APPENDIX D: FINANCIAL PLAN SUPPORTING DOCUMENTATION

From: Kuehn, James - DOT [mailto:james.kuehn@dot.wi.gov]

Sent: Friday, March 8, 2019 11:21 AM

To: Jeff Agee-Aguayo <JAgee@baylakerpc.org>

Cc: Paoni, Diane - DOT < Diane. Paoni@dot.wi.gov>; Iverson, Tanya - DOT < Tanya2. Iverson@dot.wi.gov>;

Halada, Matthew - DOT < Matthew. Halada@dot.wi.gov>

Subject: Revised TAP and CMAQ estimates.

Hi Jeff

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

Thank you.

Tim Kuehn

Jim Kuehn

Statewide MPO-RPC Coordinator

Wisconsin Department of Transportation

Bureau of Planning and Economic Development

james.kuehn@dot.wi.gov

4822 Madison Yards Way, 6th Floor South, S603.28

P.O. Box 7913

Madison WI 53707-7913

608-266-3662

DRAFT – FOR REVIEW ONLY

From: Wade, Charles J - DOT [mailto:Charles.Wade@dot.wi.gov]

Sent: Friday, March 1, 2019 1:51 PM

To: Jeff Agee-Aguayo <JAgee@baylakerpc.org>

Cc: Kuehn, James - DOT <james.kuehn@dot.wi.gov>; Paoni, Diane - DOT <Diane.Paoni@dot.wi.gov>

Subject: Sheboygan Revenue Estimates Attached

Jeff,

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

Charles Wade

Charles Wade, AICP, CTP
Planning Section Chief
Wisconsin Department of Transportation
Bureau of Planning and Economic Development (BPED)
Charles.wade@dot.wi.gov

4822 Madison Yards Way, 6th Floor South, S603.10

PO Box 7913

Madison, WI 53707-7913 office: 608-261-0260 cell: 608-514-5414

From: Kuehn, James - DOT [mailto:james.kuehn@dot.wi.gov]

Sent: Thursday, June 21, 2018 9:26 AM

To: Andrew Lynch <andrew.lynch@co.marathon.wi.us>; Ann Schell (Ann Schell) <aschell@wcwrpc.org>; Brandon Robinson brandon Brandon brandon <a href="mailto:brandon.or Christopher <chiebert@sewrpc.org>; Chuck Lamine (Chuck Lamine) <lamine_cf@co.brown.wi.us>; Cole Runge (Runge CM [Runge CM@co.brown.wi.us]) < Runge CM@co.brown.wi.us>; Darryl Landeau (dlandeau@ncwrpc.org) <dlandeau@ncwrpc.org>; Dave Mack (Dave Mack) <dtmack@mail.co.marathon.wi.us>; Dave Moesch <dmoesch@eastcentralrpc.org>; Lawrence, Dennis <dlawrence@ncwrpc.org>; duane cherek (cherekd@ci.janesville.wi.us) <cherekd@ci.janesville.wi.us>; Eric Fowle (Eric Fowle) <efowle@eastcentralrpc.org>; Gregory Flogstad (Gregory Flogstad) <greg@mrrpc.com>; Ryan <rhoel@sewrpc.org>; Jackie Eastwood (eastwood.jackie@co.la-crosse.wi.us) <eastwood.jackie@co.la-crosse.wi.us>; Jason Dupuis (dupuisj@beloitwi.gov) <dupuisj@beloitwi.gov>; jduba@wcwrpc.org; Jeff Agee-Aguayo <JAgee@baylakerpc.org>; Jennifer Sarnecki <jsarnecki@sewrpc.org>; Jordan Skiff <jskiff@fdl.wi.gov>; Kelley Deutmeyer (Kelley Deutmeyer) <kdeutmeyer@ecia.org>; kmuhs@sewrpc.org; Libby Larsen SEWRPC <elarsen@sewrpc.org>; Lisa Conard Brown County <Conard_LJ@co.brown.wi.us>; Melissa Kraemer Badtke <mbadtke@ecwrpc.org>; Michael Hahn <mhahn@sewrpc.org>; Mike Flesch <fleschm@beloitwi.gov>; Mike Rupiper <MikeR@Capitalarearpc.org>; Peter Fletcher (peter@mrrpc.com) peter@mrrpc.com>; Rebecca Frisch <Rebecca.Frisch@co.marathon.wi.us>; Ron Chicka (Ron Chicka) <rchicka@ardc.org>; Ryan Krzos <krzosr@ci.janesville.wi.us>; Sheldon Johnson (Sheldon Johnson) <sjohnson@nwrpc.com>; Steinhoff, Stephen <steves@capitalarearpc.org>; Thomas Nee (neet@beloitwi.gov) <neet@beloitwi.gov>; Tom

Update to the Year 2045 Sheboygan Area Transportation Plan

```
Faella (Tom Faella) <faella.tom@co.la-crosse.wi.us>; Troy Maggied <t.maggied@swwrpc.org>; Walt
Raith (wraith@eastcentralrpc.org) < wraith@eastcentralrpc.org>; William Schaefer
<wschaefer@cityofmadison.com>; Cindy Woitczak <cwoitczak@baylakerpc.org>; Barta, Larry - DOT
<Larry.Barta@dot.wi.gov>; Barth, Tony - DOT <Tony.Barth@dot.wi.gov>; Brock, Brian - DOT
<brian.brock@dot.wi.gov>; Brokaw, Michelle - DOT <michelle.brokaw@dot.wi.gov>; Burns, Roslin - DOT
<Roslin.Burns@dot.wi.gov>; Carpenter, Sandra - DOT <Sandra.Carpenter@dot.wi.gov>; Coppenger,
Roxy - DOT <roxy.coppenger@dot.wi.gov>; DuPont, Crystal - DOT <Crystal.DuPont@dot.wi.gov>; Elkin,
Robert - DOT <Robert.Elkin@dot.wi.gov>; Ellias, Michelle - DOT <Michelle.Ellias@dot.wi.gov>; Emerson,
Jeffrey - DOT <Jeffrey.Emerson@dot.wi.gov>; Erickson, Michael - DOT <Michael.Erickson@dot.wi.gov>;
Flottmeyer, Stephen - DOT <Stephen.Flottmeyer@dot.wi.gov>; Furdek, Frank - DOT
<Frank.Furdek@dot.wi.gov>; Halada, Matthew - DOT <Matthew.Halada@dot.wi.gov>; Hemp, Kyle L -
DOT <Kyle.Hemp@dot.wi.gov>; Higdon, Hans - DOT <Hans.Higdon@dot.wi.gov>; Hoelker, Michael - DOT
<Michael.Hoelker@dot.wi.gov>; Koprowski, Thomas - DOT <Thomas.Koprowski@dot.wi.gov>; Krahn,
Dawn - DOT <Dawn.Krahn@dot.wi.gov>; Levy, Andrew J - DOT <Andrew.Levy@dot.wi.gov>; Marcos,
Franklin - DOT <Franklin.Marcos@dot.wi.gov>; Mason, Timothy - DOT <Timothy.Mason@dot.wi.gov>;
Meurett, David - DOT <David.Meurett@dot.wi.gov>; Michaelson, Jill - DOT
</
Linda - DOT <Linda.Richardson@dot.wi.gov>; Riley, Shannon P - DOT <ShannonP.Riley@dot.wi.gov>;
Romenesko, Vicki A - DOT <Vicki.Romenesko@dot.wi.gov>; Ryan, Dena E - DOT
<Dena.Ryan@dot.wi.gov>; Schelfhout, Francis - DOT <Francis.Schelfhout@dot.wi.gov>; Schmitz, Sara -
DOT <Sara.Schmitz@dot.wi.gov>; Somerville, Tracy - DOT <Tracy.Somerville@dot.wi.gov>; Sommerfield,
Arthur - DOT <Arthur.Sommerfield@dot.wi.gov>; Stankevich, Sandy - DOT
<Sandy.Stankevich@dot.wi.gov>; Warpinski, Lynn - DOT <Lynn.Warpinski@dot.wi.gov>; Wendt, Michael
- DOT <Michael.Wendt@dot.wi.gov>; Wheeler, Andrew D - DOT <Andrew.Wheeler@dot.wi.gov>;
Whirry, Joseph - DOT <joseph.whirry@dot.wi.gov>; Wydeven, Paul - DOT <Paul.Wydeven@dot.wi.gov>;
Zimmer, William - DOT <William.Zimmer@dot.wi.gov>; Alley, John - DOT <john.alley@dot.wi.gov>;
Canto, Kristofer - DOT < Kristofer. Canto@dot.wi.gov>; Chritton, Chris - DOT
<Chris.Chritton@dot.wi.gov>; Coleman, June P - DOT <June.Coleman@dot.wi.gov>; Dercks, Kory - DOT
<Kory.Dercks@dot.wi.gov>; Donlin, James - DOT <James.Donlin@dot.wi.gov>; Erstad, Kathryn - DOT
<Kathryn.Erstad@dot.wi.gov>; Frost, Ethan - DOT <Ethan.Frost@dot.wi.gov>; Gust, Jeffrey - DOT
<Jeffrey.Gust@dot.wi.gov>; Kuehn, James - DOT <james.kuehn@dot.wi.gov>; Morin, Marty - DOT
<Marty.Morin@dot.wi.gov>; Mrotek Glenzinski, Jill - DOT <Jill.MrotekGlenzinski@dot.wi.gov>; Murray,
Jennifer - DOT <Jennifer.Murray@dot.wi.gov>; Nordbo, John - DOT <John.Nordbo@dot.wi.gov>; Paoni,
Diane - DOT <Diane.Paoni@dot.wi.gov>; Patterson, Katherine M - DOT
<Katherine.Patterson@dot.wi.gov>; Prestegaard, Dean M - DOT <Dean.Prestegaard@dot.wi.gov>;
Rahman, Asadur - DOT <Asadur.Rahman@dot.wi.gov>; Reed, Robert - DOT <Robert.Reed@dot.wi.gov>;
Reuter, Chadwic D - DOT <Chadwic.Reuter@dot.wi.gov>; Rieser, Erin E - DOT <Erin.Rieser@dot.wi.gov>;
Ritz, Ian - DOT <Ian.Ritz@dot.wi.gov>; Shell, Justin R - DOT <JustinR.Shell@dot.wi.gov>; Simon, David -
DOT <David.Simon@dot.wi.gov>; Stavn, Russell V - DOT <Russell.Stavn@dot.wi.gov>; Tran, Kim - DOT
<kim.tran@dot.wi.gov>; Wade, Charles J - DOT <Charles.Wade@dot.wi.gov>; Kienow, Diane - DOT
<Diane.Kienow@dot.wi.gov>
```

Cc: Batuzich, Michael (FHWA) <Michael.Batuzich@dot.gov>; Brookins, Kelley <kelley.brookins@dot.gov>; Evan Gross <Evan.Gross@dot.gov>; Forlenza, Mary (FHWA) <mary.forlenza@dot.gov>; Jason Ciavarella <Jason.Ciavarella@dot.gov>; Mark Kane <Mark.Kane@dot.gov>; Spiel, Matthew - FHWA <matthew.spiel@dot.gov>; William Wheeler (William.Wheeler@dot.gov) <William.Wheeler@dot.gov>

Subject: New Inflation Rates for TIPs and STIP

Update to the Year 2045 Sheboygan Area Transportation Plan

Hello Everyone

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

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

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

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

Thank you in advance for your attention to this matter.

Jim Kuehn
Statewide MPO-RPC Coordinator
Wisconsin Department of Transportation
Division of Transportation Investment Management
Bureau of Planning and Economic Development
4822 Madison Yards Way, 6th Floor South
P.O. Box 7913
Madison WI 53705
608-266-3662

Sheboygan Revenue Estimates
02.2019

DRAFT - FOR REVIEW ONLY

Agent and specify Programs and Super Programs The Expension In Super Programs The Expension In Super Consensation of Consensation - Expension Super			
	NOTE: These are annual amounts with the exception of the Majors		
Source International Programs and Super Programs The Casardon's Month Program The Casardon's Month Programs The Casardon's Month Programs The Casardon's Month Programs The Casardon's Month Programs The Casardon's Commence in Com	Program and Mega Projects.		
The Expension - Name of Controlled - Expension - Expension - Controlled - Expension - Controlled - Expension - Controlled - Expension - Controlled -	NOTE: Numbers do not include local funds with the exception of the		
STR Personal Nation Program Wigner Emmerated to Colombicion Capacitions (Section 1997) Wigner Emmerated to Colombicion Capacitions (Section 1997) Wigner Emmerated to Colombicion Capacitions (Section 1997) Wigner Emmerated to Colombicion Capacition Capacition (Section 1997) Wigner Emmerated To Colombicion Capacition Capaciti	Majors Program and Mega Projects. See Majors note.		
Major Enumerator for Construction - Expenditures Major Enumerator For Construction - Major Enumerator - Major E		Sheboygan	
Major Enumerator for Construction - Expenditures Major Enumerator For Construction - Major Enumerator - Major E	STH Expansion - Majors Program		
Bayes Excessional for Continuous Regional Services (Region 1) (Regional Services Services (Regional Services S	Majors Enumerated for Construction - Expenditures	\$ -	
Myson specing in models of models and models	(Routes)		
Myson specing in models of models and models	Majors Enumerated for Construction - Expenditures	• -	Estimated costs for majors projects are from the February 2019 report to the Transportation Projects Commission (TPC). The TPC requires
THE Procession As Major Projects The Procession As Major Projects The Procession As Major Projects The Procession As Major Projects (Major Projects) The Project As Major Projects (Major Projects) The Projects (Major Projects) The Project As Major Projects (Major Projects) The Project As Major Projects (Major Projects) The		•	
STAP Preservation, Maintenance and Operations Committed Exchance and Note Record State of the Committed Exchance and Record State of the Committed Exchance of t	,		
Controlled Electrones and Non-Electrical State (1997) and part of the Controlled Electrical State (1997) and	STH Expansion - SE Mega Projects		
Controlled Electrones and Non-Electrical State (1997) and part of the Controlled Electrical State (1997) and			
Controlled Electrones and Non-Electrical State (1997) and part of the Controlled Electrical State (1997) and			
Controlled Electrones and Non-Electrical State (1997) and part of the Controlled Electrical State (1997) and			
New Books on whether or yearning as less two colors associated in the Section of the MPO per 88 miles as called the per sequence and the color and the Section of the Secti		¢ 7,200,000	Desidence Desidence and MDO's 0/ of state less CTWDDC NDO DD Miles v. C. vesses v. DD avecagity v. (42.40) for one CTWDDC NDO
SPECIAL COLUMN C	Combined Backbone and Non-Backbone	\$ 7,300,690	
Self-Bird Self-B			SEWRPC) - used that figure, on all others used 75% of MPO 6-yr avg.
SITE Large Bridge SITE Maintenance and Operation SITE Comments SITE Maintenance and Operation SITE Maintenance and SITE Maintenance and Operation of November and	0110.0		
Set Large Bidge Set La	SHR Bridges	\$ 719,000	
STH Maintenance and Operation STH Uses STH Maintenance and Operation STH Uses Steed or St of STH miles in IMPO planning areas applied to OPP optimize of \$200.0m statewise X 2 to better account for later miles in IMPO area. STH Uses Steed or Street Steed			Average SEVINI O State Low Cost Bridge experimitares (13-16)
STR-United Systemation and Preservation STR-United Systematics and Preservation General Transportation Acids Connecting Highway Acids Systematics Systematic	SHR Large Bridges	\$ -	If the project is identified now and funding is committed, include cost and funding. If new project, just list it as "Recommended for Further Study."
STR-United Systemation and Preservation STR-United Systematics and Preservation General Transportation Acids Connecting Highway Acids Systematics Systematic			
STR-United Systemation and Preservation STR-United Systematics and Preservation General Transportation Acids Connecting Highway Acids Systematics Systematic			
General Transportation Aids Connecting Highway Aids Connecting Highwa	STH Maintenance and Operations	\$ 2,706,120	Based on % of STN miles in MPO planning areas applied to OPFI estimate of \$ 270.6m statewide X 2 to better account for lane miles in MPO area.
General Transportation Aids Connecting Highway Aids Connecting Highwa	Local Road Expansion and Preservation		
Connecting Righway Aids Connecting Righway Ai	STP-Urban	\$ 600,000	Based on annual program allocations.
Connecting Righway Aids Connecting Righway Ai			
Connecting Righway Aids Connecting Righway Ai			
Connecting Highway Alds Connecting Highway Al			
Connecting Highway Adds S 233,500 applying the percentage of each local governments mileage that is within the urbanized area based on WISLR data, using CY14-16 payments. CARREL Selection	General Transportation Aids	\$ 2,332,045	applying the percentage of each local government's mileage that is within the urbanized area based on WISLR data, using CY14-18 payments.
Connecting Highway Adds S 233,500 applying the percentage of each local governments mileage that is within the urbanized area based on WISLR data, using CY14-16 payments. CARREL Selection			
Connecting Highway Adds S 233,500 applying the percentage of each local governments mileage that is within the urbanized area based on WISLR data, using CY14-16 payments. CARREL Selection			Calculated by taking the 5-year average CHA received by local governments in each urbanized area and then creating an adjusted annual total by
adjusted annual tool by applying the percentage of each local government's mileage that is within the ultimized area based on WISLR data, using 1744-2018 approved progress. Federal Statety Program Local Bridges Local Bridges Solver any, expenditures per MPO divided by total of all MPO 8 year any organditures (13-16) = %. Adjustiments were made so each MPO received a minimum of 27% in the fine MPOs with the largest may 6-yr organditures to about the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference to a solvent organditures to the difference to a solvent organditure to a solvent for global animal or 10 tridge program. Total is annual average projects completed in the difference to a solvent per person of the annual ways significantly by period. Transportation Alternative Program Transportation Alterna	Connecting Highway Aids	\$ 233,580	
adjusted annual tool by applying the percentage of each local government's mileage that is within the ultimized area based on WISLR data, using 1744-2018 approved progress. Federal Statety Program Local Bridges Local Bridges Solver any, expenditures per MPO divided by total of all MPO 8 year any organditures (13-16) = %. Adjustiments were made so each MPO received a minimum of 27% in the fine MPOs with the largest may 6-yr organditures to about the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference. Solver any expenditures per MPO divided by total of all MPO 8 year any organditures to the difference to a solvent organditures to the difference to a solvent organditure to a solvent for global animal or 10 tridge program. Total is annual average projects completed in the difference to a solvent per person of the annual ways significantly by period. Transportation Alternative Program Transportation Alterna			
Section Program Program Section Program Prog			
## State Program S	LRIP	\$ 85,698	
## State Program S			
Related minimum of \$220,000 from last projection to account for cyclical nature of bridge program. Total is annual average projects completed in SFYs 2015-2019 within each urbanized area. This will vary significantly by period. In-street accommodations In-street accommodations In-street accommodations In-street accommodations Included as basic component of street project cost and funding. There is no guaranteed amount of funding or average TAP award. Funding is awarded competitively and there is no MPO allocation for Sheboygan. Historically, Sheboygan had \$25 million of NTPP hunds or use on various percets, but that program has been completed and will not be repeated. Going forward. Sheboygan will compete for projects in the Statewish TAP program. Transht Transht Avard amount is based on the amust Wisconsin FFY 2015-5007 Appropriation level (approximately \$2.7 million for Tier 6) from the Faderal Transh Aministration and absequent WaDOT distribution of those funds (funder given press to all Tier B transit agencies. The percentage of statewish transit funds (65, 203507) each year is based on the system's budget and revenue in companion to the appropriation level. (approximately \$2.7 million for Tier 6) from the Faderal Transh Aministration and absequent WaDOT distribution of those funds (funder given press to all Tier B transit agencies. The percentage of statewish transit funds (65, 203507) each year is based on the system's budget and revenue in companion to the appropriation to system. State of the information Sherboygan submitted in their CV 2019 application to WispOT, this is the estimate of their \$3007 award their system. State Operating Assistance FTA \$339 Program (Capital) \$ 1,210,119 this year. State Operating Assistance \$ 1,210,119 this year. State Operating Assistance \$ 1,210,119 this year. Avard amount is based on the annual Wisconsin State Section \$5.20 lunding level (approximately \$24.4 million for Tier B) from the WispOT distribution of those funds (given with federal Section \$5.0			
Bike and Ped In-street accommodations In-street In-stre	Federal Safety Programs	\$ 233,616	a minimum of 2% - the three MPOs with the largest avg. 6-yr expenditures were adjusted to absorb the difference.
Bike and Ped In-street accommodations In-street In-stre			
Bike and Ped In-street accommodations Included as basic component of street project cost and funding. Transportation Alternative Program Award amount is based on the annual Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Ter B) from the Federal Transit Administration and subsequent WisDOT distribution of those funds (paired with State Section 85.20 montes) to all Tire B transit agencies. The Program Administration level is an administration and subsequent WisDOT distribution of those funds (paired with State Section 85.20 montes) to all Tire B) from the Federal Transit Administration and subsequent WisDOT distribution of those funds (paired with State Section 85.20 montes) to all Tire B transit agencies. The Program In Tire B is a floating to the state series of funds funding/segmence, though funding amounts will differ from system to system between the state are distributed through a discretionary process each year by WisDOT, this is the estimate of the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. State Operating Assistance State Operating Assis			
Included as basic component of street project cost and funding. Transportation Alternative Program. Award amount is based on the annual Wisconsin Fry 2019 5307 Appropriation level (approximately \$2.7 million for Tier B) from the Federal Transit Administration and subsequent Wisconsin Fry 2019 5307 Appropriation level (approximately \$2.7 million for Tier B) from the Federal Transit Administration and subsequent Wisconsin Fry 2019 5307 Appropriation level (approximately \$2.7 million for Tier B) from the Federal Transit Administration and subsequent the same percensing of trude (funding) funding amounts will differ from percentage of statewide transit funds (85.205307) each agency receives each year is based on the systems budget and revenue in comparison to the appropriation level. Each system in Tier B is allicated the same percensinge of funds (funding) funding amounts will differ from yealer to their 5307 award with six and for the street and funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on the state, some which goes directly to large urban series and some which is used for the discretionary application process. Awards are based on replacement need, fleet, evhicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. State Operating Assistance State Oper	Local Bridges	\$ 1,367,884	SFYS 2015-2019 witnin each urbanized area. This will vary significantly by period.
Transportation Alternative Program Award amount is based on the annual Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent Wiscond Statisticution of those such year is based on the systems budged and revenue in companison to the appropriation level. (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent Wiscond Statisticution of those such year is based on the information Sheboygan submitted in their CV 2019 application of the Statistical Program (Capital) Transportation Alternative Program Transportation Alternative Program Transportation Alternative Program (Capital) Transportation Alternative Program	Bike and Ped		
Transportation Alternative Program Award amount is based on the annual Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent Wiscond Statisticution of those such year is based on the systems budged and revenue in companison to the appropriation level. (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent Wiscond Statisticution of those such year is based on the information Sheboygan submitted in their CV 2019 application of the Statistical Program (Capital) Transportation Alternative Program Transportation Alternative Program Transportation Alternative Program (Capital) Transportation Alternative Program	In-street accommodations		Included as basic component of street project cost and funding.
Historically, Sheboygan had \$25 million of NTPP funds for use on various projects, but that program has been completed and will not be repeated. Going forward, Sheboygan will compete for projects in the Statewide TAP program. Transit Award amount is based on the annual Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit administration and subsequent WiscOT distribution of those funds (paired with State Section 85.20 monies) to all Tier B transit approaches. The percentage of statewide transit transit (\$8.20 03507) each pagency receives each year is based on the yearnee in companison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from systems to system. Based on the information Sheboygan submitted in their CY 2019 application to WisbOT, this is the estimate of their 5307 award this year. \$ 1,210,119 this year. \$ 3339 awards to small uban and rural systems in the state are distributed through a discretionary process each year by WisbOT. The Federal Transit Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this ties. Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Ter B) from the WisbOT distribution of those funds (paired with federal Section 58.70 monies) to all Tier B transit apponies. The percentage of statewise transit funds (\$5.205379) each approximately \$24.4 million for Ter B) from the WisbOT distribution of those funds (paired with federal Section \$3.20 funding level (approximately \$24.4 million for Ter B) from the WisbOT distribution of those funds (paired with federal Section \$3.20 funding level (approximately \$24.4 million for Ter B) fro			
Transit Award amount is based on the annual Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent will sold (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent will sold (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent will sold (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent will sold (approximately \$23.7 million for Tier B) from the Federal Transit Administration approfiles to small urban and rural systems are better extensity of the special on the Wispoot Tier B) from the Mispoor and the formation Sheboygan submitted the formation Sheboygan submitted through a discretionary process each year by Wispoot Tier Federal Transit Administration approfilms funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of the statewise transit funds (85.205/3307) each agency exists a based on the systems budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their Section 85.20 award this year. Total of all listed revenues (except Majors) pe			
Transit Avaird amount is based on the annual Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit Administration apportion from the subsequent with State Section 85.20 monies) to all Tier B transit agencies. The percentage of statewide transit funds (\$8,20.5037) each agency receives each year is based on the systems budget and revenue in companison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to exystem. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT. The Federal Transit Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. State Operating Assistance State Operating Assistance State Operating Assistance 912,916 Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (pixel with federal Section 85.00 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (pixel with federal Section 85.00 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (pixel with federal Section 85.00 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (pixel with federal Section 85.00 funding level (approximately \$24.4 million for Tier B) from the WisDOT assumed has	Transportation Alternative Program*	0	
Award amount is based on the annual Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent Wisconsin Scalar with State Section 8.5.2 of monitors to the appropriation level. Each system in Tier B is allocated the same percentage of tunds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their 5307 award this year. 5339 awards to small urban and rural systems in the state are distributed through a discretionary process each year by WisDOT. The Federal Transit Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. FTA 5339 Program (Capital) S - this time. Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.205307) each agency receives each year is based on the system's budget and revenue in compansion to the appropriation level. Each system in firer B is allocated the same percentage of funds (funding/expenses), budget and revenue in compansion to the appropriation level. Each system in firer B is allocated the same percentage of funds (funding/expenses), budget and revenue in compansion to the appropriation level. Each system in the firer B is allocated the same percentage of funds (funding/expenses), budget and revenue in compansion to the appropriation level. Each system in the firer B is annual system.			y y y y y y y y y y y y y y y y y y y
Award amount is based on the annual Wisconsin FFY 2019 5307 Appropriation level (approximately \$23.7 million for Tier B) from the Federal Transit Administration and subsequent Wisconsin Scalar with State Section 8.5.2 of monitors to the appropriation level. Each system in Tier B is allocated the same percentage of tunds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their 5307 award this year. 5339 awards to small urban and rural systems in the state are distributed through a discretionary process each year by WisDOT. The Federal Transit Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. FTA 5339 Program (Capital) S - this time. Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.205307) each agency receives each year is based on the system's budget and revenue in compansion to the appropriation level. Each system in firer B is allocated the same percentage of funds (funding/expenses), budget and revenue in compansion to the appropriation level. Each system in firer B is allocated the same percentage of funds (funding/expenses), budget and revenue in compansion to the appropriation level. Each system in the firer B is allocated the same percentage of funds (funding/expenses), budget and revenue in compansion to the appropriation level. Each system in the firer B is annual system.			
Administration and subsequent WisDOT distribution of those funds (paired with State Section 85.20 monies) to all Tief B transit agencies. The precratage of statewide transit funds (85.20/5307) each agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in Tief B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their 5307 award bits year. 5399 awards to small urban and rural systems in the state are distributed through a discretionary process each year by WisDOT. The Federal Transit Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. State Operating Assistance State Operating Assistance State Operating Assistance Other CMAQ 1,000,000 Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020 Total of all listed revenues (except Majors) per MPO \$ 18,701,868 He MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share' of TAP funding based on the area's population vis-a-vis past statewide funding trends in this program.	Transit		
perchage of statewide transit funds (85.20/5307) each agency receives each year is based on the system's budget and revenue in comparison to the captorprison level. Each system in Ter B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their 5307 award this year. \$ 1,210,119			
the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their 5307 award this year. 5339 awards to small urban and rural systems in the state are distributed through a discretionary process each year by WisDOT. The Federal Transit Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.20/5307) each agency receives each year is based on the systems budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their Section 85.20 award this year. Other CMAQ \$ 1,000,000 Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020 Total of all listed revenues (except Majors) per MPO \$ 18,701,868 While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (§146,051) would be available based on what could be considered the metropolitan planning area's "fair share' of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.			
S 1,210,119 this year. S339 awards to small urban and rural systems in the state are distributed through a discretionary process each year by WisDOT. The Federal Transit Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (ge.20/5307) each agency receives each year level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (ge.20/5307) each agency receives each year distribution of those funds (ge.20/5307) each agency receives each year distribution of those funds (ge.20/5307) each agency receives each year distribution of those funds (ge.20/5307) each agency receives each year distribution of those funds (ge.20/5307) each agency receives eac			the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from
S339 awards to small urban and rural systems in the state are distributed through a discretionary process each year by WisDOT. The Federal Transit Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.20/5307) each agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their Section 85.20 award this year. Total of all listed revenues (except Majors) per MPO \$ 18,701,868 While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-a-vis past statewide funding trends in this program.			
Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$2.4.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.20/5307) each agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their Section 85.20 award this year. Total of all listed revenues (except Majors) per MPO \$ 1,000,000 Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020 "While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-a-vis past statewide funding trends in this program.	FTA 5307 Program	\$ 1,210,119	this year.
Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application process. Awards are based on replacement need, fleet, vehicle age, vehicle mileage, and vehicle condition. Awards for 2019 have not been made at this time. Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$2.4.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.20/5307) each agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their Section 85.20 award this year. Total of all listed revenues (except Majors) per MPO \$ 1,000,000 Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020 "While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-a-vis past statewide funding trends in this program.			5339 awards to small urban and rural systems in the state are distributed through a discretionary process each year by WisDOT. The Federal Transit
this time. Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.20/5307) each agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their Section 85.20 award this year. Other CMAQ \$ 1,000,000 Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020 Total of all listed revenues (except Majors) per MPO \$ 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868 18,701,868			Administration apportions funding to the state, some which goes directly to large urban areas and some which is used for the discretionary application
Award amount is based on the annual Wisconsin State Section 85.20 funding level (approximately \$24.4 million for Tier B) from the WisDOT distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.20/5307) each agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their Section 85.20 award this year. Other CMAQ \$ 1,000,000 Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020 Total of all listed revenues (except Majors) per MPO \$ 18,701,868 "While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.	PROFIT TORSE TO SECURITY OF THE PROFIT OF TH	l .	
distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.20/5307) goach agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their Section 85.20 award this year. Other CMAQ 1,000,000 Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020 Total of all listed revenues (except Majors) per MPO 18,701,868 18,701,868 Twillie WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.	FIA 5339 Program (Capital)	-	une.
distribution of those funds (paired with federal Section 5307 monies) to all Tier B transit agencies. The percentage of statewide transit funds (85.20/5307) goach agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in Tier B is allocated the same percentage of funds (funding/expenses), though funding amounts will differ from system to system. Based on the information Sheboygan submitted in their CY 2019 application to WisDOT, this is the estimate of their Section 85.20 award this year. Other CMAQ 1,000,000 Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020 Total of all listed revenues (except Majors) per MPO 18,701,868 18,701,868 Twillie WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.			
State Operating Assistance St			
State Operating Assistance 912,916 Other CMAQ 1,000,000 Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020 Total of all listed revenues (except Majors) per MPO \$ 18,701,868 While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.			(85.20/5307) each agency receives each year is based on the system's budget and revenue in comparison to the appropriation level. Each system in
Other CMAQ \$ 1,000,000 Average CMAQ costs (Federal/State with delivery) for SFYs 2016-2020 Total of all listed revenues (except Majors) per MPO \$ 18,701,868 "While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.			
Total of all listed revenues (except Majors) per MPO \$ 1,000,000 \$ 18,701,868 This is a sumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.	State Operating Assistance	\$ 912,916	information Snebbygan submitted in their CY 2019 application to WisDO1, this is the estimate of their Section 85.20 award this year.
Total of all listed revenues (except Majors) per MPO \$ 1,000,000 \$ 18,701,868 This is a sumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.			
Total of all listed revenues (except Majors) per MPO \$ 18,701,868 "While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.	Other		A OMAO / (F. d) (V) (v OFF) . OMAO . OMA
"While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.	CMAQ	a 1,000,000	Average UMAQ COSts (Federal/State with delivery) for SFYs 2016-2020
"While WisDOT assumed no availability of TAP funding on an annual basis, the MPO did assume that an annualized dollar amount of TAP funds (\$146,051) would be available based on what could be considered the metropolitan planning area's "fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.			
"fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.	Total of all listed revenues (except Majors) per MPO	\$ 18,701,868	
"fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.			
"fair share" of TAP funding based on the area's population vis-à-vis past statewide funding trends in this program.	*While WieDOT equipmed no qualishility of TAB fraction on a second basis	the MDO did seemes that	on annualized dellar amount of TAD funds (\$446.054) would be available based as what sould be associated the materialities of the state of the materialities of the state of t
Source: Wisconsin Department of Transportation, 2019; and Bay-Lake Regional Planning Commission, 2019.		-	· -
	Source: Wisconsin Department of Transportation, 2019; and Bay-Lake Regi	onal Planning Commission	, 2019.

Update to the Year 2045 Sheboygan Area Transportation Plan

D-5