

NOTICE OF PROPOSED GUIDANCE DOCUMENT

DTIM-BPED16

Pursuant to Wis. Stat. s. 227.112, the Wisconsin Department of Transportation is hereby seeking comment on DTIM-BPED16, FAST Act, a proposed guidance document.

PUBLIC COMMENTS AND DEADLINE FOR SUBMISSION

Comments may be submitted to the Wisconsin Department of Transportation for 21 days by:

1. Department's website: <https://appengine.egov.com/apps/wi/dot/guidance-docs?guidDocId=DTIM-BPED16>

2. Mailing written comments to:

Division of Transportation Investment Management
Wisconsin Department of Transportation
4822 Madison Yards Way
PO Box 7913
Madison, WI 53707-7913

WEBSITE LOCATION OF FINAL GUIDANCE DOCUMENT

The final version of this guidance document will be posted at wisconsin.dot.gov to allow for ongoing comment.

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State of Wisconsin
Department of Transportation

Local Transportation Enhancements program

Assistance programs

Road and bridge

Transit

Other aid

Information on the Local Transportation Enhancements web site applies only to projects awarded during or before calendar year 2013. See the [Transportation Alternatives Program \(TAP\) website](#) for current information.

Local Transportation Enhancements (TE) program funds have been awarded for projects through fiscal year 2014. The TE program funds projects that increase multi-modal transportation alternatives and enhance communities and the environment. Federal funds administered through this program provide up to 80% of costs for a wide variety of projects such as bicycle or pedestrian facilities, landscaping or streetscaping and the preservation of historic transportation structures.

The [Bicycle and Pedestrian Facilities Program \(BFPF\)](#) joined the TE program starting in the calendar year 2008 application cycle. As the name implies, BFPF funds bicycle and bicycle/pedestrian facilities. Per state statute, BFPF cannot fund exclusively pedestrian projects or streetscaping projects even if they include some bicycle and pedestrian elements. Because the TE program also extensively funds bicycle and pedestrian facilities, the two programs share the same application, review and selection process.

The TE program and the BFPF were impacted by [Moving Ahead for Progress in the 21st Century \(MAP-21\)](#), the federal transportation act that was signed into law on July 6, 2012. MAP-21 provisions took effect on October 1, 2012. TE and BFPF projects generally remain eligible for funding within the Transportation Alternatives Program (TAP), a more comprehensive funding category. Certain categories such as bicycle and pedestrian educational projects were altered by MAP-21.

Please see [Section E of Federal Highway Administration guidance](#) for a list of categories that are eligible for TAP funding.

- [MAP-21 and Its Effects on Transportation Enhancements](#)
- [2011-2013 Transportation Enhancement project list](#)

Please see the [TAP website](#) for up-to-date information regarding training for TE infrastructure projects.

A report published in May of 2005 reviews Transportation Enhancement (TE) projects constructed around the state since the TE program began in 1993. The report contains photos and narratives of bicycle and pedestrian facilities, community streetscaping and landscaping efforts, along with improvements to historic transportation structures. The report's introduction provides background information and summary statistics about the TE program.

- [Transportation Enhancements in Wisconsin, 1993-2004](#)

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