



WTA



Spring Road School 2024

Local programs and “The Color of Money”

2024

PRESENTED BY:

Daniel J. Fedderly P.E.;P.L.S.,
Paladin Project Management Group LLC

DJ Fedderly Management Consultant LLC

LOCAL PROGRAMS

Federal Funding

STP (Surface Transportation Program)

- STP Rural (80% Funding)
- STP Urban (80% Funding)
- STP Bridge (Up to 100% Funding)
- MPOs
- **STP Local (80% Funding)**
- Historically WisDOT administers all aspects of the project from project approval to construction inspection and fiscal management

LOCAL PROGRAMS

Federal Funded

– The General process

- Application process: Competitive Statewide ranking and rating
- The Estimate you use on the application is the most critical aspect as this will define the SMA(State Municipal Agreement) which sets your funding.
- *MPO areas have their own selection process to allocate funding*
- Eligible project (Highway Classification)
 - STP Rural - Major Collector and Above
 - STP Local – Minor Collector and below (<50,000 Population)
 - STP Bridge – 20' span and greater
 - SN 80 and Below Rehab only
 - SN <50 Replacement eligible

LOCAL PROGRAMS

Federal Funded

– The General process

- Consultant Selection: QBS (Quality Based Selection)
 - Federally Funded Design requires the QBS Process VS Locally Funded Design Does not require QBS.
 - The consultant that develops or assists in the development of the application can not be considered for the design (even if there is no charge for the assistance)
 - The local Can Utilize a “two step” QBS process that defines the Application and the design as the services required. But the Two Step process would be in advance of having any application or approved funding.
 - Locally funded design is an alternative to avoid QBS ect.
 - If you choose a locally funded design you will still be required to pay the WisDOT review costs also.

LOCAL PROGRAMS

Federal Funded

- The General process
 - P.S.&E: Plans, Specifications, & Estimates
 - Project type and Scope will be critical to the Cost and the Length of Project development
 - Simple (low Risk projects) fastest (**18 months targeted**)
 - Complex projects with Significant agency involvement are the Most costly and the longest length of project development (**3-5 years typical**)
 - WisDOT reviews and approves all the required submittals
 - WisDOT places the Project in their bidding schedule
 - Deliverable costs typically run in the 35%-45% of project costs for example a \$1M project will have \$350K - \$450K delivery costs

LOCAL PROGRAMS

Federal Funded

- The General process
- Project Scope VS the Federal “Color of money”
- Use of Federal Funds on Simple Low Risk Projects will minimize the Town’s exposure to the process, which in turn minimizes the project development timeline, the need for review by the multiple agencies, the level of oversight by WisDOT, and ultimately **Your cost to deliver the project and significantly reduced time line to deliver the project**

LOCAL PROGRAMS

State Funded

LRIP (Local Road Improvement Program)

- TRI (up to 50% Funding)
- TRI-D (up to 50% Funding)
- TRI-S (up to 90% Funding, Typically 70%)
- ARIP (variable funding)
- Historically LRIP are locally administered, Local bids, local construction contract, local project oversight, Still requires all Minimum standards

LOCAL PROGRAMS

State Funded

– The General process

- Application process: TRID, TRIS, & ARIP Competitive Statewide ranking and rating
- The Estimate you use on the application is the most critical aspect as this will define the SMA(State Municipal Agreement) which sets your funding.
 - TRI – Each county receives Town funding and the Towns allocate to the eligible projects applied for (Competition or Distribution method controlled in the county by the Towns)
 - TRI-D & TRI-S – Applications rated and ranked Statewide (Pilot project sets out a new local and regional rating and ranking process)
 - ARIP – Applications rated and ranked Statewide

LOCAL PROGRAMS

State Funded

– The General process

- P.S.&E: Plans, Specifications, & Estimates only required if needed based on the project scope and complexity. Scope will be critical to the Cost and the Length of Project development timeline.
 - Simple projects are fastest timelines (paving VS reconstruction)
 - Complex projects with Significant agency involvement are the Most costly and have longer length of project development timelines
 - No WisDOT reviews or approvals
 - Town does the advertising and bidding
 - Deliverable costs typically run in the 5%-15% of project costs for example a \$1M project will have \$50K - \$150K delivery costs

LOCAL PROGRAMS


Locally Funded

- GTA (per mile road aids)
- Local levy (local taxes)
- Special funds (County Aid Bridges, grants, gifts, ect)
- Emergency Funds (flood damage, bridge funds,)
- Least amount of restrictions and requirements
- Greatest Flexibility for use, lowest opportunity for funding and funding increases

“The Color of Money” why it matters?

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- The ability to fund improvements with Local Funds only is not an option.
 - Increased Construction costs, increased material costs, limited staff and contractors.
 - Legislative Priorities at the State and National level both are focused on an asset management approach to funding transportation. Thus the ranking and rating process
 - Majority of increased funds recently and expected, will be in the state and national programs using the rating and ranking process
 - To be successful a Town will need to access the State and Federal funds, and knowing how to use the funds in the most cost effective manner will be critical to that success.
 - Having a full understanding of “The Color of Money”

“The Color of Money”
why it matters?



????? QUESTIONS ?????

Thank you

Daniel J. Fedderly P.E.;P.L.S.

DJ Fedderly Management Consultant LLC

Paladin Project Management Group LLC

hwype@wwt.net

715-505-9242