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## FINANCIAL PLAN FOR THE APRIL 2019 MINOR AMENDMENTS TO THE 2019 - 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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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 the *2019 – 2022 TIP* in thousands of dollars, and demonstrates the ability of available funding sources to implement the projects programmed in the TIP. Programmed expenditures in the TIP 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 1.7 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 June of 2018; 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 *2019 – 2022 TIP* 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. **Two** regular NHPP projects are funded in Table 6, while 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. **Five** regular STBG projects are funded in Table 6, while two categories of WisDOT “grouped” STBG projects are funded in Tables 5 and 6. **One** of the regular STBG projects is from what was

**Table 7  
Programmed and Available Federal Funding for the 2019 - 2022 TTP (As Amended)  
(In Thousands of Dollars)**

Agency	Funding Source	Program	Programmed Expenditures				Estimated Available Funding					
			2019	2020	2021	2022	Total	2019	2020	2021	2022	Total
Federal Highway Administration (FHWA)	National Highway Performance Program (NHPP)		1,474	976	993	1,010	4,453					
			5,088	1,884	264	266	7,502					
			192	195	738	202	1,328					
			240	244	248	252	985					
			660	262	1,603	0	2,526					
			7,654	3,562	3,847	1,730	16,794	13,734	13,590	15,146	13,865	56,334
			0	0	0	0	0	0	0	0	0	0
			1,176	1,187	1,199	1,211	4,774	1,176	1,187	1,199	1,211	4,774
			0	0	0	0	0	0	0	0	0	0
			113	0	0	0	113	113	0	0	0	113
	360	356	0	0	716	180	183	187	191	741		
	1,649	1,543	1,199	1,211	5,603	1,469	1,371	1,387	1,402	5,629		
FHWA and FTA (All Modes)	Congestion Mitigation and Air Quality Improvement Program (CMAQ)		1,879	0	1,235	0	3,114	1,000	1,000	1,000	4,000	

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 and CMAQ, all highway- and enhancement-related programmed expenditures were adjusted to reflect an annual inflation rate of 1.7 percent. With the exception of the TA set-aside in the STBG program, CMAQ and the Non-Motorized Transportation Pilot Program (NMTTP), 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 and under CMAQ were not adjusted to reflect inflation under either programmed expenditures or estimated available funding, while funds under the NMTTP 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 June 2018.

(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 1.7 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 June 2018, as well as through consultation with staff of the Sheboygan Parking and Transit Utility (Shoreline Metro).

Source: Bay-Lake Regional Planning Commission, 2018 and 2019.

originally the STP Urban program (one additional project that was to be funded in what was that program will now be completed exclusively with local funds), while one STBG “grouped” project involves a transportation alternatives set-aside.

- Highway Safety Improvement Program (HSIP): One regular HSIP project is funded in Table 6, while 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.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding will be available to fund three signal timing projects in the Sheboygan Metropolitan Planning Area, with design occurring in 2019 and implementation occurring in 2021.
- Sheboygan County Non-Motorized Transportation Pilot Program (NMTTP): Four NMTTP 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 (1) fixed-route bus replacement in 2019, as well as the roof replacement for the transit administration and maintenance facility in 2020 (Table 2). In addition, while not considered Federal funding, two (2) fixed-route buses will be replaced in 2020 utilizing funding from the Volkswagen Diesel Emissions Environmental Mitigation Trust. Three (3) 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.
- CMAQ funding should be available to finance four (4) fixed-route bus replacements in 2019 (Table 2), as well as acquisition of three (3) vehicles at Lakeland University for the “Commute to Careers” program, which is part of the Wisconsin Employment Transportation Assistance Program (WETAP).
- Section 5310 funding is being programmed for the Enhanced Volunteer Driver Program through the Sheboygan County Health and Human Services Department in 2019 (Table 3), along with acquisition of one replacement vehicle in 2019 (Table 4).

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, 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.