

2019 - 2022

SHEBOYGAN METROPOLITAN PLANNING AREA



TRANSPORTATION IMPROVEMENT PROGRAM

**SHEBOYGAN METROPOLITAN PLANNING AREA
TRANSPORTATION IMPROVEMENT PROGRAM
CALENDAR YEARS 2019 - 2022**

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

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INTRODUCTION

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

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

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

- North Avenue from State Highway 42/Calumet Drive to North 15th Street: Reconstruction with no increase in capacity and rail work (Awarded funding for the 2013 – 2018, 2015 – 2020 and 2017 - 2022 cycles; project sponsor is the City of Sheboygan; construction is scheduled for 2018 and 2019); and
- Superior Avenue from North Taylor Drive to North 29th Street: Reconstruction with no increase in capacity (Awarded funding for the 2013 – 2018, 2015 – 2020, and 2017 - 2022 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 of the Sheboygan Parking and Transit Utility. The Sheboygan County Health and Human Services Department's Aging and Disability Resource Center (ADRC) and the Wisconsin Department of Transportation submitted specialized transportation projects and capital items for inclusion in this TIP. In addition, any Transportation Alternatives Program (TAP) set-aside projects have been officially approved by the Wisconsin Department of Transportation, while other bicycle and pedestrian transportation projects (from the Non-Motorized Transportation Pilot Program) have been approved by Sheboygan County.

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

The Sheboygan MPO Technical and Policy Advisory Committees reviewed and recommended approval of this *2019 - 2022 TIP* on October 25, 2018, and the Bay-Lake Regional Planning Commission approved this *2019 - 2022 TIP* on October 26, 2018. 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 *2019 - 2022 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 2019, 2020, 2021 and 2022. 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 \$43,864,000 will be needed to meet anticipated project costs in the four year element component of the TIP.

- In 2019, the costs will include over \$3,688,000 for transit operating expenses, \$1,350,000 for transit capital projects, over \$474,000 for elderly and disabled transportation operating expenses, \$0 for elderly and disabled transportation capital items, \$835,000 for bicycle and pedestrian transportation projects, and \$11,037,000 for street and highway projects.
- In 2020, the costs will include over \$3,725,000 for transit operating expenses, \$750,000 for transit capital projects, \$0 for elderly and disabled transportation capital items, \$433,000 for bicycle and pedestrian transportation projects, and \$3,823,000 for street and highway projects.
- In 2021, the costs will include nearly \$3,763,000 for transit operating expenses, \$0 for transit capital projects, \$0 for elderly and disabled transportation capital items, \$4,075,000 for bicycle and pedestrian transportation projects, and \$4,046,000 for street and highway projects.
- In 2022, the costs will include over \$3,800,000 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 2018 in the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2018 – 2021* (including amendments to that TIP processed in 2018). 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.

Ten 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;
- Appendix I: Performance Measures in the Sheboygan Metropolitan Planning Area TIP; and
- Appendix J: Sheboygan MPO Technical and Policy Advisory Committees.

Transit Projects

Transit Operational Funding: 2019 - 2022

Table 1 lists the distribution of operational funding sources for the transit division of the Sheboygan Parking and Transit Utility (Shoreline Metro) for the 2019 – 2022 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 2019 and 2022. 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 31.88 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 26.52 percent of operating expenses throughout the period covered by this TIP. State Section 85.205 (paratransit supplemental) revenues are assumed to involve \$44,442 each year throughout the period covered by this TIP.

Municipal funding of transit begins at a base level of \$511,547 for the City of Sheboygan, \$35,178 for the City of Sheboygan Falls, \$12,151 for the Village of Kohler in 2019, and \$90,000 for the Sheboygan Area School District. The municipal share of transit funding is expected to increase by approximately 2.36 percent from 2019 to 2020, by approximately 2.33 percent from 2020 to 2021, and by approximately 2.30 percent from 2021 to 2022. Municipal funding of transit covers approximately 17.59 percent of total expenses in 2019, 17.83 percent of total expenses in 2020, 18.07 percent of total expenses in 2021, and 18.30 percent of total expenses in 2022. The City of Sheboygan is assumed to provide approximately 78.8 percent of local funding sources for transit operation. The City of Sheboygan Falls is assumed to provide approximately 5.4 percent of local funding sources for transit operation. The Village of Kohler is assumed to provide approximately 1.9 percent of local funding sources for transit operation. The Sheboygan Area School District is assumed to provide approximately 13.9 percent of local funding sources for transit operation.

Farebox revenues used to finance transit service begin at a base level of \$635,000 in 2019, then are assumed to remain at this level throughout the period covered by this TIP. Farebox funding of transit covers approximately 17.22 percent of total expenses in 2019, 17.05 percent of total expenses in 2020, 16.88 percent of total expenses in 2021, and 16.71 percent of total expenses in 2022. Other revenues (advertising and proprietary revenues, interest income, etc.) are assumed to remain flat (\$163,625 each year) in absolute terms throughout the period covered by this TIP.

Table 1 Calendar Years 2019 - 2022: Transit Operating Funds (TIP ID No.: 372-19-201)				
	2019	2020	2021	2022
Operating Expenses	\$3,688,390	\$3,725,274	\$3,762,527	\$3,800,152
Farebox Revenue	\$635,000	\$635,000	\$635,000	\$635,000
Other Revenue (Advertising, Investments, etc.)	\$163,625	\$163,625	\$163,625	\$163,625
Total Deficit	\$2,889,765	\$2,926,649	\$2,963,902	\$3,001,527
Federal Funding Sources:				
Section 5307	\$1,175,736	\$1,187,493	\$1,199,368	\$1,211,362
HUD CDBG Entitlement Funds	\$42,493	\$42,493	\$42,493	\$42,493
State Funding Sources:				
Section 85.20	\$978,218	\$988,000	\$997,880	\$1,007,859
Section 85.205	\$44,442	\$44,442	\$44,442	\$44,442
Local Funding Sources:				
City of Sheboygan	\$511,547	\$523,644	\$535,862	\$548,202
City of Sheboygan Falls	\$35,178	\$36,010	\$36,850	\$37,699
Village of Kohler	\$12,151	\$12,438	\$12,729	\$13,022
Sheboygan Area School District	\$90,000	\$92,128	\$94,278	\$96,449
Total Funding	\$2,889,765	\$2,926,649	\$2,963,901	\$3,001,527
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 31.88 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 26.52 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 78.8 percent of local funding sources for transit operation. The City of Sheboygan Falls is assumed to provide approximately 5.4 percent of local funding sources for transit operation. The Village of Kohler is assumed to provide approximately 1.9 percent of local funding sources for transit operation. The Sheboygan Area School District is assumed to provide approximately 13.9 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, 2018; and Bay-Lake Regional Planning Commission, 2018.				

Transit Capital Projects: 2019 – 2022

Table 2 lists capital projects for the transit division of the Sheboygan Parking and Transit Utility (Shoreline Metro) for the 2019 – 2022 period. Of these projects, two capital projects are programmed for 2019, one capital project is programmed for 2020, and no capital projects are programmed for 2021 or 2022.

Two capital expenditures are recommended for calendar year 2019:

- One (1) fixed-route bus (with a length of 35 feet) is expected to be purchased in 2019. This new bus will be used to replace one older bus that will have exceeded its life expectancy at the time of replacement. The new bus will provide a better transportation experience for passengers as well as reduce operating budget maintenance and repair costs. Shoreline Metro staff notes that from the time a purchase order is issued for new buses, it typically takes about one year for delivery. The cost of this 2019 project is \$450,000. The Federal share for this bus will come from the FTA Section 5339 capital program.
- Two (2) fixed-route buses (with a length of 35 feet) are expected to be purchased in 2019. These new buses will be used to replace two older buses that will have exceeded their life expectancy at the time of replacement. The planning justification for this project is similar to that for the other 2019 fixed-route bus acquisition. The cost of this 2019 project is \$900,000. The Federal share for these buses will come from the CMAQ program.

In addition, one (1) capital expenditure is listed as an illustrative projects for calendar year 2019, and will be added to the TIP if funding materializes:

- Replacement of Shoreline Metro's bus wash is an illustrative project for 2019. Shoreline Metro uses a high capacity indoor power wash for its vehicles. This wash allows for daily cleaning of buses and prolongs the underbody chassis and exterior body panels from rust, which is essential for the longevity of the vehicle. The bus wash also allows the vehicles to look professional while in revenue service. The one alternative to bus wash replacement would consist of contracting the exterior cleaning to a third-party vendor, which would likely increase costs and time dedicated to cleaning buses, especially if distance to the cleaning location were to become a factor. The cost of this 2019 project would be \$200,000. If funded, the Federal share for this project would likely come from the FTA Section 5339 capital program.

One capital expenditure is recommended for calendar year 2020.

- The roof of Shoreline Metro's administration and maintenance facility is scheduled to be replaced in 2020. According to a report by Tremco, the roof of the facility is in poor condition and is beginning to cause damage to internal elements of the facility. Multiple sections require replacement in the next one to three years. Due to the condition of the roof, repairs cannot be performed. The cost of this 2020 project is \$750,000. The Federal share of funding for this project is estimated to cover less than 47 percent of the total cost, and will come from the FTA Section 5339 capital program. This project is

consistent with the Transit Asset Management (TAM) Plan for Shoreline Metro and for the MPO.

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

- Replacement of three (3) 35-foot fixed-route buses is an illustrative project for 2020. The new buses would be used to replace older buses that will have exceeded their life expectancy at the time of replacement. The planning justification for this project is similar to that for the 2019 fixed-route bus acquisitions. The cost of this 2020 project would be \$1,350,000. If funded, the Federal share for these buses would likely come from either the Congestion Mitigation and Air Quality (CMAQ) program or the FTA Section 5339 capital program.

No capital expenditures are recommended for calendar year 2021. However, one (1) capital expenditure is listed as an illustrative project for calendar year 2021, and will be added to the TIP if funding materializes:

- Purchase of two (2) fixed-route buses (with a length of 35 feet each) is an illustrative project for 2021. These new buses would be used to replace two older buses that will have exceeded their life expectancy at the time of replacement. The planning justification for this project is similar to that for the 2019 fixed-route bus acquisitions. The cost of this 2021 project would be \$900,000. If funded, the Federal share of this project could come from a variety of sources, including the FTA Section 5339 capital program or from CMAQ.

No capital expenditures are recommended for calendar year 2022, nor are there any illustrative projects for that year.

Elderly and Disabled Transportation Operating Expenses: 2019

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 2019. These projects include an enhanced volunteer driver program and the purchase of specialized (elderly and disabled, but non-ADA) transportation services from Shoreline Metro (operating as Metro Connection).

The enhanced volunteer driver program is provided by volunteers using their own vehicles. Volunteers receive mileage reimbursement. Services are available throughout Sheboygan County (including the transit service area), and occasionally, passengers are transported outside the county for specialized medical services. Persons using this service must be ambulatory and have no other means of transportation. Service is door-to-door.

Elderly and Disabled Transportation Capital Projects: 2019 – 2022

Elderly and disabled transportation capital projects are identified in Table 4. For the 2019 funding cycle, the Sheboygan County Health and Human Services Department's ADRC has filed a Section 5310 grant application with WisDOT for the purchase of one dual axle diesel powered minibus with a configuration of ten (10) ambulatory positions or eight (8) ambulatory positions and up to two (2) wheelchair positions. If awarded, this vehicle 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 2020, 2021, and 2022 based on review and updating of the *2016 Coordinated Public Transit – Human Services Transportation Plan for Sheboygan County* (as amended) and the capital programs of Sheboygan County and Shoreline Metro. Shoreline Metro intends to acquire three minibuses, through two projects, listed as illustrative projects, including: a project in the 2020 funding cycle for two (2) new minibuses; and a project for one new minibus in 2022.

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 2019: 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.: 372-19-203	Enhanced Volunteer Driver Program	\$105,625	\$30,236 5310	\$8,334	\$57,546	\$9,509
Sheboygan County Health and Human Services Department TIP ID No.: 372-19-204	Purchase of Specialized Transportation Services from Shoreline Metro	\$368,474	\$0	\$272,062	\$54,412	\$42,000
NOTES: (1) For the enhanced volunteer driver program, Section 5310 Federal Transit Administration (FTA) funding (the Enhanced Mobility of Seniors and People with Disabilities Program) will be the federal funding source. (2) The Sheboygan County Health and Human Services Department (through its Aging and Disability Resource Center) applied for and is anticipated to receive Section 5310 funding to expand its volunteer driver program. This expansion will provide additional rides to those who need an accessible vehicle, people with disabilities, and for trip purposes other than just medically-related appointments.						
Source: Sheboygan County Health and Human Services Department, 2018; Shoreline Metro, 2018; and Bay-Lake Regional Planning Commission, 2018.						

Table 4																				
Calendar Years 2019 - 2022: Elderly and Disabled Transportation Capital Projects																				
(In Thousands of Dollars)																				
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2019				Jan. - Dec. 2020				Jan. - Dec. 2021				Jan. - Dec. 2022			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)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE				0.0												NA	Exempt	
		ROW				0.0														
		ACQUI	51.2	0.0	12.8	64.0														
		TOTAL	51.2	0.0	12.8	64.0														
			Illustrative Only																	
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																NA	Exempt	
		ROW																		
		ACQUI	51.2	0.0	12.8	64.0														
		TOTAL	51.2	0.0	12.8	64.0														
			Illustrative Only																	
Shoreline Metro (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Two dual axle diesel-powered minibuses with a configuration of 10 ambulatory positions or eight ambulatory positions and up to 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	102.4	0.0	25.6	128.0														
		TOTAL	102.4	0.0	25.6	128.0														
			Illustrative Only																	
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																NA	Exempt	
		ROW																		
		ACQUI					51.2	0.0	12.8	64.0										
		TOTAL					51.2	0.0	12.8	64.0										
			Illustrative Only																	
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																NA	Exempt	
		ROW																		
		ACQUI									51.2	0.0	12.8	64.0						
		TOTAL									51.2	0.0	12.8	64.0						
			Illustrative Only																	
Sheboygan County Health and Human Services Department (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE																NA	Exempt	
		ROW																		
		ACQUI													51.2	0.0	12.8			64.0
		TOTAL													51.2	0.0	12.8			64.0
			Illustrative Only																	

Table 4 Calendar Years 2019 - 2022: Elderly and Disabled Transportation Capital Projects (In Thousands of Dollars)						
Shoreline Metro	One dual axle diesel-powered minibus with a configuration of 10 ambulatory positions or eight ambulatory positions and up to two wheelchair positions. The vehicle will be used for transportation for the elderly and persons with disabilities. (Replacement)	PE ROW ACQUI TOTAL			NA	Exempt
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)					0.0	
					0.0	
					75.0	
					60.0	0.0
					15.0	
					60.0	0.0
					15.0	
					Illustrative Only	
NOTE: For most funded capital projects in this table, Section 5310 Federal Transit Administration (FTA) funding (the Enhanced Mobility of Seniors and People with Disabilities Program) will be the federal funding source. Surface Transportation Block Grant (STBG) Urban funding may be used to fund some projects in this table if such funding becomes available.						
Source: Sheboygan County Health and Human Services Department, 2018; Shoreline Metro, 2018; and Bay-Lake Regional Planning Commission, 2018.						

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 2019, 2020, 2021, and 2022 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 2019);
- NMTTP marketing/branding (\$20,000 in 2019, and \$8,000 in 2020);
- Construction of a multi-use pathway in the Alliant Energy utility corridor on the south side of the City of Sheboygan from County Highway OK/South Business Drive to South 18th Street (\$575,000 for construction in 2019); and
- County Highway PP from the Sheboygan River Bridge to South 24th Street: Conversion into a linear parkway and trail facility (\$50,000 for design in 2019, \$250,000 for design in 2020, and \$3,900,000 for construction in 2021).

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

In addition, Table 5 includes seven (7) illustrative projects that are not officially programmed in this *2019 – 2022 TIP*:

- Union Pacific rails-to-trails conversion extension in the City of Sheboygan: Pennsylvania Avenue to Indiana Avenue, including an eastern extension of South 9th Street paralleling Indiana Avenue (\$126,000 for design in 2021, \$500,000 for right-of-way acquisition in 2021, and \$504,000 for construction in 2022);
- 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 2021, and \$319,000 for construction in 2022);
- 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 2021, and \$144,000 for construction in 2022);
- Union Pacific rails-to-trails conversion extension in the City of Sheboygan: Indiana Avenue to Mead Avenue (\$300,000 for design in 2021, and \$3,500,000 for construction in 2022);
- 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 2021, and \$463,000 for construction in 2022);

- Construction of a multi-use pathway in the Alliant Energy Utility Corridor on the south side of the City of Sheboygan from South Taylor Drive to County Highway OK/South Business Drive (\$91,000 for design in 2021, and \$2,000,000 for construction in 2022); and
- Construction of a multi-use pathway in the Alliant Energy Utility Corridor on the south side of the City of Sheboygan from County Highway KK/South 12th Street to Lakeshore Drive (\$91,000 for design in 2021, and \$2,000,000 for construction in 2022).

If funding becomes available, the 2019 – 2022 *TIP* may be amended to include one or more of these illustrative projects.

Table 5 Calendar Years 2019 - 2022: Bicycle and Pedestrian Transportation Projects (In Thousands of Dollars)																
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Coat	Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Jan. - Dec. 2022			Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan County TIP ID No.: 372-11-108	Sheboygan County Non-Motorized Transportation Pilot Program Level of Effort for Program Oversight (Including Education and Outreach)	PE				0									2025	Exempt
		ROW				0										
		CONST				0										
		OTHER	15	0	0	15										
		TOTAL	15	0	0	15										
Sheboygan County TIP ID No.: 372-08-117	NMTPP Marketing/Branding	PE				0									2025	Exempt
		ROW				0										
		CONST				0										
		OTHER	20	0	0	20	8	0	0	8						
		TOTAL	20	0	0	20	8	0	0	8	NMTPP					
Sheboygan County TIP ID No.: 372-11-105	Construction of a Multi-Use Pathway in the Alliant Energy Utility Corridor on the South Side of the City of Sheboygan County Highway OK/South Business Drive to South 18th Street (4996-22-00 and 4996-22-71) (0.58 mi.)	PE				0									2025	Exempt
		ROW				0										
		CONST	575	0	0	575										
		OTHER				0										
		TOTAL	575	0	0	575										
Sheboygan County TIP ID No.: 372-18-101	CTH PP Sheboygan River Bridge to S. 24th Street Conversion into Linear Parkway and Trail Facility (0.53 mi.)	PE	50	0	0	50	250	0	0	250	0				2025	Exempt
		ROW				0				0						
		CONST				0				0						
		OTHER				0				0	1,550	0	2,350	3,900		
		TOTAL	50	0	0	50	250	0	0	250	1,550	0	2,350	3,900		
Wisconsin Department of Transportation TIP ID Nos.: 372-16-101 (for 2019 funding), 372-17-101 (for 2019 funding), 372-18-102 (for 2020 funding), 372-18-102 (for 2021 funding), and 372-19-101 (for 2022 funding)	Enhancements Grouped Projects	PE	20	5	0	25	20	5	0	25	20	5	0	25	2025	Exempt
		ROW				0				0				0		
		CONST	120	30	0	150	120	30	0	150	120	30	0	150		
		OTHER				0				0				0		
		TOTAL	140	35	0	175	140	35	0	175	140	35	0	175		

Table 5 Calendar Years 2019 - 2022: Bicycle and Pedestrian Transportation Projects (In Thousands of Dollars)																
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Coat	Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Jan. - Dec. 2022			Year Open	Air Quality Status
			Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local		
Sheboygan County (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	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							126	0	0				0	NA Exempt
		ROW							500	0	0				0	
		CONST										504	0	0	504	
		OTHER							0						0	
		TOTAL							626	0	0		504	0	504	
			Illustrative Only			Illustrative Only			Illustrative Only			Illustrative Only				
Sheboygan County (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Construction of a Bridge for Bicyclists and Pedestrians over the Sheboygan River near the Former Tecumseh Engines Plant in the City of Sheboygan Falls	PE							64	0	0				0	NA Exempt
		ROW							0						0	
		CONST							0			319	0	0	319	
		OTHER							0						0	
		TOTAL							64	0	0		319	0	319	
			Illustrative Only			Illustrative Only			Illustrative Only			Illustrative Only				
Sheboygan County (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Construction of Multi-Use Pathways on North Taylor Drive between Kohler Memorial Drive and Superior Avenue and from the Intersection of North Taylor Drive and North Avenue into Evergreen Park (1.20 mi.)	PE							36	0	0				0	NA Exempt
		ROW							0						0	
		CONST										144	0	0	144	
		OTHER							0						0	
		TOTAL							36	0	0		144	0	144	
			Illustrative Only			Illustrative Only			Illustrative Only			Illustrative Only				
Sheboygan County (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Union Pacific Rail/Trail Conversion Extension in the City of Sheboygan: Indiana Avenue to Mead Avenue	PE							300	0	0				0	NA Exempt
		ROW							0						0	
		CONST										3,500	0	0	3,500	
		OTHER							0						0	
		TOTAL							300	0	0		3,500	0	3,500	
			Illustrative Only			Illustrative Only			Illustrative Only			Illustrative Only				
Sheboygan County (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Construction of a Bridge for Bicyclists and Pedestrians over the Sheboygan River near the Bernis Manufacturing Plant in the City of Sheboygan Falls	PE							93	0	0				0	NA Exempt
		ROW							0						0	
		CONST							0			463	0	0	463	
		OTHER							0						0	
		TOTAL							93	0	0		463	0	463	
			Illustrative Only			Illustrative Only			Illustrative Only			Illustrative Only				

Table 5 Calendar Years 2019 - 2022: Bicycle and Pedestrian Transportation Projects (In Thousands of Dollars)																		
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Coat	Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Jan. - Dec. 2022			Year Open	Air Quality Status		
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total				
Sheboygan County	Construction of a Multi-Use Pathway in the Alliant Energy Utility Corridor on the South Side of the City of Sheboygan South Taylor Drive to County Highway OK/South Business Drive (0.91 mi.)	PE								91	0	0	91			0		
		ROW														0		
		CONST												2,000	0	0	2,000	
		OTHER														0	0	
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)		TOTAL								91	0	0	91	Illustrative Only	2,000	0	0	2,000
Sheboygan County	Construction of a Multi-Use Pathway in the Alliant Energy Utility Corridor on the South Side of the City of Sheboygan County Highway KK/South 12th Street to Lakeshore Drive (0.50 mi.)	PE								91	0	0	91			0		
		ROW														0		
		CONST												2,000	0	0	2,000	
		OTHER														0	0	
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)		TOTAL								91	0	0	91	Illustrative Only	2,000	0	0	2,000
NOTES: The following funding codes are used to identify federal funding sources: NMTTPP = Non-Motorized Transportation Pilot Program (Federal earmark in SAFETEA-LU awarded to Sheboygan County). STBG-TA = Transportation Alternatives Set-Aside in the Surface Transportation Block Grant Program (Included the Transportation Alternatives program in MAP-21, and included the former Transportation Enhancements, Safe Routes to School, and Recreational Trails programs in SAFETEA-LU).																		
2019 - 2022 Funding Summary:																		
Total WisDOT Approved Bicycle and Pedestrian Project Funding (all sources) = \$700,000																		
Total NMTTPP Project Funding (all sources) = \$4,818,000																		
Source: Sheboygan County Planning and Conservation Department, 2018; Wisconsin Department of Transportation, 2018; and Bay-Lake Regional Planning Commission, 2018.																		

Street and Highway Improvement Projects

Table 6 describes those street and highway improvement projects which are scheduled for the 2019 – 2022 program period. A wide variety of street and highway improvements will take place over the 2019 – 2022 period, including:

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

WisDOT “grouped” projects are also listed in Table 6 for 2019, 2020, 2021, and 2022 in the areas of: 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 state trunk network (STN) connecting highway system preventive maintenance.

Of the eleven (11) specific street and highway projects authorized in this *2019 – 2022 TIP*:

- Six (6) projects are scheduled for construction in 2019;
- One (1) project is scheduled for construction in 2020;
- Three (3) projects are scheduled for design in 2019, and implementation in 2021;
- One (1) project is scheduled for construction in 2021; and
- No projects are scheduled in 2022.

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

In addition to specific street and highway improvement projects, approval of this *2019 – 2022 TIP* also implies approval of several Wisconsin Department of Transportation “grouped” projects (which are of a region-level scope) when they occur in the Sheboygan Metropolitan Planning Area. These “grouped” projects are classified in the following categories: (1) traffic safety; (2) the statewide highway safety improvement program (HSIP); (3) regional railroad crossing projects; (4) region-wide hazardous waste; (5) wetland mitigation bank; (6) state highway rehabilitation; (7) pavement marking; (8) traffic operations; and (9) maintenance resurfacing. These projects involve only Federal and state transportation funds, involve work on the state trunk highway system, and are expected to involve minimal funding levels within the Sheboygan Metropolitan Planning Area.

Table 6 Calendar Years 2019 - 2022: Street and Highway Improvement Projects (In Thousands of Dollars)																
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Jan. - Dec. 2022			Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
City of Sheboygan TIP ID No.: 372-13-012	North Avenue STH 42/Calumet Drive to 300 feet east of North 15th Street Reconstruction with no Increase in Capacity and Rail Work (4996-01-79, 4996-01-80 and 4996-01-81) (0.57 mi.) (Highway Preservation)	PE				0										Exempt
		ROW				0										
		RR				0										
		CONST	2,144	0	933	3,077										
		TOTAL	2,144	0	933	3,077										
			STBG													
Wisconsin Department of Transportation TIP ID No.: 372-15-001	STH 28 Intersection with CTH EE Construction of a Roundabout (4010-20-00, 4010-20-21 and 4010-20-71) (0.10 mi.) (Highway Safety)	PE				0									2025	Exempt from Regional Emissions Analysis
		ROW				0										
		CONST	1,546	387	0	1,933										
		TOTAL	1,546	387	0	1,933										
			STBG													
Town of Mosel TIP ID No.: 372-16-009	Luelloff Road Seven Mile Creek Bridge Bridge Replacement (4197-04-00 and 4197-04-71) (1.00 mi.) (Highway Preservation)	PE				0									2025	Exempt
		ROW				0										
		CONST	192	0	50	242										
		TOTAL	192	0	50	242										
			STBG													
City of Sheboygan TIP ID No.: 372-16-011	Pennsylvania Avenue Sheboygan River Bridge Bridge Replacement (4996-25-00 and 4996-25-71) (0.14 mi.) (Highway Preservation)	PE				0									2025	Exempt
		ROW				0										
		CONST	1,038	1,701	685	3,424										
		TOTAL	1,038	1,701	685	3,424										
			STBG													
City of Sheboygan TIP ID No.: 372-13-013	Superior Avenue North Taylor Drive to North 29th Street Reconstruction with no Increase in Capacity (4996-01-72 and 4996-01-73) (0.30 mi.) (Highway Preservation)	PE				0									2025	Exempt
		ROW				0										
		CONST	743	0	382	1,125										
		TOTAL	743	0	382	1,125										
			STBG													
Sheboygan County and Town of Sheboygan Falls TIP ID No.: 372-16-010	CTH O Sheboygan River Tributary Bridge Bridge Replacement (4269-05-71) (0.04 mi.) (Highway Preservation)	PE				0									2025	Exempt
		ROW				0										
		CONST	261	0	73	334										
		TOTAL	261	0	73	334										
			STBG													

Table 6 Calendar Years 2019 - 2022: Street and Highway Improvement Projects (In Thousands of Dollars)																
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Jan. - Dec. 2022			Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
City of Sheboygan	Taylor Drive Indiana Avenue to Superior Avenue Addition of Radio Communication Infrastructure, Installation of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals (4291-00-01 and 4291-00-71) (2.53 mi.)	PE	110	0	27	137									2025	Exempt from Regional Emissions Analysis
		ROW CONST TOTAL				0 0 137					424	0	106	530		
TIP ID No.: 372-18-009	(Highway Improvement)		110	0	27	137					424	0	106	530		
City of Sheboygan	STH 23/Kohler Memorial Drive/Erie Avenue North Taylor Drive to North 9th Street Addition of Radio Communication Infrastructure, Installation of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals (4650-02-00 and 4650-02-71) (1.87 mi.)	PE	85	0	21	107									2025	Exempt from Regional Emissions Analysis
		ROW CONST TOTAL				0 0 107					329	0	82	412		
TIP ID No.: 372-18-010	(Highway Improvement)		85	0	21	107					329	0	82	412		
City of Sheboygan	STH 28/STH 42/14th Street/Calumet Drive Indiana Avenue to North Avenue Addition of Radio Communication Infrastructure, Installation of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals (4640-01-01 and 4640-01-72) (2.40 mi.)	PE	125	0	31	156									2025	Exempt from Regional Emissions Analysis
		ROW CONST TOTAL				0 0 156					482	0	121	603		
TIP ID No.: 372-18-011	(Highway Improvement)		125	0	31	156					482	0	121	603		
Wisconsin Department of Transportation	IH 43 CTH FF Overpass Bridge Rehabilitation (1225-08-74) (0.05 mi.) (Highway Preservation)	PE				0									2025	Exempt
		ROW CONST TOTAL	491	54	0	545										
TIP ID Nos.: 372-19-001	(Highway Improvement)		491	54	0	545										
Wisconsin Department of Transportation	IH 43 CTH V to CTH EE/Weeden Creek Road Installation of Median Cable Guard (1221-18-71) (1.95 mi.) (Highway Safety)	PE													2025	Exempt
		ROW CONST TOTAL									522	89	0	611		
TIP ID Nos.: 372-19-002											522	89	0	611		
											HSIP					

Table 6 Calendar Years 2019 - 2022: Street and Highway Improvement Projects (In Thousands of Dollars)																
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Jan. - Dec. 2022			Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Wisconsin Department of Transportation TIP ID Nos.: 372-16-001 (for 2019), 372-17-001 (for 2020), 372-18-001 (for 2021), and 372-19-003 (for 2022)	Safety Funds Grouped Projects (0.00 mi.) (Highway Safety)	PE	16	4	0	20	16	4	0	20	16	4	0	20	2025	Exempt
		ROW				0				0				0		
		CONST	80	20	0	100	80	20	0	100	80	20	0	100		
		TOTAL	96	24	0	120	96	24	0	120	96	24	0	120		
		HSIP				HSIP				HSIP				HSIP		
Wisconsin Department of Transportation TIP ID Nos.: 372-16-002 (for 2019), 372-17-002 (for 2020), 372-18-002 (for 2021), and 372-19-004 (for 2022)	Rail/Highway Crossing Safety Projects Grouped Projects (0.00 mi.) (Highway Safety)	PE				0				0				0	2025	Exempt
		ROW				0				0				0		
		CONST	120	30	0	150	120	30	0	150	120	30	0	150		
		TOTAL	120	30	0	150	120	30	0	150	120	30	0	150		
		HSIP-RR				HSIP-RR				HSIP-RR				HSIP-RR		
Wisconsin Department of Transportation TIP ID Nos.: 372-16-003 (for 2019), 372-17-003 (for 2020), 372-18-003 (for 2021), and 372-19-005 (for 2022)	HSIP/Highway Safety Improvement Program Grouped Projects (0.00 mi.) (Highway Safety)	PE	16	4	0	20	16	4	0	20	16	4	0	20	2025	Exempt
		ROW				0				0				0		
		CONST	80	20	0	100	80	20	0	100	80	20	0	100		
		TOTAL	96	24	0	120	96	24	0	120	96	24	0	120		
		HSIP				HSIP				HSIP				HSIP		
Wisconsin Department of Transportation TIP ID Nos.: 372-16-004 (for 2019), 372-17-004 (for 2020), 372-18-004 (for 2021), and 372-19-006 (for 2022)	Railroad Crossing Protective Devices Grouped Projects (0.00 mi.) (Highway Safety)	PE				0				0				0	2025	Exempt
		ROW				0				0				0		
		CONST	120	30	0	150	120	30	0	150	120	30	0	150		
		TOTAL	120	30	0	150	120	30	0	150	120	30	0	150		
		STBG				STBG				STBG				STBG		
Office of the Commissioner of Railroads TIP ID Nos.: 372-16-005 (for 2019), 372-17-005 (for 2020), 372-18-005 (for 2021), and 372-19-007 (for 2022)	Office of the Commissioner of Railroads (OCR) Rail-Highway Safety Projects Grouped Projects (0.00 mi.) (Highway Safety)	PE				0				0				0	2025	Exempt
		ROW				0				0				0		
		CONST	120	30	0	150	120	30	0	150	120	30	0	150		
		TOTAL	120	30	0	150	120	30	0	150	120	30	0	150		
		HSIP-RR				HSIP-RR				HSIP-RR				HSIP-RR		
Wisconsin Department of Transportation TIP ID Nos.: 372-16-006 (for 2019), 372-17-006 (for 2020), 372-18-006 (for 2021), and 372-19-008 (for 2022)	Interstate Highway System Preventive Maintenance Projects Grouped Projects (0.00 mi.) (Highway Preservation)	PE				0				0				0	2025	Exempt
		ROW				0				0				0		
		CONST	160	40	0	200	160	40	0	200	160	40	0	200		
		TOTAL	160	40	0	200	160	40	0	200	160	40	0	200		
		NHPP				NHPP				NHPP				NHPP		

Table 6																		
Calendar Years 2019 – 2022: Street and Highway Improvement Projects (In Thousands of Dollars)																		
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2019			Jan. - Dec. 2020			Jan. - Dec. 2021			Jan. - Dec. 2022			Year Open	Air Quality Status		
			Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local			Total	
Wisconsin Department of Transportation TIP ID Nos.: 372-16-007 (for 2019), 372-17-007 (for 2020), 372-18-007 (for 2021), and 372-19-009 (for 2022)	National Highway System Preventive Maintenance Projects Grouped Projects (0.00 mi.) (Highway Preservation)	PE														0		
		ROW														0		
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
Wisconsin Department of Transportation TIP ID Nos.: 372-16-008 (for 2019), 372-17-008 (for 2020), 372-18-008 (for 2021), and 372-19-010 (for 2022)	STN Connecting Highway System Preventive Maintenance Projects Grouped Projects (0.00 mi.) (Highway Preservation)	PE														0		
		ROW														0		
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
		TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
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).																		
2019 - 2022 Funding Summary: Total Highway Preservation Project Funding = \$13,547,000 Total Highway Safety Project Funding = \$5,304,000 Total Highway Improvement Project Funding = \$1,945,000 Total Highway Expansion Project Funding = \$0																		
Source: Wisconsin Department of Transportation, 2018; and Bay-Lake Regional Planning Commission, 2018.																		

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 *2019 – 2022 TIP* in thousands of dollars, and demonstrates the ability of available funding sources to implement the projects programmed in the TIP. Programmed expenditures in the TIP have been compared to the funding estimated to be available. Included in Table 7 are Federal highway and Federal transit funding sources. In the event of the over-programming of funds, the MPO advisory committees will work to resolve the discrepancy; this may involve the use of alternative Federal and/or state funding sources.

Table 7 reflects an annual inflation factor of 1.7 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 June of 2018; 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 *2019 – 2022 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 is funded in Table 6, while three categories of WisDOT “grouped” NHPP projects are funded in Table 6.
- Surface Transportation Block Grant (STBG) program, including projects that were originally included under the STP funding category as well as any bridge improvements off the National Highway System in SAFETEA-LU, along with the STP Urban and the Transportation Alternatives programs in SAFETEA-LU and in MAP-21. Six regular STBG projects are funded in Table 6, while two categories of WisDOT “grouped” STBG projects are funded in Tables 5 and 6. Two of the regular STBG projects are from what was originally the STP Urban program, while one STBG “grouped” project involves a transportation alternatives set-aside.

Table 7 Programmed and Available Federal Funding for the 2019 - 2022 TIP (In Thousands of Dollars)											
Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2019	2020	2021	2022	Total	2019	2020	2021	2022	Total
Federal Highway Administration (FHWA)	National Highway Performance Program (NHPP)	1,451	976	993	1,010	4,430					
	Surface Transportation Block Grant Program (STBG)	4,638	1,834	264	266	7,003					
	Highway Safety Improvement Program (HSIP)	192	195	738	202	1,328					
	Rail-Highway Grade Crossing Set-Aside (HSIP-RR)	240	244	248	252	985					
	Non-Motorized Transportation Pilot Program (NMTPP)	660	262	1,603	0	2,526					
	Total	7,181	3,512	3,847	1,730	16,271	16,715	15,378	15,815	17,424	65,331
Federal Transit Administration (FTA)	Section 5304	0	0	0	0	0	0	0	0	0	0
	Section 5307 - Sheboygan Urbanized Area - Operating Expenses	1,176	1,187	1,199	1,211	4,774	1,176	1,187	1,199	1,211	4,774
	Section 5307 - Sheboygan Urbanized Area - Capital Expenses	0	0	0	0	0	0	0	0	0	0
	Section 5310	30	0	0	0	30	30	0	0	0	30
	Section 5339	360	356	0	0	716	180	183	187	191	741
	Total	1,566	1,543	1,199	1,211	5,520	1,386	1,371	1,387	1,402	5,546
FHWA and FTA (All Modes)	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	1,061	0	1,235	0	2,296	802	504	504	504	2,313
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 and CMAQ, all highway- and enhancement-related programmed expenditures were adjusted to reflect an annual inflation rate of 1.7 percent. With the exception of the TA set-aside in the STBG program, CMAQ and the Non-Motorized Transportation Pilot Program (NMTPP), 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 and under CMAQ were not adjusted to reflect inflation under either programmed expenditures or estimated available funding, while funds under the NMTPP were adjusted for inflation for programmed expenditures but were not adjusted for inflation for estimated available funding. These adjustments were made per WisDOT guidance updated in June 2018. (3) Total transit operating expenses were adjusted to reflect an annual inflation rate of 1.0 percent. These adjustments were made through consultation with staff of the Sheboygan Parking and Transit Utility (Shoreline Metro). (4) With the exception of CMAQ, all transit capital programmed expenditures were adjusted to reflect an annual inflation rate of 1.7 percent, while all transit capital estimated available funding was adjusted to reflect an annual inflation rate of 2.0 percent. CMAQ funds were not adjusted to reflect inflation under either programmed expenditures or estimated available funding. These adjustments were made per WisDOT guidance updated in June 2018, as well as through consultation with staff of the Sheboygan Parking and Transit Utility (Shoreline Metro).											
Source: Bay-Lake Regional Planning Commission, 2018.											

- Highway Safety Improvement Program (HSIP): One regular HSIP project is funded in Table 6, while two categories of WisDOT “grouped” HSIP projects are funded in Table 6.
- Rail-Highway Grade Crossing Set-Aside (HSIP-RR): Two categories of WisDOT “grouped” HSIP-RR projects are funded in Table 6.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding will be available to fund three signal timing projects in the Sheboygan Metropolitan Planning Area, with design occurring in 2019 and implementation occurring in 2021.
- Sheboygan County Non-Motorized Transportation Pilot Program (NMTTP): Four NMTTP projects are funded in Table 5.

As far as transit is concerned:

- Section 5307 transit operational funds will be available in stable amounts for the regular operations of Shoreline Metro over the program period, as noted in Table 1.
- Based on recent trends, and when taken as a whole, transit capital funding should be available to finance one (1) fixed-route bus replacement in 2019, as well as the roof replacement for the transit administration and maintenance facility in 2020 (Table 2). Three (3) 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.
- CMAQ funding should be available to finance two (2) fixed-route bus replacements in 2019, as noted in Table 2.
- Section 5310 funding is being programmed for the Enhanced Volunteer Driver Program through the Sheboygan County Health and Human Services Department in 2019 (Table 3), but no capital projects are being programmed in the *2019 – 2022 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 list in Table 4.

Any costs associated with providing street and highway operations and maintenance (O & M) activities in the Sheboygan Metropolitan Planning Area are funded entirely by the Wisconsin Department of Transportation (for the state trunk highway network), by the Sheboygan County Transportation Department (for the county trunk highway network), and by the local operating budgets of the various jurisdictions within the Sheboygan Metropolitan Planning Area (for local streets and roads). These O & M funds are completely separate from the capital improvement funds provided for in this TIP, and do not affect the cost estimates and corresponding fiscal constraints shown in this document. The Wisconsin Department of Transportation has estimated that it spends an average of just over \$2 million on O & M activities on the state trunk highway network in Sheboygan County, a variable portion of which is spent in the Sheboygan Metropolitan Planning Area.

PUBLIC PARTICIPATION PROCESS

In 2016, the Bay-Lake Regional Planning Commission updated its Public Participation Plan for all transportation plans and programs developed for the Sheboygan MPO. The following narrative outlines the public involvement process used in the development of this *2019 – 2022 TIP* for the Sheboygan Metropolitan Planning Area.

The Bay-Lake Regional Planning Commission published a Notice of Request for Comment on the draft *2019 – 2022 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 *2019 – 2022 TIP*:

September 26, 2018

Notice of Request for Public Comment on the draft *2019 – 2022 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 26, 2018	Notice of Request for Public Comment on the draft <i>2019 – 2022 TIP</i> was made available to individuals and organizations on the MPO Public Participation Plan mailing list.
September 26, 2018	Draft TIP made available for public review through October 25, 2018.
October 24, 2018	Public Hearing on the <i>2019 – 2022 TIP</i> .
October 25, 2018	Technical and Policy Advisory Committees considered public comments and made a recommendation to the Bay-Lake Regional Planning Commission.
October 26, 2018	Bay-Lake Regional Planning Commission Executive Committee meeting: Consideration of written comments, comments from the public hearing and recommendation of the MPO Technical and Policy Advisory Committees, and Commission action on the final TIP.
November, 2018	Formal transmittal of the final TIP to applicable state and Federal agencies.

The public hearing concerning the *2019 – 2022 TIP* was held from 4:00 p.m. to 5:00 p.m. on October 24, 2018, at the Sheboygan County Administration Building (Room 302), 508 New York Avenue, Sheboygan. Two individuals attended the hearing: Vernon Koch (Sheboygan County Board Vice Chairperson and County Board Representative to the MPO Policy Advisory Committee), and Edward Procek (Sheboygan County Board District 7 Supervisor and Bay-Lake Regional Planning Commissioner). Cal Salmon and Jeffrey Agee-Aguayo represented the Bay-Lake Regional Planning Commission at the public hearing. Commission staff prepared several items for this public hearing, including: a sign-in sheet; a Power Point presentation regarding the *2019 – 2022 TIP*; comment sheets; and large display maps that were set up in the public hearing room and showed the location of proposed street and highway projects in the TIP, the location of street and highway projects completed in 2018 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.

During his public hearing presentation, Jeffrey Agee-Aguayo gave background information on the TIP, gave the Power Point presentation regarding the TIP, and identified the five maps in the public hearing room. The floor was then open to questions and comments. Vernon Koch discussed the needs for employment transportation and more affordable housing. Edward Procek discussed the new High Pointe Apartments in Sheboygan and the need to serve this complex with transit. Edward Procek discussed recent increases in student ridership at Shoreline Metro, and also discussed the three signal timing projects in the *2019 – 2022 TIP*. Edward Procek

commented that there was a need to expand elderly and disabled transportation service and other transit services throughout Sheboygan County, noting that this should be on-demand service in all communities in the county. Edward Procek and Vernon Koch indicated that County Highway PP now has bike lanes in the Village of Kohler, and that these bike lanes possibly extend to the City of Sheboygan Falls. Edward Procek commented that officials might be trying to negotiate with the railroad on a trail extension paralleling Indiana Avenue to complement the Innovation Community project. Edward Procek wondered if median cable guard on freeways can help with vehicles traveling at 100 miles per hour. Other comments involved whether some TIP amendments could be administratively modified by staff as opposed to bringing everything to the MPO advisory committees and to the Bay-Lake Regional Planning Commission, and the need to increase fixed-route bus acquisitions for existing service and for transit expansion.

No written comments were received on the *2019 – 2022 TIP* during the public comment period.

IMPLEMENTATION STATUS OF PROJECTS RECOMMENDED FOR 2018 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 2018 in the *2018 – 2021 TIP* (adopted in October 2017, and administratively modified or amended four times thereafter) which were completed or were in progress in 2018 are identified on Map 2. Table 8 indicates a summary of the progress made on transit operations and capital items, elderly and disabled transportation operations and capital items, bicycle and pedestrian transportation projects, and street and highway improvement projects which were scheduled for 2018 in the *2018 – 2021 TIP*. Table 8 identifies projects scheduled in the *2018 – 2021 TIP* for 2018, and includes information such as project location, jurisdiction, project description, and project status.

AIR QUALITY CONFORMITY STATEMENT

The air quality conformity statement for this *2019 – 2022 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 *2019 – 2022 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.

Table 8 Implementation Status of Projects Recommended for 2018 Transportation Improvement Program for the Sheboygan Metropolitan Planning Area			
Project Location	Jurisdiction	Project Description	Project Status
North Avenue STH 42/Calumet Drive to 300 feet east of North 15th Street	City of Sheboygan	Reconstruction with no Increase in Capacity and Rail Work	In progress; to be Completed in 2019
Meadowlark Road Sheboygan River Bridge and Approaches	Town of Sheboygan Falls	Bridge Replacement	Completed
Various Locations in the Sheboygan Metropolitan Planning Area	Wisconsin Department of Transportation	Grouped Projects in the Sheboygan Metropolitan Planning Area	Completed
Sheboygan County NMTTP	Sheboygan County	Level of Effort for Program Oversight (Including Education and Outreach)	In Progress; to be Completed in 2019
Throughout the Sheboygan Metropolitan Planning Area and Sheboygan County	Sheboygan County	NMTTP Marketing and Branding	In Progress; to be Completed in 2020
Alliant Energy Utility Corridor on the South Side of the City of Sheboygan County Highway OK/South Business Drive to South 18th Street	Sheboygan County	Construction of a Multi-Use Pathway	Delayed; to be Completed in 2019
CTH PP Sheboygan River Bridge to S. 24th Street	Sheboygan County	Conversion into Linear Parkway and Trail Facility	Design to be Completed in 2020, and Construction to be Completed in 2021
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 Three (3) 35-Foot Fixed-Route Buses	Deferred to 2019
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	Purchase of Two Side-Entry Minivans with Five Ambulatory Positions and One Wheelchair Position for the County's Volunteer Driver Program	Completed*
Sheboygan, Manitowoc, and Kewaunee Counties	Forward Service Corporation	Use of WETAP Funds to Help Low Income Workers with Rides via Carpool	In progress; to be Completed in 2019
Source: Bay-Lake Regional Planning Commission, 2018.			

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 *2019 – 2022 TIP*.

EXPEDITED PROJECT SELECTION PROCEDURES

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

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

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

TIP AMENDMENT GUIDELINES

Major Amendments

A major *TIP* amendment will be necessary when:

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

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

A major amendment will require the following steps:

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

- Following the public hearing, the Sheboygan MPO Technical and Policy Advisory Committees will have the opportunity to comment on the proposed major *TIP* amendment and make a recommendation to the Bay-Lake Regional Planning Commission.
- Staff will present the proposed major amendment to the Bay-Lake Regional Planning Commission (or its Executive Committee) for final approval.

Minor Amendments

A minor *TIP* amendment will be necessary when:

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

A minor amendment will require the following steps:

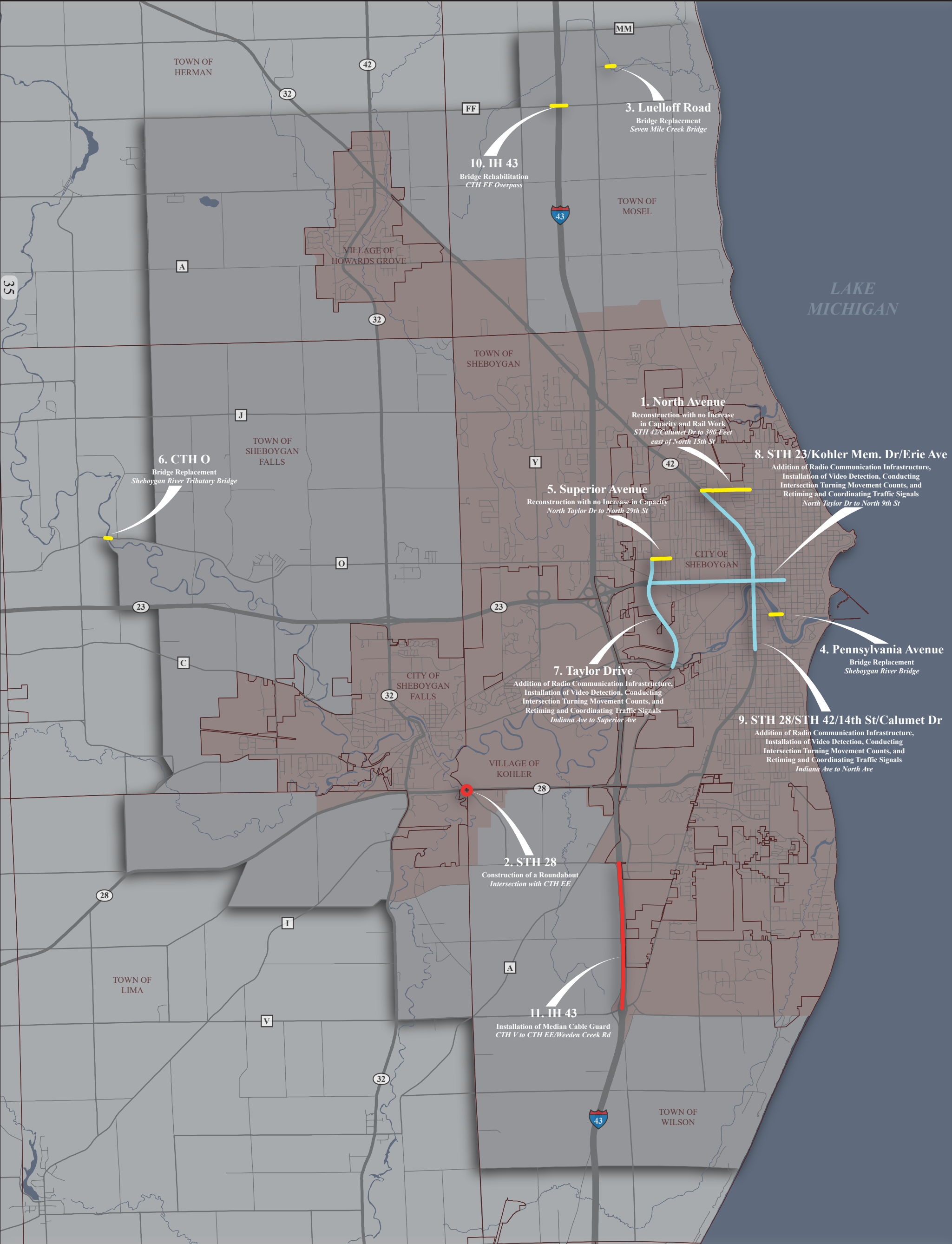
- The Sheboygan MPO Technical and Policy Advisory Committees will have the opportunity to comment on the proposed minor *TIP* amendment and make a recommendation to the Bay-Lake Regional Planning Commission; this will include a public comment period toward the beginning of the joint meeting of those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

Administrative Modifications

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

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

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



SHEBOYGAN COUNTY

Sheboygan Metropolitan Planning Area

Planned Projects

2019 Design/2021 Implementation

2019

2020

Metropolitan Planning Area

Adjusted Sheboygan Urbanized Area

0

1

2

Miles

N

E

S

W

BAY LAKE

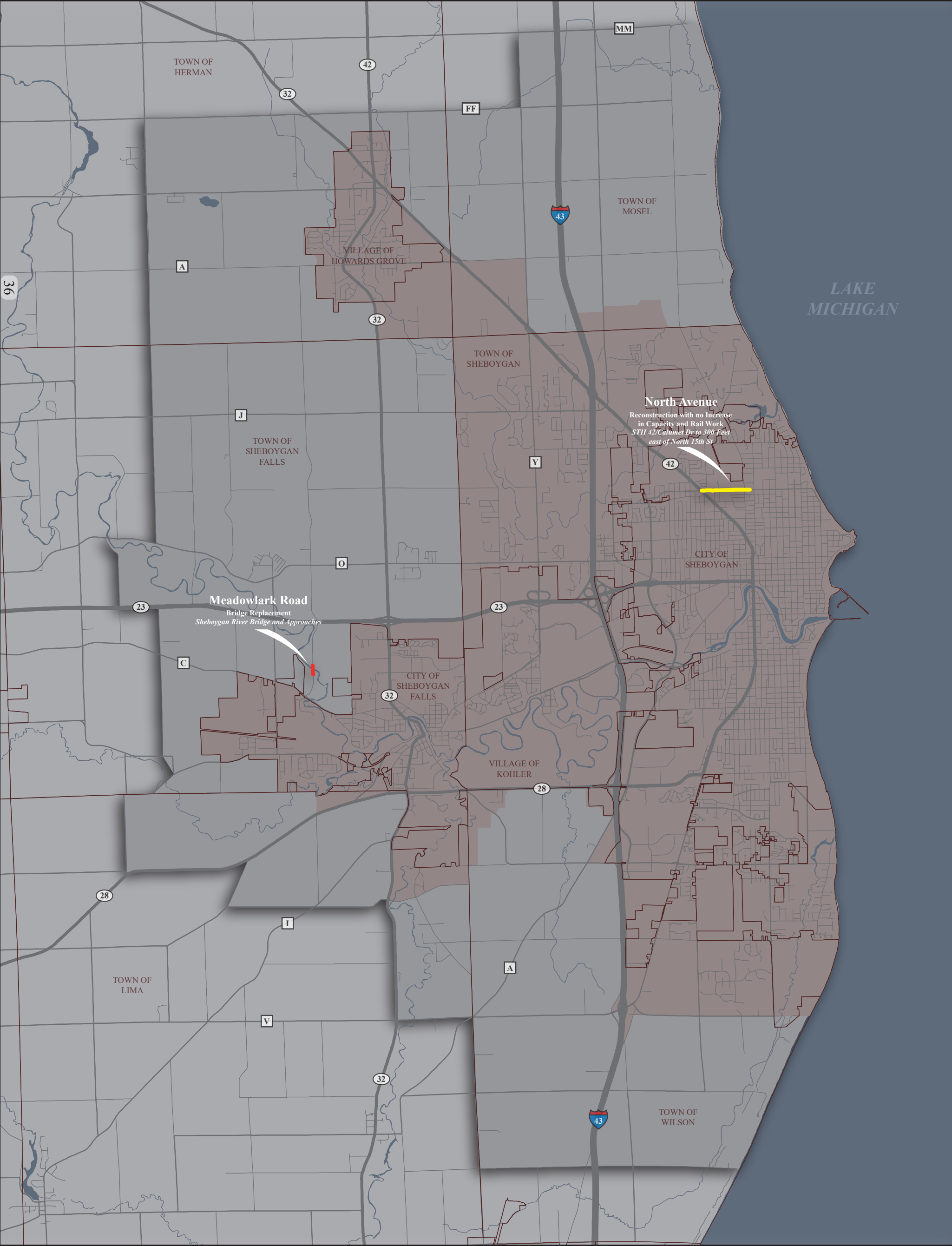
Regional Planning Commission | Since 1972

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

Source: WDNR, 2009; Sheboygan County, 2018; Bay-Lake Regional Planning Commission, 2018. August 14, 2018 - G:\Sheboygan\MPOTIP\TIP 2019-2022\Maps\Map 1 - TIP Projects 2019-2022.mxd

Street and Highway Improvement Projects Completed or In Progress in 2018

Sheboygan Metropolitan Planning Area - Sheboygan County, Wisconsin



SHEBOYGAN COUNTY



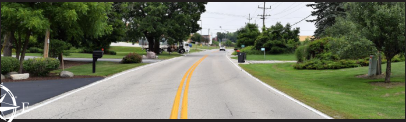
Sheboygan Metropolitan Planning Area

2018 Projects

- In Progress
- Completed

Metropolitan Planning Area

Adjusted Sheboygan Urbanized Area



0 1 2 Miles

BAY LAKE

Regional Planning Commission | Since 1972

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

Source: WDNR, 2009; Sheboygan County, 2018; Bay-Lake Regional Planning Commission, 2018. August 14, 2018 - G:\Sheboygan\MPO\TIP\TIP 2019-2022\Maps\Map 2 - Completed or In Progress Projects 2018.mxd

APPENDIX A

GLOSSARY OF TERMS

GLOSSARY OF TERMS

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

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

PROCEDURES FOR THE INVOLVEMENT OF PRIVATE ENTERPRISE IN TRANSIT PROGRAMS

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

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

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

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

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

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

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

APPENDIX C
AIR QUALITY CONFORMITY STATEMENT

ASSESSMENT OF CONFORMITY OF THE YEAR 2045 SHEBOYGAN AREA TRANSPORTATION PLAN (SATP) AND THE 2019 – 2022 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 a few minor changes) can be found in Table C.1. 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 conformity with the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS) for the Sheboygan County, Wisconsin, marginal (at the time) nonattainment area, on May 28, 2015.

The Bay-Lake Regional Planning Commission has now completed the preparation of the draft *2019 – 2022 Sheboygan Metropolitan Planning Area TIP*. The draft *2019 – 2022 TIP* can be found on the Bay-Lake Regional Planning Commission website at: [https://baylakerpc.org/services/transportation/sheboygan-mpo/sheboygan-metropolitan-planning-area-transportation-improvement-program-tip\(.\)](https://baylakerpc.org/services/transportation/sheboygan-mpo/sheboygan-metropolitan-planning-area-transportation-improvement-program-tip(.))

The *2019 – 2022 TIP* is an update and extension of the previous *2015 – 2018 TIP*, *2016 – 2019 TIP* (as amended), *2017 – 2020 TIP* (as amended) and *2018 – 2021 TIP* (as amended), and is fully consistent with the *Year 2045 SATP*. The *2019 – 2022 TIP* includes projects that should be initiated to implement the *Year 2045 SATP*, and no project is programmed in the *2019 – 2022 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 *2019 – 2022 TIP*.

Therefore, the Bay-Lake Regional Planning Commission is requesting that the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2019 – 2022* be determined to conform to the 2008 eight-hour ozone NAAQS for the Sheboygan County, Wisconsin, marginal (subsequently designated as moderate) nonattainment area. The regional emissions analysis performed and approved in 2015 on the fiscally constrained *Year 2045 SATP* and on the *2015 – 2018 TIP* would generally be unchanged under this *2019 – 2022 TIP*, with a few small exceptions. The following Congestion Mitigation and Air Quality (CMAQ) projects have been included in the *2019 – 2022 TIP*:

- Replacement of two (2) older model fixed-route buses with two clean diesel buses at Shoreline Metro (the local transit operator) in 2019 (Note: Two additional buses awarded under this grant were expected to arrive in 2018, and all four buses are accounted for in the analysis); and
- Addition of radio communication infrastructure, installation of video detection, conducting intersection turning movement counts, and retiming and coordinating traffic signals at the following locations in the City of Sheboygan (with design occurring in 2019 and implementation taking place in 2021 in all cases):
 - Taylor Drive from Indiana Avenue to Superior Avenue;
 - State Highway 23/Kohler Memorial Drive/Erie Avenue from North Taylor Drive to North 9th Street; and
 - State Highways 28 and 42/14th Street/Calumet Drive from Indiana Avenue to North Avenue.

In addition, it should be noted that a small CMAQ project that funds Wisconsin Employment Transportation Assistance Program (WETAP) activities to help low income workers with rides via carpool was included in the *2018 – 2021 TIP* (via amendment) for 2018 and 2019, and is also accounted for in this analysis.

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 *2019 – 2022 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 *2019 – 2022 TIP* is not significantly different from that described in the *Year 2045 SATP*.

Table C.1 Conformity Tests of the Year 2045 Sheboygan Area Transportation Plan (SATP) and the Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2019 - 2022							
Area	Conformity Analysis			Forecast Pollutant Emissions (Tons)*			
				Volatile Organic Compounds		Nitrogen Oxides	
	Test	Year	Month	Test Value (Not to be Exceeded)	Forecast Emissions	Test Value (Not to be Exceeded)	Forecast Emissions
Sheboygan County, Wisconsin, Marginal (Later Designated as Moderate) Ozone Nonattainment Area (2008 Eight-Hour Ozone NAAQS)	Budget Test	2015	July	1.9720	1.6770	4.4350	3.6967
		2025	July	1.9720	0.7407	4.4350	1.3180
		2035	July	1.9720	0.4491	4.4350	0.8546
		2045	July	1.9720	0.4328	4.4350	0.9016
*The 2015 budgets for Volatile Organic Compounds and Nitrogen Oxides are documented in "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" submitted by the Wisconsin Department of Natural Resources to USEPA in January of 2015. USEPA determined that the motor vehicle emissions budgets in the plan were adequate for transportation conformity determinations in April of 2015. The budget established for volatile organic compounds was 1.9720 tons for 2015. The budget established for nitrogen oxides was 4.4350 tons for 2015.							
Source: Wisconsin Department of Natural Resources, 2015, 2016 and 2017; and Bay-Lake Regional Planning Commission, 2015, 2016, 2017 and 2018.							

The Bay-Lake Regional Planning Commission is aware that the Wisconsin Department of Natural Resources (WDNR) Bureau of Air Management submitted the *Attainment Plan for the Sheboygan County, Wisconsin, 2008 8-Hour Ozone Nonattainment Area* to the USEPA in September 2017, and that the USEPA found the motor vehicle emission budgets (MVEBs) in that document to be adequate for transportation conformity purposes in January 2018. It should be noted that the USEPA still needs to formally approve this updated SIP element. The Update

to the *Year 2045 SATP* (to be approved by May 2019) will include a detailed analysis that demonstrates that emissions forecast in that plan are below the MVEBs in that State Implementation Plan (SIP) element, and this *2019 – 2022 TIP* will be included in that updated conformity analysis.

The Bay-Lake Regional Planning Commission is also aware that the USEPA recently designated a portion of eastern Sheboygan County (not the entire county, as has been the case in the past) as a nonattainment area for the 2015 8-hour ozone standard. Conformity of the Update to the *Year 2045 SATP* in 2019 is expected to be demonstrated against the countywide MVEBs that were found adequate in January 2018. However, there will be a time in which new MVEBs will be developed for the smaller nonattainment area, and the travel demand forecast model will need to establish a domain that replicates this smaller area in order to demonstrate conformity in the future.

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 2014 and 2022. Readers are also referred to Table D.2 for additional information concerning financial measures of effectiveness for Shoreline Metro for the period between 2014 and 2022. Detailed operating and capital expense information has also been analyzed in the preparation of several chapters of the *Sheboygan Transit Development Program (TDP)*, which is being updated in 2018 and 2019. It is important to note that there were no negative comments concerning the financial condition of Shoreline Metro expressed in an FTA Triennial Review which took place on May 24 – 25, 2017.

Shoreline Metro discontinued the final hour of transit service on weekday evenings and reinstated the North and South Shuttles throughout the service day on Saturdays in late 2011. Shoreline Metro also consolidated Routes 1 North and 5 North into a single revised Route 5 North in late 2011. In addition, Shoreline Metro divided Route 10 into separate North and South routes in early 2012. Revisions were made to all other Shoreline Metro routes (with the exception of the North and South Shuttles) in late 2011 and early 2012. Revisions were also made to several routes (particularly changes to Route 20 and all south side routes, with discontinuation of Route 30 and having other south side routes serve areas previously served by Route 30) in 2016. Minor adjustments to routes (particularly Route 20) took place in 2017. A day pass of \$3 was instituted in 2011. Fares are projected to remain stable through 2022 at this point.

Table D.1 2014 to 2022 Shoreline Metro Operating Expenses and Revenues (In Thousands of Dollars)									
	ACTUAL				ESTIMATE	PROJECTED			
	2014	2015	2016	2017		2019	2020	2021	2022
TOTAL OPERATING REVENUES (farebox and other revenues)	\$1,118	\$798	\$773	\$906	\$921	\$799	\$799	\$799	\$799
TOTAL OPERATING EXPENSES*	(\$4,044)	(\$3,766)	(\$3,781)	(\$3,923)	(\$3,760)	(\$3,688)	(\$3,725)	(\$3,763)	(\$3,800)
OPERATING DEFICIT	(\$2,926)	(\$2,967)	(\$3,008)	(\$3,017)	(\$2,838)	(\$2,890)	(\$2,927)	(\$2,964)	(\$3,002)
PUBLIC OPERATING ASSISTANCE:									
FTA SECTION 5307	\$1,336	\$1,290	\$1,266	\$1,207	\$1,142	\$1,176	\$1,187	\$1,199	\$1,211
OTHER FEDERAL FUNDING**	\$42	\$42	\$42	\$42	\$42	\$42	\$42	\$42	\$42
WisDOT SECTION 85.20	\$975	\$868	\$948	\$849	\$950	\$978	\$988	\$998	\$1,008
WisDOT SECTION 85.205	\$68	\$68	\$44	\$44	\$44	\$44	\$44	\$44	\$44
CITY OF SHEBOYGAN	\$463	\$642	\$650	\$803	\$565	\$512	\$524	\$536	\$548
CITY OF SHEBOYGAN FALLS	\$30	\$42	\$42	\$52	\$37	\$35	\$36	\$37	\$38
VILLAGE OF KOHLER	\$11	\$15	\$15	\$18	\$13	\$12	\$12	\$13	\$13
SHEBOYGAN AREA SCHOOL DIST.***	\$0	\$0	\$0	\$0	\$45	\$90	\$92	\$94	\$96
TOTAL ASSISTANCE	\$2,926	\$2,967	\$3,008	\$3,017	\$2,838	\$2,890	\$2,927	\$2,964	\$3,002
RETAINED EARNINGS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
*Total operating expenses for each year in this table included ADA and other paratransit expenses. ***"Other federal funding" involved \$42,493 in Community Development Block Group (CDBG) entitlement funding provided by the U.S. Department of Housing and Urban Development (HUD) from 2014 through 2018, and is expected to involve \$42,493 in CDBG entitlement funding in 2019, 2020, 2021 and 2022. ***The Sheboygan Area School District began providing local governmental financial assistance to Shoreline Metro in July 2018. Some \$45,000 was provided in 2018, and \$90,000 will be provided in 2019, with inflationary adjustments assumed in 2020, 2021 and 2022. This funding will allow district students to ride Shoreline Metro fare free year round with proper documentation.									
NOTE: Balances of \$1,000 or less are, in most cases, due to rounding error.									
Source: Federal Transit Administration, <i>National Transit Database</i> , 2014, 2015 and 2016; City of Sheboygan Parking and Transit Utility, 2017 and 2018; and Bay-Lake Regional Planning Commission, 2018.									

Table D.2 2014 to 2022 Shoreline Metro Measures of Effectiveness											
	ACTUAL					ESTIMATE		PROJECTED			
	2014	2015	2016	2017	2018	2019	2020	2021	2022		
REVENUE PASSENGERS (1000s)	539	538	528	530	550	550	550	550	550		
REVENUE MILES (1000s)	602	600	578	544	538	538	538	538	538		
OPERATING EXPENSES (\$1000s)	\$4,044	\$3,766	\$3,781	\$3,923	\$3,760	\$3,688	\$3,725	\$3,763	\$3,800		
FAREBOX REVENUE (\$1000s) ¹	\$450	\$452	\$436	\$463	\$456	\$456	\$456	\$456	\$456		
EXPENSE/MILE	\$6.72	\$6.28	\$6.54	\$7.22	\$6.99	\$6.86	\$6.92	\$6.99	\$7.06		
EXPENSE/PASSENGER	\$7.50	\$7.00	\$7.16	\$7.41	\$6.83	\$6.70	\$6.77	\$6.84	\$6.91		
PASSENGERS/MILE	0.89	0.90	0.91	0.97	1.02	1.02	1.02	1.02	1.02		
REVENUE/PASSENGER	\$0.83	\$0.84	\$0.83	\$0.87	\$0.83	\$0.83	\$0.83	\$0.83	\$0.83		
BUS FLEET ²	21	22	22	23	23	23	23	23	23		
TRANSIT SYSTEM EMPLOYEES ³ (FULL-TIME EQUIVALENT POSITIONS)	45.45	45.45	43.95	43.95	43.95	43.95	43.95	43.95	43.95		
NOTES:											
¹ Fixed-route transit system farebox revenues only.											
² Fixed-route transit system vehicle fleet only; excludes service vehicles. All vehicles (active and contingency) are included.											
³ Fixed-route transit system employees only.											
Source: Federal Transit Administration, <i>National Transit Database</i> , 2014, 2015 and 2016; City of Sheboygan Parking and Transit Utility, 2017 and 2018; and Bay-Lake Regional Planning Commission, 2018.											

Ridership decreased by nearly 0.2 percent between 2014 and 2015. Ridership decreased by nearly 1.9 percent between 2015 and 2016. Ridership increased by nearly 0.4 percent between 2016 and 2017. Many of the ridership decreases in recent years were due to low gas prices as well as making the transit operation more efficient, which minimized the need for transfers in some cases. Ridership is estimated to increase by nearly 3.9 percent from 2017 to 2018, then is projected to remain at the estimated 2018 level in 2019, 2020, 2021 and 2022, presuming that no significant service cuts or fare increases are implemented.

Farebox revenues increased by over 0.5 percent between 2014 and 2015, but decreased by nearly 3.5 percent between 2015 and 2016. Farebox revenues increased by nearly 6.2 percent between 2016 and 2017. Farebox revenues are estimated to decrease by nearly 1.7 percent between 2017 and 2018, then are projected to remain at the 2018 level in 2019, 2020, 2021 and 2022, 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.

One concern regarding Shoreline Metro is the lack of available workers (particularly drivers) due to employee shortages in much of the economy. The driver shortage may lead to temporary service reductions until it is stabilized. Many transit systems across the state and nation are dealing with such shortages.

In 2019, Shoreline Metro will replace three (3) 35-foot fixed-route buses, and in 2020, Shoreline Metro will replace the roof on its transit administration and maintenance facility. No transit capital projects have been programmed for 2021 or 2022, although three illustrative transit capital projects are listed in 2019, 2020 and 2021 in the *2019 – 2022 TIP*, and could be programmed in the TIP if funding materializes. Shoreline Metro is encouraged to use its fleet in such a manner that large proportions of the fleet will not need to be replaced simultaneously. No major capital improvements are planned over the program period. Farebox revenues will be stable over the program period, and sources of combined public support will involve increases over the program period. Judging from this information, we find Shoreline Metro to have had a positive financial condition over the past four years, and that Shoreline Metro has the financial capacity to undertake the purchase of all capital items and maintain existing service levels which are programmed in this *2019 – 2022 Transportation Improvement Program (TIP)*.

APPENDIX E
STATEMENT OF IMPACTS OF TIP PROJECTS ON
ENVIRONMENTAL JUSTICE

IMPACTS OF PROJECTS IN THE 2019 – 2022 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. Portions of census block groups 3.3 and 4.2 are 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 and low income population data were collected from the *2012 – 2016 American Community Survey 5-Year Estimates*. The Decennial Census no longer has a “long form” that asks economic and other detailed questions.

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

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

- Project #1: North Avenue from State Highway 42/Calumet Drive to 300 feet east of North 15th Street: Reconstruction with no Increase in Capacity and Rail Work in 2019 (the project takes place along the northern boundary of a census block group with a high minority population);
- Project #4: Pennsylvania Avenue: Replacement of the Sheboygan River Bridge in 2019

(the project spans a census block group with a very high population below the poverty level and high minority population to the west and a census block group with a high population below the poverty level to the east);

- Project #7: Taylor Drive from Indiana Avenue to Superior Avenue: Addition of Radio Communication Infrastructure, Installation of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals in 2021 (the project bisects a census block group with a high minority population between the north approach of the Taylor Drive bridge and Kohler Memorial Drive);
- Project #8: State Highway 23/Kohler Memorial Drive/Erie Avenue from North Taylor Drive to North 9th Street: Addition of Radio Communication Infrastructure, Installation of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals in 2021 (the project takes place along four environmental justice target areas, including: one census block group with a high minority population located south of the project extent between Taylor Drive and the Union Pacific Railroad just east of North 18th Street; one census block group with a very high population below the poverty level and a high minority population located south of the project extent between the Union Pacific Railroad and North 9th Street; one census block group with a very high minority population and a high population below the poverty level located north of the project extent between the Union Pacific Railroad and North 13th Street; and one census block group with a high minority population and a high population below the poverty level located north of the project extent between North 13th Street and North 9th Street); and
- Project #9: State Highway 28/State Highway 42/14th Street/Calumet Drive from Indiana Avenue to North Avenue: Addition of Radio Communication Infrastructure, Installation of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals in 2021 (the project takes place within or along the border of five environmental justice target areas, including: one census block group with a very high minority population and a very high population below the poverty level which is bisected by the project between Indiana Avenue and the southern approach to the 14th Street bridge; one census block group with a very high population below the poverty level and a high minority population which is bisected by the project between the northern approach of the 14th Street Bridge to Erie Avenue; one census block group with a very high minority population and a high population below the poverty level which is bisected by the project between Erie Avenue and Saemann Avenue; one census block group with a very high population below the poverty level and a very high minority population located northeast of the project extent between Saemann Avenue and Geele Avenue; and one census block group with a high minority population which is bisected by the project between Geele Avenue and North Avenue).

Two of the above noted projects are system preservation projects, while three of these are system improvement projects that are expected to improve the quality and safety of the existing street and highway network. 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 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.

Two (2) bicycle and pedestrian transportation projects shown in Map E.2 are located (at least in part) in environmental justice target areas, as follows:

- Project #1: Alliant Energy Utility Corridor: County Highway OK/South Business Drive to South 18th Street: Construction of a Multi-Use Pathway in 2019 (this project passes through a census block group with a high minority population and a high population below the poverty level); and
- Project #2: County Highway PP: Sheboygan River Bridge to South 24th Street: Conversion into Linear Parkway and Trail Facility in 2021 (the western extent of this project passes through a small area of a census block group with a high minority population).

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

Transit Projects and their Impacts on Environmental Justice Target Areas

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

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

Taken as a whole, the projects in this 2019 – 2022 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.

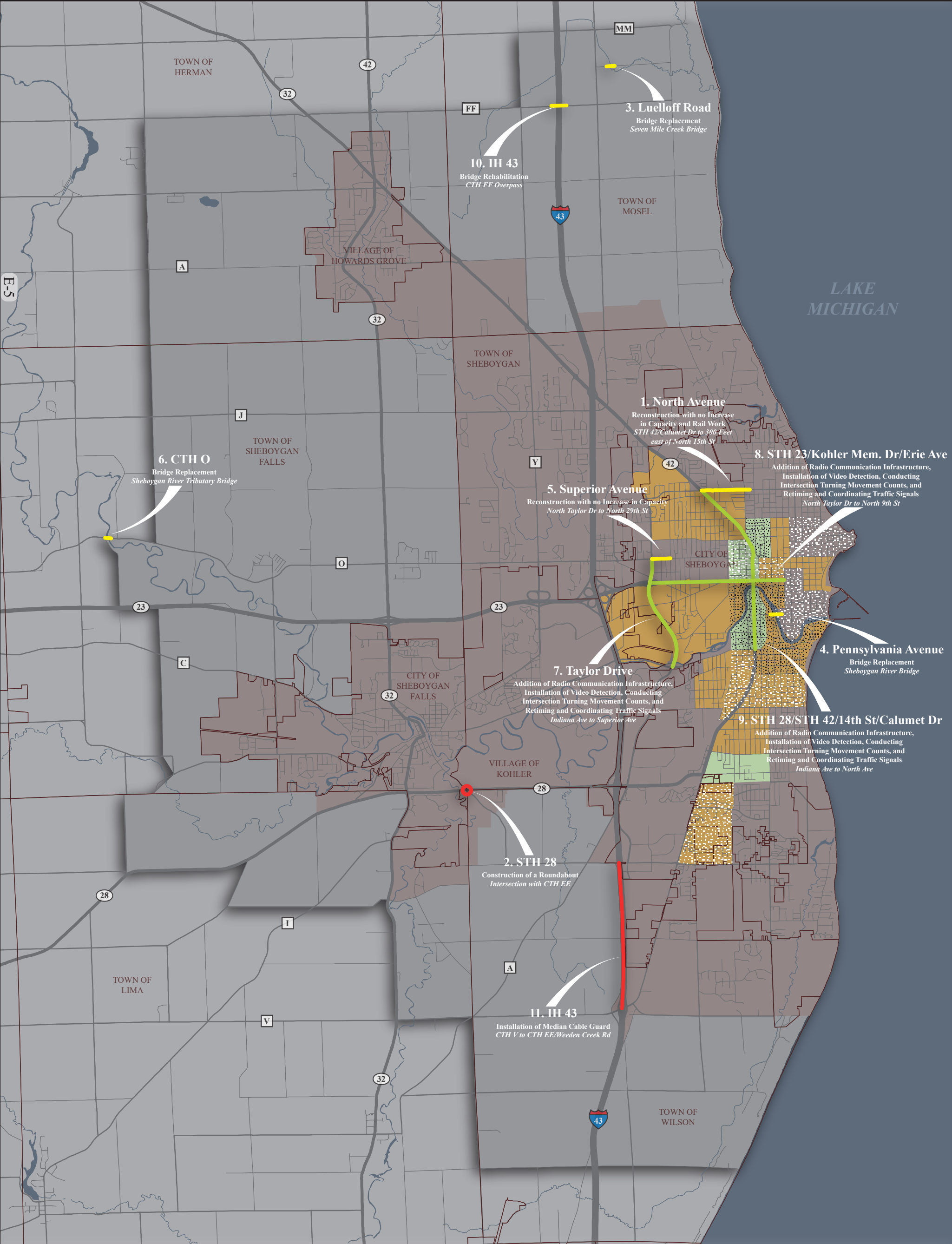
Additional environmental justice analysis can be found in Appendix E of the *Year 2045 Sheboygan Area Transportation Plan (SATP)* adopted in May of 2015. This analysis will be revised as the *Year 2045 SATP* is updated in the remainder of 2018 and early 2019.

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 2019 – 2022 TIP.

2019-2022 Street and Highway Improvement Project
Locations and Environmental Justice Target Areas

Map E.1
Sheboygan Metropolitan Planning Area - Sheboygan County, Wisconsin



Planned Projects

- System Preservation
- System Improvement
- Safety

% Minority

- < 24.43%
- 24.43% - 37.33%
- > 37.33%

% Below Poverty Level

- < 14.855%
- 14.855% - 24.405%
- > 24.405%

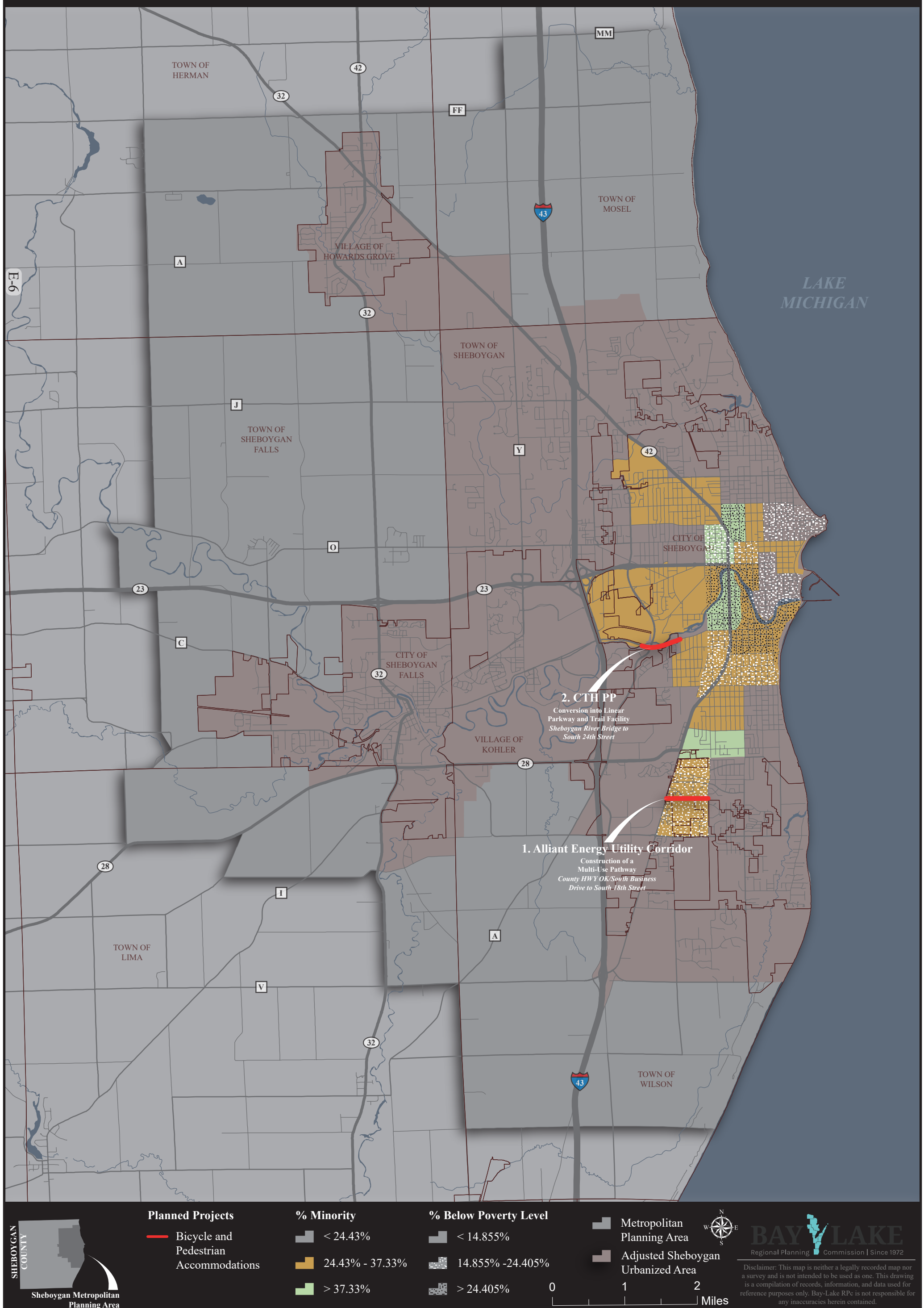
- Metropolitan Planning Area
- Adjusted Sheboygan Urbanized Area

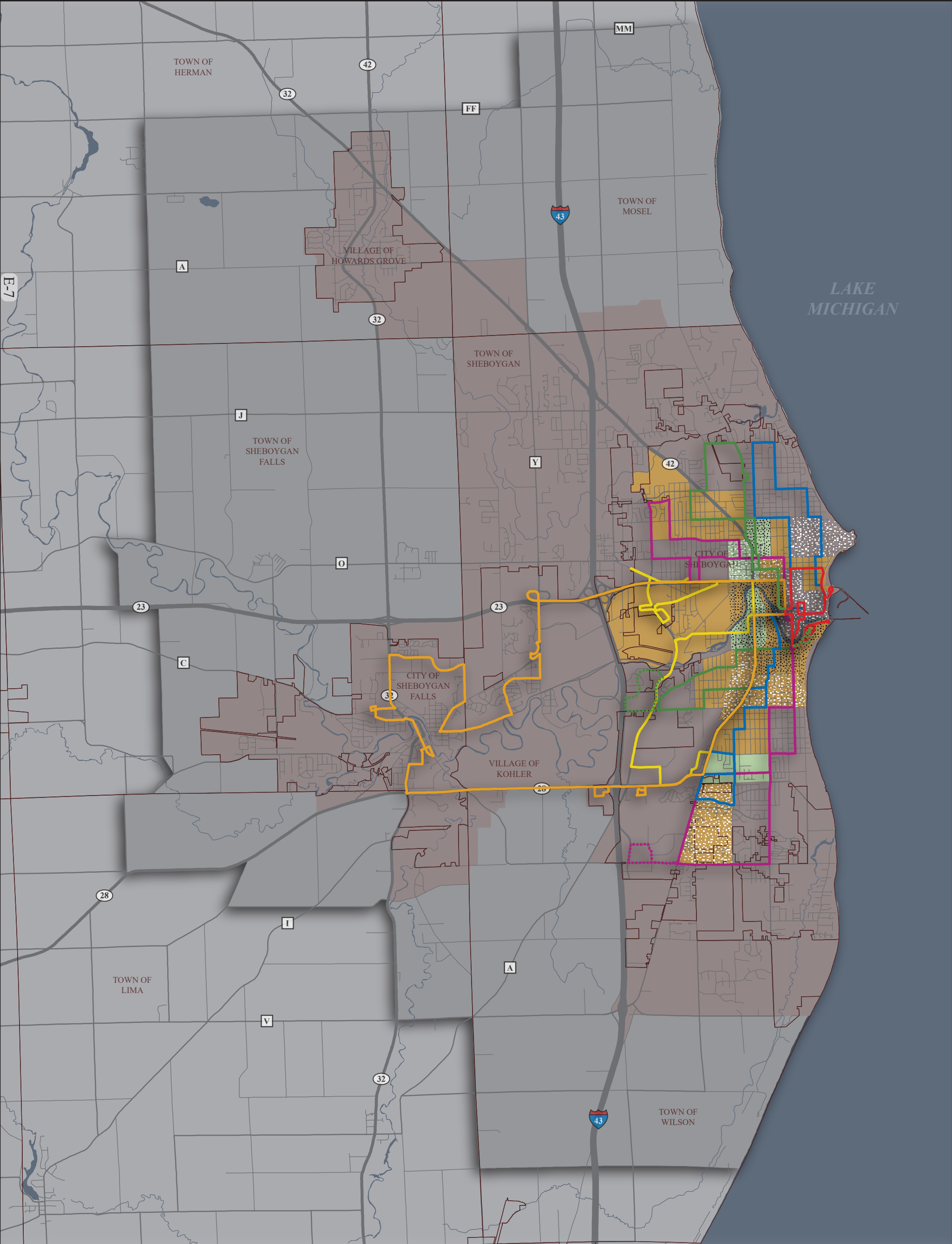


Disclaimer: This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data used for reference purposes only. Bay-Lake RPe is not responsible for any inaccuracies herein contained.

2019-2022 Bicycle and Pedestrian Transportation Project
Locations and Environmental Justice Target Areas

Map E.2
Sheboygan Metropolitan Planning Area - Sheboygan County, Wisconsin





SHEBOYGAN COUNTY

Sheboygan Metropolitan Planning Area

Shoreline Metro Routes

Route 3 North/South*

Route 5 North/South

Route 7 North/South*

Route 10 North/South

Route 20 Sheboygan Falls/Kohler

Route 40 The Square**

% Minority

< 24.43%

24.43% - 37.33%

> 37.33%

% Below Poverty Level

< 14.855%

14.855% -24.405%

> 24.405%

Metropolitan Planning Area

Adjusted Sheboygan Urbanized Area

N

W

E

S

0

1

2

Miles

BAY LAKE

Regional Planning Commission | Since 1972

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

Source: WDNR, 2009; U.S. Bureau of the Census, 2010; ACS 2012-2016; Sheboygan County, 2018; Bay-Lake Regional Planning Commission, 2018. August 16, 2018 - G:\Sheboygan\MPO\TIP\TIP 2019-2022\Maps\Map E.3 - TIP Shoreline Metro EJTA.mxd

APPENDIX F
MPO APPROVAL OF TIP

RESOLUTION 11-2018

Resolution of the Bay-Lake Regional Planning Commission approving the *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2019 – 2022*, determining air quality conformity for the *Year 2045 Sheboygan Area Transportation Plan (SATP)* and its implementing *2019 – 2022 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 applicable requirements of Federal law; and

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

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

WHEREAS, a specific air quality conformity analysis was undertaken with respect to the Sheboygan County nonattainment area for ground-level ozone, with the result that the *Year 2045 SATP* and its implementing *2019 – 2022 TIP* (which superseded the *2016 – 2019*, *2017 – 2020* and *2018 – 2021 TIPs* with no additional projects that were determined to be non-exempt from regional emissions analysis) have been determined to conform to the existing State of Wisconsin implementation plan for the achievement and maintenance of national ambient air quality standards, as required by the Federal Clean Air Act Amendments of 1990 and their implementing regulations; and

WHEREAS, citizen input was received on the *2019 – 2022 TIP* through a public participation process which included a public comment period and public hearing, as well as public meetings of the Sheboygan MPO Technical and Policy Advisory Committees, and which otherwise conformed to provisions for TIP development in the 2016 update to the *Sheboygan MPO Public Participation Plan*; and

WHEREAS, the *2019 – 2022 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 25, 2018.

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 2019 – 2022* 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 *2019 – 2022 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.

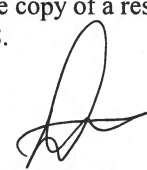
FOURTH: That the Bay-Lake Regional Planning Commission certifies that the 2019 – 2022 TIP for the Sheboygan Metropolitan Planning Area contains only projects that are consistent (in scope, termini and the implementation schedule) with the Year 2045 SATP.

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 26th day of October, 2018.



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

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

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

As Revised: Effective November 1, 2014

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

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

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

II. Project Level Tests of STBG Urban Project Eligibility

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

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

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

III. Special Conditions of the Prioritization Process

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

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

IV. STBG Urban Project Prioritization Criteria

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

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

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

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

STREET OR HIGHWAY RECONSTRUCTION

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

TRANSIT VEHICLE IMPROVEMENTS

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

NEW STREETS OR HIGHWAYS

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

OTHER TRANSIT CAPITAL IMPROVEMENTS

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

TRANSPORTATION ALTERNATIVES

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

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

In the case of transit vehicle or capital improvements, the transit director will prioritize transit vehicle or other transit capital improvements being considered for STBG Urban project funds into six tiers assigned points as described below. Transit capital STBG Urban candidate projects will be limited based on agency need and available funding.

In the case of transportation alternatives, consistency with recommendations made in the most current *Sheboygan County Pedestrian and Bicycle Comprehensive Plan*

determines the importance of the facility in the urban transportation system as described below. Transportation alternatives which do not provide directly for bicycle, pedestrian or other non-motorized transportation purposes are assigned one point under this criterion.

ALL STREET OR HIGHWAY IMPROVEMENTS

<u>Functional Classification</u>	<u>Score</u>
Principal Arterial	5
Minor Arterial (greater than 10,000 ADT)	4
Minor Arterial (less than 10,000 ADT)	3
Collector (greater than 5,000 ADT)	2
Collector (less than 5,000 ADT)	1
Local Street	0

ALL TRANSIT CAPITAL IMPROVEMENTS

<u>Director's Classification</u>	<u>Score</u>
First Tier	5
Second Tier	4
Third Tier	3
Fourth Tier	2
Fifth Tier	1
Sixth Tier	0

TRANSPORTATION ALTERNATIVES

<u>Pedestrian/Bicycle Plan Consistency</u>	<u>Score</u>
Completely Consistent (Facility Type, Scope and Timing)	5
Generally Consistent (Facility Type and Scope)	4
Somewhat Consistent (Facility Type)	3
Somewhat Inconsistent (Scope AND Timing are Consistent, but not Facility Type)	2
Generally Inconsistent (Scope OR Timing is Consistent)	1
Transportation Alternatives which do not Provide Directly for Bicycle, Pedestrian or Other Non-motorized Transportation Purposes	1
Completely Inconsistent	0

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

In the case of transit vehicle or capital improvements, existing vehicle or equipment age, useful life of the vehicle or equipment as determined by FTA, and physical condition of the existing vehicle or equipment or conditions leading to the need for

additional vehicles or equipment will be considered in determining the condition of vehicles and equipment examined under this policy.

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

STREET OR HIGHWAY RECONSTRUCTION

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

ALL OTHER IMPROVEMENTS

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

NEW STREETS OR HIGHWAYS

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

NEW TRANSPORTATION ALTERNATIVES

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

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

ALL PROJECTS

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

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

Street and Highway Improvement Projects

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

Segment Crash Rates

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

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

High Accident Intersections

Crash rates at intersections are scored as follows:

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

New Facilities

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

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

Bicycle and Pedestrian Transportation Projects

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

Transit Capital Improvements

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

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

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

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

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

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

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

FAST Act Funding Program

NHPP (National Highway Performance Program)

STBG (Surface Transportation Block Grant Program)

HSIP (Highway Safety Improvement Program)

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

CMAQ (Congestion Mitigation & Air Quality Improvement Program)

Associated Prior Act Funding Programs

IM, NHS, BR (on the NHS)

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

HSIP

HSIP-RR

CMAQ

APPENDIX I
PERFORMANCE MEASURES IN THE SHEBOYGAN METROPOLITAN
PLANNING AREA TIP

PERFORMANCE MEASURES IN THE SHEBOYGAN METROPOLITAN PLANNING AREA TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Introduction

As part of recent federal transportation legislation (MAP-21 and the FAST Act), it is a requirement to incorporate performance-based planning and programming into the development of Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measure targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local streets and highways not on the State Trunk Highway system, and local safety improvements. These programs are funded through the federal “Fixing America’s Surface Transportation” (FAST) Act.

23 USC 150: National performance measure goals are:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair;
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System;
- **System Reliability** – To improve the efficiency of the surface transportation system;
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

More information on the national performance measure goals can be found at the Federal Highway Administration (FHWA) website link listed below:

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

MAP-21/FAST Act Performance Measures (as established in 49 USC 625 and 23 CFR 490) are:

- Transit
 - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
 - Equipment: The percentage of equipment that exceeds the ULB
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
 - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile. (This performance measure does not apply to the Sheboygan Metropolitan Planning Area).
- Safety
 - Number of fatalities
 - Fatalities per 100 million vehicle miles traveled
 - Number of serious injuries
 - Serious injuries per 100 million vehicle miles traveled
 - Number of non-motorized fatalities and non-motorized serious injuries
- Infrastructure
 - Percentage of pavements on the Interstate System in Good Condition
 - Percentage of pavements on the Interstate System in Poor Condition
 - Percentage of pavements on the non-Interstate National Highway System (NHS) in Good condition
 - Percentage of pavements on the non-Interstate NHS in Poor condition.
 - Percentage of NHS bridges classified as in Good condition
 - Percentage of NHS bridges classified as in Poor condition
- System Performance on the NHS
 - Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
 - Non-Interstate NHS Travel Time Reliability Measure: Percent of person-miles on the non-Interstate NHS that are reliable
- Freight Movement
 - Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

- CMAQ – Congestion Reduction
 - Peak Hour Excessive Delay (PHED) Measure: Annual Hours of PHED Per Capita (This performance measure does not apply to the Sheboygan Metropolitan Planning Area)
 - Non-Single Occupancy Vehicle (SOV) Travel Measure: Percentage of Non-SOV Travel (This performance measure does not apply to the Sheboygan Metropolitan Planning Area)
 - Emissions Measure: Total Emission Reductions

Sheboygan MPO Performance-Based Planning and Programming Processes

Long-Range Transportation Plan

The Bay-Lake Regional Planning Commission, as the designated MPO for the Sheboygan Metropolitan Planning Area, has been using performance measures in its planning process for several years. The *Year 2045 Sheboygan Area Transportation Plan (SATP)* addressed performance measures as a new requirement as a part of the federal MAP-21 transportation legislation. MPO staff has been tracking and updating data on an annual basis or as it becomes available. The national performance measure goals identified in the introduction have been incorporated into the policies and performance measures monitored in the *Year 2045 SATP*. The *Year 2045 SATP* was approved on May 29, 2015, and can be viewed at the following page on the Sheboygan MPO website:

<https://baylakerpc.org/services/transportation/sheboygan-mpo/year-2045-sheboygan-area-transportation-plan-satp>

The *Year 2045 SATP* is in the process of being updated, and this update should be approved by spring of 2019. This plan update will involve a performance-based planning process.

Transportation Improvement Program (TIP)

The Sheboygan MPO has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant (STBG) – Urban program in the TIP. The ranking criteria for this federal program use scoring systems that are tied to goals and policies in the *Year 2045 SATP*. The TIP evaluates short-range projects based on criteria that include: plan consistency, current or potential demand (capacity needs), functional classification (including traffic volume within two of the classifications), pavement condition, multimodalism, and safety. Transit improvements and bicycle and pedestrian transportation improvements also have parallel criteria which allow projects in these categories to compete for funding. While not officially included as a criterion, preservation of existing systems has been emphasized in the project selection process over past funding cycles. Projects are scored based on a set number of points for each criterion, resulting in a project ranking and recommendation list for STBG – Urban projects in the TIP. The *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2019 – 2022* was approved on October 26, 2018, and it, along with any future amendments to that document, can be viewed at the following page on the Sheboygan MPO website:

Sheboygan MPO Performance Measures

According to the requirement for the federal performance measure management process, targets are set for national performance measures on a schedule based on when the measures were finalized. In this case, the Wisconsin Department of Transportation (WisDOT) must report to the U.S. Department of Transportation (USDOT) on the progress in achieving the targets for each measure. WisDOT sets its performance measure targets first (in coordination with the MPOs), and then, the MPOs can choose to either set their own targets or support the targets that WisDOT has adopted (or a combination thereof) within 180 days of WisDOT setting its targets. In Wisconsin, for most performance measure targets, most MPOs have chosen to follow and support WisDOT and its targets.

Transit Asset Management Targets

The U.S. Department of Transportation established four performance measures for transit asset management (TAM). The Sheboygan MPO worked with the one transit operator in the Sheboygan Metropolitan Planning Area (Shoreline Metro) to establish targets for three of the four measures (rolling stock, equipment and facilities; infrastructure only relates to rail transit, which does not exist locally). The Sheboygan Transit Commission approved the most recent targets for Shoreline Metro on October 29, 2018. The Sheboygan MPO Technical and Policy Advisory Committees recommended approval of the most recent targets for the MPO at their September 6, 2018, joint meeting. The Bay-Lake Regional Planning Commission approved the most recent targets for the Sheboygan MPO on September 14, 2018. The TAM targets are:

- Rolling Stock: The percentage of vehicles (by type) that exceed the useful life benchmark (ULB). This target allows for **36 percent** of revenue vehicles and for **0 percent** of non-revenue vehicles to pass beyond useful life.
- Equipment: The percentage of equipment that exceeds the ULB – In the case of Shoreline Metro, “equipment” was characterized as the most significant equipment, or non-vehicle items with a replacement value of \$50,000 or more. These items include a scrubber, a hoist and a bus wash, all located at the Shoreline Metro bus garage. This target allows for **100 percent** of Shoreline Metro’s most significant equipment to pass beyond its useful life.
- Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. Shoreline Metro’s facilities include: its administration, maintenance and storage facility (bus garage), and its transfer facility/station. This target allows for **50 percent** of facilities to pass beyond useful life.
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. This performance measure does not apply to the Sheboygan Metropolitan Planning Area, as there is no rail transit in the area.

The Sheboygan MPO and Shoreline Metro have continued to work closely in 2018 (in cooperation with WisDOT Transit Section staff and with the FTA) to prepare a formal TAM plan and to adjust the above targets, as needed. Approval of the targets noted above also included approval of the 2018 TAM Plan for Shoreline Metro.

Safety Targets

The USDOT established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures. WisDOT established statewide calendar year 2018 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209, which were approved at the state level on August 31, 2017. The WisDOT statewide targets are:

- Number of fatalities < 556.1 (a 2 percent reduction from the 2012 – 2016 annual average);
- Rate of fatalities < 0.917 per 100 million vehicle miles traveled (VMT, a 2 percent reduction from the 2012 – 2016 annual average);
- Number of serious injuries < 3,023.9 (a 5 percent reduction from the 2012 – 2016 annual average);
- Rate of serious injuries < 4.997 per 100 million VMT (a 5 percent reduction from the 2012 – 2016 annual average); and
- Number of non-motorized fatalities and non-motorized serious injuries < 343.3 (a 5 percent reduction from the 2012 – 2016 annual average).

The Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide safety targets, which were approved by formal resolution on December 8, 2017. This followed several months of measuring these numbers and rates for the Sheboygan Metropolitan Planning Area, and coming to the conclusion that the area had lower incidences and rates for the above measures than statewide averages. Commission MPO staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT's calendar year 2018 HSIP targets. In addition, MPO staff will work closely with WisDOT to either establish MPO HSIP targets or continue to support WisDOT's statewide HSIP targets for 2019 by late February of 2019.

Pavement Condition Targets

The USDOT established four performance measures for pavement condition on the National Highway System (NHS). WisDOT established 4-year (2021) statewide targets for the Interstate system, as well as 2-year (2019) and 4-year (2021) statewide targets for the non-Interstate NHS in accordance with 23 CFR 490, Subpart C, which were approved at the state level on May 18, 2018. The WisDOT statewide targets are:

- Interstate – Percentage of pavements in “good” condition: 4-Year Target $\geq$ 45 percent;

- Interstate – Percentage of pavements in “poor” condition: 4-Year Target $\leq$ 5 percent;
- Non-Interstate NHS – Percentage of pavements in “good” condition: 2-Year Target $\geq$ 20 percent and 4-Year Target $\geq$ 20 percent; and
- Non-Interstate NHS – Percentage of pavements in “poor” condition: 2-Year Target $\leq$ 12 percent and 4-Year Target $\leq$ 12 percent.

The Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide pavement condition targets, which were approved by formal resolution on October 26, 2018. This followed limited time measuring pavement condition for Interstate and non-Interstate NHS segments in the Sheboygan Metropolitan Planning Area, and coming to the conclusion that the area had higher percentages of Interstate and non-Interstate NHS pavement in “good” condition as well as lower percentages of Interstate and non-Interstate NHS pavement in “poor” condition than statewide averages. Commission MPO staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT’s 4-year (2021) Interstate pavement condition targets as well as WisDOT’s 2-year (2019) and 4-year (2021) non-Interstate NHS pavement condition targets.

Bridge Condition Targets

The USDOT established two performance measures for bridge condition on the NHS. WisDOT established 2-year (2019) and 4-year (2021) statewide targets for the NHS in accordance with 23 CFR 490, Subpart D, which were approved at the state level on May 18, 2018. The WisDOT statewide targets are:

- Percentage of NHS bridges by deck area in “good” condition: 2-Year Target $\geq$ 50 percent and 4-Year Target $\geq$ 50 percent; and
- Percentage of NHS bridges by deck area in “poor” condition: 2-Year Target $\leq$ 3 percent and 4-Year Target $\leq$ 3 percent.

The Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide bridge condition targets, which were approved by formal resolution on October 26, 2018. This followed limited time measuring the condition of NHS bridges by deck area in the Sheboygan Metropolitan Planning Area. The percentage of NHS bridges by deck area in “poor” condition in the Sheboygan Metropolitan Planning Area was lower than the statewide average. However, the percentage of NHS bridges by deck area in “good” condition in the Sheboygan Metropolitan Planning Area was also lower than the statewide average (one of only two performance measures in which the metropolitan planning area fared worse than statewide averages). In spite of this below average statistic, MPO staff thought it would be best to support the statewide targets at this early stage in the target setting process until more robust data are available over time. Commission staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT’s 2-year (2019) and 4-year (2021) NHS bridge condition targets.

Travel Time Reliability Targets

The USDOT established two performance measures for overall travel time reliability on the NHS. WisDOT established 2-year (2019) and 4-year (2021) statewide targets for the percentage of person-miles traveled that are reliable on the Interstate, and also established a 4-year (2021) statewide target for the percentage of person-miles traveled that are reliable on the non-Interstate NHS in accordance with 23 CFR 490, Subpart E, which were approved at the state level on May 18, 2018. The WisDOT statewide targets are:

- Percent of person-miles traveled that are reliable on the Interstate: 2-Year Target (2019) ≥ 94.0 percent and 4-Year Target (2021) ≥ 90.0 percent; and
- Percent of person-miles traveled that are reliable on the non-Interstate NHS: 4-Year Target (2021) ≥ 86.0 percent.

The Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide travel time reliability targets, which were approved by formal resolution on October 26, 2018. This followed limited time measuring the travel time reliability of the Interstate and the non-Interstate NHS in the Sheboygan Metropolitan Planning Area. The percentage of person-miles traveled that are reliable on the Interstate in the Sheboygan Metropolitan Planning Area was higher than the statewide average. However, the percentage of person-miles traveled that are reliable on the non-Interstate NHS in the Sheboygan Metropolitan Planning Area was lower than the statewide average (the second of two performance measures in which the metropolitan planning area fared worse than statewide averages). Again, in spite of this below average statistic, MPO staff thought it would be best to support the statewide targets at this early stage in the target setting process until more robust data are available over time. Commission staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT's 2-year (2019) and 4-year (2021) travel time reliability targets on the Interstate and of WisDOT's 4-year (2021) travel time reliability target on the non-Interstate NHS.

Freight Reliability Targets

The USDOT established one performance measure for freight reliability, which is the Truck Travel Time Reliability Index on the Interstate. WisDOT established 2-year (2019) and 4-year (2021) statewide targets for the Truck Travel Time Reliability Index on the Interstate in accordance with 23 CFR 490, Subpart F, which were approved at the state level on May 18, 2018. The WisDOT statewide targets are:

- Truck Travel Time Reliability Index on the Interstate: 2-Year Target (2019) ≤ 1.40 and 4-Year Target (2021) ≤ 1.60 .

The Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide freight reliability targets, which were approved by formal resolution on October 26, 2018. This followed limited time measuring truck travel time reliability on the Interstate in the Sheboygan Metropolitan Planning Area. The Truck

Travel Time Reliability Index on the Interstate in the Sheboygan Metropolitan Planning Area was lower than the statewide average. Commission staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT's 2-year (2019) and 4-year (2021) freight reliability targets on the Interstate.

Emission Reduction Targets

The USDOT established three performance targets applicable to air quality nonattainment and maintenance areas. Two of these (Peak Hour Excessive Delay and Non-SOV (Single Occupant Vehicle) Travel) are only applicable in urbanized areas with a population over one million. The only performance target in air quality nonattainment and maintenance areas that is applicable to the Sheboygan Metropolitan Planning Area involves emission reductions. In Wisconsin, three precursor pollutants are measured for emission reductions: volatile organic compounds (VOCs), oxides of nitrogen (NO_x), and fine particulate matter (PM 2.5). WisDOT established 2-year (2019) and 4-year (2021) statewide targets for VOCs, NO_x and PM 2.5 in accordance with 23 CFR 490, Subpart H, which were approved at the state level on May 18, 2018. The WisDOT statewide targets are:

- VOCs: 2-Year Target (2019) = 12.154 kg., and 4-Year Target (2021) = 30.123 kg.
- NO_x: 2-Year Target (2019) = 90.354 kg., and 4-Year Target (2021) = 150.388 kg.
- PM 2.5: 2-Year Target (2019) = 9.043 kg., and 4-Year Target (2021) = 13.820 kg.

In this case, the Sheboygan Metropolitan Planning Area is only responsible for either setting its own 4-year (2021) emission reduction targets or supporting WisDOT's statewide 4-year (2021) emission reduction targets for the precursor pollutants noted above. The Bay-Lake Regional Planning Commission staff consulted with WisDOT staff on where the metropolitan planning area stood relative to all nonattainment and maintenance areas in Wisconsin in regard to emission reductions for the precursor pollutants noted above. USDOT guidance recommends that states and MPOs use FHWA's "CMAQ Public Access System" to set emission reduction targets for precursor pollutants. Unfortunately, there are few CMAQ projects from the Sheboygan Metropolitan Planning Area that are accounted for in the "CMAQ Public Access System." There would be other ways to set targets for the metropolitan planning area, such as using previously calculated emission reduction estimates for projects that were awarded funding in the past two cycles that do not appear in the "CMAQ Public Access System," or assuming that the metropolitan planning area would have approximately 10 percent of the statewide emission reductions (since northeastern Wisconsin typically receives about 10 percent of the CMAQ funding in any given cycle). However, the first option is not advised by USDOT, and the second option is faulty because there are projects in this 10 percent that are outside the Sheboygan Metropolitan Planning Area. For these reasons, the Bay-Lake Regional Planning Commission, as MPO for the Sheboygan Metropolitan Planning Area, agreed to support the statewide 4-year (2021) emission reduction targets, which were approved by formal resolution on October 26, 2018. Commission staff will work closely with WisDOT and will plan and program projects so that they contribute toward the accomplishment of WisDOT's 4-year (2021) statewide emission reduction targets.

Linkage of Investments to Established Performance Measures

Federal planning requirements for MPOs for the LRTP and for TIPs mandate inclusion of a description of the effects of these planning documents toward meeting the transportation system performance targets that were established. The next section links projects with investment priorities to those with transit asset management, highway safety, pavement condition, bridge condition, travel time reliability, freight reliability, and emission reduction benefits to the transportation system. Projects programmed in the four years covered by the TIP will assist WisDOT in achieving the various performance targets.

Analysis of Transit Capital Projects in the TIP in Regard to Transit Asset Management

There are three transit capital projects programmed in the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2019 – 2022*:

- Replacement of one (1) 35-Foot Fixed-Route Bus in 2019 (funded through the FTA Section 5339 program);
- Replacement of two (2) 35-Foot Fixed-Route Buses in 2019 (funded through the CMAQ program); and
- Roof Replacement for the Transit Administration and Maintenance Facility in 2020 (funded through the FTA Section 5339 program).

The first two projects will improve the overall condition of the rolling stock component of Shoreline Metro's transit assets, while the third project will improve the overall condition of the facilities component of Shoreline Metro's transit assets, all within the timeframe of the *2019 – 2022 TIP*.

Analysis of Projects in the TIP in Regard to Safety

Infrastructure Projects

The *2019 – 2022 TIP* contains two projects that will improve safety on the transportation system.

- Construction of a roundabout at the intersection of State Highway 28 and County Highway EE is scheduled for 2020. This project will be funded with STBG funding as well as with state matching funds. Roundabouts typically reduce the rate of angle and injury crashes, and the lower speeds will likely result in less severe crashes.
- Installation of median cable guard on Interstate Highway 43 from County Highway V to County Highway EE/Weeden Creek Road is scheduled for 2021. This project will be funded with HSIP funding as well as with state matching funds. Median cable guard reduces head-on crashes on freeways and expressways by keeping motorists in their direction of traffic rather than veering off through the median into the opposing direction of traffic.

In addition, two reconstruction projects (with no increases in capacity), three bridge replacement projects, one bridge rehabilitation project, and three signal timing projects have been programmed in the *2019 – 2022 TIP*, all of which should improve safety on the transportation system. Also, five of the eight categories of “grouped” street and highway projects in the *2019 – 2022 TIP* involve various forms of highway safety.

Surface Transportation Block Grant (STBG) – Urban Projects

The *2019 – 2022 TIP* currently contains two STBG Urban projects that are programmed for construction. The STBG Urban program uses ranking criteria to set priorities for funding. The criteria include: plan consistency; current or potential demand (capacity needs); functional classification (including traffic volume within two of the classifications); pavement condition; multimodalism; and safety. Transit improvements and bicycle and pedestrian transportation improvements also have parallel criteria which allow projects in these categories to compete for funding. While not officially included as a criterion, preservation of existing systems has been emphasized in the project selection process over past funding cycles. Projects are scored based on a set number of points for each criterion, resulting in a project ranking and recommendation list for STBG – Urban projects in the TIP.

Bicycle and Pedestrian Safety Projects

The *2019 – 2022 TIP* contains projects that promote bicycle and/or pedestrian safety. Safety education takes place under the Sheboygan County Non-Motorized Transportation Pilot Program (NMTTP) level of effort for program oversight project, which includes some funding for education and outreach. Safety education can also take place under the Sheboygan County NMTTP marketing and branding project. Finally, two construction projects and one enhancements “grouped” project are also expected to improve bicycle and pedestrian safety.

Analysis of Projects in the TIP in Regard to Pavement Condition

The *2019 – 2022 TIP* contains three projects that will improve the pavement condition of the transportation system.

- Reconstruction with no increase in capacity and rail work on North Avenue from State Highway 42/Calumet Drive to 300 feet east of North 15th Street in the City of Sheboygan is scheduled for 2019. This project will be funded with STBG Urban funding as well as with local matching funds.
- Reconstruction with no increase in capacity on Superior Avenue from North Taylor Drive to North 29th Street in the City of Sheboygan is scheduled for 2019. This project will be funded with STBG Urban funding as well as with local matching funds.
- Construction of a roundabout at the intersection of State Highway 28 and County Highway EE is scheduled for 2020. This project will be funded with STBG funding as well as with state matching funds.

In addition, three of the eight categories of “grouped” street and highway projects in the 2019 – 2022 TIP involve preventive maintenance on the Interstate highway system, other parts of the NHS, and on the state trunk connecting highway system, which can also improve pavement condition in the area.

Analysis of Projects in the TIP in Regard to Bridge Condition

The 2019 – 2022 TIP contains four projects that will improve the condition of transportation system bridges.

- Replacement of the Luelloff Road bridge over Seven Mile Creek in the Town of Mosel is scheduled for 2019. This project will be funded with STBG funding as well as with local matching funds.
- Replacement of the Pennsylvania Avenue bridge over the Sheboygan River is scheduled for 2019. This project will be funded with STBG funding as well as with local matching funds.
- Replacement of the County Highway O bridge over a tributary to the Sheboygan River is scheduled for 2019. This project will be funded with STBG funding as well as with local matching funds.
- Rehabilitation of the County Highway FF overpass over Interstate Highway 43 is scheduled for 2019. This project will be funded with NHPP funding as well as with local matching funds.

In addition, three of the eight categories of “grouped” street and highway projects in the 2019 – 2022 TIP involve preventive maintenance on the Interstate highway system, other parts of the NHS, and on the state trunk connecting highway system, which could also improve bridge conditions in the area.

Analysis of Projects in the TIP in Regard to Travel Time Reliability

The 2019 – 2022 TIP contains at least three projects that will improve travel time reliability on the transportation network. All of these projects involve “addition of radio communication infrastructure, installation of video detection, conducting intersection turning movement counts, and retiming and coordinating traffic signals.” In addition, all of these projects involve design in 2019 and implementation in 2021, and each project is funded through the CMAQ program as well as with local matching funds.

- Signal timing on Taylor Drive from Indiana Avenue to Superior Avenue (including signal timing on a small segment of Erie Avenue near Taylor Drive).
- Signal timing on State Highway 23/Kohler Memorial Drive/Erie Avenue from North Taylor Drive to North 9th Street.
- Signal timing on State Highways 28 and 42/14th Street/Calumet Drive from Indiana Avenue to North Avenue.

It is also possible that other programmed projects may indirectly improve travel time reliability on the transportation network, especially if they are located on the NHS in the metropolitan planning area.

Analysis of Projects in the TIP in Regard to Freight Reliability

The same projects that will improve travel time reliability on the transportation network will also improve freight reliability on that network.

It is also possible that other programmed projects may indirectly improve freight reliability on the transportation network, especially if they are located on the NHS in the metropolitan planning area.

Analysis of Projects in the TIP in Regard to Emission Reductions

The 2019 – 2022 TIP contains four projects that will lead to emission reductions on the transportation network. The projects include the following:

- Replacement of Two (2) 35-Foot Fixed-Route Buses at Shoreline Metro in 2019.
- Signal timing on Taylor Drive from Indiana Avenue to Superior Avenue (design in 2019 and implementation in 2021).
- Signal timing on State Highway 23/Kohler Memorial Drive/Erie Avenue from North Taylor Drive to North 9th Street (design in 2019 and implementation in 2021).
- Signal timing on State Highways 28 and 42/14th Street/Calumet Drive from Indiana Avenue to North Avenue (design in 2019 and implementation in 2021).

All but the first of these projects involve “addition of radio communication infrastructure, installation of video detection, conducting intersection turning movement counts, and retiming and coordinating traffic signals.” In addition, all but the first of these projects involve design in 2019 and implementation in 2021. Each of the four projects is funded through the CMAQ program as well as with local matching funds.

It should also be noted that CMAQ projects from previous TIP cycles will also contribute to emission reductions in the metropolitan planning area; these projects included replacement of two (2) 35-foot fixed-route buses at Shoreline Metro, as well as a small employment transportation carpool program.

Conclusion

The *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2019 – 2022* implements a variety of projects that assist in either meeting locally established performance targets (in the case of Transit Asset Management) or in assisting the MPO in supporting statewide performance targets established by WisDOT (in the case of all

other targets, including targets in the areas of safety, pavement condition, bridge condition, travel time reliability, freight reliability, and emission reductions). Future LRTPs and TIPs are expected to continue to improve the linkage between performance targets and recommended projects over the years to come.

APPENDIX J
SHEBOYGAN MPO TECHNICAL AND POLICY ADVISORY
COMMITTEE MEMBERS

**SHEBOYGAN METROPOLITAN PLANNING ORGANIZATION
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Sheboygan County Board

Steven Bauer*, Chairperson
Town of Sheboygan Falls

John Ehmann, Chairperson
Town of Wilson

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

Tom Schnettler, President
Village of Kohler

Randy Meyer, Mayor
City of Sheboygan Falls

Michael Vandersteen, Mayor
City of Sheboygan

Aaron Anger, Chairperson
Town of Mosel

Charles Born**, Chairperson
Town of Lima

James Scheiber, President
Village of Howards Grove

Ald. Todd Wolf, Chairman
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Vacant

DOOR COUNTY

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FLORENCE COUNTY

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