
FINANCIAL PLAN FOR THESE MINOR TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

An addition to Transportation Improvement Programs (TIPs) and TIP Amendments resulting from Federal surface transportation in recent years, including the “Fixing America’s Surface Transportation” (FAST) Act, is a financial plan which documents that funding is available to meet expenditures for projects receiving Federal funding throughout the period covered by a TIP or TIP Amendment.

Table 7 discusses available Federal funding for these minor amendments to the *2018 – 2021 TIP* in thousands of dollars, and demonstrates the ability of available funding sources to implement the projects programmed in the TIP (as amended). Programmed expenditures in the TIP (as amended) have been compared to the funding estimated to be available. Included in Table 7 are Federal highway and Federal transit funding sources. In the event of the over-programming of funds, the MPO advisory committees will work to resolve the discrepancy; this may involve the use of alternative Federal and/or state funding sources.

Table 7 reflects an annual inflation factor of 1.8 percent for programmed expenditures and an estimated inflation factor of 2.0 percent for available funding in nearly all highway and transit programs; exceptions include the transportation alternatives set-aside within the Surface Transportation Block Grant (STBG) program, as well as the Congestion Mitigation and Air Quality improvement program (CMAQ), where funding was not inflated at all. Most inflation factors used in this financial plan were based on guidance from staff at the WisDOT Bureau of Planning and Economic Development that was issued to Wisconsin MPOs in the development of their financial plans for their long-range transportation plans and TIPs in July of 2017; the Sheboygan Parking and Transit Utility consulted with the MPO on transit-related inflation factors.

Table 7 indicates that the following street and highway and bicycle and pedestrian project categories in the *2018 – 2021 TIP* (as amended) are adequately funded when taken as a whole for the program period:

- National Highway Performance Program (NHPP), including what were National Highway System and Interstate Maintenance funding sources under SAFETEA-LU, and also funding bridge improvements on the National Highway System. Three categories of WisDOT “grouped” NHPP projects are funded in Table 6.
- Surface Transportation Block Grant (STBG) program, including projects that were originally included under the STP funding category as well as any bridge improvements off the National Highway System in SAFETEA-LU, along with the STP Urban and the Transportation Alternatives programs in SAFETEA-LU and in MAP-21. Seven regular STBG projects are funded in Table 6, while two categories of WisDOT “grouped” STBG projects are funded in Tables 5 and 6. Two of the regular STBG projects are from what was originally the STP Urban program, while one STBG “grouped” project involves a transportation alternatives set-aside.

**Table 7
Programmed and Available Federal Funding for the 2018 - 2021 TTP (As Amended)**
(In Thousands of Dollars)

Agency	Funding Source	Program	Programmed Expenditures					Estimated Available Funding					
			2018	2019	2020	2021	Total	2018	2019	2020	2021	Total	
Federal Highway Administration		National Highway Performance Program (NHPP)	960	977	995	1,013	3,945						
		Surface Transportation Block Grant Program (STBG)	1,119	4,739	2,194	267	8,319						
		Highway Safety Improvement Program (HSIP)	192	195	199	203	789						
		Rail-Highway Grade Crossing Set-Aside (HSIP-RR)	240	244	249	253	986						
		Non-Motorized Transportation Pilot Program (NMTTPP)	645	87	267	1,635	2,634						
		Total	3,156	6,243	3,904	3,370	16,673	16,715	15,378	15,815	17,424	65,331	
		Federal Transit Administration											
			Section 5304	0	0	0	0	0	0	0	0	0	
			Section 5307 - Sheboygan Urbanized Area - Operating Expenses	1,141	1,152	1,164	1,176	4,633	1,141	1,152	1,164	1,176	4,633
			Section 5307 - Sheboygan Urbanized Area - Capital Expenses	0	0	0	0	0	0	0	0	0	
			Section 5339	360	0	0	0	360	169	173	176	180	697
			Congestion Mitigation and Air Quality Improvement Program (CMAQ)	720	0	0	0	720	389	390	389	390	1,558
			Section 5310	86	0	0	0	86	86	0	0	0	86
	Total	2,307	1,152	1,164	1,176	5,799	1,785	1,715	1,729	1,745	6,974		

NOTES:

- (1) Totals may not be completely consistent with the sum of individual cell entries due to rounding error.
- (2) With the exception of the transportation alternatives (TA) set-aside in the Surface Transportation Block Grant (STBG) program, all highway- and enhancement-related programmed expenditures were adjusted to reflect an annual inflation rate of 1.8 percent. With the exception of the TA set-aside in the STBG program and the Non-Motorized Transportation Pilot Program (NMTTPP), all highway- and enhancement-related estimated available funding was adjusted to reflect an annual inflation rate of 2.0 percent. Funds under the TA set-aside in the STBG program were not adjusted to reflect inflation under either programmed expenditures or estimated available funding, while funds under the NMTTPP were adjusted for inflation for programmed expenditures but were not adjusted for inflation for estimated available funding. These adjustments were made per WisDOT guidance updated in July 2017.
- (3) Total transit operating expenses were adjusted to reflect an annual inflation rate of 1.0 percent. These adjustments were made through consultation with staff of the Sheboygan Parking and Transit Utility (Shoreline Metro).
- (4) With the exception of CMAQ, all transit capital programmed expenditures were adjusted to reflect an annual inflation rate of 1.8 percent, while all transit capital estimated available funding was adjusted to reflect an annual inflation rate of 2.0 percent. CMAQ funds were not adjusted to reflect inflation under either programmed expenditures or estimated available funding. These adjustments were made per WisDOT guidance updated in July 2017, as well as through consultation with staff of the Sheboygan Parking and Transit Utility (Shoreline Metro).

Source: Bay-Lake Regional Planning Commission, 2017 and 2018.

- Highway Safety Improvement Program (HSIP): Two categories of WisDOT “grouped” HSIP projects are funded in Table 6.
- Rail-Highway Grade Crossing Set-Aside (HSIP-RR): Two categories of WisDOT “grouped” HSIP-RR projects are funded in Table 6.
- Sheboygan County Non-Motorized Transportation Pilot Program (NMTTPP): Four NMTTPP projects are funded in Table 5.

As far as transit is concerned:

- Section 5307 transit operational funds will be available in stable amounts for the regular operations of Shoreline Metro over the program period, as noted in Table 1.
- Based on recent trends, and when taken as a whole, transit capital funding should be available to finance one fixed-route bus replacement in 2018 (Table 2). Eight capital items are listed as illustrative projects in Table 2. Section 5339 FTA funding will be the primary Federal funding source for transit capital items at Shoreline Metro and at other small urbanized transit operations in Wisconsin. In the event that Section 5339 funding is not available, Section 5307 FTA funding will be the Federal funding source for most transit capital items.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding should be available to finance two fixed-route bus replacements in 2018, as noted in Table 2.
- Section 5310 funding should be available to help fund an enhanced volunteer driver program in Sheboygan County, as well as fund two new vehicles for elderly and disabled transportation in Sheboygan County; both of these items will be funded in 2018.

Any costs associated with providing street and highway operations and maintenance (O & M) activities in the Sheboygan Metropolitan Planning Area are funded entirely by the Wisconsin Department of Transportation (for the state trunk highway network), by the Sheboygan County Transportation Department (for the county trunk highway network), and by the local operating budgets of the various jurisdictions within the Sheboygan Metropolitan Planning Area (for local streets and roads). These O & M funds are completely separate from the capital improvement funds provided for in this TIP (as amended), and do not affect the cost estimates and corresponding fiscal constraints shown in this document. The Wisconsin Department of Transportation has estimated that it spends an average of just over \$2 million on O & M activities on the state trunk highway network in Sheboygan County, a variable portion of which is spent in the Sheboygan Metropolitan Planning Area.