
FINANCIAL PLAN FOR THE JULY 2020 MAJOR AND MINOR AMENDMENTS TO THE 2020 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 *2020 – 2023 TIP* (as amended) 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 1.56 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, 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 2019; 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 *2020 – 2023 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. 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

<p align="center">Table 7 Programmed and Available Federal Funding for the 2020 - 2023 TIP (As Amended) (In Thousands of Dollars)</p>											
Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2020	2021	2022	2023	Total	2020	2021	2022	2023	Total
Federal Highway Administration (FHWA)	National Highway Performance Program (NHPP)	1,873	975	990	1,006	4,844					
	Surface Transportation Block Grant Program (STBG)	2,268	262	264	266	3,059					
	Highway Safety Improvement Program (HSIP)	192	725	198	201	1,316					
	Rail-Highway Grade Crossing Set-Aside (HSIP-RR)	240	244	248	251	983					
	Non-Motorized Transportation Pilot Program (NMTTP)	272	1,590	17	0	1,879					
	Total	4,845	3,796	1,716	1,724	12,081	13,734	13,590	15,146	13,865	56,334
	Section 5304	0	0	0	0	0	0	0	0	0	0
	Section 5307 - Sheboygan Urbanized Area - Operating Expenses	1,153	1,165	1,177	1,188	4,683	1,153	1,165	1,177	1,188	4,683
	Section 5307 - Sheboygan Urbanized Area - Capital Expenses (CARES Act)	0	386	0	0	386	0	388	0	0	388
	Section 5310	45	0	0	0	45	45	0	0	0	45
FHWA and FTA (All Modes)	Section 5311 (WETAP)	180	0	0	0	180	180	0	0	0	180
	Section 5339	351	65	380	0	795	193	197	201	205	795
	Total	1,729	1,616	1,556	1,188	6,090	1,572	1,749	1,377	1,393	6,091
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	316	0	3,076	0	3,392	1,000	1,000	1,000	1,000	4,000
<p>NOTES:</p> <p>(1) Totals may not be completely consistent with the sum of individual cell entries due to rounding error.</p> <p>(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 1.56 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 June 2019.</p> <p>(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).</p> <p>(4) With the exception of CMAQ, all transit capital programmed expenditures were adjusted to reflect an annual inflation rate of 1.56 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 June 2019, as well as through consultation with staff of the Sheboygan Parking and Transit Utility (Shoreline Metro).</p>											
Source: Bay-Lake Regional Planning Commission, 2019 and 2020.											

Transportation Alternatives programs in SAFETEA-LU and in MAP-21. One regular STBG project is 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 design commencing in 2020 and implementation occurring in 2022.
- Sheboygan County Non-Motorized Transportation Pilot Program (NMTTP): Three 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, Section 5339 transit capital funding should be available to finance the roof replacement for the transit administration and maintenance facility in 2020, as well as replacement of one (1) 35-foot fixed-route bus in 2022 (Table 2). Two (2) capital items are being funded by non-governmental sources (the Volkswagen Diesel Emissions Environmental Mitigation Trust). 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.
- Section 5310 funding is being programmed for the Enhanced Volunteer Driver Program through the Sheboygan County Health and Human Services Department in 2020 (Table 3).
- Section 5307 (special CARES Act) funding will be available to finance two paratransit vehicles for Shoreline Metro as well as transit administrative and maintenance facility improvements in 2021. In addition, Section 5339 funding will be available to finance a third paratransit vehicle for Shoreline Metro in 2021. All other projects listed in Table 4 are illustrative at this time, and the TIP will be amended if funding materializes for one or more of the other projects listed in Table 4.
- Section 5311 funding is being programmed at the request of the WisDOT Transit Section for capital (vehicle loans and mobility management) and operating activities of the Forward Service Corporation through WisDOT’s “Wisconsin Employment Transportation Assistance Program” (WETAP). These programs will serve 40 counties

within the state, including Sheboygan County and the Sheboygan metropolitan planning area. The federal funding listed in Table 7 is for program activities in all 40 counties; a small but undetermined portion of this funding will benefit Sheboygan County and possibly the Sheboygan metropolitan planning area.

- CMAQ funding will be available to finance the replacement of five (5) 35-foot fixed-route buses in 2022.

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.

Table 8 Annual Roadway and Transit Revenue Estimates for the Sheboygan Metropolitan Planning Area (In Thousands of Dollars)		
Roadway Construction		Average Annual Funding
Funding Program		
State Highways		
Federal/State Funding	Combined Backbone and Non-Backbone	\$7,673
Local Roadways		
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
Subtotal of Local Roadways		\$7,885
Subtotal		\$15,559
Roadway Maintenance and Operations		Average Annual Funding
Funding Program		
State Highways		
Federal/State Funding	State Trunk Highway Maintenance and Operations and State Highway Rehabilitation (SHR) Bridges	\$3,600
Local Roadways		
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
Subtotal of Local Roadways		\$11,033
Subtotal		\$14,633
Total		\$30,191
Transit Operating		Average Annual Funding
Funding Program		
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
Total		\$3,743
Transit Capital		Average Annual Funding
Funding Program		
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
Total		\$356
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 and 2020.		