

MPO/RPC Directors Meeting

Date: July 25, 2023

Time: 9:00 AM – 2:00 PM

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

1 608-571-2209, ID 188 684 893#

AGENDA

Item	Time	Topic	Lead
1.	9:00 – 9:15	Introductions	Matthew Sorensen, AICP WisDOT BPED
2.	9:15 – 9:25	Federal Discretionary Grant Efforts	Jessica Wagner, WisDOT Federal Program Officer
3.	9:25 – 9:40	Title VI Plans	Becky Soderholm, WisDOT Transit Section
4.	9:40 – 10:10	Local Roads Updates	Merrill Mechler-Hickson, WisDOT Local Roads Section
5.	10:10 – 10:20	Transportation Economic Assistance (TEA)	Roselynn Bittorf, WisDOT TEA Program Manager
6.	10:20 – 10:35	Scenic Byways StoryMaps	Liat Bonneville, WisDOT Alex McMurtry, WisDOT Economic Development Section
7.	10:35 – 10:45	Break	
8.	10:45 – 10:55	Coordination Plans for 2024-2027	Katie Patterson, WisDOT Transit Section
9.	10:55 – 11:25	WisDOT's Non-Driver ArcGIS Online Application	Ethan Severson, WisDOT Strategic Initiatives Officer
10.	11:25 – 11:40	WisDOT HSIP 2024 Safety Targets	Michael Finkenbinder, WisDOT State Major Highway Projects Program Manager
11.	11:40 – 11:50	FTA Updates Transit	Evan Gross, FTA
12.	11:50 – 12:00	FHWA Updates	Karl Buck, FHWA
13.	12:00 -12:10	<u>WisDOT Updates</u> Rail Plan Active Transportation Plan Urban Area Adjustments Meetings	Alex Gramovot, WisDOT Planning Section Chief
14.	12:10 – 12:20	<u>MPO/RPC Timelines</u> Draft Work Programs Draft TIP Updates	Alex Gramovot, WisDOT Planning Section Chief
15.	12:20 – 12:30	MPO/RPC Annual Conference October 9 th – 11 th	Sheldon Johnson and Ron Chicka NWRPC and MIC
16.		Agenda Topics Requested	

Wisconsin's Scenic Byways ArcGIS StoryMap

<https://storymaps.arcgis.com/stories/d6780e3f27b0493999593f3056fe4569>

WisDOT Non-Drivers

<https://wisconsindot.gov/Pages/projects/multimodal/nd.aspx>

WisDOT Non-Drivers ArcGIS Tool

<https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=5a275fcc732f48be98cb9913102ae07f>

Rural and Tribal Assistance Pilot Program (USDOT)

<https://www.transportation.gov/buildamerica/RuralandTribalGrants>

MPDG Program (USDOT)

<https://www.transportation.gov/grants/mpdg-program>

Reconnecting Communities and Neighborhoods Grant Program (USDOT)

<https://www.transportation.gov/grants/rcnprogram>

Community Mobility Design Challenge 2023

<https://nationalcenterformobilitymanagement.org/design-challenge-2023/>

National Public Transportation Safety Plan

<https://www.federalregister.gov/documents/2023/05/31/2023-11551/national-public-transportation-safety-plan>

Local Match Waiver for Complete Streets (FTA)

<https://www.transit.dot.gov/regulations-and-programs/dear-colleague-letters/dear-colleague-letter-local-match-waiver-complete>

Enhanced Mobility for Seniors and Individuals with Disabilities Program

<https://wisconsindot.gov/pages/doing-bus/local-gov/astnce-pgms/transit/enhanced-mob.aspx>

Section 5310 Applications

<https://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/transit/5310-app-non.pdf>

Shared Mobility

<https://www.transit.dot.gov/shared-mobility>

DOT Discretionary Grants Dashboard

<https://www.transportation.gov/grants/dashboard>

Key Notices of Funding Opportunities

<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

Covered Programs

<https://www.transportation.gov/priorities/equity/justice40/covered-programs>



WisDOT Federal Discretionary Grant Efforts

Jessica L. Wagner

Federal Program Officer

Quarterly MPO/RPC Directors Meeting

July 25, 2023

WisDOT's BIL Webpage – wisconsindot.gov/BIL

Bipartisan Infrastructure Law (BIL) funding

Updated: July 20, 2023

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

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

The second way federal funding makes improvements in Wisconsin is through discretionary grants. The grant programs included were authorized by the Bipartisan Infrastructure Law (BIL), Inflation Reduction Act (IRA), or Annual Appropriation (AA). Individual communities and eligible organizations can apply for these highly competitive grants through U.S. DOT and other agencies. WisDOT is not the grant administrator for these opportunities but has resources to support local government leaders in their application process.

EXPLORE STATE PROGRAMS

Federally funded:

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

- Surface Transportation Program (STP)
 - [Urban \(STP-U\)](#)
 - [Rural \(STP-R\)](#)
 - [New! Local \(STP-L\)](#)
- [Local Bridge Improvement Assistance Program](#)
- [Transportation Alternative Program \(TAP\)](#)
- [Congestion Mitigation and Air Quality \(CMAQ\)](#)
- [Carbon Reduction Program \(CRP\)](#)
- [Highway Safety Improvement Program \(HSIP\)](#)

State funded:

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

Federally and State funded:

- [Local Bridge Improvement Assistance Program](#)

DISCOVER FEDERAL DISCRETIONARY GRANTS

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

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

Webinars: Find transportation grant opportunities through WisDOT and the Federal Government

- [June 22, 2023 WisDOT Federal Discretionary Effort](#) session for the [ITE Safety Council](#) covered the latest in federal grant resources and the role of consultants.
- [May 24, 2023 Statewide Local Program Symposium](#) covered a wide breadth of transportation topics. Presentations included information on Federal Discretionary Grants, the WisDOT Local Programs, the Highway Safety Improvement Program, the Transportation Economic Assistance program, and other important Local Program topics.

[Wisconsin's investments and awards](#)



WisDOT's BIL Webpage – wisconsindot.gov/BIL

Wisconsin's investments and awards

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

BIL FY22 and FY23 Funds Wisconsin Received

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

Most recent federal discretionary grant awards (listed in award announcement date order)

- **Areas of Persistent Poverty (AoPP) FY23**
 - The City of Madison will receive \$258,480 for a plan for its proposed North-South "B" bus rapid transit line, which will provide high-quality service to areas of persistent poverty.
 - Milwaukee County Department of Transportation will receive \$400,000 to study the feasibility of a shared Bus-Bike Only Lane on 35th Street (a major arterial street) between W. Villet Street and W. National Avenue connecting the City of Milwaukee and Milwaukee County's North and South Sides.
- **Tribal Transportation Program Safety Fund (TTPSF) FY23.** Menominee Indian Tribe of Wisconsin will receive \$48,315 for Road Safety Audits at 11 Priority Locations.
- **RAISE FY23.** Wisconsin will receive nearly \$35 million to complete critical transportation infrastructure projects in southeastern Wisconsin.
 - WisDOT in Milwaukee County — \$15,000,000
 - City of Milwaukee — \$14,300,000
 - City of Kenosha — \$5,500,000
- **Bus and Low and No Emission FY23.** The cities of Beloit and Madison will receive funding (\$653,184 and \$37,962,840) to replace older buses and address maintenance needs to improve service to customer while reducing emissions.
- **Railroad Crossing Elimination (RCE) Program FY22.** The City of Eau Claire will receive up to \$9,999,600 to support project development, final design, right-of-way acquisition, and construction activities to replace two at-grade crossings (vehicle and pedestrian) with grade-separated overpasses over Union Pacific's rail line. The project is Galloway Street Vehicular and Pedestrian Rail Crossing Eliminations and Construction of Galloway St. Rail Overpass. The new overpasses will connect to the Chippewa River Regional Pedestrian Bike/Pedestrian Trail.
- **National Scenic Byways FY22.** The Forest County Potawatomi Community Tribe in Wisconsin will receive \$302,893 funding to enhance the Tribe's biking and pedestrian trail by designing and constructing four culturally interpretive rest areas along a path which parallels the Nicolet-Wolf River Scenic Byway, adding cultural artwork to the biking/pedestrian underpass and installing wayfinding signage.
- **Bridge Investment Program FY22.** City of Madison will receive \$15.1 million for the John Nolen Drive Bridges to replace six bridges that serve 45,000 vehicles per day and an adjacent multi-use path along a major artery into downtown Madison.
- **Safe Streets and Roads for All (SS4A) FY22.** \$6 million in federal grants will be distributed to eight Wisconsin counties and municipalities to help develop comprehensive plans to reduce traffic fatalities and injuries.
 - The city of Milwaukee will receive \$4.4 million to fund a project that addresses safety concerns for pedestrians and cyclists at 26 intersections in the city.
 - Seven communities will receive a total of more than \$2.28 million in grants to build action plans to redesign roads, sidewalks, and crosswalks to make them safer for all road users. The Wisconsin cities include:
 - Milwaukee County — \$800,000
 - St. Croix County — \$500,000
 - City of Madison — \$207,080
 - Kenosha County — \$240,000
 - Brown County — \$200,000
 - City of Park Falls — \$144,000
 - Lac Courte Oreilles Band of Lake Superior Chippewa Indians — \$132,500
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Program FY22.** Wisconsin Department of Transportation (WisDOT) received two federal grants to develop innovations to enhance work zone safety in Wisconsin. Funding is available through the first round of the new federal SMART Grants Program for these two programs:
 - To develop technology for a prototype autonomous truck-mounted attenuator (ATMA) to shield maintenance and construction workers from errant drivers. The ATMA is a crash cushion attached to the rear of a vehicle to absorb the impact of a crash. This project will receive over \$1.8 million from the grant.
 - To extend the Work Zone Data Exchange (WZDX) to the local road network using smart work zone devices. WZDX incorporates real-time information on road conditions, such as lane closures in work zones, and shares the data through the 511 Wisconsin Traveler Information System at 511wi.gov and via the mobile app. Wisconsin will receive \$250,000 purchase additional smart zone devices, such as connected arrow boards or connected location markers.
- **FAA Contract Tower Program FY23.** Two Wisconsin airports will receive federal funding through the FAA Contract Tower Program for fiscal year 2023. Central Wisconsin Airport in Mosinee will receive \$608,000 and Wittman Regional Airport in Oshkosh will receive \$200,000 for improved operations and safety. Funding for both projects will enhance airfield safety. The project for Central Wisconsin Airport will replace non-standard equipment in a tracking system and improving radio communication between the tower and on-the-ground support vehicles. Wittman Regional Airport's project will replace old control tower equipment.

Click image for GSA's current map (most recent pictured is May 2023)



• WisDOT has received:

- 4 awards totaling \$95.5M

• Locals have received:

- 44 awards totaling \$163.2M

• Tribes have received:

- 10 discretionary grants totaling \$14.05M

*as of May 2023, per [GSA map](#), new award announcements listed on WisDOT's BIL webpage



WisDOT's BIL Discretionary Grant Webpage

Federal Discretionary Grant opportunities

Grant opportunities

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

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

WisDOT's Summary Guide to Federal Discretionary Grants

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

[Summary Guide](#)

Current Notice of Funding Opportunity (NOFO) Solicitations

WisDOT is monitoring these opportunities (as of July 19, 2023*) or view U.S. DOT's current list:

Program, agency and link	Amount available	Applications due
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) - FHWA	\$88,000,000	September 6, 2023
Reconnecting Communities & Neighborhoods (RCN) - OST/FHWA	\$3,155,000,000	September 28, 2023
Multimodal Project Discretionary Grant (MPDG)	\$5.5 billion combined FY23 & FY24	August 21, 2023
Nationally Significant Multimodal Freight and Highway Projects (INFRA) - OST	\$3,100,000,000	
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Rural Surface Transportation Grant Program (RURAL) - OST	\$675,000,000	
Rural and Tribal Assistance Pilot Program - OST (opens Aug. 14)	\$3,400,000	Sept. 27, 2023
Reduction of Truck Emissions at Port Facilities - FHWA	\$100,000,000	July 26, 2023
Clean School Bus - EPA	\$700,000,000	August 22, 2023
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program - FHWA	\$848,000,000	August 18, 2023
Wildlife Crossing Pilot Program (WCPP) - FHWA	\$111,850,000	August 1, 2023

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

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

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

[Federal resources](#)

Request Letter of Support

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

[Request Letter of Support](#)

For more information, contact:
Jessica L. Wagner
WisDOT Federal Program Officer
(608) 267-6979, jessica.wagner@dot.wi.gov



WisDOT's Summary Guide



Federal Discretionary Grant Opportunities

How to use this Summary Guide

WisDOT developed this summary guide to provide summary information about the Bipartisan Infrastructure Law (BIL), Inflation Reduction Act (IRA), and Appropriations Act (AA) discretionary grant opportunities. Information will be updated as additional program details are released by USDOT. WisDOT's Summary Guide only lists discretionary grant opportunities that have funding that has been appropriated (either Highway Trust Fund or General Fund) for the remaining years of BIL Fiscal Year (FY) FY2023-FY2026.

Helpful points to keep in mind:

- **Discretionary Grant by Agency:** Grant opportunities are organized alphabetically by the federal agency that will be administering the grant opportunity.
- **Notice of Funding Opportunity (NOFO) Deadline:** The NOFO submission deadline listed shows the NOFO period for Fiscal Year (FY) 2022, if available. If a NOFO deadline has passed, it will reopen in the following year. Exact dates haven't been released by USDOT, but estimates are provided when available.
- **FY2023 Funds:** Only Fiscal Year (FY) 2023 funds that have been appropriated, have been included in this resource. Future funding appropriations for FY24, FY25, and FY26 will be included annually in their respective years. The FY2023 Funds listed for each grant opportunity is what is available nationally through the grant solicitation. [Grants.gov](https://www.grants.gov) provides information on estimated number of grants to be awarded and maximum grant award amounts.
- **Program Description:** A basic description about the program has been included for a quick understanding about the discretionary grant program.
- **Eligible Applicants:** The eligible applicant list is provided. Please review Infrastructure Investment and Jobs Act (IIJA), the grant opportunity's website, and/or the NOFO for detailed eligible applicant information.
- **Additional Links:** WisDOT's efforts to support grant applicants and additional links are provided when available.
- **MPDG:** The Multimodal Project Discretionary Grant common application (MPDG) provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.
- **FHWA Reimbursement Grants:** The Federal-aid Highway program is a reimbursement program, meaning that costs are reimbursed as costs are incurred. Costs incurred prior to FHWA project authorization are not eligible expenses.
- **Justice40 (J40) Covered Programs:** There are seven areas of Federal investments covered by the [Justice40 Initiative](#).
*J40 - Denotes the [USDOT current 39 programs](#), across five modes, totaling \$204 billion in Bipartisan Infrastructure Law authorizations.



WisDOT's Summary Guide



Federal Discretionary Grant Opportunities

Discretionary Grant by Agency	NOFO Deadline	FY2023 Funds	Program Description	Eligible Applicants	Additional Links
Federal Highway Administration – FHWA					
Advanced Transportation Technologies & Innovative Mobility Deployment (ATTIMD) , also known as Advanced Transportation Technology & Innovation (ATTAIN) Program – FHWA	Closed on 11/18/22	\$60M	Projects to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. ***Note: ATAIN was previously named the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program under the FAST Act.	1. State or local government or political subdivision thereof; 2. transit agency; 3. [NEW] any MPO (vs. under the FAST Act, only MPOs that represented a population of more than 200,000); 4. Multi-jurisdictional group made up of the above eligible applicants, with a signed agreement to implement the initiative across jurisdictional boundaries; and 5. Consortium of research or academic institutions.	<ul style="list-style-type: none"> •Grants.gov: 693JJ32NF00010 •Fact Sheet •FAQs •BIL Launchpad •DOT Dashboard •FY22 Awards
Bridge Investment Program (BIP) – FHWA	Closed on 8/9/22 & 9/8/22; FY23 NOFO expected Summer 2023	\$2.5B	The BIL establishes the Bridge Investment Program (BIP) to provide grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.	1. State or a group of States; 2. MPO that serves an urbanized area (as designated by the Bureau of the Census) with a population over 200,000; 3. Unit of local government or a group of local governments; 4. Political subdivision of a State or local government; 5. Special purpose district or a public authority with a transportation function; 6. Federal land management agency; 7. Tribal government or a consortium of Tribal governments; **See NOFO for additional applicants.	<ul style="list-style-type: none"> •Grants.gov: 693JJ32NF00009 •Fact Sheet •FAQs •BIL Launchpad •DOT Dashboard <p>FY22 Awards:</p> <ul style="list-style-type: none"> •Planning •Large Bridge •Bridge
Charging and Fueling Infrastructure (CFI) Grants Program – FHWA *J40	Closed on 5/30/23	\$700M (FY22 & FY23)	Deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work, plus along designated Alternative Fuel Corridors (AFCs). CFI investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program).	1. States or political subdivision of States; 2. MPOs; 3. Unit of local governments; 4. Special purpose districts or public authorities with a transportation function, including port authorities; 5. Indian Tribes; 6. U.S. Territories; 7. Authorities, agencies, or instrumentalities or entities owned by one or more entities listed above; **See NOFO for additional applicants.	<ul style="list-style-type: none"> •Grants.gov: 693JJ32NF00004 •DOT Dashboard •Charging Forward: Toolkit •Rural Funding •NEVI Standards & Requirements •Temporary Buy America Waiver



WisDOT's BIL Discretionary Grant Webpage

Federal Discretionary Grant opportunities

Grant opportunities

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

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- How to apply for a Discretionary Grant
- WisDOT Insights, At-A-Glance Calendar
- Federal resources

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How to Apply for a Discretionary Grant

+ How to apply for a Discretionary Grant

Steps in the grant application process

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

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

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

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

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

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

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

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

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

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

Examples and information on how to write grants:

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

• Rural & Wisconsin Resources:

- WEDC's [Office of Rural Prosperity](#) – BIL Resources
- [USDOT's \(ROUTES\)](#) – Rural Opportunities to Use Transportation Economic Success Discretionary Grant Process
- Wisconsin Local Technical Assistance Program ([Transportation Information Center](#)) Email: tic@interpro.wisc.edu



WisDOT's Insights & At-A-Glance Calendar

Federal Discretionary Grant opportunities

[Grant opportunities](#)

- [Bipartisan Infrastructure Law funding](#)
- [Local programs funding](#)
- [Transit assistance programs](#)

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WisDOT's Insights & At-A-Glance Calendar

+ WisDOT insights. At-A-Glance Calendar

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

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

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

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

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

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

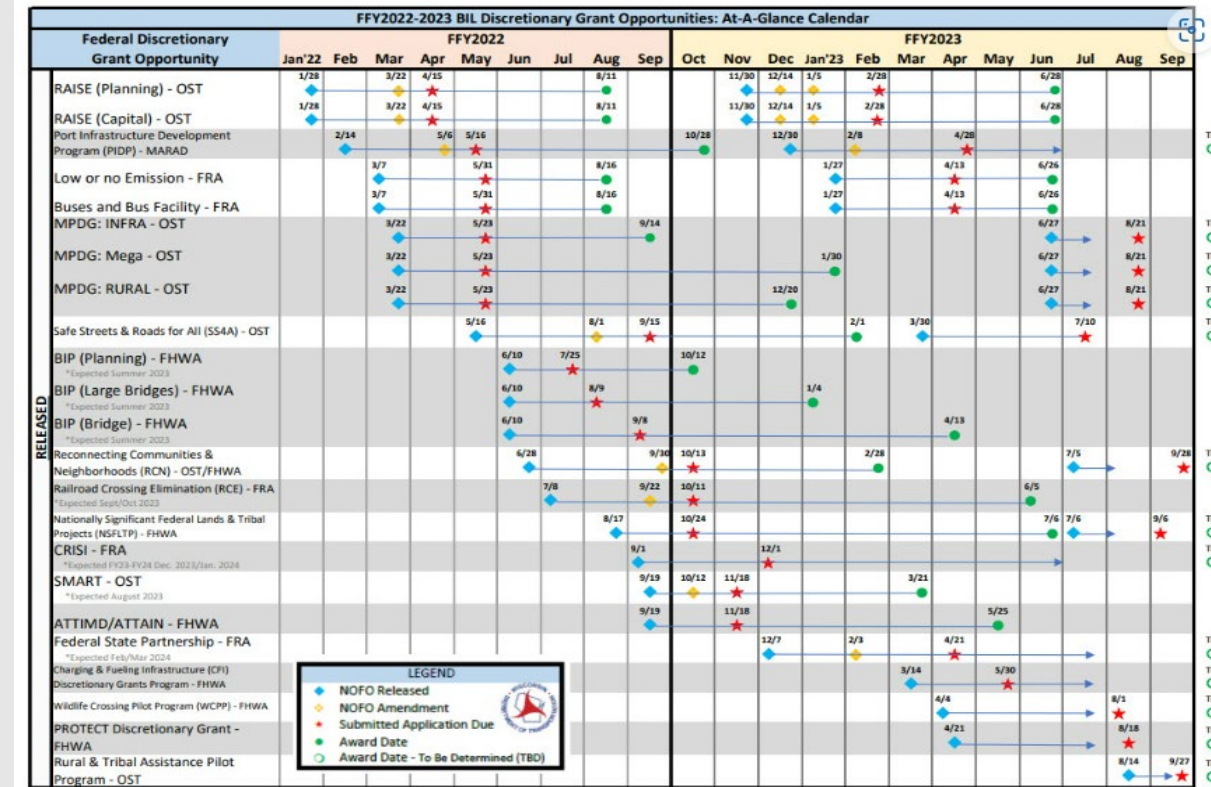
- Grant award funds aren't available to spend until the grant agreement has been executed.
- Grant funding can't be used to cover costs prior to the date of agreement execution.
- Federal funds have additional rules and requirements (watch for specifics on reporting, tracking and monitoring financial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

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

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

Discretionary Grant At-A-Glance Calendar

[\(view document\)](#)



WisDOT's Letter of Support Request Form

Federal Discretionary Grant opportunities

Grant opportunities

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

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

WisDOT's Summary Guide to Federal Discretionary Grants

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

Summary Guide

Current Notice of Funding Opportunity (NOFO) Solicitations

WisDOT is monitoring these opportunities (as of July 19, 2023*) or view U.S. DOT's current list:

Program, agency and link	Amount available	Applications due
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) - FHWA	\$88,000,000	September 6, 2023
Reconnecting Communities & Neighborhoods (RCN) - OST/FHWA	\$3,155,000,000	September 28, 2023
Multimodal Project Discretionary Grant (MPDG)	\$5.5 billion combined FY23 & FY24	August 21, 2023
Nationally Significant Multimodal Freight and Highway Projects (INFRA) - OST	\$3,100,000,000	
National Infrastructure Project Assistance Program (Mega) - OST	\$1,800,000,000	
Rural Surface Transportation Grant Program (RURAL) - OST	\$675,000,000	
Rural and Tribal Assistance Pilot Program - OST (opens Aug. 14)	\$3,400,000	Sept. 27, 2023
Reduction of Truck Emissions at Port Facilities - FHWA	\$100,000,000	July 26, 2023
Clean School Bus - EPA	\$700,000,000	August 22, 2023
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program - FHWA	\$848,000,000	August 18, 2023
Wildlife Crossing Pilot Program (WCPP) - FHWA	\$111,850,000	August 1, 2023

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

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

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

[Federal resources](#)

Request Letter of Support

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

Request Letter of Support

For more information, contact:
Jessica L. Wagner
WisDOT Federal Program Officer
(608) 267-6979, jessica.wagner@dot.wi.gov



WisDOT's Letter of Support Request Form

BIL Letter of Support

✓ Introduction

Letter of Support

Review

Submit

Delete



Application Information

Organization Requesting Support *

Contact Name *

Contact Email for Questions *

email@example.com

Phone *

(999) 999-9999

Project Background

Project Name *



In which WisDOT region is the project located?

-- Select an option --



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

What grant program is the request for? *

-- Select an option --



Are any WisDOT funds committed to this project? *

- ☐ Yes
☐ No

Application Details

Email where the support letter should be sent *

email@example.com

When is the letter needed? *

MM-DD-YYYY

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

Application Narrative *

Choose File No file chosen

Template Letter of Support *

Choose File No file chosen



Federal Resources

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

- [U.S. DOT Navigator](#) helps communities understand ways to apply, plan and deliver projects.
- Current [List of U.S. DOT Notice of Funding Opportunities \(NOFO\)](#)
- List of [U.S. DOT BIL Discretionary Grants](#)
- The [U.S. DOT Discretionary Grants Dashboard](#) identifies grant programs (within and beyond DOT) with rural and Tribal set-asides or match waivers available.
- Build America Center [BIL Launchpad tool](#) provides customized funding information, plan ahead calendar, match your project to successful awards.
- U.S. DOT's [Justice40](#) (J40) initiative addresses decades of underinvestment in disadvantaged communities. The [Equitable Transportation Community \(ETC\) Explorer](#) dynamic tool to explore the cumulative burden communities experience as a result of underinvestment in transportation.

- **FHWA Resources:**

- [FHWA BIL Discretionary Grant Fact Sheets](#)
- [FHWA Competitive Grant Funding Matrix](#)



Questions?

Jessica L. Wagner
Wisconsin Department of Transportation
Federal Program Officer
(608) 267-6979
JessicaL.Wagner@dot.wi.gov





Title VI/ADA/Nondiscrimination LEP Program Plan Requirements

**For MPO/RPC Recipients of
Federal Transit Administrations (FTA) Funding**

July 25, 2023

Title VI/ADA Nondiscrimination LEP Plan Requirements

- Develop and adopt a Title VI/ADA Nondiscrimination LEP Plan
 - **Notice of Nondiscrimination**
 - **Complaint Procedure, Complaint Form, and Complaint Log**
 - **Public Involvement Plan**
 - **Limited English Proficiency (LEP) Plan**
 - **Demographic Representation Data** for transit related non-elected boards/councils
 - **MPO** – Demographic Profile, US Census Data, Analysis, and Program Administration
- Train/inform staff and contractors of your updated plan and nondiscrimination obligations



2023 Plan - Tips

- Review and use the WisDOT Draft 2023 Title VI and LEP Plan Template

Notes:

- Consult FTA Title VI Circular 4702.1b as a guide
- The templates are meant to be customized to showcase your agency efforts
- Use the updated templates specifically for:
 - Notice of Nondiscrimination
 - Complaint Procedure, Complaint Form, and Complaint Log
- Compare 2023 Template with your existing Title VI Plan
- Review language for consistency with the following documents:
 - ✓ FHWA Subrecipient Title VI Assurances and Implementation Plan Agreement
 - ✓ ADA Complaint Procedure and Form, if applicable



Submission Information

- Plans are due to WisDOT by December 31, 2023
- Submit draft plan to Transit Compliance Manager, Becky Soderholm and your MPO/RPC State WisDOT Liaison for review and feedback
- Follow agency public input procedure
- Obtain signature on Title VI Plan
- Disseminate updated Title VI Nondiscrimination LEP Plan
 - Website, email distribution list, agency staff, etc.



Comments and Questions

WisDOT Transit Section

Becky Soderholm

Compliance Manager

(608) 266-1650

Becky.soderholm@dot.wi.gov

MPO/RPC State WisDOT Liaisons

- Sara Husen
- Jim Kuehn
- Matthew Schreiber
- Matthew Sorenson





Local Programs Update

Merrill Mechler-Hickson

Local Programs & Finance Section Chief

**Quarterly MPO/RPC Directors Meeting
July 25, 2023**



Jennifer Murray Director, Bureau of Transit, Local Roads, Railroads & Harbors jennifer.murray@dot.wi.gov	(608) 264-8722	Merrill Mechler-Hickson Program & Policy Chief, Local Programs & Finance merrill.mechlerhickson@dot.wi.gov	(608) 261-8977
Tim Olusegun Policy Supervisor, Local Programs & Finance		(608) 266-0254 tim.olusegun@dot.wi.gov	
Ryan Whitehead DOT Program Officer		608-266-1824 ryan.whitehead1@dot.wi.gov	
John Moe – LRIP Local Roads Improvement Program Manager		(608) 267-0404 johnx.moe@dot.wi.gov	
Benjamin Radue – LRIP Contracts Specialist		608-261-0128 benjamin.radue@dot.wi.gov	
VACANT- TA Program Manager, Transportation Alternatives Program, Congestion Mitigation Air Quality Program Manager			
Michael Loughran – STP, Local Bridge Surface Transportation Program & Local Bridge Program Manager		(608) 266-2870 michael.loughran@dot.wi.gov	
Chris Brooks – BIL BIL Implementation Specialist		(608) 267-3611 christopher.brooks1@dot.wi.gov	
Nina Werner – General Transportation Aids GIS Data Services-Senior		(608) 264-8425 nina.werner@dot.wi.gov	
Cecelia Shutts – LP&F Financial Lead Program and Policy Analyst – Adv		(608) 266-8487 ceceliam.shutts@dot.wi.gov	
Anna Kraft – General Transportation Aids Local Programs & Finance - LTE		(608) 264-7336 anna.kraft@dot.wi.gov	

Recent BIL Solicitations

- STP-Local FFY 2024
- Local Bridge FFY 2024-2026
- TAP-Safe Transportation Alternatives for Rural Schools (STARS) FFY 2023-2026
- Carbon Reduction Program



STP-Local FFY 2024 Applications

Municipality Type	# of Apps	Approx Federal Share
County	< 5,000 Pop: 10	~\$6.7 M
	5K-50K Pop: 0	-
Town	< 5,000 Pop: 63	~\$38.7 M
	5K-50K Pop: 2	~\$0.8 M
City/Village	< 5,000 Pop: 32	~\$14.7 M
	5K-50K Pop: 19	~\$10.6 M
TOTALS:	126	~\$71.5 Million



STP-Local FFY 2024 Awards

Municipality Type	Project Sponsor	Federal Award
County	Iowa County	\$500,000
	Waupaca County	\$498,893
Town	Town of Norway	\$468,437
	Town of Grover	\$243,024
	Town of Herman	\$392,000
	Town of Sugar Oak	\$500,000
City/Village	City of Watertown	\$500,000
	City of St. Croix Falls	\$379,860
TOTALS:		8 \$3,482,214



Local Bridge FFY 2024-2026 Applications

-All Applications Approved-

WisDOT Region	# of Apps	Approx Federal Share
NC	22	\$28.4 M
NW	36	\$45.2 M
NE	16	\$19.8 M
SW	40	\$42.8 M
SE	17	\$25.7 M
TOTALS:	131	~\$161.9 Million



TAP FFY 2023-2026 Applications

WisDOT Region	Population Subgrouping	# of Apps	Approx Federal Share
NC	<5K	17	\$16.17 M
	5K-50K	1	\$0.89 M
NW	<5K	11	\$8.65 M
	5K-50K	1	\$1.01 M
	50K-200K	1	\$0.72 M
NE	<5K	9	\$3.74 M
	>200K	9	\$4.31 M
SW	<5K	17	\$15.91 M
	5K-50K	5	\$2.18 M
	>200K	4	\$3.72 M
SE	<5K	4	\$5.69 M
	5K-50K	5	\$4.84 M
	50K-200K	1	\$0.49 M
	>200K	6	\$4.38 M

TOTALS:

91

~\$73.16 Million

TAP FFY 2023-2026 Awards

	STATEWIDE RECOMMENDED AWARDS	TMA RECOMMENDED AWARDS
AWARDS	30	21
FEDERAL FUNDING	\$18,392,195	\$12,370,294

POPULATION	AWARDS	FEDERAL FUNDING
<5,000	27	\$15,775,974
5,000-50,000	3	\$2,616,221
50,000-200,000	0	\$0
>200,000	21	\$12,370,294



CRP FFY 2023 Applications

Population Subgrouping	# of Apps	Approx Federal Share
<5K	9	\$3.54 M
5K-50K	12	\$3.29 M
50K-200K	14	\$2.27 M
>200K	29	\$16.31M
TOTALS:	64	~\$25.43 Million (~\$15.5 Million Available)



CRP FFY 2023 Awards

POPULATION SUBGROUPING	APPLICATIONS	FEDERAL FUNDING AMOUNTS
<5,000	9	\$3,596,967
5,000-50,000	12	\$3,291,643
50,000-200,000	13	\$2,025,507
>200,000	22	\$9,244,228
TOTALS:	56	\$18,158,345



Local Programs & Finance

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



Local Programs & Finance

Current Local Program Solicitations

- Surface Transportation Program (STP) & Local Bridge
 - Program Cycle: 2024-2029
 - Deadline: **October 27, 2023, 5:00PM**
- Transportation Alternatives Program (TAP)
 - Program Cycle: 2024-2028
 - Deadline: **October 27, 2023, 5:00PM**
- Congestion Mitigation & Air Quality (CMAQ)
 - Program Cycle: 2024-2028
 - Deadline: **September 1, 2023, 5:00PM**
- Local Roads Improvement Program (LRIP)
 - 2023-25 Biennial Program Cycle
 - Deadline: **January 15, 2024**



STP/TAP/CMAQ 2024-2029 MPO/TMA Funding Allocations

- 2023-25 Biennial Budget has approved Surface Transportation Program (STP), Transportation Alternative Program (TAP), and Congestion Mitigation and Air Quality (CMAQ) funding at FAST Act levels for SFY 2024 & 2025
 - STP funding: ~\$72M annual
 - TAP funding: ~\$7M annual
 - CMAQ funding ~\$10M annual
- We are currently examining the legislation to determine the impact to available funding levels for programming in the 2024-2029 program cycle
- 2024-29 allocation amounts will be communicated as soon as possible



WisDOT SFY2024 Federal Plan

- Section 84.03(2)(b), Wis. Stats., requires WisDOT to submit a Federal Expenditure Plan to the Wisconsin Joint Committee on Finance if the amount of federal-aid highway funds provided by federal transportation authorization and appropriations bills for the current State Fiscal Year (SFY) is less than 95 percent or greater than 105 percent of the amounts appropriated under s. 20.395, Wis. Stats.
- Joint Committee on Finance approves, approves with amendments, or rejects the plan
- Congressional appropriation of 2024 funding will impact timing for SFY 2024 Federal Expenditure Plan submittal
- SFY 2024 Federal Expenditure Plan considerations will impact 2024-2029 funding allocation estimates



Agricultural Road Improvement Program (ARIP)

- New program authorized in the 2023-25 Biennial Budget
 - \$150 million dollars to be awarded in the 2023-25 Biennium
 - Projects may be reimbursed at a maximum 90% state/10% local cost share
 - The legislation requires that the department “prescribe a simple and clear application process” through the development of “an application that does not exceed 2 pages in length” (may streamline with electronic LRIPWeb format which will not exceed 2 pages when pdf’d)
- We are currently examining the legislation and anticipate ARIP application materials being released in early CY 2024



Agricultural Road Improvement Program (ARIP)

- Initial review of the legislation indicates that ARIP project eligibility is restricted to an improvement project on:
 - “a county, town, city, or village highway functionally classified by DOT as a local road or minor collector, or a bridge or culvert on such a highway,” that
 - “provides access to agricultural lands or facilities used for the production of agricultural goods, including forest products, and is used by at least one agricultural producer,” and that
 - “is designated as a class “B” highway under Wis. Stats. 349.15 due to structural deficiencies or has been subject to a posted weight limitation for at least one month during the previous year.”



WisDOT Local Program Contacts

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

Ryan Whitehead
DOT Program Officer
608-266-1824
ryan.whitehead1@dot.wi.gov

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



Thank you!



Transportation Economic Assistance (TEA) Program Overview

Roselynn Bittorf

TEA Program Manager



What is the TEA Program?

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



Who is Eligible?

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



Eligibility Requirements

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



TEA Eligibility Requirements

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



What is an Economic Development Project?

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



Transportation Facility Improvements

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



Transportation Facility Improvements

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



TEA Eligibility Requirements

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



A Need for TEA Funding

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



TEA Eligibility Requirements

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



What is an Economic Development Project?

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



Economic Development Requirement

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

Job Timeline

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



TEA Eligibility Requirements

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



TEA Timeline

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



Funding

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



TEA Recap



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

TEA Recap



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

TEA Recap

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



TEA Recap

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



More Information

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



Scenic Byways & Rustic Roads

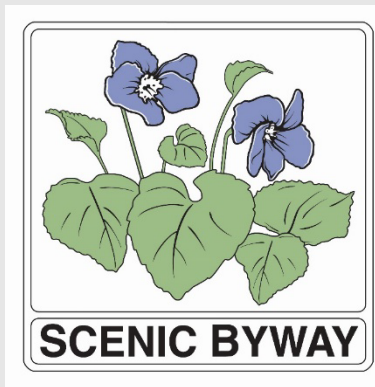
Liat Bonneville
Scenic Byways & Rustic Roads Coordinator

MPO/RPC Directors Meeting

July 25, 2023

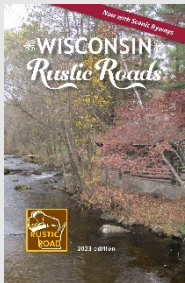


Sister Programs Promoting Wisconsin's Natural Beauty and History Along Roads



- State/local highway routes (other than interstates), at least 30 miles long, with numerous scenic and/or historical features
- Lightly-traveled town or county roads that offer bikers, hikers, and other travelers a leisurely opportunity to see native terrain and wildlife in a rural setting

■ **New 2023 Guide includes Scenic Byways**



Five Scenic Byways

Portions of 9 state highways; 660 miles

Great River Road **All**
American Road (WIS 35)
Prescott to Kieler

Wisconsin Lake Superior
National Scenic
Byway (WIS 13) US 2 to
County H

Door County Coastal Byway
National Scenic Byway (WIS
42 & 57) Northern Door
County peninsula

Lower Wisconsin River
Road (WIS 60) Lodi to
Prairie du Chien

Nicolet-Wolf River Scenic
Byway (WIS 55, 32, 70
and 52)



Five Scenic Byways

- Program created in 2005
- Corridors offer scenic and/or historical attributes
- Promotion can serve to boost a region's attractiveness to tourists
- Locally-driven nominations
- Scenic Byways Advisory Committee
- On WisDOT website and **StoryMaps**



Scenic Byway Designation Benefits

- Supports tourism and economic development
- Unique signs (on state highways), markers, and promotional efforts
 - Can enhance a community's "marketability"
- Promotes partnerships and Strengthens civic pride
- Identifies an area's treasures
- A state scenic byway can potentially be designated a National Scenic Byway
 - Additional recognition and promotional opportunities





2024-2028 Coordinated Planning Process for Public & Human Services Transportation

Bureau of Transit, Local Roads, Railroads, and Harbors
Wisconsin Department of Transportation

What is Coordinated Planning?

Starting with 2005 federal transportation bill (SAFETEA-LU), and continuing with the current Bipartisan Infrastructure Law (BIL), projects seeking funding under Federal Transit Administration (FTA) Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) must:

Be derived from a **locally developed**, coordinated public transit human services transportation plan

Be developed with **representatives** of public, private, and non-profit transportation, human services providers and members of the public

Be updated every **five years** for attainment areas

WisDOT's Role in Coordinated Planning

WisDOT **certifies plans to FTA**

WisDOT **Provides toolkits and technical assistance –**
additional help to
counties not within a RPC

WisDOT does **not own the plan** or prescribe the
process or format



Lead Agency Roles (RPCs and Counties)



Organize and facilitate public meetings



Draft coordinated plan for approval by appropriate body



Submit plan to WisDOT



Lead Agency Roles (RPCs and Counties)

Define the area(s) the coordinated plan will cover (county or multi-county)

Identify the agency or individual who will be the “keeper” of the plan



Develop a list of stakeholders for plan development and implementation

Obtain demographic data on target population to assist with defining gaps and needs





Four Required Elements

Use your existing plan as a starting point!

An assessment of
**available
transportation
services and
providers**

An assessment of
**transportation
needs and gaps**

Identify priorities
based on
resources, time,
and feasibility

Identify strategies
and activities to
address the
identified gaps
between current
services and
needed services



Assessment of Need

Do services overlap or where are services lacking?

What are the **challenges or roadblocks** to providing these services?

What was done well in the last four or five years?

Who is at the table?

What can be done better?

Getting all the necessary groups in a room will facilitate an in-depth discussion on needs and potential coordination efforts to guide your plan.

How are providers adapting to shortages?

Identify strategies and action items



Strategies (goals) should be broad and encompassing to accommodate action items, not focused on “what projects are we applying for?”

- Example strategy: Increase shared use of accessible vehicles across county lines

Action items answers the question of how to meet the strategy/goal.

- Example action items: Implement a one-call/one-click service or design a web page to provide transportation information.



What needs to be submitted to WisDOT?

The Plan and keeper of the plan

Demographic data

Invitation list and attendance records

Public notice, meeting announcements, and agenda

Adoption of plan

Summary of meeting evaluations

All documents will be submitted via BlackCat Grants Management System

Let me know if you need a login and password



Plans should be submitted in early November 2023. If this is an issue, please let us know ASAP



Questions?

[Website: https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/compliance/coord.aspx](https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/compliance/coord.aspx)





Non-Driver ArcGIS Online Application

MPO/RPC Directors Meeting

Ethan Severson
July 25, 2023

Application Overview

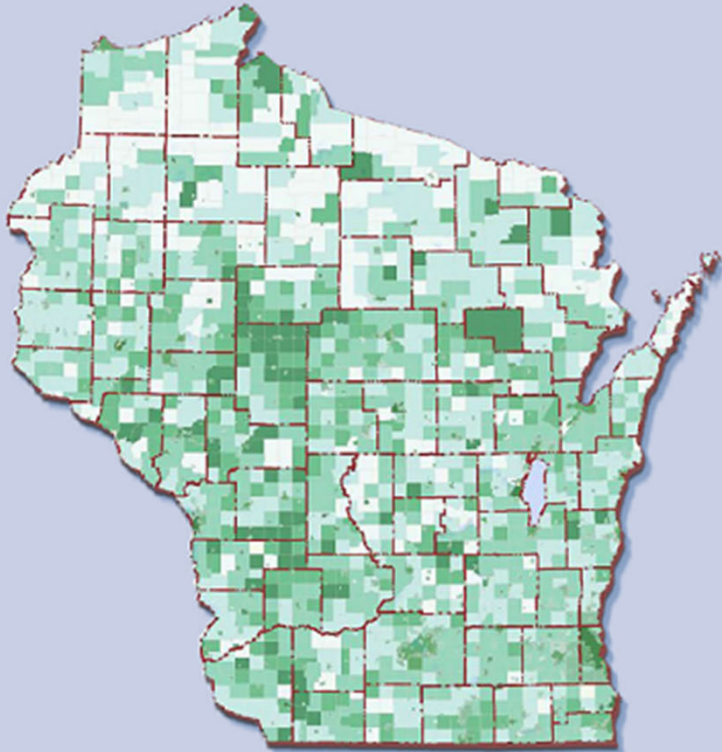
- The project is a geographic analysis of the Wisconsin non-driver population
- Produce estimates of Wisconsin non-drivers by county, city, village, town, census tract, and census block group
- Increase understanding of where non-drivers are located to inform regional planning and local/state government decision making
- Allow comparison of non-driver spatial data with existing GIS mapping data
- Potential users
 - Service providers, regional planners, local governments and state agencies

Methodology

- Data sets used
 - DMV Driver and Vehicle datasets
 - U.S. Census Data
- Population density estimates of **non-drivers** in Wisconsin
 - U.S. Census population data – WI driver data = non-driver estimates
- Non-driver definition
 - No drivers license or drivers license but unknown access to a vehicle

Wisconsin Department of Transportation

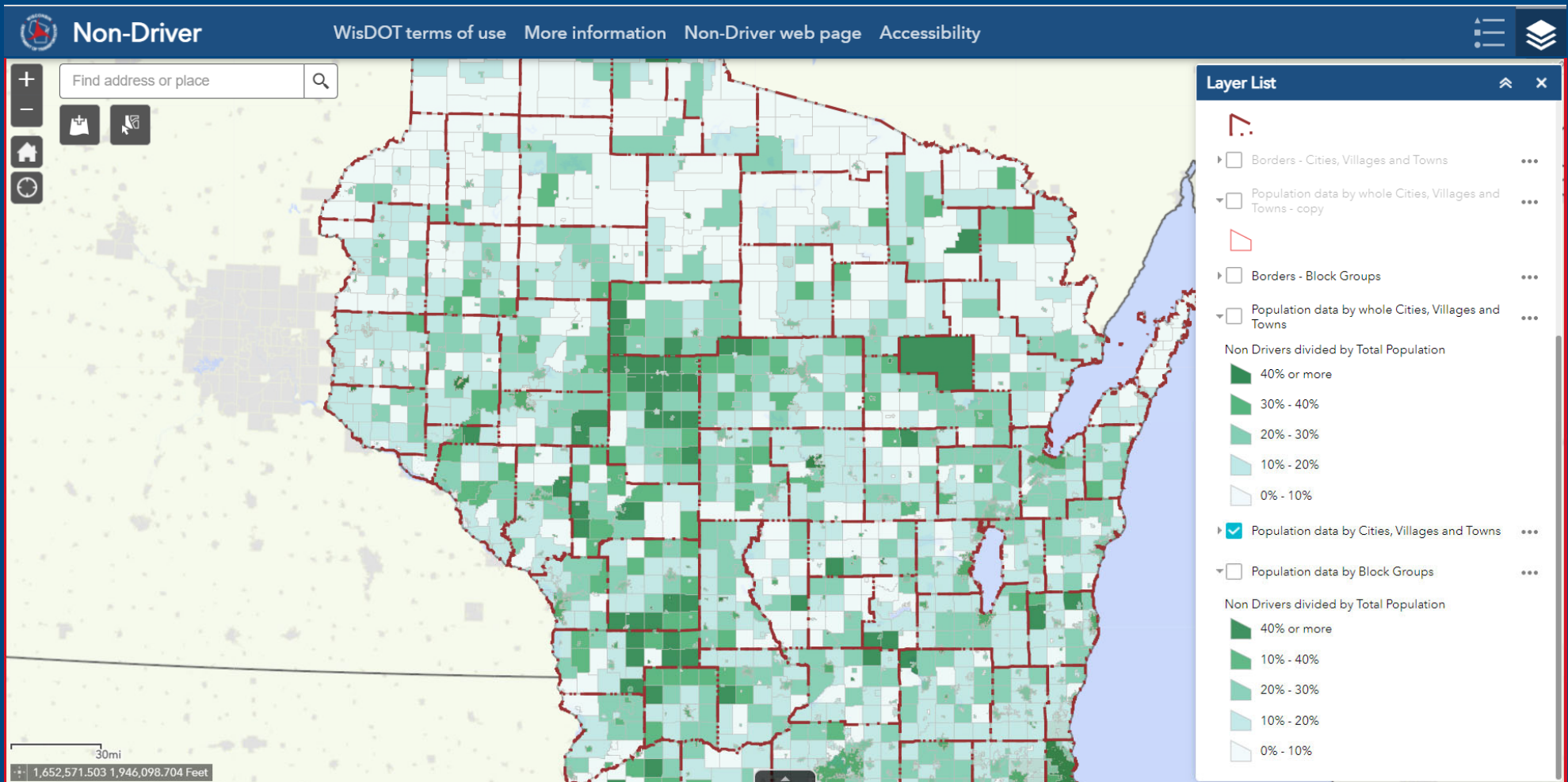
Non-Driver ArcGIS Online Application



Accessing the Application

- Published January 2022
- WisDOT frontpage > Key Department Initiatives > Wisconsin Non-Drivers
- Application resources also available:
 - YouTube video tutorial series
 - User guide document
 - Methodology and assumptions document

Brief Demonstration



Questions?

Ethan Severson, Strategic Initiatives Officer
Wisconsin Department of Transportation
Division of Budget and Strategic Initiatives
ethanp.severson@dot.wi.gov
(608) 266-1457



Highway Safety Improvement Program

Mike Finkenbinder
Interim HSIP Manager

MPO/RPC Director's Meeting

July 25, 2023

Presentation Overview

- Basics of the Highway Safety Improvement Program (HSIP)
 - Overview, Funding, Program Cycle/Deadlines, Typical Projects
- HSIP Process
 - Application requirements, analysis, programming
- Performance Measures
 - Target setting and assessment, 2024 targets



HSIP Basics: Overview

- Projects that reduce the number and severity of crashes on all public roads.
- Focus is on infrastructure improvements identified and selected through a data-driven approach.
 - The Bipartisan Infrastructure Law has introduced eligibility for non-infrastructure items such as education and enforcement.
- Projects that can be implemented quickly to address a significant safety need should be given first consideration.

HSIP Basics: Funding

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

90:10



HSIP Basics: Program Cycle & Deadlines

- Four-year program of projects
 - Projects with longer, more complicated delivery schedules (at least 4 years) will be considered for approval in years 5 and 6, but will be given lower priority than project that can be delivered quickly.
- Program projects on an annual cycle with two application periods per year (February 15th and August 15th)
- Current program is State Fiscal Year 2024 - 2027



HSIP Basics: Typical Eligible Spot Projects

- Intersection safety improvements (including installing/modifying traffic signals, roundabouts and channelization/turning radii improvements)
- Straightening isolated curves or hills
- Improving sight distance
- Access modifications
- Constructing turning, bypass or other auxiliary lanes
- Eliminating a roadside obstacle
- Installing guardrails, barriers and crash attenuators
- Installing signs, pavement markings, and delineators

***Data-Driven
Crash-Based
Analysis***

HSIP Basics: Typical Segment Projects

- Corridor signal upgrades
- Stand-alone beam guard installations and end treatments
- Road diets and two-way left turn lane (TWLTL) conversions
- Pavement marking, above current standards
- Rumble strips, above current standards
- Eliminating clear zone encroachments
- Pedestrian countdown timers
- Larger or additional signing
- Chevrons

***Data-Driven
Crash-Based
Analysis***

HSIP Process: Application Requirements

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



HSIP Process: Programming

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

HSIP Process: Programming

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



Performance Measures (PM)

As per 23 CFR 490.207(a), there are five performance measures for the purpose of carrying out the HSIP. They are:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries



PM Target Setting and Assessment

- DTIM-BSHP and DSP-BOTS collaborate to set performance measure targets each year.
 - Targets are established by taking a 2% reduction from the most recent 5-year rolling average for each category.
- Targets are assessed against the 5-year rolling average leading up to the evaluation year, as well as, a baseline 5-year rolling average established when the targets were set.
- As per 23 CFR 490.211(c)(2), a State DOT has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets have been met or the actual outcome is better than the baseline performance.



Performance Measures: 2024 Targets

Performance Measure	2018-2022 Baseline	Target (2% Reduction)
Number of Fatalities	600.8	588.8
Rate of Fatalities	0.934	0.915
Number of Serious Injuries	3,095.6	3,033.7
Rate of Serious Injuries	4.822	4.726
Number of Non-Motorized Fatalities & Serious Injuries	379.4	371.8

Additional Information

- WisDOT Programs for Local Government
 - Wisconsin Department of Transportation Highway Safety Improvement Program (HSIP) (wisconsindot.gov)
 - HSIP application materials available for download at this site
- WisDOT HSIP Staff
 - WisDOT Regional HSIP Coordinators and Safety Engineers
 - General program information
 - Questions about specific potential projects and applications
 - Statewide HSIP Coordinator
 - General program information
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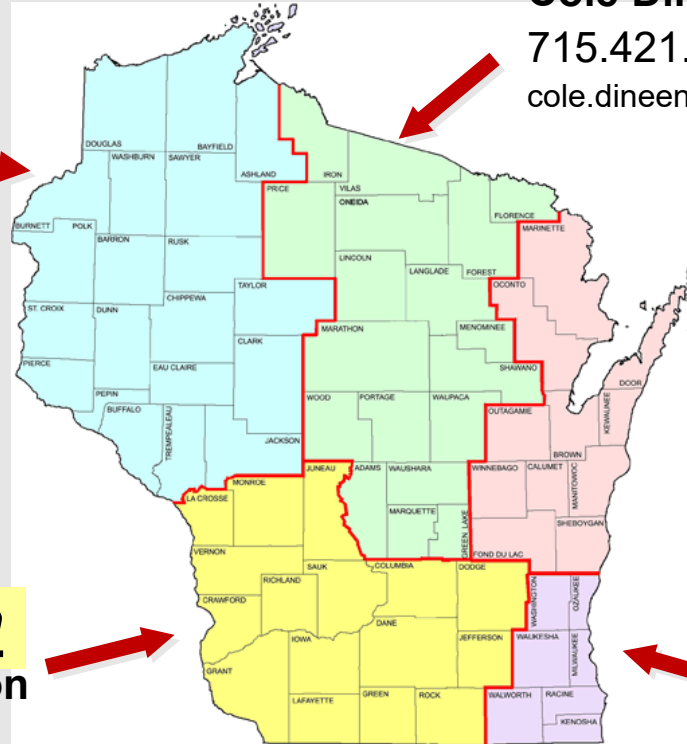
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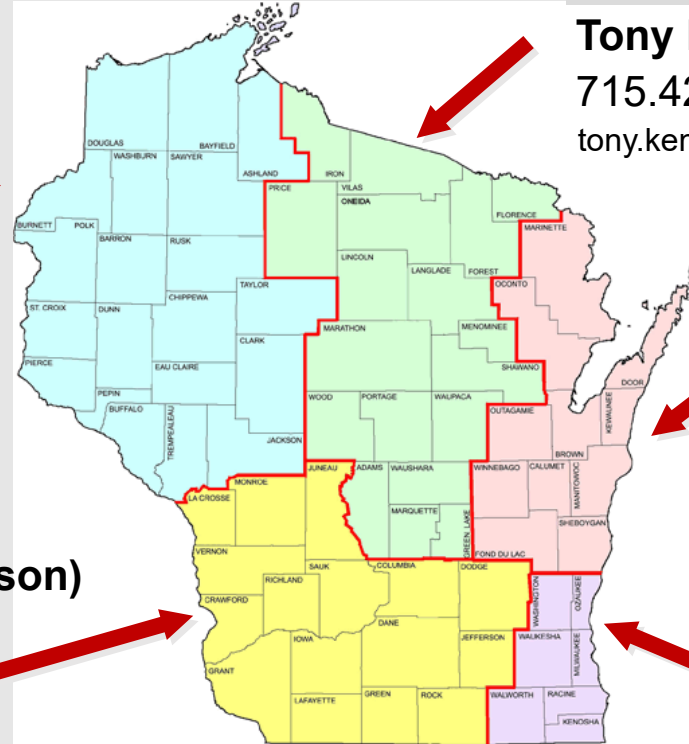
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**FHWA Wisconsin MPO Assignments
Effective July 1, 2023**

MPO	Lead	WisDOT Region
SEWRPC (TMA)*	Buck	SE
Madison (TMA)	Forlenza	SW
LaCrosse	Nordberg	SW
Beloit	Buck	SW
Janesville	Nordberg	SW
Dubuque	Buck	SW
Wausau	Nordberg	NC
Green Bay (TMA)	Nordberg	NE
Appleton (TMA)	Forlenza	NE
Oshkosh	Forlenza	NE
Fond du Lac	Forlenza	NE
Sheboygan*	Buck	NE
Eau Claire	Buck	NW
Duluth-Superior	Nordberg	NW

*Non-attainment Areas

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UPWP, RTWP and TIP Timelines

Alex Gramovot

Planning Section Chief

July MPO/RPC Directors Meeting

July 25, 2023

Work Program and TIP Timelines

Draft 2024 TIP due to FHWA, FTA, WisDOT	Late August/Early September 2023
Final 2024 TIP due to FHWA, FTA, WisDOT	November 1, 2023
2024 Draft UPWP due to FHWA, FTA, WisDOT	September 1 – 15, 2023
2024 RPC Draft RTWP due to WisDOT	September 1 – 15, 2023
MPO Approved 2024 UPWP due to FHWA, FTA, WisDOT	November 15 – 30, 2023
RPC Approved 2024 RTWP Due to WisDOT	November 15 – 30, 2023
2024 UPWP and RTWP Approvals	Mid-December
TIP and STIP Approvals	Early January 2024



2024 TIP Update

- **Reminder to send a copy of the Draft TIP to WisDOT, FHWA and FTA for review before posting the TIP update for public comment**
- **This will reduce the need to re-submit the Draft TIP for public comment if any changes are needed**



2024 UPWP and RTWP

- 2024 work program kickoff letters will be sent out soon
- 2024 UPWP kickoff letter will include Safe and Accessible Transportation Options (SATO) Planning (PL) FHWA set aside amounts for 100% reimbursement
- 2024 RTWP kickoff letter will not include SATO State Planning and Research (SPR) set aside funding
- Please forward a copy of the draft 2024 Work Program at least one week before the Fall Work Program Meeting to the Planning Section Liaisons

