

MINUTES OF THE JOINT MEETING

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

**Advisory Committees on Transportation System Planning and Programming
in the Milwaukee, Kenosha, Racine and Round-Lake Beach Urbanized Areas**

DATE: March 16, 2009
TIME: 9:30 A.M.
PLACE: Milwaukee County Downtown Transit Center
Harbor Lights Room
909 East Michigan Street
Milwaukee, Wisconsin

Milwaukee Urbanized Area Members Present

Voting Members

Brian Dranzik, Chairman Fiscal and Policy Administrator, Department of
Transportation and Public Works, Milwaukee County
Mark Banton Construction Superintendent, Ozaukee County
(Representing Robert R. Dreblow)
Rollin Bertran..... Traffic Engineering, Department of Transportation
(Representing Roy de la Rosa) and Public Works, Transportation Division, Milwaukee County
Allison M. Bussler Interim Director, Department of Public Works,
(Representing Richard A. Bolte) Waukesha County
Benedict Eruchalu Resident Contract Manager-Highway Design,
(Representing Milwaukee County) Department of Transportation and Public Works,
Milwaukee County
Lois C. Gresl Major Projects Manager, City of Milwaukee
(Representing Phillip Walzak)
Thomas M. Grisa Director of Public Works, City of Brookfield
Anita Gulotta-Connelly Managing Director, Milwaukee County Transit System
(Representing Milwaukee County)
Andrew J. Johnson Deputy Director, Waukesha Metro Transit,
(Representing Robert C. Johnson) City of Waukesha
Bob Kelly Street Design Engineer, City of Wauwatosa
(Representing William A. Kappel)
Michael J. Maierle Manager of Long-Range Planning, City of Milwaukee
Jeffery J. Mantes Commissioner, Department of Public Works,
City of Milwaukee
Michael J. Martin Director of Public Works, Village of Hales Corners
Jeffrey S. Polenske City Engineer, City of Milwaukee, Milwaukee County
Jack Takerian Interim Director, Department of Transportation
(Representing Scott Walker) and Public Works, Milwaukee County
Clark Wantoch Administration and Transportation Design Manager,
(Representing Paul Vornholt) City of Milwaukee

Mark C. Janiuk..... Administrator, Village of Sturtevant
 Richard M. Jones Commissioner of Public Works/City Engineer, City of Racine
 Dwight E. McComb Planning & Program Development Engineer,
 (Representing Allen Radliff) U.S. Department of Transportation,
 Federal Highway Administration, Wisconsin Division
 Peter T. McMullen Program and Planning Analyst,
 Wisconsin Department of Natural Resources
 William Sasse..... Director of Engineering, Village of Mount Pleasant
 (Representing Michael Andreasen)
 Sheri Schmit..... Systems Planning Chief,
 (Representing Dewayne Johnson) Wisconsin Department of Transportation

Round-Lake Beach Urbanized Area Members Present

Kenneth R. Yunker, Secretary Executive Director, SEWRPC
 Sandra K. Beaupre Director, Bureau of Planning and Economic Development,
 Wisconsin Department of Transportation
 John Burg Village Administrator, Village of Paddock Lake
 (Representing David Buehn)
 Dwight E. McComb Planning & Program Development Engineer,
 (Representing Allen Radliff) U.S. Department of Transportation,
 Federal Highway Administration, Wisconsin Division
 Peter T. McMullen Program and Planning Analyst,
 Wisconsin Department of Natural Resources
 Sheri Schmit..... Systems Planning Chief,
 (Representing Dewayne Johnson) Wisconsin Department of Transportation
 Gary A. Sipsma Director, Division of Highway, and Highway Commissioner,
 Department of Public Works, Kenosha County

Guests and Staff Present

Tim Barbeau..... Engineer, Village of Butler, R.A. Smith National
 Daniel A. Boehm Director of Administration, Milwaukee County Transit System
 Scott Brandmeier Director of Public Works/Village Engineer, Village of Fox Point
 John Burg Village Administrator, Village of Paddock Lake
 James Buske..... Engineering and GIS Manager, Village of Brown Deer
 Rodney A. Clark Director, Wisconsin Department of Transportation
 Investment Management
 Bill Cording Village Clerk, Village of Newburg
 Melinda Dejewski City Engineer/Director of Public Works, City of St. Francis
 Jon Edgren Highway Commissioner, Washington County
 Bob Eichner Director of Public Works, Town of Cedarburg
 Daniel Ewert Superintendent of Public Works, City of Greenfield
 Mark Fisher..... Engineer, Strand Associates, Inc.
 Mary P. Forlenza..... Chief of Local Transportation Programs and Finance,
 Wisconsin Department of Transportation
 Mark Frye Director of Public Works, City of Oconomowoc
 Larry Gobel..... Supervisor, Department of Public Works, City of Burlington

John Hanus..... Resident, Village of Hartland
Christopher T. HiebertChief Transportation Engineer, SEWRPC
Ryan W. Hoel..... Principal Engineer, SEWRPC
William J. Hoppe City Engineer, City of Mequon
Jeffrey Kante.....Weed Commissioner, Village of Chenequa
Jeffrey D. Katz.....Manager of Planning and Engineering Services,
Department of Public Works, Racine County
James Keegan..... Chief of Planning and Development, Milwaukee County Parks
Thomas R. Kramer..... Business Manager/Treasurer, Town of Norway
Thomas P. Longtin..... State Program Engineer, Southeast Region,
Wisconsin Department of Transportation
Michael LoughranPlanning and Development Manager, City of Milwaukee
Mark R. Madsen.....President, Nielsen Madsen & Barber, S.C.
Mahmoud N. Malas Resident Contract Manager,
Bridges and Structures, Department of Transportation
and Public Works, Milwaukee County
David Nguyen Major Projects Manager,
Office of Recovery and Reinvestment,
Wisconsin Department of Transportation
Ann Olson Legislative Policy Advisor, Waukesha County
Sandy PaschRepresentative, 22nd Assembly District, State of Wisconsin
Amy L. Plato..... Project Manager, Bonestroo & Associates
Al Richards Mayor, City of St. Francis
Dianne S. RobertsonClerk/Treasurer & Administrator, Village of Thiensville
John Rooney.....Assistant Commissioner of Public Works/Engineering,
City of Racine
Xylia N. Rueda..... Research Analyst, SEWRPC
Ron Schildt Division Engineer for Transportation, City of New Berlin
Scott Schulpus..... Director of Emergency Management, City of New Berlin
David Simpson..... City Engineering/Director of Public Works Projects,
City of Muskego
Richard Sokol.....Director of Public Works, City of Greenfield
Mike Spence..... Village Engineer, Village of Pleasant Prairie
Chris Swartz..... Village Manager, Village of Shorewood
Aileen Switzer..... Chief, Bureau of Planning and Economic Development,
Wisconsin Department of Transportation
Kyle VandercarCity Engineer, City of South Milwaukee
Magdelene Wagner Assistant City Engineer, City of Pewaukee
Roy Wilhelm..... Director of Public Works/Village Engineer, Village of Saukville

ROLL CALL

The meeting was called to order at 9:30 a.m. by Mr. Prott, Chairman of the Racine Urbanized Area Advisory Committee. He welcomed all present and noted that the meeting was a joint meeting of the Advisory Committees on the Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Areas.

Chairman Prott indicated that a sign-in sheet was being circulated for the purposes of taking roll and recording the names of all persons in attendance at the meeting, and declared a quorum of the Committees present.

APPROVAL OF MINUTES OF APRIL 14, 2008 MEETING

Chairman Prott asked Mr. Yunker to briefly review the minutes for the previous meeting of the Advisory Committees held on April 14, 2008. Following Mr. Yunker's review, Ms. Gresl noted that the funding source listed on page 7 of the minutes for the resurfacing of West St. Paul Avenue between N. 4th Street and N. 13th Street should be Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area (STP-MUA) funds rather than FHWA National Highway System funds. Mr. Yunker stated the minutes would be corrected. There being no further discussion, the minutes were approved as amended on a motion by Mr. Mantes, seconded by Mr. Johnson, and carried unanimously by the Advisory Committees.

Chairman Dranzik noted that the minutes documented the Milwaukee Urbanized Area Advisory Committee's approval of projects to receive FHWA STP-MUA funds for the years 2010-2012 in the Milwaukee urbanized area, and included a correction and adjustment to the projects classified for funding. He requested Milwaukee Urbanized Area Advisory Committee approval of the funding of a Milwaukee County Transit System (MCTS) capital project for bus replacement with the \$10 million in FHWA STP-MUA funding previously requested by Milwaukee County and approved by the Advisory Committee in 2002 for funding of the construction of the downtown connector project in the years 2004 and 2005, which has not yet been initiated. Mr. Mantes stated that the study for the downtown connector project is still ongoing, and suggested that consideration of reallocating the \$10 million in FHWA STP-MUA funding approved for the downtown connector project to another project was premature. Chairman Dranzik noted that there is an immediate need to replace MCTS's aging fleet of buses. Mr. Polenske stated that the City would need more information before the City would support reallocating the \$10 million in FHWA STP-MUA funding to another project.

Chairman Dranzik made a motion that the \$10 million in FHWA STP-MUA funding requested by Milwaukee County and approved by the Milwaukee Urbanized Advisory Committee for the construction of the downtown connector project be used instead for the replacement of a portion of the MCTS's existing fleet of buses. Ms. Gulotta-Connelly seconded the motion. The following discussion occurred following the motion:

1. Mr. Polenske stated that the downtown connector study to analyze various transit alternatives and to select the locally preferred alternative and route would be completed soon, and suggested that no action be taken on the reallocation of the \$10 million of STP-MUA funds until the conclusion of the study. Ms. Gulotta-Connelly stated that because of lack of funding, MCTS would have to defer the purchasing of replacement buses over the next few years.

There being no further discussion, the motion to approve the use of the \$10 million in FHWA STP-MUA funding requested by Milwaukee County and approved by the Milwaukee Urbanized Advisory Committee for the downtown connector project instead for the replacement of a portion of the MCTS's existing fleet of buses was not carried by the Advisory Committee with a vote of 8 ayes and 8 nays.

PRESENTATION AND DISCUSSION OF THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 LED BY THE UNITED STATES DEPARTMENT OF TRANSPORTATION AND THE WISCONSIN DEPARTMENT OF TRANSPORTATION

Chairman Prott asked Mr. Clark representing the Wisconsin Department of Transportation (WisDOT) and Mr. McComb representing the United States Department of Transportation (USDOT) Federal Highway Administration (FHWA) to give presentations on the Federal American Recovery and Reinvestment Act (ARRA) enacted on February 17, 2009. (See Attachment A to these minutes for a copy of a handout provided to the Committee by Mr. Clark, and Attachment B to these minutes for a copy of the power point presentation presented by Mr. McComb.) The following questions and comments were made during and following the two presentations:

1. Mr. Brandmeier suggested that the selection of candidate projects for funding with ARRA FHWA STP-MUA funds should include as a criteria the Pavement Surface and Evaluation Ratings of the segments of roadway included in the candidate projects.
2. Ms. Forlenza noted that only projects selected for the ARRA FHWA Transportation Enhancements (TE) funds could be let by the local implementing agency, and that all other ARRA FHWA projects would be let only through WisDOT.
3. Mr. Brandmeier asked whether environmental impact and archeological analysis would be required for road resurfacing projects. Mr. McComb responded that all the requirements for projects using Federal funds would be applied to ARRA funded projects.
4. Mr. Takerian asked whether WisDOT would develop a streamlined process to implement projects selected for ARRA funding. Mr. Clark responded that WisDOT staff is intending to develop a process for delivering the projects using ARRA funds. He noted WisDOT would not reimburse an implementing agency for any funds spent on a project, such as on preliminary engineering, prior to it being selected and approved for ARRA funding. He also noted that the Stage 1 solicitation projects selected by the State for ARRA funding are on the agenda for the next meeting of the State Legislature's Joint Finance Committee. He further noted that WisDOT staff reviewed over 600 applications for Stage 1 solicitation funding, and that those implementing agencies with projects deemed eligible and selected for funding under the Stage 1 solicitation would be contacted by WisDOT staff. He added that those implementing agencies with projects deemed eligible but not selected for ARRA funding under the Stage 1 solicitation would also be contacted and informed that they could reapply for ARRA funding for their project under the Stage 2 solicitation. He further added that implementing agencies with projects not deemed eligible for ARRA funding would be contacted via email. Mr. Clark stated that WisDOT staff would assist implementing agencies with projects selected for ARRA funding under the Stage 1 solicitation in preparing projects for an April letting.
5. Mr. Clark stated that applications for potential projects seeking ARRA FHWA STP funding under the Stage 2 solicitation would be due on April 1, 2009. He further stated that WisDOT expects to determine the eligibility of each potential project seeking ARRA FHWA STP funding by mid-April. He added that projects located in the Kenosha, Milwaukee, Racine, and Round Lake Beach urbanized areas that are deemed eligible by WisDOT staff for ARRA funding would be forwarded to the Commission, as the Metropolitan Planning Organization for the four urbanized areas for project selection. He noted that the listing of selected projects for ARRA

FHWA STP funding under the Stage 2 solicitation for the four urbanized areas would be forwarded to the State Legislature's Joint Finance Committee for consideration and final approval for funding.

6. Ms. Forlenza stated that projects selected for ARRA funding would be funded with 100 percent of ARRA funds, which is expected to cover the project costs estimated by the implementing agency and a reasonable amount added for engineering and contingencies. She added that WisDOT would allow the project costs in excess of the approved ARRA funding amount to be funded with the routine annual FHWA STP funds at the usual funding split—80 percent Federal and 20 percent local funds. She noted that funding for non-participating items would be the responsibility of the local implementing agency. Ms. Forlenza stated that details on the funding for each project would be described in the project agreement between WisDOT and the implementing agency.

CONSIDERATION OF PRELIMINARY DRAFT OF A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2009-2012

At the request of Chairman Prott, Mr. Yunker reviewed the draft transportation improvement program (TIP). Mr. Yunker began by stating that the draft document would be reviewed section by section. He asked that any major revisions, such as the addition or deletion of projects, be brought to the Committee's attention during the meeting, and that any minor changes in funding amounts or project schedule could be reported to the Commission staff following the meeting. Mr. Yunker then led the Committee through the draft TIP. Mr. Yunker added that members of the Advisory Committees were provided a copy of a listing of proposed changes to 54 projects listed in the draft TIP, and 74 projects to be added for the final TIP received by Commission staff from implementing agencies prior to the meeting. He noted that most of the requested changes were minor, but some of the requested changes would require public comment before being made to the TIP. He added that such projects would be added to the TIP by an amendment following the public being given opportunity to comment on the projects. The following comments, questions and revisions were raised by the Committee members:

Responding to an inquiry by Ms. Gresl, Mr. Yunker responded that minor changes to the TIP, such as a change in funding source, could be made as an administrative modification to the TIP.

Ms. Gresl requested that the project description for TIP Project No. 205 in the draft TIP, the resurfacing of Keefe Avenue from North 7th Street to North Humboldt Boulevard in the City of Milwaukee be changed to a reconstruction. Mr. Yunker responded that the change would be made to the draft TIP.

Mr. Eruchalu requested that a project for the rehabilitation of East College Avenue (CTH ZZ) between South Pennsylvania Avenue (STH 794) and South Packard Avenue in Milwaukee County be added to the draft TIP. Mr. Yunker responded that the project would be added to the draft TIP.

There being no further discussion, the transportation improvement program for the Kenosha, Milwaukee, Racine, and Round Lake Beach urbanized areas as amended was approved on a motion by Mr. Brandrup, seconded by Mr. Jones, and carried unanimously by Advisory Committees on Transportation Planning and Programming in the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Areas.

Mr. Yunker noted that in addition to the ARRA funds for highway projects, the ARRA legislation included funds for transit projects. He then summarized for the Advisory Committees the available

funding for Federal Transit Administration programs in the ARRA legislation available to transit capital projects in southeastern Wisconsin.

[Secretary's Note: Attachment C of these minutes contains the briefing notes prepared by Commission staff which were summarized by Mr. Yunker on the funding for Federal Transit Administration Programs in the ARRA legislation.]

Mr. Sipsma suggested that the Commission staff schedule a meeting of the Round Lake Beach Urbanized Area Advisory Committee to discuss the selection of projects for the \$585,550 in ARRA FHWA STP funds allocated to the Round Lake Beach urbanized area. Mr. Yunker stated that Commission staff would work with Kenosha County staff to organize a meeting of the Round Lake Beach Urbanized Area Committee.

Responding to an inquiry by Mr. Polenske, Mr. Yunker responded that the Milwaukee Urbanized Area Advisory Committee should hold a meeting prior to the April 1, 2010, deadline of applications for the Stage 2 solicitation to discuss the process to be used to select projects for ARRA FHWA STP-MUA funds. He suggested that the Advisory Committee at its next meeting should first consider which types of projects would be eligible for ARRA FHWA STP-MUA funding in addition to projects on the planned arterial street and highway system—transit projects, transportation enhancement projects, projects on nonarterial collector facilities, bridge projects, safety and intersection improvement projects, and congestion management and air quality improvement projects. Following discussion by Advisory Committee members, the next meeting of the Advisory Committee on Transportation System Planning and Programming in the Milwaukee Urbanized Area was tentatively scheduled for Friday, March 20, 2009, at 9:30 a.m. at the Harbor Lights Room in the Milwaukee County Downtown Transit Center.

Ms. Forlenza stated that there were four Stage 1 solicitation projects within the Milwaukee urbanized area deemed eligible for ARRA FHWA STP funding that WisDOT is seeking approval by the Milwaukee Urbanized Area Advisory Committee for use of a portion of the \$38.7 million in ARRA FHWA STP funds allocated to the Milwaukee urbanized area—the rehabilitation of the Valentine Road bridge over the Oconomowoc River in the Village of Oconomowoc Lake, the rehabilitation of the River Road bridge over the Indian Creek in the Village of River Hills, the reconstruction with additional traffic lanes of CTH Q between USH 41 and Pilgrim Road in Washington County, and the reconstruction with additional traffic lanes of CTH Y between CTH Q and STH 175 in Washington County. She noted that the two bridge projects were previously approved for Federal bridge replacement funds, but their implementation has been deferred because of over-programming of those funds. Mr. Yunker noted that Advisory Committee members have not yet had an opportunity to review the four Stage 1 solicitation projects, and suggested that the decision by the Advisory Committee on selection of the four projects for ARRA FHWA STP-MUA funding be deferred to the next meeting of the Committee tentatively scheduled for Friday, March 20, 2009.

Responding to an inquiry by Mr. Takerian, Ms. Forlenza stated that delay in the selection of the four Stage 1 solicitation projects in the Milwaukee urbanized area may result in the projects not being able to initiate construction in 2009, and may then result in the use of Stage 1 solicitation ARRA funds not being used on the projects.

Responding to an inquiry by Mr. Wantoch, Ms. Forlenza responded that the four Stage 1 solicitation projects would not otherwise be funded for construction in 2009 should they not be selected for use of a portion of the \$38.7 million in ARRA FHWA STP-MUA funding. Mr. Wantoch then suggested that the

four Stage 1 solicitation projects be funded within the \$354.5 million in ARRA FHWA STP discretionary funds received by the State.

Responding to an inquiry by Mr. Yunker, Mr. Clark stated that all but the project to rehabilitate the Valentine Road bridge in the Village of Oconomowoc Lake could be deferred to the next meeting of the Advisory Committee tentatively scheduled for March 20, 2009, noting that because of restrictions on the timing of construction within the banks of the Oconomowoc River, construction of the Valentine Road bridge would need to begin this spring in order for construction to be completed in 2009. Ms. Forlenza noted that this project has an estimated construction cost of about \$150,000.

Ms. Bussler made a motion to approve the project to rehabilitate the Valentine Road bridge over the Oconomowoc River in the Village of Oconomowoc Lake with a portion of the \$38.7 million in ARRA FHWA STP funds allocated to the Milwaukee urbanized area. The motion was seconded by Mr. Johnson, and the motion carried unanimously by the Advisory Committee on Transportation Planning and Programming in the Milwaukee Urbanized Area.

Responding to an inquiry by Mr. Yunker, Ms. Forlenza stated that WisDOT staff would provide to Commission staff the estimated project costs for the three remaining Stage 1 solicitation projects prior to the next meeting of the Advisory Committee for the Milwaukee urbanized area.

ADJOURNMENT

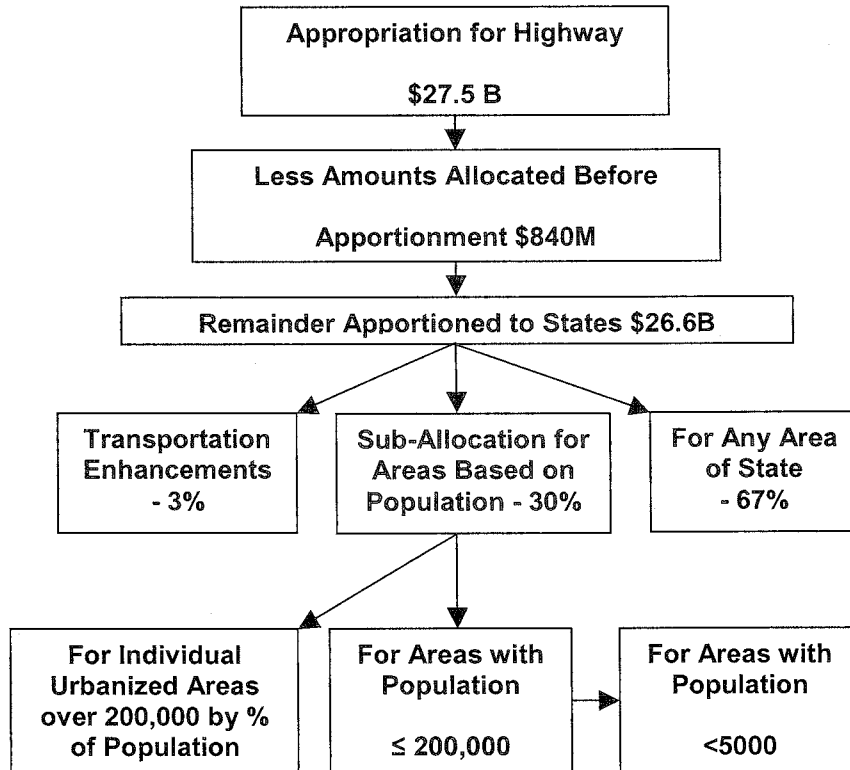
There being no further business to come before the Advisory Committees, the meeting was adjourned at 12:52 pm on a motion from Mr. Jones, seconded by Ms. Bussler, and carried unanimously by the Committees.

Respectfully submitted,

Kenneth R. Yunker
Acting Secretary

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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

Attachment A (continued)

- 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?



***The American
Recovery and
Reinvestment Act of
2009 (ARRA)***

**Enacted
February 17, 2009**



U.S. Department of Transportation
Federal Highway Administration



Outline

- **Highlight Key Provisions of the Act**
- **State Responsible for Implementing in Wisconsin**
- **State procedures and criteria may be somewhat more restrictive in order to meet the State's processes, expectations and accountability**



U.S. Department of Transportation
Federal Highway Administration

Main Objectives of the Act



- Job preservation and creation
- Infrastructure investment
- Energy efficiency and science
- Assistance to unemployed, and
- State and local fiscal stabilization



U.S. Department of Transportation
Federal Highway Administration

5


ARRA Highlights



- Signed into law on February 17, 2009
- \$787 billion total investment
- \$48.1 billion for transportation, including:
 - \$27.5 billion for highways
 - \$8.4 billion for transit
 - \$8.0 billion for high speed rail
 - \$1.3 billion for Amtrak
 - \$1.5 billion for National Surface Transportation Discretionary Grants
- Significant accountability, transparency and reporting requirements


4

Highway Portion Distribution of Funding



\$26.6B apportioned to States


- **Wisconsin \$529,111,915**
 - 67% State Discretion = \$354,504,983
 - 3% TE set-aside = \$15,873,357
 - 30% Suballocation = \$158,733,575 per STP population-based distribution
 - Urbanized areas >200,000 (TMAs)
 - Areas in State \leq 200,000
 - Areas < 5,000




U.S. Department of Transportation
Federal Highway Administration

5

Highway Portion Distribution of Funding



- **Wisconsin TMA Suballocations**
 - Milwaukee \$38,736,210
 - Round Lake Beach (WI) \$585,550
 - Madison \$9,752,260
 - Funding must be used within the specific areas
- **ARRA Suballocations Within MPO Areas**
 - Projects selected by consultation among Local Governments, Transit Operators and State within the MPO processes.



U.S. Department of Transportation
Federal Highway Administration

6

Highway Portion Rules



- **All Federal-aid Requirements Apply, including:**
 - Metropolitan Planning – MPO Processes, TIP ...
 - DBE Goals, Buy American
 - Davis Bacon applies to all ARRA projects (no exclusions)
- **Federal share up to 100%**
- **Eligibility**
 - STP Program eligibility including transit capital costs
 - Passenger and freight rail transportation and port infrastructure projects
- **Priority Consideration to projects:**
 - Projected for completion within 3 years
 - Located in economically distressed areas

Use It or Lose It Provisions



- **First Redistribution**
 - 50% of funds apportioned to the State – excluding funds suballocated – must be obligated within 120 days or the remainder will be redistributed (June 30, 2009).
- **Second Redistribution**
 - After 1 year all unobligated balances of apportioned funds, included funds suballocated, will be redistributed (March 2, 2010).
- **Recipients of redistributed funds will have until September 30, 2010 to obligate.**
- **Obligated balances available for eligible expenses incurred until September 30, 2015.**



U.S. Department of Transportation
Federal Highway Administration

Accountability & Transparency



- **Unprecedented Expectations, Visibility & Accountability**
- **Recovery.gov website**
- **Certifications**
- **State Reporting to FHWA**
 - Periodic (90 & 180 days and 1, 2, & 3 years)
 - Quarterly
- **Data**
 - Projects
 - Finance
 - Jobs



U.S. Department of Transportation
Federal Highway Administration

9

Certifications




- **Section 1201 – Maintenance of Effort**
Governor certify that the State will maintain the level of State funding planned for transportation expenditures from date of enactment through September 30, 2010.
- **Section 1511 – Governor, mayor, CEO certify**
that infrastructure investments have received full review and vetting required by law.
- **Section 1607 – Governor certify State will**
request and use funds and use to create jobs and promote economic health.



U.S. Department of Transportation
Federal Highway Administration

10

Reporting Overview



State DOT provide data
Sent to FHWA

Initial reports	Monthly reports
Project number	Jobs created
Name of project	Jobs retained
Description	Completion status
Purpose	
Cost	
Rationale	
Location	

Periodic reports
Projects bid
Projects awarded
Contractor info.

FHWA provide data

Monthly reports
Appropriated
Allocated
Obligated
Outlayed

Periodic reports
Indirect jobs

Geospatial data
Highway network
Per capita income
Unemployment rate

11

FHWA Stewardship and Oversight

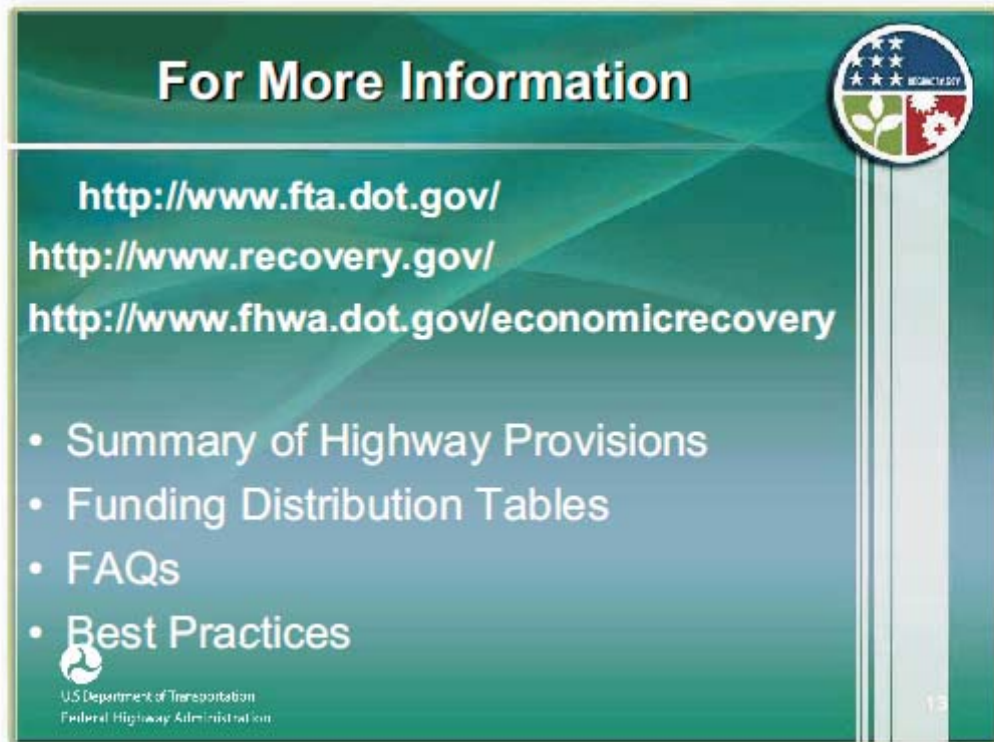


- A higher level of accountability and increased attention by GAO and IG is expected.
- FHWA is developing an ARRA Risk Management Plan.
- FHWA will use a variety of techniques to conduct in-process examination of areas identified as high risk.
- Financial management and State oversight of local projects will be areas of particular attention.



U.S. Department of Transportation
Federal Highway Administration


12



For More Information

<http://www.fta.dot.gov/>
<http://www.recovery.gov/>
<http://www.fhwa.dot.gov/economicrecovery>

- Summary of Highway Provisions
- Funding Distribution Tables
- FAQs
- Best Practices


U.S. Department of Transportation
Federal Highway Administration

13

Attachment C

AAB/ab
3/16/09
Doc# 143412v2

Briefing Notes

FUNDING FOR FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS IN THE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

1. ARRA appropriations for transit programs administered by the Federal Transit Administration
 - Total of \$8.4 billion
 - \$6.90 billion to Urbanized and Nonurbanized Area Formula Programs (Sections 5307, 5311, and 5340)
 - \$0.75 billion to Fixed Guideway Infrastructure Investment Program (Section 5309)
 - \$0.75 billion to New and Small Starts Program (Section 5309)
 - Federal Share of 100 % of total costs except for New Starts projects
 - One-half of apportionments must be obligated (in FTA approved grants) by September 1, 2009; remainder in grants by March 5, 2010

2. ARRA FTA program funds apportioned to States and urbanized areas (minus funds withheld for FTA program administration and oversight) were published in the March 5, 2009, *Federal Register* (Vol. 74, No. 42). Funds apportioned to Wisconsin include:
 - Section 5307/5340 Urbanized Area Formula Program
 - Provides an allocation of funds to transit systems in Census-defined urbanized areas (population of 50,000 or more) with allocations based on 2000 Census population and transit operating data from the most recent National Transit Database
 - Section 5307/5340 funds provided under the ARRA may be used for only capital projects including:
 - Preventative maintenance element of operating costs
 - Purchase of operating equipment (buses, shelters, signs tools and service equipment, etc.)
 - Design and construction of new transit facilities
 - Rehabilitation of existing transit equipment and facilities
 - Complementary paratransit services
 - Transit security
 - Economic development and redevelopment projects that enhance public transportation projects or improve coordination between transit and other transportation, and a provide a fair share of their revenues for use in providing public transportation

Attachment C (continued)

-2-

- \$28.5 million provided to Milwaukee urbanized area
 - SEWRPC distributes funds among the five transit operators in Ozaukee, Milwaukee, Washington, and Waukesha Counties
 - Distribution is based on reported service and ridership criteria (revenue vehicle miles, revenue vehicle hours, revenue passengers, and passenger miles) with 25 percent of the total allocation distributed using each criterion
 - The transit operators determine which projects are selected for funding
- \$5.5 million allocated to the Round Lake Beach-McHenry-Grayslake urbanized area
 - Funds provided directly to the Regional Transit Authority (RTA) of Northeastern Illinois
 - Funds are distributed to the three public transit operators in northeastern Illinois (Chicago Transit Authority, Metra, and Pace) and to the Wisconsin portion of the urbanized area
 - RTA and SEWRPC jointly decide on the allocation to the Wisconsin portion of the urbanized area (typically about 2 percent of the total funds)
 - The transit operators determine which projects are selected for funding
 - Funds allocated to the Wisconsin portion of the urbanized area are returned to the RTA if they are not applied for
- \$9.5 million allocated to the Madison urbanized area
 - Funds provided directly to the City of Madison and the Madison Metro Transit System
 - The City and transit system determine which projects are selected for funding
- \$23.1 million to Wisconsin through the Governor and the Wisconsin Department of Transportation (WisDOT) for small urbanized areas (50,000 to 200,000 population)
 - WisDOT allocates funds among the transit operators applying for funds based on priorities established by the Department with input from the Governor
 - WisDOT selects the projects that will be funded from a list of potential projects provided by each transit operator
 - Tentative list of projects submitted to the Governor includes approximately \$5 million for the transit systems operated by the Cities of Kenosha and Racine

Attachment C (continued)

-3-

- Section 5311/5340 Nonurbanized Area Formula Program
 - Provides an allocation of funds to transit systems in nonurbanized areas (less than 50,000 population) with allocations based on 2000 Census population
 - Funds provided under the ARRA may be used for only capital projects as identified for the Section 5307/5340 Program; funding for operating assistance projects (normally eligible under Section 5311) is not provided by the ARRA
 - \$20.1 million to allocated to Wisconsin through the Governor and WisDOT
 - WisDOT allocates funds among transit operators applying for funds based on priorities established by the Department with input from the Governor
 - WisDOT selects the projects that will be funded from a list of potential projects provided by each transit operator
 - Tentative list of projects submitted to the Governor does not include any projects within the Southeastern Wisconsin Region

- Section 5309 Fixed Guideway Infrastructure Investment Program
 - Provides an allocation of funds to transit systems in Census-defined urbanized areas for capital projects related to the modernization of their existing fixed guideway systems
 - Funds allocated based on a statutory formula that gives funds only to systems operating guideways for at least seven years (since 1997) with most funds going to the oldest 11 guideway systems in the Country
 - \$0.2 million allocated to the Madison urbanized area
 - Funds provided directly to the City of Madison and the Madison Metro Transit System for capital projects related to the reserved bus lanes operated by the system
 - ARRA funding levels for this program were not sufficient to fund all guideway systems that received funding in past years; allocations provided only to guideway systems that received fixed guideway modernization funds in 1997
 - No ARA funds allocated to the Waukesha County transit system for the reserved lanes it operates along Bluemound Road between 124th Street and Barker Road because of this limitation

3. FTA Section 5309 New and Small Starts Program

- Provides and allocation of funds for construction of major capital investments including new fixed guideway systems, extensions to existing fixed guideway systems, or corridor-based bus projects
- ARRA funds only available for New Starts and Small Starts projects currently with a Full Funding Grant Agreement, a Project Construction Grant Agreement, or to projects able to obligate funds within 150 days of enactment of the ARRA; priority projects include:
 - Projects that need Federal funds to complete financing package - “gap funding”
 - Projects expected to be completed within 3 years
- FTA is still determining how the ARRA funding will be distributed to New and Small Starts projects and will publish allocations later in March 2009.
- There are no projects in the Southeastern Wisconsin Region that will be eligible for these ARRA funds

4. Other FTA Section 5309 Transit Programs

- Energy Program
 - Grants to transit agencies for Capital Projects that either reduce energy consumption of the transit agency, or reduce greenhouse gas emissions of the transit agency
 - Competitive solicitation and selection; based on new procedures and criteria to be announced
- Tribal Transit Program
 - Grants to Federally-recognized Indian tribes or Alaska Native villages, groups, or communities as identified by the Bureau of Indian Affairs (BIA) in the Department of the Interior (DOI) for transit capital projects
 - Competitive solicitation and project selection using existing procedures

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