

Bipartisan Infrastructure Law (BIL) FFY 2022 and FFY 2023-2026 Solicitation: Frequently Asked Questions

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Keywords

Acronyms	Definitions	Local	Real estate	STP-Urban
Application	Design	Local bridge	Reimbursement	TAP
Award	Environmental	LRIP	Road classification	Terminology
Bid letting	Estimate	Map	Roadway	Traffic
Bridge	FFY 2022	MPO	Rural	Traffic volume
Change management	FFY 2023	Pavement type	Schedule	Urban
Construction	FFY 2023-2026	PS&E	SMA	WDNR
Consultant	Fiscal year	QBS	STP	WISLR
Culvert	Funding	Railroad	STP-Local	

Questions	Keywords
<p>1. What is FFY?</p> <p>A: FFY is the acronym for Federal Fiscal Year (October 1st - September 30th).</p>	<p>Fiscal year Terminology</p>
<p>2. What is SFY?</p> <p>A: SFY is the acronym for State Fiscal Year (July 1st – June 30th).</p>	<p>Fiscal year Terminology</p>
<p>3. If existing roads are gravel or chip seal, will the project have to replace with asphalt to qualify for these funds? Are we able to use cold mix asphalt or concrete?</p> <p>A: Reference the Facilities Development Manual (FDM) Chapter 14 for pavement design criteria. FDM 14-15 Pavement Type Selection (wisconsindot.gov). The FDM 1.2 includes, “... hot-mix asphalt pavement and a concrete pavement option ...for pavement replacement and reconstruction projects.” Gravel, chip seal, wedging, or cold mix asphalt maintenance projects are not allowed. Though, wedging may be acceptable if it is improving the roadway and not used for maintenance.</p>	<p>Pavement type</p>
<p>4. Can we use the BIL money to only remove an existing bridge?</p> <p>A: No, the Local Bridge program does not allow removal without replacement.</p>	<p>Bridge</p>

<p>5. Are we able to submit change management for BIL projects?</p> <p>A: Change management is the process that WisDOT uses to update funding and scheduling of approved projects. Yes, change management can be submitted for BIL projects and DOT will review for approval or denial.</p>	<p>Change management</p>
<p>6. Is the DOT limiting the size of the project or limiting the dollar amount in an STP- Local area?</p> <p>A: No, for the FFY 2022 project solicitation, WisDOT is looking at all construction-only projects that meet the eligibility requirements.</p>	<p>FFY 2022 STP-Local</p>
<p>7. Can we submit a project for STP-Local if we are in a Metropolitan Planning Organization (MPO) area?</p> <p>A: No, please consider looking at applying through the MPO for an STP-Urban project.</p>	<p>MPO STP-Local STP-Urban</p>
<p>8. If we are a part of the STP-Urban and a part of an MPO are we eligible for STP-Local?</p> <p>A: No, in this case, you would not be eligible for the STP-Local.</p>	<p>MPO STP-Local STP-Urban</p>
<p>9. What is a WISLR map and what information does it provide?</p> <p>A: For WisDOT programs, a location map is required with each application; an easy way to clearly highlight project areas on a map is to use a WisDOT tool called WISLR—or the Wisconsin Information System for Local Roads, which has interactive mapping functionality. This is very helpful for demonstrating the precise termini of a project in one map, which is what our WisDOT programs require. WISLR also allows local governments to access information related to local roads, such as width, surface type, and pavement condition rating. Functional classification information can also be found on WISLR.</p> <p>One important note for STP Local applicants: While the eligibility map posted on our webpage is useful, you are still required to submit a WISLR map with your application.</p>	<p>Map Road classification Terminology WISLR</p>
<p>10. Do we need to submit a WISLR map with our application?</p> <p>A: Yes, all project applications are to submit a WISLR map. For more information to obtain a WISLR map, please visit Wisconsin Department of Transportation Wisconsin Information System for Local Roads (WISLR) (wisconsindot.gov)</p>	<p>Map Road classification Terminology WISLR</p>

<p>11. Would our road still be eligible for the STP-Urban program if we do not have any streets that meet the traffic volume criteria?</p> <p>A: It depends. Traffic volume is part of the functional classification of roadway criteria. To be STP-Urban eligible, the roadway must be inside of an urban area and the street must be functionally classified as an urban arterial, minor arterial or an urban collector road, and the roadway needs to meet the traffic criteria. Please reference the functional classification WisDOT webpage for more information: Wisconsin Department of Transportation Functional classification (wisconsindot.gov)</p>	<p>Road classification STP-Urban Traffic volume</p>
<p>12. Can we apply for more than one project?</p> <p>A: Yes, you may apply for more than one project at a time.</p>	<p>Application</p>
<p>13. Will the DOT allow reimbursement for the design cost for FFY 2022?</p> <p>A: No, for the FFY 2022 project solicitation design cost will be the responsibility of the project sponsor. Only construction projects will be funded with the FFY 2022 federal funding.</p>	<p>Design FFY 2022 Reimbursement</p>
<p>14. Will the DOT allow reimbursement for design for FFY23 and beyond?</p> <p>A: Yes, design costs will be eligible in future solicitations.</p>	<p>Design FFY 2023-2026 Reimbursement</p>
<p>15. Will the DOT manage and perform inspections on BIL-funded projects?</p> <p>A: Yes, construction inspection will be a requirement, as these projects will be State Let and overseen by WisDOT. <i><u>Project sponsor will still be responsible for their 20% portion of the construction oversight costs.</u></i></p>	<p>Construction</p>
<p>16. Will the BIL projects be State Let?</p> <p>A: Yes, all BIL funded projects will be State Let.</p>	<p>Bid letting</p>
<p>17. Is DOT handling the bidding process?</p> <p>A: Yes, WisDOT will handle this process.</p>	<p>Bid letting</p>

<p>18. Are gravel roads eligible to be paved with the BIL Funds?</p> <p>A: This is being verified by FHWA and WisDOT will update this FAQ when known.</p>	<p>Pavement type</p>
<p>19. What is QBS?</p> <p>A: QBS is the acronym for Qualification Based Selection, a process whereby at least three consultant firms are selected in order of preference based upon qualification criteria. Negotiations are initiated with the firms in their order of preference until a fair and reasonable price is secured.</p>	<p>Consultant QBS Terminology</p>
<p>20. Do we need to follow QBS with locals funding 100% of the design for the FFY 2022 projects? What about FFY23?</p> <p>A: No, QBS is not required if there is only local funding on the design (no federal money). If federal funding is on a subsequent construction phase, all federal rules for that phase must be followed.</p>	<p>Consultant QBS</p>
<p>21. If a design has already begun, and QBS was used, can design funding for FFY 2022 still be applied for?</p> <p>A: No, FFY 2022 will fund only construction projects.</p>	<p>Consultant FFY 2022 QBS</p>
<p>22. Can the consultant fill out the local application if locals are funding 100% of the design?</p> <p>A: Yes, the consultant can help you with the application if locals are funding 100% of the design.</p>	<p>Application Consultant</p>
<p>23. When do I need to submit my application by in order to get an FFY 2022 project approved?</p> <p>A: To receive funding for FFY 2022 you must have your application submitted no later than April 1, 2022. If a project is awarded, Plans, Specifications, and Estimates (PS&E) must be submitted by August 1, 2022.</p>	<p>Application FFY 2022</p>
<p>24. Can I submit a bridge replacement project that has culverts under the bridge?</p> <p>A: Yes, we will consider this as long as the bridge is on the bridge eligible list.</p>	<p>Bridge Culvert</p>

<p>25. If an application is rejected for the FFY 2022 solicitation, can we re-use the same application material for the FFY23 solicitation?</p> <p>A: Yes, if the LPA previously applied for STP or Local Bridge funds in the 2023-2027 normal Program Cycle solicitation (the applications were due on October 15, 2021) or the federal fiscal year (FFY) 2022 BIL solicitation (the applications were due on April 1, 2022), and your application was program eligible but NOT funded, a one-page document called a Pre-Project Award Flexibility Agreement is now available on the BIL webpage. The LPA should complete the Pre-Project Award Flexibility Agreement to allow the previously submitted application to be reconsidered for funding in the FFY 2023-FFY 2026 BIL solicitation.</p> <p>Note: Project estimates will be reviewed and updated for inflation for the proposed construction year. Please work with the WisDOT Local Program Manager assigned to your area. (Reference WisDOT website for Local Program contact list: Wisconsin Department of Transportation Bipartisan Infrastructure Law (BIL) - Local Programs (wisconsindot.gov))</p> <p>Please read FAQ 64, for more information on how to apply inflationary increases to proposed projects.</p>	<p>Application Estimate FFY 2022 FFY 2023</p>
<p>26. If an application is rejected by WisDOT, will WisDOT provide an explanation?</p> <p>A: Yes, WisDOT will provide an explanation if an application is rejected.</p>	<p>Application</p>
<p>27. For FFY 2022, can we begin construction in December of 2022?</p> <p>A: If a project is selected for FFY 2022 funding, the project must be let by November 2022. Starting actual construction in December of 2022 will depend upon how quickly the contract is awarded to the low bidder, and whether it is prudent to commence construction activity.</p>	<p>Construction FFY 2022</p>
<p>28. What does it mean to have funds obligated?</p> <p>A: Federal funds must be assigned to specific projects to be “obligated”; this is important for WisDOT because federal funds, unlike state funds, do not carry over year-to-year. FFY 2022 federal funding must be obligated by September 30, 2022. Funding and pertinent information associated with FFY 2022 projects must be in the federal financial management system and authorized by FHWA before September 30, 2022. The November letting is the latest calendar year let that can accommodate a September 30th obligation in the federal system.</p>	<p>Funding Terminology</p>

<p>29. I applied for LRIP- can I also apply for the STP program?</p> <p>A: Yes, you may apply for STP-Local funding while you are awaiting the status of your LRIP application. In the event that you receive an award in both programs, you may choose from either program. However, please keep in mind that you will likely have a limited amount of time to decide whether you will accept an STP-Local award. This is related to the fact that STP-Local projects for FFY 2022 will need to meet an August 1, 2022 PS&E deadline; also, WisDOT must quickly assign FFY 2022 funds to other projects if you decline STP funding for your application.</p>	<p>FFY 2022 LRIP STP</p>
<p>30. Can we purchase real estate with these FFY 2022 projects?</p> <p>A: No, WisDOT staff have determined that no right of way can be contemplated in order to meet the tight August 1, 2022, PS&E deadline.</p>	<p>FFY 2022 Real estate</p>
<p>31. Is extending an existing roadway eligible under this program?</p> <p>A: No, under current program guidance, you cannot build a road with STP funding where a road does not currently exist.</p>	<p>STP</p>
<p>32. Can the BIL funds be used in connection with other Federal Funds?</p> <p>A: With few exceptions, you cannot use Federal funds as the local match for your project. ARPA and COVID relief dollars are specific examples of federal funding sources that cannot be used as local match.</p>	<p>Funding</p>
<p>33. What is cost share?</p> <p>A: Typically, cost share on local program projects is 80% Federal dollars and 20% local match. If you receive an FFY 2022 construction award, you will need to have the funds available to cover 100% of design engineering costs. Please keep in mind that if you are selected for a project that will proceed to construction by the end of calendar year 2023, you will need to have local funds available to cover the local match. Additionally, if you plan on applying in the FFY23 - FFY26 solicitation for design, you will need to reserve local funds to pay for the local share of design engineering.</p>	<p>Funding Terminology</p>
<p>34. Can we look at a project that has a railroad crossing?</p> <p>A: Please contact your WisDOT region railroad coordinator for assistance in determining if a railroad crossing will prohibit your project from moving forward. It is likely that a railroad crossing would disqualify your proposal in the FFY 2022 solicitation.</p>	<p>Railroad</p>

<p>35. What is the difference between “urban” and “rural”? How do I know if my community is urban or rural?</p> <p>A: This designation is based on urban/rural population. Maps that show urban/rural designation can be found on the WisDOT website at: Wisconsin Department of Transportation Functional classification (wisconsindot.gov) Please contact your DTSD regional Local Program Contacts (wisconsindot.gov) if you have questions about where you fit in STP.</p>	Rural STP Urban
<p>36. What qualifies as Qualification Based Selection (QBS)? How many firms does a local public agency need to contact?</p> <p>A: Please follow FDM 8-5-20.2 Solicitation for Local Design QBS process requirements. https://wisconsindot.gov/rdwy/fdm/fd-08-05.pdf#fd8-5-20.4</p>	QBS
<p>37. If a Local Public Agency (LPA) has a consultant working on a project design that didn’t follow the Qualification Based Selection (QBS) process, can that same consultant adapt the design into a WisDOT Plans, Specifications and Estimates (PS&E) submittal?</p> <p>A: Consultant costs for design work that did not follow the QBS process are ineligible for Federal Aid funds. The LPA can use LPA funds to convert the design into the WisDOT PS&E format. In this case, the proposed project is eligible Federal Aid funds that can be used for construction only. Please see the Federal / State Aid local project delivery website at: https://wisconsindot.gov/Pages/doing-bus/local-gov/lpm/default.aspx</p> <p>Local Program Design Consultant Selection Process information (see page 6): https://wisconsindot.gov/Documents/doing-bus/local-gov/lpm/lp-consultant-selection.pdf</p> <p>Wisconsin Department of Transportation Procedures and tools (wisconsindot.gov)</p>	Consultant PS&E QBS

<p>38. Can a consultant help with the application and still be allowed to perform the design?</p> <p>A: A consultant that helped a Local Public Agency (LPA) complete a project application is eligible to complete a Federal Aid funded design project if the public agency selection process followed the Qualification Based Selection (QBS) process for both phases. If the LPA funds the design phase, the QBS requirement does not apply.</p> <p>FDM 8-5-3.4 Conflict of Interest for Consultants #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 QBS process. A municipality shall either:</p> <ul style="list-style-type: none">a. use a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; orb. 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). <p>In both cases, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality.</p> <p>Please see more information on Federal / State Aid local project delivery on the WisDOT website: https://wisconsin.gov/Pages/doing-bus/local-gov/lpm/default.aspx</p> <p>Local Program Design Consultant Selection Process information see page 7: https://wisconsin.gov/Documents/doing-bus/local-gov/lpm/lp-consultant-selection.pdf</p> <p>Wisconsin Department of Transportation Procedures and tools (wisconsin.gov)</p>	<p>Application Consultant Design QBS</p>
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<p>39. Can a Local Public Agency (LPA) use their consultant municipal engineer to work on the application or design phase for a Federal Aid project?</p> <p>A: An LPA cannot use their consultant municipal engineer for federally funded work. The LPA can choose to use LPA funds for work performed by their consultant municipal engineer. Please see more information on Federal / State Aid local project delivery on the WisDOT website: https://wisconsin.gov/Pages/doing-bus/local-gov/lpm/default.aspx</p> <p>Local Program Design Consultant Selection Process information (see page 7): https://wisconsin.gov/Documents/doing-bus/local-gov/lpm/lp-consultant-selection.pdf</p> <p>Wisconsin Department of Transportation Procedures and tools (wisconsin.gov)</p>	<p>Consultant Design</p>
<p>40. When will project award announcements be made?</p> <p>A: The SFY 2022-2027 normal Program Cycle for the STP-Rural, STP-Urban, and the Local Bridge programs were approved on March 25, 2022.</p> <p>The FFY 2022 BIL solicitation applications for STP-Local, STP-Rural, STP-Urban, and the Local Bridge were due April 1, 2022 and are anticipated to be announced in May 2022.</p> <p>The FFY 2023-2026 BIL solicitation applications for STP-Local, STP-Rural, STP-Urban, and the Local Bridge are due June 3, 2022 and are anticipated to be announced in August 2022 and will allow for additional bridge and road applications.</p>	<p>Award Bridge STP</p>
<p>41: How does the Local Public Agency (LPA) coordinate with other states on shared roadways/bridges?</p> <p>A: State participation in the use of BIL supplemental funds may vary around the country. A project spanning multiple jurisdictions would likely be more suitable for a future solicitation in FFY 2023 or beyond to allow for appropriate coordination. Typically, there is an agreement between states to determine who will take the lead on the project. Specific questions should be directed to WisDOT BIL staff at dotlocalprograms@dot.wi.gov or the Local Program Manager for your region (Reference WisDOT website for Local Program contact list at https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/bil-lp.aspx)</p>	<p>Bridge Funding Roadway</p>

<p>42. There is no narrative section on the STP-Local or STP-Rural applications to "sell" the project, and no mention of including photos. Will additional materials be accepted with these applications?</p> <p>A: The FFY 2022 application materials were greatly simplified to expedite the project solicitation. The narrative section (called Project Justification) is included in the FFY 2023 materials released on February 28, 2022. Additional narrative, photos, and/or letters of support may be attached to the application.</p>	Application STP
<p>43. Are there any recommendations on hiring a consultant to help with the application itself, before project selection and hiring a design consultant?</p> <p>A: An accurate construction project estimate is critical in the application since it is the basis of the State/Municipal Agreement (SMA) which defines the cost share responsibilities. A consultant experienced with Local Program projects can advise the municipality on project eligibility requirements and costs.</p> <p>See FAQ 38 to learn more about consultant selection and hiring.</p>	Consultant Estimate SMA
<p>44. Can multiple box culverts from several roadways be bundled to create one project?</p> <p>A: No.</p>	Culvert
<p>45. What is the process for municipalities to request engineering firms provide a statement of qualifications?</p> <p>A: When federal funds are involved, the Qualification Based Selection (QBS) process must be followed. There are several alternatives for soliciting consultants as outlined in FDM 8-5-20. https://wisconsin.gov/rdwy/fdm/fd-08-05.pdf#fd8-5-10.1</p> <p>If there are no federal funds, QBS is encouraged but optional. WisDOT strongly recommends consultants are listed on WisDOT's Roster of Eligible Engineering Consultants. Firm must be eligible to practice engineering in Wisconsin.</p> <p>See FAQ 39 to learn more about consultant selection and hiring.</p>	Consultant QBS

<p>46. Will the STP-Local, STP-Urban, STP-Rural, and Local Bridge be funded at 80/20?</p> <p>A: In general, Local Program Projects are an 80% federal and 20% local match.</p> <p>Note: Projects in the Metropolitan Planning Organizations (MPOs) are subject to decisions that the MPO voting committees make about the proposed projects. Cost share decisions may vary, depending on the MPO decisions.</p> <p>Reference the WisDOT website to identify if a project is located in an MPO: Wisconsin Department of Transportation Metropolitan planning organizations (wisconsin.gov)</p>	<p>Bridge Funding MPO STP</p>
<p>47. Once an FFY 2022 construction-only project is awarded, is it required that the Local Public Agency (LPA) hire a design consultant to prepare the plans, specifications, and estimates (PS&E) and related documentation to WisDOT standards and cover the cost of that consultant?</p> <p>A: Yes, the LPA will need a consultant to ensure both timely and adequate submittals are made to WisDOT.</p>	<p>FFY 2022</p>
<p>48. Where can I find a list of eligible engineers?</p> <p>A: WisDOT Roster of Eligible Engineering Consultants (wisconsin.gov)</p> <p>County Highway Commissioners may also discuss their experience with design engineers with LPAs.</p>	<p>Consultant QBS</p>
<p>49. What if an engineering firm is not on WisDOT’s list of eligible engineers, but they say they are eligible?</p> <p>A: To be a prime design consultant, firms do not need to be on WisDOT’s Roster of Eligible Engineering Consultants to be eligible to conduct work. Local municipalities need to follow the solicitation procedures in FDM 8-5-20.2 for federally funded design work.</p> <p>There are two requirements to be a consultant design engineer:</p> <ol style="list-style-type: none"> 1. Firms must be licensed and hold a current Certificate of Authorization to practice professional engineering in the state of Wisconsin (Wis. Stat. 443.08). Professional Engineering license numbers are not accepted in lieu of the credential. 2. The firm must have a Professional Engineer licensed in Wisconsin to stamp the Design Study Report and plans. 	<p>Consultant QBS</p>

<p>50. How is the census-defined population group determined for eligibility? Where is that information found? How is it determined whether a road is eligible for STP-Local?</p> <p>A: There is a complex set of criteria to determine population. The Census Bureau uses a mapping element approach and provides an initial set of criteria that the public comments on. The Census Bureau is close to releasing (if it has not already released) the new definitions of urban and rural for the 2020 Census. They review the urban/rural criteria every 10 years.</p> <p>There are 18 urbanized areas in Wisconsin and are defined as having a population of more than 50,000 people. Roads eligible for STP-Local funds are minor collectors or local roads located outside the 18 urbanized areas of Wisconsin. Reference this map (purple roads): https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=0c12fe578f204941b3b677b118598005</p>	<p>Local STP</p>
<p>51. If funds are applied for FFY 2023 and there is a delay in the design, can construction be moved to a different year?</p> <p>A: This is determined on a case-by-case basis, provided there are available funds in the proposed fiscal year. In addition, the projects will need to be completed by the 6-year sunset date from point of award. The sunset date is also known as the project completion date which is defined in the State/Municipal Agreement (SMA).</p>	<p>Change Management Schedule SMA</p>
<p>52. If a project does not request design engineering services funding in the FFY 2023-2026 round, can the QBS process be skipped assuming the firm is on the WisDOT list of approved firms?</p> <p>A: Yes, if 100% local funds are used to design the project, then QBS process is not required. LPAs are encouraged to use WisDOT’s Roster of Eligible Engineering Consultants, but it is not required. The selected firm should be familiar with the WisDOT design process.</p>	<p>Consultant Design QBS</p>
<p>53. If existing roads are gravel or chip seal, will the project have to replace with asphalt to qualify for these funds? Are we able to use cold mix asphalt or concrete?</p> <p>A: Reference the Facilities Development Manual (FDM) Chapter 14 for pavement design criteria. FDM 14-15 Pavement Type Selection (wisconsin.gov). The FDM 1.2 includes, “... hot-mix asphalt pavement and a concrete pavement option ...for pavement replacement and reconstruction projects.” Gravel, chip seal, wedging, or cold mix asphalt maintenance projects are not allowed. Though, wedging may be acceptable if it is improving the roadway and not used for maintenance.</p>	<p>Pavement Type</p>

<p>54. A local government may be concerned with the possibility of paying for a design consultant engineer and no guarantee of receiving an award. Should the Local Public Agency (LPA) still consider applying?</p> <p>A: Ultimately it is the decision of the LPA whether or not to work with a consultant engineer.</p>	<p>Consultant Funding</p>
<p>55. Can local forces work on these projects be used as the local 20% share?</p> <p>A: No. For STP and Local Bridge programs, local forces work cannot be used as the 20% local share. Construction work must be competitively bid and awarded through the state process.</p>	<p>Funding</p>
<p>56. Can a Highway Department bid on the project through the bid process? If they can, does the same apply that they must be 10% lower than an outside contractor just like LRIP bidding?</p> <p>A: No, county or local highway departments cannot bid.</p>	<p>Bid letting</p>
<p>57. Considering the guidance to avoid early applications for projects near or crossing railroads, does railroad right of way turned into Rails for Trails cause issues?</p> <p>A: If the rail corridor is no longer an active railroad, the Rails for Trails corridor should not cause issues.</p>	<p>Railroad</p>
<p>58. Town road design standards are based on average daily traffic (ADT) volume. What are the requirements for ADTs? For instance, is an ADT based on a one-week count from four years ago acceptable?</p> <p>A: The validity of past counts may be site specific based on any recent developments that may affect traffic volumes.</p> <p>Town road standards with respect to ADT are defined in the state statutes, Trans 204 Existing Town Road Improvement Standards: https://docs.legis.wisconsin.gov/code/admin_code/trans/204</p> <p>WisDOT Facilities Development Manual Chapter 11 defines acceptable design parameters with respect to ADT: https://wisconsindot.gov/rdwy/fdm/11.pdf</p>	<p>Traffic</p>

<p>59. Are STP-Local, STP-Rural, STP-Urban and Local Bridge project funds fronted by WisDOT or by the Local Public Agency (LPA) and reimbursed by WisDOT?</p> <p>A: WisDOT pays all project costs and will invoice the LPA for their cost share as outlined in the State/Municipal Agreement (SMA). Reference the WisDOT website for more information: Wisconsin Department of Transportation Project invoices (wisconsin.gov)</p>	<p>Funding Local Bridge STP</p>
<p>60. Does WisDOT provide its design review costs and construction oversight costs for local governments to include in their project application?</p> <p>A: Yes, WisDOT will provide design and construction oversight costs for the State/Municipal Agreement (SMA) and will invoice the Local Public Agency accordingly.</p>	<p>Estimate SMA</p>
<p>61. How do local communities get this funding in hand from the federal government?</p> <p>A: Federal funds are allocated to individual states who then distribute the funds through state program appropriations. STP and Local Bridge funds are paid upfront by WisDOT and then the local share is billed to the project sponsor at time of project completion. A federal contracting system such as Sam.gov does not apply for STP and Local Bridge funded projects.</p>	<p>Funding Local Bridge STP</p>
<p>62. If the construction oversight costs are part of the 80/20 split, how does the Local Public Agency (LPA) build that cost into the initial estimate?</p> <p>A: WisDOT will provide an estimate of the construction oversight costs to the municipality to include in the total costs applied for in the application submittal. The costs will be shown as the estimated cost to construct the project and the construction oversight costs (consultant and WisDOT) for a total initial estimate.</p>	<p>Construction Estimate</p>
<p>63. Which organization obtains the lien waivers from the firm?</p> <p>A: WisDOT does not obtain lien waivers from contractors or suppliers. The only place lien waivers are discussed in the Standard Specification is 108.12 (3) Terminating the Contract for Default. Public improvement liens are available to first tier subs and suppliers under State Statute 779.15 and 84.06. For more information, reference WisDOT webpage: https://wisconsin.gov/transportation/doing-business-with-us/eng-consultants/cnslt-rsrcs/lien.aspx</p>	<p>Construction</p>

<p>64. Any suggestions on how to handle the effects of inflation when creating estimates for projects that may not be constructed several years in the future?</p> <p>A: This WisDOT webpage provides estimate development guidance: Wisconsin Department of Transportation Estimate development (wisconsindot.gov)</p> <p>This WisDOT webpage provides estimating tools: Wisconsin Department of Transportation Estimating tools (wisconsindot.gov)</p> <p>When developing an estimate, or if an application is denied and resubmitted, use your best judgement on annual inflation rates as to when the project is scheduled to be built.</p>	<p>Estimate</p>
<p>65. How many funds are available per year to the towns?</p> <p>A: Currently, the best estimate is \$45 million annually for bridges for counties, towns, cities, and villages combined. The STP-Local program may be roughly \$8 million annually for local and minor collector roads in communities under 50,000 people.</p>	<p>Funding</p>
<p>66. Does a potential TAP application fall under future timelines (2024 and beyond)?</p> <p>A: WisDOT will provide more guidance on TAP when known.</p>	<p>TAP</p>
<p>67. Do all trees have to be removed in the right of way?</p> <p>A: Tree and vegetation removal will follow the Facilities Development Manual (FDM). Project specific requirements are addressed during design. Refer to the FDM 11-15, Attachment 1.9 regarding clear zones guidance: https://wisconsindot.gov/rdwy/fdm/fd-11-15-att.pdf#fd11-15a1.9</p>	<p>Design Construction</p>
<p>68. There can be lots of acronyms in state work. Where is a spelled-out list of WisDOT acronyms used in the Local Program process?</p> <p>A: Please reference the following website for more information: WisDOT Local Program Acronyms and Definitions.docx</p>	<p>Acronyms Definitions</p>

<p>69. What should be done to request priority Wisconsin Department of Natural Resources coordination review for a project that was selected for FFY 2022 BIL funding?</p> <p>A: Include the following language in the Document Delivery Date Information section of the DNR Project Coordination Request template found at https://wisconsin.gov/Documents/doing-business/eng-consultants/cnslrscs/environment/dnrprojectcoordinationrequest.dotx.</p> <p><i>“The proposed project is a FFY 2022 BIL-funded project and priority review is requested.”</i></p>	<p>Environmental WDNR</p>
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70. How should a project selected for FFY 2022 BIL funding be identified as a priority for a Cultural Resources Screening List review?

Environmental

A: Project must meet current screening criteria as identified in [FDM Chapter 26-5-1.1.1](#). In order to submit the BIL project for screening review, please follow the steps below:

1. WisDOT Project Manager will submit the [DT1030](#) using cloud-based storage program [Box](#):

- On the [DT1030](#), please add “BIL” before the project ID (see example)

CULTURAL RESOURCES SCREENING SUBMITTAL
Wisconsin Department of Transportation
DT1030 2/2020

Amended submittal (include new information)

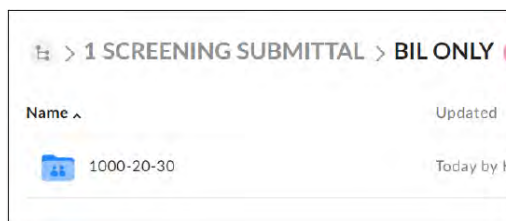
DOT Project ID BIL 1000-20-30	Highway (Street) Main Street	County Dane
Project Termini Kate Circle - Lynn Lane	Region - Office SW Region	
Project Engineer/Project Manager/Regional Env. Coordinator Jay Waldschmidt	DSR* Date 1/1/2020	

Section II. Project Description

Agency participation: FHWA federal (funds, permits, approvals, etc.) State
 Other federal (USACE, Coast Guard, etc.)

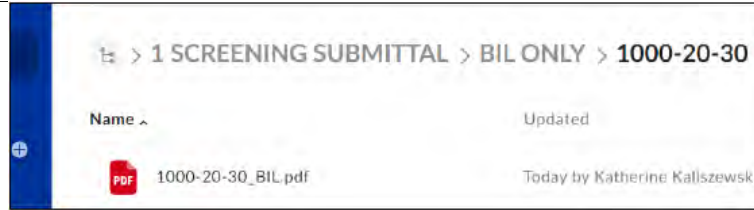
Improvement Concept: Preservation/Restoration Resurfacing Reconditioning
(PMM 05-10-05)

2. In the BIL Only folder within [Box](#), please create a new folder. Label the folder with only the project ID.



3. Upload the DT1030 and include a project location map and/or plans, if available, into the created project folder. For ease of review, please convert the Microsoft Word file to PDF and label: XXXX-XX-XX_BIL

Bipartisan Infrastructure Law (BIL) FFY 2022 and FFY 2023-2026 Solicitation: Frequently Asked Questions
Updated 6/16/2022



Note: Do not send the DT1030 and associated documents via email. WisDOT staff will be checking [Box](#) daily for submittals. For questions contact [Lynn Cloud](#) and/or [Katie Kaliszewski](#).