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## FINANCIAL PLAN FOR THIS TRANSPORTATION IMPROVEMENT PROGRAM (AMENDED IN MARCH 2023)

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An addition to Transportation Improvement Programs (TIPs) and TIP Amendments resulting from federal surface transportation in recent years, including the “Bipartisan Infrastructure Law (BIL),” 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 *2023 – 2026 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 1.89 percent for programmed expenditures and an estimated inflation factor of 2.00 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, the RAISE grant program, and 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 2022; 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 *2023 – 2026 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 funding bridge improvements on the National Highway System. Four regular NHPP projects are funded in Table 6, while three categories of WisDOT “grouped” NHPP projects are funded in Table 6.

**Table 7**  
**Programmed and Available Federal Funding for the 2023 - 2026 TIP**  
(In Thousands of Dollars)

Funding Source		Programmed Expenditures					Estimated Available Funding					
Agency	Program	2023	2024	2025	2026	Total	2023	2024	2025	2026	Total	
Federal Highway Administration (FHWA)	National Highway Performance Program (NHPP)	1,341	978	1,540	9,704	13,563						
	Surface Transportation Block Grant Program (STBG)	3,585	4,173	8,532	127	16,416						
	Highway Safety Improvement Program (HSIP)	192	196	199	2,187	2,774						
	Rail-Highway Grade Crossing Set-Aside (HSIP-RR)	240	245	249	254	988						
	Non-Motorized Transportation Pilot Program (NMTTP)	18	0	0	0	18						
	Transportation Alternatives Program (TA)	140	140	140	140	560						
	Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE)	0	0	0	2,671	2,671						
	<b>Total</b>		<b>5,516</b>	<b>5,731</b>	<b>10,660</b>	<b>15,083</b>	<b>36,990</b>	<b>13,734</b>	<b>13,590</b>	<b>15,146</b>	<b>13,865</b>	<b>56,334</b>
	Federal Transit Administration (FTA)	Section 5304	27	17	0	0	44	27	17	0	0	44
Section 5307 - Sheboygan Urbanized Area Operating Expenses		1,249	1,261	1,274	1,286	5,070	1,249	1,261	1,274	1,286	5,070	
Section 5307 - Sheboygan Urbanized Area Operating and Capital (CARES Act)		1,367	680	0	0	2,047	1,367	680	0	0	2,047	
Section 5310		30	0	0	0	30	30	0	0	0	30	
Section 5311 (WETAP)		0	0	0	0	0	0	0	0	0	0	
Section 5339		112	0	0	2,073	2,185	530	541	552	563	2,185	
<b>Total</b>			<b>2,784</b>	<b>1,958</b>	<b>1,274</b>	<b>3,360</b>	<b>9,376</b>	<b>3,202</b>	<b>2,499</b>	<b>1,825</b>	<b>1,849</b>	<b>9,376</b>
FHWA and FTA (All Modes)	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	1,236	0	0	0	1,236	1,000	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, the RAISE grant and CMAQ, all highway- and enhancement-related programmed expenditures were adjusted to reflect an annual inflation rate of 1.89 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 2.00 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 July 2022.

(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 1.89 percent, while all transit capital estimated available funding was adjusted to reflect an annual inflation rate of 2.00 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 2022, as well as through consultation with staff of the Sheboygan Parking and Transit Utility (Shoreline Metro).

Source: Bay-Lake Regional Planning Commission, 2022 and 2023.

- 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. Six regular STBG projects are funded in Table 6, while two categories of WisDOT “grouped” STBG projects are funded in Tables 5 and 6. 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 finance three signal timing projects in the Sheboygan Metropolitan Planning Area, with implementation occurring in 2023.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program: One RAISE project is funded in Table 5.
- Sheboygan County Non-Motorized Transportation Pilot Program (NMTTP): One NMTTP project is funded in Table 5.

As far as transit is concerned:

- Section 5304 funding will be available in 2023 and 2024 to conduct the Sheboygan County Transportation Planning/Feasibility Study.
- 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.
- Special FTA Section 5307 funds provided through the “Coronavirus Aid, Relief, and Economic Security” (CARES) Act will be available to assist with transit operating expenses (offsetting some of the regular municipal share as well as some farebox revenue) in 2023 and 2024. Special FTA Section 5307 funds provided through the CARES Act will also fund five (5) medium size buses at Shoreline Metro for paratransit operations in 2023.
- Based on recent trends, and when taken as a whole, transit capital funding should be available to finance replacement of one (1) medium sized paratransit bus in 2023 as well as five (5) 35-foot fixed-route buses in 2026. FTA Section 5339 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 there is insufficient FTA Section 5339 funding, FTA Section 5307 FTA funding will supplement the FTA Section 5339 funding.

- The Sheboygan County Aging and Disability Resource Center (ADRC) received Section 5310 funding for its Enhanced Volunteer Driver Program for 2023.

Annual roadway and transit revenue estimates for the Sheboygan metropolitan planning area are shown in Table 8. Table 8 shows average annual funding for roadway construction, roadway maintenance and operations, transit operating, and transit capital. For maintenance and operations involving state trunk highways, an average of \$3,600,000 in federal and state funding is provided in the metropolitan planning area. For maintenance and operations involving local roadways, an average of \$809,000 in federal and state funding is provided, while an average of \$10,224,000 in local funding is provided in the metropolitan planning area. For maintenance and operations involving transit, an average of \$2,230,000 in federal and state funding, \$685,000 in local funding, \$630,000 in farebox revenues, and \$197,000 in other revenues is provided for the one transit operation (Shoreline Metro) in the metropolitan planning area.

<b>Table 8</b>		
<b>Annual Roadway and Transit Revenue Estimates for the Sheboygan Metropolitan Planning Area</b>		
<b>(In Thousands of Dollars)</b>		
<b>Roadway Construction</b>		<b>Average Annual Funding</b>
<b>Funding Program</b>		
<b>State Highways</b>		
Federal/State Funding	Combined Backbone and Non-Backbone	\$7,673
<b>Local Roadways</b>		
Federal/State Funding	STBG Urban, Local Road Improvement Program (LRIP), Federal Safety Programs, 70% of General Transportation Aids, and 70% of Connecting Highway Aids	\$4,291
Local Funding	Total County and Local Revenue (from Wisconsin Department of Revenue), Less Federal/State Funding Estimate	\$3,594
<b>Subtotal of Local Roadways</b>		<b>\$7,885</b>
<b>Subtotal</b>		<b>\$15,559</b>
<b>Roadway Maintenance and Operations</b>		<b>Average Annual Funding</b>
<b>Funding Program</b>		
<b>State Highways</b>		
Federal/State Funding	State Trunk Highway Maintenance and Operations and State Highway Rehabilitation (SHR) Bridges	\$3,600
<b>Local Roadways</b>		
Federal/State Funding	30% of General Transportation Aids and 30% of Connecting Highway Aids	\$809
Local Funding	Total County and Local Revenue (from Wisconsin Department of Revenue), Less Federal/State Funding Estimate	\$10,224
<b>Subtotal of Local Roadways</b>		<b>\$11,033</b>
<b>Subtotal</b>		<b>\$14,633</b>
<b>Total</b>		<b>\$30,191</b>
<b>Transit Operating</b>		<b>Average Annual Funding</b>
<b>Funding Program</b>		
Federal/State Funding	FTA Section 5307 Operating Funding, HUD Community Development Block Grant (CDBG) Funding, and WisDOT Sections 85.20 and 85.205 Funding	\$2,230
Local Funding	Operating Funding from the Cities of Sheboygan and Sheboygan Falls, the Village of Kohler, and the Sheboygan Area School District	\$685
Farebox Revenue	Revenues from Cash Fares, Monthly and Day Passes, etc.	\$630
Other Revenue	Revenues from Advertising, Investments and Other Miscellaneous Sources	\$197
<b>Total</b>		<b>\$3,743</b>
<b>Transit Capital</b>		<b>Average Annual Funding</b>
<b>Funding Program</b>		
Federal Funding	FTA Section 5339 Capital Funding	\$88
Local Funding	City of Sheboygan Local Funding	\$174
Other Funding	Other Funding Sources (Volkswagen Settlement, etc.)	\$95
<b>Total</b>		<b>\$356</b>
Source: Wisconsin Department of Revenue, 2013 - 2016; Wisconsin Department of Transportation, 2018 and 2019; Bureau of Labor Statistics, <i>CPI Inflation Calculator</i> , 2014 - 2019; Shoreline Metro, 2018 and 2019; and Bay-Lake Regional Planning Commission, 2018, 2019, 2020, 2021 and 2022.		