

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
AND TECHNICAL ADVISORY COMMITTEE
JOINT AGENDA**

**MAY 24, 2022
2:00 P.M.**

**LARGE CONFERENCE ROOM
210 RIVER DR., WAUSAU, WI**

Members: John Robinson – Chair, George Peterson – Vice Chair, Allan Opall, Betty Hoenisch, Steve Hagman, Katie Rosenberg, Tim Buttke, Matt Lee Baer, Milton Olson, Chris Voll, Mark Maloney, Brent Jacobson, Kregg Hoehn, Ken Wickham

The meeting site identified above will be open to the public. However, due to the COVID-19 pandemic and associated public health directives, Marathon County encourages Metropolitan Planning Commission members and the public to attend this meeting remotely. To this end, instead of attendance in person, Metropolitan Planning Commission members and the public may attend this meeting by **telephone conference**. If Metropolitan Planning Commission members or members of the public cannot attend remotely, Marathon County requests that appropriate safety measures, including adequate social distancing, be utilized by all in-person attendees.

Persons wishing to attend the meeting by phone may call into the telephone conference beginning **five (5) minutes prior to the start time indicated above using the following number:**

**PHONE NUMBER: 1-408-418-9388
ACCESS CODE: 965 620 244**

Please Note: If you are prompted to provide an “Attendee Identification Number” enter the # sign. No other number is required to participate in the telephone conference. When you enter the telephone conference, PLEASE PUT YOUR PHONE ON MUTE!

AGENDA ITEMS:

1. CALL TO ORDER
2. PUBLIC COMMENT
3. APPROVE MINUTES OF THE APRIL 10, 2022, COMMISSION MEETING
4. APPROVE MINUTES OF THE APRIL 10, 2022, TECHNICAL ADVISORY COMMITTEE MEETING

POLICY DISCUSSION AND POSSIBLE ACTION:

5. SELECTION AND APPROVAL OF THE CARBON REDUCTION PROGRAM PROJECTS
6. SELECTION AND APPROVAL OF THE 2022 SURFACE TRANSPORTATION PROGRAM (STP-URBAN) PROJECTS
7. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT
8. BIPARTISAN INFRASTRUCTURE LAW (BIL) PROGRAM TIMELINES
9. NEXT MEETING DATE – JUNE 14, 2022
10. ADJOURN.

Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk’s Office at 715-261-1500 one business day before the meeting.

SIGNED _____
PRESIDING OFFICER OR DESIGNEE



EMAILED TO: Courthouse, Daily Herald, TPP Printing, City Pages
Midwest Radio Group, Marshfield News

EMAILED BY: BI
EMAIL DATE/TIME: 05/18/2022 2:35 pm
RE-EMAIL:

NOTICE POSTED AT COURTHOUSE:
By: _____
Date: _____



MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Minutes
May 10, 2022

Meeting Attendance: John Robinson – Chair, George Peterson – Vice-Chair, Katie Rosenberg, Jeff Gates (for Jacobson), Tim Buttke, Gaylene Rhoden (for Opall), Keith Rusch (for Hoenisch), Brad Sippel, Greg Seubert, Keith Donner (for Maloney), Mark Thuot (for Hoehn), Andrew Lynch, Dave Meurett (for Wickham), Jordan Kelbley, Michael Wodalski, Brenda Iczkowski, Dave Mack, Gary Olsen, Kevin Lang

1. Call to Order
In the presence of a quorum, with the agenda being properly signed and posted, the meeting was called to order by Chair Robinson at 2:01 p.m. at 210 River Drive, Wausau and virtually via WebEx.
2. Public Comment – NONE
3. Approve Minutes April 12, 2022, meeting
Action: MOTION / SECOND BY BUTTKE / OLSON TO APPROVE THE APRIL 12, 2022, MINUTES. MOTION CARRIED BY VOICE VOTE, NO DISSENT.
4. Letter of Support for WisDOT Alternative Fuel Corridor Designation
Discussion: In the packet Mack provided a letter of support from the Plan Commission to WisDOT for the Alternative Fuel Corridor Designation in the Wausau Area. These corridors are STH 29 and USH 51 that are being identified as main corridors for the installation of alternative fueling stations for electric, compressed natural gas and propane.
Action: MOTION / SECOND BY OLSON / BUTTKE TO APPROVE THE SENDING OF THE ALTERNATIVE FUEL CORRIDOR DESIGNATION LETTER OF SUPPORT TO WISDOT. MOTION CARRIED BY VOICE VOTE, NO DISSENT.
Follow Through: MPO Staff will send the letter to WisDOT
5. Approval of the Carbon Reduction Program Projects
Discussion: Mack shared that 3 applications were received last Friday for the Carbon Reduction Program, an application from Rib Mountain for an electric service truck, an application from the Village of Weston for an electric forklift, and an application from the City of Wausau for LED street lighting. The amount of \$204,370 has been allocated for this program for the MPO. With the projects submitted totaling \$264,800 there will be a shortfall of \$60,430.
Action: A JOINT MPO COMMISSION AND TECHNICAL ADVISORY COMMITTEE WILL BE HELD ON MAY 24, 2022, AT 2:00 PM.
Follow Through: STAFF WILL BRING THE CARBON REDUCTION PROJECTS TO THE NEXT MEETING FOR APPROVAL BY THE COMMISSION
6. Bipartisan Infrastructure Law (BIL) Update
Discussion: Mack discussed the status of the programs identified in the BIL. STP-Urban and Carbon Reduction Program projects have been submitted for the 2022 cycle and will be approved on the May 24th Plan Commission meeting. The Transportation Alternatives Program is open for 2022 cycle of Safe Routes to School planning and other project planning projects until June 3rd. The 2023 STP-Urban cycle is open for project submittals until June 3rd. A new program, Safe Streets for All (SS4A), was just released to create safety plans and projects to achieve a zero-death approach. More will come out about that program later.

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

April 12, 2022

Action: NONE AT THIS TIME.

Follow Through: STAFF WILL CONTINUE TO UPDATE THE COMMISSION WHEN INFORMATION IS AVAILABLE.

7. County Broadband Efforts

Discussion: Robinson shared a flyer discussing the recent events and Public Service Commission applications for funding to create the fiber and cell tower network by Bug Tussel, and the installation of additional fiber networks in different parts of the county by Cirrinity and Frontier Communications. He also explained the need to utilize the speed test app to better inform the county on how well people are receiving broadband signals.

Action: NONE AT THIS TIME.

Follow Through: Updates will be given when available.

8. Public Water Work Group Charter

Discussion: Robinson showed the group a draft of a project charter for the Public Water Work Group. The Charter provides for the purpose of the group, the membership, and the outcomes to be achieved by the group.

Action: **MOTION / SECOND BY DONNER / THUOT TO APPROVE THE CHARTER AND PROCEED WITH ESTABLISHING THE GROUP. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Follow Through: Staff will contact membership communities to identify their representatives from each community and set a first meeting date.

9. Next Meeting Date: May 24, 2022, at 2 PM, in the Large Conference Room at 210 River Drive, Wausau, WI and Webex.

10. Adjourn

Action: There being no further business to come before the members, **MOTION / SECOND BY LANG / GRANDE TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:50 PM. MOTION CARRIES.**

Submitted by:

Dave Mack, MPO Director

Marathon County Conservation, Planning and Zoning

DM: BI

Wausau MPO 2022

**BIL - Carbon Reduction Program
Project Justification**

Sponsor's Priority	Project Title	Project Description	Sponsor	Total Cost	Carbon Reduction Funds	Local Funds	Air Pollutant Reductions	Comments/Justification
1	Street Light Conversion	Convert all 220 remaining City cobra overhead street lights from HPS to LED saving maintenance and operating costs. All work will be completed on existing street lights.	City of Wausau	\$200,000	\$160,000	\$40,000	N/A	Conversion of street lights to LED will immediately result in energy reduction and operational costs. The annual energy reduction for the 220 fixtures has been calculated to be 76% compared to their current energy consumption. The average LED bulb life is 20 years compared to the HPS bulb life of 2.5 years resulting in less maintenance and replacement.
1	Electric Lift Truck	Purchase an electric lift truck (fork lift) to perform work currently done by diesel-powered skid steers or front end loaders.	Village of Weston	\$50,000	\$40,000	\$10,000	N/A	Purchase of the fork lift will provide the Village with a zero emissions piece of equipment for moving equipment in the public works facility. The currently used diesel skid steer and front end loader are used on off sites jobs and need to spend time and fuel to come back to the facility to perform lifting tasks. A clean emssions vehicle at the facility will reduce emissions and provide for a safer work environment.
1	Electric Work Truck	Purchase an electric Public Works Truck to eliminate a gas powered service, patrol vehicle with an electric one.	Town of Rib Mountain	\$81,000	\$64,800	\$16,200	N/A	The purchase of an electric Public Works Truck will eliminate the need for routine maintenance saving the Town's residents approximately \$9,250 over a ten year period. The vehicle also has the equivalent emissions as a gas powered vehicle that gets 73 miles per gallon making it a much cleaner option than gas.



WisDOT FFY 2022 Bipartisan Infrastructure Law (BIL) Carbon Reduction Program Application

Project Applicant and Application Type

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: City of Wausau

Sponsor Type: State County City Village Town Tribal Nation
(Check appropriate box)

Project Title: Wausau LED Street Lighting Conversion

Describe location, boundaries and length of the project: Within City Limits

County: Marathon

Street Address of Project (if located on a highway or road):

Name of the MPO representing the project (check one, if applicable):

- | | | |
|---|---|--|
| <input type="checkbox"/> Appleton | <input type="checkbox"/> Beloit | <input type="checkbox"/> Oshkosh |
| <input type="checkbox"/> Green Bay | <input type="checkbox"/> Chippewa Fall—Eau Claire | <input type="checkbox"/> Racine |
| <input type="checkbox"/> Madison Area | <input type="checkbox"/> Fond du Lac | <input type="checkbox"/> Sheboygan |
| <input type="checkbox"/> Milwaukee Area | <input type="checkbox"/> Janesville | <input type="checkbox"/> Duluth--Superior |
| <input type="checkbox"/> Twin Cities | <input type="checkbox"/> Kenosha | <input checked="" type="checkbox"/> Wausau |
| <input type="checkbox"/> Round Lake Beach | <input type="checkbox"/> La Crosse | <input type="checkbox"/> West Bend |

Project Representative Contact Person(s) Information:

Primary Public Sponsor Agency Contact Information:

Name: Eric Lindman Title: DPW Director Street Address: 407 Grant St Phone: (715)261-6740

Municipality: Wausau State: WI Zip: 54403

E-mail: eric.lindman@ci.wausau.wi.us

Secondary Public Sponsor Agency or Private Organization Contact Information:

Organization / Agency Name:

Name: Title: Street Address: Phone: () -

Municipality: State: Zip:

E-mail:

Head of Government Contact Information:

Name: Title: Street Address: Phone: () -

Municipality: State: Zip:

E-mail:

Project Activity

Improvement Type:

Indicate the appropriate improvement type(s) by checking all of the boxes which apply to the proposed project:

- Establishment or operation of a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems (23 USC, Section 149(b)(4))
- A public transportation project that is eligible for federal assistance (23 USC, Section 142)
- Construction, planning, and design of on- or off-road trail facilities for pedestrians and bicyclists
- Advanced transportation and congestion management technologies (23 USC, Section 503(c)(4)(E))
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications systems
- Replacement of street lighting and traffic control devices with energy-efficient alternatives
- Congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection and transportation demand management strategies
- Efforts to reduce environmental and community impacts of freight movements
- Deployment of alternative fuel vehicles and charging/fueling infrastructure
- Purchase or lease of zero-emissions construction equipment and vehicles
- Diesel engine retrofit projects as described in 23 USC, Section 149(b)(8)
- A project that does not result in the construction of new capacity (23 USC, Section 149(b)(5))
- Reduction of transportation emissions at port facilities, including through the advancement of port electrification
- Projects eligible under the federal Surface Transportation Block Grant Program (23 USC, Section 133(b)), if the US DOT secretary certifies that the project will reduce transportation emissions

Project Summary (400 words or less). In 400 words or less, describe the project in the space provided. A project summary should describe the project well enough that the reader can make a value judgement without reading the rest of the application. Include in your summary how your project will reduce transportation emissions. Please describe how a demonstrated reduction in emissions will result from this project. Prepare a project summary in a Word document, complete a spell check, and cut & paste the summary into the application form.

Convert all remaining City street lighting from HID to LED saving maintenance and operating costs. All work will be completed on existing street lights. See attached project narrative.

Existing Facilities & Projects

Rail Facilities:

- Does a railroad facility exist within 1,000 feet of the project limits? Yes No
- If yes, specify: **At-grade Crossing**
- If yes, does the project physically cross a rail facility? Yes No
- Owner of Rail Facility:

- Is the proposed project location in an area with known safety issues? Yes No
- If yes, specify: (consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

- Is this project on or parallel to a local road or street? Yes No
- If Yes, provide the name of the road or street: See attached list

- Does this project cross a state or federal highway? Yes No

- Does this project run parallel to a state or federal highway? Yes No

- Is any part of this project on the National Highway System? Yes No

- Will this project be constructed as part of another planned road project? Yes No

If Yes, specify if this is a state, county, or local project and when the road project is scheduled for construction:

Will any exceptions to standards be requested?

Yes No

If Yes, provide a brief description of the exceptions that may be requested:

Environmental/Cultural Issues

Agriculture	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Archaeological sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Historical sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Designated Main Street area	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Lakes, waterways, floodplains	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Wetland	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Stormwater management	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Hazardous materials sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Hazardous materials on existing structure	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Upland habitat	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Endangered/threatened/migratory species	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Section 4(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Section 6(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events):

Real Estate: Was any real estate acquired or transferred in anticipation of this project? Yes No

If yes, please explain.

Right of Way (ROW) Is the project on an existing right of way? Yes No

If Yes, have you obtained a permit from the WisDOT Regional Office Maintenance Section to conduct work on the right of way? Yes No

Check all boxes that apply to ROW acquisition for this project:

- None Less than ½ acre More than ½ acre
 Parklands Large parcels Temporary interests

Other Concept Notes: Provide any additional relevant project information that has not been covered in another section of the application.

This project will not require any construction work be completed. Work will be replacement of light ballasts and light bulbs on existing City owned street lighting fixtures.

CONFIDENTIAL INFORMATION

Project Costs and Dates

Complete the table on the following page for the FFY 2022 project cycle. You must attach a **detailed breakdown of project costs in Microsoft Excel spreadsheet**. This detailed breakdown must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions. *This will not count against the 3-page narrative report text limit.*

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs.

All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff 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.

Project Prioritization

Priority for each project shall be relative to all your 2022 program cycle project submittals. Enter priority numerically. WisDOT carbon selection committee will use the local ranking as a guide during application review.

Project Priority:

Construction:
Basis for Construction Estimate: Itemized Per Square Foot Past Projects
 Other, please specify:

	Total Funding	Federal Funding	Local Funding
Total Participating Construction Cost	\$200,000	\$160,000	\$40,000
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 if necessary)	\$	\$	\$
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$	\$	\$

Other: (alternative fuel vehicles, charging equipment, diesel engine retrofit, etc.)

	Total Funding	Federal Funding	Local Funding
Total Participating Other Cost	\$	\$	\$
Total Non-Participating Other Cost	\$	\$0	\$
Total Other Costs (round to the nearest \$1,000)	\$	\$	\$

Narrative Response

The following narrative will be used to rate and rank projects. Answers may also be used to help determine emission reduction estimates. Please provide as much technical information as you can. Please limit the response to **three double spaced pages**, using a **minimum 11-point font size**.

Please consider the following subject areas as possible ways to explain your project.

For Transit, Rideshare, Bicycle and Pedestrian Projects:

- How many new or replacement trips are expected and from which modes i.e. biking or walking?
- How much of the new or replacement use is for work or other utilitarian trips?
- How many Single Occupancy Vehicle (SOV) auto trips will be eliminated?
- What is the average SOV trip distance of auto trips that will be eliminated?

For Alternative/Clean Fuel, Engine Idling Reduction and Diesel Retrofit Development Projects:

- How many vehicles or engines will be affected?
- What is the total number of miles driven per year for each vehicle type?
- What is the quantity of fuel pumped or used per day?
- What is the certification standard (and/or fuel type) expected for each vehicle or engine type?
- What time of day will idling reduction operations occur?
- Will the project replace existing vehicles or enlarge a fleet?

For Area-wide Voluntary Trip Reduction:

- How many employers and employees will participate or be affected?
- What is the organization's average passenger occupancy (APO)?
- What are the estimated length and frequency of affected trips?
- What are the estimated trip times for peak vs. non-peak trip hours?

For all projects, to the extent not already addressed in answers to the questions above, describe project benefits by answering the following questions:

- Is there a quantitative benefit you can demonstrate?
- Why is the proposed project necessary to address carbon reduction goals in the county or counties in which the proposed project will occur?
- How will the project sponsor ensure that the project is timely implemented in accordance with the Project Costs and Dates section of this application?
- What obstacles or problems must be overcome to implement this project?
- What will make this project a success, especially as compared to other proposed projects of the same or similar type? How will the project sponsor measure project success in the form of congestion and/or emissions reductions?
- How, if at all, does the proposed project add connectivity to the state's multi-modal transportation network or intermodal freight network?
- Briefly describe the manner in which the proposed project would provide a cost-effective benefit to the public.

Reference project Costs and Dates on this application form and provide detail if applicable or appropriate.

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

- a. Private organizations proposing projects must represent a public sponsor such as a local government unit or transit operator. This must be documented and ratified as a public-private partnership.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs. Additional costs incurred over the approved project limit will be 100% the responsibility of the project sponsor.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or other costs that are ineligible for federal reimbursement. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly executed officers or officials, agrees and authorized the state to set off and withhold the required reimbursement amount as determined by the state from any monies otherwise due and payable by the state to the municipality.
- e. The project sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- f. The project sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include, but are not limited to, the following: a Qualifications Based Selection (QBS) process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current *Sponsor's Guide to Non-Traditional Transportation Project Implementation*, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**
- g. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year-round use by bicyclists and pedestrians is expected.
- h. The project sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project for its useful life.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. The project sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of

the project. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.

- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. ***For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project completion timeline for approved carbon projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline can jeopardize federal funding.
- o. Federally funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

I confirm that I have read and understand project conditions (a) through (n) above:

Name: Eric Lindman

Title: Director Public Works & Utilities

Accepted (please initial here): _____

Fiscal Authorization and Signature

Application prepared by a consultant? Yes No

If yes, consultant information and signature required below.

Consultant Company Name: _____ Company Location (City, State): _____

Consultant Signature (electronic only): _____

Date: _____

NOTE: On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

a.) uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or

b.) uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In either case, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality. See FDM 8-5-3 for additional information: <https://wisconsin.gov/rdw/fdm/fd-08-05.pdf#fd8-5-3>

Sponsor Agency: City of Wausau	
Contact Person: Eric Lindman Designee)	(Note: must be Head of Government or
Title: Director Public Works & Utilities	
Address: 407 Grant St Wausau, WI 54403	
Telephone: 715-261-6740	
Email: eric.lindman@ci.wausau.wi.us	
<p>Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.</p>	
Head of Government/Designee Signature (<u>electronic only</u>): Eric Lindman	Date: 5/4/2022

Application and Attachments Checklist

Submit applications and attachments utilizing the contact information contained in the corresponding Carbon Reduction Program Application Instructions. Eligible applications must be **postmarked or electronically submitted on or before *May 6, 2022***, and must include the following documents:

- A completed application **in Microsoft Word format**
- Narrative Response: limited to three double-spaced pages of minimum 11-point font size and in Microsoft Word format.
- Cost Estimate Detail Spreadsheet **in Microsoft Excel format**
- Project map: submitted **in PDF format**, formatted to size 8½ X 11
- Optional attachment(s): no more than six pages of project description, specifications, photos, and additional maps
- Letters of Support (optional)

WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY – enter the following information at application review	
NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-5.	
Subprogram:	Project Improvement Type:
Region Reviewer’s Name:	
Reviewer’s Title:	
Date Received:	
WisDOT Region Reviewer’s Signature:	Date:

Department of Public Works



Eric Lindman, P.E.
Director of Public Works and Utilities

TO: WIDOT – NC Region

FROM: Eric Lindman, P.E.
Director of Public Works & Utilities

DATE: May 4, 2022

SUBJECT: Wausau LED Street Lighting Conversion – WIDOT Carbon Reduction Funding

The City of Wausau is proposing to convert current cobra overhead streetlights from 250W HPS to 106W LED with Roam Nodes for dimming/control. This project will convert 220 fixtures from HPS to LED resulting in immediate energy reduction and operational cost savings. This is about 16% of the street lighting in the city that has not yet been converted to LED lights. Over the past 4-years the city converted all lighting in the parking ramps to LED and has been working towards converting all street lighting to LED.

The average annual energy reduction for these 220 fixtures has been calculated to be 76% compared to their current energy consumption. The average LED bulb life is 20 years versus the HPS bulb life of 2.5 years, resulting in less maintenance and replacement. The conversion of the lights will be completed by City staff with work being completed in 2022.

The City will be matching the federal contribution for this project using ARPA funds increasing the number of street light conversions in 2022. Over the past 4-years the city converted all lighting in the parking ramps to LED and has been working towards converting all street lighting to LED. The conversion to LED lighting and the city's initiative moving this direction over the past 4-years fits directly with the BIL Carbon Reduction Program.

Significant energy reduction reduces Wausau's carbon footprint and moves the city to a more efficient and sustainable future.

WIDOT BIL Carbon Reduction Funding Request
Wausau LED Street Light Conversion
Engineer Estimate - May 3, 20022

Converting 250w HPS to 106w LED Cobraheads				
Street	Fixtures Each	ATB0 P303 Each	Roam Node Each	Cost
Stewart Ave	146	\$592.00	\$317.33	\$132,762.18
52 Parkway	38	\$592.00	\$317.33	\$34,554.54
Badger Ave	18	\$592.00	\$317.33	\$16,367.94
1st Ave	18	\$592.00	\$317.33	\$16,367.94
Totals	220			\$200,052.60



WisDOT FFY 2022 Bipartisan Infrastructure Law (BIL) Carbon Reduction Program Application

Project Applicant and Application Type

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: Village of Weston

Sponsor Type: State County City Village Town Tribal Nation

(Check appropriate box)

Project Title: Electric Lift Truck

Describe location, boundaries and length of the project: Village of Weston

County: Marathon

Street Address of Project (if located on a highway or road): 5500 Schofield Ave

Name of the MPO representing the project (check one, if applicable):

- | | | |
|---|---|--|
| <input type="checkbox"/> Appleton | <input type="checkbox"/> Beloit | <input type="checkbox"/> Oshkosh |
| <input type="checkbox"/> Green Bay | <input type="checkbox"/> Chippewa Fall—Eau Claire | <input type="checkbox"/> Racine |
| <input type="checkbox"/> Madison Area | <input type="checkbox"/> Fond du Lac | <input type="checkbox"/> Sheboygan |
| <input type="checkbox"/> Milwaukee Area | <input type="checkbox"/> Janesville | <input type="checkbox"/> Duluth--Superior |
| <input type="checkbox"/> Twin Cities | <input type="checkbox"/> Kenosha | <input checked="" type="checkbox"/> Wausau |
| <input type="checkbox"/> Round Lake Beach | <input type="checkbox"/> La Crosse | <input type="checkbox"/> West Bend |

Project Representative Contact Person(s) Information:

Primary Public Sponsor Agency Contact Information:

Name: Michael Wodalski Title: Director of Public Works Street Address: 5500 Schofield Ave Phone: (715)241-2636

Municipality: Village of Weston State: WI Zip: 54476

E-mail: mwodalski@westonwi.gov

Secondary Public Sponsor Agency or Private Organization Contact Information:

Organization / Agency Name:

Name: Title: Street Address: Phone: () -

Municipality: State: WI Zip:

E-mail:

Head of Government Contact Information:

Name: Mark Maloney Title: Village President Street Address: 5500 Schofield Ave Phone: (715) 359-6114

Municipality: Weston State: WI Zip: 54476

E-mail: mmaloney@westonwi.gov

Project Activity

Improvement Type:

Indicate the appropriate improvement type(s) by checking all of the boxes which apply to the proposed project:

- Establishment or operation of a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems (23 USC, Section 149(b)(4))
- A public transportation project that is eligible for federal assistance (23 USC, Section 142)
- Construction, planning, and design of on- or off-road trail facilities for pedestrians and bicyclists
- Advanced transportation and congestion management technologies (23 USC, Section 503(c)(4)(E))
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications systems
- Replacement of street lighting and traffic control devices with energy-efficient alternatives
- Congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection and transportation demand management strategies
- Efforts to reduce environmental and community impacts of freight movements
- Deployment of alternative fuel vehicles and charging/fueling infrastructure
- Purchase or lease of zero-emissions construction equipment and vehicles
- Diesel engine retrofit projects as described in 23 USC, Section 149(b)(8)
- A project that does not result in the construction of new capacity (23 USC, Section 149(b)(5))
- Reduction of transportation emissions at port facilities, including through the advancement of port electrification
- Projects eligible under the federal Surface Transportation Block Grant Program (23 USC, Section 133(b)), if the US DOT secretary certifies that the project will reduce transportation emissions

Project Summary (400 words or less). In 400 words or less, describe the project in the space provided. A project summary should describe the project well enough that the reader can make a value judgement without reading the rest of the application. Include in your summary how your project will reduce transportation emissions. Please describe how a demonstrated reduction in emissions will result from this project. Prepare a project summary in a Word document, complete a spell check, and cut & paste the summary into the application form.

This grant application is to purchase an electric lift truck (forklift) for the Village of Weston. The Village currently utilizes forks on a diesel-powered skid steer or front end loader when needing to unload freight or get materials in/out of storage. These other pieces of equipment are generally used out on projects, so when a delivery is made or another item is needed, there is an added trip in coming back to the municipal center to unload. By purchasing an electric lift truck there will be a dedicated piece of equipment to perform these tasks. The Village is also in the process of building a new municipal center and Public Works Garage. This new building will have multiple mezzanines for storage of equipment and parts and having a lift truck available will be important for daily operations. Utilizing an electric lift truck will keep the workspace safer for employees as there won't be diesel emissions inside the facility due to the lifting operations.

Existing Facilities & Projects

Rail Facilities:

Does a railroad facility exist within 1,000 feet of the project limits? Yes No

If yes, specify: **SELECT**

If yes, does the project physically cross a rail facility? Yes No

Owner of Rail Facility:

Is the proposed project location in an area with known safety issues? Yes No

If yes, specify: (consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Is this project on or parallel to a local road or street? Yes No

If Yes, provide the name of the road or street:

Does this project cross a state or federal highway?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does this project run parallel to a state or federal highway?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is any part of this project on the National Highway System?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Will this project be constructed as part of another planned road project?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If Yes, specify if this is a state, county, or local project and when the road project is scheduled for construction:		
Will any exceptions to standards be requested?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If Yes, provide a brief description of the exceptions that may be requested:		

Environmental/Cultural Issues

Agriculture	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Archaeological sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Historical sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Designated Main Street area	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Lakes, waterways, floodplains	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Wetland	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Stormwater management	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Hazardous materials sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Hazardous materials on existing structure	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Upland habitat	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Endangered/threatened/migratory species	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Section 4(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Section 6(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events):

Real Estate: Was any real estate acquired or transferred in anticipation of this project? Yes No
If yes, please explain.

Right of Way (ROW) Is the project on an existing right of way? Yes No

If Yes, have you obtained a permit from the WisDOT Regional Office Maintenance Section to conduct work on the right of way? Yes No

Check all boxes that apply to ROW acquisition for this project:

- None Less than ½ acre More than ½ acre
 Parklands Large parcels Temporary interests

Other Concept Notes: Provide any additional relevant project information that has not been covered in another section of the application.

CONFIDENTIAL INFORMATION

Project Costs and Dates

Complete the table on the following page for the FFY 2022 project cycle. You must attach a **detailed breakdown of project costs in Microsoft Excel spreadsheet**. This detailed breakdown must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions. *This will not count against the 3-page narrative report text limit.*

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs.

All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff 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.

Project Prioritization

Priority for each project shall be relative to all your 2022 program cycle project submittals. Enter priority numerically. WisDOT carbon selection committee will use the local ranking as a guide during application review.

Project Priority: 1

Construction:
Basis for Construction Estimate: Itemized Per Square Foot Past Projects
 Other, please specify:

	Total Funding	Federal Funding	Local Funding
Total Participating Construction Cost	\$	\$	\$
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 if necessary)	\$	\$	\$
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$	\$	\$

Other: (alternative fuel vehicles, charging equipment, diesel engine retrofit, etc.)

	Total Funding	Federal Funding	Local Funding
Total Participating Other Cost	\$50,000	\$40,000	\$10,000
Total Non-Participating Other Cost	\$0	\$0	\$0
Total Other Costs (round to the nearest \$1,000)	\$50,000	\$40,000	\$10,000

Narrative Response

The following narrative will be used to rate and rank projects. Answers may also be used to help determine emission reduction estimates. Please provide as much technical information as you can. Please limit the response to **three double spaced pages**, using a **minimum 11-point font size**.

Please consider the following subject areas as possible ways to explain your project.

For Transit, Rideshare, Bicycle and Pedestrian Projects:

- How many new or replacement trips are expected and from which modes i.e. biking or walking?
- How much of the new or replacement use is for work or other utilitarian trips?
- How many Single Occupancy Vehicle (SOV) auto trips will be eliminated?
- What is the average SOV trip distance of auto trips that will be eliminated?

For Alternative/Clean Fuel, Engine Idling Reduction and Diesel Retrofit Development Projects:

- How many vehicles or engines will be affected?
- What is the total number of miles driven per year for each vehicle type?
- What is the quantity of fuel pumped or used per day?
- What is the certification standard (and/or fuel type) expected for each vehicle or engine type?
- What time of day will idling reduction operations occur?
- Will the project replace existing vehicles or enlarge a fleet?

For Area-wide Voluntary Trip Reduction:

- How many employers and employees will participate or be affected?
- What is the organization's average passenger occupancy (APO)?
- What are the estimated length and frequency of affected trips?
- What are the estimated trip times for peak vs. non-peak trip hours?

For all projects, to the extent not already addressed in answers to the questions above, describe project benefits by answering the following questions:

- Is there a quantitative benefit you can demonstrate?
- Why is the proposed project necessary to address carbon reduction goals in the county or counties in which the proposed project will occur?
- How will the project sponsor ensure that the project is timely implemented in accordance with the Project Costs and Dates section of this application?
- What obstacles or problems must be overcome to implement this project?
- What will make this project a success, especially as compared to other proposed projects of the same or similar type? How will the project sponsor measure project success in the form of congestion and/or emissions reductions?
- How, if at all, does the proposed project add connectivity to the state's multi-modal transportation network or intermodal freight network?
- Briefly describe the manner in which the proposed project would provide a cost-effective benefit to the public.

Reference project Costs and Dates on this application form and provide detail if applicable or appropriate.

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

- a. Private organizations proposing projects must represent a public sponsor such as a local government unit or transit operator. This must be documented and ratified as a public-private partnership.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs. Additional costs incurred over the approved project limit will be 100% the responsibility of the project sponsor.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or other costs that are ineligible for federal reimbursement. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly executed officers or officials, agrees and authorized the state to set off and withhold the required reimbursement amount as determined by the state from any monies otherwise due and payable by the state to the municipality.
- e. The project sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- f. The project sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include, but are not limited to, the following: a Qualifications Based Selection (QBS) process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current *Sponsor's Guide to Non-Traditional Transportation Project Implementation*, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**
- g. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year-round use by bicyclists and pedestrians is expected.
- h. The project sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project for its useful life.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. The project sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of

the project. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.

- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. ***For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project completion timeline for approved carbon projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline can jeopardize federal funding.
- o. Federally funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

I confirm that I have read and understand project conditions (a) through (n) above:

Name: Michael Wodalski

Title: Director of Public Works

Accepted (please initial here): MJW

Fiscal Authorization and Signature

Application prepared by a consultant? Yes No

If yes, consultant information and signature required below.

Consultant Company Name: _____ Company Location (City, State): _____

Consultant Signature (electronic only): _____

Date: _____

NOTE: On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

a.) uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or

b.) uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In either case, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality. See FDM 8-5-3 for additional information: <https://wisconsindot.gov/rdwy/fdm/fd-08-05.pdf#fd8-5-3>

Sponsor Agency: Village of Weston

Contact Person: Michael Wodalski	(Note: must be Head of Government or Designee)
Title: Director of Public Works	
Address: 5500 Schofield Ave	
Telephone: 715-241-2636	
Email: mwodalski@westonwi.gov	
<p>Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.</p>	
Head of Government/Designee Signature (<u>electronic only</u>): Mark Maloney	Date: 5/6/2022

Application and Attachments Checklist

Submit applications and attachments utilizing the contact information contained in the corresponding Carbon Reduction Program Application Instructions. Eligible applications must be **postmarked or electronically submitted on or before *May 6, 2022***, and must include the following documents:

- A completed application **in Microsoft Word format**
- Narrative Response: limited to three double-spaced pages of minimum 11-point font size and in Microsoft Word format.
- Cost Estimate Detail Spreadsheet **in Microsoft Excel format**
- Project map: submitted **in PDF format**, formatted to size 8½ X 11
- Optional attachment(s): no more than six pages of project description, specifications, photos, and additional maps
- Letters of Support (optional)

WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY – enter the following information at application review	
NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-5.	
Subprogram:	Project Improvement Type:
Region Reviewer's Name:	
Reviewer's Title:	
Date Received:	
WisDOT Region Reviewer's Signature:	Date:

WisDOT FFY 2022 Bipartisan Infrastructure Law (BIL)

Carbon Reduction Program Application – Narrative

Village of Weston, Marathon County – Electric Lift Truck Purchase

The Village of Weston is applying to purchase an electric lift truck through the Carbon Reduction Program. This piece of equipment would provide the Village with a zero emissions piece of equipment for lifting and moving large objects within the Public Works Facility. Currently, when large items need to be moved, a 75 HP Diesel CAT Skid Steer or a 192 HP Diesel John Deere Front End Loader perform these tasks.

Those pieces of equipment are also used for general public works use throughout the day. When there are deliveries or objects need to be obtained off of pallets (this would be a daily task) the existing equipment has to leave the jobsite it is on, drive to the municipal building and then drive back to the project site. These are unnecessary vehicle trips with diesel powered equipment if there was a separate lift available at the building. When moving this equipment, especially with the front end loader, it is generally idling while packages are being strapped down and then subsequently when items are unloaded. This work generally occurs within an enclosed facility as well which means exhaust fans and other HVAC equipment will need to turn on to keep the air quality at an acceptable level within the building. That is another form of wasted energy that would not be needed if an electric lift is being used.

An electric lift will be a great first step in the Village working towards gaining more electric equipment in the coming years. Earlier this year the Village purchased an electric scissors lift for maintenance needs and this would then be the second electric vehicle in the Village's fleet. The success

of another electric vehicle will demonstrate to the surrounding communities that an electric vehicle can be counted on to get the job done and encourage others to follow.

If the Village were to receive funding, the Village would immediately seek quotes on electric lifts to ensure the purchase can be made in a timely fashion and the grant monies would be spent as soon as possible. There shouldn't be any real obstacles in implementing the projects, except if there were any delays in delivery of the piece of equipment. However, that could also be part of the quote requirements and we can set a due date for when the equipment would need to be delivered.

This project will be a success by replacing the existing diesel engines used to perform these tasks. Besides mitigating the exhaust, a dedicated lift truck will improve Village productivity and also provide a safer piece of equipment for users. The current emissions from the extra trips back and forth to the municipal facility will be eliminated. This project will reduce the amount of diesel fuel used by the Village of Weston and be a cost-effective solution for providing a vehicle with lifting functions for the Village fleet.

The Village has contacted several equipment dealers for cost estimating purposes and the general range is around \$45,000 - \$50,000. There are some expected cost increases over the next several months so a cost of \$50,000 is being used for the estimate.

Overall, this project will help the Village of Weston reduce the use of fossil fuels and provide a value-added function to the Village's fleet. This piece of equipment will improve not only the financial bottom line, but the working environment for staff by having a safer piece of equipment and better air quality.



WisDOT FFY 2022 Bipartisan Infrastructure Law (BIL) Carbon Reduction Program Application

Project Applicant and Application Type

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: Town of Rib Mountain

Sponsor Type: State County City Village Town Tribal Nation

(Check appropriate box)

Project Title: Town of Rib Mountain Public Works Electric Vehicle

Describe location, boundaries and length of the project: Public Works Department

County: Marathon

Street Address of Project (if located on a highway or road): 151609 Goose Ln, Wausau, WI

Name of the MPO representing the project (check one, if applicable):

- | | | |
|---|---|--|
| <input type="checkbox"/> Appleton | <input type="checkbox"/> Beloit | <input type="checkbox"/> Oshkosh |
| <input type="checkbox"/> Green Bay | <input type="checkbox"/> Chippewa Fall—Eau Claire | <input type="checkbox"/> Racine |
| <input type="checkbox"/> Madison Area | <input type="checkbox"/> Fond du Lac | <input type="checkbox"/> Sheboygan |
| <input type="checkbox"/> Milwaukee Area | <input type="checkbox"/> Janesville | <input type="checkbox"/> Duluth--Superior |
| <input type="checkbox"/> Twin Cities | <input type="checkbox"/> Kenosha | <input checked="" type="checkbox"/> Wausau |
| <input type="checkbox"/> Round Lake Beach | <input type="checkbox"/> La Crosse | <input type="checkbox"/> West Bend |

Project Representative Contact Person(s) Information:

Primary Public Sponsor Agency Contact Information:

Name: Scott Turner Title: Street and Park Superintendent Street Address: 227800 Snowbird Ave Phone: (715)848-5123

Municipality: Wausau State: WI Zip: 54401

E-mail: sturner@ribmountainwi.gov

Secondary Public Sponsor Agency or Private Organization Contact Information:

Organization / Agency Name:

Name: Title: Street Address: Phone: () -

Municipality: State: WI Zip:

E-mail:

Head of Government Contact Information:

Name: Gaylene Rhoden, ICMA-CM Title: Administrator Street Address: 227800 Snowbird Ave
Phone: (715) 842-983

Municipality: Town of Rib Mountain State: WI Zip: 54401

E-mail: grhoden@ribmountainwi.gov

Project Activity

Improvement Type:

Indicate the appropriate improvement type(s) by checking all of the boxes which apply to the proposed project:

- Establishment or operation of a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems (23 USC, Section 149(b)(4))
- A public transportation project that is eligible for federal assistance (23 USC, Section 142)
- Construction, planning, and design of on- or off-road trail facilities for pedestrians and bicyclists
- Advanced transportation and congestion management technologies (23 USC, Section 503(c)(4)(E))
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications systems
- Replacement of street lighting and traffic control devices with energy-efficient alternatives
- Congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection and transportation demand management strategies
- Efforts to reduce environmental and community impacts of freight movements
- Deployment of alternative fuel vehicles and charging/fueling infrastructure
- Purchase or lease of zero-emissions construction equipment and vehicles
- Diesel engine retrofit projects as described in 23 USC, Section 149(b)(8)
- A project that does not result in the construction of new capacity (23 USC, Section 149(b)(5))
- Reduction of transportation emissions at port facilities, including through the advancement of port electrification
- Projects eligible under the federal Surface Transportation Block Grant Program (23 USC, Section 133(b)), if the US DOT secretary certifies that the project will reduce transportation emissions

Project Summary (400 words or less). In 400 words or less, describe the project in the space provided. A project summary should describe the project well enough that the reader can make a value judgement without reading the rest of the application. Include in your summary how your project will reduce transportation emissions. Please describe how a demonstrated reduction in emissions will result from this project. Prepare a project summary in a Word document, complete a spell check, and cut & paste the summary into the application form.

The Town of Rib Mountain, located in Marathon County, WI has 7,313 residents and is part of the Wausau Metropolitan area with an overall population of 163,159. The purpose of this project is to meet the Town of Rib Mountains goal of reducing its carbon footprint by initiating the use of an Electric Vehicle (EV).
 The Town of Rib Mountain provides services like other municipalities including roadway and park maintenance and snow removal. These operations utilize either gasoline or diesel-powered equipment. By using an EV, the Town of Rib Mountain will begin to meet its goal.
 The proposed project will replace an aging 2005 gasoline fleet vehicle with an EV. The vehicle is utilized daily by Public Works staff for Town maintenance and patrolling operations. By operating an EV, The Town of Rib Mountain will both reduce carbon emissions and save operating expenses on fuel and maintenance costs.

Existing Facilities & Projects

Rail Facilities:

- Does a railroad facility exist within 1,000 feet of the project limits? Yes No
 If yes, specify: **SELECT**
 If yes, does the project physically cross a rail facility? Yes No
 Owner of Rail Facility:

Is the proposed project location in an area with known safety issues? Yes No
 If yes, specify: (consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Is this project on or parallel to a local road or street? Yes No
 If Yes, provide the name of the road or street:

Does this project cross a state or federal highway?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does this project run parallel to a state or federal highway?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is any part of this project on the National Highway System?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Will this project be constructed as part of another planned road project?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If Yes, specify if this is a state, county, or local project and when the road project is scheduled for construction:		
Will any exceptions to standards be requested?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If Yes, provide a brief description of the exceptions that may be requested:		

Environmental/Cultural Issues

Agriculture	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Archaeological sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Historical sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Designated Main Street area	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Lakes, waterways, floodplains	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Wetland	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Stormwater management	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Hazardous materials sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Hazardous materials on existing structure	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Upland habitat	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Endangered/threatened/migratory species	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Section 4(f)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Section 6(f)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events): none

Real Estate: Was any real estate acquired or transferred in anticipation of this project? Yes No
If yes, please explain.

Right of Way (ROW) Is the project on an existing right of way? Yes No

If Yes, have you obtained a permit from the WisDOT Regional Office Maintenance Section to conduct work on the right of way? Yes No

Check all boxes that apply to ROW acquisition for this project:

- None Less than ½ acre More than ½ acre
 Parklands Large parcels Temporary interests

Other Concept Notes: Provide any additional relevant project information that has not been covered in another section of the application.

CONFIDENTIAL INFORMATION

Project Costs and Dates

Complete the table on the following page for the FFY 2022 project cycle. You must attach a **detailed breakdown of project costs in Microsoft Excel spreadsheet**. This detailed breakdown must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions. *This will not count against the 3-page narrative report text limit.*

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs.

All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff 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.

Project Prioritization

Priority for each project shall be relative to all your 2022 program cycle project submittals. Enter priority numerically. WisDOT carbon selection committee will use the local ranking as a guide during application review.

Project Priority: 1

Construction:
Basis for Construction Estimate: Itemized Per Square Foot Past Projects
 Other, please specify:

	Total Funding	Federal Funding	Local Funding
Total Participating Construction Cost	\$	\$	\$
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 if necessary)	\$	\$	\$
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$	\$	\$

Other: (alternative fuel vehicles, charging equipment, diesel engine retrofit, etc.)

	Total Funding	Federal Funding	Local Funding
Total Participating Other Cost	\$81,000	\$64,800	\$16,200
Total Non-Participating Other Cost	\$0	\$0	\$0
Total Other Costs (round to the nearest \$1,000)	\$81,000	\$64,800	\$16,200

Narrative Response

The following narrative will be used to rate and rank projects. Answers may also be used to help determine emission reduction estimates. Please provide as much technical information as you can. Please limit the response to **three double spaced pages**, using a **minimum 11-point font size**.

Please consider the following subject areas as possible ways to explain your project.

For Transit, Rideshare, Bicycle and Pedestrian Projects:

- How many new or replacement trips are expected and from which modes i.e. biking or walking?
- How much of the new or replacement use is for work or other utilitarian trips?
- How many Single Occupancy Vehicle (SOV) auto trips will be eliminated?
- What is the average SOV trip distance of auto trips that will be eliminated?

For Alternative/Clean Fuel, Engine Idling Reduction and Diesel Retrofit Development Projects:

- How many vehicles or engines will be affected?
- What is the total number of miles driven per year for each vehicle type?
- What is the quantity of fuel pumped or used per day?
- What is the certification standard (and/or fuel type) expected for each vehicle or engine type?
- What time of day will idling reduction operations occur?
- Will the project replace existing vehicles or enlarge a fleet?

For Area-wide Voluntary Trip Reduction:

- How many employers and employees will participate or be affected?
- What is the organization's average passenger occupancy (APO)?
- What are the estimated length and frequency of affected trips?
- What are the estimated trip times for peak vs. non-peak trip hours?

For all projects, to the extent not already addressed in answers to the questions above, describe project benefits by answering the following questions:

- Is there a quantitative benefit you can demonstrate?
- Why is the proposed project necessary to address carbon reduction goals in the county or counties in which the proposed project will occur?
- How will the project sponsor ensure that the project is timely implemented in accordance with the Project Costs and Dates section of this application?
- What obstacles or problems must be overcome to implement this project?
- What will make this project a success, especially as compared to other proposed projects of the same or similar type? How will the project sponsor measure project success in the form of congestion and/or emissions reductions?
- How, if at all, does the proposed project add connectivity to the state's multi-modal transportation network or intermodal freight network?
- Briefly describe the manner in which the proposed project would provide a cost-effective benefit to the public.

Reference project Costs and Dates on this application form and provide detail if applicable or appropriate.

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

- a. Private organizations proposing projects must represent a public sponsor such as a local government unit or transit operator. This must be documented and ratified as a public-private partnership.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs. Additional costs incurred over the approved project limit will be 100% the responsibility of the project sponsor.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or other costs that are ineligible for federal reimbursement. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly executed officers or officials, agrees and authorized the state to set off and withhold the required reimbursement amount as determined by the state from any monies otherwise due and payable by the state to the municipality.
- e. The project sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- f. The project sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include, but are not limited to, the following: a Qualifications Based Selection (QBS) process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current *Sponsor's Guide to Non-Traditional Transportation Project Implementation*, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**
- g. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year-round use by bicyclists and pedestrians is expected.
- h. The project sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project for its useful life.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. The project sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of

the project. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.

- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. ***For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project completion timeline for approved carbon projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline can jeopardize federal funding.
- o. Federally funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

I confirm that I have read and understand project conditions (a) through (n) above:

Name: Scott Turner, PE

Title: Street and Park Superintendent

Accepted (please initial here): SRT

Fiscal Authorization and Signature

Application prepared by a consultant? Yes No

If yes, consultant information and signature required below.

Consultant Company Name: _____ Company Location (City, State): _____

Consultant Signature (electronic only): _____

Date: _____

NOTE: On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

a.) uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or

b.) uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In either case, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality. See FDM 8-5-3 for additional information: <https://wisconsin.gov/rdwy/fdm/fd-08-05.pdf#fd8-5-3>

Sponsor Agency: Town of Rib Mountain

Contact Person: Gaylene Rhoden, ICMA-CM Government or Designee)	(Note: must be Head of
Title: Administrator	
Address: 227800 Snowbird Ave, Wausau WI 54401	
Telephone: 715-842-0983	
Email: grhoden@ribmountainwi.gov	
<p>Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.</p>	
Head of Government/Designee Signature (<u>electronic only</u>): Gaylene Rhoden	Date: 5/6/22

Application and Attachments Checklist

Submit applications and attachments utilizing the contact information contained in the corresponding Carbon Reduction Program Application Instructions. Eligible applications must be **postmarked or electronically submitted on or before *May 6, 2022***, and must include the following documents:

- A completed application **in Microsoft Word format**
- Narrative Response: limited to three double-spaced pages of minimum 11-point font size and in Microsoft Word format.
- Cost Estimate Detail Spreadsheet **in Microsoft Excel format**
- Project map: submitted **in PDF format**, formatted to size 8½ X 11
- Optional attachment(s): no more than six pages of project description, specifications, photos, and additional maps
- Letters of Support (optional)

WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY – enter the following information at application review	
NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-5.	
Subprogram:	Project Improvement Type:
Region Reviewer's Name:	
Reviewer's Title:	
Date Received:	
WisDOT Region Reviewer's Signature:	Date:



**WisDOT BIL - Carbon Reduction Application
Town of Rib Mountain Public Works Electric Vehicle (EV)
Marathon County Wisconsin
May 6, 2022**

**Narrative Response
Attachment 1**

Is there a quantitative benefit you can demonstrate?

By operating an EV, The Town of Rib Mountain will both reduce carbon emissions and save operating expenses on fuel and maintenance costs. Unlike gasoline motors, electric motors require no routine maintenance such as oil changes, etc. The average EV produces the emissions equivalent of a gasoline vehicle that gets 73 miles per gallon reducing the Towns carbon footprint.

Why is the proposed project necessary to address carbon reduction goals in the county or counties in which the proposed project will occur?

By operating an EV in the Department of Public Works the Town Rib Mountain will begin to demonstrate the need to reduce carbon emissions in the Wausau Metropolitan area and Marathon County. All area communities and residents can make a difference and reduce greenhouse emissions by implementing energy and environmental strategies and uses.

How will the project sponsor ensure that the project is timely implemented in accordance with the Project Costs and Dates section of this application?

The Rib Mountain will partner with a local Dealership to ensure the Electric Vehicle is ordered to the proper specifications and cost parameters and is delivered by the necessary completion dates.

What obstacles or problems must be overcome to implement this project?

This project can easily be implemented by installing a charging station at the Department of Public Works facility.

What will make this project a success, especially as compared to other proposed projects of the same or similar type? How will the project sponsor measure project success in the form of congestion and/or emissions reductions?

This project will be successful by demonstrating that the Town of Rib Mountains is committed to reducing its carbon footprint. Social media posts and newsletter articles can highlight the Town's efforts and hopefully encourage our residents to make the same effort.

Briefly describe the manner in which the proposed project would provide a cost-effective benefit to the public

Reduced maintenance costs would save the Town's taxpayers an estimated \$1,500 over the life of the vehicle. EV's cost less to charge than gasoline-vehicles with an annual estimated saving of \$775. This equates to approximately \$9,250 over a 10-year period, not including inflation.

Existing Facility for STP-Rural and STP-Urban Projects

Number of Lanes: **2** Cross Section: Rural Urban
Pavement Type: **Asphalt** Pavement Width: **34**
Pavement Rating: **3** Year Last Improved: **2002**
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.

Does the project have a current Statewide Transportation Improvement Program (STIP) number? Yes No
If No, what is the anticipated date?

Proposed Improvement for STP-Urban and STP-Rural projects

Improvement Type: **Pavement Replacement** If Combination, explain: Overall Length: **2500** (feet)

Rural Cross Section

Urban Cross Section

New Pavement Type: **Hot Mix Asphalt** 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: **City of Wausau**

County: **Marathon**

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 <u>Can</u> Be Met Or Not Applicable	Check If Criterion <u>Cannot</u> 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 checked="" type="checkbox"/> <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"/> <input checked="" type="checkbox"/> N/A	<input type="checkbox"/>
3. The existing bridge structure to be removed is not designated as historic.	<input type="checkbox"/> <input checked="" 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 checked="" type="checkbox"/> <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 checked="" type="checkbox"/> <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 checked="" type="checkbox"/> <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 checked="" type="checkbox"/> <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 checked="" type="checkbox"/> <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"/> <input checked="" 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"/> <input checked="" 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"/> <input checked="" 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"/> <input checked="" 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"/> <input checked="" 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"/> <input checked="" type="checkbox"/> N/A	<input type="checkbox"/>
15. No federal funding may be put into the real estate.	<input type="checkbox"/> <input checked="" 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"/> <input checked="" type="checkbox"/> N/A	<input type="checkbox"/>

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	\$567200	\$453760	\$113440
Participating Structure Cost	\$0	\$0	\$0
Total Participating Cost	\$567200	\$453760	\$113440
Non-Participating Roadway Cost (100% Local)	\$0	\$0	\$0
Non- Participating Structure Cost (100% Local)	\$0	\$0	\$0
Total Non-Participating Construction Cost	\$0	\$0	\$0
A. Subtotal Construction Costs	\$567,200	\$453760	\$113440
B. Construction Engineering Costs (Coordinate with WisDOT Region)	\$73,080	\$58,646	\$14,616
C. State Review for Construction (Provided by WisDOT Region)	\$12,000	\$9,600	\$2,400
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$652280	\$521824	\$130456

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.

WisDOT Information – Shaded area to be completed by WisDOT staff only.

Additional Confidential Information	
FOR WISDOT USE ONLY – enter the following information at application review	
WisDOT Region Reviewer:	Date:
WisDOT Region Comments on Application:	
FOR WISDOT USE ONLY – enter the following information after project approval	
Approved Federal Funding Amount: Construction: \$	

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** in the boxes at the bottom of this page. **A Head of Government/Designee with fiscal authority for the project sponsor, not a consultant, must initial below AND sign the next page of this application.**

- a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor.
- b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding (this does not apply to MPO area projects).
- c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes.
- d. Federally-funded projects must be designed in accordance with all applicable federal design standards (even if the design for a federally-funded project was 100% locally funded).
- e. The sponsor must provide matching dollar funding of at least 20% of project costs.
- f. The sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- g. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- h. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly authorized officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any moneys otherwise due and payable by the state to the municipality.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding for only state review for design projects.
- k. The sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of design and construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same 80% federal and 20% local match requirements.
- l. Transportation construction projects using federal funds except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

I confirm that I have read and understand project conditions (a) through (l) listed above:

Name: Allen M. Wesolowski

Title: City Engineer

Accepted (please type your initials here): AMW

Contact Information and Signatures

Application prepared by a consultant? Yes No If yes, consultant information and signature required below.
 Consultant Company Name: _____ Company Location (City, State): _____
Consultant Signature (electronic only): _____ **Date:** _____

NOTE: It is **not permissible** for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:
 a. uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or
 b. uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).
 In both cases, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality.

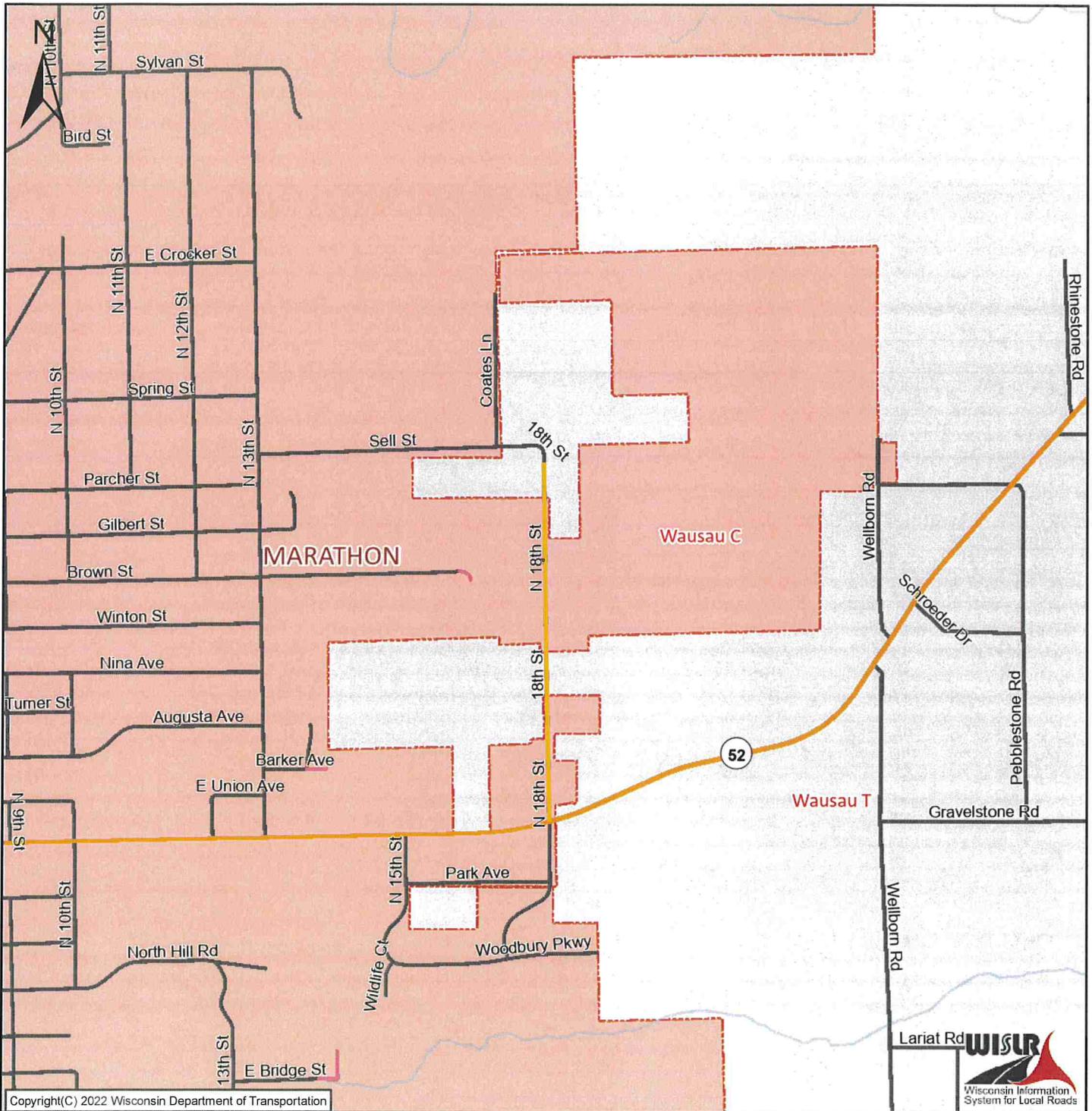
See FDM 8-5-3 for additional information: <http://wisconsindot.gov/rdwy/fdm/fd-08-05.pdf>

Sponsor Agency: City of Wausau	
Contact Person: Eric Lindman	(Note: must be Head of Government or Designee)
Title: Director of Public Works and Utilities	
Address: 407 Grant Street	
Telephone: 715-261-6740	
Email: eric.lindman@ci.wausau.wi.us	
<p>Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.</p>	
Head of Government/Designee Signature (electronic only): <i>Eric Lindman</i> Date: <i>4/1/22</i>	
Local Unit of Government Agency (when owner differs from sponsor): _____	
Owner Signature (when owner differs from sponsor) (electronic only): _____	Date: _____

WisDOT Information – Shaded area to be completed by WisDOT staff only.

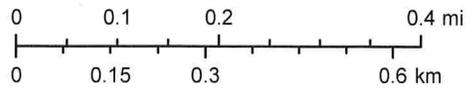
FOR WISDOT USE ONLY – enter the following information at application review	
NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-6.	
Subprogram: STP-U 50k-200k Project Improvement Type: Pavement Replacement (PVRPLA)	
Region Reviewer’s Name: Ben Roskoskey	
Reviewer’s Title: LPM	
Date Received: 01APR2022	
WisDOT Region Reviewers Signature: <i>Benjamin Roskoskey</i>	Date: 2MAY2022
FOR WISDOT USE ONLY – enter the following information after project approval	
Project ID(s): 6999-18-78	

N 18th St



Copyright(C) 2022 Wisconsin Department of Transportation

The information contained in this data set and information produced from this dataset were created for the official use of the Wisconsin Department of Transportation (WisDOT). Any other use while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of use of the information for other than official WisDOT business. Map created on April 1, 2022



- | | | | |
|----------------------------|-------------------------|-----------------------|------------------------------|
| wislr-fl1 | STH Connecting Highways | County Roads | Lakes |
| Poor | On-Off Ramp | County Trunk Hwy | Cities/Villages/Towns |
| Railroads | Connector | County Forest Roads | City |
| State Trunk Network | Frontage Road | Other County Roads | Village |
| Interstate Highway | Wayside | Local Roads | Town |
| USH Highway | Rest Area | Municipal/Local Roads | Counties |
| USH Connecting Highway | Weigh Station | Ineligible Roads | |
| State Trunk Highways | | Rivers | |



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:

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

Program: STP-Urban **Population Category for STP Projects:**
5,000 to 20,000

Project Description

Project Sponsor: **Village of Weston** Facility Owner: **Same as Sponsor**

Project Location:

Municipality: **Village of Weston** County: **Marathon**

On Route: **Northwestern Ave**

At Route (Start): **Golden Ridge Way (Termini)** Offset: **0.3** (tenths of a mile)

Toward Route (End): **Camp Phillips Rd/County Road X**

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-bus/local-gov/wislr/default.aspx>

For STP Projects Functional Classification: **Urban Collector**

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-standarized-bridge-plan-pilot.aspx>

Existing Facility for STP-Rural and STP-Urban Projects

Number of Lanes: **2** Cross Section: Rural Urban
Pavement Type: **Asphalt** Pavement Width: **12**
Pavement Rating: **6** Year Last Improved: **2011**
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 **C & NW Railroad Company**
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.
Does the project have a current Statewide Transportation Improvement Program (STIP) number? Yes No
If No, what is the anticipated date?

Proposed Improvement for STP-Urban and STP-Rural projects

Improvement Type: **Pavement Replacement** If Combination, explain: Overall Length: **5,910** (feet)

- Rural Cross Section
- Urban Cross Section

New Pavement Type: **Hot Mix Asphalt** 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: **Village of Weston**

County: **Marathon**

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 checked="" type="checkbox"/> <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"/> <input checked="" type="checkbox"/> N/A	<input type="checkbox"/>
3. The existing bridge structure to be removed is not designated as historic.	<input type="checkbox"/> <input checked="" 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"/> <input checked="" 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 checked="" type="checkbox"/> <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 checked="" type="checkbox"/> <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 checked="" type="checkbox"/> <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 checked="" type="checkbox"/> <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"/> <input checked="" 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"/> <input checked="" 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"/> <input checked="" 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"/> <input checked="" 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"/> <input checked="" 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"/> <input checked="" type="checkbox"/> N/A	<input type="checkbox"/>
15. No federal funding may be put into the real estate.	<input type="checkbox"/> <input checked="" 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"/> <input checked="" type="checkbox"/> N/A	<input type="checkbox"/>

CONFIDENTIAL INFORMATION

Cost Estimate

Applicants should reference the following WisDOT web page prior to completing this section of the application:
<http://wisconsin.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	\$690,830	\$552,664	\$138,166
Participating Structure Cost	\$0	\$0	\$0
Total Participating Cost	\$690,830	\$522,664	\$138,166
Non-Participating Roadway Cost (100% Local)	\$0	\$0	\$0
Non- Participating Structure Cost (100% Local)	\$0	\$0	\$0
Total Non-Participating Construction Cost	\$0	\$0	\$0
A. Subtotal Construction Costs	\$690,830	\$522,664	\$138,166
B. Construction Engineering Costs (Coordinate with WisDOT Region)	\$81,000	\$64,800	\$15,200
C. State Review for Construction (Provided by WisDOT Region)	\$15,000	\$12,000	\$3,000
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$786,830	\$629,464	\$157,366

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.

WisDOT Information – Shaded area to be completed by WisDOT staff only.

Additional Confidential Information	
FOR WISDOT USE ONLY – enter the following information at application review	
WisDOT Region Reviewer:	Date:
WisDOT Region Comments on Application:	

FOR WISDOT USE ONLY – enter the following information after project approval	
Approved Federal Funding Amount:	Construction: \$

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** in the boxes at the bottom of this page. **A Head of Government/Designee with fiscal authority for the project sponsor, not a consultant, must initial below AND sign the next page of this application.**

- a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor.
- b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding (this does not apply to MPO area projects).
- c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes.
- d. Federally-funded projects must be designed in accordance with all applicable federal design standards (even if the design for a federally-funded project was 100% locally funded).
- e. The sponsor must provide matching dollar funding of at least 20% of project costs.
- f. The sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- g. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- h. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly authorized officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any moneys otherwise due and payable by the state to the municipality.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding for only state review for design projects.
- k. The sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of design and construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same 80% federal and 20% local match requirements.
- l. Transportation construction projects using federal funds except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

I confirm that I have read and understand project conditions (a) through (l) listed above:

Name: Michael Wodalski

Title: Director of Public Works

Accepted (please type your initials here): MW

Contact Information and Signatures

Application prepared by a consultant? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, consultant information and signature required below.	
Consultant Company Name:	Company Location (City, State):
Consultant Signature (electronic only):	Date:

NOTE: It is **not permissible** for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

- a. uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or
- b. uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In both cases, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality.

See FDM 8-5-3 for additional information: <http://wisconsin.gov/rdwy/fdm/fd-08-05.pdf>

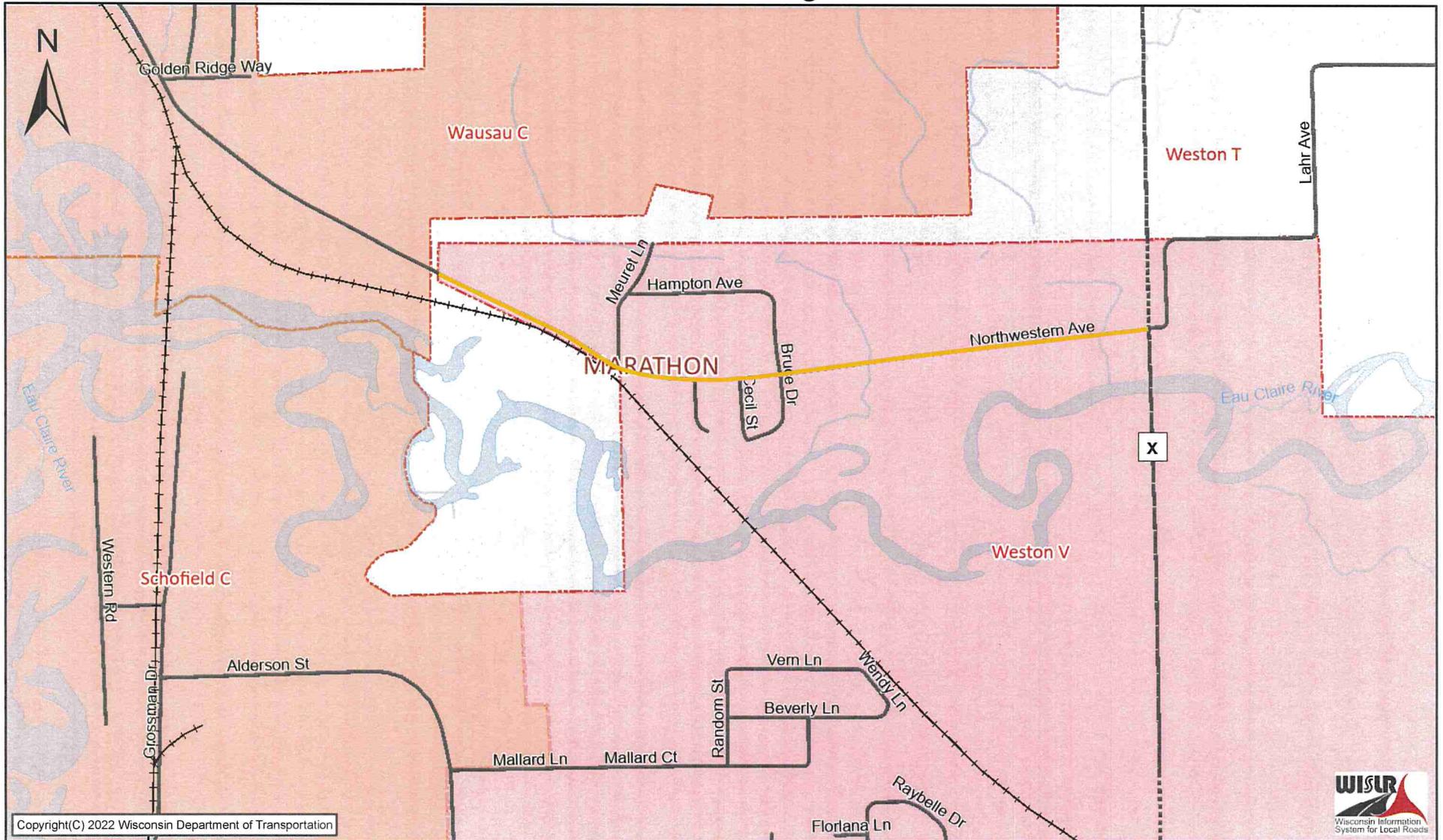
Sponsor Agency: Village of Weston	
Contact Person: Michael Wodalski	(Note: must be Head of Government or Designee)
Title: Director of Public Works	
Address: 5500 Schofield Ave. Weston, WI 54476	
Telephone: 715-241-2636	
Email: mwodalski@westonwi.gov	
Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.	
Head of Government/Designee Signature (electronic only):	Date:
Local Unit of Government Agency (when owner differs from sponsor):	
Owner Signature (when owner differs from sponsor) (electronic only):	Date:

WisDOT Information – Shaded area to be completed by WisDOT staff only.

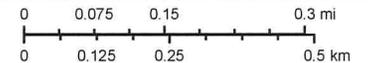
FOR WISDOT USE ONLY – enter the following information at application review	
NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-6.	
Subprogram: STP-U	Project Improvement Type: Pavement Replacement (PVRPLA)
Region Reviewer’s Name: Ben Roskoskey	
Reviewer’s Title: LPM	
Date Received: 15MAR2022	
WisDOT Region Reviewers Signature: <i>Benjamin Roskoskey</i>	Date: 2MAY2022

FOR WISDOT USE ONLY – enter the following information after project approval	
Project ID(s): 6999-13-72	

Northwestern Ave - Village of Weston



The information contained in this data set and information produced from this dataset were created for the official use of the Wisconsin Department of Transportation (WisDOT). Any other use while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of use of the information for other than official WisDOT business. Map created on March 15, 2022



- | | | | | |
|--|--|---|--|---|
| <ul style="list-style-type: none"> —+— Railroads State Trunk Network — Interstate Highway — USH Highway — USH Connecting Highway — State Trunk Highways | <ul style="list-style-type: none"> — STH Connecting Highways — On-Off Ramp — Connector — Frontage Road — Wayside — Rest Area | <ul style="list-style-type: none"> — Weigh Station County Roads --- County Trunk Hwy --- County Forest Roads --- Other County Roads | <ul style="list-style-type: none"> Local Roads — Municipal/Local Roads — Ineligible Roads — Rivers — Lakes | <ul style="list-style-type: none"> Cities/Villages/Towns — City — Village — Town — Counties |
|--|--|---|--|---|



**AMENDMENT
TO THE
2022-2025
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)
FOR THE
MARATHON COUNTY METROPOLITAN PLANNING
COMMISSION/WAUSAU AREA METROPOLITAN
PLANNING ORGANIZATION (MPO)**

May 24, 2022

MARATHON COUNTY METROPOLITAN PLANNING

COMMISSION RESOLUTION # 5-22

**RESOLUTION ADOPTING THE AMENDMENT TO THE
2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE WAUSAU METROPOLITAN AREA**

WHEREAS, the Marathon County Metropolitan Planning Commission was designated the Metropolitan Planning Organization for the Wausau Urbanized Area; and

WHEREAS, in compliance with Metropolitan Transportation Planning Regulations by the U.S. Department of Transportation, the Marathon County Metropolitan Planning Commission has developed a four-year transportation improvement program (TIP) for the Wausau Metropolitan Area; and

WHEREAS, the Transportation Improvement Program identifies transit, pedestrian/bicycle, and highway improvement projects and programs consistent with current transportation plans;

NOW, THEREFORE, BE IT RESOLVED, that the Marathon County Metropolitan Planning Commission endorses the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the *Transit Development Program for the Wausau Area Transit System*, which will be continually updated and maintained as part of the urban transportation planning process;

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission adopts the *attached 2022-2025 TIP Amendment Table 1 and 2 Spreadsheets* as part of the amendment to the 2022-2025 Transportation Improvement Program for the Wausau Metropolitan Area; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.336, the Wausau Metropolitan Planning Organization for the Wausau, WI urbanized area hereby certifies that the metropolitan transportation planning process is addressing the major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed,

national origin, sex, or age in employment or business opportunity;

5. Section 1101(b) of the Fixing America's Surface Transportation (FAST Act) (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission certifies that the Transportation Improvement Program contains only projects that are consistent with the transportation plan for the urban area and recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this 24th day of May 2022

John Robinson, Commission Chairman

David Mack, MPO Director, Marathon County
Metro Planning Commission Secretary

2022 - 2025 TABLE 1 AMENDMENT
TIP PROJECT LISTING (\$)
Amendment 5/24/2022

Red text Indicates changes

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2022				2023				2024				2025				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL													

Highway Section - Project Additions

82	City of Wausau	Street Light Conversion 220 HPS to LED Fixtures 373-22-031	PE ROW CONST OTHER TOTAL																Carbon Reduction Program (2022) P
				\$160,000 \$160,000 (NHPP)		\$40,000 \$40,000	\$200,000 \$200,000												
83	Town of Rib Mountain	Purchase Public Works Electric Vehicle 373-22-032	PE ROW CONST OTHER TOTAL																Carbon Reduction Program (2022) P
				\$64,800 \$64,800 (NHPP)		\$16,200 \$16,200	\$81,000 \$81,000												
84	Village of Weston	Purchase Public Works Electric Lift Truck 373-22-033	PE ROW CONST OTHER TOTAL																Carbon Reduction Program (2022) P
				\$40,000 \$40,000 (NHPP)		\$10,000 \$10,000	\$50,000 \$50,000												
85	City of Wausau	Resurface North 18th Street STH 52 to Sell Street 373-22-034	PE ROW CONST OTHER TOTAL																STP - Urban Program (2022) P
						\$73,080	\$73,080												
				\$465,760	\$113,440	\$579,200													
				\$465,760 \$465,760 (STBG)	\$186,520	\$652,280													
86	Village of Weston	Resurface Northwestern Avenue Golden Ridge Way to Camp Phillips Rd. 373-22-034	PE ROW CONST OTHER TOTAL																STP - Urban Program (2022) P
						\$81,000	\$81,000												
				\$537,664	\$138,166	\$675,830													
				\$537,664 \$537,664 (STBG)	\$219,166	\$756,830													
87	Village of Kronenwetter	Feasibility Study Kowalski Road and I39 Interchange	PE ROW CONST TOTAL																Locally Funded Study E
						\$125,000	\$125,000			\$125,000	\$125,000								
						\$125,000	\$125,000			\$125,000	\$125,000								

TABLE 2

Assessment of Available Funding for the 2022-2025 Transportation Improvement Program

Amendment May 24, 2022

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2022	2023	2024	2025	2022	2023	2024	2025
Federal Highway	NHPP	\$5,904,943	\$6,995,346	\$0	\$366,400	\$5,904,943	\$6,995,346	\$0	\$366,400
Administration	STBG	\$1,555,490	\$144,000	\$3,126,343	\$0	\$1,555,490	\$144,000	\$3,126,343	\$0
	BR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	IM	\$0	\$0	\$3,368,925	\$0	\$0	\$0	\$3,368,925	\$0
	TAP	\$1,194,852	\$0	\$0	\$0	\$1,194,852	\$70,400	\$0	\$0
	HSIP	\$180,000	\$3,366,765	\$180,000	\$180,000	\$180,000	\$3,366,765	\$180,000	\$180,000
	OCR	\$144,430	\$0	\$0	\$0	\$144,430	\$0	\$0	\$0
Totals		\$8,979,715	\$10,506,111	\$6,675,268	\$546,400	\$8,979,715	\$10,506,111	\$6,675,268	\$546,400
Totals	Inflated by 1.74% Annually	\$8,979,715	\$10,688,917	\$6,907,567	\$574,922	\$8,979,715	\$10,688,917	\$6,907,567	\$574,922

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$1,557,648	\$1,516,627	\$1,401,626	\$1,387,675	\$1,557,648	\$1,516,627	\$1,401,626	\$1,387,675
	Section 5339	\$0	\$0	\$3,535,470	\$0	\$0	\$0	\$3,535,470	\$0
	Section 5310	\$500,849	\$0	\$0	\$0	\$500,849	\$0	\$0	\$0
	Section 5307 - Other	\$813,760	\$107,530	\$109,681	\$111,875	\$813,760	\$107,530	\$109,681	\$111,875
Totals		\$2,872,257	\$1,624,157	\$5,046,777	\$1,499,550	\$2,872,257	\$1,624,157	\$5,046,777	\$1,499,550
Totals	Inflated by 1.74% Annually	\$2,872,257	\$1,652,417	\$5,222,405	\$1,577,827	\$2,872,257	\$1,652,417	\$5,222,405	\$1,577,827

**Bipartian Infrastucture Law (BIL)
Program Summary and Timelines**

Program	Description	Funding Levels	Wausau MPO Allocation	Application Submittal Date	Selection Process	Selections Announced	Wausau Area Projects Submitted
STP - Urban 2022	Same program as MPO's normal program only this round is only for simple construction projects to be allocated by Sept 30, 2022. MPO roadways on urban arterials and collectors.	80%/20%	\$1,040,086	April 1st	June 2022	July 2022	City of Wausau - 18th Street Village of Weston - Northwestern Avenue
STP - Urban 2023-2026	Same program as MPO's normal program. MPO roadways on urban arterials and collectors. MPO selection criteria will be use to select projects	70%/30% based on Wausau MPO criteria	Currently unknown	June 3rd	June 2022	July 2022	Unknown yet
Supplimental Transportation Alternatives Program (TAP) 2022-2023	Non-infrastructure Planning and Safe Routes to Schools projects that must be obligated by Sept 30, 2022	80%/20% Statewide competative program with \$1.7 million for the small MPO Category	None specific to each MPO, statewide competative program	June 3rd	June 2022	July and August 2022	Unknown yet
Transportation Alternatives Program (TAP) Beyond 2023	All infrastructure and planning projects are acceptable (mostly Bike/Ped. type projects)	80%/20%	None specific to each MPO, statewide competative program	Unknown	Unknown	Unknown	Unknown
Carbon Reduction Program	Program to help reduce emissions and create carbon reduction strategies	80%/20%	\$204,370	May 6th	May and June 2022	June and July 2022	City of Wausau - Street Lights Village of Weston - Electric Fork Lift Rib Mountain - Electric Patrol Truck
Safe Streets for All (SS4A)	Program to create Comprehensive Safety Action Plans with implementation efforts that aims to prevent fatalities and injuries to achieve "Vision Zero".	80%/20% Nationally, \$5 billon over the next 5 years.	Unknown	September 15th	Unknown	Unknown	Unknown yet