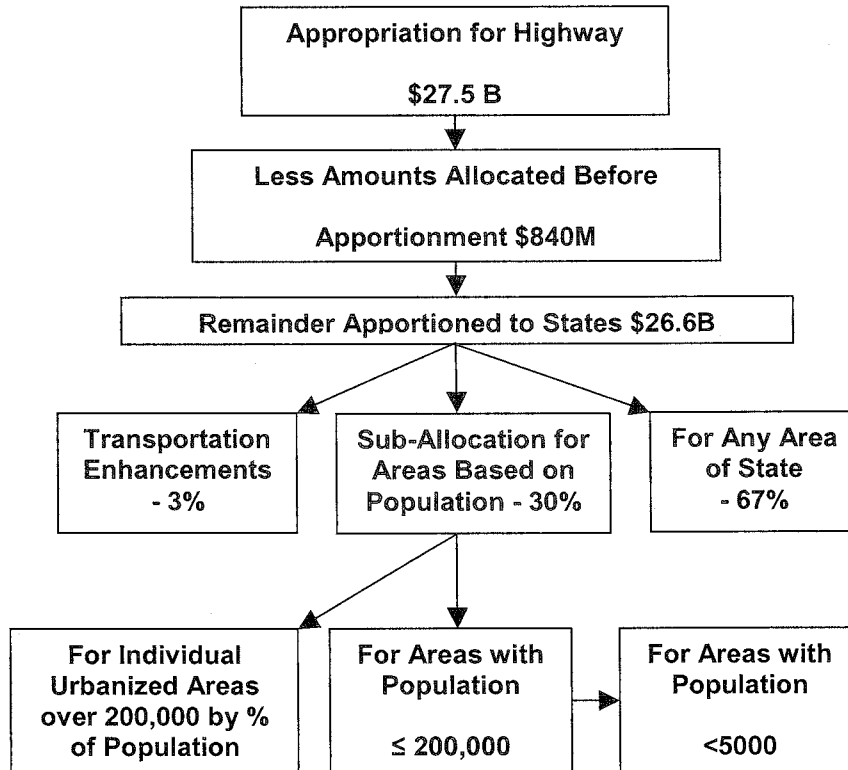


American Recovery & Reinvestment Act Funding Distribution in Wisconsin



Wisconsin received:	\$529.1 million
For any area of state:	\$354.5 million
Transportation Enhancements:	\$ 15.9 million
For locals up to:	<u>\$158.7 million</u>
	\$529.1 million
TMA sub-allocation:	
Milwaukee UZA	\$ 38.7 million
Madison UZA	\$ 9.7 million
Round Lake Beach UZA	<u>\$.6 million</u>
	\$ 49.0 million
Remaining areas: (STP-U, STP-R, L. Bridge)	\$109.7 million

American Recovery and Reinvestment Act of 2009 WisDOT Process for State and Local Projects

State ARRA Projects

Stage 1 – Obligated 120 days from March 10th, 2009 (construction start in 2009)

- Phase 1 ARRA projects program DOT delivery process – Centrally managed by DOT State ARRA Projects Program Manager and regionally produced.
- Phase 1 ARRA project mix available, \$300 Million (Governor's list)
 - DOT advanceable projects program
 - I-94 N-S Freeway projects
 - Additional statewide freeway pavement replacement projects
- Proposed Bid letting schedules for Phase 1 ARRA projects - April 28, May 27, and June 23, 2009
- Construction engineering oversight by consultants selected spring 2009

Stage 2 – Obligated one year from March 10, 2010 (construction start in 2010)

- FY 2009 ARRA projects not used in Phase 1
- DOT advanceable projects program
- Will be ready to take advantage of redistributed money

Local Program ARRA Projects

Funding Calculation Methodology (using TMA funds and total funds)

- TMA funds and total funds from the Act were used as base numbers.
Total STP-Urban, STP-Rural, and Local Bridge \$158,733,575
 - Milwaukee \$38,736,210
 - Madison \$ 9,752,260
 - Round Lake Beach \$ 585,550
 - Total of TMAs \$49,074,020
 - Remaining \$109,659,555 could be distributed over the remaining 3 STP-Urban groups, STP-Rural, and Local Bridge.

Local Project Solicitation Process

- Local Program ARRA projects delivery process - Centrally managed by DOT Local Program ARRA Projects Program Manager.
- Solicitation for local program ARRA projects will be in the following two stages:

Stage 1 Solicitation (February 2, 2009)

1. Project identification and qualification process

- Solicitation letter to all Wisconsin local governments (2/6/09) identifying qualification requirements and application procedures, applications required by February 18th, 2009.
 - WisDOT will finalize this initial group of qualified local program projects and form a qualified list.
2. All Stage 1 solicitation qualifying ARRA local program project bidding packages to be submitted to WisDOT by March 17, 2009 and will be placed in lettings along with State ARRA projects April 28, May 27, and June 23, 2009. The intent is to have these projects constructed in summer and fall 2009.

Stage 2 Solicitation (March 2, 2009)

1. Project identification and qualification process
 - WisDOT Local Program web site solicitation (March 2, 2009) identifying qualification requirements and application procedures. Applications required by April 1, 2009.
 - Will solicit for two groups of projects:
 - Projects that can be submitted for PS&E by May 1, 2009 for letting in the June 23, 2009 letting or a July 2009 ARRA letting (date to be determined). The intent is to have these projects constructed in summer and fall 2009.
 - Projects that can be submitted for PS&E by Dec 1, 2009 for letting in late February or late March 2010 (dates to be determined). The intent is to have these projects constructed in summer and fall 2010
 - WisDOT will select and finalize the Stage 2 solicitation group of qualified local program projects and form qualified lists by April 10, 2009 for the May and December PS&E dates.
2. Construction engineering oversight by consultants will be selected in the spring of 2009 for 2009 ARRA construction projects and early spring of 2010 for the 2010 ARRA construction projects
 - WisDOT Local Project Managers and Local Program Management Consultants (MC's) from all regions will assist locals to expedite delivery of qualifying projects.

Criteria for Federal Eligibility in the STP-Urban, STP-Rural, Local Bridge, and Transportation Enhancements Programs

Federal eligibility requirements for all programs:

- All projects must be in the TIP/STIP.

STP- Rural Program federal eligibility requirement:

- Roadways must be functionally classified as a Major Collector or higher.

STP- Urban Program federal eligibility requirement:

- Roadways must to be functionally classified as a Collector or higher.

Local Bridge Program federal eligibility requirements for Highway Bridge Replacement and Rehabilitation Program (HBRRP):

- Bridges must be located on a locally owned public roadway.
- Bridges must be greater than 20 feet in length.
- Bridges must be on the National Bridge Inventory (NBI) list.
- Bridges must be classified as deficient (structurally deficient or functionally obsolete).
- If a bridge is deficient, it must meet the following Sufficiency Rating (SR) requirements:
 - If the SR is less than 50, the bridge is eligible for either replacement or rehabilitation.
 - If the SR is from 80 down through 50, the bridge is eligible for rehabilitation only.
 - An eligible local bridge with a SR rating of 80 or less shall have an engineering study undertaken and funded independently by the eligible applicant that indicates that any rehabilitation would be cost effective, would extend the life of the bridge by at least 10 years, and would correct all deficiencies.
 - If the SR is greater than 80, the bridge is not eligible for HBRRP funding. However, bridge work that is otherwise justified may be funded with other federal fund types, such as NHS or STP funds.
- A bridge is not eligible for HBRRP funding if it has been reconstructed within the last ten years regardless of the funding used to accomplish the work.

Transportation Enhancements Program federal eligibility requirements:

- The project must fit in to one of the following twelve categories:
 - Provision of facilities for pedestrians/bicycles.
 - Provision of safety and educational activities for pedestrians & bicyclists.
 - Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
 - Historic Preservation.
 - Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals).
 - Establishment of transportation museums.
 - Acquisition of scenic easements and scenic or historic sites.
 - Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
 - Landscaping and other scenic beautification.
 - Control and removal of outdoor advertising.
 - Environmental mitigation of water pollution due to highway run-off or reduce vehicle caused wildlife mortality while maintaining habitat connectivity.
 - Archeological planning and research.
- The project must "relate to surface transportation".

The following federal/state requirements must be completed by the PS&E dates:

- Environmental document must be approved, including tribal notification letters, final DNR concurrence and 401 permit. Environmental commitments also need to be included.
- Design Study Report (DSR) must be completed and approved.
- If required, a 404 Permit must be in hand from the Army Corps of Engineers.
- Railroad coordination and certification must be complete.
- Utility coordination must be complete, including all right-of-way issues.
- All right-of-way must be owned and easements with utilities and railroads secured.
- Traffic Management Plan (TMP) must be complete.
- Latest start date and required construction windows must be known and clearly identified.
- Projects must be in the TIP/STIP.
- Electronic PS&E package successfully submitted to WisDOT.

WisDOT Assistance to the City of Milwaukee and other Communities

- Milwaukee UZA meeting with SEWRPC and communities to discuss rules, requirements and opportunities
 - Website tools
 - Follow-up with SEWRPC
 - Possible local meeting
 - Additional ideas?