

Sheboygan Metropolitan Planning Area Transportation Improvement Program Calendar Years 2017 – 2020



November, 2016

**SHEBOYGAN METROPOLITAN PLANNING AREA
TRANSPORTATION IMPROVEMENT PROGRAM
CALENDAR YEARS 2017 - 2020**

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

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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: 2017 - 2020	4
Transit Capital Projects: 2017 - 2020	6
Elderly and Disabled Transportation Operating Expenses: 2017	10
Elderly and Disabled Transportation Capital Projects: 2017 - 2020	10
Bicycle and Pedestrian Transportation Projects	14
Street and Highway Improvement Projects	18
FINANCIAL PLAN FOR THIS TRANSPORTATION IMPROVEMENT PROGRAM	23
PUBLIC PARTICIPATION PROCESS	26
IMPLEMENTATION STATUS OF PROJECTS RECOMMENDED FOR 2016 IN THE SHEBOYGAN METROPOLITAN PLANNING AREA TIP	28
AIR QUALITY CONFORMITY STATEMENT	28
STATEMENT OF IMPACTS OF TIP PROJECTS ON ENVIRONMENTAL JUSTICE	28
EXPEDITED PROJECT SELECTION PROCEDURES	30
TIP AMENDMENT GUIDELINES	31
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: 2017 - 2018	33
2	Street and Highway Improvement Projects: 2019 - 2020	34
3	Street and Highway Improvement Projects Completed in 2016	35
E-1	2017 - 2020 Street and Highway Project Locations and Environmental Justice Target Areas	E-4
E-2	2017 – 2020 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 2017 - 2020: Transit Operating Funds	5
2	Calendar Years 2017 - 2020: Transit Capital Items	7
3	Calendar Year 2017: Elderly and Disabled Transportation Projects	11
4	Calendar Years 2017 - 2020: Elderly and Disabled Transportation Capital Projects	12
5	Calendar Years 2017 - 2020: Bicycle and Pedestrian Transportation Projects	15
6	Calendar Years 2017 - 2020: Street and Highway Improvement Projects	19
7	Programmed and Available Federal Funding for the 2017 - 2020 TIP	24
8	Implementation Status of Projects Recommended for 2016: Transportation Improvement Program for the Sheboygan Metropolitan Planning Area	29
D-1	2012 to 2020 Shoreline Metro Operating Expenses and Revenues	D-2
D-2	2012 to 2020 Shoreline Metro Measures of Effectiveness	D-3

INTRODUCTION

Federal regulations which govern the planning process in metropolitan planning areas require the preparation of a Transportation Improvement Program (TIP), while state guidance requires the preparation of a TIP or TIP amendment consisting of a multiyear program of projects. Proposed transit operating, transit capital, elderly and disabled transportation, bicycle and pedestrian transportation, and street and highway projects must be included in an adopted TIP program of projects to be eligible for Federal aid.

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) funding allocated to urbanized areas (previously known as the STP Urban program); 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 Surface Transportation Block Grant (STBG) in the past two 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 2017 and 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).

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 by 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 *2017 – 2020 TIP* on October 27, 2016, and the Bay-Lake Regional Planning Commission approved this *2017 – 2020 TIP* on October 28, 2016. 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 *2017 – 2020 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 2017, 2018, 2019 and 2020. 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 \$55,700,000 will be needed to meet anticipated project costs in the four-year element component of the TIP.

- In 2017, these costs will include over \$3,657,000 for transit operating expenses, \$900,000 for transit capital projects, nearly \$380,000 for elderly and disabled transportation operating expenses, \$0 for elderly and disabled transportation capital items, \$824,000 for bicycle and pedestrian transportation projects, and \$18,620,000 for street and highway projects.

- In 2018, these costs will include nearly \$3,694,000 for transit operating expenses, \$1,350,000 for transit capital projects, \$0 for elderly and disabled transportation capital items, \$3,749,000 for bicycle and pedestrian transportation projects, and \$6,638,000 for street and highway projects.
- In 2019, these costs will include nearly \$3,731,000 for transit operating expenses, \$0 for transit capital projects, \$0 for elderly and disabled transportation capital items, \$694,000 for bicycle and pedestrian transportation projects, and \$5,630,000 for street and highway projects.
- In 2020, these costs will include over \$3,768,000 for transit operating expenses, \$0 for transit capital projects, \$0 for elderly and disabled transportation capital items, \$175,000 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 2016 in the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2016 – 2019* (including amendments to that TIP processed in 2016). 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: 2017 – 2020

Table 1 lists the distribution of operational funding sources for the transit division of the Sheboygan Parking and Transit Utility (Shoreline Metro) for the 2017 – 2020 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 2017 and 2020. 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 31.95 percent of operating costs each year throughout the period covered by this TIP. Table 1 also assumes that the Sheboygan Parking and Transit Utility will receive and utilize Community Development Block Grant (CDBG) entitlement funding (provided to the City of Sheboygan by the U.S. Department of Housing and Urban Development on an annual basis) to maintain transit services at a reasonable cost to the transit user and to the taxpayer each year over the program period; \$42,493 in CDBG funding is assumed to be available in each year covered by this TIP. State Section 85.20 (general operating) revenues are assumed to involve approximately 26.59 percent of operating costs each year 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 2017. The municipal share of transit funding is expected to increase by approximately 2.72 percent from 2017 to 2018, by approximately 2.68 percent from 2018 to 2019, and by approximately 2.63 percent from 2019 to 2020. Municipal funding of transit covers approximately 15.22 percent of total expenses in 2017, 15.48 percent of total expenses in 2018, 15.74 percent of total expenses in 2019, and 15.99 percent of total expenses in 2020.

Farebox revenues used to finance transit service begin at a base level of \$705,000 in 2017, then are assumed to remain at this level throughout the period covered by this TIP. Farebox funding of transit covers approximately 19.28 percent of total expenses in 2017, 19.09 percent of total expenses in 2018, 18.90 percent of total expenses in 2019, and 18.71 percent of total expenses in 2020.

Table 1 Calendar Years 2017 - 2020: Transit Operating Funds (TIP ID No.: 372-17-201)				
	2017	2018	2019	2020
Operating Expenses	\$3,657,329	\$3,693,902	\$3,730,841	\$3,768,150
Farebox Revenue	\$705,000	\$705,000	\$705,000	\$705,000
Other Revenue (Advertising, Investments, etc.)	\$167,801	\$167,801	\$167,801	\$167,801
Total Deficit	\$2,784,528	\$2,821,101	\$2,858,040	\$2,895,349
Federal Funding Sources:				
Section 5307	\$1,168,649	\$1,180,335	\$1,192,139	\$1,204,060
HUD CDBG Entitlement Funds	\$42,493	\$42,493	\$42,493	\$42,493
State Funding Sources:				
Section 85.20	\$972,322	\$982,045	\$991,866	\$1,001,784
Section 85.205	\$44,442	\$44,442	\$44,442	\$44,442
Local Funding Sources:				
City of Sheboygan	\$511,547	\$525,483	\$539,558	\$553,773
City of Sheboygan Falls	\$33,503	\$34,416	\$35,338	\$36,269
Village of Kohler	\$11,572	\$11,887	\$12,206	\$12,527
Total Funding	\$2,784,528	\$2,821,102	\$2,858,041	\$2,895,349
Balance	\$0	\$0	\$0	\$0
Assumptions made in developing Table 1: (1) Operating and administrative costs are assumed to increase by 1.0 percent each year throughout the period covered by this TIP. (2) ADA paratransit costs are included in operating expenses. All other paratransit costs can be found in Table 3. (3) Farebox revenues are assumed to remain flat in absolute dollars throughout the period covered by this TIP. (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. (5) Federal Section 5307 (general operating) revenues are assumed to involve approximately 31.95 percent of operating expenses throughout the period covered by this TIP. (6) Shoreline Metro expects to continue utilizing Community Development Block Grant (CDBG) Entitlement funding (provided to the City of Sheboygan by the U.S. Department of Housing and Urban Development on an annual basis) to maintain transit services at a reasonable cost to the transit user and to the taxpayer each year over the program period. The amount in each year covered by this TIP will be \$42,493. (7) State Section 85.20 (general operating) revenues are assumed to involve approximately 26.59 percent of operating expenses throughout the period covered by this TIP. (8) State Section 85.205 (paratransit supplemental) revenues will involve \$44,442 each year throughout the period covered by this TIP. (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. (10) Figures represented in this table assume maintenance of existing transit service (no expansions). (11) Balances of \$1 or less (positive or negative) are due to rounding error.				
Source: City of Sheboygan Parking and Transit Utility, 2016; and Bay-Lake Regional Planning Commission. 2016.				

Other revenues (advertising and proprietary revenues, interest income, etc.) are assumed to remain flat in absolute terms throughout the period covered by this TIP.

Transit Capital Projects: 2017 – 2020

Table 2 lists capital projects for the transit division of the Sheboygan Parking and Transit Utility (Shoreline Metro) for the 2017 – 2020 period. Of these projects, one capital project is recommended for 2017, two capital projects are recommended for 2018, no capital projects are recommended for 2019, and no capital projects are recommended for 2020.

One capital expenditure is recommended for calendar year 2017:

- Two (2) fixed-route buses (with a length of 35 feet) are expected to be purchased in 2017. These new buses will be used to replace two older buses that will have exceeded their life expectancy at the time of replacement. The new buses 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 2017 project is \$900,000. The Federal share for these buses will come from the Congestion Mitigation and Air Quality (CMAQ) program.

In addition, one capital expenditure is listed as an illustrative project for calendar year 2017, and will be added to the TIP if funding materializes:

- Completion of a transit development program (TDP) for Shoreline Metro is an illustrative project for 2017. The current TDP covers the period from 2012 through 2016, and the TDP will be due for updating in 2017; the updated TDP is expected to cover the period from 2018 through 2022. Some of the preliminary work for this TDP (i.e.: the passenger opinion survey) should be completed prior to 2017. The cost of this 2017 project is \$50,000. If funded, the Federal share of this project would involve Federal Transit Administration (FTA) Section 5304 funds.

Two capital expenditures are recommended for calendar year 2018:

- One 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 planning justification for this project is similar to that for the 2017 fixed-route bus acquisition. 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 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 2017 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.

Table 2
Calendar Years 2017 - 2020: Transit Capital Items
(In Thousands of Dollars)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2017				Jan. - Dec. 2018				Jan. - Dec. 2019				Jan. - Dec. 2020				Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan Parking and Transit Utility	Replacement of Two (2) 35-Foot Fixed-Route Buses (Transit Preservation)	PE ROW ACQUI				0												2025	Exempt	
TIP ID No.: 372-15-209		TOTAL	720	0	180	900														
			CMAQ																	
Sheboygan Parking and Transit Utility	Replacement of One (1) 35-Foot Fixed-Route Bus (Transit Preservation)	PE ROW ACQUI				0												2025	Exempt	
TIP ID No.: 372-15-203		TOTAL				0	360	0	90	450										
							360	0	90	450										
			5339																	
Sheboygan Parking and Transit Utility	Replacement of Two (2) 35-Foot Fixed-Route Buses (Transit Preservation)	PE ROW ACQUI				0												2025	Exempt	
TIP ID No.: 372-15-208		TOTAL				0	720	0	180	900										
							720	0	180	900										
			CMAQ																	
Sheboygan Parking and Transit Utility	Completion of Transit Development Program (TDP) for Shoreline Metro (Transit Preservation)	PE ROW ACQUI				0												NA	Exempt	
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)		TOTAL	40	0	10	50														
			Illustrative Only																	
Sheboygan Parking and Transit Utility	Replacement of Forklift (Transit Preservation)	PE ROW ACQUI				0												NA	Exempt	
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)		TOTAL				0	32	0	8	40										
							32	0	8	40										
			Illustrative Only																	
Sheboygan Parking and Transit Utility	GFI Farebox Replacement and Farebox Data System Upgrade (Transit Preservation)	PE ROW ACQUI				0												NA	Exempt	
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)		TOTAL				0	120	0	30	150										
							120	0	30	150										
			Illustrative Only																	
Sheboygan Parking and Transit Utility	Replacement of Bus Wash (Transit Preservation)	PE ROW ACQUI				0												NA	Exempt	
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)		TOTAL				0	160	0	40	200										
							160	0	40	200										
			Illustrative Only																	

Table 2
Calendar Years 2017 - 2020: Transit Capital Items
(In Thousands of Dollars)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2017				Jan. - Dec. 2018				Jan. - Dec. 2019				Jan. - Dec. 2020				Year Open	Air Quality Status
			Federal	State	Local	Total														
Sheboygan Parking and Transit Utility	Replacement of Two (2) 35-Foot Fixed-Route Buses (Transit Preservation)	PE ROW ACQUI																	NA	Exempt
															720	0	180	900		
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)		TOTAL													720	0	180	900		
Illustrative Only																				

NOTES: The following funding codes are used to identify Federal funding sources:

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.

2017 - 2020 Funding Summary:

Total Transit Preservation Project Funding = \$2,250,000

Total Transit Improvement Project Funding = \$0

Total Transit Expansion Project Funding = \$0

Source: City of Sheboygan Parking and Transit Utility Commission, 2016; and Bay-Lake Regional Planning Commission, 2016.

In addition, two 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 is \$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 is \$150,000. 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 2019.

However, one capital expenditure is listed as an illustrative project for calendar year 2019, and will be added to the TIP if funding materializes:

- 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 in the longevity of the vehicle's life. 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 is \$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 capital expenditure is listed as an illustrative project for calendar year 2020, 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 2020. 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 2017 fixed-route bus acquisition. The cost of this 2020 project is \$900,000. If funded, the Federal share of this project could come from a variety of sources, including FTA Section 5339, CMAQ, or the Surface Transportation Urban program (STP Urban).

Elderly and Disabled Transportation Operating Expenses: 2017

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 2017. 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).

Elderly and Disabled Transportation Capital Projects: 2017 – 2020

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 replacement vehicles (medium sized buses) in the 2017 funding cycle. In addition, RCS Empowers, Inc., has filed a Section 5310 grant application with WisDOT for the purchase of two replacement vehicles (one gasoline powered bus and one support side load minivan) in the 2017 funding cycle. If awarded, all 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 2018, 2019 and 2020 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.

Table 3 Calendar Year 2017: Elderly and Disabled Transportation Projects						
Responsible Agency	Project	Total Cost	Federal Share	State Share	Local Share	Fares/Contributions
Sheboygan County Health and Human Services Department TIP ID No.: 372-17-202	Volunteer Driver Program	\$27,250	\$8,334 OAA	\$0	\$7,456	\$11,460
Sheboygan County Health and Human Services Department TIP ID No.: 372-17-203	Purchase of Specialized Transportation Services from Shoreline Metro	\$352,646	\$0	\$264,705	\$52,941	\$35,000
NOTE: The following funding code is used to identify a federal funding source: OAA = Older Americans Act funding (provided by the U.S. Department of Health and Human Services, not by USDOT).						
Source: Sheboygan County Health and Human Services Department, 2016; Shoreline Metro, 2016; and Bay-Lake Regional Planning Commission, 2016.						

Table 4 Calendar Years 2017 - 2020: Elderly and Disabled Transportation Capital Projects (In Thousands of Dollars)																				
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2017				Jan. - Dec. 2018				Jan. - Dec. 2019				Jan. - Dec. 2020				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 medium sized buses with 11 ambulatory positions and two wheelchair positions. The vehicles will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE				0.0													NA	Exempt
		ROW				0.0														
		ACQUI	129.6	0.0	32.4	162.0														
		TOTAL	129.6	0.0	32.4	162.0	Illustrative Only													
RCS Empowers, Inc. (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One 30-foot gasoline powered bus with 11 ambulatory positions and two wheelchair positions. The vehicle will be used for transportation for the organization's clients with disabilities. (Replacement)	PE				0.0													NA	Exempt
		ROW				0.0														
		ACQUI	45.6	0.0	11.4	57.0														
		TOTAL	45.6	0.0	11.4	57.0	Illustrative Only													
RCS Empowers, Inc. (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One support side load minivan with five ambulatory positions and one wheelchair position. The vehicle will be used for transportation for the organization's clients with disabilities. (Replacement)	PE				0.0													NA	Exempt
		ROW				0.0														
		ACQUI	26.4	0.0	6.6	33.0														
		TOTAL	26.4	0.0	6.6	33.0	Illustrative Only													
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One medium sized bus with 11 ambulatory positions and two wheelchair positions. The vehicles will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE				0.0													NA	Exempt
		ROW				0.0														
		ACQUI	68.8	0.0	17.2	86.0														
		TOTAL	68.8	0.0	17.2	86.0	Illustrative Only													
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One medium sized bus with 11 ambulatory positions and two wheelchair positions. The vehicles will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE				0.0													NA	Exempt
		ROW				0.0														
		ACQUI	72.8	0.0	18.2	91.0														
		TOTAL	72.8	0.0	18.2	91.0	Illustrative Only													

Table 4
Calendar Years 2017 - 2020: Elderly and Disabled Transportation Capital Projects
(In Thousands of Dollars)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2017				Jan. - Dec. 2018				Jan. - Dec. 2019				Jan. - Dec. 2020				Year Available	Air Quality Exempt
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One medium sized bus with 11 ambulatory positions and two wheelchair positions. The vehicles will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE ROW ACQUI TOTAL																	NA	Exempt
											0.0									
											72.8 0.0 18.2 91.0									
											72.8 0.0 18.2 91.0				Illustrative Only					
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One medium sized bus with 11 ambulatory positions and two wheelchair positions. The vehicles will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE ROW ACQUI TOTAL																	NA	Exempt
															0.0					
															76.8 0.0 19.2 96.0					
															76.8 0.0 19.2 96.0					

NOTE: The following funding code is used to identify federal funding sources in Table 4 (when programmed):

5310 = Section 5310 Federal Transit Administration funding will be the federal funding source. Section 5310 is a capital program used to obtain vehicles for elderly and disabled transportation provided by counties and by nonprofit organizations.

Source: Sheboygan County Health and Human Services Department, 2016; RCS Empowers, Inc., 2016; Shoreline Metro, 2016; and Bay-Lake Regional Planning Commission, 2016.

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 2017, 2018, 2019 and 2020 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 (NMTTP, a Federal earmark in SAFETEA-LU awarded to Sheboygan County) over the period covered by the TIP:

- Sheboygan County NMTTP: Level of effort for program oversight, including education and outreach (\$15,000 in each of 2017, 2018 and 2019);
- NMTTP marketing/branding (\$34,000 for marketing and branding in 2017, and \$33,000 for marketing and branding in 2018);
- Planning study for a road diet/multi-use track facility on Indiana Avenue from South 17th Street in the City of Sheboygan to Highland Drive in the Village of Kohler (\$500,000 for a study in 2017);
- Construction of a multi-use pathway in the Alliant Energy utility corridor on the south side of the City of Sheboygan (\$100,000 for design in 2017, and \$2,900,000 for construction in 2018); and
- 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 and \$500,000 for right-of-way acquisition in 2018, as well as \$504,000 for construction in 2019).

All of the NMTTP projects indicated above involve 100 percent Federal funding.

In addition, Table 5 includes five illustrative projects that are not officially programmed in this *2017 – 2020 TIP*:

- 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 2018, and \$319,000 for construction in 2019);
- 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 2018, and \$144,000 for construction in 2019);
- Conversion of County Highway PP into a linear parkway and trail facility from Highland Drive to South Taylor Drive (\$225,000 for design in 2018, and \$2,900,000 for construction in 2019);

Table 5 Calendar Years 2017 - 2020: Bicycle and Pedestrian Transportation Projects (In Thousands of Dollars)																					
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Coat	Jan. - Dec. 2017				Jan. - Dec. 2018				Jan. - Dec. 2019				Jan. - Dec. 2020				Year Open	Air Quality Status	
			Federal	State	Local	Total	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	 0	 0	 15	 15	 0	 0	 15	 15	 0	 0	 15	 15	 0	 0	 15	2025	Exempt	
TIP ID No.: 372-11-108			NMTTP				NMTTP				NMTTP										
Sheboygan County	NMTTP Marketing/Branding	PE ROW CONST OTHER TOTAL	 34	 0	 0	 34	 33	 0	 0	 33	 33	 0	 0	 33	 33	 0	 0	 33	2025	Exempt	
TIP ID No.: 372-08-117			NMTTP				NMTTP														
Sheboygan County	Planning Study for a Road Diet/Multi-Use Cycle-Track Facility on Indiana Avenue from South 17th Street in the City of Sheboygan to Highland Drive in the Village of Kohler (2.74 mi.)	PE ROW CONST OTHER TOTAL	 500	 0	 0	 500	 500	 0	 0	 500	 500	 0	 0	 500	 500	 0	 0	 500	2025	Exempt	
TIP ID No.: 372-13-102			NMTTP																		
Sheboygan County	Construction of a Multi-Use Pathway in the Alliant Energy Utility Corridor on the South Side of the City of Sheboygan (4996-22-00 and 4996-22-71) (2.51 mi.)	PE ROW CONST OTHER TOTAL	 100	 0	 0	 100	 2,900	 0	 0	 2,900	 2,900	 0	 0	 2,900	 2,900	 0	 0	 2,900	2025	Exempt	
TIP ID No.: 372-11-105			NMTTP				NMTTP														
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	 0	 0	 126	 500	 0	 0	 500	 0	 504	 0	 0	 504	2025	Exempt
TIP ID No.: 372-11-109							NMTTP				NMTTP										

Table 5
Calendar Years 2017 - 2020: Bicycle and Pedestrian Transportation Projects
(In Thousands of Dollars)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Coat	Jan. - Dec. 2017				Jan. - Dec. 2018				Jan. - Dec. 2019				Jan. - Dec. 2020				Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
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					93	0	0	93									NA	Exempt
		ROW								0				0				0		
		CONST								0	463	0	0	463						
		OTHER								0				0						
		TOTAL					93	0	0	93	463	0	0	463						
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)							Illustrative Only				Illustrative Only									

NOTES: The following funding codes are used to identify federal funding sources:

NMTPP = 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).

2017 - 2020 Funding Summary:

Total WisDOT Approved Bicycle and Pedestrian Project Funding (all sources) = \$700,000

Total NMTPP Project Funding (all sources) = \$4,742,000

Source: Sheboygan County Planning and Conservation Department, 2016; Wisconsin Department of Transportation, 2016; and Bay-Lake Regional Planning Commission, 2016.

- Union Pacific rails-to-trails conversion extension between Indiana Avenue and Mead Avenue in the City of Sheboygan (\$300,000 for design in 2018, and \$3,500,000 for construction in 2019); and
- 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 2018, and \$463,000 for construction in 2019).

If funding becomes available, the *2017 – 2020 TIP* may be amended to include one or more of these illustrative projects.

Street and Highway Improvement Projects

Table 6 describes those street and highway improvement projects which are scheduled for the 2017 – 2020 program period. A wide variety of street and highway improvements will take place over the 2017 – 2020 period, including:

- Two reconstruction projects with no increase in capacity (one of these projects also involves rail work);
- One roundabout project (this project also involves right-of-way acquisition);
- Four bridge replacement projects;
- Two bridge rehabilitation projects;
- One miscellaneous cable guard (cable barrier) project on Interstate Highway 43; and
- One resurfacing project on Interstate Highway 43.

WisDOT “grouped” projects are also listed in Table 6 for 2017, 2018, 2019 and 2020 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 11 specific street and highway projects authorized in this *2017 – 2020 TIP*:

- Four projects are scheduled for construction in 2017;
- Two projects are scheduled for construction in 2018;
- Two projects are scheduled for construction in 2019;
- No projects are scheduled for construction in 2020;
- One project is scheduled for construction in both 2017 and 2018;
- One project will involve right-of-way acquisition in 2017 and construction in 2019; and
- One project will involve design in 2017 and construction in 2019.

Map 1 indicates specific projects to be wholly or partially implemented in 2017 and 2018. Map 2 indicates specific projects to be wholly or partially implemented in 2019 and 2020.

Table 6 Calendar Years 2017 - 2020: Street and Highway Improvement Projects (In Thousands of Dollars)																				
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2017				Jan. - Dec. 2018				Jan. - Dec. 2019				Jan. - Dec. 2020				Year Open	Air Quality Status
			Federal	State	Local	Total														
City of Sheboygan	North Avenue	PE				0				0									2025	Exempt
	STH 42/Calumet Drive to North 15th Street	ROW				0				0										
	Reconstruction with no Increase in Capacity and Rail Work (4996-01-79, 4996-01-80 and 4996-01-81)	CONST	210	0	144	354	2,241	0	718	2,959										
	(0.57 mi.) (Highway Preservation) (\$53,000 of local share to be provided by the City of Sheboygan and \$91,000 of local share to be provided by the Union Pacific Railroad in 2017. All of local share to be provided by the City of Sheboygan in 2018)	TOTAL	210	0	144	354	2,241	0	718	2,959										
Wisconsin Department of Transportation	STH 28	PE				0													2025	Exempt from Regional Emissions Analysis
	Intersection with CTH EE	ROW	0	260	0	260								0				0		
	Construction of a Roundabout (4010-20-00, 4010-20-21 and 4010-20-71)	CONST				0					1,722	431	0	2,153						
	(0.10 mi.) (Highway Safety)	TOTAL	0	260	0	260					1,722	431	0	2,153						
Town of Herman	Meadowlark Road	PE				0													2025	Exempt
	Fischer Creek Bridge and Approaches	ROW				0														
	Bridge Replacement (4201-04-00 and 4200-05-71)	CONST	176	0	44	220														
	(0.02 mi.) (Highway Preservation)	TOTAL	176	0	44	220														
City of Sheboygan	South 8th Street	PE				0													2025	Exempt
	Sheboygan River Bridge	ROW				0														
	Bridge Rehabilitation (4996-19-00 and 4996-19-71)	CONST	2,681	0	775	3,456														
	(0.06 mi.) (Highway Preservation)	TOTAL	2,681	0	775	3,456														
Wisconsin Department of Transportation	IH 43	PE				0													2025	Exempt
	Wilson Lima Road to Fischer Creek Road	ROW				0														
	Miscellaneous Cable Guard (1223-17-00 and 1223-00-71)	CONST	1,323	147	0	1,470														
	(6.18 mi.) (Highway Safety)	TOTAL	1,323	147	0	1,470														
City of Sheboygan	North Avenue	PE				0													2025	Exempt
	STH 42/Calumet Drive to North 15th Street	ROW				0														
	Reconstruction with no Increase in Capacity and Rail Work (4996-01-79, 4996-01-80 and 4996-01-81)	CONST	210	0	144	354	2,241	0	718	2,959										
	(0.57 mi.) (Highway Preservation) (\$53,000 of local share to be provided by the City of Sheboygan and \$91,000 of local share to be provided by the Union Pacific Railroad in 2017. All of local share to be provided by the City of Sheboygan in 2018)	TOTAL	210	0	144	354	2,241	0	718	2,959										

Table 6 Calendar Years 2017 - 2020: Street and Highway Improvement Projects (In Thousands of Dollars)																				
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2017				Jan. - Dec. 2018				Jan. - Dec. 2019				Jan. - Dec. 2020				Year Open	Air Quality Status
			Federal	State	Local	Total														
Wisconsin Department of Transportation TIP ID Nos.: 372-15-006 (for 2017 and 2018), 372-16-001 (for 2019), and 372-17-001 (for 2020)	Safety Funds	PE																	2025	Exempt
	Grouped Projects (0.00 mi.) (Highway Safety)	ROW	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20		
		CONST	80	20	0	100	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	96	24	0	120		
Wisconsin Department of Transportation TIP ID Nos.: 372-15-007 (for 2017 and 2018), 372-16-002 (for 2019), and 372-17-002 (for 2020)	Rail/Highway Crossing Safety Projects	PE																	2025	Exempt
	Grouped Projects (0.00 mi.) (Highway Safety)	ROW				0				0				0				0		
		CONST	120	30	0	150	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	120	30	0	150		
Wisconsin Department of Transportation TIP ID Nos.: 372-15-008 (for 2017 and 2018), 372-16-003 (for 2019), and 372-17-003 (for 2020)	HSIP/Highway Safety Improvement Program	PE	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	2025	Exempt
	Grouped Projects (0.00 mi.) (Highway Safety)	ROW				0				0				0				0		
		CONST	80	20	0	100	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	96	24	0	120		
Wisconsin Department of Transportation TIP ID Nos.: 372-15-009 (for 2017 and 2018), 372-16-004 (for 2019), and 372-17-004 (for 2020)	Railroad Crossing Protective Devices	PE																	2025	Exempt
	Grouped Projects (0.00 mi.) (Highway Safety)	ROW				0				0				0				0		
		CONST	120	30	0	150	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	120	30	0	150		
Office of the Commissioner of Railroads TIP ID Nos.: 372-15-010 (for 2017 and 2018), 372-16-005 (for 2019), and 372-17-005 (for 2020)	Office of the Commissioner of Railroads (OCR) Rail-Highway Safety Projects	PE																	2025	Exempt
	Grouped Projects (0.00 mi.) (Highway Safety)	ROW				0				0				0				0		
		CONST	120	30	0	150	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	120	30	0	150		
Wisconsin Department of Transportation TIP ID Nos.: 372-15-011 (for 2017 and 2018), 372-16-006 (for 2019), and 372-17-006 (for 2020)	Interstate Highway System Preventive Maintenance Projects	PE																	2025	Exempt
	Grouped Projects (0.00 mi.) (Highway Preservation)	ROW				0				0				0				0		
		CONST	160	40	0	200	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	160	40	0	200		

Table 6
Calendar Years 2017 - 2020: Street and Highway Improvement Projects
(In Thousands of Dollars)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2017				Jan. - Dec. 2018				Jan. - Dec. 2019				Jan. - Dec. 2020				Year Open	Air Quality Status
			Federal	State	Local	Total														
Wisconsin Department of Transportation TIP ID Nos.: 372-15-012 (for 2017 and 2018), 372-16-007 (for 2019), and 372-17-007 (for 2020)	National Highway System	PE				0				0				0				0	2025	Exempt
	Preventive Maintenance Projects	ROW				0				0				0				0		
	Grouped Projects (0.00 mi.)	CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500		
	(Highway Preservation)																			
	TOTAL		400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500		
						NHPP				NHPP				NHPP						
Wisconsin Department of Transportation TIP ID Nos.: 372-15-013 (for 2017 and 2018), 372-16-008 (for 2019), and 372-17-008 (for 2020)	STN Connecting Highway System	PE				0				0				0				0	2025	Exempt
	Preventive Maintenance Projects	ROW				0				0				0				0		
	Grouped Projects (0.00 mi.)	CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500		
	(Highway Preservation)																			
	TOTAL		400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500		
						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).

2017 - 2020 Funding Summary:

Total Highway Preservation Project Funding = \$26,135,000

Total Highway Safety Project Funding = \$6,643,000

Total Highway Improvement Project Funding = \$0

Total Highway Expansion Project Funding = \$0

Source: Wisconsin Department of Transportation, 2016; and Bay-Lake Regional Planning Commission, 2016.

In addition to specific street and highway improvement projects, approval of this *2017 – 2020 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.

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 *2017 – 2020 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 2.0 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 2016; 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 *2017 – 2020 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. One regular NHPP project and three categories of WisDOT “grouped” NHPP projects are funded in Table 6.

Agency	Funding Source	Programmed Expenditures					Estimated Available Funding				
		2017	2018	2019	2020	Total	2017	2018	2019	2020	Total
Federal Highway Administration	Program										
	National Highway Performance Program (NHPP)	9,672	979	999	1,019	12,669					
	Surface Transportation Block Grant Program (STBG)	3,391	4,009	3,186	267	10,853					
	Highway Safety Improvement Program (HSIP)	1,515	196	200	204	2,114					
	Rail-Highway Grade Crossing Set-Aside (HSIP-RR)	240	245	250	255	989					
	Non-Motorized Transportation Pilot Program (NMTTP)	649	3,645	540	0	4,834					
	Total	15,467	9,074	5,174	1,745	31,460	15,616	18,837	16,084	15,874	66,410
Federal Transit Administration	Section 5304	0	0	0	0	0	0	0	0	0	0
	Section 5307 - Sheboygan Urbanized Area - Operating Expenses	1,169	1,180	1,192	1,204	4,745	1,169	1,180	1,192	1,204	4,745
	Section 5307 - Sheboygan Urbanized Area - Capital Expenses	0	0	0	0	0	0	0	0	0	0
	Section 5339	0	367	0	0	367	169	173	176	180	697
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	720	720	0	0	1,440	390	389	390	389	1,558
	Section 5310	0	0	0	0	0	0	0	0	0	0
	Total	1,889	2,267	1,192	1,204	6,552	1,728	1,742	1,758	1,773	7,000
NOTES:											
(1) Totals may not be completely consistent with the sum of individual cell entries due to rounding error.											
(2) With the exception of the transportation alternatives (TA) set-aside in the Surface Transportation Block Grant (STBG) program, all highway- and enhancement-related programmed expenditures were adjusted to reflect an annual inflation rate of 2.0 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 2016.											
(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 2.0 percent, while all transit capital estimated available funding was also 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 2016, as well as through consultation with staff of the Sheboygan Parking and Transit Utility (Shoreline Metro).											
Source: Bay-Lake Regional Planning Commission, 2016.											

- 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. Nine 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.
- Highway Safety Improvement Program (HSIP): One regular HSIP project and 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): Five NMTTP projects are funded in Table 5.

As far as transit is concerned:

- It is likely that Shoreline Metro will apply for FTA Section 5304 funding to complete a transit development program (TDP) for its operation. If the Wisconsin Department of Transportation approves this funding, Table 2 will be amended to include this project.
- 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). Four 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 2017, as well as two fixed-route bus replacements in 2018 in Table 2.
- Section 5310 funding is not currently being programmed in the *2017 – 2020 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 2012, the Bay-Lake Regional Planning Commission updated its Public Participation Plan for all transportation plans and programs developed for the Sheboygan MPO; a new update to the MPO Public Participation Plan is currently being developed. The following narrative outlines the public involvement process used in the development of this *2017 – 2020 TIP* for the Sheboygan Metropolitan Planning Area.

The Bay-Lake Regional Planning Commission published a Notice of Request for Comment on the draft *2017 – 2020 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 *2017 – 2020 TIP*:

September 28, 2016

Notice of Request for Public Comment on the draft *2017 – 2020 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 28, 2016	Notice of Request for Public Comment on the draft <i>2017 – 2020 TIP</i> was made available to individuals and organizations on the MPO Public Participation Plan mailing list.
September 28, 2016	Draft TIP made available for public review through October 27, 2016.
October 26, 2016	Public Hearing on the <i>2017 – 2020 TIP</i> .
October 27, 2016	Technical and Policy Advisory Committees considered public comments and made a recommendation to the Bay-Lake Regional Planning Commission.
October 28, 2016	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.
Week of November 7 - 11, 2016	Formal transmittal of the final TIP to applicable state and Federal agencies.

The public hearing concerning the *2017 – 2020 TIP* commenced at 4:00 p.m. on October 26, 2016, at the Sheboygan County Administration Building (Room 302), 508 New York Avenue, Sheboygan. One individual was in attendance at the public hearing: Edward Procek, Sheboygan County Board Supervisor (District 7) and Bay-Lake Regional Planning Commissioner. Jeffrey Agee-Aguayo represented the Bay-Lake Regional Planning Commission at the public hearing.

Jeffrey Agee-Aguayo had a presentation available that focused on the draft TIP. However, given that there was one person in attendance and the fact that that individual was already familiar with the MPO process, the public hearing took more of a question and answer and discussion format. The one meeting attendee was given a packet of tables from the main body of the TIP that was reviewed. Several large display maps were available in the public hearing room; these maps showed the location of proposed street and highway projects in the TIP, the location of street and highway projects completed in 2016 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.

Comments raised at the public hearing were similar to written comments received (see written comment discussion below).

The public hearing concerning the *2017 – 2020 TIP* officially concluded at 5:00 p.m.

Written comments were received from Edward Procek, Sheboygan County Board Supervisor (District 7) and Bay-Lake Regional Planning Commissioner. Mr. Procek discussed the need to expand transit services in the metropolitan planning area and elsewhere in Sheboygan County to better meet economic development and employment needs in the area. Mr. Procek also discussed the important transit capital needs of Shoreline Metro in order to maintain existing transit service and hopefully expand such service to meet economic development and

employment needs in the near future.

IMPLEMENTATION STATUS OF PROJECTS RECOMMENDED FOR 2016 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 2016 in the *2016 – 2019 TIP* (adopted in December 2015, and amended four times thereafter) which were completed by the end of 2016 are identified on Map 3. 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 2016 in the *2016 – 2019 TIP*. Table 8 identifies projects scheduled in the *2016 – 2019 TIP* for 2016, and includes information such as project location, jurisdiction, project description, and project status.

AIR QUALITY CONFORMITY STATEMENT

The air quality conformity statement for this *2017 – 2020 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 *2017 – 2020 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 *2017 – 2020 TIP*.

Table 8
Implementation Status of Projects Recommended for 2016
Transportation Improvement Program for the Sheboygan Metropolitan Planning Area

Project Location	Jurisdiction	Project Description	Project Status
STH 42/Calumet Drive Main Avenue to North 26th Street	Wisconsin Department of Transportation and City of Sheboygan	Reconstruction with no Increase in Capacity	Construction Scheduled for 2017
STH 28 Prange Road to South Taylor Drive	Wisconsin Department of Transportation	Reconstruction with no Increase in Capacity	Completed
STH 32 Intersection with Happy Lane	Wisconsin Department of Transportation	Construction of a Roundabout	Completed
IH 43 Ozaukee County Line to IH 41 in Brown County	Wisconsin Department of Transportation	Sequencing and Prioritization Study	Completed
South 8th Street Sheboygan River Bridge	City of Sheboygan	Design Leading to Bridge Rehabilitation	Completed; Construction Scheduled for 2017
Pennsylvania Avenue Sheboygan River Bridge	City of Sheboygan	Design Leading to Bridge Rehabilitation	Completed; Construction Scheduled for 2018
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)	To be Completed in 2017, 2018 and 2019
Taylor Drive between Crocker Avenue and just north of Erie Avenue/Taylor Park	Sheboygan County and City of Sheboygan	Bicycle/Pedestrian Path	Completed
Throughout the Sheboygan Metropolitan Planning Area and Sheboygan County	Sheboygan County	NMTTP Marketing and Branding	To be Completed in 2017 and 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	To be Completed in 2017
Alliant Energy Utility Corridor on the South Side of the City of Sheboygan	Sheboygan County	Design Leading to Construction of a Multi-Use Pathway	Engineering to be Completed in 2017; Construction to be Completed in 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 50 Dispatch Radios	Completed
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 Medium Sized Buses with 10 Ambulatory Positions and Two Wheelchair Positions	To be Delivered in 2017 or 2018

Source: Bay-Lake Regional Planning Commission, 2016.

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*.

Street and Highway Improvement Projects: 2017-2018

Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin

2017

1. STH 28
Intersection with CTH EE
Right-of-Way Acquisition Leading to Construction
of a Roundabout in 2019
2. Meadowlark Road
Fischer Creek Bridge and Approaches
Bridge Replacement
3. South 8th Street
Sheboygan River Bridge
Bridge Rehabilitation
4. IH 43
Wilson Lima Road to Fischer Creek Road
Miscellaneous Cable Guard
5. Luelloff Road
Seven Mile Creek Bridge
Design Leading to Bridge Replacement in 2019
6. IH 43
STH 42 to Manitowoc County Line
Resurfacing

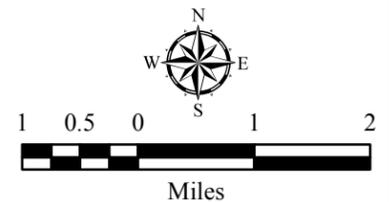
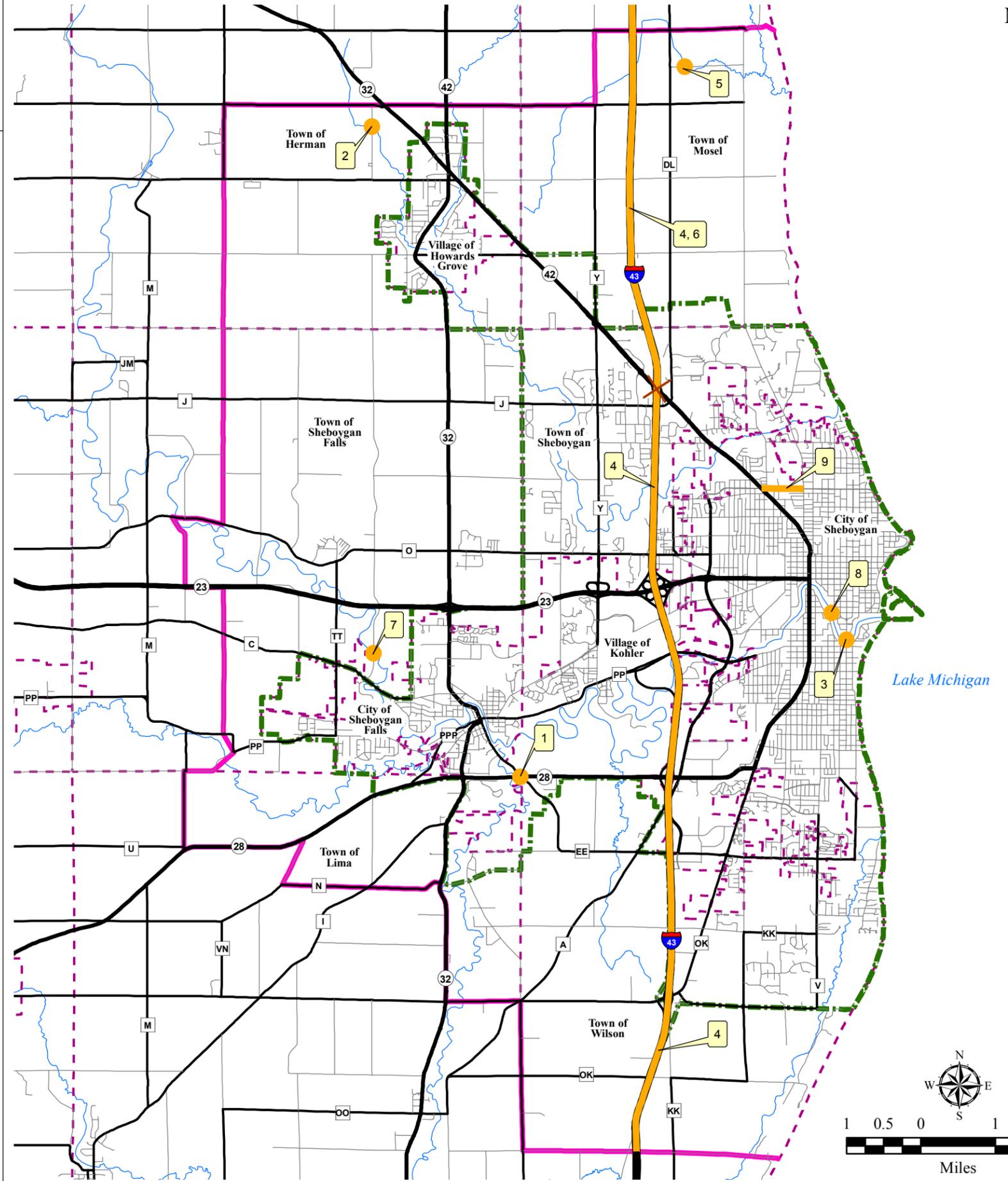
2018

7. Meadowlark Road
Sheboygan River Bridge and Approaches
Bridge Replacement
8. Pennsylvania Avenue
Sheboygan River Bridge
Bridge Rehabilitation

2017-2018

9. North Avenue
STH 42/Calumet Drive to North 15th Street
Reconstruction with no Increase in Capacity
and Rail Work

-  Sheboygan Urbanized Area Boundary
-  Sheboygan Metropolitan Planning Area Boundary



Street and Highway Improvement Projects:
2019-2020
Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin

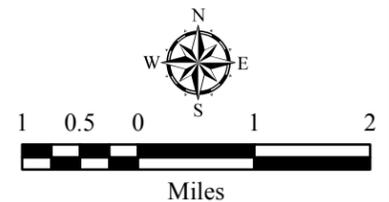
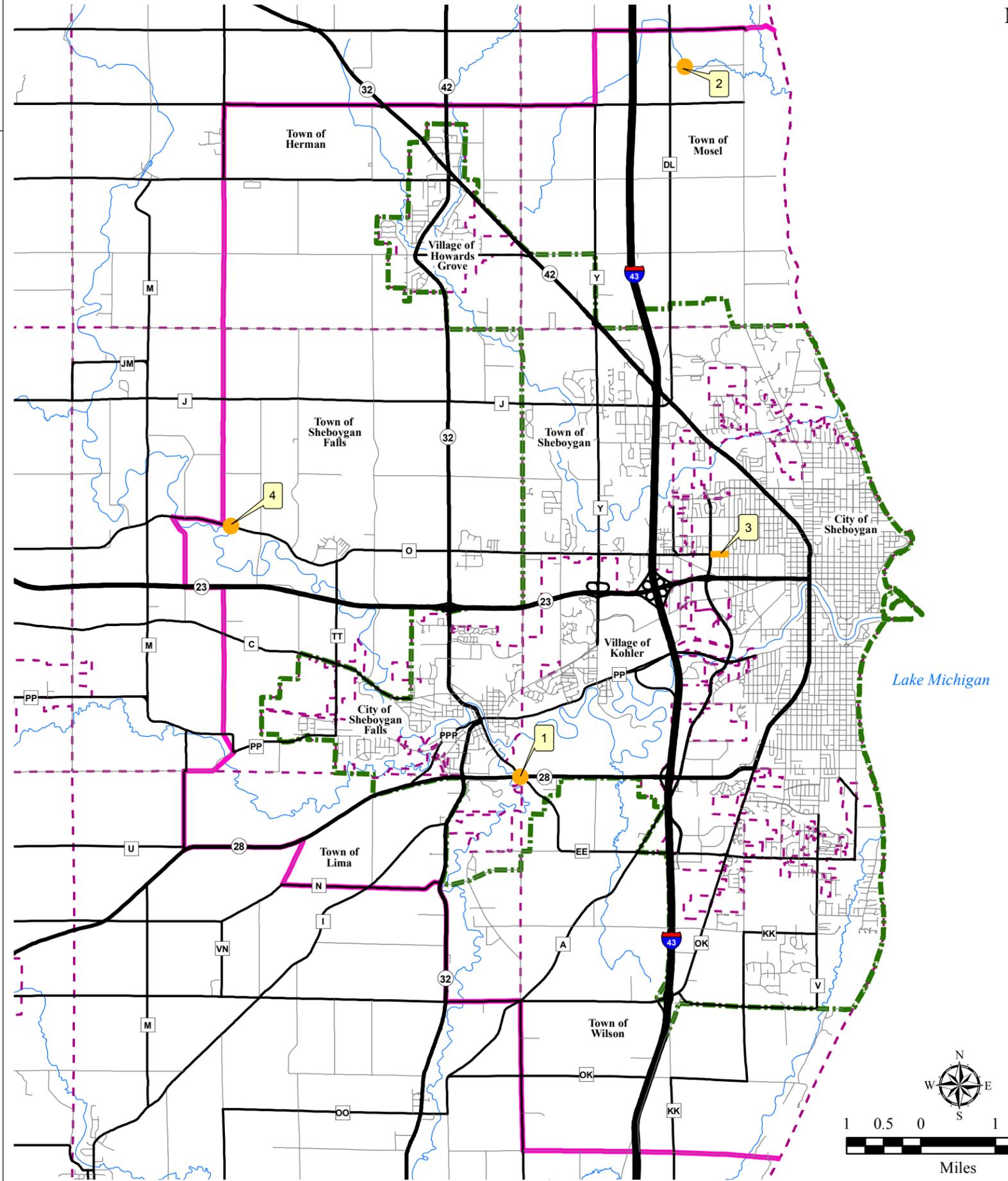
2019

1. STH 28
Intersection with CTH EE
Construction of a Roundabout
2. Luelloff Road
Seven Mile Creek Bridge
Bridge Replacement
3. Superior Avenue
North Taylor Drive to North 29th Street
Reconstruction with no Increase in Capacity
4. CTH O
Sheboygan River Tributary Bridge
Bridge Replacement

2020

No projects

-  Sheboygan Urbanized Area Boundary
-  Sheboygan Metropolitan Planning Area Boundary

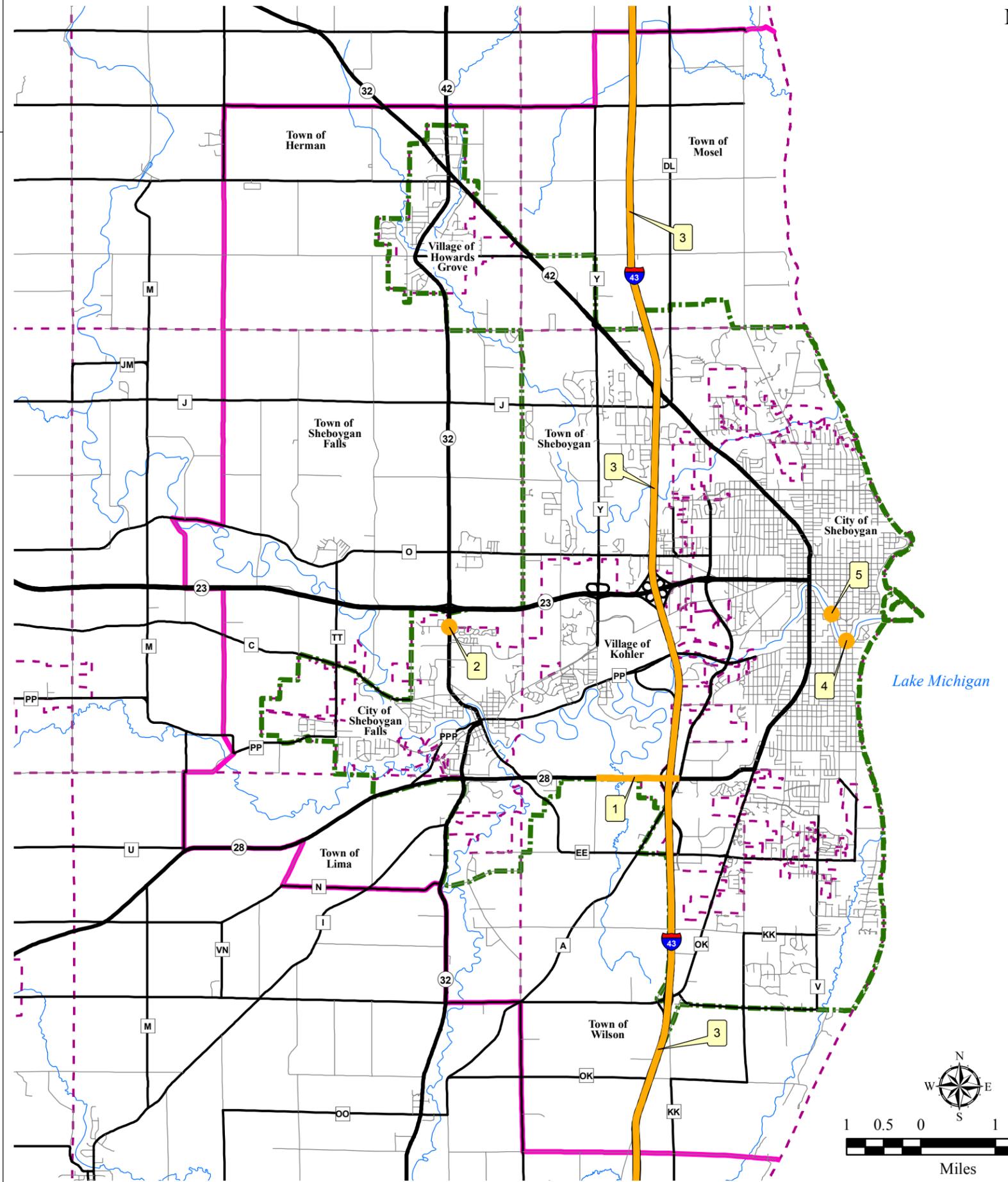


Street and Highway Improvement Projects Completed in 2016

Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin

1. STH 28
Prange Road to South Taylor Drive
Reconstruction with no Increase in Capacity
2. STH 32
Intersection with Happy Lane
Construction of a Roundabout
3. IH 43
Ozaukee County Line to IH 41 in Brown County
Sequencing and Prioritization Study
4. South 8th Street
Sheboygan River Bridge
Design Leading to Bridge Rehabilitation
5. Pennsylvania Avenue
Sheboygan River Bridge
Design Leading to Bridge Rehabilitation

 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 21st 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.
- NMTPP - 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

**APPENDIX C: ASSESSMENT OF CONFORMITY OF THE YEAR
2045 SHEBOYGAN AREA TRANSPORTATION PLAN (SATP) AND
THE 2017 – 2020 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 nonattainment area, on May 28, 2015.

The Bay-Lake Regional Planning Commission has now completed the preparation of the draft *2017 – 2020 Sheboygan Metropolitan Planning Area TIP*. The draft *2017 – 2020 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 *2017 – 2020 TIP* is an update and extension of the previous *2015 – 2018 TIP* and *2016 – 2019 TIP* (as amended), and is fully consistent with the *Year 2045 SATP*. The *2017 – 2020 TIP* includes projects that should be initiated to implement the *Year 2045 SATP*, and no project is programmed in the *2017 – 2020 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 *2017 – 2020 TIP*.

Therefore, the Bay-Lake Regional Planning Commission is requesting that the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2017 – 2020* be determined to conform with the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS) for the Sheboygan County, Wisconsin, marginal 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 *2017 – 2020 TIP*, with one small exception. A new Congestion Mitigation and Air Quality (CMAQ) project has been included in the *2017 – 2020 TIP*, and has been incorporated into the conformity analysis for the *2017 – 2020 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 *2017 – 2020 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 *2017 – 2020 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 2017 - 2020							
Area	Conformity Analysis			Forecast Pollutant Emissions (Tons)*			
	Test	Year	Month	Volatile Organic Compounds		Nitrogen Oxides	
				Test Value (Not to be Exceeded)	Forecast Emissions	Test Value (Not to be Exceeded)	Forecast Emissions
Sheboygan County, Wisconsin, Marginal 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
<p>*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.</p> <p>Source: Wisconsin Department of Natural Resources, 2015 and 2016; and Bay-Lake Regional Planning Commission, 2015 and 2016.</p>							

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 2012 and 2020. Readers are also referred to Table D.2 for additional information concerning financial measures of effectiveness for Shoreline Metro for the period between 2012 and 2020. Detailed operating and capital expense information has also been analyzed in the preparation of several chapters of the *Sheboygan Transit Development Program (TDP): 2012 – 2016*, which will be updated in 2017.

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 June 30 – July 1, 2014. 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. A day pass of \$3 was instituted in 2011. Fares are projected to remain stable through 2020 at this point.

Table D.1
2012 to 2020 Shoreline Metro Operating Expenses and Revenues
(In Thousands of Dollars)

	ACTUAL				ESTIMATE	PROJECTED**			
	2012	2013	2014	2015	2016	2017	2018	2019	2020
TOTAL OPERATING REVENUES (farebox and other revenues)	\$909	\$828	\$1,118	\$1,200	\$1,237	\$873	\$873	\$873	\$873
TOTAL OPERATING EXPENSES	(\$3,826)	(\$3,828)	(\$4,044)	(\$3,766)	(\$4,042)	(\$3,657)	(\$3,694)	(\$3,731)	(\$3,768)
OPERATING DEFICIT	(\$2,917)	(\$3,000)	(\$2,925)	(\$2,565)	(\$2,804)	(\$2,785)	(\$2,821)	(\$2,858)	(\$2,895)
PUBLIC OPERATING ASSISTANCE:									
FTA SECTION 5307	\$1,180	\$1,320	\$1,336	\$1,248	\$1,176	\$1,169	\$1,180	\$1,192	\$1,204
OTHER FEDERAL FUNDING*	\$42	\$42	\$42	\$42	\$42	\$42	\$42	\$42	\$42
WisDOT SECTION 85.20	\$1,287	\$1,292	\$975	\$886	\$978	\$972	\$982	\$992	\$1,002
WisDOT SECTION 85.205	\$37	\$37	\$68	\$50	\$49	\$44	\$44	\$44	\$44
CITY OF SHEBOYGAN	\$346	\$288	\$471	\$512	\$512	\$512	\$525	\$540	\$554
CITY OF SHEBOYGAN FALLS	\$18	\$15	\$25	\$34	\$35	\$34	\$34	\$35	\$36
VILLAGE OF KOHLER	\$6	\$5	\$8	\$12	\$12	\$12	\$12	\$12	\$13
TOTAL ASSISTANCE	\$2,917	\$3,000	\$2,925	\$2,783	\$2,804	\$2,785	\$2,821	\$2,858	\$2,895
RETAINED EARNINGS	\$0	\$0	\$0	\$217	\$0	\$0	\$0	\$0	\$0

**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 2012 through 2016, and is expected to involve \$42,493 in CDBG entitlement funding in 2017, 2018, 2019 and 2020.

**Total operating expenses for each year in this table included ADA and other paratransit expenses.

NOTE: Balances of \$1,000 or less are, in most cases, due to rounding error.

Source: Federal Transit Administration, *National Transit Database*, 2012, 2013 and 2014; City of Sheboygan Parking and Transit Utility, 2015 and 2016; and Bay-Lake Regional Planning Commission, 2016.

Table D.2
2012 to 2020 Shoreline Metro Measures of Effectiveness

	ACTUAL				ESTIMATE	PROJECTED			
	2012	2013	2014	2015	2016	2017	2018	2019	2020
REVENUE PASSENGERS (1000s)	483	521	539	538	530	530	530	530	530
REVENUE MILES (1000s)	573	586	602	600	567	550	550	550	550
OPERATING EXPENSES (\$1000s)	\$3,826	\$3,828	\$4,044	\$3,766	\$4,042	\$3,657	\$3,694	\$3,731	\$3,768
FAREBOX REVENUE (\$1000s) ¹	\$418	\$425	\$450	\$452	\$455	\$455	\$455	\$455	\$455
EXPENSE/MILE	\$6.67	\$6.54	\$6.72	\$6.28	\$7.13	\$6.65	\$6.72	\$6.78	\$6.85
EXPENSE/PASSENGER	\$7.92	\$7.35	\$7.50	\$7.00	\$7.63	\$6.90	\$6.97	\$7.04	\$7.11
PASSENGERS/MILE	0.84	0.89	0.89	0.90	0.93	0.96	0.96	0.96	0.96
REVENUE/PASSENGER	\$0.87	\$0.82	\$0.83	\$0.84	\$0.86	\$0.86	\$0.86	\$0.86	\$0.86
BUS FLEET ²	19	20	21	21	23	23	23	23	23
TRANSIT SYSTEM EMPLOYEES ³ (FULL-TIME EQUIVALENT POSITIONS)	45.45	45.45	45.45	45.45	43.95	43.95	43.95	43.95	43.95

NOTES:

¹Fixed-route transit system farebox revenues only.

²Fixed-route transit system vehicle fleet only; excludes service vehicles. All vehicles (active and contingency) are included.

³Fixed-route transit system employees only.

Source: Federal Transit Administration, *National Transit Database*, 2012, 2013 and 2014; City of Sheboygan Parking and Transit Utility, 2015 and 2016; and Bay-Lake Regional Planning Commission, 2016.

Ridership increased by about 7.8 percent between 2012 and 2013, and this was due to many factors that caused ridership increases from 2011 to 2012, including improvements to several routes around the City of Sheboygan, the popularity of the day pass instituted in 2011, and improvement in the economy. Ridership increased by over 3.4 percent between 2013 and 2014. Ridership decreased by 0.2 percent between 2014 and 2015. Ridership is projected to decrease by 1.5 percent between 2015 and 2016. Ridership is projected to remain at the estimated 2016 level in 2017, 2018, 2019 and 2020, presuming that no significant service cuts or fare increases are implemented.

Farebox revenues increased by over 1.6 percent between 2012 and 2013, increased by over 5.7 percent between 2013 and 2014, and increased by over 0.5 percent between 2014 and 2015. Farebox revenues were estimated to have increased by nearly 0.7 percent between 2015 and 2016. Farebox revenues are projected to remain at the 2016 level in 2017, 2018, 2019 and 2020, 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 2017, Shoreline Metro will replace two (2) 35-foot fixed-route buses. In 2018, Shoreline Metro will replace three (3) 35-foot fixed-route buses. No transit capital projects have been programmed for 2019 or 2020. 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 *2017 – 2020 Transportation Improvement Program (TIP)*.

APPENDIX E
STATEMENT OF IMPACTS OF TIP PROJECTS ON
ENVIRONMENTAL JUSTICE

IMPACTS OF PROJECTS IN THE 2017 – 2020 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 4.1 is located in the Town of Sheboygan, while 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 population data were collected from the 2010 Decennial Census, while low income population data were collected from the *2010 – 2014 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 studies or 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 North 15th Street: Reconstruction with no Increase in Capacity and Rail Work in 2017 and 2018 (the east end of this project is adjacent to a census block group with a high population below the poverty level);
- Project #4: South 8th Street: Sheboygan River Bridge: Bridge Rehabilitation in 2017 (this project forms the boundary between one census block group with a high population below the poverty level, and another census block group with a very high minority population and a high population below the poverty level);

- Project #5: Interstate Highway 43 from Wilson Lima Road to Fischer Creek Road: Miscellaneous Cable Guard in 2017 (this project is on a portion of the western boundary of a census block group with a high population below the poverty level);
- Project #9: Pennsylvania Avenue: Sheboygan River Bridge: Bridge Rehabilitation in 2018 (this project forms the boundary between one census block group with a high population below the poverty level, and another census block group with a very high minority population and a high population below the poverty level); and
- Project #10: Superior Avenue from North Taylor Drive to North 29th Street: Reconstruction with no Increase in Capacity in 2019 (this project is located in a census block group with a high population below the poverty level).

All but one 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. In addition, one of the five above noted projects (Project #5) is a project that will enhance the safety of area motorists. None 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 studies, 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.

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

- Project #1: Construction of a Multi-Use Pathway in the Alliant Energy Utility Corridor on the South Side of the City of Sheboygan: Design in 2017 and Construction in 2018 (this project passes through a census block group with a high minority population and a high population below the poverty level); and
- Project #2: Union Pacific Rail-Trail Conversion Extension in the City of Sheboygan from Pennsylvania Avenue to Indiana Avenue (Includes an Eastern Extension to South 9th Street Paralleling Indiana Avenue): Design and Right-of-Way Acquisition in 2018 and Construction in 2019 (one segment of this project forms the boundary between two census block groups with very high minority populations and with high or very high populations below the poverty level, while the other segment associated with this project is located in a census block group with a very high minority population as well as a high population below the poverty level).

Both of the above noted projects (as well as 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 *2017 – 2020 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 *2017 – 2020 TIP*.

2017-2020 Street and Highway Improvement Project Locations and Environmental Justice Target Areas

Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin

 System Preservation

 Safety

% Below Poverty Level

 0% - 15.44%

 15.45% - 25.40%

 25.41% or Greater

% Minority

 0% - 21.84%

 21.85% - 33.14%

 33.15% or Greater

Project Locations

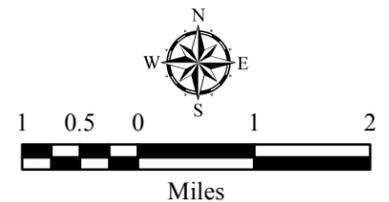
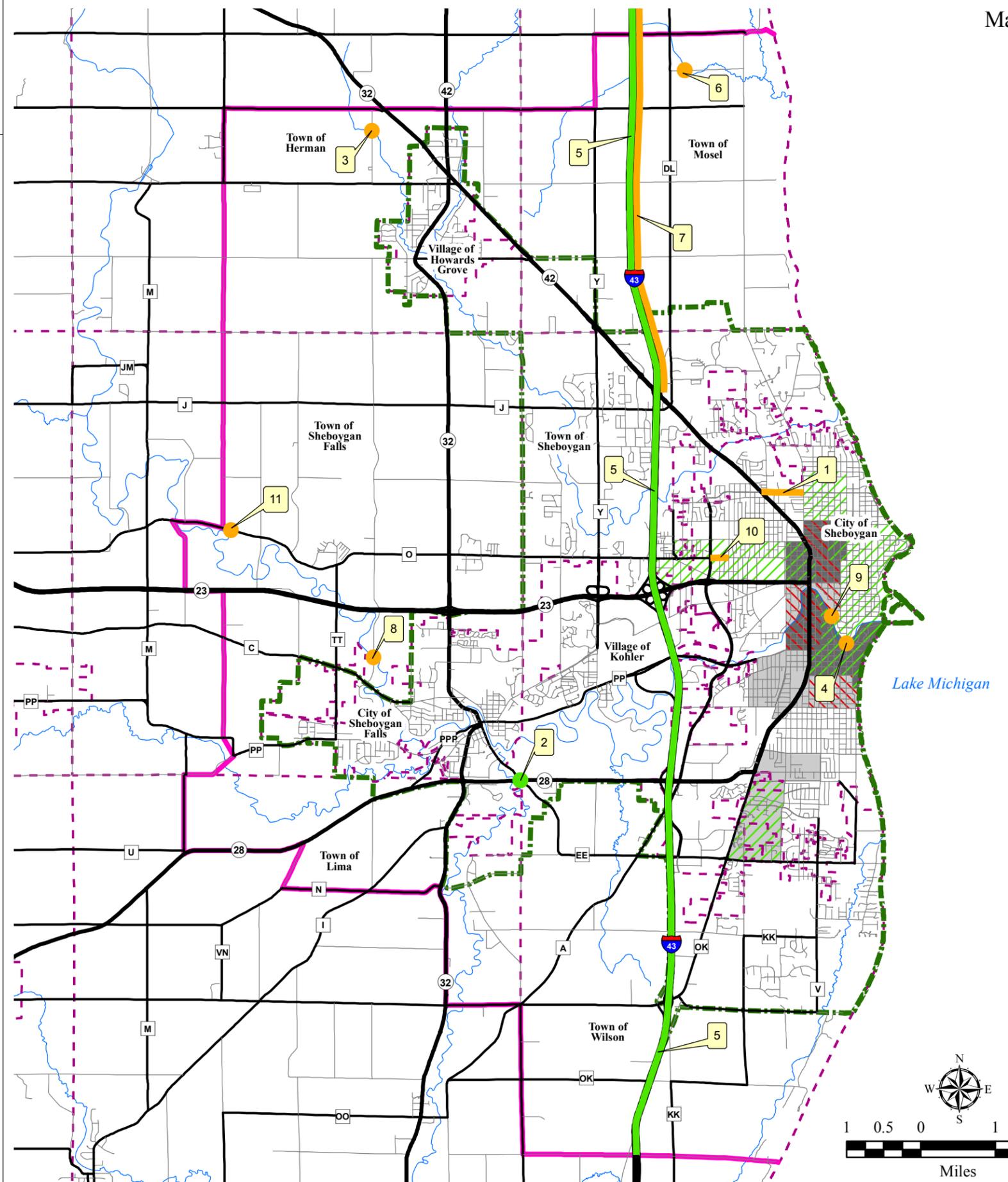
- | | |
|---|---|
| 1. North Avenue
STH 42/Calumet Drive to North 15th Street
Reconstruction with no Increase in Capacity and Rail Work | 7. IH 43
STH 42 to Manitowoc County Line
Resurfacing |
| 2. STH 28
Intersection with CTH EE
Construction of a Roundabout | 8. Meadowlark Road
Sheboygan River Bridge and Approaches
Bridge Replacement |
| 3. Meadowlark Road
Fischer Creek Bridge and Approaches
Bridge Replacement | 9. Pennsylvania Avenue
Sheboygan River Bridge
Bridge Rehabilitation |
| 4. South 8th Street
Sheboygan River Bridge
Bridge Rehabilitation | 10. Superior Avenue
North Taylor Drive to North 29th Street
Reconstruction with no Increase in Capacity |
| 5. IH 43
Wilson Lima Road to Fischer Creek Road
Miscellaneous Cable Guard | 11. CTH O
Sheboygan River Tributary Bridge
Bridge Replacement |
| 6. Luellhoff Road
Seven Mile Creek Bridge
Design and Bridge Replacement | |



Sheboygan Urbanized Area Boundary



Sheboygan Metropolitan Planning Area Boundary



2017-2020 Bicycle and Pedestrian Transportation Project Locations and Environmental Justice Target Areas

Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin

 Bicycle and Pedestrian Accommodations

% Below Poverty Level

 0% - 15.44%

 15.45% - 25.40%

 25.41% or Greater

% Minority

 0% - 21.84%

 21.85% - 33.14%

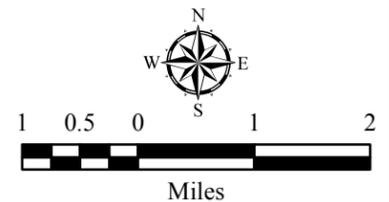
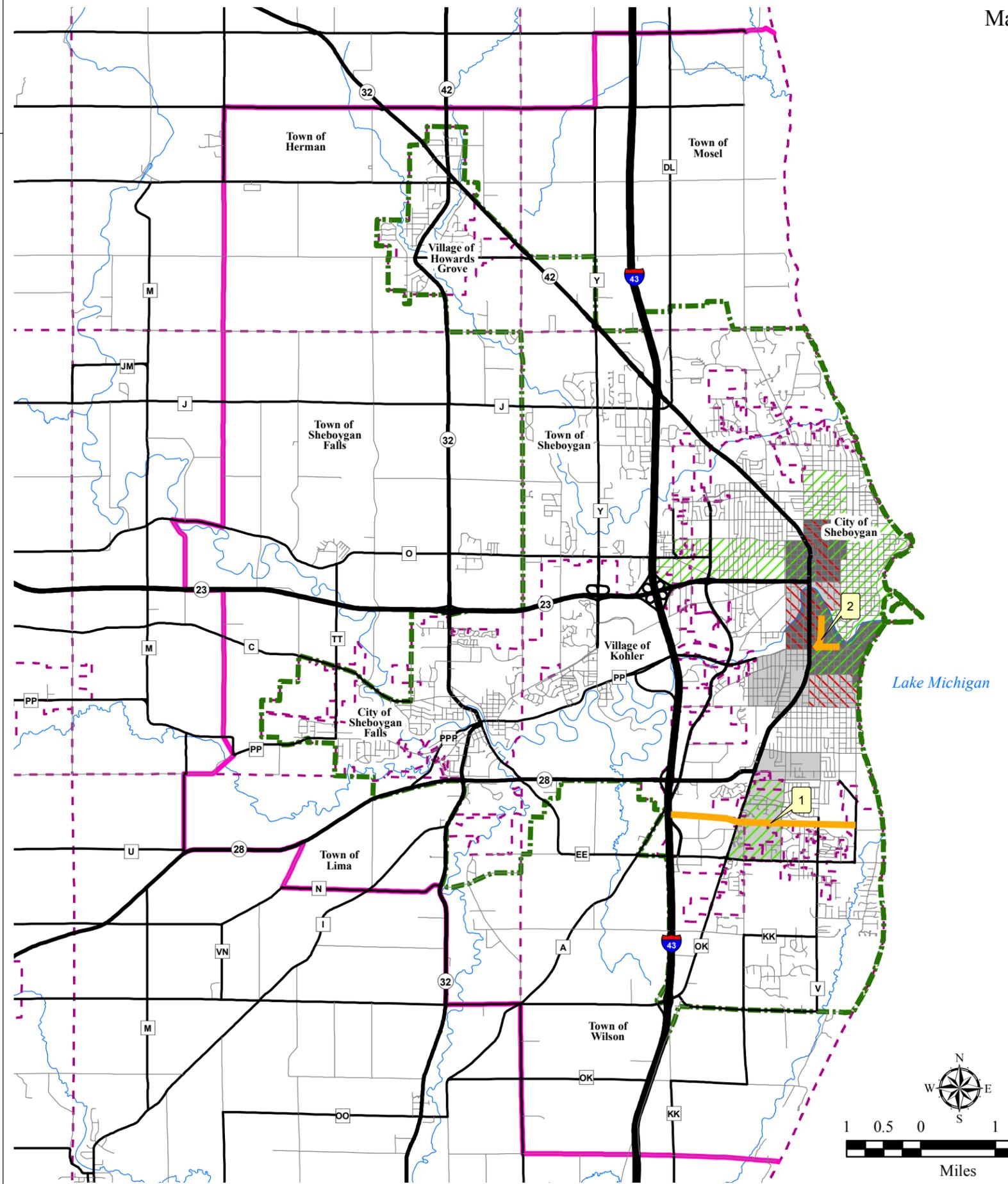
 33.15% or Greater

Project Locations

1. Construction of a Multi-Use Pathway in the Alliant Energy Utility Corridor on the South Side of the City of Sheboygan
2. 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)

 Sheboygan Urbanized Area Boundary

 Sheboygan Metropolitan Planning Area Boundary



Shoreline Metro Fixed Routes and Environmental Justice Target Areas

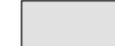
Sheboygan Metropolitan Planning Area
Sheboygan County, Wisconsin

-  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

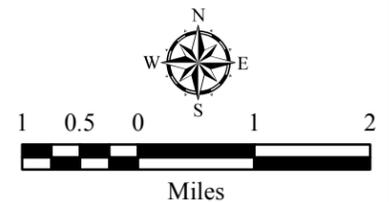
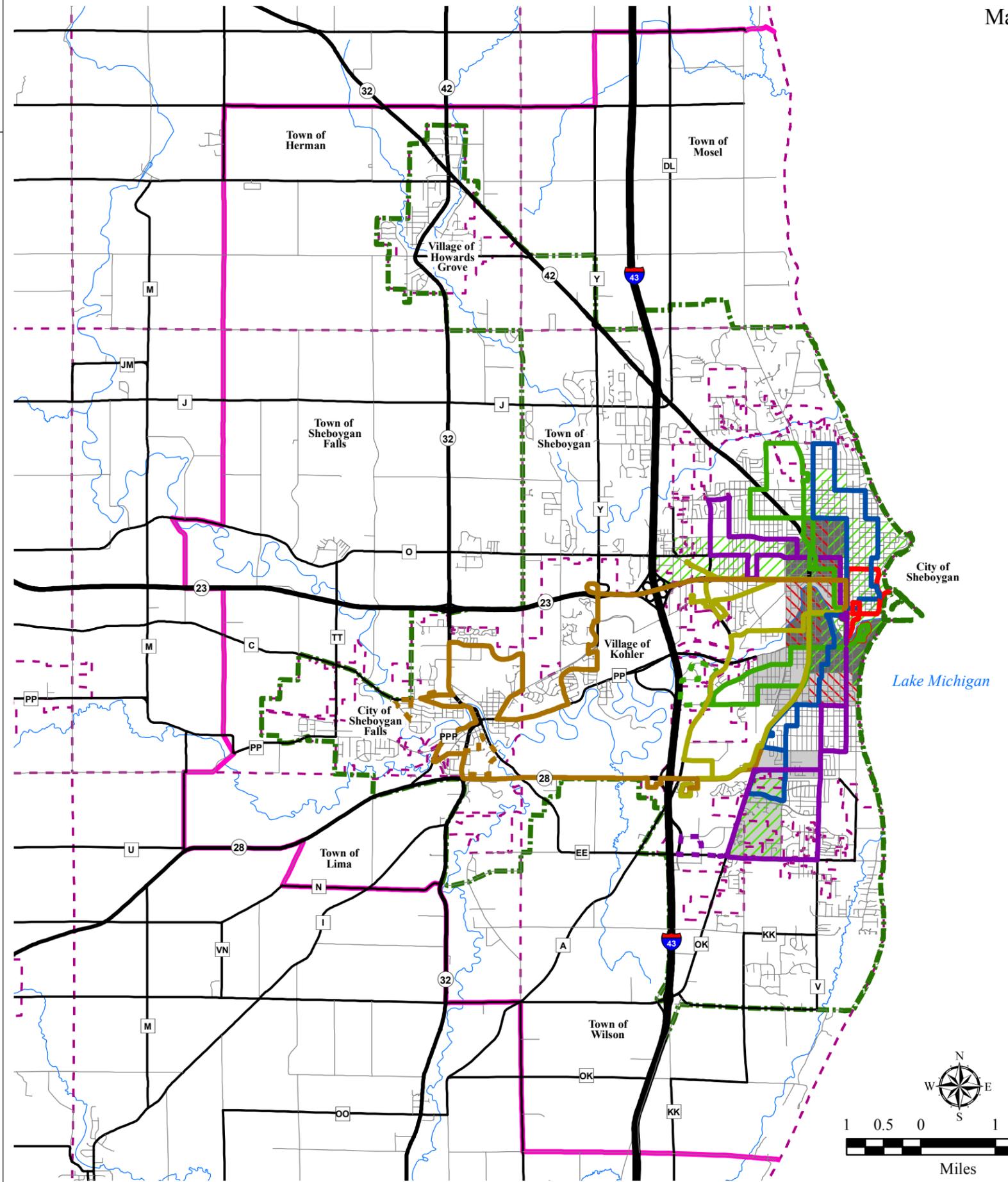
% Below Poverty Level

-  0% - 15.44%
-  15.45% - 25.40%
-  25.41% or Greater

% Minority

-  0% - 21.84%
-  21.85% - 33.14%
-  33.15% or Greater

-  Sheboygan Urbanized Area Boundary
-  Sheboygan Metropolitan Planning Area Boundary



APPENDIX F
MPO APPROVAL OF TIP

RESOLUTION 7-2016

Resolution of the Bay-Lake Regional Planning Commission approving the *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2017 – 2020*, determining air quality conformity for the *Year 2045 Sheboygan Area Transportation Plan (SATP)* and its implementing *2017 – 2020 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, on May 28, 2015, the USDOT determined the *Year 2045 SATP* 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 on October 28, 2016, the USDOT determined the *2017 – 2020 TIP* to conform based on consistency with the currently conforming *Year 2045 SATP*; and

WHEREAS, citizen input was received on the *2017 – 2020 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 2012 update to the *Sheboygan MPO Public Participation Plan*; and

WHEREAS, the *2017 – 2020 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 27, 2016.

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 2017 – 2020* 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 *2017 – 2020 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 *2017 – 2020 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 28th day of October, 2016.



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.

<u>STREET OR HIGHWAY RECONSTRUCTION</u>		<u>TRANSIT VEHICLE IMPROVEMENTS</u>	
<u>Volume-to-Capacity Ratio</u>	<u>Score</u>	<u>Vehicle Load Factor</u>	<u>Score</u>
1.01 or higher	10	1.01 or higher	10
0.81 - 1.00	8	0.81 - 1.00	8
0.61 - 0.80	6	0.61 - 0.80	6
0.41 - 0.60	4	0.41 - 0.60	4
0.21 - 0.40	2	0.21 - 0.40	2
0.01 - 0.20	0	0.01 - 0.20	0

<u>NEW STREETS OR HIGHWAYS</u>		<u>OTHER TRANSIT CAPITAL IMPROVEMENTS</u>	
<u>Anticipated V/C Ratio</u>	<u>Score</u>	<u>All Eligible Projects</u>	<u>Score</u>
0.86 or higher	0		5
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		

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 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.

<u>STREET OR HIGHWAY RECONSTRUCTION</u>		<u>ALL OTHER IMPROVEMENTS</u>	
<u>Pavement Condition</u>	<u>Score</u>	<u>Condition</u>	<u>Score</u>
Very Poor - Failure (Needs Reconstruction)	10	Very Poor - Failure	10
Poor (Needs Patching, Major Overlay, or Complete Recycling)	8	Poor	8
Fair (Sealcoat or Nonstructural Overlay Required)	6	Fair	6
Good (Crack Filling Required; Sealcoat Recommended)	4	Good	4
Very Good (Recent Sealcoat or New Road Mix)	2	Very Good	2
Excellent (New Construction or Recent Overlay)	0	Excellent	0
 <u>NEW STREETS OR HIGHWAYS</u>		 <u>NEW TRANSPORTATION ALTERNATIVES</u>	
<u>All Eligible Projects</u>	<u>Score</u>	<u>All Eligible Projects</u>	<u>Score</u>
	10		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.

<u>ALL PROJECTS</u>	
<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 STBGP as a set-aside, similar to the former Transportation Enhancement 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
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