

**APPENDIX I**  
**PERFORMANCE MEASURES IN THE SHEBOYGAN METROPOLITAN**  
**PLANNING AREA TIP**

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## PERFORMANCE MEASURES IN THE SHEBOYGAN METROPOLITAN PLANNING AREA TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### Introduction

As part of recent federal transportation legislation (MAP-21, the FAST Act and the BIL), it is a requirement to incorporate performance-based planning and programming into the development of Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measure targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local streets and highways not on the State Trunk Highway system, and local safety improvements. These programs are funded through the federal “Bipartisan Infrastructure Law” (BIL).

23 USC 150: National performance measure goals are:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair;
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System;
- **System Reliability** – To improve the efficiency of the surface transportation system;
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

More information on the national performance measure goals can be found at the Federal Highway Administration (FHWA) website link listed below:

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

MAP-21/FAST Act Performance Measures (as established in 49 USC 625, 23 CFR 490 and 49 CFR 673) are:

- Transit Asset Management
  - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
  - Equipment: The percentage of equipment that exceeds the ULB
  - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
  - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile. (This performance measure does not apply to the Sheboygan Metropolitan Planning Area)
  
- Highway Safety
  - Number of fatalities
  - Fatalities per 100 million vehicle miles traveled
  - Number of serious injuries
  - Serious injuries per 100 million vehicle miles traveled
  - Number of non-motorized fatalities and non-motorized serious injuries
  
- Highway Infrastructure
  - Percentage of pavements on the Interstate System in Good Condition
  - Percentage of pavements on the Interstate System in Poor Condition
  - Percentage of pavements on the non-Interstate National Highway System (NHS) in Good condition
  - Percentage of pavements on the non-Interstate NHS in Poor condition
  - Percentage of NHS bridges classified as in Good condition
  - Percentage of NHS bridges classified as in Poor condition
  
- System Performance on the NHS
  - Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
  - Non-Interstate NHS Travel Time Reliability Measure: Percent of person-miles on the non-Interstate NHS that are reliable
  
- Freight Movement
  - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

- CMAQ – Congestion Reduction
  - Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (This performance measure does not apply to the Sheboygan Metropolitan Planning Area)
  - Non-Single Occupancy Vehicle (SOV) Travel Measure: Percentage of Non-SOV Travel (This performance measure does not apply to the Sheboygan Metropolitan Planning Area)
  - Emissions Measure: Total Emission Reductions
  
- Public Transit Agency Safety (for the Fixed-Route and Paratransit Systems)
  - Total Number of Reportable Fatalities
  - Rate of Reportable Fatalities per 100,000 Vehicle Revenue Miles
  - Total Number of Reportable Injuries
  - Rate of Reportable Injuries per 100,000 Vehicle Revenue Miles
  - Total Number of Reportable Safety Events
  - Rate of Reportable Safety Events per 100,000 Vehicle Revenue Miles
  - Average Distance Between Major Mechanical Failures (in Miles)

## **Sheboygan MPO Performance-Based Planning and Programming Processes**

### **Long-Range Transportation Plan**

The Bay-Lake Regional Planning Commission, as the designated MPO for the Sheboygan Metropolitan Planning Area, has been using performance measures in its planning process for several years. The Update to the *Year 2045 Sheboygan Area Transportation Plan (SATP)* addressed performance measures as a new requirement as a part of the federal MAP-21 transportation legislation, which continued in the FAST Act and the BIL. MPO staff has been tracking and updating data on an annual basis or as it becomes available. The national performance measure goals identified in the introduction have been incorporated into the policies and performance measures monitored in the Update to the *Year 2045 SATP*. The Update to the *Year 2045 SATP* was approved on April 26, 2019, and can be viewed at the following page on the Sheboygan MPO website:

<https://baylakerpc.org/sheboygan-mpo/long-range-transportation-planning/year-2045-sheboygan-area-transportation-plan-satp>

The Update to the *Year 2045 SATP* involved a performance-based planning process. The *Year 2050 SATP* will also continue to involve a performance-based planning process when it is approved in late April of 2023.

### **Transportation Improvement Program (TIP)**

The Sheboygan MPO has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant (STBG) – Urban program in the TIP. The ranking criteria for this federal program use scoring systems that are tied to goals and policies in

the Update to the *Year 2045 SATP*. The TIP evaluates short-range projects based on criteria that include: plan consistency, current or potential demand (capacity needs), functional classification (including traffic volume within two of the classifications), pavement condition, multimodalism, and safety. Transit improvements and bicycle and pedestrian transportation improvements also have parallel criteria which allow projects in these categories to compete for funding. While not officially included as a criterion, preservation of existing systems has been emphasized in the project selection process over past funding cycles. Projects are scored based on a set number of points for each criterion, resulting in a project ranking and recommendation list for STBG – Urban projects in the TIP. The *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2023 – 2026* was approved on October 28, 2022, and it, along with any amendments to that document, can be viewed at the following page on the Sheboygan MPO website:

<https://baylakerpc.org/sheboygan-mpo/transportation-improvement-program-tip>

### **Sheboygan MPO Performance Measures**

According to the requirement for the federal performance measure management process, targets are set for national performance measures on a schedule based on when the measures were finalized. In this case, the Wisconsin Department of Transportation (WisDOT) must report to the U.S. Department of Transportation (USDOT) on the progress in achieving the targets for each measure. WisDOT sets its performance measure targets first (in coordination with the MPOs), and then, the MPOs can choose to either set their own targets or support the targets that WisDOT has adopted (or a combination thereof) within 180 days of WisDOT setting its targets. In Wisconsin, for most performance measure targets, most MPOs have chosen to follow and support WisDOT and its targets.

### **Transit Asset Management Targets**

The U.S. Department of Transportation established four performance measures for transit asset management (TAM). The Sheboygan MPO worked with the one transit operator in the Sheboygan Metropolitan Planning Area (Shoreline Metro) to establish targets for three of the four measures (rolling stock, equipment and facilities; infrastructure only relates to rail transit, which does not exist locally). A 2022 TAM Plan was developed for Shoreline Metro in the process of setting these targets, and covers the period from October 1, 2022, through September 30, 2023. The Sheboygan Transit Commission approved the targets for Shoreline Metro on August 16, 2022. The Sheboygan MPO Technical and Policy Advisory Committees recommended approval of the targets for the MPO at their September 8, 2022, joint meeting. The Bay-Lake Regional Planning Commission approved the targets for the Sheboygan MPO on September 9, 2022. The TAM targets are:

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB). This target allows for **13 percent** of revenue vehicles and **0 percent** of non-revenue vehicles to pass beyond useful life.
- Equipment: The percentage of equipment that exceeds the ULB – In the case of Shoreline Metro, “equipment” was characterized as the most significant equipment, or non-vehicle items with a replacement value of \$50,000 or more. These items include a

bus wash, a forklift, a hoist, and a scrubber, all located at the Shoreline Metro bus garage. This target allows for **100 percent** of Shoreline Metro's most significant equipment to pass beyond its useful life.

- Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. Shoreline Metro's facilities include: its administration, maintenance, and storage facility (bus garage), and its transfer facility/station. This target allows for **50 percent** of facilities to pass beyond useful life.
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. This performance measure does not apply to the Sheboygan Metropolitan Planning Area, as there is no rail transit in the area.

## Highway Safety Targets

The USDOT established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures. WisDOT established statewide calendar year 2023 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209, which were approved at the state level on August 31, 2022. The WisDOT statewide targets are:

- Number of fatalities < 587.2 (a 2 percent reduction from the 2017 – 2021 annual average of 599.2);
- Rate of fatalities < 0.937 per 100 million vehicle miles traveled (VMT, a 2 percent reduction from the 2017 – 2021 annual average of 0.956);
- Number of serious injuries < 3,044.3 (a 2 percent reduction from the 2017 – 2021 annual average of 3,107.2);
- Rate of serious injuries < 4.857 per 100 million VMT (a 2 percent reduction from the 2017 – 2021 annual average of 4.956); and
- Number of non-motorized fatalities and non-motorized serious injuries < 364.0 (a 2 percent reduction from the 2017 – 2021 annual average of 371.4).

The Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide safety targets, which were approved by formal resolution on October 28, 2022. This followed several months of measuring these numbers and rates for the Sheboygan Metropolitan Planning Area, and concluding that the area had lower incidences and rates for four of the above measures than statewide averages, the one exception being non-motorized fatalities and serious injuries, which was higher than the statewide average for that measure. Greater education of motorists and pedestrians of all ages regarding safety issues in the Sheboygan Metropolitan Planning Area was also recommended. Commission MPO staff would also encourage the communities within the Sheboygan Metropolitan Planning Area to install protected bike lanes to make bicyclists and pedestrians feel safer. Commission MPO staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT's calendar year 2023 HSIP targets.

## **Pavement Condition Targets**

The USDOT established four performance measures for pavement condition on the National Highway System (NHS). WisDOT established 4-year (2021) statewide targets for the Interstate system, as well as 2-year (2019) and 4-year (2021) statewide targets for the non-Interstate NHS in accordance with 23 CFR 490, Subpart C, which were approved at the state level on May 18, 2018. The WisDOT statewide targets are:

- Interstate – Percentage of pavements in “good” condition: 4-Year Target  $\geq$  45 percent;
- Interstate – Percentage of pavements in “poor” condition: 4-Year Target  $\leq$  5 percent;
- Non-Interstate NHS – Percentage of pavements in “good” condition: 2-Year Target  $\geq$  20 percent and 4-Year Target  $\geq$  20 percent; and
- Non-Interstate NHS – Percentage of pavements in “poor” condition: 2-Year Target  $\leq$  12 percent and 4-Year Target  $\leq$  12 percent.

The Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide pavement condition targets, which were approved by formal resolution on October 26, 2018. This followed limited time measuring pavement condition for Interstate and non-Interstate NHS segments in the Sheboygan Metropolitan Planning Area, and coming to the conclusion that the area had higher percentages of Interstate and non-Interstate NHS pavement in “good” condition as well as lower percentages of Interstate and non-Interstate NHS pavement in “poor” condition than statewide averages. Commission MPO staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT’s 4-year (2021) Interstate pavement condition targets as well as WisDOT’s 2-year (2019) and 4-year (2021) non-Interstate NHS pavement condition targets.

Based on decisions made by WisDOT, there was no reexamination of the pavement condition targets in 2020.

## **Bridge Condition Targets**

The USDOT established two performance measures for bridge condition on the NHS. WisDOT established 2-year (2019) and 4-year (2021) statewide targets for the NHS in accordance with 23 CFR 490, Subpart D, which were approved at the state level on May 18, 2018. The WisDOT statewide targets are:

- Percentage of NHS bridges by deck area in “good” condition: 2-Year Target  $\geq$  50 percent and 4-Year Target  $\geq$  50 percent; and
- Percentage of NHS bridges by deck area in “poor” condition: 2-Year Target  $\leq$  3 percent and 4-Year Target  $\leq$  3 percent.

The Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide bridge condition targets, which were approved by formal resolution on October 26, 2018. This followed limited time measuring the condition of NHS bridges by deck area in the Sheboygan Metropolitan Planning Area. The percentage of



NHS bridges by deck area in “poor” condition in the Sheboygan Metropolitan Planning Area was lower than the statewide average. However, the percentage of NHS bridges by deck area in “good” condition in the Sheboygan Metropolitan Planning Area was also lower than the statewide average (one of only two performance measures in which the metropolitan planning area fared worse than statewide averages). In spite of this below average statistic, MPO staff thought it would be best to support the statewide targets at this early stage in the target setting process until more robust data are available over time. Commission staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT’s 2-year (2019) and 4-year (2021) NHS bridge condition targets.

Based on decisions made by WisDOT, there was no reexamination of the bridge condition targets in 2020.

### **Travel Time Reliability Targets**

The USDOT established two performance measures for overall travel time reliability on the NHS. WisDOT established 2-year (2019) and 4-year (2021) statewide targets for the percentage of person-miles traveled that are reliable on the Interstate, and also established a 4-year (2021) statewide target for the percentage of person-miles traveled that are reliable on the non-Interstate NHS in accordance with 23 CFR 490, Subpart E, which were approved at the state level on May 18, 2018. The WisDOT statewide targets are:

- Percent of person-miles traveled that are reliable on the Interstate: 2-Year Target (2019)  $\geq$  94.0 percent and 4-Year Target (2021)  $\geq$  90.0 percent; and
- Percent of person-miles traveled that are reliable on the non-Interstate NHS: 4-Year Target (2021)  $\geq$  86.0 percent.

The Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide travel time reliability targets, which were approved by formal resolution on October 26, 2018. This followed limited time measuring the travel time reliability of the Interstate and the non-Interstate NHS in the Sheboygan Metropolitan Planning Area. The percentage of person-miles traveled that are reliable on the Interstate in the Sheboygan Metropolitan Planning Area was higher than the statewide average. However, the percentage of person-miles traveled that are reliable on the non-Interstate NHS in the Sheboygan Metropolitan Planning Area was lower than the statewide average (the second of two performance measures in which the metropolitan planning area fared worse than statewide averages). Again, in spite of this below average statistic, MPO staff thought it would be best to support the statewide targets at this early stage in the target setting process until more robust data are available over time. Commission staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT’s 2-year (2019) and 4-year (2021) travel time reliability targets on the Interstate and of WisDOT’s 4-year (2021) travel time reliability target on the non-Interstate NHS.

Based on decisions made by WisDOT, there was no reexamination of the travel time reliability targets in 2020.

## **Freight Reliability Targets**

The USDOT established one performance measure for freight reliability, which is the Truck Travel Time Reliability Index on the Interstate. WisDOT established 2-year (2019) and 4-year (2021) statewide targets for the Truck Travel Time Reliability Index on the Interstate in accordance with 23 CFR 490, Subpart F, which were approved at the state level on May 18, 2018. The WisDOT statewide target is:

- Truck Travel Time Reliability Index on the Interstate: 2-Year Target (2019)  $\leq 1.40$  and 4-Year Target (2021)  $\leq 1.60$ .

The Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide freight reliability targets, which were approved by formal resolution on October 26, 2018. This followed limited time measuring truck travel time reliability on the Interstate in the Sheboygan Metropolitan Planning Area. The Truck Travel Time Reliability Index on the Interstate in the Sheboygan Metropolitan Planning Area was lower than the statewide average. Commission staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT's 2-year (2019) and 4-year (2021) freight reliability targets on the Interstate.

Based on decisions made by WisDOT, there was no reexamination of the freight reliability targets in 2020.

## **Emission Reduction Targets**

The USDOT established three performance targets applicable to air quality nonattainment and maintenance areas. Two of these (Peak Hour Excessive Delay and Non-SOV (Single Occupant Vehicle) Travel) are only applicable in urbanized areas with a population over one million. The only performance target in air quality nonattainment and maintenance areas that is applicable to the Sheboygan Metropolitan Planning Area involves emission reductions. In Wisconsin, three precursor pollutants are measured for emission reductions: volatile organic compounds (VOCs), oxides of nitrogen (NO<sub>x</sub>), and fine particulate matter (PM 2.5). WisDOT established 2-year (2019) and 4-year (2021) statewide targets for VOCs, NO<sub>x</sub> and PM 2.5 in accordance with 23 CFR 490, Subpart H, which were approved at the state level on May 18, 2018. The WisDOT statewide targets (in kilograms per day per \$1,000,000 of expenditure) are:

- VOCs: 2-Year Target (2019) = 12.154 kg., and 4-Year Target (2021) = 30.123 kg.
- NO<sub>x</sub>: 2-Year Target (2019) = 90.354 kg., and 4-Year Target (2021) = 150.388 kg.
- PM 2.5: 2-Year Target (2019) = 9.043 kg., and 4-Year Target (2021) = 13.820 kg.

In this case, the Sheboygan Metropolitan Planning Area is only responsible for either setting its own 4-year (2021) emission reduction targets or supporting WisDOT's statewide 4-year (2021) emission reduction targets for the precursor pollutants noted above. The Bay-Lake Regional Planning Commission staff consulted with WisDOT staff on where the metropolitan planning area stood relative to all nonattainment and maintenance areas in Wisconsin in regard to emission reductions for the precursor pollutants noted above. USDOT guidance recommends that

states and MPOs use FHWA’s “CMAQ Public Access System” to set emission reduction targets for precursor pollutants. Unfortunately, there are few CMAQ projects from the Sheboygan Metropolitan Planning Area that are accounted for in the “CMAQ Public Access System.” There would be other ways to set targets for the metropolitan planning area, such as using previously calculated emission reduction estimates for projects that were awarded funding in the past two cycles that do not appear in the “CMAQ Public Access System,” or assuming that the metropolitan planning area would have approximately 10 percent of the statewide emission reductions (since northeastern Wisconsin typically receives about 10 percent of the CMAQ funding in any given cycle). However, the first option is not advised by USDOT, and the second option is faulty because there are projects in this 10 percent that are outside the Sheboygan Metropolitan Planning Area. For these reasons, the Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide 4-year (2021) emission reduction targets, which were approved by formal resolution on October 26, 2018. Commission staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT’s 4-year (2021) statewide emission reduction targets.

Based on decisions made by WisDOT, there was no reexamination of the emission reduction targets in 2020.

### Public Transportation Agency Safety Plan (PTASP) Targets

The U.S. Department of Transportation established various performance measures for safety at public transit agencies. The Sheboygan MPO worked with the one transit operator in the Sheboygan Metropolitan Planning Area (Shoreline Metro) to establish updated targets for these measures. A 2023 PTASP Update was developed for Shoreline Metro in the process of setting these targets. Shoreline Metro’s Safety Committee recommended approval of the 2023 PTASP Update on November 19, 2022. The Sheboygan Transit Commission approved the 2023 PTASP Update and targets for Shoreline Metro on November 29, 2022. The Sheboygan MPO Technical and Policy Advisory Committees recommended approval of the 2023 PTASP Update and targets for the MPO at their December 8, 2022, joint meeting. The Bay-Lake Regional Planning Commission approved the PTASP Update and targets for the Sheboygan MPO on December 9, 2022. The updated metrics and targets are as follows:

#### Fixed-Route System:

| Performance Category   | 2017 - 2021<br>Average | Target for<br>2023 |
|--|------------------------|--------------------|
| Total Number of Reportable Fatalities                              | 0.0                    | 0.0                |
| Rate of Reportable Fatalities per 100,000 Vehicle Revenue Miles    | 0.000                  | 0.000              |
| Total Number of Reportable Injuries                                | 0.2                    | 0.2                |
| Rate of Reportable Injuries per 100,000 Vehicle Revenue Miles      | <0.001                 | <0.001             |
| Total Number of Reportable Safety Events                           | 28.2                   | 26.8               |
| Rate of Reportable Safety Events per 100,000 Vehicle Revenue Miles | <0.001                 | <0.001             |
| Average Distance Between Major Mechanical Failures (Miles)         | 96,291                 | 101,105            |

### Paratransit System:

| Performance Category   | 2017 - 2021<br>Average | Target for<br>2023 |
|--|------------------------|--------------------|
| Total Number of Reportable Fatalities                              | 0.0                    | 0.0                |
| Rate of Reportable Fatalities per 100,000 Vehicle Revenue Miles    | 0.000                  | 0.000              |
| Total Number of Reportable Injuries                                | 0.0                    | 0.0                |
| Rate of Reportable Injuries per 100,000 Vehicle Revenue Miles      | 0.000                  | 0.000              |
| Total Number of Reportable Safety Events                           | 8.0                    | 7.6                |
| Rate of Reportable Safety Events per 100,000 Vehicle Revenue Miles | <0.001                 | <0.001             |
| Average Distance Between Major Mechanical Failures (Miles)         | 351,586                | 369,165            |

The PTASP was updated in part to be compliant with new provisions in the Bipartisan Infrastructure Law (BIL).

The PTASP and its targets will likely be updated in 2024, and those targets will be incorporated into a future TIP (via amendment) once they have been approved by the Sheboygan Transit Commission (for Shoreline Metro) and by the Bay-Lake Regional Planning Commission (for the MPO).

### Linkage of Investments to Established Performance Measures

Federal planning requirements for MPOs for the LRTP and for TIPs mandate inclusion of a description of the effects of these planning documents toward meeting the transportation system performance targets that were established. The next section links projects with investment priorities to those with transit asset management, highway safety, pavement condition, bridge condition, travel time reliability, freight reliability, and emission reduction benefits to the transportation system. Projects programmed in the four years covered by the TIP will assist WisDOT in achieving the various performance targets.

### Analysis of Transit Capital Projects in the TIP in Regard to Transit Asset Management

There are three transit capital projects programmed in the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2023 – 2026 (as amended)*:

- Replacement of five (5) 35-foot fixed-route buses in 2026 (funded through FTA Section 5339 or 5307).
- Replacement of five gas- or diesel-powered medium sized buses with a configuration of up to 11 ambulatory positions and up to two wheelchair positions in 2023. These vehicles will transport the elderly and persons with disabilities, and will be financed through special Section 5307 funding provided through the CARES Act.
- Replacement of one gas- or diesel-powered medium sized bus with a configuration of up to 11 ambulatory positions and up to two wheelchair positions in 2023. This vehicle will transport the elderly and persons with disabilities, and will be funded through FTA Section 5339.

These projects will improve the overall condition of the rolling stock component of Shoreline Metro’s transit assets. These projects will take place within the timeframe of the *2023 – 2026 TIP*.

## **Analysis of Projects in the TIP in Regard to Highway Safety**

### **Infrastructure Projects**

The *2023 – 2026 TIP* contains no specific projects that have the direct purpose of improving safety on the transportation system.

However, three signal timing projects, two resurfacing projects, one project involving milling and overlay of the existing asphaltic pavement, one project involving replacement and preservation of several bridges, one project involving design, right-of-way acquisition and reconstruction with no increase in capacity, one project involving reconstruction with no increase in capacity, two projects involving design leading to reconstruction with no increase in capacity, one project involving design leading to resurfacing and preservation, one project involving design leading to resurfacing, and one project leading to reconstruction and preservation have been programmed in the *2023 – 2026 TIP (as amended)*, all of which should improve safety on the transportation system. Also, five of the eight categories of “grouped” street and highway projects in the *2023 – 2026 TIP* involve various forms of highway safety.

### **Surface Transportation Block Grant (STBG) – Urban Projects**

One new STBG Urban project will take place within the timeframe of this *2023 – 2026 TIP*. This STBG Urban project was selected in 2022 for the 2023 – 2026 funding cycle. This project involves the reconstruction (with no increase in capacity) of County Highway TA/Taylor Drive from Union Avenue to Erie Avenue. The construction of this project will take place in 2024. The project involving the reconstruction (with no increase in capacity) of County Highway EE/Weeden Creek Road from County Highway OK/South Business Drive to County Highway KK/South 12<sup>th</sup> Street is planned to be completed in 2025; its design started in 2022 and will continue through 2024.

The STBG Urban program uses ranking criteria to set priorities for funding. The criteria include: plan consistency; current or potential demand (capacity needs); functional classification (including traffic volume within two of the classifications); pavement condition; multimodalism; and safety. Transit improvements and bicycle and pedestrian transportation improvements also have parallel criteria which allow projects in these categories to compete for funding. While not officially included as a criterion, preservation of existing systems has been emphasized in the project selection process over past funding cycles. Projects are scored based on a set number of points for each criterion, resulting in a project ranking and recommendation list for STBG – Urban projects in the TIP.

## **Bicycle and Pedestrian Safety Projects**

The 2023 – 2026 TIP contains projects that promote bicycle and/or pedestrian safety. Safety education takes place under the Sheboygan County Non-Motorized Transportation Pilot Program (NMTPP) level of effort for program oversight project, which includes some funding for education and outreach.

The bicycle and pedestrian swing bridge over the Sheboygan River was awarded a RAISE grant recently, and the project design will start in 2023, with construction scheduled to take place in 2026 and 2027.

## **Analysis of Projects in the TIP in Regard to Pavement Condition**

The 2023 – 2026 TIP contains 11 projects that will improve the pavement condition of the transportation system.

- Design, right-of-way acquisition and reconstruction with no increase in capacity on County Highway EE/Weeden Creek Road from County Highway OK/South Business Drive to County Highway KK/South 12<sup>th</sup> Street. Design will take place in 2023 and 2024, and right-of-way acquisition will take place in 2023. The reconstruction phase of this project will take place in 2025 and will involve STBG Urban funding and local matching funds, while the design and right-of-way phases will be locally funded.
- Milling and overlay of the existing asphaltic pavement on State Highway 32 from County Highway D to State Highway 28 is scheduled for 2025. This project will involve STBG funding, along with state matching funds.
- Replacement and preservation of several bridges on State Highway 32 from County Highway D to State Highway 28 is scheduled for 2025. This project will involve STBG funding, along with state matching funds.
- Resurfacing of State Highway 42 in the Village of Howards Grove is scheduled for 2025. This project will involve NHPP funding, along with state matching funds.
- Design leading to reconstruction with no increase in capacity on North 15<sup>th</sup> Street from State Highway 42/Calumet Drive to North Avenue is scheduled for 2023, 2024 and 2025. This phase of the project will be locally funded by the City of Sheboygan.
- Reconstruction with no increase in capacity on County Highway TA/Taylor Drive will take place in 2024. This project will involve STBG Urban funding, along with local matching funds.
- Design leading to reconstruction with no increase in capacity on Fond du Lac Avenue from State Highway 32/Main Street to Oak Street is scheduled for 2023, 2024 and 2025. This phase of the project will be locally funded by the City of Sheboygan Falls.
- Design leading to resurfacing and preservation on State Highway 32 from State Highway 42 to State Highway 57 will take place in 2023. This project will involve STBG funding, along with state matching funds.

- Design leading to resurfacing on State Highway 28/Washington Avenue/South Business Drive from County Highway TA/South Taylor Drive to Wilson Avenue will take place in 2023. This project will involve NHPP funding, along with local matching funds.
- Resurfacing of State Highway 32 from State Highway 23 to State Highway 42 will take place in 2023. This project will involve STBG funding, along with state matching funds.
- Design leading to reconstruction and preservation at the intersection of State Highway 32 and County Highway V.

In addition, three of the eight categories of “grouped” street and highway projects in the 2023 – 2026 TIP involve preventive maintenance on the Interstate highway system, other parts of the NHS, and on the state trunk connecting highway system, which can also improve pavement condition in the area.

### **Analysis of Projects in the TIP in Regard to Bridge Condition**

The 2023 – 2026 TIP currently contains one project that will improve the condition of transportation system bridges; this project involves the replacement and preservation of several bridges on State Highway 32 from County Highway D to State Highway 28 in 2025. This project will involve STBG funding, along with state matching funds.

In addition, three of the eight categories of “grouped” street and highway projects in the 2023 – 2026 TIP involve preventive maintenance on the Interstate highway system, other parts of the NHS, and on the state trunk connecting highway system, which could also improve bridge conditions in the area.

### **Analysis of Projects in the TIP in Regard to Travel Time Reliability**

The 2023 – 2026 TIP contains at least three projects that will improve travel time reliability on the transportation network. All of these projects involve “addition of radio communication infrastructure, installation of video detection, conducting intersection turning movement counts, and retiming and coordinating traffic signals.” In addition, all of these projects were implemented in 2023, and each project is funded through the CMAQ program as well as with local matching funds.

- Signal timing on Taylor Drive from Indiana Avenue to Superior Avenue.
- Signal timing on State Highway 23/Kohler Memorial Drive/Erie Avenue from North Taylor Drive to North 9<sup>th</sup> Street.
- Signal timing on State Highways 28 and 42/14<sup>th</sup> Street/Calumet Drive from Indiana Avenue to North Avenue.

It is also possible that other programmed projects may indirectly improve travel time reliability on the transportation network, especially if they are located on the NHS in the metropolitan planning area.

### **Analysis of Projects in the TIP in Regard to Freight Reliability**

The same projects that will improve travel time reliability on the transportation network will also improve freight reliability on that network.

It is also possible that other programmed projects may indirectly improve freight reliability on the transportation network, especially if they are located on the NHS in the metropolitan planning area.

### **Analysis of Projects in the TIP in Regard to Emission Reductions**

The 2023 – 2026 TIP contains three projects that will lead to emission reductions on the transportation network. The projects include the following:

- Signal timing on Taylor Drive from Indiana Avenue to Superior Avenue (implementation in 2023).
- Signal timing on State Highway 23/Kohler Memorial Drive/Erie Avenue from North Taylor Drive to North 9<sup>th</sup> Street (implementation in 2023).
- Signal timing on State Highways 28 and 42/14<sup>th</sup> Street/Calumet Drive from Indiana Avenue to North Avenue (implementation in 2023).

The projects listed above involve “addition of radio communication infrastructure, installation of video detection, conducting intersection turning movement counts, and retiming and coordinating traffic signals.” These projects are funded through the CMAQ program as well as with local matching funds.

It should also be noted that CMAQ projects from previous TIP cycles will also contribute to emission reductions in the metropolitan planning area.

### **Analysis of Projects in the TIP in Regard to Public Transit Agency Safety**

There are three transit capital projects programmed in the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2023 – 2026*:

- Replacement of five (5) 35-Foot Fixed-Route Buses in 2026 (funded through FTA Section 5339 or 5307).
- Replacement of five gas- or diesel-powered medium sized buses with a configuration of up to 11 ambulatory positions and up to two wheelchair positions in 2023. These vehicles will transport the elderly and persons with disabilities, and will be financed through special Section 5307 funding provided through the CARES Act.
- Replacement of one gas- or diesel-powered medium sized bus with a configuration of up to 11 ambulatory positions and up to two wheelchair positions in 2023. This vehicle will transport the elderly and persons with disabilities, and will be funded through FTA Section 5339.



These projects will improve the safety of Shoreline Metro’s vehicle fleet. These projects will take place within the timeframe of the *2023 – 2026 TIP*.

### **Conclusion**

The *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2023 – 2026* implements a variety of projects that assist in either meeting locally established performance targets (in the case of Transit Asset Management and Public Transit Agency Safety) or in assisting the MPO in supporting statewide performance targets established by WisDOT (in the case of all other targets, including targets in the areas of safety, pavement condition, bridge condition, travel time reliability, freight reliability, and emission reductions). Future LRTPs and TIPs are expected to continue to improve the linkage between performance targets and recommended projects over the years to come.

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