

SHEBOYGAN METROPOLITAN PLANNING AREA

TRANSPORTATION IMPROVEMENT PROGRAM

2018 - 2021



**SHEBOYGAN METROPOLITAN PLANNING AREA
TRANSPORTATION IMPROVEMENT PROGRAM
CALENDAR YEARS 2018 - 2021**

**Prepared by:
Bay-Lake Regional Planning Commission**

November, 2017

Principal Author:
Jeffrey C. Agee-Aguayo (with assistance from Madison A. Smith)
Bay-Lake Regional Planning Commission
425 South Adams Street, Suite 201
Green Bay, WI 54301
Phone: (920) 448-2820
FAX: (920) 448-2823
E-Mail Address: jagee@baylakerpc.org



The preparation of this report was financed in part through a joint planning grant from the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration and the Wisconsin Department of Transportation, under the provisions of Section 112 of the Federal Highway Act of 1973 and the Federal Transit Act of 1964 (as amended). Local funding was provided by Sheboygan County and by the Sheboygan Parking and Transit Utility.

The contents of this report reflect the views of the Bay-Lake Regional Planning Commission, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views and policies of the U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.

TABLE OF CONTENTS

	<u>Page</u>
TITLE PAGE	i
LISTING OF MAPS AND TABLES	iii
INTRODUCTION	1
TRANSPORTATION IMPROVEMENT PROGRAM	2
Transit Projects	4
Transit Operational Funding: 2018 - 2021	4
Transit Capital Projects: 2018 - 2021	7
Elderly and Disabled Transportation Operating Expenses: 2018	11
Elderly and Disabled Transportation Capital Projects: 2018 - 2021	11
Bicycle and Pedestrian Transportation Projects	15
Street and Highway Improvement Projects	20
FINANCIAL PLAN FOR THIS TRANSPORTATION IMPROVEMENT PROGRAM	24
PUBLIC PARTICIPATION PROCESS	27
IMPLEMENTATION STATUS OF PROJECTS RECOMMENDED FOR 2017 IN THE SHEBOYGAN METROPOLITAN PLANNING AREA TIP	29
AIR QUALITY CONFORMITY STATEMENT	29
STATEMENT OF IMPACTS OF TIP PROJECTS ON ENVIRONMENTAL JUSTICE	29
EXPEDITED PROJECT SELECTION PROCEDURES	32
TIP AMENDMENT GUIDELINES	33
APPENDIX A: GLOSSARY OF TERMS	A-1
APPENDIX B: PROCEDURES FOR THE INVOLVEMENT OF PRIVATE ENTERPRISE IN TRANSIT PROGRAMS	B-1
APPENDIX C: AIR QUALITY CONFORMITY STATEMENT	C-1
APPENDIX D: FINANCIAL CAPACITY ASSESSMENT OF SHORELINE METRO	D-1
APPENDIX E: STATEMENT OF IMPACTS OF TIP PROJECTS ON ENVIRONMENTAL JUSTICE	E-1
APPENDIX F: MPO APPROVAL OF TIP	F-1
APPENDIX G: SURFACE TRANSPORTATION BLOCK GRANT (STBG) URBAN PROJECT PRIORITIZATION POLICY	G-1
APPENDIX H: TRANSITION IN PROGRAMMING FROM MAP-21 TO FAST ACT FUNDING PROGRAMS	H-1
APPENDIX I: SHEBOYGAN MPO TECHNICAL AND POLICY ADVISORY COMMITTEE MEMBERS	I-1

LISTING OF MAPS AND TABLES

<u>MAPS</u>		<u>Page</u>
1	Street and Highway Improvement Projects: 2018 - 2021	35
2	Street and Highway Improvement Projects Completed in 2017	36
E-1	2018 - 2021 Street and Highway Project Locations and Environmental Justice Target Areas	E-4
E-2	2018 – 2021 Bicycle and Pedestrian Transportation Project Locations and Environmental Justice Target Areas	E-5
E-3	Shoreline Metro Fixed Routes and Environmental Justice Target Areas	E-6
 <u>TABLES</u>		
1	Calendar Years 2018 - 2021: Transit Operating Funds	6
2	Calendar Years 2018 - 2021: Transit Capital Items	8
3	Calendar Year 2018: Elderly and Disabled Transportation Projects	12
4	Calendar Years 2018 - 2021: Elderly and Disabled Transportation Capital Projects	13
5	Calendar Years 2018 - 2021: Bicycle and Pedestrian Transportation Projects	17
6	Calendar Years 2018 - 2021: Street and Highway Improvement Projects	21
7	Programmed and Available Federal Funding for the <i>2018 - 2021 TIP</i>	25
8	Implementation Status of Projects Recommended for 2017: Transportation Improvement Program for the Sheboygan Metropolitan Planning Area	30
D-1	2013 to 2021 Shoreline Metro Operating Expenses and Revenues	D-2
D-2	2013 to 2021 Shoreline Metro Measures of Effectiveness	D-3

INTRODUCTION

Federal regulations which govern the planning process in metropolitan planning areas require each metropolitan planning organization (MPO) to prepare a Transportation Improvement Program (TIP) consisting of a multiyear program of projects. Street and highway improvement projects, bicycle and pedestrian transportation projects, transit operating and capital projects, and elderly and disabled transportation operating and capital projects must be included in an adopted TIP program of projects in order to be eligible for Federal aid. The TIP also serves as a list of upcoming transportation projects, and covers a period of at least four years.

The TIP must be created in collaboration with the state and public transit providers. The TIP should incorporate all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Metropolitan Transportation Plan (MTP). Furthermore, the TIP must be fiscally constrained.

Minor civil divisions within the Sheboygan Metropolitan Planning Area include: the Cities of Sheboygan and Sheboygan Falls; the Villages of Howards Grove and Kohler; the Town of Sheboygan; and portions of the Towns of Herman, Lima, Mosel, Sheboygan Falls and Wilson. Jurisdictions in the urbanized portion of the metropolitan planning area were requested to submit projects for consideration using Surface Transportation Block Grant (STBG) urban funding; these projects were prioritized using the *STBG Urban Project Prioritization Policy* developed by the MPO (see Appendix G). Two projects that appear in Table 6 of this TIP have been awarded funding from the urbanized area allocation component of the STBG over the past few cycles:

- North Avenue from State Highway 42/Calumet Drive to North 15th Street: Reconstruction with no increase in capacity and rail work (Awarded funding for the 2013 – 2018 and 2015 – 2020 cycles; project sponsor is the City of Sheboygan; construction is scheduled for 2018); and
- Superior Avenue from North Taylor Drive to North 29th Street: Reconstruction with no increase in capacity (Awarded funding for the 2013 – 2018 and 2015 – 2020 cycles; project sponsor is the City of Sheboygan; construction is scheduled for 2019).

Projects awarded STBG Urban funding in the most recent cycle will be incorporated into this TIP via amendment, as these allocations were not yet acknowledged by WisDOT at the time the TIP was approved.

Street and highway projects also were requested of area municipalities, the Sheboygan County Transportation Department and the Wisconsin Department of Transportation.

Transit capital projects and operating expenses for the period covered by this TIP were requested of the Sheboygan Parking and Transit Utility. The Sheboygan County Health and Human Services Department's Aging and Disability Resource Center (ADRC) and the Wisconsin Department of Transportation submitted specialized transportation projects and capital items for inclusion in this

TIP. In addition, any Transportation Alternatives Program (TAP) set-aside projects have been officially approved by the Wisconsin Department of Transportation, while other bicycle and pedestrian transportation projects (from the Non-Motorized Transportation Pilot Program) have been approved by Sheboygan County.

The priority system for street and highway, transit capital, and bicycle and pedestrian transportation projects is based on the programmed project year. Priorities are established by the responsible agencies in the submittal of projects to the Bay-Lake Regional Planning Commission for inclusion in the TIP, with the exception of STBG urbanized area allocation projects, which are prioritized by the MPO following project proposal submittals. The Bay-Lake Regional Planning Commission then reviews the submitted projects based on compliance with short- and long-range transportation plan recommendations, availability of Federal, state and local transportation funds, and the air quality impacts of programmed improvements.

The Sheboygan MPO Technical and Policy Advisory Committees reviewed and recommended approval of this *2018 – 2021 TIP* on October 26, 2017, and the Bay-Lake Regional Planning Commission approved this *2018 – 2021 TIP* on October 27, 2017. Street and highway projects, transit operating funds and capital projects, elderly and disabled transportation and capital items, and bicycle and pedestrian transportation projects listed are in compliance with both short-range and long-range transportation plans for the Sheboygan Metropolitan Planning Area prepared by the Bay-Lake Regional Planning Commission.

TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Improvement Programs (TIPs) have been completed or amended for the urbanized portion of the Sheboygan Metropolitan Planning Area since 1982, the year in which the Bay-Lake Regional Planning Commission was designated the Metropolitan Planning Organization (MPO) for the Sheboygan Urbanized Area. Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, both an urbanized area and a metropolitan planning area were required to be delineated following the 1990 Census; the long-range transportation plan and TIP were required to cover the larger metropolitan planning area (urbanized area plus territory outside the urbanized area expected to become urbanized in 20 years). Until recently, only projects in the smaller urbanized area were eligible for STBG urbanized area allocation funding; in the most recent funding cycles, MPOs have, at their discretion, been able to extend an existing STBG urbanized area allocation project which originates in the urbanized area outside that area as long as the entire project is within the metropolitan planning area. All maps in this document show the current (post-2010 Census) boundaries of the Sheboygan urbanized area and of the Sheboygan metropolitan planning area.

The TIP completed in 1982 listed projects only for the upcoming year, while TIPs completed in 1983 and 1984 were limited in scope to a three-year period. From 1985 to 1996, the TIP included projects for a five-year period. However, beginning with the *1998 – 2001 TIP* completed and

adopted in 1997, new TIPs began to cover a four-year period, due to a relative lack of projects in the fifth program year.

The *2018 – 2021 TIP* is a listing of transit operating expenses and capital items, elderly and disabled transportation projects and capital items, bicycle and pedestrian transportation projects, and street and highway projects, including an element which is eligible for Federal aid and covers calendar years 2018, 2019, 2020 and 2021. This element contains those projects in the Sheboygan Metropolitan Planning Area which have highest priority as far as funding and implementation are concerned. It is estimated that over \$39,728,000 will be needed to meet anticipated project costs in the four year element component of the TIP.

- In 2018, these costs will include over \$3,569,000 for transit operating expenses, \$1,350,000 for transit capital projects, over \$395,000 for elderly and disabled transportation operating expenses, \$0 for elderly and disabled transportation capital items, \$1,923,000 for bicycle and pedestrian transportation projects, and \$7,315,000 for street and highway projects.
- In 2019, these costs will include nearly \$3,605,000 for transit operating expenses, \$0 for transit capital projects, \$0 for elderly and disabled transportation capital items, \$290,000 for bicycle and pedestrian transportation projects, and \$5,683,000 for street and highway projects.
- In 2020, these costs will include nearly \$3,641,000 for transit operating expenses, \$0 for transit capital projects, \$0 for elderly and disabled transportation capital items, \$425,000 for bicycle and pedestrian transportation projects, and \$1,890,000 for street and highway projects.
- In 2021, these costs will include over \$3,677,000 for transit operating expenses, \$0 for transit capital projects, \$0 for elderly and disabled transportation capital items, \$4,075,000 for bicycle and pedestrian transportation projects, and \$1,890,000 for street and highway projects.

Elderly and disabled transportation operating expenses typically are not programmed beyond one calendar year. Projects funded by the STBG program's transportation alternatives set-aside and by the Congestion Mitigation and Air Quality improvement program (CMAQ) have been officially approved by the Wisconsin Department of Transportation, while most bicycle and pedestrian transportation projects (from the Sheboygan County Non-Motorized Transportation Pilot Program) have been approved by Sheboygan County, for the period covered by this TIP.

The next section of the TIP describes various transit projects which are scheduled for the program period, including transit operational funding, transit capital projects, elderly and disabled transportation operating expenses, and elderly and disabled transportation capital projects. This will be followed by a listing of bicycle and pedestrian transportation projects in the Sheboygan metropolitan planning area. This in turn will be followed by a description of the various street and highway projects which are scheduled for the program period.

A subsequent section of the main body of the TIP involves evidence of the financial capacity to complete all transit operating, transit capital, elderly and disabled transportation operating expenses, elderly and disabled transportation capital items, bicycle and pedestrian transportation projects, and street and highway projects listed in the TIP. A summary of the public participation process used in the development of this TIP is included as well. Another section of the TIP discusses the implementation status of projects recommended for 2017 in the *Sheboygan*

Metropolitan Planning Area TIP: Calendar Years 2017 – 2020 (including amendments to that TIP processed in 2017). A later section of the TIP discusses the air quality conformity process followed in the development of the TIP. This is followed by a statement on impacts of TIP projects on environmental justice. This in turn is followed by discussion concerning clarification of planning procedures and the Federal “Fixing America’s Surface Transportation (FAST)” Act, which allows for a certain degree of flexibility in project selection. The final section of the main body of this document discusses TIP amendment guidelines.

Nine appendices are included in this TIP, and involve the following information:

- Appendix A: Glossary of Terms;
- Appendix B: Procedures for the Involvement of Private Enterprise in Transit Programs;
- Appendix C: Air Quality Conformity Statement;
- Appendix D: Financial Capacity Assessment of Shoreline Metro;
- Appendix E: Statement of Impacts of TIP Projects on Environmental Justice;
- Appendix F: MPO Approval of TIP;
- Appendix G: STBG Urban Project Prioritization Policy;
- Appendix H: Transition in Programming from MAP-21 to FAST Act Funding Programs; and
- Appendix I: Sheboygan MPO Technical and Policy Advisory Committees.

Transit Projects

Transit Operational Funding: 2018 – 2021

Table 1 lists the distribution of operational funding sources for the transit division of the Sheboygan Parking and Transit Utility (Shoreline Metro) for the 2018 – 2021 program period. Table 1 includes Shoreline Metro’s core fixed-route transit service in the Cities of Sheboygan and Sheboygan Falls and in the Village of Kohler, and also includes ADA paratransit costs within the Shoreline Metro service area. Operating and administrative costs are assumed to increase by 1.0 percent each year between 2018 and 2021. Costs shown in Table 1 assume that route changes will be implemented at the beginning of any given calendar year, and also assume maintenance of existing transit service (no expansions).

Projected revenues are also shown in Table 1. Federal Section 5307 (general operating) revenues are anticipated to involve approximately 31.97 percent of operating costs each year throughout the period covered by this TIP. Table 1 also illustrates that Community Development Block Grant (CDBG) funding will not be available for Shoreline Metro due to likely cuts to this program at the national level. However, if these funds continue to be available, Shoreline Metro will apply for CDBG funding through the City of Sheboygan Department of Planning and Development. Shoreline Metro has received \$42,493 in CDBG funding each year over the past several years.

State Section 85.20 (general operating) revenues are assumed to involve approximately 26.60 percent of operating expenses throughout the period covered by this TIP. State Section 85.205 (paratransit supplemental) revenues are assumed to involve \$44,442 each year throughout the period covered by this TIP.

Municipal funding of transit begins at a base level of \$511,547 for the City of Sheboygan, \$33,503 for the City of Sheboygan Falls, and \$11,572 for the Village of Kohler in 2018. The municipal share of transit funding is expected to increase by approximately 2.66 percent from 2018 to 2019, by approximately 2.61 percent from 2019 to 2020, and by approximately 2.57 percent from 2020 to 2021. Municipal funding of transit covers approximately 15.60 percent of total expenses in 2018, 15.85 percent of total expenses in 2019, 16.10 percent of total expenses in 2020, and 16.36 percent of total expenses in 2021. The City of Sheboygan is assumed to provide approximately 91.9 percent of local funding sources for transit operation. The City of Sheboygan Falls is assumed to provide approximately 6.0 percent of local funding sources for transit operation. The Village of Kohler is assumed to provide approximately 2.1 percent of local funding sources for transit operation.

Farebox revenues used to finance transit service begin at a base level of \$706,000 in 2018, then are assumed to remain at this level throughout the period covered by this TIP. Farebox funding of transit covers approximately 19.78 percent of total expenses in 2018, 19.58 percent of total expenses in 2019, 19.39 percent of total expenses in 2020, and 19.20 percent of total expenses in 2021. Other revenues (advertising and proprietary revenues, interest income, etc.) are assumed to remain flat in absolute terms throughout the period covered by this TIP.

Table 1 Calendar Years 2018 - 2021: Transit Operating Funds (TIP ID No.: 372-18-201)				
	2018	2019	2020	2021
Operating Expenses	\$3,569,136	\$3,604,827	\$3,640,876	\$3,677,284
Farebox Revenue	\$706,000	\$706,000	\$706,000	\$706,000
Other Revenue (Advertising, Investments, etc.)	\$171,812	\$171,812	\$171,812	\$171,812
Total Deficit	\$2,691,324	\$2,727,015	\$2,763,064	\$2,799,472
Federal Funding Sources:				
Section 5307	\$1,140,969	\$1,152,379	\$1,163,902	\$1,175,542
HUD CDBG Entitlement Funds	\$0	\$0	\$0	\$0
State Funding Sources:				
Section 85.20	\$949,292	\$958,785	\$968,373	\$978,056
Section 85.205	\$44,442	\$44,442	\$44,442	\$44,442
Local Funding Sources:				
City of Sheboygan	\$511,547	\$525,137	\$538,865	\$552,728
City of Sheboygan Falls	\$33,503	\$34,393	\$35,292	\$36,200
Village of Kohler	\$11,572	\$11,879	\$12,190	\$12,504
Total Funding	\$2,691,325	\$2,727,016	\$2,763,064	\$2,799,472
Balance	\$1	\$0	\$1	\$0
<p>Assumptions made in developing Table 1:</p> <p>(1) Operating and administrative costs are assumed to increase by 1.0 percent each year throughout the period covered by this TIP.</p> <p>(2) ADA paratransit costs are included in operating expenses. All other paratransit costs can be found in Table 3.</p> <p>(3) Farebox revenues are assumed to remain flat in absolute dollars throughout the period covered by this TIP.</p> <p>(4) Other revenues (advertising and proprietary revenues, interest income, etc.) are assumed to remain flat in absolute dollars throughout the period covered by this TIP.</p> <p>(5) Federal Section 5307 (general operating) revenues are assumed to involve approximately 31.97 percent of operating expenses throughout the period covered by this TIP.</p> <p>(6) At this point, it is assumed that Community Development Block Grant (CDBG) funding will not be available for Shoreline Metro due to likely cuts to this program at the national level. However, if these funds continue to be available, Shoreline Metro will apply for CDBG funding through the City of Sheboygan Department of Planning and Development. Shoreline Metro has received \$42,493 in CDBG funding each year over the past several years.</p> <p>(7) State Section 85.20 (general operating) revenues are assumed to involve approximately 26.60 percent of operating expenses throughout the period covered by this TIP.</p> <p>(8) State Section 85.205 (paratransit supplemental) revenues will involve \$44,442 each year throughout the period covered by this TIP.</p> <p>(9) The City of Sheboygan is assumed to provide approximately 91.9 percent of local funding sources for transit operation. The City of Sheboygan Falls is assumed to provide approximately 6.0 percent of local funding sources for transit operation. The Village of Kohler is assumed to provide approximately 2.1 percent of local funding sources for transit operation.</p> <p>(10) Figures represented in this table assume maintenance of existing transit service (no expansions).</p> <p>(11) Balances of \$1 or less (positive or negative) are due to rounding error.</p>				
Source: City of Sheboygan Parking and Transit Utility, 2017; and Bay-Lake Regional Planning Commission, 2017.				

Transit Capital Projects: 2018 – 2021

Table 2 lists capital projects for the transit division of the Sheboygan Parking and Transit Utility (Shoreline Metro) for the 2018 – 2021 period. Of these projects, two capital projects are recommended for 2018, while no capital projects are programmed for 2019, 2020 or 2021.

Two capital expenditures are recommended for calendar year 2018:

- One (1) fixed-route bus (with a length of 35 feet) is expected to be purchased in 2018. This new bus will be used to replace one older bus that will have exceeded its life expectancy at the time of replacement. The new bus will provide a better transportation experience for passengers as well as reduce operating budget maintenance and repair costs. Shoreline Metro staff notes that from the time a purchase order is issued for new buses, it typically takes about one year for delivery. The cost of this 2018 project is \$450,000. The Federal share for this bus will come from the FTA Section 5339 capital program.
- Two (2) fixed-route buses (with a length of 35 feet) are expected to be purchased in 2018. These new buses will be used to replace two older buses that will have exceeded their life expectancy at the time of replacement. The planning justification for this project is similar to that for the other 2018 fixed-route bus acquisition. The cost of this 2018 project is \$900,000. The Federal share for these buses will come from the CMAQ program.

In addition, three (3) capital expenditures are listed as illustrative projects for calendar year 2018, and will be added to the TIP if funding materializes:

- A replacement forklift is an illustrative project for 2018. The existing forklift was acquired in 1979, and is in dire need of replacement. Shoreline Metro needs to provide and use safe equipment in its operations. The existing forklift does not meet state safety standards, and therefore should be retired. The transit facility uses a forklift on a regular basis, and the shop employees are certified forklift operators. Many tasks are completed with use of the forklift, including: accessing and storing large, heavy bus parts in the warehouse storage racks; unloading freight from delivery trucks; replacing engines and transmissions; moving out-of-service buses around the facility; and handling drums of waste oil for the waste oil furnace. The cost of this 2018 project would be \$40,000. If funded, the Federal share for this project would likely come from the FTA Section 5339 capital program.
- An updated farebox data system is an illustrative project for 2018. This project would involve the replacement of Shoreline Metro's GFI fareboxes for its fixed-route buses. The farebox is an electronic fare media device which accepts and documents the fares, logs passenger trip and fare data, and ensures tamper-proof chain-of-custody for the funds generated through fares. The existing fareboxes date back to the mid-1980s, and are an aging but essential tool for the operation of the transit system. The fareboxes and affiliated software contain the infrastructure needed for compilation of data necessary to receive state and Federal funding. The cost of this 2018 project would be \$150,000. If funded, the Federal share for this project would likely come from the FTA Section 5339 capital program.

<div>Table 2</div> <div>Calendar Years 2018 - 2021: Transit Capital Items</div> <div>(In Thousands of Dollars)</div>																	
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2018			Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Federal	Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total			
Sheboygan Parking and Transit Utility TIP ID No.: 372-15-203	Replacement of One (1) 35-Foot Fixed-Route Bus (Transit Preservation)	PE				0										2025	Exempt
		ROW				0											
		ACQUI	360	0	90	450											
		TOTAL	360	0	90	450											
			5339														
Sheboygan Parking and Transit Utility TIP ID No.: 372-15-208	Replacement of Two (2) 35-Foot Fixed-Route Buses (Transit Preservation)	PE				0										2025	Exempt
		ROW				0											
		ACQUI	720	0	180	900											
		TOTAL	720	0	180	900											
			CMAQ														
Sheboygan Parking and Transit Utility (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Replacement of Forklift (Transit Preservation)	PE				0										NA	Exempt
		ROW				0											
		ACQUI	32	0	8	40											
		TOTAL	32	0	8	40											
			Illustrative Only														
Sheboygan Parking and Transit Utility (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	GHJ Farebox Replacement and Farebox Data System Upgrade (Transit Preservation)	PE				0										NA	Exempt
		ROW				0											
		ACQUI	120	0	30	150											
		TOTAL	120	0	30	150											
			Illustrative Only														
Sheboygan Parking and Transit Utility (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Roof Replacement for Transit Maintenance Facility/Garage (Transit Preservation)	PE				0										NA	Exempt
		ROW				0											
		ACQUI	600	0	150	750											
		TOTAL	600	0	150	750											
			Illustrative Only														
Sheboygan Parking and Transit Utility (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Replacement of Three (3) 35-Foot Fixed-Route Buses (Transit Preservation)	PE														NA	Exempt
		ROW															
		ACQUI	1,080	0	270	1,350											
		TOTAL	1,080	0	270	1,350											
			Illustrative Only														
Sheboygan Parking and Transit Utility (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Replacement of Bus Wash (Transit Preservation)	PE														NA	Exempt
		ROW															
		ACQUI	160	0	40	200											
		TOTAL	160	0	40	200											
			Illustrative Only														

Table 2 Calendar Years 2018 - 2021: Transit Capital Items (In Thousands of Dollars)																
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2018			Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan Parking and Transit Utility	Replacement of Three (3) 35-Foot Fixed-Route Buses (Transit Preservation)	PE													NA	Exempt
		ROW														
		ACQUI														
		TOTAL														
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)																
Sheboygan Parking and Transit Utility	Replacement of Two (2) 35-Foot Fixed-Route Buses (Transit Preservation)	PE													NA	Exempt
		ROW														
		ACQUI														
		TOTAL														
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)																
NOTES: The following funding codes are used to identify Federal funding sources: 5339 = Section 5339 (formerly Section 5309) Federal Transit Administration funding will be the Federal funding source. This is also known as the Buses and Bus Facilities Grants program. CMAQ = The Congestion Mitigation and Air Quality improvement program will be the Federal funding source; this is a competitive program for Wisconsin's air quality nonattainment and maintenance areas administered by the WisDOT Bureau of Transit, Local Roads, Railroads and Harbors.																
2018 - 2021 Funding Summary: Total Transit Preservation Project Funding = \$1,350,000 Total Transit Improvement Project Funding = \$0 Total Transit Expansion Project Funding = \$0																
Source: City of Sheboygan Parking and Transit Utility Commission, 2017; and Bay-Lake Regional Planning Commission, 2017.																

- A roof replacement for the Shoreline Metro transit maintenance facility and garage is an illustrative project for 2018. Shoreline Metro is applying for Section 5339 funding for this project, and if the funding is awarded, this TIP will be amended to officially program this project. It became evident during the development of the Transit Asset Management (TAM) 2017 performance targets for Shoreline Metro that one of the items leading to the “marginal” condition of the Shoreline Metro transit maintenance facility and garage was having a leaky roof. It is hoped that this project can be programmed in the near future so that the condition of the facility can be improved. The cost of this 2018 project would be \$750,000.

No capital expenditures are recommended for calendar year 2019.

However, two (2) capital expenditures are listed as illustrative projects for calendar year 2019, and will be added to the TIP if funding materializes:

- Replacement of three (3) 35-foot fixed-route buses is an illustrative project for 2018. The new buses would be used to replace older buses that will have exceeded their life expectancy at the time of replacement. The planning justification for this project is similar to that for the 2018 fixed-route bus acquisitions. The cost of this 2018 project would be \$1,350,000. If funded, the Federal share for these buses would likely come from either the Congestion Mitigation and Air Quality (CMAQ) program, or the FTA Section 5339 capital program.
- Shoreline Metro’s bus wash is an illustrative project for 2019. Shoreline Metro uses a high capacity indoor power wash for its vehicles. This wash allows for daily cleaning of buses and prolongs the underbody chassis and exterior body panels from rust, which is essential for the longevity of the vehicle. The bus wash also allows the vehicles to look professional while in revenue service. The one alternative to bus wash replacement would consist of contracting the exterior cleaning to a third-party vendor, which would likely increase costs and time dedicated to cleaning buses, especially if distance to the cleaning location were to become a factor. The cost of this 2019 project would be \$200,000. If funded, the Federal share for this project would likely come from the FTA Section 5339 capital program.

No capital expenditures are recommended for calendar year 2020.

However, one (1) capital expenditure is listed as an illustrative project for calendar year 2020, and will be added to the TIP if funding materializes:

- Purchase of three (3) fixed-route buses (with a length of 35 feet each) is an illustrative project for 2020. These new buses would be used to replace three older buses that will have exceeded their life expectancy at the time of replacement. The planning justification for this project is similar to that for the 2018 fixed-route bus acquisitions. The cost of this 2020 project would be \$1,350,000. If funded, the Federal share of this project could come from a variety of sources, including FTA Section 5339, CMAQ, or from Surface Transportation Block Grant (STBG) Urban funding.

No capital expenditures are recommended for calendar year 2021.

However, one (1) capital expenditure is listed as an illustrative project for calendar year 2021, and will be added to the TIP if funding materializes:

- Purchase of two (2) fixed-route buses (with a length of 35 feet each) is an illustrative project for 2021. These new buses would be used to replace two older buses that will have exceeded their life expectancy at the time of replacement. The planning justification for this project is similar to that for the 2018 fixed-route bus acquisitions. The cost of this 2021 project would be \$900,000. If funded, the Federal share of this project could come from a variety of sources, including FTA Section 5339, CMAQ, or from STBG Urban funding.

Elderly and Disabled Transportation Operating Expenses: 2018

Elderly and disabled transportation operating expenses are identified in Table 3. The Sheboygan County Health and Human Services Department's Aging and Disability Resource Center (ADRC), which handles elderly and disabled transportation in the Sheboygan Metropolitan Planning Area and elsewhere in Sheboygan County, normally does not program operating expenses beyond one calendar year. The projects identified in Table 3 involve operating expenses for calendar year 2018. These projects include a volunteer driver program and the purchase of specialized (elderly and disabled, but non-ADA) transportation services from Shoreline Metro (operating as Metro Connection).

An illustrative project has been included in Table 3 which involves an enhanced volunteer driver program. The Sheboygan County Health and Human Services Department (through its ADRC) has applied for Section 5310 funding to expand its volunteer driver program. This expansion would provide additional rides to those who need an accessible vehicle, people with disabilities, and for trip purposes other than just medically related appointments. If the funding is approved by WisDOT, the TIP will be amended by replacing the standard volunteer driver program with the enhanced volunteer driver program.

Elderly and Disabled Transportation Capital Projects: 2018 – 2021

Elderly and disabled transportation capital projects are identified in Table 4. The Sheboygan County Health and Human Services Department's ADRC has filed a Section 5310 grant application with WisDOT for the purchase of two side entry minivans in the 2018 funding cycle. If awarded, these vehicles would involve 80 percent Federal funding (with 20 percent local or sponsor funding). All projects identified in Table 4 are listed as "illustrative projects;" if any of these projects are awarded funding by WisDOT, the projects will be officially programmed in this TIP. Additional vehicles are expected to be acquired through future Section 5310 grant applications in 2019, 2020 and 2021 based on review and updating of the *2016 Coordinated Public Transit – Human Services Transportation Plan for Sheboygan County* and the capital programs of Sheboygan County and Shoreline Metro.

In the State of Wisconsin, with the exception of larger (over 200,000 population) urbanized areas (which are required to have their own selection processes under MAP-21), WisDOT reviews all Section 5310 vehicle grant applications from public and private non-profit agencies, ranks the applications, and selects the top projects to be included in a single state Section 5310 grant application to the FTA.

<p style="text-align: center;">Table 3 Calendar Year 2018: Elderly and Disabled Transportation Projects</p>							
Responsible Agency	Project	Total Cost	Federal Share	State Share	Local Share	Fares/Contributions	
Sheboygan County Health and Human Services Department TIP ID No.: 372-18-202	Standard Volunteer Driver Program	\$33,910	\$0	\$8,334	\$16,067	\$9,509	
Sheboygan County Health and Human Services Department TIP ID No.: 372-18-203	Purchase of Specialized Transportation Services from Shoreline Metro	\$352,646	\$0	\$264,705	\$52,941	\$35,000	
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT NOT PROGRAMMED)	Enhanced Volunteer Driver Program	\$105,625	\$40,314 Illustrative Only	\$8,334	\$47,834	\$9,143	
<p>NOTE: The Sheboygan County Health and Human Services Department (through its Aging and Disability Resource Center) has applied for Section 5310 funding to expand its volunteer driver program. This expansion would provide additional rides to those who need an accessible vehicle, people with disabilities, and for trip purposes other than just medically-related appointments. If the funding is approved by WisDOT, the TIP will be amended by replacing the standard volunteer driver program with the enhanced volunteer driver program.</p>							
<p>Source: Sheboygan County Health and Human Services Department, 2017; Shoreline Metro, 2017; and Bay-Lake Regional Planning Commission, 2017.</p>							

Table 4																				
Calendar Years 2018 - 2021: Elderly and Disabled Transportation Capital Projects																				
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2018				Jan. - Dec. 2019				Jan. - Dec. 2020				Jan. - Dec. 2021				Year Available	Air Quality Exempt
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Two side entry minivans with five ambulatory positions and one wheelchair position for the county's volunteer driver program. The vehicles will be used for transportation for the elderly and persons with disabilities. (Expansion)	PE				0.0														
		ROW				0.0														
		ACQUI	56.0	0.0	14.0	70.0														
		TOTAL	56.0	0.0	14.0	70.0														
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE				0.0				0.0										
		ROW				0.0				0.0										
		ACQUI	51.2	0.0	12.8	64.0	51.2	0.0	12.8	64.0										
		TOTAL	51.2	0.0	12.8	64.0	51.2	0.0	12.8	64.0										
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE				0.0				0.0										
		ROW				0.0				0.0										
		ACQUI	51.2	0.0	12.8	64.0	51.2	0.0	12.8	64.0										
		TOTAL	51.2	0.0	12.8	64.0	51.2	0.0	12.8	64.0										
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
Illustrative Only																				
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																		
		ROW									</									

Bicycle and Pedestrian Transportation Projects

One bicycle and pedestrian transportation project has been officially approved by the Wisconsin Department of Transportation for the period covered by this TIP; this is evident in Table 5:

- Some \$175,000 is programmed in each of calendar years 2018, 2019, 2020 and 2021 for “grouped” transportation alternative/enhancement projects that may occur in the Sheboygan Metropolitan Planning Area. This bicycle and pedestrian transportation project involves 80 percent Federal participation and 20 percent state participation.

In addition, as indicated in Table 5, Sheboygan County has approved the following projects to be implemented under its Non-Motorized Transportation Pilot Program (NMTPP, a Federal earmark in SAFETEA-LU awarded to Sheboygan County) over the period covered by the TIP:

- Sheboygan County NMTPP: Level of effort for program oversight, including education and outreach (\$15,000 each year in 2018 and 2019);
- NMTPP marketing/branding (\$33,000 for marketing and branding in 2018);
- Construction of a multi-use pathway in the Alliant Energy utility corridor on the south side of the City of Sheboygan: County Highway OK/South Business Drive to County Highway KK/South 12th Street (\$1,700,000 for construction in 2018); and
- County Highway PP from the Sheboygan River Bridge to South 24th Street: Conversion into a linear parkway and trail facility (\$100,000 for design in 2019, \$250,000 for design in 2020, and \$3,900,000 for construction in 2021).

With the exception of the County Highway PP project (which involves a local share), all of the NMTPP projects indicated above involve 100 percent Federal funding.

In addition, Table 5 includes seven (7) illustrative projects that are not officially programmed in this *2018 – 2021 TIP*:

- Union Pacific rails-to-trails conversion extension in the City of Sheboygan: Pennsylvania Avenue to Indiana Avenue, including an eastern extension of South 9th Street paralleling Indiana Avenue (\$126,000 for design in 2020, \$500,000 for right-of-way acquisition in 2020, and \$504,000 for construction in 2021);
- Construction of a bridge for bicyclists and pedestrians over the Sheboygan River near the former Tecumseh Engines plant in the City of Sheboygan Falls (\$64,000 for design in 2020, and \$319,000 for construction in 2021);
- Construction of multi-use pathways on North Taylor Drive between Kohler Memorial Drive and Superior Avenue and from the intersection of North Taylor Drive and North Avenue into Evergreen Park (\$36,000 for design in 2020, and \$144,000 for construction in 2021);
- Union Pacific rails-to-trails conversion extension in the City of Sheboygan: Indiana Avenue to Mead Avenue (\$300,000 for design in 2020, and \$3,500,000 for construction in 2021);
- Construction of a bridge for bicyclists and pedestrians over the Sheboygan River near the Bemis Manufacturing Plant in the City of Sheboygan Falls. (\$93,000 for design in 2020, and \$463,000 for construction in 2021);

- Construction of a multi-use pathway in the Alliant Energy Utility Corridor on the south side of the City of Sheboygan from South Taylor Drive to County Highway OK/South Business Drive (\$91,000 for design in 2020, and \$2,000,000 for construction in 2021); and
- Construction of a multi-use pathway in the Alliant Energy Utility Corridor on the south side of the City of Sheboygan from County Highway KK/South 12th Street to Lakeshore Drive (\$91,000 for design in 2020, and \$2,000,000 for construction in 2021).

If funding becomes available, the *2018 – 2021 TIP* may be amended to include one or more of these illustrative projects.

<div>Table 5</div> <div>Calendar Years 2018 - 2021: Bicycle and Pedestrian Transportation Projects</div> <div>(In Thousands of Dollars)</div>																
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2018			Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan County	Sheboygan County Non-Motorized Transportation Pilot Program Level of Effort for Program Oversight (Including Education and Outreach)	PE ROW CONST OTHER TOTAL	15 15 NMTTP	0 0 0	0 0 0	15 15	15 15 NMTTP	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	2025	Exempt
TIP ID No.: 372-11-108																
Sheboygan County	NMTTP Marketing/Branding	PE ROW CONST OTHER TOTAL	33 33 NMTTP	0 0 0	0 0 0	33 33	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	2025	Exempt
TIP ID No.: 372-08-117																
Sheboygan County	Construction of a Multi-Use Pathway in the Alliant Energy Utility Corridor on the South Side of the City of Sheboygan County Highway OK/South Business Drive to County Highway KK/South 12th Street (4996-22-00 and 4996-22-71) (1.08 mi.)	PE ROW CONST OTHER TOTAL	1,700 1,700 NMTTP	0 0 0	0 0 0	1,700 1,700	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	2025	Exempt
TIP ID No.: 372-11-105																
Sheboygan County	CTH PP Sheboygan River Bridge to S. 24th Street Conversion into Linear Parkway and Trail Facility (0.53 mi.)	PE ROW CONST OTHER TOTAL	100 100 NMTTP	0 0 0	0 0 0	100 100	250 250 NMTTP	0 0 0	0 0 0	0 0 0	250 250 NMTTP	0 0 0	0 0 0	0 0 0	2025	Exempt
TIP ID No.: 372-18-101																
Wisconsin Department of Transportation	Enhancements Grouped Projects	PE ROW CONST OTHER TOTAL	20 120 140 STBG-TA	5 30 35	0 0 0	25 150 175	20 120 140 STBG-TA	5 30 35	0 0 0	0 0 0	25 150 175	20 120 140 STBG-TA	5 30 35	0 0 0	2025	Exempt
TIP ID Nos.: 372-15-101 (for 2018 funding), 372-16-101 (for 2019 funding), 372-17-101 (for 2020 funding), and 372-18-102 (for 2021 funding)																

<div>Table 5</div> <div>Calendar Years 2018 - 2021: Bicycle and Pedestrian Transportation Projects</div> <div>(In Thousands of Dollars)</div>																
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2018			Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan County	Union Pacific Rail-Trail Conversion Extension in the City of Sheboygan; Pennsylvania Avenue to Indiana Avenue (Includes an Eastern Extension to South 9th Street Paralleling Indiana Avenue)	PE ROW CONST OTHER TOTAL									126 500 0 626	0 0 0 0	0 0 0 0	126 500 0 626	NA	Exempt
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)																
Sheboygan County	Construction of a Bridge for Bicyclists and Pedestrians over the Sheboygan River near the Former Tecumseh Engines Plant in the City of Sheboygan Falls	PE ROW CONST OTHER TOTAL									64 0 0 64	0 0 0 0	0 0 0 0	64 0 0 64	NA	Exempt
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)																
Sheboygan County	Construction of Multi-Use Pathways on North Taylor Drive between Kohler Memorial Drive and Superior Avenue and from the Intersection of North Taylor Drive and North Avenue into Evergreen Park (1.20 mi.)	PE ROW CONST OTHER TOTAL									36 0 0 36	0 0 0 0	0 0 0 0	36 0 0 36	NA	Exempt
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)																
Sheboygan County	Union Pacific Rail/Trail Conversion Extension in the City of Sheboygan; Indiana Avenue to Mead Avenue	PE ROW CONST OTHER TOTAL									300 0 0 300	0 0 0 0	0 0 0 0	300 0 0 300	NA	Exempt
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)																
Sheboygan County	Construction of a Bridge for Bicyclists and Pedestrians over the Sheboygan River near the Bemis Manufacturing Plant in the City of Sheboygan Falls	PE ROW CONST OTHER TOTAL									93 0 0 93	0 0 0 0	0 0 0 0	93 0 0 93	NA	Exempt
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)																

Table 5 Calendar Years 2018 - 2021: Bicycle and Pedestrian Transportation Projects (In Thousands of Dollars)																	
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Coat	Jan. - Dec. 2018			Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Year Open	Air Quality Status	
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total			
Sheboygan County	Construction of a Multi-Use Pathway in the Alliant Energy Utility Corridor on the South Side of the City of Sheboygan South Taylor Drive to County Highway OK/South Business Drive (0.91 mi.)	PE						91	0	0	91				0	Exempt	
		ROW												0			
		CONST											2,000	0	0		2,000
		OTHER												0	0		0
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)		TOTAL						91	0	0	91				2,000		
			Illustrative Only								Illustrative Only						
Sheboygan County	Construction of a Multi-Use Pathway in the Alliant Energy Utility Corridor on the South Side of the City of Sheboygan County Highway KK/South 12th Street to Lakeshore Drive (0.50 mi.)	PE						91	0	0	91				0	Exempt	
		ROW												0			
		CONST											2,000	0	0		2,000
		OTHER												0	0		0
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)		TOTAL						91	0	0	91				2,000		
			Illustrative Only								Illustrative Only						
NOTES: The following funding codes are used to identify federal funding sources: NMTTPP = Non-Motorized Transportation Pilot Program (Federal earmark in SAFETEA-LU awarded to Sheboygan County). STBG-TA = Transportation Alternatives Set-Aside in the Surface Transportation Block Grant Program (Included the Transportation Alternatives program in MAP-21, and included the former Transportation Enhancements, Safe Routes to School, and Recreational Trails programs in SAFETEA-LU).																	
2018 - 2021 Funding Summary:																	
Total WisDOT Approved Bicycle and Pedestrian Project Funding (all sources) = \$700,000																	
Total NMTTPP Project Funding (all sources) = \$6,013,000																	
Source: Sheboygan County Planning and Conservation Department, 2017; Wisconsin Department of Transportation, 2017; and Bay-Lake Regional Planning Commission, 2017.																	

Street and Highway Improvement Projects

Table 6 describes those street and highway improvement projects which are scheduled for the 2018 – 2021 program period. A wide variety of street and highway improvements will take place over the 2018 – 2021 period, including:

- Two (2) reconstruction projects with no increase in capacity (one of these projects also involves rail work);
- One (1) roundabout construction project;
- Three (3) bridge replacement projects; and
- One (1) bridge rehabilitation project.

WisDOT “grouped” projects are also listed in Table 6 for 2018, 2019, 2020 and 2021 in the areas of: STBG Safety; railroad/highway crossing safety; HSIP/Highway Safety Improvement Program; railroad crossing protective devices; Office of the Commissioner of Railroads (OCR) rail-highway safety; Interstate highway system preventive maintenance; National Highway System preventive maintenance; and STN connecting highway system preventive maintenance.

Of the seven (7) specific street and highway projects authorized in this *2018 – 2021 TIP*:

- Three (3) projects are scheduled for construction in 2018;
- Four (4) projects are scheduled for construction in 2019; and
- No projects are scheduled for construction in 2020 or 2021.

Map 1 indicates specific projects to be implemented over the period covered by this TIP.

In addition to specific street and highway improvement projects, approval of this *2018 – 2021 TIP* also implies approval of several Wisconsin Department of Transportation “grouped” projects (which are of a region-level scope) when they occur in the Sheboygan Metropolitan Planning Area. These “grouped” projects are classified in the following categories: (1) traffic safety; (2) the statewide highway safety improvement program (HSIP); (3) regional railroad crossing projects; (4) region-wide hazardous waste; (5) wetland mitigation bank; (6) state highway rehabilitation; (7) pavement marking; (8) traffic operations; and (9) maintenance resurfacing. These projects involve only Federal and state transportation funds, involve work on the state trunk highway system, and are expected to involve minimal funding levels within the Sheboygan Metropolitan Planning Area.

Table 6 Calendar Years 2018 - 2021: Street and Highway Improvement Projects (In Thousands of Dollars)																
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2018			Jan. - Dec. 2019			Jan. -Dec. 2020			Jan. - Dec. 2021			Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
City of Sheboygan	North Avenue STH 42/Calumet Drive to 300 feet east of North 15th Street Reconstruction with no Increase in Capacity and Rail Work (4996-01-79, 4996-01-80 and 4996-01-81) (0.57 mi.) (Highway Preservation)	PE				0									2025	Exempt
		ROW				0										
		RR				0										
		CONST	2,144	0	815	2,959										
		TOTAL	2,144	0	815	2,959										
TIP ID No.: 372-13-012		STBG														
Wisconsin Department of Transportation	STH 28 Intersection with CTH EE Construction of a Roundabout (4010-20-00, 4010-20-21 and 4010-20-71) (0.10 mi.) (Highway Safety)	PE													2025	Exempt from Regional Emissions Analysis
		ROW														
		CONST	1,765	441	0	2,206										
		TOTAL	1,765	441	0	2,206										
			STBG													
TIP ID No.: 372-15-001																
Town of Mosel	Luelloff Road Seven Mile Creek Bridge Bridge Replacement (4197-04-00 and 4197-04-71) (1.00 mi.) (Highway Preservation)	PE													2025	Exempt
		ROW														
		CONST	207	0	52	259										
		TOTAL	207	0	52	259										
			STBG													
TIP ID No.: 372-16-009																
Town of Sheboygan Falls	Mendowllark Road Sheboygan River Bridge and Approaches Bridge Replacement (4200-05-00 and 4200-05-71) (0.05 mi.) (Highway Preservation)	PE				0									2025	Exempt
		ROW				0										
		CONST	426	588	155	1,169										
		TOTAL	426	588	155	1,169										
			STBG													
TIP ID No.: 372-15-002																
City of Sheboygan	Pennsylvania Avenue Sheboygan River Bridge Bridge Rehabilitation (4996-25-00 and 4996-25-71) (0.14 mi.) (Highway Preservation)	PE				0									2025	Exempt
		ROW				0										
		CONST	1,038	0	259	1,297										
		TOTAL	1,038	0	259	1,297										
			STBG													
TIP ID No.: 372-16-011																
City of Sheboygan	Superior Avenue North Taylor Drive to North 29th Street Reconstruction with no Increase in Capacity (4996-01-72 and 4996-01-73) (0.30 mi.) (Highway Preservation)	PE													2025	Exempt
		ROW														
		CONST	742	0	253	995										
		TOTAL	742	0	253	995										
			STBG													
TIP ID No.: 372-13-013																

<div>Table 6</div> <div>Calendar Years 2018 - 2021: Street and Highway Improvement Projects</div> <div>(In Thousands of Dollars)</div>																
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2018			Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan County and Town of Sheboygan Falls	CTH O Sheboygan River Tributary Bridge Bridge Replacement (4269-05-71) (0.04 mi.) (Highway Preservation)	PE				0									2025	Exempt
		ROW				0										
		CONST				333	267	0	66							
		TOTAL				333	267	0	66							
TIP ID No.: 372-16-010																
Wisconsin Department of Transportation	Safety Funds Grouped Projects (0.00 mi.) (Highway Safety)	PE	16	4	0	20	16	4	0	20	16	4	0	20	2025	Exempt
		ROW				0				0				0		
		CONST	80	20	0	100	80	20	0	100	80	20	0	100		
		TOTAL	96	24	0	120	96	24	0	120	96	24	0	120		
			HSIP				HSIP			HSIP				HSIP		
TIP ID Nos.: 372-15-006 (for 2018), 372-16-001 (for 2019), 372-17-001 (for 2020), and 372-18-001 (for 2021)																
Wisconsin Department of Transportation	Rail/Highway Crossing Safety Projects Grouped Projects (0.00 mi.) (Highway Safety)	PE				0				0				0	2025	Exempt
		ROW				0				0				0		
		CONST	120	30	0	150	120	30	0	150	120	30	0	150		
		TOTAL	120	30	0	150	120	30	0	150	120	30	0	150		
			HSIP-RR				HSIP-RR			HSIP-RR				HSIP-RR		
TIP ID Nos.: 372-15-007 (for 2018), 372-16-002 (for 2019), 372-17-002 (for 2020), and 372-18-002 (for 2021)																
Wisconsin Department of Transportation	HSIP/Highway Safety Improvement Program Grouped Projects (0.00 mi.) (Highway Safety)	PE	16	4	0	20	16	4	0	20	16	4	0	20	2025	Exempt
		ROW				0				0				0		
		CONST	80	20	0	100	80	20	0	100	80	20	0	100		
		TOTAL	96	24	0	120	96	24	0	120	96	24	0	120		
			HSIP				HSIP			HSIP				HSIP		
TIP ID Nos.: 372-15-008 (for 2018), 372-16-003 (for 2019), 372-17-003 (for 2020), and 372-18-003 (for 2021)																
Wisconsin Department of Transportation	Railroad Crossing Protective Devices Grouped Projects (0.00 mi.) (Highway Safety)	PE				0				0				0	2025	Exempt
		ROW				0				0				0		
		CONST	120	30	0	150	120	30	0	150	120	30	0	150		
		TOTAL	120	30	0	150	120	30	0	150	120	30	0	150		
			STBG				STBG			STBG				STBG		
TIP ID Nos.: 372-15-009 (for 2018), 372-16-004 (for 2019), 372-17-004 (for 2020), and 372-18-004 (for 2021)																

Table 6 Calendar Years 2018 - 2021: Street and Highway Improvement Projects (In Thousands of Dollars)																	
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2018			Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Year Open	Air Quality Status	
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total			
Office of the Commissioner of Railroads TIP ID Nos.: 372-15-010 (for 2018), 372-16-005 (for 2019), 372-17-005 (for 2020), and 372-18-005 (for 2021)	Office of the Commissioner of Railroads (OCR) Rail-Highway Safety Projects Grouped Projects (0.00 mi.) (Highway Safety)	PE				0				0				0	2025	Exempt	
		ROW				0				0				0			
		CONST	120	30	0	150	120	30	0	150	120	30	0	150			
		TOTAL	120	30	0	150	120	30	0	150	120	30	0	150			
			HSIP-RR			HSIP-RR			HSIP-RR			HSIP-RR					
Wisconsin Department of Transportation TIP ID Nos.: 372-15-011 (for 2018), 372-16-006 (for 2019), 372-17-006 (for 2020), and 372-18-006 (for 2021)	Interstate Highway System Preventive Maintenance Projects Grouped Projects (0.00 mi.) (Highway Preservation)	PE				0				0				0	2025	Exempt	
		ROW				0				0				0			
		CONST	160	40	0	200	160	40	0	200	160	40	0	200			
		TOTAL	160	40	0	200	160	40	0	200	160	40	0	200			
			NHPP			NHPP			NHPP			NHPP					
Wisconsin Department of Transportation TIP ID Nos.: 372-15-012 (for 2018), 372-16-007 (for 2019), 372-17-007 (for 2020), and 372-18-007 (for 2021)	National Highway System Preventive Maintenance Projects Grouped Projects (0.00 mi.) (Highway Preservation)	PE				0				0				0	2025	Exempt	
		ROW				0				0				0			
		CONST	400	100	0	500	400	100	0	500	400	100	0	500			
		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500			
			NHPP			NHPP			NHPP			NHPP					
Wisconsin Department of Transportation TIP ID Nos.: 372-15-013 (for 2018), 372-16-008 (for 2019), 372-17-008 (for 2020), and 372-18-008 (for 2021)	STN Connecting Highway System Preventive Maintenance Projects Grouped Projects (0.00 mi.) (Highway Preservation)	PE				0				0				0	2025	Exempt	
		ROW				0				0				0			
		CONST	400	0	100	500	400	0	100	500	400	0	100	500			
		TOTAL	400	0	100	500	400	0	100	500	400	0	100	500			
			NHPP			NHPP			NHPP			NHPP					
NOTES: The following funding codes are used to identify Federal funding sources: HSIP = Highway Safety Improvement Program HSIP-RR = Rail-Highway Grade Crossing Set-Aside NHPP = National Highway Performance Program (includes the former National Highway System, Interstate Maintenance, and Bridge Replacement and Rehabilitation programs (on the Enhanced National Highway System) in SAFETEA-LU). STBG = Surface Transportation Block Grant Program (includes the Surface Transportation Program in SAFETEA-LU, the former Bridge Replacement and Rehabilitation program (off the Enhanced National Highway System) in SAFETEA-LU, and the Surface Transportation Urban Program (STP-Urban) in SAFETEA-LU and in MAP-21).																	
2018 - 2021 Funding Summary: Total Highway Preservation Project Funding = \$11,812,000 Total Highway Safety Project Funding = \$4,966,000 Total Highway Improvement Project Funding = \$0 Total Highway Expansion Project Funding = \$0																	
Source: Wisconsin Department of Transportation, 2017; and Bay-Lake Regional Planning Commission, 2017.																	

FINANCIAL PLAN FOR THIS TRANSPORTATION IMPROVEMENT PROGRAM

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 *2018 – 2021 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 1.8 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 July of 2017; 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 *2018 – 2021 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. 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. Seven regular STBG projects are funded in Table 6, while two categories of WisDOT “grouped” STBG projects are funded in Tables 5 and 6. Two of the regular STBG projects are from what was originally the STP Urban program, while one STBG “grouped” project involves a transportation alternatives set-aside.

Table 7 Programmed and Available Federal Funding for the 2018 - 2021 TIP (In Thousands of Dollars)											
Funding Source			Programmed Expenditures				Estimated Available Funding				
Agency	Program	2018	2019	2020	2021	Total	2018	2019	2020	2021	Total
Federal Highway Administration	National Highway Performance Program (NHPP)	960	977	995	1,013	3,945					
	Surface Transportation Block Grant Program (STBG)	3,868	3,297	264	267	7,696					
	Highway Safety Improvement Program (HSIP)	192	195	199	203	789					
	Rail-Highway Grade Crossing Set-Aside (HSIP-RR)	240	244	249	253	986					
	Non-Motorized Transportation Pilot Program (NMTTP)	1,748	117	259	1,635	3,759					
	Total	7,008	4,831	1,966	3,370	17,175	16,715	15,378	15,815	17,424	65,331
	Section 5304	0	0	0	0	0	0	0	0	0	0
	Section 5307 - Sheboygan Urbanized Area - Operating Expenses	1,141	1,152	1,164	1,176	4,633	1,141	1,152	1,164	1,176	4,633
	Section 5307 - Sheboygan Urbanized Area - Capital Expenses	0	0	0	0	0	0	0	0	0	0
	Section 5339	360	0	0	0	360	169	173	176	180	697
Federal Transit Administration	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	720	0	0	0	720	389	390	389	390	1,558
	Section 5310	0	0	0	0	0	0	0	0	0	0
	Total	2,221	1,152	1,164	1,176	5,713	1,699	1,715	1,729	1,745	6,888
	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, all highway- and enhancement-related programmed expenditures were adjusted to reflect an annual inflation rate of 1.8 percent. With the exception of the TA set-aside in the STBG program 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 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 2017.											
(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 1.8 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 July 2017, as well as through consultation with staff of the Sheboygan Parking and Transit Utility (Shoreline Metro).											
Source: Bay-Lake Regional Planning Commission, 2017.											

- Highway Safety Improvement Program (HSIP): 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.
- 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 fixed-route bus replacement in 2018 (Table 2). Seven 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.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding should be available to finance two fixed-route bus replacements in 2018, as noted in Table 2.
- Section 5310 funding is not currently being programmed in the *2018 – 2021 TIP*. All 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 elderly and disabled transportation capital projects listed in 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.

PUBLIC PARTICIPATION PROCESS

In 2016, the Bay-Lake Regional Planning Commission updated its Public Participation Plan for all transportation plans and programs developed for the Sheboygan MPO. The following narrative outlines the public involvement process used in the development of this *2018 – 2021 TIP* for the Sheboygan Metropolitan Planning Area.

The Bay-Lake Regional Planning Commission published a Notice of Request for Comment on the draft *2018 – 2021 Transportation Improvement Program* for the Sheboygan Metropolitan Planning Area in a local newspaper as well as through social media. This notice informed the public of the availability of draft copies of the TIP at key locations in the Sheboygan Metropolitan Planning Area, and solicited public input on the draft TIP. This Notice of Request for Comment was also mailed to individuals and organizations on the MPO Public Participation Plan mailing list. This Notice of Request for Comment listed approximate and actual dates of all significant meetings and hearings concerning the TIP, and included a public hearing announcement. Draft copies of the TIP were made available (at five public review locations in the Sheboygan area as well as on the Sheboygan MPO webpage linked to the Bay-Lake Regional Planning Commission website) for a period of 30 days. A public hearing on the draft TIP was held during this review period.

Comments received on the draft TIP were forwarded to the MPO Technical and Policy Advisory Committees for their consideration. Following the public hearing, the MPO Technical and Policy Advisory Committees reviewed the draft TIP and public input, and made their recommendation to the Bay-Lake Regional Planning Commission. Comments received at the public hearing, written comments received during the public comment period and the recommendation from the MPO Technical and Policy Advisory Committees were then forwarded to the Bay-Lake Regional Planning Commission for its consideration.

The following was a schedule of events for public involvement in the development of the *2018 – 2021 TIP*:

September 27, 2017

Notice of Request for Public Comment on the draft *2018 – 2021 TIP* published in a local newspaper, sent to other local media and publicized via social media. Significant meetings and hearings concerning the TIP were listed in the notice, including notice of the public hearing concerning the TIP. Draft TIP made available for public review at five locations in the Sheboygan Metropolitan Planning Area and on the MPO webpage on the Bay-Lake Regional Planning Commission website.

September 27, 2017	Notice of Request for Public Comment on the draft <i>2018 – 2021 TIP</i> was made available to individuals and organizations on the MPO Public Participation Plan mailing list.
September 27, 2017	Draft TIP made available for public review through October 26, 2017.
October 25, 2017	Public Hearing on the <i>2018 – 2021 TIP</i> .
October 26, 2017	Technical and Policy Advisory Committees considered public comments and made a recommendation to the Bay-Lake Regional Planning Commission.
October 27, 2017	Bay-Lake Regional Planning Commission meeting: Consideration of written comments, comments from the public hearing and recommendation of the MPO Technical and Policy Advisory Committees, and Commission action on the final TIP.
November, 2017	Formal transmittal of the final TIP to applicable state and Federal agencies.

The public hearing concerning the *2018 – 2021 TIP* was held from 4:00 p.m. to 5:00 p.m. on October 25, 2017, at the Sheboygan County Administration Building (Room 302), 508 New York Avenue, Sheboygan. No one from the public attended the hearing. Jeffrey Agee-Aguayo represented the Bay-Lake Regional Planning Commission at the public hearing. Commission staff prepared several items for this public hearing, including: a presentation; sign-in sheets; packets of tables from the main body of the TIP; comment sheets; and large display maps that were set up in the public hearing room and showed the location of proposed street and highway projects in the TIP, the location of street and highway projects completed in 2017 in the previous TIP, and the environmental justice impacts of street and highway and bicycle and pedestrian transportation projects in the draft TIP as well as of the current Shoreline Metro route structure.

Written comments were received from Edward Procek, Sheboygan County Board Supervisor (District 7) and Bay-Lake Regional Planning Commissioner. Mr. Procek discussed the condition of the South Business Drive bridge south of Washington Avenue in the City of Sheboygan. Mr. Procek also commented that Shoreline Metro has many capital needs, and also has a need for additional operating funds in order to better serve employees that are coming home from second shift jobs, need to travel to third shift jobs, and need to get to and from weekend jobs at times when there is no transit service on the road.

IMPLEMENTATION STATUS OF PROJECTS RECOMMENDED FOR 2017 IN THE SHEBOYGAN METROPOLITAN PLANNING AREA TIP

Several projects have been completed in the Sheboygan Metropolitan Planning Area since the TIP process began. Street and highway projects recommended for 2017 in the *2017 – 2020 TIP* (adopted in October 2016, and administratively modified or amended six times thereafter) which were completed by the end of 2017 are identified on Map 2. Table 8 indicates a summary of the progress made on transit operations and capital items, elderly and disabled transportation operations and capital items, bicycle and pedestrian transportation projects, and street and highway improvement projects which were scheduled for 2017 in the *2017 – 2020 TIP*. Table 8 identifies projects scheduled in the *2017 – 2020 TIP* for 2017, and includes information such as project location, jurisdiction, project description, and project status.

AIR QUALITY CONFORMITY STATEMENT

The air quality conformity statement for this *2018 – 2021 TIP* can be found in Appendix C. The conformity statement has been prepared for both the TIP and for the *Year 2045 Sheboygan Area Transportation Plan (SATP)*. The *Year 2045 SATP* (and this *2018 – 2021 TIP* which implements that plan) demonstrates conformity against a SIP in which USEPA found motor vehicle emission budgets adequate for Sheboygan County; emission budgets in the SIP were developed using the MOVES 2014 emissions estimating model, and the conformity analysis found in Appendix C utilized emission factors produced by MOVES 2014 to demonstrate conformity against the SIP. This conformity analysis was prepared to demonstrate conformity for all of Sheboygan County, since the county has been designated a nonattainment area for the eight-hour standard for ground-level ozone for several years.

STATEMENT OF IMPACTS OF TIP PROJECTS ON ENVIRONMENTAL JUSTICE

Taken as a whole, the projects in this Transportation Improvement Program, together with the other publicly and privately funded transportation improvements and services provided in the Sheboygan Metropolitan Planning Area, do not impose disproportionately high and adverse impacts on minority populations and/or low income populations. Furthermore, the benefits of the transportation improvements and services provided are reasonably distributed to serve the needs of all populations in the area. These statements are based on the analysis summarized in Appendix E of this *2018 – 2021 TIP*.

Table 8 Implementation Status of Projects Recommended for 2017 Transportation Improvement Program for the Sheboygan Metropolitan Planning Area			
Project Location	Jurisdiction	Project Description	Project Status
North Avenue STH 42/Calumet Drive to 300 feet east of North 15th Street	City of Sheboygan	Reconstruction with no Increase in Capacity and Rail Work	To be Completed in 2018
STH 28 Intersection with CTH EE	Wisconsin Department of Transportation	Right-of-Way Acquisition Leading to Construction of a Roundabout	Completed; Construction Scheduled for 2019
Meadowlark Road Fischer Creek Bridge and Approaches	Town of Herman	Bridge Replacement	Completed
South 8th Street Sheboygan River Bridge	City of Sheboygan	Bridge Rehabilitation	In Progress; To be Completed in Early 2018
IH 43 Wilson Lima Road to Fischer Creek Road	Wisconsin Department of Transportation	Installation of Miscellaneous Cable Guard	Completed
Luelloff Road Seven Mile Creek Bridge	Town of Mosel	Design Leading to Bridge Replacement	Completed; Construction Scheduled for 2019
IH 43 STH 42 to Manitowoc County Line	Wisconsin Department of Transportation	Resurfacing	Completed
Various Locations in the Sheboygan Metropolitan Planning Area	Wisconsin Department of Transportation	Grouped Projects in the Sheboygan Metropolitan Planning Area	Completed
Sheboygan County NMTTP	Sheboygan County	Level of Effort for Program Oversight (Including Education and Outreach)	Completed; Also to be Completed in 2018 and 2019
Throughout the Sheboygan Metropolitan Planning Area and Sheboygan County	Sheboygan County	NMTTP Marketing and Branding	Completed; Also to be Completed in 2018
Indiana Avenue South 17th Street in the City of Sheboygan to Highland Drive in the Village of Kohler	Sheboygan County	Planning Study for a Road Diet/Multi-Use Cycle-Track Facility	Project Dropped; Infrastructure Project from Sheboygan River Bridge to South 24th Street to be Designed in 2019 and 2020 and Completed in 2021

Table 8
Implementation Status of Projects Recommended for 2017
Transportation Improvement Program for the Sheboygan Metropolitan Planning Area

Project Location	Jurisdiction	Project Description	Project Status
Alliant Energy Utility Corridor on the South Side of the City of Sheboygan	Sheboygan County	Design Leading to Construction of a Multi-Use Pathway	Completed; Scope of Project Narrowed to CTH OK/South Business Drive to CTH KK/ South 12th Street, and May be Narrowed Further; Construction Scheduled for 2018
Shoreline Metro Service Area	Sheboygan Parking and Transit Utility	Operation of Shoreline Metro	Completed
Shoreline Metro Service Area	Sheboygan Parking and Transit Utility	Replacement of Two (2) 35-Foot Fixed-Route Buses	Project is underway, with purchase and funding taking place in 2018
Shoreline Metro Service Area	Sheboygan Parking and Transit Utility	Completion of Transit Development Program (TDP) for Shoreline Metro	Project should be underway soon, with completion in 2018
Sheboygan County	Sheboygan County	Volunteer Driver Program	Completed
Sheboygan County	Sheboygan County	Purchase of Specialized Transportation Services from the City of Sheboygan Parking and Transit Utility	Completed
Sheboygan County	Sheboygan County	Replacement of Two Dual Axle Diesel Powered Minibuses with 8 Ambulatory Positions and One Wheelchair Position	To be ordered in 2018
Throughout the Sheboygan Metropolitan Planning Area and Sheboygan County	RCS Empowers, Inc.	Replacement of One Medium Sized Gasoline Powered Bus with 11 Ambulatory Positions and Two Wheelchair Positions	Delivery anticipated in late 2017 or early 2018
Throughout the Sheboygan Metropolitan Planning Area and Sheboygan County	RCS Empowers, Inc.	Replacement of One Support Side Entry Minivan with Five Ambulatory Positions and One Wheelchair Position	Delivery anticipated in late 2017 or early 2018
Throughout a Seven County Region in Northeast and East Central Wisconsin, Including Sheboygan County	Forward Service Corporation	Use of WETAP Funds to Help Low Income Workers with a Subsidized Vanpool, Transportation Coordinators, and a No Interest Vehicle Repair Loan Program	Completed

Source: Bay-Lake Regional Planning Commission, 2017.

EXPEDITED PROJECT SELECTION PROCEDURES

Federal regulations acknowledge that changes occur as TIP projects advance through the project development process. The regulations include some flexibility that MPOs may choose to implement to manage TIP amendment workload. The *WisDOT TIP Preparation Guidance* includes historic boilerplate language regarding these flexibilities that Wisconsin MPOs have included in their TIPs. FHWA reviewed the boilerplate language, and found some inconsistencies with current regulations. If MPOs choose to include permitted flexibility in implementing the TIP, then FHWA recommends that the TIP include the following specific section with commitment to the procedures outlined. If an MPO chooses not to include specific flexibilities, then the MPO should coordinate with WisDOT and FHWA to ensure that adopted expedited selection procedures remain compliant.

The Bay-Lake Regional Planning Commission/Sheboygan MPO, WisDOT, and the Sheboygan Parking and Transit Utility/Shoreline Metro hereby agree to the following procedures in advancing projects from the approved TIP for Federal funding commitment:

1. The first year of the TIP constitutes an agreed to list of projects for project selection purposes and no further project selection action is required by the MPO for WisDOT or the transit operator to proceed with Federal funding commitment.
2. Projects from the second, third or fourth year of the TIP can be advanced by WisDOT or the transit operator for Federal fund commitment without further project selection action by the MPO.
3. Concerning the Federal funding sources identified for individual projects in the TIP, it is agreed that WisDOT may unilaterally interchange eligible FHWA funding program sources without necessitating an amendment, subject to the project selection authority that Federal regulations and state local program procedures reserve for the State and the MPO, and subject to reconciliation under Item #5.
4. WisDOT can unilaterally interchange FTA Section 5309, Section 5339 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 population without necessitating a STIP or TIP amendment. FTA should be notified of any interchange of funds.
5. To maintain accountability and fiscal constraint as changes occur during implementation of the TIP, the MPO, WisDOT and the transit operator will monitor projects in the TIP and account for all significant changes in scheduled years and costs in a TIP amendment at the midpoint of the calendar year. (MPOs on a two year TIP update cycle must also commit to “truing up” the TIP by amendment at the end of the first year along with declaring the second year of the TIP to be the agreed to list of projects for the second year of operation).
6. WisDOT relies on the public involvement process conducted by the MPO in the development of its TIP to satisfy the FTA program and planning requirements, as established for the Section 5309, Section 5339 and Section 5307 programs.

TIP AMENDMENT GUIDELINES

Major Amendments

A major *TIP* amendment will be necessary when:

- Adding a non-exempt/expansion project to the first four years of the *TIP*, including advancing a project for implementation from an illustrative list or from the out year(s) of the *TIP**;
- Moving a non-exempt/expansion project out of the first four years of the *TIP**;
- Significantly changing the scope (character of work or project limits) of a non-exempt/expansion project within the first four years of the *TIP* such that the current description is no longer reasonably accurate*; or
- Adding or deleting any project that exceeds the lesser of 10 percent of the total original Federal funding programmed for the calendar year, or \$1,000,000 (within the first four years of the *TIP*).

*For purposes of air quality conformity analysis, “non-exempt” projects are projects that change or modify capacity on the transportation network. Examples of “non-exempt” projects in the Sheboygan area might include adding or deleting lanes on an existing arterial or collector facility, building a new arterial or collector facility, or adding a new interchange to a freeway. Generally, most other projects are considered “exempt” projects for purposes of air quality conformity analysis. Additional information concerning these definitions can be found in the USEPA conformity regulation (40 CFR 93), specifically in Tables 2 and 3 of the regulation. This detailed information is available from MPO staff at the Bay-Lake Regional Planning Commission office.

A major amendment will require the following steps:

- Staff will commence the major amendment process by releasing the proposed amendment for a 30-day public review period. Staff will inform the public of the proposed major amendment by placing the proposed major amendment and public review period announcement on the Sheboygan MPO webpage of the Bay-Lake Regional Planning Commission website, by sending notices to the organizations on the MPO Public Participation Plan mailing list and by publishing a notice in one or more local newspapers. The notices will be distributed just before the 30-day review period begins. Public notice will also be provided through social media, including the Bay-Lake Regional Planning Commission Facebook page and (more briefly) through Twitter.
- Near the end of the 30-day public review process, staff will conduct a public hearing on the major *TIP* amendment at an accessible location that can be reached by Shoreline Metro. The public hearing notice will also be sent to the organizations on the *MPO Public Participation Plan* mailing list and to local news media. MPO staff will consider holding the public hearing immediately before joint meetings of the Sheboygan MPO Technical and Policy Advisory Committees in order to conserve staff time and resources.
- Following the public hearing, the Sheboygan MPO Technical and Policy Advisory Committees will have the opportunity to comment on the proposed major *TIP* amendment

and make a recommendation to the Bay-Lake Regional Planning Commission.

- Staff will present the proposed major amendment to the Bay-Lake Regional Planning Commission (or its Executive Committee) for final approval.

Minor Amendments

A minor *TIP* amendment will be necessary when:

- Adding an exempt/system preservation project to the first four years of the *TIP*, including advancement of a project for implementation from an illustrative list or from the out year(s) of the *TIP*;
- Moving an exempt/system preservation project out of the first four years of the *TIP*;
- Changing the scope (character of work or project limits) of an exempt/system preservation project within the first four years of the *TIP* such that the current description is no longer reasonably accurate; or
- A change in project funding that impacts funding for other projects within the first four years of the *TIP*, forcing any exempt/system preservation project out of the first four years of the *TIP*.

A minor amendment will require the following steps:

- The Sheboygan MPO Technical and Policy Advisory Committees will have the opportunity to comment on the proposed minor *TIP* amendment and make a recommendation to the Bay-Lake Regional Planning Commission; this will include a public comment period toward the beginning of the joint meeting of those committees.
- Staff will present the proposed minor amendment to the Bay-Lake Regional Planning Commission (or its Executive Committee) for final approval.

Administrative Modifications

The *TIP* can be administratively modified by staff without going through the amendment process under the following circumstances:

- Changing the implementation schedule for projects within the first four years of the *TIP*;
- Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project; or
- Changing the source (Federal, state or local funding source); category (National Highway Performance Program, Surface Transportation Block Grant Program, earmarks, etc.); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the *TIP*.

In addition, projects approved for Emergency Relief funding are not generally required to be included in the *TIP*. Therefore, any changes made for emergency relief projects may be considered administrative modifications to the *TIP*.

Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin

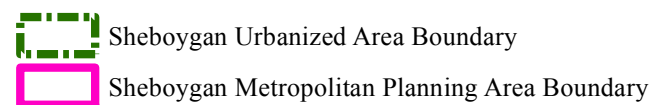
Map 1

2019

1. North Avenue
STH 42/Calumet Drive to 300 feet east of
North 15th Street
Reconstruction with no Increase in Capacity
and Rail Work
2. Meadowlark Road
Sheboygan River Bridge and Approaches
Bridge Replacement
3. Pennsylvania Avenue
Sheboygan River Bridge
Bridge Rehabilitation
4. STH 28
Intersection with CTH EE
Construction of a Roundabout
5. Luelloff Road
Seven Mile Creek Bridge
Bridge Replacement
6. Superior Avenue
North Taylor Drive to North 29th Street
Reconstruction with no Increase in Capacity
7. CTH O
Sheboygan River Tributary Bridge
Bridge Replacement

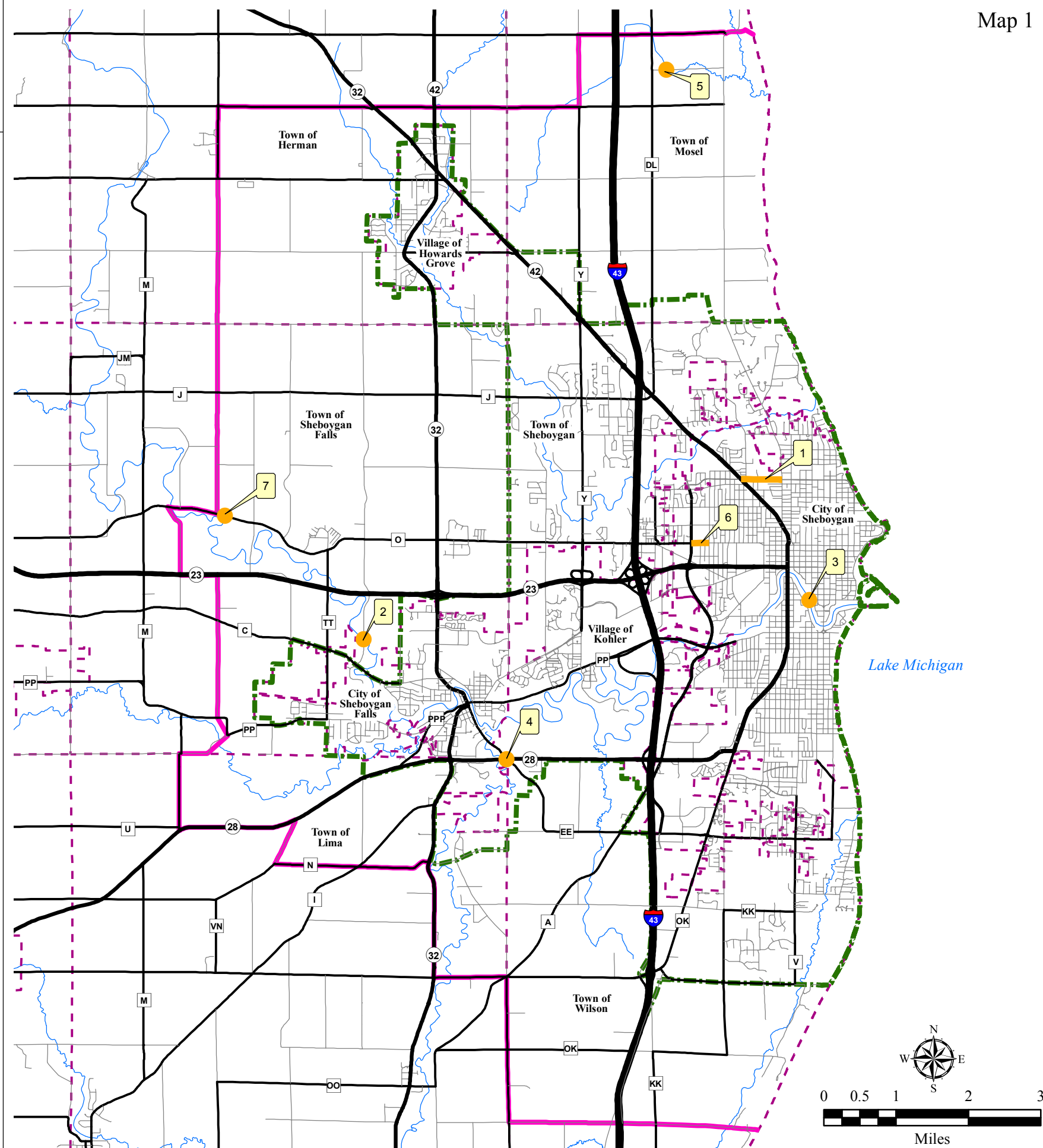
2020 and 2021

No projects



November, 2017
G:\Sheboygan\MPO\TIP\TIP 2018-2021
Source: WDNR; Sheboygan County, 2017;
Bay-Lake Regional Planning Commission, 2017.


This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.




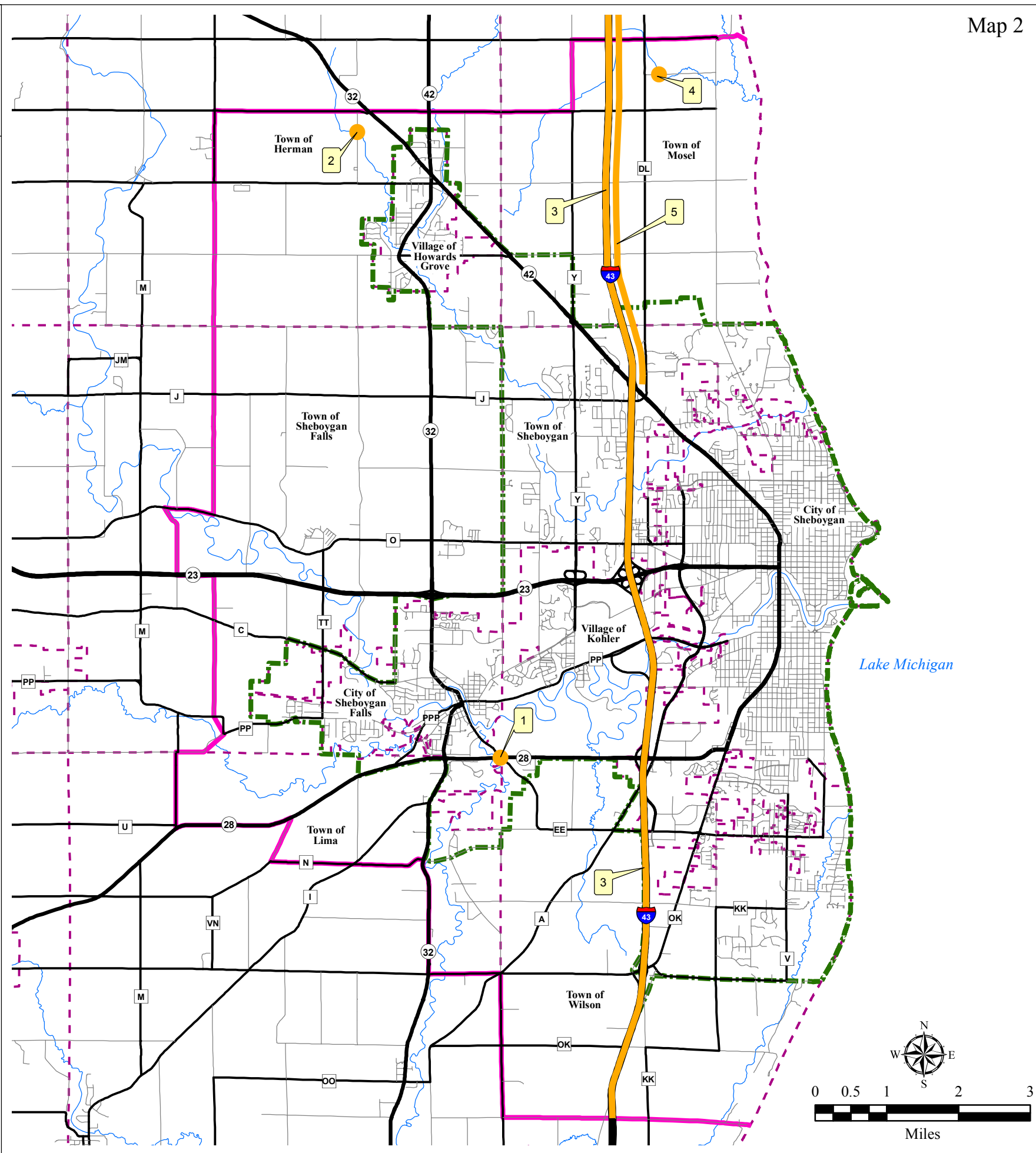
Street and Highway Improvement Projects Completed in 2017

Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin

1. STH 28
Intersection with CTH EE
Right-of-Way Acquisition Leading to Construction of a Roundabout
2. Meadowlark Road
Fischer Creek Bridge and Approaches
Bridge Replacement
3. IH 43
Wilson Lima Road to Fischer Creek Road
Installation of Miscellaneous Cable Guard
4. Luelloff Road
Seven Mile Creek Bridge
Design Leading to Bridge Replacement
5. IH 43
STH 42 to Manitowoc County Line
Resurfacing


Sheboygan Urbanized Area Boundary


Sheboygan Metropolitan Planning Area Boundary



APPENDIX A
GLOSSARY OF TERMS

GLOSSARY OF TERMS

ACQUI	- Acquisition
ADA	- Americans with Disabilities Act of 1990
CAAA	- Clean Air Act Amendments of 1990
CMAQ	- Congestion Mitigation and Air Quality Improvement Program is the Federal funding source.
CONST	- Construction
CTH	- County Trunk Highway
FAST Act	- The “Fixing America’s Surface Transportation” Act. This most recent surface transportation reauthorization act was enacted in December, 2015.
FHWA	- Federal Highway Administration
FTA	- Federal Transit Administration
HSIP	- Highway Safety Improvement Program is the Federal funding source.
HSIP-RR	- Rail-Highway Grade Crossing Set-Aside
IH	- Interstate Highway
MAP-21	- The “Moving Ahead for Progress in the 21 st Century” Act (Federal surface transportation authorization legislation approved and signed into law in 2012)
MPO	- Metropolitan Planning Organization
NAAQS	- National Ambient Air Quality Standards
NHPP	- National Highway Performance Program is the Federal funding source; this includes the former National Highway System, Interstate Maintenance, and Bridge Replacement and Rehabilitation programs (on the Enhanced National Highway System) that were in SAFETEA-LU.
NMTTP	- Non-Motorized Transportation Pilot Program is the Federal funding source; this was an earmark for Sheboygan County in SAFETEA-LU
NOx	- Oxides of Nitrogen
PE	- Preliminary Engineering
ROW	- Right-of-Way Acquisition
SAFETEA-LU	- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (adopted in 2005, and expired on September 30, 2012)
STBG	- Surface Transportation Block Grant Program (includes the Surface Transportation Program in SAFETEA-LU, the former Bridge Rehabilitation and Replacement program (off the Enhanced National Highway System) in SAFETEA-LU, and the Surface Transportation Urban Program (STP-Urban) in SAFETEA-LU and in MAP-21). STBG also includes what was the Transportation Alternatives program in MAP-21, which included what were the former Transportation Enhancements, Safe Routes to School, and Recreational Trails programs in SAFETEA-LU.
STH	- State Trunk Highway
TIP	- Transportation Improvement Program
VOC	- Volatile Organic Compounds
WisDOT	- Wisconsin Department of Transportation

APPENDIX B
PROCEDURES FOR THE INVOLVEMENT OF PRIVATE
ENTERPRISE IN TRANSIT PROGRAMS

PROCEDURES FOR THE INVOLVEMENT OF PRIVATE ENTERPRISE IN TRANSIT PROGRAMS

In conformance with the FTA policy statements on private sector participation as published in the *Federal Registers* of October 22, 1984, and January 24, 1986, the following narrative is documentation of the Bay-Lake Regional Planning Commission's privatization efforts as Metropolitan Planning Organization for the Sheboygan Metropolitan Planning Area in Wisconsin.

1. The Sheboygan Metropolitan Planning Area Technical and Policy Advisory Committees are responsible for reviewing the major transportation plans and programs funded by the FTA and the FHWA. This includes review of projects selected for inclusion in the annual TIP or TIP Amendment for the Sheboygan Metropolitan Planning Area.

The Technical Advisory Committee is composed of local planning technicians and representatives of the Wisconsin Department of Transportation, the FHWA and the FTA. Membership on the Policy Advisory Committee is comprised of the chief elected officials from the local units of government within the metropolitan planning area. Private sector transportation providers receive notice of all meetings of both committees, and are invited to participate in these meetings, but do not sit as voting members of either committee.

2. An inventory of proprietary and private, non-profit providers of transportation services in the area is maintained and updated as necessary. This inventory includes existing school bus, commuter, charter, and intercity carriers as well as taxi and specialized (elderly/disabled) service providers.
3. All private enterprises included in the above inventory have been placed on the notification lists for development of the Bay-Lake Regional Planning Commission's annual transportation planning work program and for review of the transit portions of the draft TIP or TIP Amendment. In addition, agency personnel who may be aware of private providers not in our inventory will be added to the notification list.

Private providers have been invited to ask questions and provide comments on the planning and programming of projects. In addition, new and/or restructured transit service proposed in the TIP or TIP Amendment will be specifically enumerated in the review notice for that particular TIP or TIP Amendment. Private operators will be requested to notify the Bay-Lake Regional Planning Commission if they have any interest in receiving more information on the services or would like to be considered for providing one or more of the services.

With the notification, private providers are provided with the transit projects included in the draft Section 5307/5339 Program of Projects prepared by the Sheboygan Parking and Transit Utility (Shoreline Metro), as well as the list of Section 5310 applications.

4. The service requirements for new or expanded services being considered in the planning process will be specified and made available to private operators. Private proposals will be evaluated according to criteria which consider ability to provide the service and cost. Fully allocated costs will be the basis for comparison between public and private operators.
5. The Bay-Lake Regional Planning Commission is the designated clearinghouse for federally funded projects. While private operators have been included on the project notification list for transit projects in the past, a greater effort has been made to include all private operators in the review process. This will provide private operators with a greater opportunity to comment on Federal as well as state and local transportation projects.
6. Traditionally, the Bay-Lake Regional Planning Commission has provided technical assistance primarily to local public bodies and public agencies. This will be extended to private operators who request information or assistance with projects related to the transit planning program, as a part of the Commission's role in the coordination of the Technical and Policy Advisory Committees of the Sheboygan Metropolitan Planning Organization.

APPENDIX C
AIR QUALITY CONFORMITY STATEMENT

ASSESSMENT OF CONFORMITY OF THE YEAR 2045 SHEBOYGAN AREA TRANSPORTATION PLAN (SATP) AND THE 2018 – 2021 SHEBOYGAN METROPOLITAN PLANNING AREA TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN

On April 14, 2015, the Bay-Lake Regional Planning Commission submitted an assessment of the conformity of the fiscally constrained *Year 2045 Sheboygan Area Transportation Plan (SATP)* and the *2015 – 2018 Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP)* with respect to the State of Wisconsin Air Quality Implementation Plan (SIP). Results from the regional emissions analysis attendant to that conformity assessment (with one minor change) can be found in the attached table. The *Year 2045 SATP* and the *2015 – 2018 Sheboygan Metropolitan Planning Area TIP* were determined by the U.S. Department of Transportation, Federal Highway and Transit Administrations, to be in conformance with the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS) for the Sheboygan County, Wisconsin, marginal (at the time) nonattainment area, on May 28, 2015.

The Bay-Lake Regional Planning Commission has now completed the preparation of the draft *2018 – 2021 Sheboygan Metropolitan Planning Area TIP*. The draft *2018 – 2021 TIP* can be found on the Bay-Lake Regional Planning Commission website at: [http://www.baylakerpc.org/sheboygan-mpo/sheboygan-metropolitan-planning-area-transportation-improvement-program-\(tip\)](http://www.baylakerpc.org/sheboygan-mpo/sheboygan-metropolitan-planning-area-transportation-improvement-program-(tip)).

The *2018 – 2021 TIP* is an update and extension of the previous *2015 – 2018 TIP*, *2016 – 2019 TIP* (as amended) and *2017 – 2020 TIP* (as amended), and is fully consistent with the *Year 2045 SATP*. The *2018 – 2021 TIP* includes projects that should be initiated to implement the *Year 2045 SATP*, and no project is programmed in the *2018 – 2021 TIP* which is not included in the *Year 2045 SATP*. The regional emissions analysis prepared for the *Year 2045 SATP*, which was approved on May 28, 2015, by the U.S. Department of Transportation, Federal Highway and Transit Administrations, applies to, and is consistent with, the proposed *2018 – 2021 TIP*.

Therefore, the Bay-Lake Regional Planning Commission is requesting that the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2018 – 2021* be determined to conform with the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS) for the Sheboygan County, Wisconsin, marginal (subsequently designated as moderate) nonattainment area. The regional emissions analysis performed and approved in 2015 on the fiscally constrained *Year 2045 SATP* and on the *2015 – 2018 TIP* would generally be unchanged under this *2018 – 2021 TIP*, with one small exception. A Congestion Mitigation and Air Quality (CMAQ) project has been included in the *2018 – 2021 TIP* (a continuation of a project previously found in the *2017 – 2020 TIP*), and has been incorporated into the conformity analysis for the *2018 – 2021 TIP*; that project involves the replacement of four older model fixed-route buses with four clean diesel buses at Shoreline

Metro (the local transit operator) in 2017 and 2018. The TIP includes the projects which must be started in the TIP's time frame in order to achieve the highway and transit systems envisioned in the *Year 2045 SATP*. All projects in the *2018 – 2021 TIP* which are regionally significant are consistent with, and included in, the *Year 2045 SATP*. The design concept, scope, and schedule of each regionally significant project proposed in the *2018 – 2021 TIP* is not significantly different from that described in the *Year 2045 SATP*.

Conformity Tests of the Year 2045 Sheboygan Area Transportation Plan (SATP) and the Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2018 - 2021							
Area	Conformity Analysis			Forecast Pollutant Emissions (Tons)*			
				Volatile Organic Compounds		Nitrogen Oxides	
	Test	Year	Month	Test Value (Not to be Exceeded)	Forecast Emissions	Test Value (Not to be Exceeded)	Forecast Emissions
Sheboygan County, Wisconsin, Marginal (Later Designated as Moderate) Ozone Nonattainment Area (2008 Eight-Hour Ozone NAAQS)	Budget Test	2015	July	1.9720	1.6770	4.4350	3.6967
		2025	July	1.9720	0.7420	4.4350	1.3208
		2035	July	1.9720	0.4499	4.4350	0.8564
		2045	July	1.9720	0.4335	4.4350	0.9035
*The 2015 budgets for Volatile Organic Compounds and Nitrogen Oxides are documented in <i>"The State of Wisconsin's 2015 Transportation Conformity Budgets for the Kenosha and Sheboygan County 2008 8-Hour Ozone Nonattainment Areas: a CAA-required State Implementation Plan addressing the 2008 8-Hour Ozone National Ambient Air Quality Standard"</i> submitted by the Wisconsin Department of Natural Resources to USEPA in January of 2015. USEPA determined that the motor vehicle emissions budgets in the plan were adequate for transportation conformity determinations in April of 2015. The budget established for volatile organic compounds was 1.9720 tons for 2015. The budget established for nitrogen oxides was 4.4350 tons for 2015.							
Source: Wisconsin Department of Natural Resources, 2015 and 2016; and Bay-Lake Regional Planning Commission, 2015, 2016 and 2017.							

The Bay-Lake Regional Planning Commission is aware that the Wisconsin Department of Natural Resources (WDNR) Bureau of Air Management is in the process of finalizing the *Attainment Plan for the Sheboygan County, Wisconsin, 2008 8-Hour Ozone Nonattainment Area*, which will be submitted to USEPA in the near future. USEPA will review this plan, and separate from the approval process, will perform an adequacy finding on the motor vehicle emissions budgets in the submitted plan. Once those motor vehicle emissions budgets are deemed adequate in writing by USEPA, they can be used for future conformity analyses. It is expected that the update to the *Year 2045 SATP* (due in May 2019) and the *2019 – 2022 TIP* and subsequent TIPs will demonstrate conformity against these new motor vehicle emissions budgets.

APPENDIX D
FINANCIAL CAPACITY ASSESSMENT OF
SHORELINE METRO

FINANCIAL CAPACITY ASSESSMENT OF SHORELINE METRO

The most recent Federal Transit Administration (FTA) financial capacity policy for transit systems receiving financial assistance from FTA was issued as Circular 7008.1A on January 30, 2002. In this and all subsequent years in which this policy is in force, the FTA will assess the financial capacity of applicants for federal capital and operating assistance. There are two elements of financial capacity which are evaluated by the FTA: (1) the general financial condition of the public transit grantee and its nonfederal funding entities; and (2) the financial capability of the public transit grantee and its nonfederal funding entities, including the ability of the grantee to fund current capital projects as well as ongoing operating needs. The FTA will determine the financial capacity of Shoreline Metro in the review of this TIP and during its triennial review process. In addition, the FTA may evaluate the financial capacity of Shoreline Metro if the following conditions exist:

- (1) If there are proposed major changes in transit service levels which create the need for major capital investment;
- (2) If major capital investments must be made to maintain existing service levels, affecting the financial health of the transit system; or
- (3) If there are disturbing trends in ridership, fare levels, operating costs and sources of public support.

In accordance with the requirements of FTA Circular 7008.1A, the Bay-Lake Regional Planning Commission, as the MPO for the Sheboygan Metropolitan Planning Area, has assessed the financial capacity of programmed operating and capital expenditures of Shoreline Metro. Interested readers are referred to Table D.1 for additional information on operating revenues and expenses (actual, estimated and projected) for the period between 2013 and 2021. Readers are also referred to Table D.2 for additional information concerning financial measures of effectiveness for Shoreline Metro for the period between 2013 and 2021. Detailed operating and capital expense information has also been analyzed in the preparation of several chapters of the *Sheboygan Transit Development Program (TDP)*, which is being updated in late 2017 and much of 2018. It is important to note that there were no negative comments concerning the financial condition of Shoreline Metro expressed in an FTA Triennial Review which took place on May 24 – 25, 2017.

Shoreline Metro discontinued the final hour of transit service on weekday evenings and reinstated the North and South Shuttles throughout the service day on Saturdays in late 2011. Shoreline Metro also consolidated Routes 1 North and 5 North into a single revised Route 5 North in late 2011. In addition, Shoreline Metro divided Route 10 into separate North and South routes in early 2012. Revisions were made to all other Shoreline Metro routes (with the exception of the North and South Shuttles) in late 2011 and early 2012. Revisions were also made to several routes (particularly changes to Route 20 and all south side routes, with discontinuation of Route 30 and having other south side routes serve areas previously served by Route 30) in 2016. Minor adjustments to routes (particularly Route 20) took place in 2017. A day pass of \$3 was instituted in 2011. Fares are projected to remain stable through 2021 at this point.

Table D.1 2013 to 2021 Shoreline Metro Operating Expenses and Revenues (In Thousands of Dollars)										
	ACTUAL					ESTIMATE	PROJECTED			
	2013	2014	2015	2016	2017		2018	2019	2020	2021
TOTAL OPERATING REVENUES (farebox and other revenues)	\$828	\$1,118	\$856	\$845	\$876	\$878	\$878	\$878	\$878	\$878
TOTAL OPERATING EXPENSES *	(\$3,828)	(\$4,044)	(\$3,639)	(\$3,664)	(\$3,660)	(\$3,569)	(\$3,605)	(\$3,641)	(\$3,677)	(\$3,677)
OPERATING DEFICIT	(\$3,000)	(\$2,926)	(\$2,783)	(\$2,819)	(\$2,785)	(\$2,691)	(\$2,727)	(\$2,763)	(\$2,799)	(\$2,799)
PUBLIC OPERATING ASSISTANCE: FTA SECTION 5307	\$1,320	\$1,336	\$1,248	\$1,223	\$1,169	\$1,141	\$1,152	\$1,164	\$1,176	\$1,176
OTHER FEDERAL FUNDING**	\$42	\$42	\$42	\$42	\$42	\$0	\$0	\$0	\$0	\$0
WisDOT SECTION 8520	\$1,292	\$975	\$886	\$950	\$972	\$949	\$959	\$968	\$978	\$978
WisDOT SECTION 85205	\$37	\$68	\$50	\$44	\$44	\$44	\$44	\$44	\$44	\$44
CITY OF SHEBOYGAN	\$283	\$463	\$512	\$512	\$512	\$512	\$525	\$539	\$553	\$553
CITY OF SHEBOYGAN FALLS	\$18	\$30	\$34	\$35	\$34	\$34	\$34	\$35	\$36	\$36
VILLAGE OF KOHLER	\$6	\$11	\$12	\$12	\$12	\$12	\$12	\$12	\$13	\$13
TOTAL ASSISTANCE	\$3,000	\$2,926	\$2,783	\$2,819	\$2,785	\$2,691	\$2,727	\$2,763	\$2,799	\$2,799
RETAINED EARNINGS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
*Total operating expenses for each year in this table included ADA and other paratransit expenses. **" Other federal funding " involved \$42,493 in Community Development Block Group (CDBG) entitlement funding provided by the U.S. Department of Housing and Urban Development (HUD) from 2013 through 2017. Due to anticipated budget cuts at HUD, such funding is not assumed to be provided in 2018, 2019, 2020 or 2021.										
NOTE: Balances of \$1,000 or less are, in most cases, due to rounding error.										
Source: Federal Transit Administration, <i>National Transit Database</i> , 2013 and 2014; City of Sheboygan Parking and Transit Utility, 2015, 2016 and 2017; and Bay-Lake Regional Planning Commission, 2017.										

Table D.2 2013 to 2021 Shoreline Metro Measures of Effectiveness												
	ACTUAL					ESTIMATE		PROJECTED				
	2013	2014	2015	2016	2017	2018	2019	2020	2021			
REVENUE PASSENGERS (1000s)	521	539	538	533	522	522	522	522	522			
REVENUE MILES (1000s)	586	602	599	577	550	550	550	550	550			
OPERATING EXPENSES (\$1000s)	\$3,828	\$4,044	\$3,639	\$3,664	\$3,660	\$3,569	\$3,605	\$3,641	\$3,677			
FAREBOX REVENUE (\$1000s) ¹	\$425	\$450	\$452	\$436	\$455	\$456	\$456	\$456	\$456			
EXPENSE/MILE	\$6.54	\$6.72	\$6.08	\$6.35	\$6.65	\$6.49	\$6.55	\$6.62	\$6.69			
EXPENSE/PASSENGER	\$7.35	\$7.50	\$6.77	\$6.87	\$7.01	\$6.84	\$6.91	\$6.97	\$7.04			
PASSENGERS/MILE	0.89	0.89	0.90	0.92	0.95	0.95	0.95	0.95	0.95			
REVENUE/PASSENGER	\$0.82	\$0.83	\$0.84	\$0.82	\$0.87	\$0.87	\$0.87	\$0.87	\$0.87			
BUS FLEET ²	20	21	21	23	23	23	23	23	23			
TRANSIT SYSTEM EMPLOYEES ³ (FULL-TIME EQUIVALENT POSITIONS)	45.45	45.45	45.45	43.95	43.95	43.95	43.95	43.95	43.95			
NOTES:												
¹ Fixed-route transit system farebox revenues only.												
² Fixed-route transit system vehicle fleet only; excludes service vehicles. All vehicles (active and contingency) are included.												
³ Fixed-route transit system employees only.												
Source: Federal Transit Administration, <i>National Transit Database</i> , 2013 and 2014; City of Sheboygan Parking and Transit Utility, 2015, 2016 and 2017; and Bay-Lake Regional Planning Commission, 2017.												

Ridership increased by over 3.4 percent between 2013 and 2014. Ridership decreased by nearly 0.2 percent between 2014 and 2015. Ridership decreased by over 0.8 percent between 2015 and 2016. Ridership is estimated to decrease by nearly 2.1 percent between 2016 and 2017. Many of the ridership decreases in recent years were due to low gas prices as well as making the transit operation more efficient, which minimized the need for transfers in some cases. Ridership is projected to remain at the estimated 2017 level in 2018, 2019, 2020 and 2021, presuming that no significant service cuts or fare increases are implemented.

Farebox revenues increased by over 5.7 percent between 2013 and 2014, increased by over 0.5 percent between 2014 and 2015, but decreased by nearly 3.5 percent between 2015 and 2016. Farebox revenues were estimated to have increased by nearly 4.3 percent between 2016 and 2017. Farebox revenues are projected to increase slightly (by just over 0.2 percent) between 2017 and 2018, then are projected to remain at the 2018 level in 2019, 2020 and 2021, again presuming that no significant service cuts or fare increases are implemented.

Minor adjustments in routing, promotional campaigns, and increases in service (where warranted) are among the efforts which have been made by Shoreline Metro over the past several years in order to increase ridership and revenues. There will be a continued backing of transit at the state level. There also has been support for Shoreline Metro in the communities which it serves; such support is expected to continue on the part of a majority of local decision makers in the years to come. However, this support needs to translate into additional subsidy for the transit operation, which may be difficult to accomplish at all levels of government given the Federal deficit, difficulties in balancing the state budget, constraints on local budgets, and few state-authorized options outside the property tax for generating local revenues. There is a strong pro-efficiency movement among local officials in which Shoreline Metro and other city operations have been expected to become leaner and more efficient before receiving increases in municipal-level aids. Many capital acquisitions listed in this TIP are justified precisely with increased efficiency in mind.

In 2018, Shoreline Metro will replace three (3) 35-foot fixed-route buses. No transit capital projects have been programmed for 2019, 2020 or 2021, although several illustrative transit capital projects are listed in all years of the *2018 – 2021 TIP*, and could be programmed in the TIP if funding materializes. Shoreline Metro is encouraged to use its fleet in such a manner that large proportions of the fleet will not need to be replaced simultaneously. No major capital improvements are planned over the program period. Farebox revenues will be stable over the program period, and sources of combined public support will involve increases over the program period. Judging from this information, we find Shoreline Metro to have had a positive financial condition over the past four years, and that Shoreline Metro has the financial capacity to undertake the purchase of all capital items and maintain existing service levels which are programmed in this *2018 – 2021 Transportation Improvement Program (TIP)*.

APPENDIX E
STATEMENT OF IMPACTS OF TIP PROJECTS ON
ENVIRONMENTAL JUSTICE

IMPACTS OF PROJECTS IN THE 2018 – 2021 TIP ON ENVIRONMENTAL JUSTICE

In 1994, *Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations* was issued. This Executive Order, accompanied by Title VI of the Civil Rights Act of 1964, attempts to identify, avoid and minimize disproportionately harmful or hazardous health and environmental effects on minority and low income populations. This Executive Order was issued in response to public concerns that everyone deserves equal protection under the law. Each Federal agency, including the U.S. Department of Transportation (USDOT), was directed to make environmental justice a part of its mission.

In 1997, the U.S. Department of Transportation issued *DOT Order to Address Environmental Justice in Minority Populations and Low Income Populations*. According to the USDOT, there are three fundamental principles at the core of environmental justice:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and on low income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

Maps E.1, E.2 and E.3 illustrate the census block groups with above average minority and/or low income populations. All of these census block groups are located wholly or partially in the City of Sheboygan. A portion of census block group 10.4 is located in the Town of Wilson.

All analysis was done at the block group level. Minority and low income population data were collected from the *2011 – 2015 American Community Survey 5-Year Estimates*. The Decennial Census no longer has a “long form” that asks economic and other detailed questions.

Street and Highway Projects and their Impacts on Environmental Justice Target Areas

Street and highway projects affecting census block groups with above average minority and/or low income populations are shown in Map E.1; this map only shows programmed street and highway projects during the period covered by this TIP, and does not include WisDOT level of effort projects. The following projects are within or along the boundary of census block groups with above average minority and/or low income populations:

- Project #1: North Avenue from State Highway 42/Calumet Drive to 300 feet east of North 15th Street: Reconstruction with no Increase in Capacity and Rail Work in 2018 (the project forms the northern boundary of a census block group with a high minority population); and
- Project #3: Pennsylvania Avenue: Sheboygan River Bridge: Bridge Rehabilitation in 2018 (this project forms the boundary between one census block group with a very high

population below the poverty level as well as a high minority population, and another census block group with a high population below the poverty level).

Both of the above noted projects are system preservation projects that are expected to improve the quality and safety of the existing street and highway network. Neither of the above noted projects involves additional capacity.

Bicycle and Pedestrian Transportation Projects and their Impacts on Environmental Justice Target Areas

Bicycle and pedestrian transportation projects affecting census block groups with above average minority and/or low income populations are shown in Map E.2; this map only shows programmed projects involving construction during the period covered by this TIP, and does not include projects involving educational/promotional efforts or level of effort projects, nor does it include projects where impacts cannot reasonably be mapped. Some projects that cannot be mapped will benefit residents in environmental justice target areas.

One of the two bicycle and pedestrian transportation projects shown in Map E.2 is located (at least in part) in an environmental justice target area, as follows:

- Project #1: Alliant Energy Utility Corridor: County Highway OK/South Business Drive to County Highway KK/South 12th Street: Construction of a Multi-Use Pathway in 2018 (this project passes through a census block group with a high minority population and a high population below the poverty level).

The above noted project and all projects outside environmental justice target areas are expected to benefit minority and low income populations throughout the metropolitan planning area.

Transit Projects and their Impacts on Environmental Justice Target Areas

Map E.3 shows the route structure of Shoreline Metro in comparison to environmental justice target areas within the metropolitan planning area. All of the residential portions of the targeted census block groups located within the metropolitan planning area are currently served by transit. The transit service provided allows residents of the targeted census block groups to reach nearly all major destinations (such as major employment centers, entertainment and recreation venues, government services, health care, schools and shopping centers) in 30 minutes or less. When using transit, most residents need to walk no more than three to five blocks to reach their bus stop or destination.

TIP Projects and Direct and Indirect Impacts on Minority and/or Low Income Populations

Taken as a whole, the projects in this 2018 – 2021 TIP, together with the other public and privately funded transportation improvements and services provided in the Sheboygan Metropolitan Planning Area, do not impose disproportionately high and adverse impacts on minority populations and/or on low income populations. In addition, the benefits of the transportation services and improvements proposed are reasonably distributed to serve the mobility and accessibility needs of all population groups (and particularly of minority and/or low income populations) within the Sheboygan Metropolitan Planning Area. These statements are based on the analysis of proposed projects, their locations, and impacts on both minority and low income populations as summarized in this appendix to the TIP.

Additional environmental justice analysis can be found in Appendix E of the *Year 2045 Sheboygan Area Transportation Plan (SATP)* adopted in May of 2015.

Public Involvement of Minority and Low Income Populations

Attempts to involve minority and low income populations in the development of this TIP can be found in the *Public Participation Process* section within the main body of this 2018 – 2021 TIP.


2018-2021 Street and Highway Improvement Project Locations and Environmental Justice Target Areas


Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin


 System Preservation

 Safety


% Below Poverty Level


 < 15.51%


 15.51% - 26.06%

 > 26.06%

% Minority


 < 24.31%


 24.31% - 38.06%

 > 38.06%

Project Locations

- | | |
|--|--|
| 1. North Avenue
STH 42/Calumet Drive to 300 feet east of
North 15th Street
Reconstruction with no Increase in Capacity
and Rail Work | 5. Luelloff Road
Seven Mile Creek Bridge
Bridge Replacement |
| 2. Meadowlark Road
Sheboygan River Bridge and Approaches
Bridge Replacement | 6. Superior Avenue
North Taylor Drive to North 29th Street
Reconstruction with no Increase in Capacity |
| 3. Pennsylvania Avenue
Sheboygan River Bridge
Bridge Rehabilitation | 7. CTH O
Sheboygan River Tributary Bridge
Bridge Replacement |
| 4. STH 28
Intersection with CTH EE
Construction of a Roundabout | |

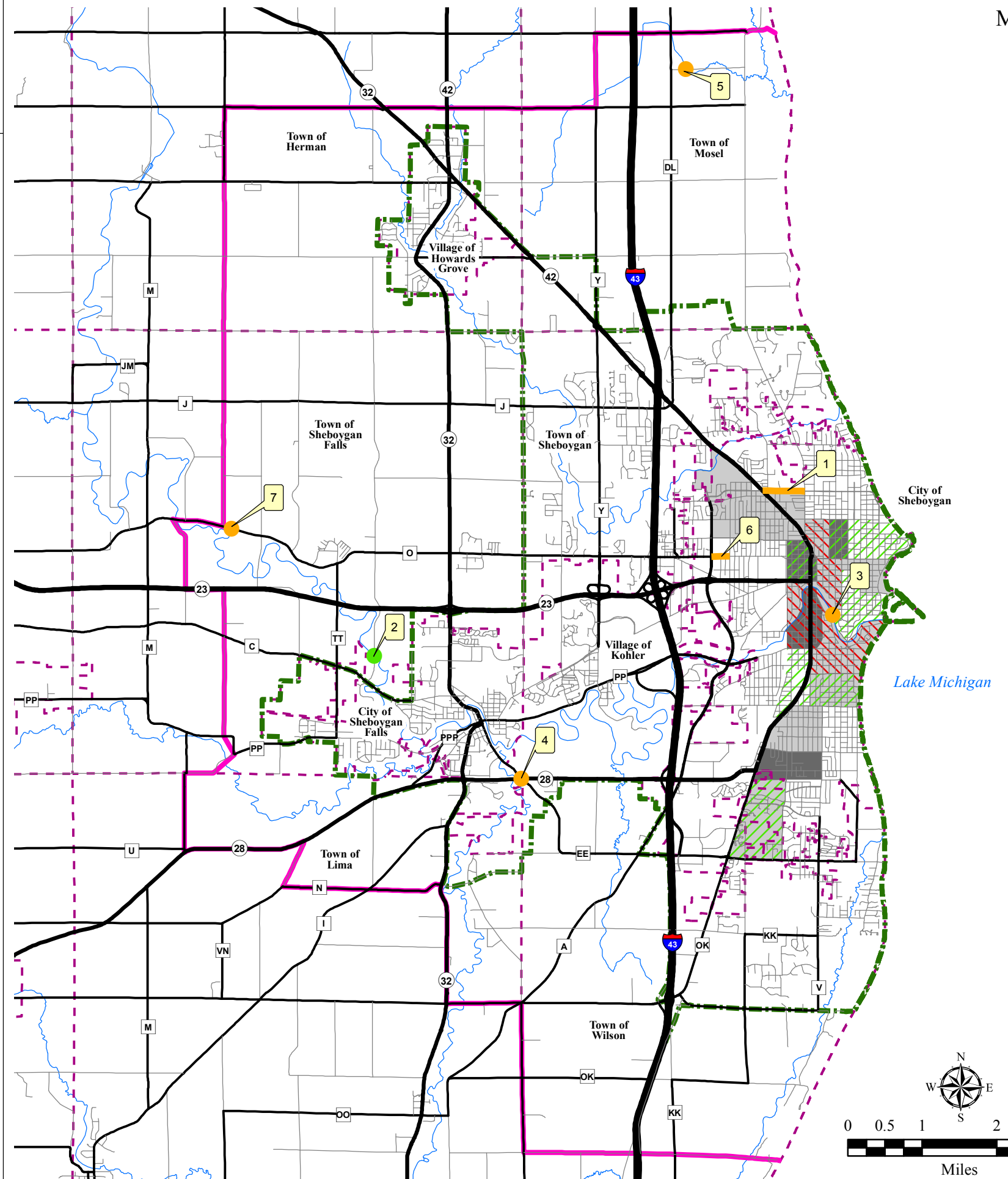
 Sheboygan Urbanized Area Boundary

 Sheboygan Metropolitan Planning Area Boundary

November, 2017
G:\Sheboygan\MPO\TIP\TIP 2018-2021
Source: WDNR; Sheboygan County, 2017;
Bay-Lake Regional Planning Commission, 2017.

This map is neither a legally recorded map nor a
survey and is not intended to be used as one. This
drawing is a compilation of records, information and
data used for reference purposes only. Bay-Lake RPC
is not responsible for any inaccuracies herein contained.

Map E.1

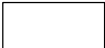
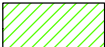



2018-2021 Bicycle and Pedestrian Transportation Project Locations
and Environmental Justice Target Areas
Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin


Map E.2

 Bicycle and Pedestrian Accommodations

% Below Poverty Level



 < 15.51%
 15.51% - 26.06%
 > 26.06%

% Minority

 < 24.31%
 24.31% - 38.06%
 > 38.06%

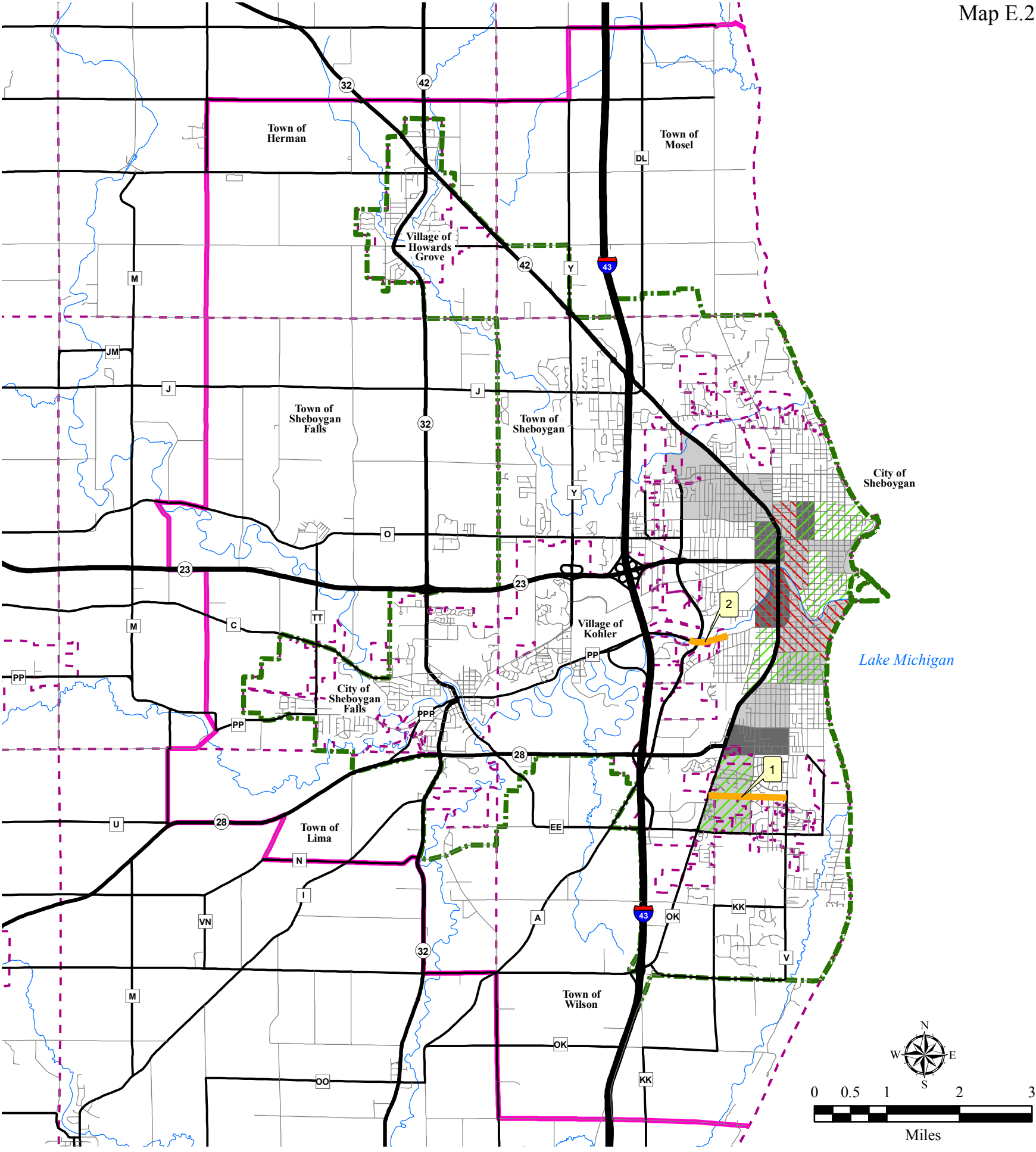
Project Locations

1. Alliant Energy Utility Corridor
County Highway OK/South Business Drive to County
Highway KK/South 12th Street
Construction of a Multi-Use Pathway
2. CTH PP
Sheboygan River Bridge to South 24th Street
Conversion into Linear Parkway and Trail Facility

 Sheboygan Urbanized Area Boundary
 Sheboygan Metropolitan Planning Area Boundary

November, 2017
G:\Sheboygan\MPO\TIP\TIP 2018-2021
Source: WDNR; Sheboygan County, 2017;
Bay-Lake Regional Planning Commission, 2017.

This map is neither a legally recorded map nor a
survey and is not intended to be used as one. This
drawing is a compilation of records, information and
data used for reference purposes only. Bay-Lake RPC
is not responsible for any inaccuracies herein contained.



Shoreline Metro Fixed Routes and
Environmental Justice Target Areas

Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin

- Route No. 3 North-South
- Route No. 5 North-South
- Route No. 7 North-South
- Route No. 10 North-South
- Route No. 20
- Route No. 40 (Seasonal)
- Route Deviation

% Below Poverty Level

- < 15.51%
- 15.51% - 26.06%
- > 26.06%

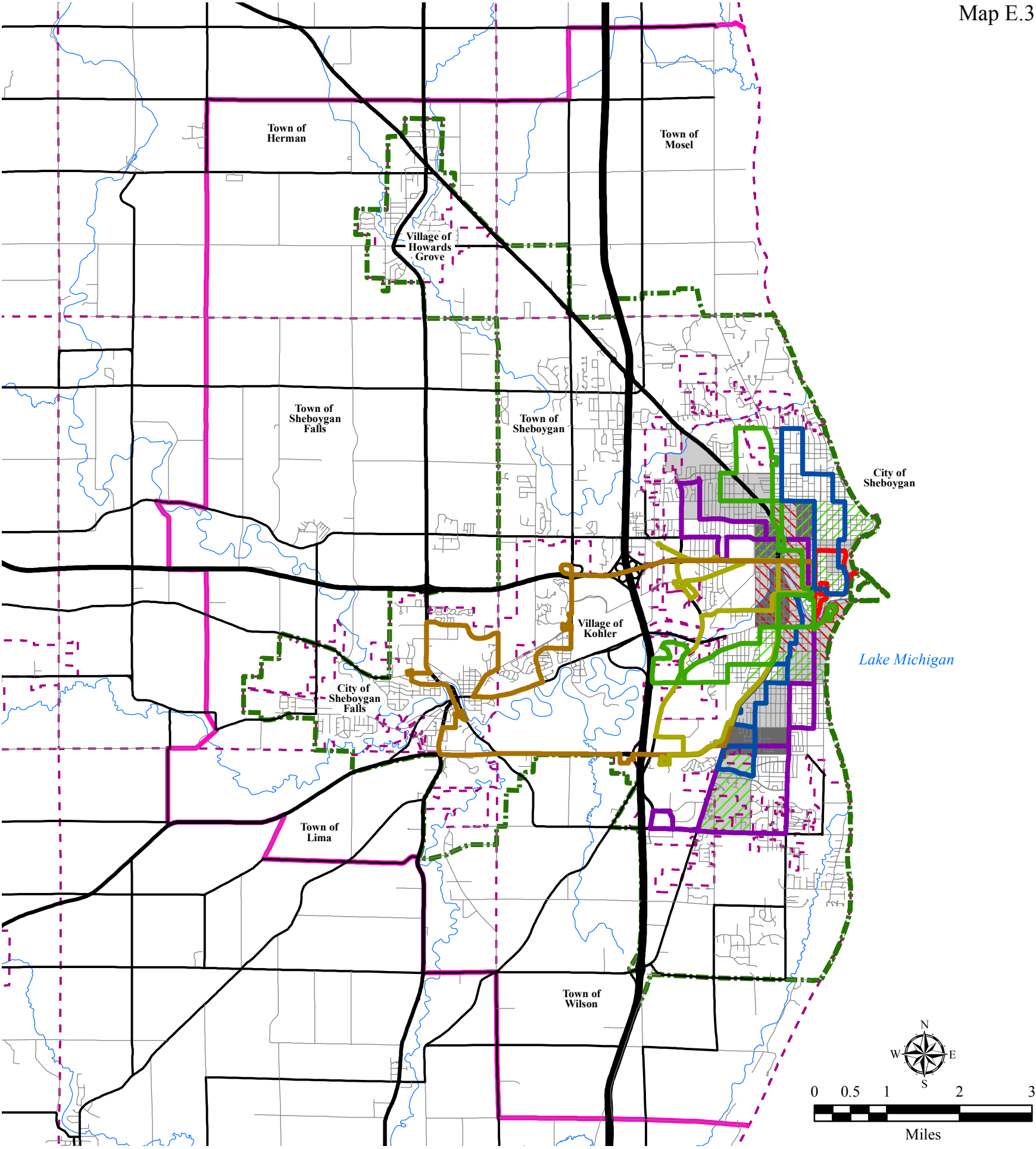
% Minority

- < 24.31%
- 24.31% - 38.06%
- > 38.06%

- Sheboygan Urbanized Area Boundary
- Sheboygan Metropolitan Planning Area Boundary

November, 2017
G:\Sheboygan\MPO\TIP\TIP 2018-2021
Source: WDNR; Sheboygan County, 2017;
Bay-Lake Regional Planning Commission, 2017.

This map is neither a legally recorded map nor a
survey and is not intended to be used as one. This
drawing is a compilation of records, information and
data used for reference purposes only. Bay-Lake RPC
is not responsible for any inaccuracies herein contained.



APPENDIX F
MPO APPROVAL OF TIP

RESOLUTION 14-2017

Resolution of the Bay-Lake Regional Planning Commission approving the *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2018 – 2021*, determining air quality conformity for the *Year 2045 SATP* and its implementing *2018 – 2021 TIP*, and certifying the Metropolitan Transportation Planning Process for the Sheboygan Metropolitan Planning Area.

WHEREAS, the Bay-Lake Regional Planning Commission is the officially designated Metropolitan Planning Organization (MPO) for metropolitan transportation planning in the Sheboygan Metropolitan Planning Area; and

WHEREAS, U.S. Department of Transportation regulations provide for self-certification that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of Federal law; and

WHEREAS, metropolitan transportation planning, including the preparation of Transportation Plans and Transportation Improvement Programs (TIPs) or TIP Amendments, is required of metropolitan planning areas and by Federal statutes and regulations within the purview of the U.S. Department of Transportation, including Title 23 of the U.S. Code, Section 134 (and its implementing regulation, 23 CFR 450[c], as amended), and Title 49, U.S. Code (Federal Transit Act, as amended); and

WHEREAS, the *Year 2045 SATP* was adopted by the Bay-Lake Regional Planning Commission in May 2015 following a plan preparation effort involving public outreach and numerous meetings of the Sheboygan MPO Technical and Policy Advisory Committees; and

WHEREAS, a specific air quality conformity analysis was undertaken with respect to the Sheboygan County non-attainment area for ground-level ozone, with the result that the *Year 2045 SATP* and its implementing *2018 – 2021 TIP* (which superseded the *2016 – 2019 and 2017 – 2020 TIPs* with no additional projects that were determined to be non-exempt from regional emissions analysis) have been determined to conform to the existing State of Wisconsin implementation plan for the achievement and maintenance of national ambient air quality standards, as required by the Federal Clean Air Act Amendments of 1990 and their implementing regulations; and

WHEREAS, citizen input was received on the *2018 – 2021 TIP* through a public participation process which included a public comment period and public hearing, as well as public meetings of the Sheboygan MPO Technical and Policy Advisory Committees, and which otherwise conformed to provisions for TIP development in the 2016 update to the *Sheboygan MPO Public Participation Plan*; and

WHEREAS, the *2018 – 2021 TIP* for the Sheboygan Metropolitan Planning Area was reviewed (and modified, where necessary) by professionals and by elected officials representing municipalities in the Sheboygan Metropolitan Planning Area as well as by private sector transportation providers before subsequently being recommended for approval by the Sheboygan MPO Technical and Policy Advisory Committees at their joint meeting on October 26, 2017.

NOW, THEREFORE BE IT RESOLVED:

FIRST: That the Bay-Lake Regional Planning Commission approves the *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2018 – 2021* as being compatible with existing transportation plans and programs in the Sheboygan Metropolitan Planning Area.

SECOND: That the Bay-Lake Regional Planning Commission determines that the *Year 2045 SATP* and its implementing *2018 – 2021 TIP* for the Sheboygan Metropolitan Planning Area conform to the State of Wisconsin Implementation Plan for the achievement and maintenance of national ambient air quality standards, as required by the Federal Clean Air Act Amendments of 1990 and their implementing regulations.

THIRD: That the Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, and in accordance with 23 CFR 450.334(a), hereby certifies that the metropolitan transportation planning process is addressing major issues facing the Sheboygan Metropolitan Planning Area, and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101 (b) of the "Fixing America's Surface Transportation (FAST)" Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et. seq.*) and 49 CFR Parts 27, 37 and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

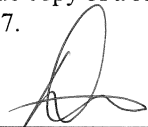
FOURTH: That the Bay-Lake Regional Planning Commission certifies that the *2018 – 2021 TIP* for the Sheboygan Metropolitan Planning Area contains only projects that are consistent (in scope, termini and the implementation schedule) with the *Year 2045 Sheboygan Area Transportation Plan (SATP)*.

FIFTH: That the Bay-Lake Regional Planning Commission endorses the continuation of the urban transportation planning process in the Sheboygan Metropolitan Planning Area.


Mike Hotz, Chairperson
Bay-Lake Regional Planning Commission

ATTEST:

I, Dan Koski, Secretary-Treasurer of the Bay-Lake Regional Planning Commission, hereby certify that the above is a true copy of a resolution adopted by the Bay-Lake Regional Planning Commission on the 27th day of October, 2017.



Dan Koski, Secretary-Treasurer
Bay-Lake Regional Planning Commission

APPENDIX G
SURFACE TRANSPORTATION BLOCK GRANT (STBG) URBAN
PROJECT PRIORITIZATION POLICY

SURFACE TRANSPORTATION BLOCK GRANT (STBG) URBAN PROJECT PRIORITIZATION POLICY: TRANSPORTATION IMPROVEMENT PROGRAMS: SHEBOYGAN URBANIZED AREA

As Revised: Effective November 1, 2014

I. Surface Transportation Block Grant (STBG) Urban Project Eligibility

Street and highway construction projects on arterial and collector routes within the Sheboygan Urbanized Area, transit capital projects and transportation alternatives projects in the Sheboygan Urbanized Area, in general, are eligible for STBG Urban project funding. The following are guidelines which shall be used by the MPO in determining whether street and highway construction, transit capital and transportation alternatives projects have sufficient priority to be included as STBG Urban eligible projects in a Transportation Improvement Program (TIP):

- A. The costs of feasibility studies are not eligible for STBG Urban project funding. However, engineering or design costs are eligible for funding.
- B. Right-of-way acquisition costs are eligible for STBG Urban project funding. However, such right-of-way acquisition must meet all state and federal guidelines.
- C. Isolated traffic signal installation projects are not eligible for STBG Urban project funding. However, applicants for such projects are encouraged to apply for funding under the Highway Safety Improvement Program (HSIP).
- D. Railroad crossing projects are not eligible for STBG Urban project funding unless they are part of an STBG Urban eligible project.
- E. The sponsoring local government or governments is (or are) required to present evidence from their Capital Improvement Program indicating financial commitment to the local share of the project if funded, and also must submit a WisDOT project worksheet to the MPO and to the WisDOT Northeast Region office by the deadline established by the MPO for the upcoming biennium.

II. Project Level Tests of STBG Urban Project Eligibility

The following tests of eligibility must be satisfied before a project can proceed to the prioritization categories:

- A. The project must be submitted by a local jurisdiction for inclusion in an upcoming Transportation Improvement Program (TIP). In addition, the overall TIP must be in conformity with the Wisconsin Department of Natural Resources' State Implementation Plan (SIP) for Air Quality, as required by the Clean Air Act Amendments (CAAA) of 1990.

- B. The project must appear as a recommendation in the Sheboygan Area Transportation Plan (SATP), in its various components. If the project is not in the SATP, the SATP must be amended to include the project.
- C. Engineering and design are eligible costs under this program. However, preliminary engineering must be completed before a project may be eligible for construction funding. Evidence of cost estimates based on completed preliminary engineering for the project must be attached to the WisDOT project worksheet.

III. Special Conditions of the Prioritization Process

Alternate financing sources should be used whenever possible before considering STBG Urban funds to finance a project. Examples of such alternate financing sources for street and highway improvements include the National Highway Performance Program (for bridges on the National Highway System network), STBG non-urban funds (for bridges off the NHS network), the state Transportation Economic Assistance (TEA) program, the Congestion Management and Air Quality (CMAQ) improvement program, the HSIP program, and the Local Roads Improvement Program (LRIP). Examples of such alternate financing sources for transit capital improvements include the FTA Section 5307 and Section 5339 programs and the CMAQ program. Examples of such alternate financing sources for transportation alternatives include the STBG transportation alternatives set-aside and the CMAQ program.

Federal funding participation for any project in this program cannot be more than 80 percent of total project costs. In an effort to make federal participation worth the paperwork involved with any project financed by state and/or federal funds, the MPO has established a 50 percent minimum for federal participation on most projects. Exceptions can be made for high-cost projects which are expected to utilize more than half the federal STBG Urban project allotment made to the Sheboygan Urbanized Area in any given funding period.

IV. STBG Urban Project Prioritization Criteria

The criteria in this section shall be used to evaluate STBG Urban eligible projects in order to establish priorities based on need. These criteria include current or potential demand, importance of the facility in the urban transportation system, and condition of the facility, corridor, vehicle or equipment. Overall score determines the priority of all eligible projects, with the highest score receiving top priority in each project category.

- A. *Current or Potential Demand.* This is an indicator of capacity problems with a street or highway, transit vehicle or bicycle or pedestrian facility. In the case of street or highway improvements to existing facilities, a higher volume-to-capacity ratio receives a higher score. In the case of new streets or highways, a volume-to-capacity ratio close to 0.70 receives a higher score. The projected “no build” volume-to-capacity ratios under the recommended growth scenario calculated for the current SATP will be applied in determining the volume-to-capacity ratios for improvements to existing facilities under this criterion. The projected volume-to-capacity ratios under the “recommended plan” and the recommended growth scenario calculated for the current SATP will be applied in determining the volume-to-capacity ratios for new streets or highways under this criterion.

In the case of transit vehicle improvements, a higher vehicle load factor receives a higher score. The vehicle load factor for a specific route will be used when transit vehicle improvements can be attributed to that route. Otherwise, a systemwide vehicle load factor will be used to evaluate transit vehicle improvements. In the case of other transit capital improvements, a score of 5 will be assigned to such improvements.

In the case of transportation alternatives, a large amount of potential use on a typical summer day by bicyclists, pedestrians and other non-motorized traffic receives a higher score.

STREET OR HIGHWAY RECONSTRUCTION

<u>Volume-to-Capacity Ratio</u>	<u>Score</u>
1.01 or higher	10
0.81 - 1.00	8
0.61 - 0.80	6
0.41 - 0.60	4
0.21 - 0.40	2
0.01 - 0.20	0

TRANSIT VEHICLE IMPROVEMENTS

<u>Vehicle Load Factor</u>	<u>Score</u>
1.01 or higher	10
0.81 - 1.00	8
0.61 - 0.80	6
0.41 - 0.60	4
0.21 - 0.40	2
0.01 - 0.20	0

NEW STREETS OR HIGHWAYS

<u>Anticipated V/C Ratio</u>	<u>Score</u>
0.86 or higher	0
0.76 - 0.85	5
0.66 - 0.75	10
0.56 - 0.65	7
0.46 - 0.55	3
0.01 - 0.45	0

OTHER TRANSIT CAPITAL IMPROVEMENTS

<u>All Eligible Projects</u>	<u>Score</u>
	5

TRANSPORTATION ALTERNATIVES

<u>Potential Daily Use</u>	<u>Score</u>
250 or higher	10
200 - 249	8
150 - 199	6
100 - 149	4
50 - 99	2
0 - 49	0

- B. *Importance of the Facility in the Urban Transportation System.* This is an indicator of an existing or planned street or highway, transit vehicle or capital improvement or transportation alternative in the transportation system of the Sheboygan Urbanized Area. In the case of existing or planned street or highway improvements, this criterion gives priority to the improvement of principal arterial routes over minor arterial routes, and of minor arterial routes over collector routes.

In the case of transit vehicle or capital improvements, the transit director will prioritize transit vehicle or other transit capital improvements being considered for STBG Urban project funds into six tiers assigned points as described below. Transit

capital STBG Urban candidate projects will be limited based on agency need and available funding.

In the case of transportation alternatives, consistency with recommendations made in the most current *Sheboygan County Pedestrian and Bicycle Comprehensive Plan* determines the importance of the facility in the urban transportation system as described below. Transportation alternatives which do not provide directly for bicycle, pedestrian or other non-motorized transportation purposes are assigned one point under this criterion.

<u>ALL STREET OR HIGHWAY IMPROVEMENTS</u>		<u>ALL TRANSIT IMPROVEMENTS</u>	<u>CAPITAL IMPROVEMENTS</u>
<u>Functional Classification</u>	<u>Score</u>	<u>Director's Classification</u>	<u>Score</u>
Principal Arterial	5	First Tier	5
Minor Arterial (greater than 10,000 ADT)	4	Second Tier	4
Minor Arterial (less than 10,000 ADT)	3	Third Tier	3
Collector (greater than 5,000 ADT)	2	Fourth Tier	2
Collector (less than 5,000 ADT)	1	Fifth Tier	1
Local Street	0	Sixth Tier	0
<u>TRANSPORTATION ALTERNATIVES</u>			
<u>Pedestrian/Bicycle Plan Consistency</u>	<u>Score</u>		
Completely Consistent (Facility Type, Scope and Timing)	5		
Generally Consistent (Facility Type and Scope)	4		
Somewhat Consistent (Facility Type)	3		
Somewhat Inconsistent (Scope AND Timing are Consistent, but not Facility Type)	2		
Generally Inconsistent (Scope OR Timing is Consistent)	1		
Transportation Alternatives which do not Provide Directly for Bicycle, Pedestrian or Other Non-motorized Transportation Purposes	1		
Completely Inconsistent	0		

- C. *Condition.* An indicator of the degree to which pavements, vehicles, equipment, or corridors for bicyclists and pedestrians are deficient in project areas where STBG Urban funds are being considered in the TIP process. A higher score means that the pavement, transit capital item, bicycle corridor or pedestrian corridor is in poorer condition. Pavement Management Systems will be utilized in determining the pavement condition of existing streets and highways examined under this policy. In the City of Sheboygan, the pavement management system maintained by the city Department of Public Works will be utilized to evaluate the pavement deficiencies of streets and highways involving candidate projects, then converted to a score equivalent to the PASER pavement management system. The PASER system will be used to evaluate the pavement condition of all other candidate STP Urban projects in

the Sheboygan Urbanized Area. All new streets and highways shall be assigned an automatic ten points under this criterion.

In the case of transit vehicle or capital improvements, existing vehicle or equipment age, useful life of the vehicle or equipment as determined by FTA, and physical condition of the existing vehicle or equipment or conditions leading to the need for additional vehicles or equipment will be considered in determining the condition of vehicles and equipment examined under this policy.

In the case of transportation alternatives, the *Guide for the Development of Bicycle Facilities* and the *Guide for the Planning, Design and Operation of Pedestrian Facilities* (both of which are produced by the American Association of State Highway and Transportation Officials, or AASHTO) will be used in determining the condition of corridors for bicyclists and pedestrians.

STREET OR HIGHWAY RECONSTRUCTION

<u>Pavement Condition</u>	<u>Score</u>
Very Poor - Failure (Needs Reconstruction)	10
Poor (Needs Patching, Major Overlay, or Complete Recycling)	8
Fair (Sealcoat or Nonstructural Overlay Required)	6
Good (Crack Filling Required; Sealcoat Recommended)	4
Very Good (Recent Sealcoat or New Road Mix)	2
Excellent (New Construction or Recent Overlay)	0

ALL OTHER IMPROVEMENTS

<u>Condition</u>	<u>Score</u>
Very Poor - Failure	10
Poor	8
Fair	6
Good	4
Very Good	2
Excellent	0

NEW STREETS OR HIGHWAYS

<u>All Eligible Projects</u>	<u>Score</u>
	10

NEW TRANSPORTATION ALTERNATIVES

<u>All Eligible Projects</u>	<u>Score</u>
	10

- D. *Multimodalism.* This criterion evaluates whether a candidate project includes alternatives to single occupancy vehicle transportation. This can include transit and non-motorized transportation (including bicycle and pedestrian travel). Examples include newly constructed or reconstructed sidewalks, roadways with appropriate bearing capacity for buses, bus loading zones, bus lanes and construction of lanes with adequate widths for bicycles. Projects must serve as general use to the public. Projects which incorporate alternative facilities that primarily serve a transportation purpose rather than a recreational purpose will receive higher priority. Transit and most transportation alternative projects will receive 1, 3 or 5 points, depending on the number of alternate modes which they ultimately serve.

ALL PROJECTS

<u>Number of Alternate Modes Served</u>	<u>Points</u>
Adds Three Alternate Modes	5
Adds Two Alternate Modes	3
Adds One Alternate Mode	1
Adds No Alternate Modes	0
Deletes One Alternate Mode	-1
Deletes Two Alternate Modes	-3
Deletes Three Alternate Modes	-5

- E. *Transportation Safety.* This criterion is based on an assessment of existing safety problems and the extent to which the proposed project will reduce such problems. Crash statistics and standards should be used when considering street and highway projects, while more qualitative safety aspects should be considered for bicycle and pedestrian transportation projects and for transit capital projects. In addition, this criterion emphasizes a goal of eliminating or minimizing corridor or intersection safety problems on the system. In the case of street and highway projects, alternative ratings are available by project type based on segment crash rates, high accident intersection locations and new facilities.

Street and Highway Improvement Projects

In the case of street and highway improvement projects, alternative ratings are available by project type based on segment crash rates, high accident intersection crash rates, and new facilities.

Segment Crash Rates

WisDOT determines average crash rates per 100 million vehicle miles traveled by facility type or functional classification. These crash rates can be determined for mid-block segments of urban streets.

<u>Crash Rate</u>	<u>Score</u>
280 or more	5
150 to 279	3
1 to 149	1
0	0

High Accident Intersections

Crash rates at intersections are scored as follows:

<u>Crash Rate</u>	<u>Score</u>
5 or more	5
3 to 4	3
1 to 2	1
0	0

New Facilities

An assumption is made that an increase in travel options improves the efficiency and safety of the existing infrastructure by shifting trips traveled to safer facilities.

<u>Safety Determination</u>	<u>Score</u>
Safety concerns addressed without compromising usefulness; promotes increased use by all user groups	5
Safety measures may encourage increased use by many user groups, but discourage use by a few user groups	3
Safety measures encourage increased use by some user groups, but discourage use by a fairly equal number of user groups	1
Facility use definitely decreases, or safety concerns cannot be adequately addressed	0

Bicycle and Pedestrian Transportation Projects

<u>Safety Determination</u>	<u>Score</u>
The bicycle or pedestrian transportation project would have a high, positive impact on safety (i.e.: reduction in crashes)	5
The bicycle or pedestrian transportation project would have a moderate, positive impact on safety	3
The bicycle or pedestrian transportation project would have a low positive impact on safety	1
The bicycle or pedestrian transportation project would have no impact on safety	0

Transit Capital Improvements

<u>Safety Determination</u>	<u>Score</u>
The transit capital project would have a high, positive impact on safety	5
The transit capital project would have a moderate, positive impact on safety	3
The transit capital project would have a low positive impact on safety	1
The transit capital project would have no impact on safety	0

APPENDIX H
TRANSITION IN PROGRAMMING FROM MAP-21 TO FAST ACT
FUNDING PROGRAMS

TRANSITION IN PROGRAMMING FROM MAP-21 TO FAST ACT FUNDING PROGRAMS

The FAST Act made modest changes to the Federal-aid Highway funding programs established in MAP-21. MAP-21 significantly changed the SAFETEA-LU and prior highway funding programs.

The biggest FAST Act change was to retitle the former Surface Transportation Program (STP) to the Surface Transportation Block Grant Program (STBG) while basically retaining all of the historic subprograms, which distribute funding based on population groups. TIPs typically showed STP funding broken out by the urban funding administered by the MPOs and STP-Flex or Other for the flexible funding program administered by WisDOT. These former STP program funds should now be shown as STBG with the corresponding urban-flex breakout.

The stand-alone MAP-21 Transportation Alternatives Program (TAP) was pulled under the STBG program as a set-aside, similar to the former Transportation Enhancements program. WisDOT continues to administer the Transportation Alternatives set-aside as a separate program. Funding can be shown as TA or STBG-TA in the TIPs.

The stand-alone Bridge Program was eliminated in MAP-21. WisDOT continues to administer the bridge program separately from the more general highway improvement programs, but the federal source of funding for bridge improvement projects comes from either the NHPP for projects on the NHS or STBG. The WisDOT Region offices should work with their respective MPOs to provide the current federal-aid highway program (NHPP or STBG) associated with bridge projects.

FAST Act Funding Program

Associated Prior Act Funding Programs

NHPP (National Highway Performance Program)

IM, NHS, BR (on the NHS)

STBG (Surface Transportation Block Grant Program)

STP, BR (not on the NHS),
TAP, TE, SRTS
Subcategorization for urban,
flex, bridge, TA

HSIP (Highway Safety Improvement Program)

HSIP

HSIP-RR (Rail-Highway Grade Crossing Set-aside)

HSIP-RR

CMAQ (Congestion Mitigation & Air Quality
Improvement Program)

CMAQ

APPENDIX I
SHEBOYGAN MPO TECHNICAL AND POLICY ADVISORY
COMMITTEE MEMBERS

**SHEBOYGAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE**

Marisol Simon, Regional Adm.
FTA Region 5
Chicago

Kevin Struck
Growth Management Educator
Sheboygan Co. UW Extension
Sheboygan

Steve Sokolowski
City of Sheboygan Dept. of Planning and Development
Sheboygan

Aaron Brault
Sheboygan County Planning and Conservation Department
Sheboygan

Diane Paoni, Urban Planning Section
WisDOT Bureau of Planning & Economic Development
Madison

Greg Schnell**, Director
Sheboygan County Transportation Dept.
Sheboygan

Mary Forlenza (Ex-Officio Member)
Federal Highway Administration, Wisconsin Division
Madison

Ryan Sazama
City of Sheboygan DPW Engineering Division
Sheboygan

Jerry Benzschawel, Director
City of Sheboygan Falls Public Works Department
Sheboygan Falls

Derek Muench, Director
Shoreline Metro
Sheboygan

Steve Hirshfeld
WisDOT Bureau of Transit, Local Roads, Railroads & Harbors
Madison

Matt Halada
WisDOT Northeast Region
Green Bay

Ryan Welsing
Village of Howards Grove

Charles Sweet
Sheboygan Co. Memorial Airport
Sheboygan Falls

Peter McMullen
Wisconsin DNR Southeast Region
Milwaukee

Mark Winkel
Eastern WI Counties Railroad Consortium
Sheboygan

David Smith
Bicycling Advocate
Sheboygan

David Biebel*, Director
Department of Public Works
City of Sheboygan

Christopher Bovee
Bureau of Air Management
Wisconsin DNR
Madison

Jeremiah Schiefelbein
Wisconsin DNR Northeast Region
Green Bay

Cory Roeseler
Sheboygan Co. Traffic Safety Commission
Sheboygan

Brett Edgerle
Village of Kohler

*Indicates Committee Chair

**Indicates Committee Vice-Chair

**SHEBOYGAN METROPOLITAN PLANNING ORGANIZATION
POLICY ADVISORY COMMITTEE**

George Marthenze, Vice Chairperson
Sheboygan County Board

Steven Bauer*, Chairperson
Town of Sheboygan Falls

John Ehmann, Chairperson
Town of Wilson

William Blashka (for Daniel Hein, Chairperson)
Town of Sheboygan

Tom Schnettler, President
Village of Kohler

Randy Meyer, Mayor
City of Sheboygan Falls

Michael Vandersteen, Mayor
City of Sheboygan

Aaron Anger, Chairperson
Town of Mosel

Charles Born**, Chairperson
Town of Lima

James Scheiber, President
Village of Howards Grove

Ald. Todd Wolf, Chairman
Sheboygan Transit Commission
Sheboygan

Jeffrey Sixel, Chairperson
Town of Herman

Will Dorsey, Director
WisDOT Northeast Region
Green Bay

*Indicates Committee Chair

**Indicates Committee Vice-Chair

BAY-LAKE REGIONAL PLANNING COMMISSION

WWW.BAYLAKERPC.ORG

COMMISSION MEMBERS

BROWN COUNTY

TOM SIEBER

DOOR COUNTY

KEN FISHER

FLORENCE COUNTY

ED KELLEY

LARRY NEUENS

RICH WOLOSYN

KEWAUNEE COUNTY

RONALD PAIDER

ERIC CORROY

VIRGINIA HASKE

MANITOWOC COUNTY

MARC HOLSEN

DAN KOSKI

CHUCK HOFFMAN

MARINETTE COUNTY

MARY MEYER

DAN KOSKI, SECRETARY-TREASURER

SHIRLEY KAUFMAN

OCONTO COUNTY

TERRY BRAZEAU, VICE CHAIRPERSON

DENNIS KROLL

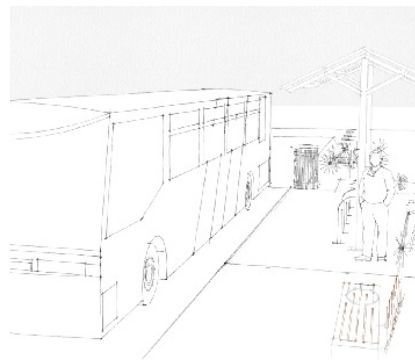
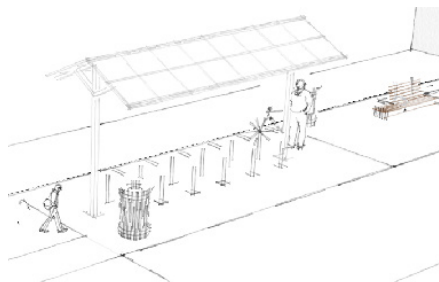
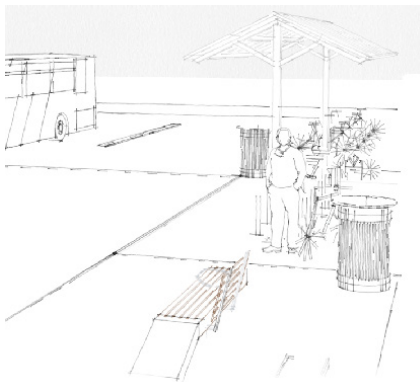
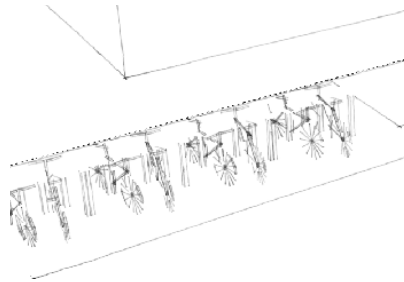
VACANT

SHEBOYGAN COUNTY

MIKE HOTZ, CHAIRPERSON

ED PROCEK

BRIAN YERGES



STAFF

CINDY J. WOJTCZAK

EXECUTIVE DIRECTOR

CWOJTCZAK@BAYLAKERPC.ORG

JEFFREY C. AGEE-AGUAYO

TRANSPORTATION PLANNER

JAGEE@BAYLAKERPC.ORG

ANGELA M. KOWALZEK-ADRIANS

NATURAL RESOURCES PLANNER

ANGELAKA@BAYLAKERPC.ORG

BRANDON G. ROBINSON

COMMUNITY ASSISTANCE PLANNER

PROBINSON@BAYLAKERPC.ORG

JOSHUA W. SCHEDLER

GIS COORDINATOR

JSCHEDLER@BAYLAKERPC.ORG

MADISON A. SMITH

COMMUNITY ASSISTANCE PLANNER

MSMITH@BAYLAKERPC.ORG

