



Bipartisan Infrastructure Law (BIL) and WisDOT Local Programs

WisDOT Local Programs & Finance

Informational Webinar

February 10, 2022

BIL and WisDOT Local Programs

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



Welcoming Remarks

WisDOT Secretary Craig Thompson



General Information



General Information

What is BIL?

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



Bipartisan Infrastructure Law (BIL) funding Preliminary Estimates

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

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

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

CAUTION : Many Requirement Details Unknown



BIL Impacts: FFY22 Local Bridge & STP Funding Preliminary Estimates

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



Local Programs BIL Action Plan

FFY 2022 Solicitation

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

FFY 2023 & Beyond Solicitation

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

Resources for Questions

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



Central Office Local Programs Contacts

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BIL Primary Point of Contact

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WisDOT Regions

NW Region – Bill Zimmer
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SW Region - Michael Erickson
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NC Region – Ben Roskoskey
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NE Region – Alex Dums
(920) 492-5707

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SE Region - Jacob Varnes
(262) 548-8789

jacob.varnes@dot.wi.gov



Federal Fiscal Year (FFY) 2022 Solicitation



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

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



FFY 2022 Solicitation Overview

Goal: Fully utilize all BIL FFY 2022 funding

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

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



FFY 2022 Solicitation Project Types

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

Examples of Eligible Project Types (Construction Only):

- Preservation -mill & overlay
 - Resurface
 - Pavement Replacement
 - Bridge Rehabilitation– deck repairs
 - Bridge Replacement – replace deck, girders, or abutments
- Other project types may be possible – Contact DTSD Regional Program Manager



FFY 2022: Is your Project Eligible?

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




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

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



Simplified FFY 2022 BIL Application Forms

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



**WisDOT FFY22 STP-Urban, STP-Rural and Local Bridge
Program Application
CONSTRUCTION ONLY**

NOTE: This application is for Federal Fiscal Year 2022 (FFY22) construction projects funded by the Bipartisan Infrastructure Law (BIL). The BIL allows states to fund up to 15% of small urban and rural federal funding allocations on minor collectors and local roads. The roadway must be functionally classified as a Minor Collector or Local Road to be eligible for STP-Local funding. The roadway must be located outside of urbanized areas (less than 50,000) to be eligible for STP-Local funds. An individual application is required for each new potential FFY22 STP-Local program project. Please review the application instructions (see link below) to assist you in completing the application.

Program:
SELECT

Project Description

Project Sponsor: _____
 Project Location: _____
 Municipality: _____
 On Route: At Route Toward Route

NOTE: Attach an <http://wisconsin.gov> map showing the project location. A WISLR map is REQUIRED (refer to the following link) <http://wisconsin.gov/Pages/doing-business/local-gov/wislr/default.aspx>

For STP Projects
NOTE: Roadway must be functionally classified as a Minor Collector or Local Road to be eligible for STP-Local funding.

For Local Bridge
 Yes No <https://wisconsin.gov>

FFY22 STP-Local Application Instructions

Population Category: **SELECT** **Functional Classification:** **SELECT** **Municipality Type:** **SELECT**

Project Description

Project Sponsor: **SELECT** Facility Owner: **SELECT**
 Project Location:
 Municipality: **SELECT** County: _____
 On Route: _____
 At Route (Start): _____ Offset: _____ (tenths of a mile)
 Toward Route (End): _____

NOTE: Attach an 8 1/2 x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link) <http://wisconsin.gov/Pages/doing-business/local-gov/wislr/default.aspx>

NOTE: Roadway must be functionally classified as a Minor Collector or Local Road to be eligible for STP-Local funding.

Existing Facility

Number of Lanes: _____ Cross Section: Rural Urban
 Pavement Type: **SELECT** Pavement Width: _____
 Pavement Rating: _____ Year Last Improved: _____
 Existing Sidewalk or Bicycle accommodation? Yes, one side Yes, both sides No
 Any federal-aid-eligible structures within the existing facility? Yes No If yes, please indicate the Bridge ID # (s): _____



FFY 2022 Solicitation: Programs

- Surface Transportation Program (STP)

- Metropolitan Planning Organizations (MPOs) select STP-Urban projects
- STP – Urban (Small), STP - Rural
- STP-Local projects selected by special stakeholder committee
 - Eligibility determined by adjusted census defined population area and road classification
 - Eligibility Map: <https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=0c12fe578f204941b3b677b118598005>
- New STP-Tribal program

- Local Bridge

- Additional time to obligate funding – 4 years (9/30/25 for FFY-2022 funds)

- Transportation Alternatives (TAP) & Congestion Mitigation and Air Quality (CMAQ) Programs - Not Included in FFY22 Solicitation



FFY 2023 & Beyond Solicitation



FFY 2023 and Beyond Solicitation

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



FFY 2022 Application Materials



FFY 2022 BIL Web Page

Bipartisan Infrastructure Law (BIL) - Local Programs

Assistance programs

- [BIL - Local Programs](#)
- [Road and bridge](#)
- [Transit](#)
- [Other aid](#)

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

- [Presentation: Local Programs BIL Action Plan](#) (as of January 2022)

Coming soon: Frequently Asked Questions

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

FFY22 BIL Program Solicitation

Application Materials and eligibility guidelines are available on the [FFY22 BIL Program Solicitation webpage](#).


WisDOT is soliciting construction-only projects for:

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

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

FFY23 and beyond - BIL Program Solicitation

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

Click Here 

Bipartisan Infrastructure Law (BIL) - FFY22 Local Programs Solicitation

Assistance programs

- [BIL - Local Programs](#)
- [Road and bridge](#)
- [Transit](#)
- [Other aid](#)

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

FFY22 STP-Urban/Rural/Local Bridge

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

Please read the Eligibility notice before filling out the application.

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

FFY22 STP-Local

STP-Local is a new WisDOT program. Eligible roadway projects include roadways functionally classified as rural minor collectors, rural local roads and urban local roads that are located in urban areas with populations under 50,000.

Please read the Eligibility notice before filling out the application.

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





STP-Local Application **READ THIS PAGE CAREFULLY BEFORE** **BEGINNING TO FILL OUT APPLICATION**

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

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

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

- After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of 8/01/2022 with little to no concerns or issues. Yes No
- There are no outstanding real estate issues within the project area. Yes No
- There are no remaining utility issues which will impact the project area. Yes No
- Is the roadway *functionally classified* as a Minor Collector or Local? Yes No

Refer to the following links to the approved functional classification maps:
<http://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx>

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



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

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

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

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

- After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of 8/01/2022 with little to no concerns or issues. Yes No
- There are no outstanding real estate issues within the project area. Yes No
- There are no remaining utility issues which will impact the project area. Yes No
- (For Bridge Projects) Is the bridge on the current WisDOT Eligible Bridge List?
 Yes No Bridge ID # _____
- (For Bridge Projects) A recent inspection has been conducted. Yes No
- (For Roadway Projects) Is the roadway *functionally classified* as a Rural/Urban Collector or higher? Yes No

Refer to the following links to the approved functional classification maps:
<http://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx>

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



FFY 2022 Application Instructions



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

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

Project Eligibility

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

Recommendations for Completing an Application

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

Michael Loughran	(608)266-2870	michael.loughran@dot.wi.gov
Merrill Mechler-Hickson	(608)261-8977	merrill.mechlerhickson@dot.wi.gov
Tim Olusegun	(608)266-0254	tim.olusegun@dot.wi.gov



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

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

Project Eligibility

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

Recommendations for completing the application

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

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

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

SE Region	DOTDTSSELocalApps@dot.wi.gov
SW Region	DOTDTSWSWSTPUrban@dot.wi.gov
NW Region	DOTDTSNWNSTPUrban@dot.wi.gov
NC Region	DOTDTSNCLocalPrograms@dot.wi.gov
NE Region	DOTDTSNESTPUrban@dot.wi.gov



FFY 2022 STP-U/R/Local Bridge Application



WisDOT FFY22 STP-Urban, STP-Rural and Local Bridge Program Application CONSTRUCTION ONLY

NOTE: This application is for Federal Fiscal Year 2022 (FFY22) construction projects funded by the Bipartisan Infrastructure Law (BIL). An individual application is required for each new potential FFY22 STP-Urban, STP-Rural and Local Bridge program project. Please review the application instructions in link below:

SELECT
Local Bridge
STP-Rural
STP-Urban

[FFY22 STP-Urban/Rural and Local Bridge Application Instructions](#)

Program: **SELECT**
Population Category for STP Projects: **SELECT**
Less than 5,000 (Rural)
5,000 to 20,000
20,000 to 50,000
50,000 to 200,000
Greater than 200,000

Project Description

Project Sponsor: **SELECT** Facility Owner: **SELECT**

Project Location:

Municipality: **SELECT** County:
On Route:
At Route (Start): Offset: (tenths of a mile)
Toward Route (End):

NOTE: Attach an 8 1/2 x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link)
<http://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>

For STP Projects Functional Classification: **SELECT**

NOTE: Roadway must be functionally classified as a Major/Urban Collector or higher to be eligible for funding.

For Local Bridge Projects Existing Bridge ID#:

For Local Bridge Projects Does the bridge project meet the parameters for Standardized Bridge Plans?

Yes No

<https://wisconsindot.gov/Pages/doing-bus/local-gov/lpm/lp-standardized-bridge-plan-pilot.aspx>

Existing Facility for STP-Rural and STP-Urban Projects

Number of Lanes: Cross Section: Rural Urban
 Pavement Type: **SELECT** Pavement Width:
 Pavement Rating: Year Last Improved:
 Existing Sidewalk or Bicycle Accommodation? Yes, one side Yes, both sides No
 Any federal-aid-eligible structures within the existing facility? Yes No If yes, please indicate the Bridge ID # (s):
 After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of August 1, 2022 with little to no concerns or issues? Yes No
 Owner of Railroad facility:
NOTE: Rail improvements are not eligible for STP program funding.
NOTE: It is unlikely that a late summer 2022 PS&E can be met if there are any railroad considerations, unless there has been previous discussion with the railroad company.
 Does the project have a current Statewide Transportation Improvement Program (STIP) number? Yes No
 If No, what is the anticipated date?

Existing Facility for Local Bridge Projects

Bridge Type: **SELECT** If Other, specify:
 Feature the Structure Passes Over:
 Clear Roadway Width of Bridge: (feet) Bridge Length: (feet)
 Is the bridge on the current WisDOT Eligible Bridge List? Yes No
 Bridge Rehabilitation Year:
 Sufficiency Rating:
 Structurally Deficient
 Functionally Obsolete
 Existing sidewalk? Yes, one side Yes, both sides No
 After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of August 1, 2022 with little to no concerns or issues? Yes No
 Owner of railroad facility:
NOTE: Rail improvements are not eligible for Local Bridge program funding.
NOTE: It is unlikely that a late summer 2022 PS&E can be met if there are railroad considerations, unless there has been previous discussion with the railroad company.



Proposed Improvement for STP-Urban and STP-Rural projects

Improvement Type: **SELECT** If Combination, explain: Overall Length: (feet)

- Rural Cross Section
- Urban Cross Section

New Pavement Type: **SELECT** If Combination, explain:

Sidewalk One side or both: Width: Length:

New bicycle accommodations Yes No If yes, specify:

Roundabout Location:

NOTE: Refer to [FDM 11-26](#) for modern roundabout information.

Structure Structure Type: **SELECT** Work Required: **SELECT**

Traffic Management During Construction: **SELECT**

Proposed Improvement for Local Bridge projects

NOTE: Per [Trans 213](#), an independently funded engineering study must be undertaken prior to application for all proposed bridge rehabilitation projects.

NOTE: An optimal work recommendation created by the WisDOT Bureau of Structures is available at the [WisDOT Local Project Tools webpage](#).

Improvement Type: Bridge Replacement: **SELECT**
 Bridge Rehabilitation: **SELECT** If Other, specify:

NOTE: If the Improvement Type is a Bridge Rehabilitation, a copy of the Rehabilitation Report that was approved by the Bureau of Structures (BOS) is required to be submitted with this application. Submitting the bridge rehabilitation report to the BOS by March 4, 2022 will ensure that the state review will be complete by the April 1, 2022 due date for the application.

Structure Type: **SELECT** If Other, specify:

Clear Roadway Width of Bridge: (feet) Bridge Length: (feet) Number of Spans:

NOTE: Approach costs are limited to only those costs that are necessary to render the bridge serviceable (to reach the attainable touchdown points using current standards.) WisDOT approval is needed at application for approach lengths greater than 100 feet. See FDM 3-20-1 for additional details.

Traffic Management During Construction: **SELECT**

Federal Fiscal Year 2022 STP-Rural, STP-Urban, Local Bridge SELECTION CRITERIA FORM

Project Sponsor: County:
 Select Project Type: STP - Rural STP - Urban Local Bridge

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



FFY 2022 STP – Urban / Rural / Local Bridge Application

CONFIDENTIAL INFORMATION

Cost Estimate

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

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

Construction

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

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



FFY 2022 STP-Local Application



WisDOT FFY22 STP-Local Program Application CONSTRUCTION ONLY

NOTE: This application is for Federal Fiscal Year 2022 (FFY22) construction projects funded by the Bipartisan Infrastructure Law (BIL). The BIL allows states to fund up to 15% of small urban and rural federal funding allocations on minor collectors and local roads. The roadway must be functionally classified as a **Minor Collector or Local Road** to be eligible for STP-Local funding. The roadway must be located outside of urbanized areas (less than 50,000) to be eligible for STP-Local funds. An individual application is required for each new potential FFY22 STP-Local program project. Please review the application instructions (see link below) to assist you in completing the application.

SELECT
Less than 5,000
5,000 to 20,000
20,000 to 50,000

[FFY22 STP-Local Application Instructions](#)

Population category:
SELECT

Functional Classification:
SELECT

Municipality Type:
SELECT

Minor Collector
Local

City
Village
Town
County

Project Description

Project Sponsor: **SELECT** Facility Owner: **SELECT**

Project Location:

Municipality: **SELECT** County: **SELECT**
On Route: **SELECT**
At Route (Start): **SELECT** Offset: **SELECT** (tenths of a mile)
Toward Route (End): **SELECT**

NOTE: Attach an 8½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link)
<http://wisconsindot.gov/Pages/doing-business/local-gov/wislr/default.aspx>

NOTE: Roadway must be functionally classified as a Minor Collector or Local Road to be eligible for STP-Local funding.

Existing Facility

Number of Lanes: **SELECT** Cross Section: Rural Urban
Pavement Type: **SELECT** Pavement Width: **SELECT**
Pavement Rating: **SELECT** Year Last Improved: **SELECT**
Existing Sidewalk or Bicycle accommodation? Yes, one side Yes, both sides No
Any federal-aid-eligible structures within the existing facility? Yes No If yes, please indicate the Bridge ID #s: **SELECT**
After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of August 1, 2022 with little to no concerns or issues? Yes No
Owner of Railroad facility: **SELECT**

NOTE: Rail improvements are not eligible for STP program funding.

NOTE: It is unlikely that a late summer 2022 PS&E can be met if there are any railroad considerations, unless there has been previous discussion with the railroad company.

Proposed Improvement

NOTE: Applicants should refer to the traffic data and design standards information in the instructions prior to completing this section of the application.

Improvement Type: **SELECT** If Combination, explain: **SELECT** Overall Length: **SELECT** (feet)
 Rural Cross Section
 Urban Cross Section

New Pavement Type: **SELECT** If Combination, explain: **SELECT** Width: **SELECT** Length: **SELECT**

New Shoulder Type: **SELECT** If Combination, explain: **SELECT** Width: **SELECT** Length: **SELECT**

Sidewalk One side or both: **SELECT** Width: **SELECT** Length: **SELECT**

New bicycle accommodations? Yes No If yes, specify: **SELECT**

Roundabout Location: **SELECT**

NOTE: Refer to [FDM 11-26](#) for modern roundabout information

Structure Structure Type: **SELECT** Work Required: **SELECT**

Structure #(s): **SELECT**

Traffic Management During Construction: **SELECT**



FFY 2022 STP-Local Application

Federal Fiscal Year 2022 STP-Local SELECTION CRITERIA FORM		
Project Sponsor: <input type="text"/>	County: <input type="text"/>	
The applicant must show evidence that criteria 1-16 (below) has been addressed to be eligible for the Federal Fiscal Year 2022 STP-Local funding.	Check If Criterion Can Be Met Or Not Applicable	Check If Criterion Cannot Be Met
1. The project will utilize the existing facilities, staying within the existing subgrade shoulder points or curb and gutter or include minimal grading to allow for minor pavement elevation changes provided Selection Criteria 5 and 6 can still be met.	<input type="checkbox"/> N/A	<input type="checkbox"/>
2. If the project is a bridge project, the existing bridge structure does not cross a railroad. If the project is a roadway project, the project would not impact a railroad crossing.	<input type="checkbox"/> N/A	<input type="checkbox"/>
3. The existing bridge structure to be removed is not designated as historic.	<input type="checkbox"/> N/A	<input type="checkbox"/>
4. There are no historic properties that are listed on the inventory or on the list of locally designated historic places under Wis. Stat. 44.45. If a FHWA action is required, the project must meet criteria for the Section 106 Screening List.	<input type="checkbox"/> N/A	<input type="checkbox"/>
5. Total ground disturbance will be less than 1 acre and a Wisconsin Pollutant Discharge Elimination System (WPDES) Transportation Construction General Permit will not be required.	<input type="checkbox"/> N/A	<input type="checkbox"/>
6. Threatened or endangered species will not be impacted by the project. Migratory birds are not present, or impacts would be avoided or minimized through netting or other avoidance and minimization measures.	<input type="checkbox"/> N/A	<input type="checkbox"/>
7. The proposed project is or will be included in the Transportation Improvement Program prior to letting if the proposed project is in a non-attainment or maintenance area for criteria air pollutants.	<input type="checkbox"/> N/A	<input type="checkbox"/>
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Additional Resources

- FHWA Federal Aid Essentials
 - <https://www.fhwa.dot.gov/federal-aidessentials/>
- **FHWA Presentation on BIL**
 - https://www.apta.com/wp-content/uploads/FHWA_BIL_Presentation_11-2021.pdf
- Wisconsin Access Management System (WAMS)
 - <https://on.wisconsin.gov/WAMS/home>
- Wisconsin Information System for Local Roads (WISLR)
 - <https://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>
- Highway Structures Information (HSI)
 - <https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/strct/hsi.aspx>
- Facilities Development Manual (FDM)
 - <https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/fdm.aspx>



Additional Resources

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



Additional Resources

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



Questions?

DOTLocalPrograms@dot.wi.gov

