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**TO:** City Council

**FROM:** Gregory E. Buckley  
City Manager



**DATE:** March 25, 2022

**SUBJECT: APPLICATION TO WISDOT FOR FY 2022 LOCAL STREETS FUNDING  
FROM BIPARTISAN INFRASTRUCTURE LAW**

As Council members may recall from discussions at the Personnel/Finance and Public Works Committees, as well as some discussion at regular Council meetings, the State in late January announced two rounds of local streets project solicitations for investing the Bipartisan Infrastructure Law (BIL) funding that is flowing to WisDOT from Washington.

Because the State is under pressure to get Federal Fiscal Year 2022 monies “obligated” by September 30, projects submitted for that first round of funding (application deadline April 1) need to be simple projects, with design work already completed or able to be complete quickly. Accordingly, WisDOT will NOT help pay for project design work in this round, and will NOT fund projects that involve utility work, have right-of-way issues, have any environmental issues, or include sub-grade work. Basically, they are looking for asphalt resurfacing projects, either “mill and fill” or overlaying existing pavement.

(Note: a second round of applications is due by June 1, for projects in FY’s 2023-2026. Those projects can include engineering work as an eligible expense and can be more complicated projects that involve utility work and full street reconstruction. We will be back to talk with the City Council about those potential projects in April or early May.)

It should also be noted that this program is for “local streets” and therefore excludes the State Highway segments that pass through the City, as well as the more heavily-travelled City streets that are classified as “Collector streets.”) The street potentially eligible for funding are those shown in purple on the attached map.

While there are only a limited number of City streets where doing the type of work included in the FY 2022 round of funding makes sense (usually there is a good amount of underground utility work involved), we as a staff have taken a serious look at how this program might be used to Two Rivers’ benefit—after all, it’s 80 percent Federal funding for the construction work, and we suspect that this round of funding may be less competitive than the round for FY 2023-2026 projects.

Again, for this FY 2022 round of funding, applications are due by April 1, and the State expects to announce project selections in May. Plans and specifications will need to be delivered to the

State by August 1, for bidding as “State-let” projects in November 2022. Construction will happen during the 2023 construction season.

Based on review by Engineering and Water Utility staff, in consultation with my office, we have identified several street projects that might be worthwhile applications. We plan to review those projects with you at the work session on Monday night. Those projects basically fall into two categories, as follows:

1. Streets where lead water service laterals require replacement, but little or no other utility work is needed, where the City can target funds already awarded for 2022 “scattered site” lead lateral replacement (50 total) to get services replaced this year (and the street temporarily patched), in advance of resurfacing in 2023. Those streets include:
  - A. Jefferson Street from 22<sup>nd</sup> to 25<sup>th</sup> (includes estimated 24 lead laterals)
  - B. School Street from 10<sup>th</sup> to 14<sup>th</sup> (includes estimated 18 laterals)
2. Streets with no lead lateral issues, where an asphalt overlay would improve and extend pavement life. Those streets include:
  - A. Pierce Street through Neshotah Park, 22<sup>nd</sup> to Zlaknik (no utilities)
  - B. All of the paved streets off Memorial Drive, south of Columbus (no lead services in this area, which only got City water in the 1980’s)

As shown in the attached spreadsheet, we expect that these applications, if funded, would leverage \$1,471,192 in Federal funding for street paving, with the local cost for that paving estimated at \$375,008. Add in \$100,000 for design, plans and specs (more expensive than typical, as plans and specs will need to be done to WisDOT standards), and the local cost comes to an estimated \$475,000. That’s still about 75 percent Federal funding for the resurfacing work on these streets.

As for utility work on the two streets where service laterals are being replaced, it will come from funds already budgeted for the “scattered site” lateral replacements.

While some of the streets in the areas off Memorial Drive have decent pavement condition, overlays as proposed would probably buy another 20-25 years of life for these streets, since the underground utilities in this area are relatively new. If there were to be strong “push-back” against special assessments that would be required to cover the local cost of the street resurfacing in this area (assessments that would probably be in the range of \$15 to \$20 per front foot and could be repaid over 10 years, per City policy), then the application for these streets could be withdrawn.

I encourage you to drive the streets in question over the coming weekend, if you have time, in preparation for our discussion on Monday night.

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January 19, 2022

Dear Local Government Partners,

Wisconsin Department of Transportation (WisDOT) is asking local governments to review existing local program project opportunities in a new statewide effort to use expected federal Bipartisan Infrastructure Law (BIL) funding. While the exact amount of additional funding is unknown, solid planning estimates show the increase will be significant. Once final funding amounts are known from the United States Department of Transportation, WisDOT will submit a funding distribution plan to the Wisconsin State Legislature for review and approval, or modification and approval.

Time is of the essence in planning for the use of 2022 federal funding. Accordingly, WisDOT announced at the Wisconsin County Highways Association Road School on 1/18/22 that solicitations for local program projects will begin this month to prepare for use of BIL funding.

WisDOT will start with two solicitations for supplemental local program projects – a January 2022 solicitation to generate a list of construction projects that might be able to utilize the Federal Fiscal Year (FFY) 2022 funding, and a February 2022 solicitation to generate a list of design and construction projects to utilize funding in FFY 2023 - 2026. The BIL is a five-year bill covering FFY 2022 through 2026.

**What Must Be Done to Apply for FFY 2022 Funding – The January Solicitation**

To apply for the January 2022 solicitation, local governments must move very quickly. The Federal Highway Association (FHWA) requires FFY 2022 funding to be “obligated” by September 30<sup>th</sup>, 2022. As such, to use the FFY 2022 funding, WisDOT will be soliciting for local program construction projects only; design will not be considered in the January solicitation. If a construction project is selected to use FFY 2022 funding, locals must submit project Plan, Specification, and Estimate (PS&E) packages no later than August 1, 2022 to facilitate project construction lettings that will meet federal obligation deadlines.

To meet the tight timelines to use FFY 2022 federal funding for construction, these projects must have designs completed or designs that could be completed quickly. Project applications submitted in the January 2022 solicitation must also be eligible for federal funding. As stated earlier, project design funding will not be considered until the February local program solicitation. The January solicitation will exclusively focus on construction projects. Examples of construction projects typically eligible for federal funding include:

- Preservation – mill & overlay
- Resurface
- Pavement Replacement
- Bridge Rehabilitation – deck repairs
- Bridge Replacement – replace deck, girders, or abutments



For the January 2022 solicitation, it is recommended to avoid projects with complexities that would add time to the construction readiness process. For example, it would be prudent to avoid projects with significant environmental work, real estate, utility, or railroad issues.

In January, WisDOT will be soliciting for projects in the following programs:

- Surface Transportation Program (STP)
- Local Bridge Improvement Assistance Program

WisDOT will be using the current Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Program (CMAQ) solicitation processes to evaluate project readiness for these two separate programs for FFY 2022. If you have questions about the FFY 2022 TAP or CMAQ programs, please contact WisDOT.

Please also note that while FFY 2022 Local Bridge projects will be included in the January solicitation, FFY 2022 BIL bridge funding does not have to be obligated by 9/30/2022, like it does for STP. Therefore, applicants have more time to submit bridge applications and could elect to utilize the February 2022 BIL supplemental local project solicitation for those bridge projects.

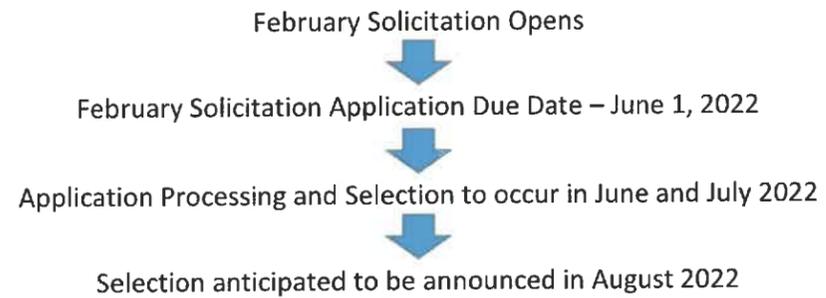
**What Must Be Done to Apply for FFY 2023 Through 2026 Funding – The February Solicitation**

The February 2022 supplemental solicitation will start the application process for local design and construction projects seeking to receive funding in FFY 2023 and beyond. Project applications will be considered in the following programs:

- Surface Transportation Program (STP)
- Local Bridge Improvement Assistance Program
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality (CMAQ)

Applications may be submitted for design and construction, or construction only. Projects must be eligible for federal funding.

**February 2022 Solicitation Timeline**



WisDOT greatly appreciates your time and diligence in working on this call for supplemental local program projects. Both the January and February solicitations are meant to provide WisDOT with a list of candidate projects when the new BIL funding becomes available. It is expected that funding amounts will be posted to the WisDOT Local Programs website when WisDOT has the Wisconsin Legislature's approval to utilize federal dollars. Project selections are expected to be announced between May and August, depending upon the solicitation. Notification of project selection will be in both follow up emails to local governments and on the WisDOT website. WisDOT will continue to release updated program information as it becomes available.

In the next week, more details will be posted on WisDOT's website about the solicitations at [www.wisconsin.gov](http://www.wisconsin.gov). We are working to best position Wisconsin to administer and use the federal dollars, when directed, to the best of our abilities. Working together with you, our local partners, we will improve the transportation network across Wisconsin.

Sincerely,

Jennifer Murray, AICP  
Director – Bureau of Transit, Local Roads, Railroads & Harbors  
Division of Transportation Investment Management



City of Two Rivers  
 Potential Street Projects  
 Utilization of DOT - Bipartisan Infrastructure Law Funds

STREET NAME	LIMITS	LENGTH OF PROJECT CL TO CL (FT)	# Laterals	DOT Program/ Year	PASER Rating (10=good)	Width	Roadway Material / Year	Roadway Cost			Public Lateral Cost	Private Lateral Cost	Total Project Cost
								DOT Fund	City Funds	Total Cost			
					Scale 1-10	Ft							
<b>Pavement Resurfacing Streets (Mill &amp; Resurface - Asphalt)</b>										170			
Jefferson Street	22nd to 25th	1080	24	STP - L - 22	3,6	28	Asph/1978	\$ 146,880	\$ 36,720	\$ 183,600	\$ 228,000	\$ 204,000	\$ 615,600
Pierce Street	Zlatnik to 22nd	1230	0	STP - L - 22	7,5	29	Asph/1980	\$ 161,512	\$ 47,588	\$ 209,100	\$ -	\$ -	\$ 209,100
School Street	10th to 14th	1450	18	STP - L - 22	6	23	Asph/79/67	\$ 197,200	\$ 49,300	\$ 246,500	\$ 171,000	\$ 153,000	\$ 570,500
<b>Sub Total</b>	<b>6</b>	<b>3760</b>	<b>42</b>					<b>\$ 505,592</b>	<b>\$ 133,608</b>	<b>\$ 639,200</b>	<b>\$ 399,000</b>	<b>\$ 357,000</b>	<b>\$ 1,395,200</b>
Taylor Street	STH 42 to Terminus	740		STP - L - 22	2	22	Asph/1981	\$ 100,640	\$ 25,160	\$ 125,800	\$ -	\$ -	\$ 125,800
Jessie Street	STH 42 to Terminus	475		STP - L - 22	4	22	Asph/1981	\$ 64,600	\$ 16,150	\$ 80,750	\$ -	\$ -	\$ 80,750
Lakeview Avenue	Woodland Shores to Taylor	920		STP - L - 22	7,6,8	22	Asph/1981	\$ 125,120	\$ 31,280	\$ 156,400	\$ -	\$ -	\$ 156,400
Eleonor Street	STH 42 to Terminus	423		STP - L - 22	7	22	Asph/1981	\$ 57,528	\$ 14,382	\$ 71,910	\$ -	\$ -	\$ 71,910
Woodland Shores	STH 42 to Terminus	581		STP - L - 22	6	22	Asph/1981	\$ 79,016	\$ 19,754	\$ 98,770	\$ -	\$ -	\$ 98,770
Florence Street	STH 42 to Terminus	739		STP - L - 22	6	22	Asph/1981	\$ 100,504	\$ 25,126	\$ 125,630	\$ -	\$ -	\$ 125,630
Gardner Street	STH 42 to Terminus	528		STP - L - 22	7	22	Asph/1981	\$ 71,808	\$ 17,952	\$ 89,760	\$ -	\$ -	\$ 89,760
Davis Street	STH 42 to Terminus	845		STP - L - 22	8	22	Asph/1981	\$ 114,920	\$ 28,730	\$ 143,650	\$ -	\$ -	\$ 143,650
McKinley Street	STH 42 to Terminus	951		STP - L - 22	7	22	Asph/1981	\$ 129,336	\$ 32,334	\$ 161,670	\$ -	\$ -	\$ 161,670
Turner Street	STH 42 to Terminus	898		STP - L - 22	6	22	Asph/1981	\$ 122,128	\$ 30,532	\$ 152,660	\$ -	\$ -	\$ 152,660
<b>Mem Dr SubTotal</b>	<b>10</b>	<b>7,100.00</b>	<b>0</b>					<b>\$ 965,600</b>	<b>\$ 241,400</b>	<b>\$ 1,207,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,207,000</b>
<b>Total - Resurface Street</b>	<b>16</b>	<b>10,860.00</b>	<b>42</b>					<b>\$ 1,471,192</b>	<b>\$ 375,008</b>	<b>\$ 1,846,200</b>	<b>\$ 399,000</b>	<b>\$ 357,000</b>	<b>\$ 2,602,200</b>