

FOXCONN IN WISCONSIN

BUILDING FOR THE FUTURE



LAND ACQUISITION UPDATE

By The Numbers

100% CORE OF AREA 1

Taking the core area of Area I, which will be home to the first phase of Foxconn's manufacturing campus, the **Village has acquired 100% of the land, pending closings.**

96% AREA 1

Taking Area I in its entirety (East Frontage Road to CTH H and Braun Road to CTH KR), the **Village has acquired about 96% of the land**, with some closings scheduled in May.

80% FOXCONN PROJECT AREA

Taking the entire Foxconn Project Areas, Areas I, II and III, the **Village has acquired approximately 80% of the land**, with some closings scheduled in May.

100% ACQUIRED BY VOLUNTARY AGREEMENT

100% of the property acquired by the Village has been the result of an agreement with the property owner.

Village Offers

The Village has remained true to its acquisition plan and continues to pay \$50K per acre for land and 140% of appraised value for homes, plus the full package of relocation benefits.

Benefits

All owners of acquired properties are allowed rent free occupancy post-closing. Owners are also being allowed to retain various items of property improvements such as appliances, cabinetry and outbuildings.



REDEVELOPMENT PLAN

| What the Redevelopment Plan DOES | What the Redevelopment Plan DOESN'T do |
|---|--|
| <p>Saving Taxpayers Millions of Dollars</p> <p>When an area is designated as subject to a redevelopment plan, it gives the CDA the power to incur debt obligations. When a CDA issues bonds, the bonds are “double tax exempt,” meaning that interest payments received by bondholders are exempt from <i>both</i> federal and state income taxes.</p> <p>Because of the unique benefits of double-tax exempt bonds, they are generally able to be sold at lower interest rates than other bonds, decreasing the financing costs for the project.</p> <p>Initial estimates anticipate the Village will save a minimum of \$3 million if the CDA is able to issue the bonds for the Foxconn project.</p> | <p>Does NOT trigger the acquisition of property</p> <p>Approval of a redevelopment plan does not, on its own, trigger the acquisition of any property. The Village will continue to diligently pursue all reasonable efforts to reach agreements with individual property owners.</p> <p>If eminent domain is utilized under the redevelopment plan, it will be only as a last resort, and, in terms of residences, would apply to just a few homes within the entire project area. In addition, the use of eminent domain would require separate action and approval by the Village Board.</p> |
| <p>Gives CDA Authority to Pursue Land Acquisition</p> <p>Approval of the redevelopment plan will <i>allow</i> but not require the CDA to use eminent domain procedure to acquire properties.</p> | <p>Does NOT designate individual properties as blighted</p> <p>The plan would designate the project area as a “blighted area.” No individual property will be designated as a blighted property.</p> |

Approved by the
Mount Pleasant Village
Board on June 4



DEMOLITION WORK

- Awarded to Fond du Lac-based Guelig Waste Removal and Demolition LLC.
- All four subcontractors based in Wisconsin, with two based in Racine County
- Demolition work will focus on 23 properties along Braun Road



RETAIL WATER SERVICE AGREEMENT AMENDMENT

- Enables work on two new water mains
- Funded through TID #5
- Approved by: Village of Mount Pleasant Board (6/4) and the Racine Water Works Commission (5/29)
- The City of Racine Common Council will take up the amendment on Tuesday, 6/19





FOXCONN STORMWATER EVALUATION: DES PLAINES RIVER WATERSHED



TENTATIVE CONSTRUCTION TIMELINE

Spring 2018

Start of Excavation

Summer/Fall 2018

Start of Multipurpose Building Construction

Winter 2018/Spring 2019

Major Material Procurement

Spring/Summer 2019

Start of Major Manufacturing Vertical
Building Construction



A WISCONSIN FIRST APPROACH

BUSINESS AND WORKFORCE INCLUSION GOALS

- Inclusion Goals for Business Contracting and Workforce Diversity are identical for Private and Public Infrastructure Construction

Business Contracting and Inclusion Goals

| | |
|---|--------------|
| Wisconsin based Businesses | 60% |
| Racine County based Businesses | 10% |
| Minority-Owned (MBE) Business Enterprises | 10% Combined |
| Woman-Owned (WBE) Enterprises | |
| Veteran-Owned Business Enterprises | |

Workforce Inclusion and Diversity Goals

| | |
|---|--------------|
| Wisconsin Resident Work Hours with an emphasis on Racine County Residents | 70% |
| Minorities or People of Color* | 10% Combined |
| Women | |
| Veterans | |

EXCAVATION WORK PUTS WISCONSIN FIRST

- First bid awarded for Phase 1 Excavation Work goes beyond 'Wisconsin First' goals:
 - 27 Wisconsin Companies Awarded Contracts; 1 Illinois Company
 - 8 Contracts Awarded to Minority-, Women-, and Veteran-Owned Businesses
 - 11 Racine County-Based Companies Awarded Contracts
 - Wisconsin Companies will draw workforce from approximately 60 Wisconsin Counties



EXCAVATION WORK

- Direct and Indirect Workforce anticipated from approximately 60 Wisconsin Counties
- 27 Wisconsin Companies Involved from across the State
- If piled 1 foot by 1 foot the soil removed from the excavation site would Wrap Around the Equator
- 150 Pieces of Heavy Earth Moving Equipment from Across the State
- At the peak, earth will be moved at an approximate rate of over 1 Million Cubic Yards Per Month
- 5 Miles of Wisconsin Manufactured Concrete Storm Water Piping from Green Bay, Holmen, Marathon, Milwaukee, Rib Falls, Roberts
- 70,000 Truck Loads of Aggregate (1,500,000 Tons) sourced from 4 primary locations: New Berlin, Sussex, Waterford, Racine
- At the peak 1 truck per minute, 1,000 loads per day



Excavation Progress

26th April Through June 2018 Key Activities Completed to Date:

- Site Mobilization of Equipment [90 Plus Pieces of Mass Excavation Equipment on Site with Continued Ramp Up Daily]
- Installion of Erosion Control Systems [Silt Fence, Etc.]
- Stripping and Stockpiling of Topsoil in the Northeast and Northwest Quadrants
- Cut and Fill Northeast and Northwest Entrance Roadway(s)
- Cut in Basin A (Northwest Quadrant) and Basin B (Northeast Quadrant)
- Removal of Drain Tile in the Northeast and Northwest Quadrants



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



FOXCONN, M+W | GILBANE BIDDING

- Bid Release #2 – Multipurpose Building

- Bid Package 03A - Concrete Work
- Bid Package 03B - Precast Concrete Work
- Bid Package 05A - Structural Steel and Miscellaneous Metals Work
- Bid Package 06A - Architectural Work (Core and Shell - Building Enclosure and Interior)
- Bid Package 14A - Elevators
- Bid Package 23A - Mechanical, Plumbing, Fire Protection Work
- Bid Package 26A - Electrical Work
- Bid Package 32A - Landscape Work

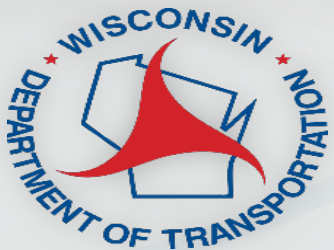
Pre-Bid Matchmaking Held Wednesday, May 30, 2018

Proposals Submitted Wednesday, June 13, 2018, PENDING AWARDS



I-94 North South

Deputy Secretary Bob Seitz



June 18, 2018

Wisconsin Receives Record Grant

- \$160 million in federal Infrastructure For Rebuilding America (INFRA) grant or its predecessor FASTLANE
- Largest INFRA/FASTLANE grant ever received by Wisconsin and second-largest awarded by USDOT this year



I-94 Schedule

- \$500 million
- Three freeway segments
- Six interchanges
- 18.5 miles
- Eight lanes (four lanes in each direction) in under two years
- Fastest paced mega in WisDOT history

I-94 Schedule

North Segment

- 7.5 Miles
- Let Date: July 2018
- Begins: August 2018
- Ends: May 2020

Central Segment

- 4.5 Miles
- Let Date: May 2018
- Begins: July 2018
- Ends: November 2019

South Segment

- 6.5 Miles
- Let Date: May 2018
- Begins: June 2018
- Ends: November 2019

LEGEND

I-94 Mainline
Reconstruction and
Modernization from
6 to 8 Lanes

Interchange
Reconstruction

WIS 20 Crossroad

- Let Date: November 2020
- Begins: March 2021
- Ends: September 2021

Wisconsin is 'Open for Business'

- Direct benefits to existing businesses
 - Drexel Town Square
 - IKEA
 - Amazon Distribution Center
 - ULINE
 - Haribo
- Create opportunities for new economic development by providing a modernized Interstate that is safe and reliable for business and freight mobility



Local Program Funding: 2009-11 compared to 2017-19

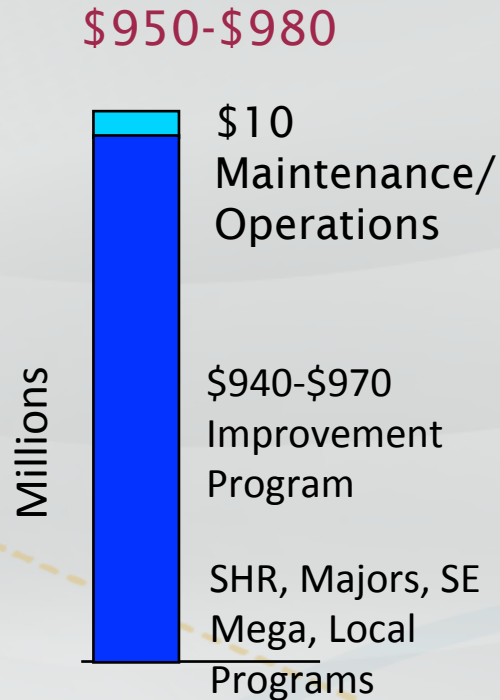
State Funds

| PROGRAM | 2017-19 | 2009-11 |
|-----------------------------------|----------------------------|--------------------------|
| Hwy & Local Bridge Impr Asst | \$ 67,980,614.00 | \$ 16,918,400.00 |
| Transportation Alternatives (TAP) | \$ - | \$ - |
| Local Roads Impr Program (LRIP) | \$ 66,066,000.00 | \$ 46,066,000.00 |
| General Transportation Aids (GTA) | \$ 896,256,600.00 | \$ 841,556,000.00 |
| Special Hwy Aids ¹ | \$ 33,126,600.00 | \$ 32,757,100.00 |
| TOTALS | \$ 1,063,429,814.00 | \$ 937,297,500.00 |

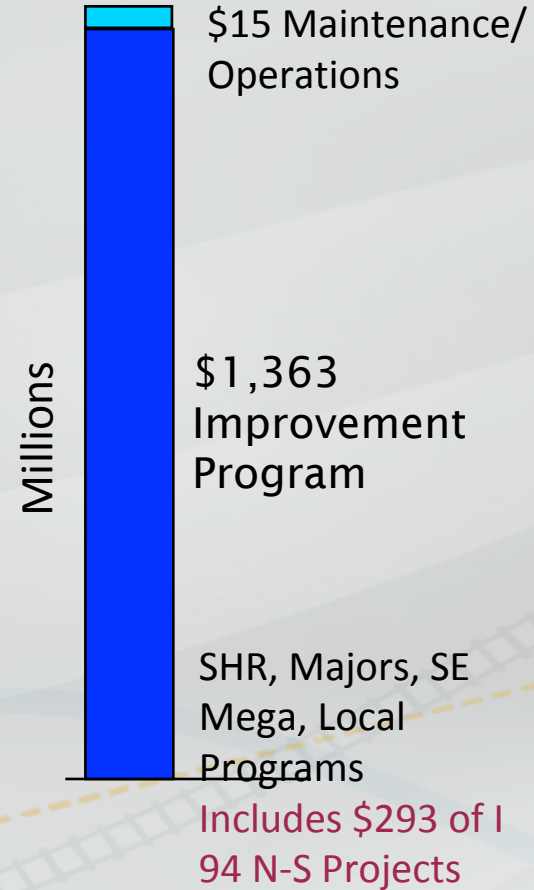
1. Connecting Hwy Aids, Lift Bridge Aids, Disaster Damage Aids, County Forest Aids and Expressway Policing Aids

FY 18 Final Let Level

Projected Computed in
October 2017



\$1,378



Awarded amounts
through the June
12, 2018

Increases to the Estimated Let Level and Number of Scheduled Projects – Finishing Mega and Major Projects Faster

- Estimates were based on funding levels assumed at the time
- Additional funds due to supplementary highway funds, federal redistribution, and federal INFRA grant have increased the department's ability to schedule highway improvement projects
- Improved fiscal management allowed the department to advance 12 highway improvement projects totaling \$25 million into fiscal year 2018, addressing pavement, bridge and safety needs for projects located throughout the state
- The department is finding efficiencies in project schedules, strategically reinvesting positive let savings, and aggressively pursuing federal grant opportunities
- Combined, these opportunities have allowed the department to schedule final lets on large highway expansion projects earlier than originally scheduled
- Majors Program:
 - USH 10/STH 441 – Open to traffic 1 year earlier
 - IH 39 Mainline – Open to traffic 1 year earlier
- SE Freeway Mega Projects:
 - IH 94 North-South – Open to traffic 11 years earlier

Local Bridge Program

Current Process

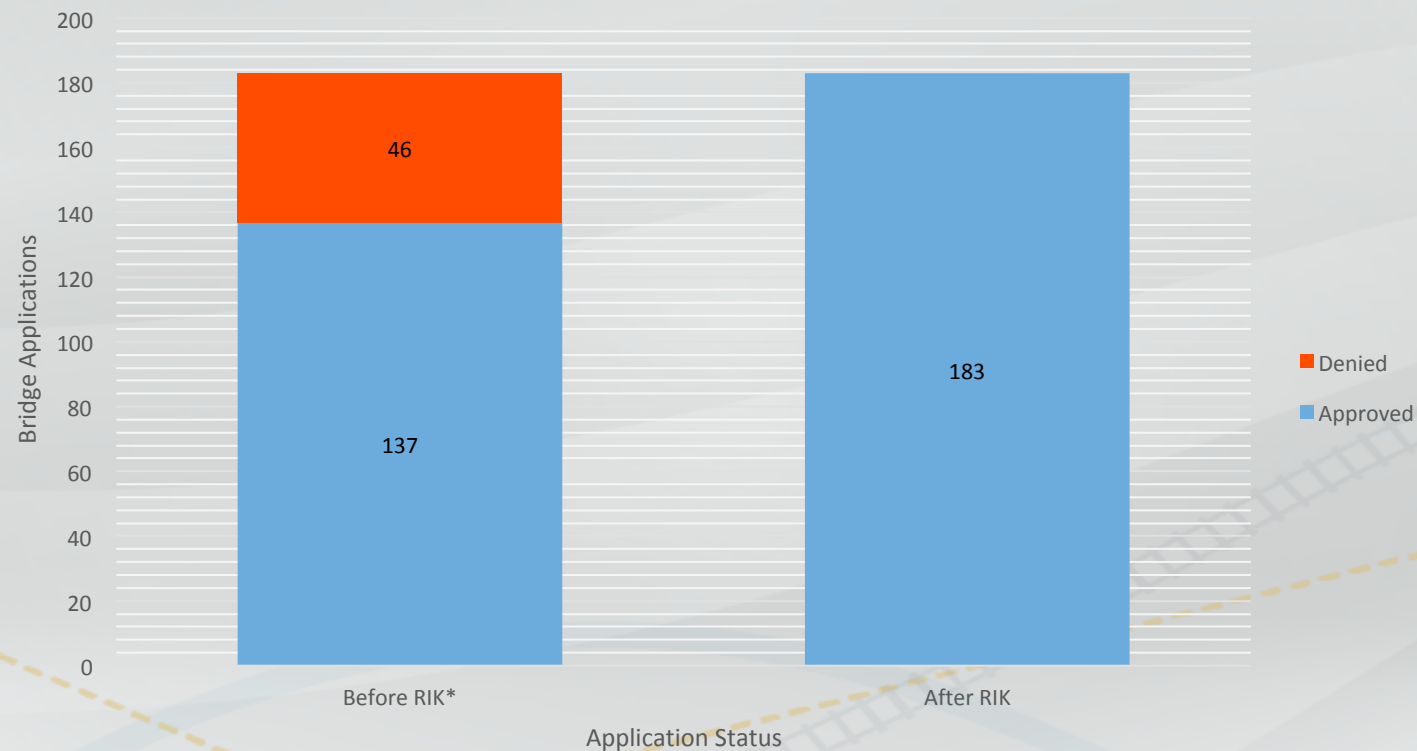
- The Local Bridge Program provides local governments with up to 80 percent of the cost to replace or rehabilitate deficient bridges on the local system.
- Project applications submitted by Local Governments and prioritized by County Highway Commissioners.
- The program has historically used federal or state funding with a local funding match.
- Act 59 increased program funding by \$20 million over the biennium.

| | Local Bridge Funding by Biennium | | | |
|--------------|----------------------------------|--------------|--------------|---------------|
| | Biennium | | | |
| Funding Type | 2011-13 | 2013-15 | 2015-17 | 2017-19 |
| State | \$16,918,000 | \$16,919,000 | \$16,935,400 | \$67,980,614 |
| Federal | \$48,819,200 | \$48,819,200 | \$48,819,200 | \$57,295,851 |
| Total | \$65,737,200 | \$65,738,200 | \$65,754,600 | \$125,276,465 |

Local Bridge Program

Program Changes & Initiatives

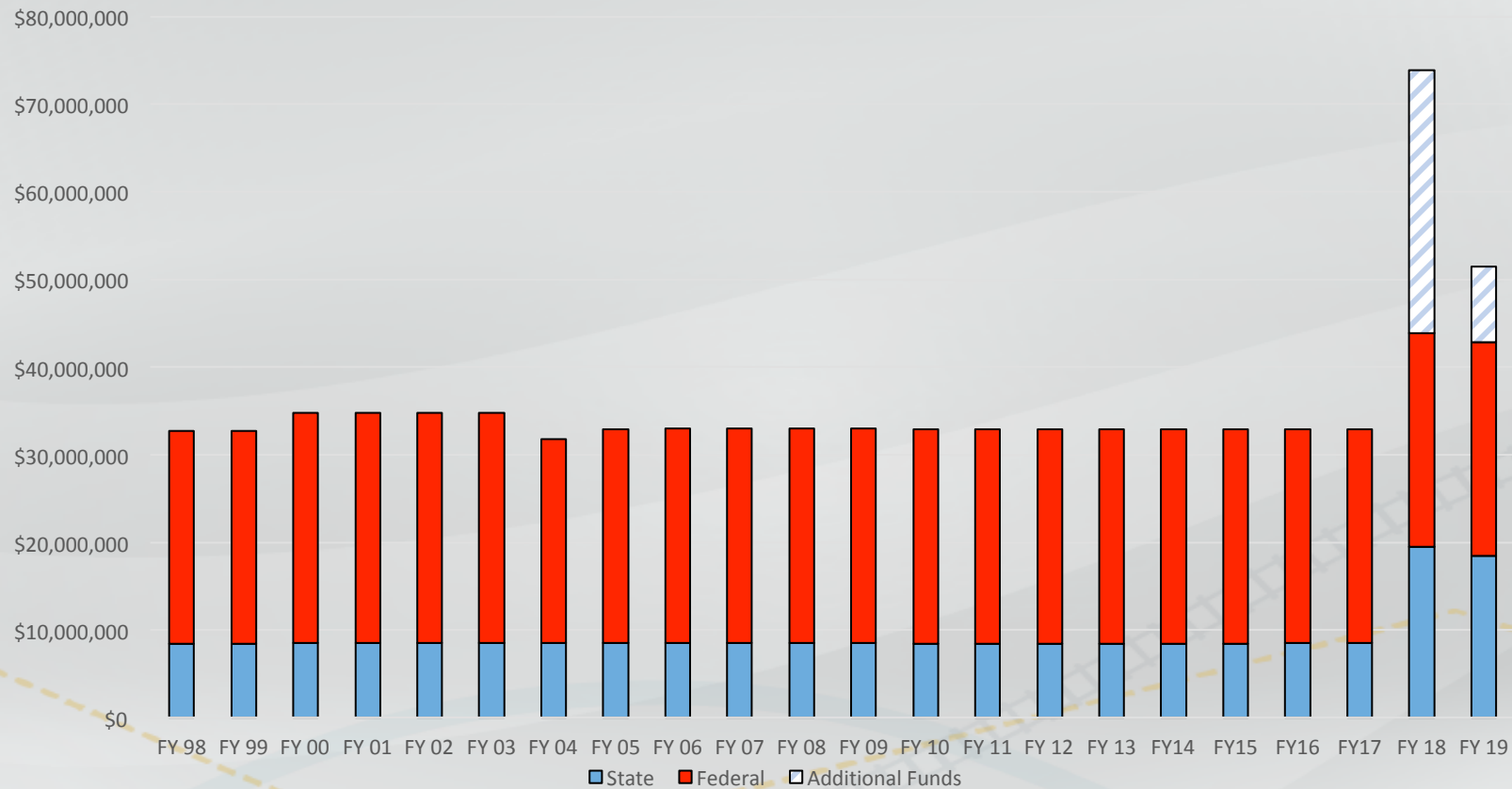
Program Comparison Before and After Replacement-in-Kind (RIK)



*Based on 183 completed applications. Counts of applications and funding totals for "Before RIK" applications were estimated based on actual funding amounts approved and proposed.

Local Bridge Program

Historical Budget



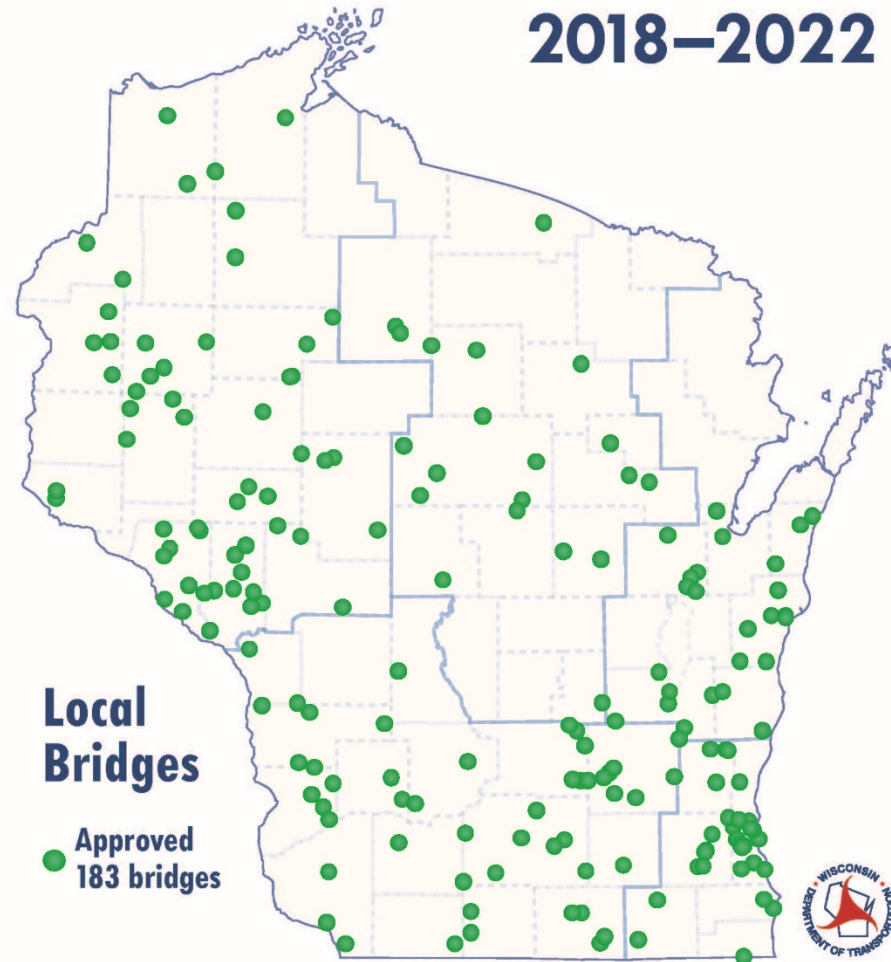
*Budgeted amounts may not reflect actual expenditure amounts in any fiscal year.

Local Bridge Program

Wisconsin Department of Transportation

Local Bridge Improvement Program

2018–2022



Local Bridge Strengthening Program

- 827 load postings in Wisconsin
- 163 load postings have been removed since December 2017
- 12 bridges have been replaced
- Up to 50 more bridges may still have their load postings removed
 - Coordinating with local owners on these bridges

Questions?