

Obligation Plan

In any given federal fiscal year (October 1 – September 30), the Wisconsin Department of Transportation obligates all the federal fund authority it receives including any redistributed authority not used by other states.

Federal Fund Type Constraint

WisDOT has established a standard for its fiscal constraint planning that allows specific federal fund types to be over programmed as long as the program in total is constrained and there is transferability between federal fund categories. For example, SAFETEA-LU allows WisDOT to transfer funds among the core Federal-aid programs. Wisconsin typically has insufficient projects to fully spend the CMAQ, TE and Safety federal funds apportioned annually. Also, the Wisconsin Legislature has set program funding levels below the amount of federal CMAQ, TE funds apportioned annually in order to shift spending to other key programs. The unspent obligation authority within these programs allows IM, NHS, STP and Bridge categories to be fully programmed or even over programmed by utilizing previous year carryover balances if needed.

Other funds that are used regularly to assist in over programming of IM, NHS and/or STP are the Minimum Guarantee/Equity Bonus funds. WisDOT receives \$75 - \$80 million annually and it is a department standard to apply these funds only as needed. As shown in the Federal Aid Apportionment table, the last three years of the STIP strive to have minimal MG/EB funds programmed. Flexibility in federal funding allows the department to schedule projects for the earliest possible let date versus waiting until the appropriate federal fund type is available. This also allows WisDOT to fund as many deliverable projects within the year as possible.

Federal law allows states to request and receive approval to construct Federal-aid projects prior to receiving apportionments or obligation authority for the Federal-aid funds through the use of Advance Construction (AC). WisDOT's fiscally conservative standards do not allow the department to use Advance Construction to exceed the level of apportionments received from FHWA. In other words, AC is used as a tool to manage the timing of obligation but not to increase the number of projects undertaken. There are very few projects scheduled to use Advance Construction funding. Generally, the department will schedule federal AC funds on projects that are expected to receive Congressional earmarked federal funding. This simplifies the federal fund conversion process when the funds are ultimately received. Advance Construction has allowed the department to begin work on projects with High Priority Program (HPP) earmark funding prior to receiving all 5 federal fund installments.

When a project is funded with federal AC funds, WisDOT covers the federal cost share with general transportation state funds until the funds can be converted from federal AC to federal non-AC and reimbursement for costs can be submitted to the Federal Highway Administration (FHWA). It is the department's policy to limit the amount of AC or funds in federal suspense to its MG/EB fund balance. This ensures WisDOT's commitments are fiscally constrained within a guaranteed federal reimbursement level.

If WisDOT receives more federal funds than the Office of Policy, Budget and Finance predicts or if the department receives redistributed federal funds, these often are prioritized to reducing

the level of outstanding federal AC.

Federal Fund Type Assessment

The Wisconsin Estimated FFY2010-2013 Federal Aid Highway Apportionments and Program Levels table lists federal apportionment balances at the end of FFY09 as well as the estimated amounts apportioned for FFY10 since there is no federal bill yet. Over the past 6 years, WisDOT's total federal apportionments increased 38%, from \$509 million including MG in FFY03 to \$703 million including MG/EB in FFY09. Individually some years increased and others decreased, however, the average for this period is 6% per year. The apportionment table conservatively shows FFY11-FFY13 apportionments will increase a modest 2.5% each year. The total federal funds available for obligation each state fiscal year is still assumed at \$651 million per year as previously mentioned in the financial section of this publication.

To change the calendar year estimated program levels to federally mandated year of expenditure amounts, cost estimates have been inflated 2.5% per year beginning in CY11 similar to the Financial Summary table. As previously mentioned, individual project cost estimates in the STIP listing are pulled directly from FIIPS and have not been inflated.

The total federal cost of the projects listed in the STIP may exceed the federal funds projected available in this table. Ultimately, WisDOT must constrain funding within the annual state fiscal year budget as well as within the federal fiscal year federal aid obligation authority. Since the department's budget is based on a finite amount of federal funds, decisions are made on a project-by-project basis to determine whether satisfactory federal fund apportionment and authority are available. When federal fund obligation authority is depleted, either state, bond and local fund revenue are substituted or projects are pushed forward until they can be afforded.

All of the projects in the 2010-2013 STIP are deemed affordable for implementation under the aforementioned reasonable financial considerations.

Federal Fund Type	Unobligated Balance from Previous Years	FFY2010 Estimated Apportionments	Total Federal Funds Available CY2010	CY2010 Estimated Program Levels (4)	SFY2010 Estimated Program Levels NOT Inflated	FFY2011 Estimated Apportionments	CY2011 Estimated Program Levels	SFY2011 Estimated Program Levels NOT Inflated	FFY2012 Estimated Apportionments	CY2012 Estimated Program Levels	SFY2012 Estimated Program Levels NOT Inflated	FFY2013 Estimated Apportionments	CY2013 Estimated Program Levels	SFY2013 Estimated Program Levels NOT Inflated	FFY2014 Estimated Apportionments	CY2014 Estimated Program Levels	SFY2014 Estimated Program Levels NOT Inflated
Interstate Maintenance	\$9,181,774	\$118,032,743	\$127,214,517	\$95,005,337	\$160,442,468	\$118,032,743	\$152,513,867	\$147,848,739	\$118,032,743	\$213,187,106	\$212,444,606	\$118,032,743	\$88,199,241	\$133,668,847	\$118,032,743	\$32,900,965	\$67,325,814
National Highway System	\$864,510	\$201,200,659	\$202,065,169	\$306,309,142	\$142,306,856	\$201,200,659	\$191,015,806	\$220,995,258	\$201,200,659	\$276,022,033	\$302,388,386	\$201,200,659	\$381,646,665	\$271,687,744	\$201,200,659	\$138,254,398	\$485,915,232
Surface Transportation Program	\$36,193,648	\$196,634,224	\$232,827,872	\$289,117,392	\$277,975,765	\$196,634,224	\$300,590,667	\$272,249,577	\$196,634,224	\$212,610,920	\$222,838,604	\$196,634,224	\$206,124,995	\$204,732,644	\$196,634,224	\$72,763,860	\$172,076,736
Bridge Replacement/Rehab.	\$193,265	\$26,814,045	\$27,007,310	\$50,526,314	\$27,594,557	\$26,814,045	\$49,786,999	\$58,205,006	\$26,814,045	\$18,164,066	\$17,241,526	\$26,814,045	\$26,114,128	\$8,313,450	\$26,814,045	\$561,058	\$19,024,276
Congestion Mitigation Air Quality	\$6,117,736	\$17,731,650	\$23,849,386	\$23,004,643	\$27,062,496	\$17,731,650	\$1,138,297	\$13,729,395	\$17,731,650	\$0	\$0	\$17,731,650	\$0	\$0	\$17,731,650	\$0	\$0
Min. Guarantee/Equity Bonus (5)	\$69,702,362	\$76,840,651	\$146,543,013	\$15,518,129	\$25,938,443	\$76,840,651	\$782,052	\$683,103	\$76,840,651	\$5,092,595	\$5,092,595	\$76,840,651	\$2,369,000	\$0	\$76,840,651	\$878,405	\$3,247,405
Safety	\$66,663,324	\$32,221,900	\$98,885,224	\$17,289,795	\$20,345,441	\$32,221,900	\$8,337,433	\$7,804,239	\$32,221,900	\$17,498,568	\$17,498,568	\$32,221,900	\$7,399,450	\$1,423,001	\$32,221,900	\$252,987	\$5,112,487
Safe Routes to School	\$4,060,095	\$3,072,413	\$7,132,508	\$4,826,018	\$5,429,715	\$3,072,413	\$218,866	\$223,491	\$3,072,413	\$0	\$0	\$3,072,413	\$0	\$0	\$3,072,413	\$0	\$0
High Priority Projects	\$136,399,289	\$0	\$136,399,289	\$23,604,509	\$10,149,939	\$0	\$42,337,745	\$30,591,477	\$0	\$8,268,402	\$11,868,002	\$0	\$0	\$11,868,002	\$0	\$0	\$0
Forest Hwy/Public Lands	\$1,662	\$0	\$1,662	\$527,200	\$2,033,454	\$0	\$3,436,396	\$3,516,396	\$0	\$0	\$0	\$0	\$1,430,000	\$1,430,000	\$0	\$0	\$0
National Recreational Trails	\$2,526,824	\$2,792,117	\$5,318,941	\$0	\$0	\$2,792,117	\$0	\$0	\$2,792,117	\$0	\$0	\$2,792,117	\$0	\$0	\$2,792,117	\$0	\$0
ARRA (2)	\$173,336,767	\$0	\$173,336,767	\$180,073,118	\$213,029,026	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Allocated (1)	\$39,099,269	\$0	\$39,099,269	\$41,998,060	\$60,606,238	\$0	\$35,249,168	\$32,189,357	\$0	\$8,554,160	\$8,554,160	\$0	\$0	\$786,651	\$0	\$32,938	\$32,938
STATE FUNDING (3)			\$746,681,000	\$570,289,133		\$746,681,000	\$333,863,641		\$746,681,000	\$458,609,636		\$746,681,000	\$311,230,730		\$746,681,000	\$261,659,542	
TOTAL	\$544,340,525	\$675,340,402	\$1,966,361,927	\$1,618,088,791	\$972,914,399	\$1,422,021,402	\$1,119,270,934	\$788,036,037	\$1,422,021,402	\$1,218,007,486	\$797,926,447	\$1,422,021,402	\$1,024,514,209	\$633,910,339	\$1,422,021,402	\$507,304,153	\$752,734,887

(1) Includes Section 112, Section 115, Section 117, PRNS, Highway Priority, Surface Transportation S129, NTPP, Emergency Relief, Highway-Use Tax Evasion Project, Highways for Life Pilot Program and Misc. Demo funds.

(2) Includes ARRA Hwy Sur Trms & Tech Training funding

(3) WisDOT typically funds all federally eligible projects with federal funds, and will refinance using state funds when all available federal funds have been expended.

(4) WisDOT typically uses Advance Construction funding in order to cover shortfalls in available funding.

(5) WisDOT has not typically used equity bonus funding to pay for regular improvement programs/projects. Due to the FFY09 Safety-Lu rescission, and the resulting reduced apportionment balances, WisDOT may do so in FFY10 to cover apportionment shortfalls.

Wisconsin Transit apportionments

For FFY 2010, it is estimated that Wisconsin will receive the following transit apportionments:

<i>Section 5303</i>	<i>Metropolitan Planning Program</i>	<i>\$1,045,700*</i>
<i>Section 5304</i>	<i>State Planning and Research</i>	<i>\$325,000</i>
<i>Section 5307</i>	<i>Urban Area Formula Program</i>	<i>\$44,800,000</i>
<i>Section 5309</i>	<i>Capital Program</i>	<i>\$9,000,000</i>
<i>Section 5310</i>	<i>Elderly/Persons with Disabilities Program</i>	<i>\$2,300,000</i>
<i>Section 5311</i>	<i>Non-urban Area Formula Program</i>	<i>\$13,300,000</i>
<i>Section 5311 (b) 3</i>	<i>Rural Transportation Assistance Program</i>	<i>\$181,500</i>
<i>Section 5314</i>	<i>Supplemental Transportation Rural Assistance Program</i>	<i>\$2,000,000</i>
<i>Section 5316</i>	<i>Job Access and Reverse Commute</i>	<i>\$2,700,000</i>
<i>Section 5317</i>	<i>New Freedom</i>	<i>\$1,600,000</i>

** 5303 Metropolitan Planning Program funds will be transferred to FHWA*

**SAFETEA-LU Transit Funding Levels
State of Wisconsin -2010-2013**

Anticipated Funding Levels

<u>Program</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Section 5304	\$325,000	\$330,000	\$330,000	\$330,000
Section 5307	\$44.8 Million	\$46.6 M	\$46.6M	\$46.6M
Section 5309	\$9.0 M	\$9.0M	\$9.0M	\$9.0M
Section 5310	\$2.3 M	\$2.3 M	\$2.3 M	\$2.3 M
Section 5311				
(Capital)	\$3.1 M	\$4.9 M	\$5.1 M	\$5.3 M
(Operating)	\$10.2 M	\$8.9 M	\$9.2 M	\$9.0 M
STRAP (Section 5314)	\$2.0 M	-	-	-
JARC (Section 5316)	\$2.7 M	\$2.7 M	\$2.8 M	\$2.8 M
New Freedom (Section 5317)	\$1.6 M	\$1.7 M	\$1.7 M	\$1.8M
CMAQ	\$5.5 M	\$5.7 M	\$5.9 M	\$6.1 M

2010 Section 5304 Projects

Transit Development Plans in Appleton, Oshkosh, La Crosse, Ladysmith/Rusk County; Commuter bus feasibility study in Fox Valley; RTA Implementation Assistance in BART Area	\$205,000
Management Performance Audits of five Mid-Sized Transit Systems	\$120,000