

APPENDIX D: FINANCIAL PLAN SUPPORTING DOCUMENTATION

From: Kuehn, James - DOT [mailto:james.kuehn@dot.wi.gov]
Sent: Friday, March 8, 2019 11:21 AM
To: Jeff Agee-Aguayo <JAgee@baylakerpc.org>
Cc: Paoni, Diane - DOT <Diane.Paoni@dot.wi.gov>; Iverson, Tanya - DOT <Tanya2.Iverson@dot.wi.gov>; Halada, Matthew - DOT <Matthew.Halada@dot.wi.gov>
Subject: Revised TAP and CMAQ estimates.

Hi Jeff

Attached are the revised revenue estimates/forecasts with adjusted TAP and CMAQ information. If you have any questions on the TAP and CMAQ information, please contact Tanya Iverson at Tanya2.Iverson@dot.wi.gov or 608-266-2574.

Thank you.

Jim Kuehn

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Subject: Sheboygan Revenue Estimates Attached

Jeff,

Attached please find the revenue estimates needed for the fiscal constraint calculations within your update to the Long-Range Plan. Jim Kuehn will return on Monday, March 4th, should you have additional questions.

Charles Wade

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Update to the *Year 2045 Sheboygan Area Transportation Plan*

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Subject: New Inflation Rates for TIPs and STIP
Update to the *Year 2045 Sheboygan Area Transportation Plan*

Hello Everyone

Here is the updated inflation rate to be used for 2019-2022 TIPs and long-range transportation plans updates. Using the same formula developed previously, the **Expenditure Inflation Rate has been updated to be 1.7%**.

This expenditure inflation rate is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates as they are updated annually.

The **Federal Revenue Inflation Rate has been calculated to be 2.0%**. This revenue inflation rate has been determined using projections based upon authorization of the FAST (Fixing America's Surface Transportation) Act with yearly increases in federal apportionments.

These rates should be used to inflate costs and revenues in the out years in 2019 TIPs and long-range transportation plans.

Thank you in advance for your attention to this matter.

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**Sheboygan Revenue Estimates
02.2019**

DRAFT - FOR REVIEW ONLY

NOTE: These are annual amounts with the exception of the Majors Program and Mega Projects.		
NOTE: Numbers do not include local funds with the exception of the Majors Program and Mega Projects. See Majors note.		
	Sheboygan	
STH Expansion - Majors Program		
Majors Enumerated for Construction - Expenditures (Routes)	\$ -	
Majors Enumerated for Construction - Expenditures (Routes)	\$ -	Estimated costs for majors projects are from the February 2019 report to the Transportation Projects Commission (TPC). The TPC requires Majors reporting to include all costs, including delivery and local costs.
STH Expansion - SE Mega Projects		
STH Preservation, Maintenance and Operations		
Combined Backbone and Non-Backbone	\$ 7,300,890	Backbone - Based on each MPO's % of total non-SEWRPC MPO BB Miles x 6 year avg. BB expenditures (13-18) for non-SEWRPC MPOs. Non- Backbone - Where 6-yr average is less than dollars based on % of MPO non-BB miles x statewide non-BB expenditures (not including SEWRPC) - used that figure, on all others used 75% of MPO 6-yr avg. SEWRPC based on 6 year average (13-18).
SHR Bridges	\$ 719,000	Based on the total average expenditures (13-18) for all non-SEWRPC MPOs divided by 12 (the number of non-SEWRPC MPOs) Average SEWRPC State Low Cost Bridge expenditures (13-18)
SHR Large Bridges	\$ -	If the project is identified now and funding is committed, include cost and funding. If new project, just list it as "Recommended for Further Study."
STH Maintenance and Operations	\$ 2,706,120	Based on % of STN miles in MPO planning areas applied to OPFI estimate of \$ 270.6m statewide X 2 to better account for lane miles in MPO area.
Local Road Expansion and Preservation		
STP-Urban	\$ 600,000	Based on annual program allocations.
General Transportation Aids	\$ 2,332,045	Calculated by taking the 5-year average GTA received by local governments in each urbanized area and then creating an adjusted annual total by applying the percentage of each local government's mileage that is within the urbanized area based on WISLR data, using CY14-18 payments.
Connecting Highway Aids	\$ 233,580	Calculated by taking the 5-year average CHA received by local governments in each urbanized area and then creating an adjusted annual total by applying the percentage of each local government's mileage that is within the urbanized area based on WISLR data, using CY 14-18 payments.
LRIP	\$ 85,698	Calculated by taking the 6-year average LRIP funding (all components) received by local governments in each urbanized area and then creating an adjusted annual total by applying the percentage of each local government's mileage that is within the urbanized area based on WISLR data, using FY 2014-2018 approved projects.
Federal Safety Programs	\$ 233,616	6 year avg. expenditures per MPO divided by total of all MPO 6 year avg expenditures (13-18) = %. Adjustments were made so each MPO received a minimum of 2% - the three MPOs with the largest avg. 6-yr expenditures were adjusted to absorb the difference.
Local Bridges	\$ 1,367,884	Retained minimum of \$220,000 from last projection to account for cyclical nature of bridge program. Total is annual average projects completed in SFYs 2015-2019 within each urbanized area. This will vary significantly by period.
Bike and Ped		
In-street accommodations		Included as basic component of street project cost and funding.
Transportation Alternative Program*	0	There is no guaranteed amount of funding or average TAP award. Funding is awarded competitively and there is no MPO allocation for Sheboygan. Historically, Sheboygan had \$25 million of NTPP funds for use on various projects, but that program has been completed and will not be repeated. Going forward, Sheboygan will compete for projects in the Statewide TAP program.
Transit		
FTA 5307 Program	\$ 1,210,119	Award amount is based on the annual Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent WisDOT distribution of those funds (paired with State Section 85.20 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.20/5307) each agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their 5307 award this year.
FTA 5339 Program (Capital)	\$ -	5339 awards to small urban and rural systems in the state are distributed through a discretionary process each year by WisDOT. The Federal Transit Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time.
State Operating Assistance	\$ 912,916	Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.20/5307) each agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their Section 85.20 award this year.
Other		
CMAQ	\$ 1,000,000	Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020
Total of all listed revenues (except Majors) per MPO	\$ 18,701,868	
*While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.		
Source: Wisconsin Department of Transportation, 2019; and Bay-Lake Regional Planning Commission, 2019.		