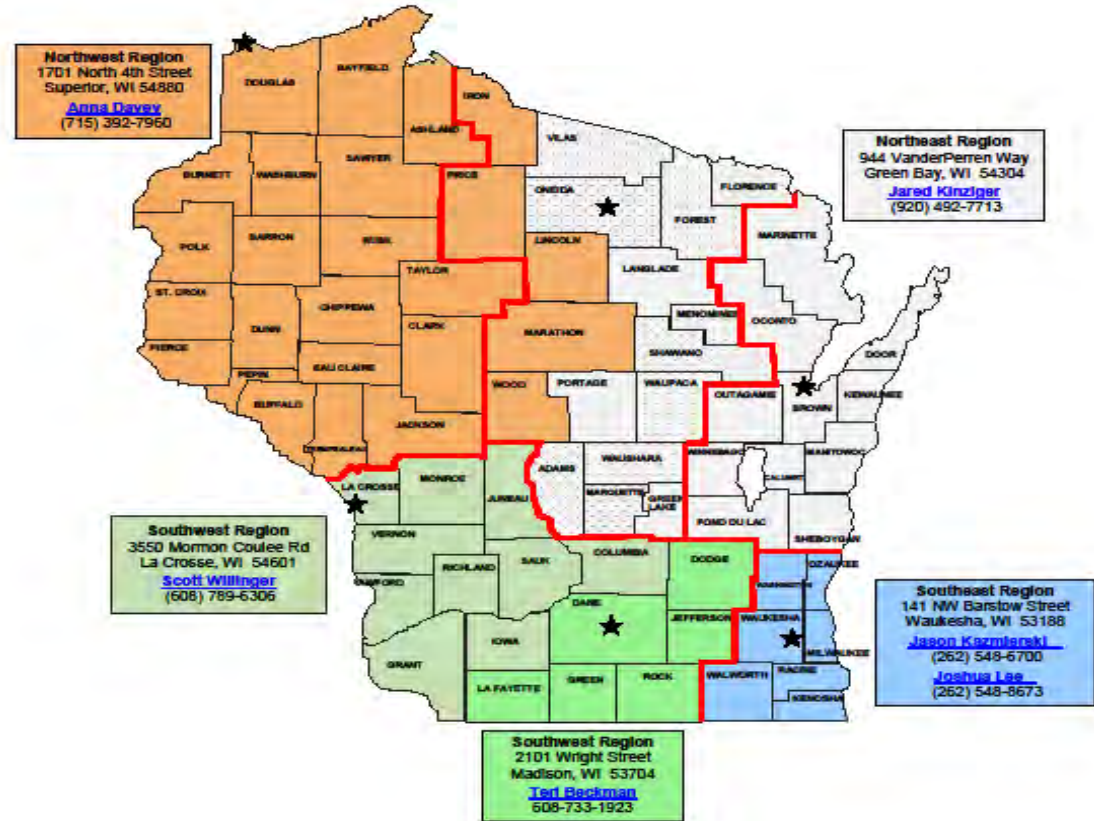


WISDOT RRC CONTACTS

Northwest & Part of North Central Regions	Anna Davey (715) 392-7960
Northeast & Part of North Central Regions	Jared Kinziger (920) 492-7713
Southwest Region (western half)	Scott Willinger (608) 789-6307
Southwest Region (eastern half)	Teri Beckman (608) 733-1923
Southeast Region	Joshua Lee (262) 548-8673 Jason Kazmierski (262) 548-8673



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



Thank You

Teri Beckman

teri.beckman@dot.wi.gov

(608)843-3241





WisDOT Local Program Symposium Right of Way

Abby Ringel

Statewide Local Program Real Estate Manager

WisDOT Local Program Symposium

May 19, 2021

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.

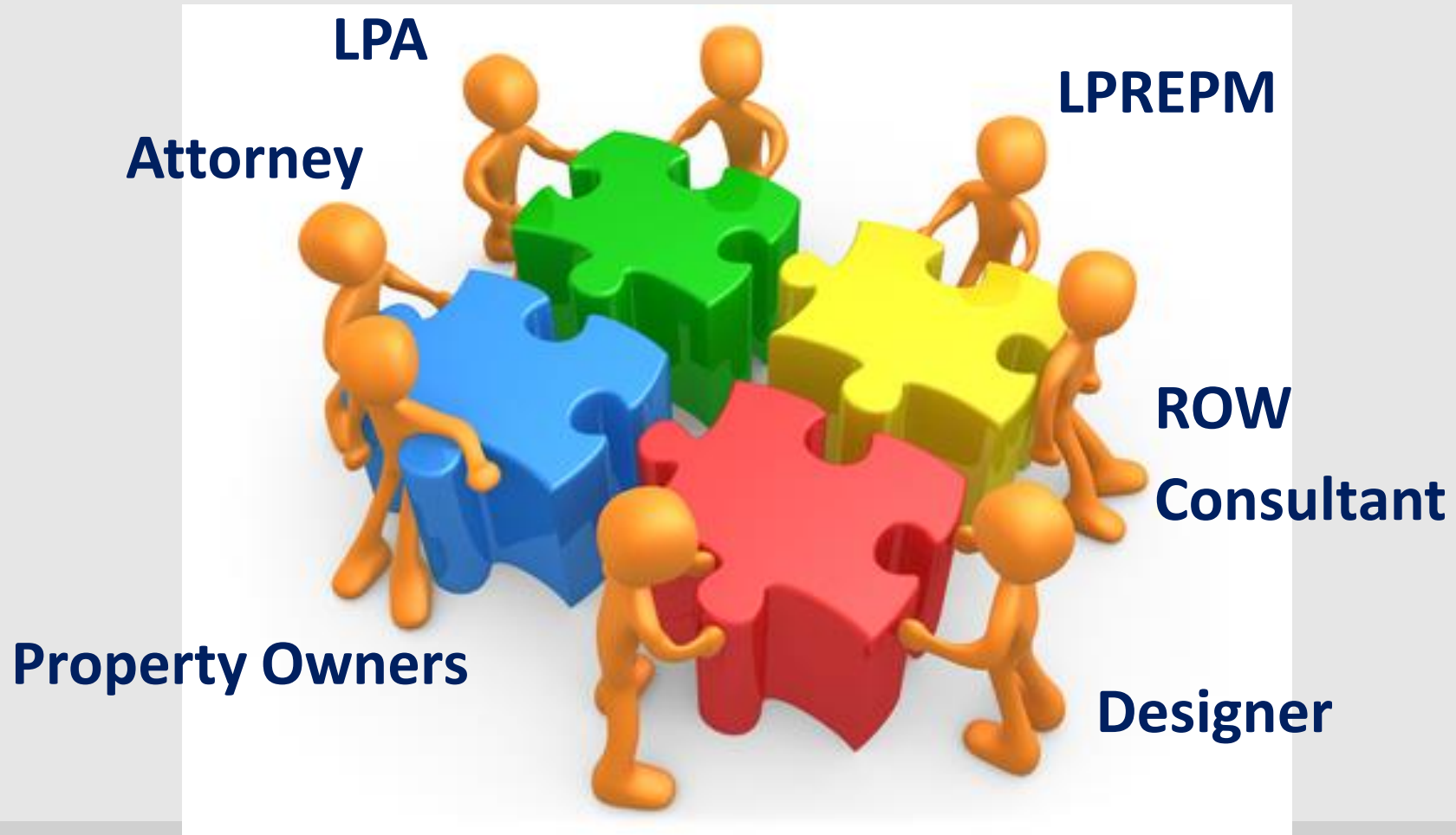


Statutes and Regulations

- 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



Real Estate - LP Stakeholders



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)



Allowable Activities Prior to Acquisition

- Order & Review Title Searches
- Identify Parcel Needs
- Contract with Consultants
- Start the Sales Study

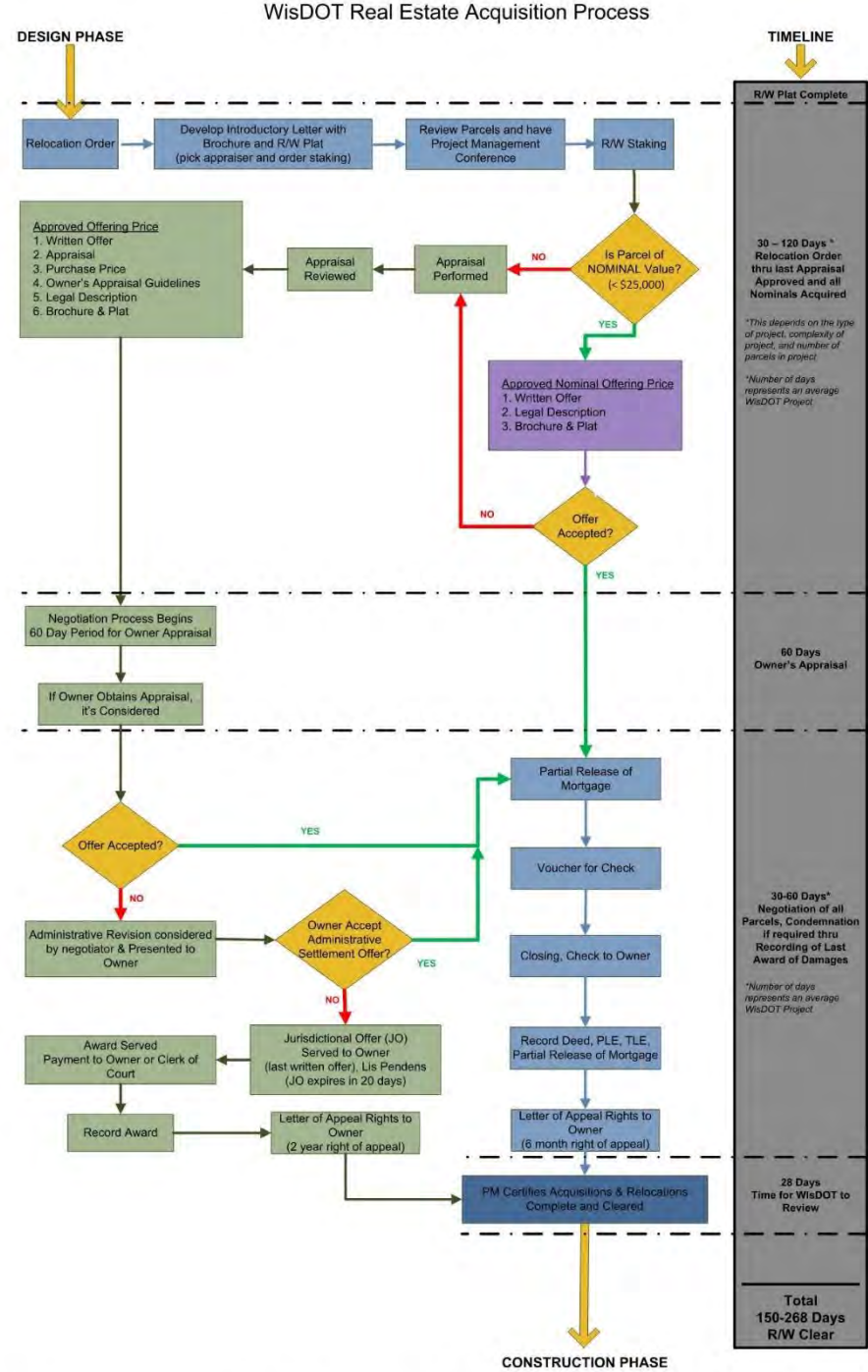


Requirements Prior to Real Estate Acquisition

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



Acquisition Process



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)	Jessie Prien	(715) 365-5757	Jessie.Prien@dot.wi.gov
Southwest (SW)	Jessie Prien	(715) 365-5757	Jessie.Prien@dot.wi.gov
Northwest (NW)	Jessie Prien	(715) 365-5757	Jessie.Prien@dot.wi.gov
Southeast (SE)	Debi Radtke	(262) 548-5927	Debi.Radtke@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



Thank you!



Question and Answer

