

# WisDOT SFY 2025-2028 Carbon Reduction Program (CRP) Application

6/27/2024 10:58:46 AM

## Introduction

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[Welcome to the Carbon Reduction Program online application page.](#)

The Bipartisan Infrastructure Law of 2021 (BIL) establishes a Carbon Reduction Program. This new federal program provides funding for projects that reduce transportation emissions and requires states to develop comprehensive carbon reduction strategies.

Application materials are available on: [Wisconsin Department of Transportation Carbon Reduction Program \(wisconsindot.gov\)](https://wisconsindot.gov)

Please complete the online application by clicking "Start Form" below. It is **highly recommended** that you first create an account and login before starting the form.

The project application deadline for this solicitation is June 30, 2024. It is encouraged that applicants submit prior to the application deadline in order to allow WisDOT to review their application and communicate with applicants regarding outstanding questions. *Late applications will not be accepted.*

### Eligibility:

Per 23 U.S.C. 175.2 the purpose of the CRP is to provide funds for eligible projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources. According to the federal legislation and Wisconsin statutes, CRP funds may be obligated for projects that support the reduction of transportation emissions, including the following types of projects:

- 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.

- Diesel engine retrofit projects as described in 23 USC, Section 149(b)(8).
- Certain types of projects to improve traffic flow and 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.

**Note:** Not all federally eligible project activities are eligible under existing state laws. Additionally, funding for CRP is subject to legislative approval and could be subject to additional eligibility considerations.

### **Preparing for the Application:**

To complete this application you will need to attach the following documents.

1. Narrative Response: Limited to three double-spaced pages of minimum 11-point font size in Microsoft Word format
2. Cost Estimate Detail Spreadsheet, submitted in Microsoft Excel format. Please use the template from the Carbon Reduction Program website linked above to create your cost estimate spreadsheet.
3. Project map: submitted in PDF format, and formatted to size 8 1/2 x 11 inches
4. (Optional) No more than six pages of project description, specifications, photos, and additional maps
5. (Optional) Letters of Support

### **Saving Progress:**

1. In order to save your progress in this application you must create an account by clicking "Login" above. Please do this before beginning the application.
2. Each page will save information if you click "save" or by clicking the navigation ("Next" or "Back") at the bottom of the page

Please note that WisDOT staff may request revised or additional information from project applicants to resolve any eligibility issues prior to submitting applications for funding consideration. **Failure to provide a complete application or to provide supplementary information requested by WisDOT may preclude an application from consideration for receipt of ARIP funding. Applicants can minimize any potential eligibility issues by submitting applications and attachments as early as possible to allow WisDOT region staff to provide substantive technical assistance.**

**For assistance with this application, please contact:**

Chris Brooks, Program Manager, [christopher.brooks1@dot.wi.gov](mailto:christopher.brooks1@dot.wi.gov)

Phone: (608) 267-3611

## Sponsor Information

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### **Name, Location of Public Sponsor and Sponsor Type:**

**Sponsor Name::** Onalaska

#### **Sponsor Type::**

- State
- County
- City
- Village
- Town
- Tribal Nation

**Project Title::** East Avenue sidewalk connection

**Describe location, boundaries, and length of the project::** Project is located in La Crosse County, City of Onalaska Wisconsin. Project starts at Century Place and proceeds South along East Avenue to Flint Court. Project would proceed from 2601 East Avenue to 2301 Thomas Court.

**County:** La Crosse

**Street Address of Project (if located on a highway or road)::** 2601 East Avenue to 2301 Thomas Court

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

- Appleton
- Green Bay
- Madison Area
- Milwaukee Area
- Twin Cities
- Round Lake Beach
- Beloit
- Chippewa Falls - Eau Claire
- Fond du Lac
- Janesville
- Kenosha
- La Crosse
- Oshkosh
- Racine
- Sheboygan
- Duluth-Superior
- Wausau

## Contact Information

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**Project Representative Contact Person(s) Information:**

**Name::** Jarrod Holter

**Title:** Director of Public Works

**Street Address::** 415 Main Street

**Phone::** (608) 781-9537

**Municipality::** City of Onalaska

**State::** WI

**Zip::** 54650

**E-Mail::** jholter@onalaskawi.gov

**Secondary Public Sponsor Agency or Private Organization Contact Information:**

**Organization/Agency Name (if applicable)::**

**Name (if applicable)::**

**Title: (if applicable):**

**Street Address::**

**Phone::**

**Municipality::**

**State::** WI

**Zip::**

**E-Mail::**

### **Head of Government Contact Information:**

**Name::** Kim Smith

**Title:** Mayor

**Street Address::** 415 Main Street

**Phone::** (605) 781-9530

**Municipality::** City of Onalaska

**State::** WI

**Zip::** 54650

**E-Mail::** ksmith@onalaskawi.gov

## **Eligible Project Activities**

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

**Check all that apply:**

- 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;
- Diesel engine retrofit projects as described in 23 USC, Section 149(b)(8);
- Certain types of projects to improve traffic flow and 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

**NOTE:** Not all federally eligible project activities are eligible for the WisDOT CRP.

# Project Summary

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**Project Summary** 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.

**Project Summary:** The City of Onalaska is proposing to install a sidewalk connection along East Avenue between Century Place and Oak Park Drive. This sidewalk is a vital link between the Village of Holmen/Town of Onalaska and the City of Onalaska. This final sidewalk connection would be the only North/South pedestrian route between these municipalities. This sidewalk connection would allow pedestrians from the North to access the La Crosse Area YMCA – Onalaska campus, Onalaska Omni Center, Onalaska School District athletic fields, Onalaska pool, etc. This project has been included in the proposed City of Onalaska Capital Improvements Budget for four consecutive years but has not been funded. This connection has been requested by various residents for a North/South pedestrian movement. This Project will narrow the street from the current 42-foot face to face to approximately 32-foot face to face. The current westerly curb and gutter will be removed and approximately 1,700 lineal feet of new curb and gutter will be installed along with paving of the street to the current centerline. New roadway striping will be installed with narrower driving lanes. The new sidewalk will utilize the vacated street space to allow installation of a sidewalk due to challenges with adjacent properties driveway grades and home elevations. The narrowing of the roadway would act as a traffic calming measure, slowing traffic and lowering vehicle emissions. The sidewalk connection will allow more pedestrian to walk to functions and events and thereby reducing vehicle trips.

## Existing Facilities & Projects

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### Rail Facilities:

**Does a railroad facility exist within 1,000 feet of the project limits?:**

Yes

No

**If yes, specify::**

**If yes, does the project physically cross a rail facility?:**

Yes

No

**If yes, Owner of Rail Facility::**

**Is the proposed project location in an area with known issues?:**

Yes

No

**If yes, specify::**

**Is this project on or parallel to a local road or street?:**

Yes

No

**If yes, provide the name of the road or street?:** East Avenue

**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**

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**Agricultural:**

Yes

No

Not Investigated

**Agricultural - Comments::**

**Archaeological sites::** Yes No Not Investigated

**Archaeological sites - Comments::** Site has been disturbed by previous roadway and Utility construction. By installing sidewalk into current street area lowers risk of any possible archeological complications.

**Historical sites::** Yes No Not Investigated**Historical sites - Comments::****Designated Main Street area::** Yes No Not Investigated**Designated Main Street - Comments::****Lakes, waterways, floodplains:** Yes No Not Investigated**Lakes, waterways, floodplains - Comments::****Wetland:** Yes No Not Investigated**Wetland - Comments::****Stormwater management:** Yes No Not Investigated**Stormwater management - Comments::**

**Hazardous materials sites:**

- Yes
- No
- Not Investigated

**Hazardous materials sites - Comments::**

**Hazardous materials on existing structure:**

- Yes
- No
- Not Investigated

**Hazardous materials - Comments::**

**Upland habitat:**

- Yes
- No
- Not Investigated

**Upland habitat - Comments::**

**Endangered, threatened, migratory species:**

- Yes
- No
- Not Investigated

**Endangered, threatened, migratory species - Comments::**

**Section 4(f):**

- Yes
- No
- Not Investigated

**Section 4(f) - Comments::**

**Section 6(f):**

- Yes
- No
- Not Investigated

**Section 6(f) - Comments::**

**Through/adjacent to tribal land:**

- Yes
- No
- Not Investigated

**Tribal Land - Comments::**

## Miscellaneous Issues

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**Construction Schedule Restrictions (e.g., trout, migratory bird, local events, if applicable): :**

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
- Parklands
- Less than 1/2 acre
- More than 1/2 acre
- Large parcels
- Temporary interests

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

## Project Costs and Dates

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### Project Costs and Dates

Complete the table on the following page for the SFY 2025 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 SFY 2025-2028 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

### **Other:**

**Estimated Cost Excel File Upload:** [East Ave Sidewalk \(oak park dr to SLR\) - Carbon Program - Wis. DOT.xlsx](#)

## **Narrative Response**

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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 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 describe project benefits by answering the following 7 questions:**

1. Is there a quantitative benefit you can demonstrate?
2. Why is the proposed project necessary to address carbon reduction goals in the county or counties in which the proposed project will occur?
3. How will the project sponsor ensure that the project is timely implemented in accordance with the Project Costs and Dates section of this application?
4. What obstacles or problems must be overcome to implement this project?
5. 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?
6. How, if at all, does the proposed project add connectivity to the state's multi-modal transportation network or intermodal freight network?
7. 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.**

**Narrative File Upload:** [Project narrative.docx](#)

## Key Program Requirements Confirmation

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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.
- p. CRP is a Covered Program under the Justice40 initiative. Justice40 is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from many of our grants, programs, and initiatives flow to disadvantaged communities. More information about meeting the Justice40 requirements can be found at the following link: <https://www.transportation.gov/equity-Justice40>

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

**Name::** C. Jarrod Holter

**Title::** Director of Public Works

## **Additional Application Attachments**

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**Project map: submitted in PDF format, formatted to size 8½ X 11 :** [ProjectMap.pdf](#)

**Optional attachment(s): no more than six pages of project description, specifications, photos, and additional maps :** [crp-template \(2\).xlsx](#)

**Letters of Support (optional):** [FW La Crosse Tribune letter to the editor submission.msg](#)

## **Fiscal Authorization and Signature**

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**Application prepared by a consultant?:**

Yes

No

**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>**

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 (type full name):** C. Jarrod Holter