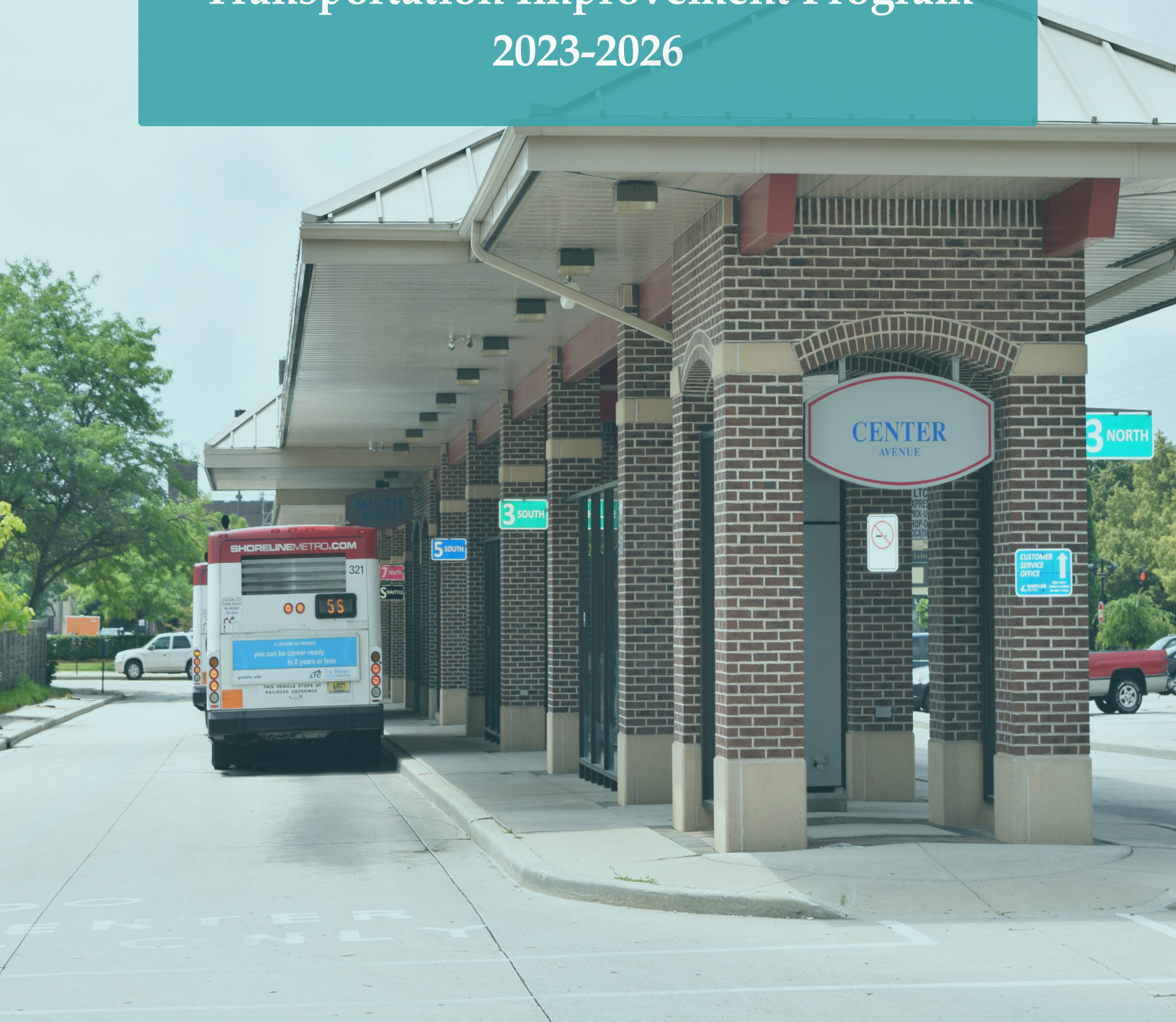


Sheboygan Metropolitan Planning Area Transportation Improvement Program 2023-2026



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SHEBOYGAN METROPOLITAN PLANNING AREA
TRANSPORTATION IMPROVEMENT PROGRAM
CALENDAR YEARS 2023 - 2026

Prepared By:
Bay-Lake Regional Planning Commission
Approved: October 28, 2022

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

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



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INTRODUCTION

Federal regulations require each metropolitan planning organization (MPO) to prepare a Transportation Improvement Program (TIP) consisting of a multiyear program of projects. Transit operating and capital projects, elderly and disabled transportation operating and capital projects, bicycle and pedestrian transportation projects, and street and highway improvement projects must be included in an approved TIP program of projects 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. It should incorporate all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the metropolitan long-range transportation plan. Furthermore, the TIP must be fiscally constrained.

Minor civil divisions within the Sheboygan Metropolitan Planning Area include:

- City of Sheboygan;
- City of Sheboygan Falls;
- Village of Howards Grove;
- Village of Kohler;
- 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, as follows:

- County Highway EE/Weeden Creek Road from County Highway OK/South Business Drive to County Highway KK/South 12th Street: Reconstruction with no increase in capacity (2020 – 2025 funding cycle; project sponsor is Sheboygan County; construction is scheduled for 2025); and
- County Highway TA/South Taylor Drive from Union Avenue to Erie Avenue: Reconstruction with no increase in capacity (special 2023 – 2026 funding cycle in the Bipartisan Infrastructure Law; project sponsor is Sheboygan County; construction is scheduled for 2024).

Street and highway projects were also 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 Shoreline Metro. 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.

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, except for 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-range 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 *2023 – 2026 TIP* on October 27, 2022, and the Bay-Lake Regional Planning Commission approved the *2023 – 2026 TIP* at a meeting of its Executive Committee on October 28, 2022. Projects and items listed comply 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. 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 funding. In the most recent funding cycles, MPOs have been able to extend an existing STBG urbanized area allocation project outside that area if 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 the Sheboygan metropolitan planning area.

The *2023 – 2026 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 2023, 2024, 2025 and 2026. 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 \$60,208,000 will be needed to meet anticipated project costs in the four-year element component of the TIP.

- In 2023, the costs will include over \$3,774,000 for transit operating expenses, \$0 for transit capital projects, nearly \$427,000 for elderly and disabled transportation operating expenses, \$980,000 for elderly and disabled transportation capital items, \$263,000 for bicycle and pedestrian transportation projects, and over \$8,607,000 for street and highway projects.
- In 2024, the costs will include over \$3,812,000 for transit operating expenses, \$0 for transit capital projects, \$0 for elderly and disabled transportation capital items, \$375,000 for bicycle and pedestrian transportation projects, and nearly \$10,914,000 for street and highway projects.
- In 2025, the costs will include over \$3,850,000 for transit operating expenses, \$0 for transit capital projects, \$0 for elderly and disabled capital items, \$375,000 for bicycle and pedestrian transportation projects, and over \$15,089,000 for street and highway projects.
- In 2026, the costs will include nearly \$3,889,000 for transit operating expenses, \$2,450,000 for transit capital projects, \$0 for elderly and disabled transportation capital projects, nearly \$3,514,000 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 Program (TAP) set-aside and by the Congestion Mitigation and Air Quality improvement program (CMAQ) have been officially approved by WisDOT, while most bicycle and pedestrian transportation projects (from the Sheboygan County Non-Motorized Transportation Pilot Program) have been approved by the county for the period covered by this TIP.

The next section of the TIP describes various transit projects 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 and a description of the various street and highway projects 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 2022 in the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2022 – 2025* (including amendments to that TIP processed in 2022). 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 “Bipartisan Infrastructure Law (BIL),” 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: 2023 - 2026

Table 1 lists the distribution of operational funding sources for Shoreline Metro, the area’s transit operator, for 2023 through 2026. The operating expenses include Shoreline Metro’s core fixed-route transit service in the Cities of Sheboygan and Sheboygan Falls and in the Village of Kohler. The expenses also include ADA paratransit costs within the service area. Operating and administrative costs are assumed to increase by 1.0 percent each year between 2023 and 2026. 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. Regular federal Section 5307 (general operating) revenues are anticipated to involve approximately 33.08 percent of operating costs each year throughout the period covered by this TIP. In addition, special federal Section 5307 revenues provided through the “Coronavirus Aid, Relief and Economic Security” (CARES) Act are projected to involve \$666,965 in additional operating revenue for Shoreline Metro in 2023 and 2024, to make up for lost farebox revenue and local governmental funding due to the COVID-19 pandemic; this funding is temporary, and is not expected to continue beyond 2024. 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 27.53 percent of operating expenses throughout the period covered by this TIP. State Section 85.205 (paratransit supplemental) revenues are assumed to involve \$46,537 each year throughout the period covered by this TIP.

Due to the special infusion of CARES Act funding in 2023 and 2024, the municipal share of transit funding is expected to be \$0 for the City of Sheboygan, \$38,696 for the City of Sheboygan Falls, and \$13,366 for the Village of Kohler in 2023, and is expected to be \$0 for the City of Sheboygan, \$46,402 for the City of Sheboygan Falls, and \$16,028 for the Village of Kohler in 2024. In 2025, the municipal share of transit funding is expected to be \$672,464 for the City of Sheboygan, \$50,089 for the City of Sheboygan Falls, and \$17,313 for the Village of Kohler; this is due to the elimination of the CARES Act funding coupled with ridership that is not yet projected to be at pre-pandemic levels. In 2026, the municipal share of transit funding is expected to be \$682,077 for the City of Sheboygan, \$50,805 for the City of Sheboygan Falls, and \$17,560 for the Village of Kohler.

The Sheboygan Area School District is assumed to provide \$90,000 each year for the transit operation over the period covered by this TIP. This allows students and staff to ride free of charge during set agreed-to hours during the school year and for official purposes outside the school year. Older students and staff need to show a district issued identification card in order to ride free of charge, while younger students who do not have such a card issued do not have to present such documentation.

Farebox revenues begin at a base level of \$450,000 in 2023, then are expected to increase to \$454,500 in 2024, \$459,045 in 2025, and to \$463,635 in 2026.

Other revenues (advertising and proprietary revenues, interest income, etc.) are assumed to remain flat at \$138,700 each year throughout the period covered by this TIP.

Table 1 Calendar Years 2023 - 2026: Transit Operating Funds (TIP ID No.: 372-23-201)				
	2023	2024	2025	2026
Operating Expenses	\$3,774,288	\$3,812,031	\$3,850,151	\$3,888,653
Farebox Revenue	\$450,000	\$454,500	\$459,045	\$463,635
Other Revenue (Advertising, Investments, etc.)	\$138,700	\$138,700	\$138,700	\$138,700
Total Deficit	\$3,185,588	\$3,218,831	\$3,252,406	\$3,286,317
Federal Funding Sources:				
Section 5307 - Regular Funding	\$1,248,649	\$1,261,135	\$1,273,747	\$1,286,484
Section 5307 - CARES Act Funding	\$666,965	\$666,965	\$0	\$0
HUD CDBG Entitlement Funds	\$42,493	\$42,493	\$42,493	\$42,493
State Funding Sources:				
Section 85.20	\$1,038,882	\$1,049,271	\$1,059,764	\$1,070,361
Section 85.205	\$46,537	\$46,537	\$46,537	\$46,537
Local Funding Sources:				
City of Sheboygan	\$0	\$0	\$672,464	\$682,077
City of Sheboygan Falls	\$38,696	\$46,402	\$50,089	\$50,805
Village of Kohler	\$13,366	\$16,028	\$17,313	\$17,560
Sheboygan Area School District	\$90,000	\$90,000	\$90,000	\$90,000
Total Funding	\$3,185,588	\$3,218,831	\$3,252,406	\$3,286,317
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 (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 increase in line with projected ridership 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) Regular federal Section 5307 (general operating) revenues are assumed to involve approximately 33.08 percent of operating expenses throughout the period covered by this TIP. (6) Special federal Section 5307 revenues provided through the "Coronavirus Aid, Relief and Economic Security" (CARES) Act are projected to involve \$666,965 in additional operating revenue for Shoreline Metro in both 2023 and 2024, to make up for lost farebox revenue and local governmental funding due to the COVID-19 pandemic. This funding is temporary, and is not expected to continue beyond 2024. (7) 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 annually) to maintain transit services at a reasonable cost to users and taxpayers over the program period. The amount in each year covered by this TIP will be \$42,493. (8) State Section 85.20 (general operating) revenues are assumed to involve approximately 27.53 percent of operating expenses throughout the period covered by this TIP. (9) State Section 85.205 (paratransit supplemental) revenues will involve \$46,537 each year throughout the period covered by this TIP. (10) The City of Sheboygan is assumed to provide approximately 90.89 percent of local funding sources for transit operation (CARES Act funding will cover the city's share in 2023 and 2024). The City of Sheboygan Falls is assumed to provide approximately 6.77 percent of local funding sources for transit operation. The Village of Kohler is assumed to provide approximately 2.34 percent of local funding sources for transit operation. (11) The Sheboygan Area School District is assumed to provide \$90,000 each year for the transit operation over the period covered by this TIP. This allows students and staff to ride free of charge during set agreed-to hours during the school year and for official purposes outside the school year. (12) Figures represented in this table assume maintenance of existing transit service (no expansions). (13) Balances of \$1 or less (positive or negative) are due to rounding error.				
Source: City of Sheboygan Parking and Transit Utility, 2022; and Bay-Lake Regional Planning Commission, 2022.				

Transit Capital Projects: 2023 – 2026

Table 2 lists capital projects for the transit division of the Sheboygan Parking and Transit Utility (Shoreline Metro) for the 2023 – 2026 period. Of these projects, no capital projects are programmed for 2023, 2024 or 2025, while one capital project is programmed for 2026.

No capital expenditures are recommended for calendar years 2023, 2024 or 2025.

One capital expenditure is recommended for calendar year 2026:

- Purchase of five fixed-route buses (with a length of 35 feet each) is scheduled for 2026. These new buses will replace five older buses that will have exceeded their life expectancy at the time of replacement. The cost of this 2026 project will be \$2,450,000. The federal share of this project (\$1,960,000) will come from either the FTA Section 5339 and/or FTA Section 5307 program, while the remainder (\$490,000) will be locally funded.

Table 2 Calendar Years 2023 - 2026: Transit Capital Items (In Thousands of Dollars)																								
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2023					Jan. - Dec. 2024					Jan. - Dec. 2025					Jan. - Dec. 2026					Year Open	Air Quality Status
			Federal	State	Local	Other	Total	Federal	State	Local	Other	Total	Federal	State	Local	Other	Total	Federal	State	Local	Other	Total		
Sheboygan Parking and Transit Utility	Replacement of Five (5) 35-Foot Fixed-Route Buses (Transit Preservation)	PE																					2032	Exempt
		ROW																					0 (Shoreline)/	
		ACQUI																					0 2030	
		TOTAL																					1,960 0 490 0 2,450 (Inland)	
TIP ID No.: 372-23-202																		5339/5307						
NOTES: The following funding codes are used to identify Federal and other funding sources: 5339/5307 = Section 5339 (formerly Section 5309) Federal Transit Administration (FTA) funding will be the Federal funding source. This is also known as the Buses and Bus Facilities Grants program. If insufficient Section 5339 funding is available, FTA Section 5307 (Urbanized Area Formula Program) funding will supplement the FTA Section 5339 funding.																								
2023 - 2026 Funding Summary: Total Transit Preservation Project Funding = \$2,450,000 Total Transit Improvement Project Funding = \$0 Total Transit Expansion Project Funding = \$0																								
Source: City of Sheboygan Parking and Transit Utility Commission, 2022; and Bay-Lake Regional Planning Commission, 2022.																								

Elderly and Disabled Transportation Operating Expenses: 2023

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, does not normally program operating expenses beyond one calendar year. The projects identified in Table 3 involve operating expenses for calendar year 2023 and 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 with volunteers receiving mileage reimbursement. Persons using this service (which is door-to-door) must be ambulatory and have no other means of transportation. Services are available throughout Sheboygan County (including the Shoreline Metro transit service area). On occasion, passengers are transported outside the county for specialized medical services.

Elderly and Disabled Transportation Capital Projects: 2023 – 2026

Elderly and disabled transportation capital projects are identified in Table 4.

For the 2023 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 gas- or diesel-powered medium sized bus with a configuration of up to eleven (11) ambulatory positions and up to two (2) wheelchair positions. This vehicle would involve 80 percent Federal funding (with 20 percent local or sponsor funding). In addition, Shoreline Metro will be obtaining five similar vehicles in 2023 through special FTA Section 5307 funding in the CARES Act, and the Sheboygan County ADRC and Shoreline Metro will partner to obtain a similar vehicle in 2023 through FTA Section 5339 funding. Additional vehicles are expected to be acquired through future grant applications in 2024 and possibly 2025 and 2026 based on review and updating of the *Coordinated Public Transit – Human Services Transportation Plan for Sheboygan County* and the capital programs of Sheboygan County and Shoreline Metro.

Table 3 Calendar Year 2023: 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.: 372-23-203	Enhanced Volunteer Driver Program	\$97,900	\$48,950 5310	\$0	\$45,950	\$3,000
Sheboygan County Health and Human Services Department TIP ID No.: 372-23-204	Purchase of Specialized Transportation Services from Shoreline Metro	\$328,640	\$0	\$238,912	\$59,728	\$30,000
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) would be the federal funding source involving the U.S. Department of Transportation. (2) The Sheboygan County Health and Human Services Department (through its Aging and Disability Resource Center) received Section 5310 funding to maintain its enhanced 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, 2022; Shoreline Metro, 2022; and Bay-Lake Regional Planning Commission, 2022.						

Table 4

Calendar Years 2023 - 2026: Elderly and Disabled Transportation Capital Projects
(In Thousands of Dollars)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2023				Jan. - Dec. 2024				Jan. - Dec. 2025				Jan. - Dec. 2026				Year Available	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan County Health and Human Services Department and Shoreline Metro	One gas- or diesel-powered medium sized bus with a configuration of up to 11 ambulatory positions and up to two wheelchair positions. The vehicle will transport the elderly and persons with disabilities. (Replacement)	PE ROW ACQUI				0 0 112													2025 (Shoreline)/ 2030 (Inland)	Exempt
TIP ID No.: 372-22-204		TOTAL	112	0	28	140														
Shoreline Metro	Five gas- or diesel-powered medium sized buses with a configuration of up to 11 ambulatory positions and up to two wheelchair positions. The vehicles will transport the elderly and persons with disabilities. (Replacement)	PE ROW ACQUI				0 0 700													2025 (Shoreline)/ 2030 Inland	Exempt
TIP ID No.: 372-22-205		TOTAL	700	0	0	700														
			5307 - CARES Act																	
Sheboygan County Health and Human Services Department and Shoreline Metro	One gas- or diesel-powered medium sized bus with a configuration of up to 11 ambulatory positions and up to two wheelchair positions. The vehicles will transport the elderly and persons with disabilities. (Replacement)	PE ROW ACQUI				0 0 112													2025 (Shoreline)/ 2030 (Inland)	Exempt
TIP ID No.: 372-22-206		TOTAL	112	0	28	140														
			5339																	
Sheboygan County Health and Human Services Department	One gas- or diesel-powered medium sized bus with a configuration of up to 11 ambulatory positions and up to two wheelchair positions. The vehicle will transport the elderly and persons with disabilities. (Replacement)	PE ROW ACQUI				0 0 112				0 0 140									NA	Exempt
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)		TOTAL								112	0	28	140							
Illustrative Only																				

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

5310 = Section 5310 Federal Transit Administration funding will be the Federal funding source. This is also known as the Enhanced Mobility of Seniors and Individuals with Disabilities program. Section 5307 funding is also a possibility for this project.

5307 - CARES Act = Special Section 5307 funding provided through the "Coronavirus Aid, Relief, and Economic Security (CARES) Act" will be the Federal funding source. This program can provide 100 percent Federal funding for projects.

5339 = Section 5339 (formerly Section 5309) Federal Transit Administration funding will be the Federal funding source. This is also known as the Buses and Bus Facilities Grants program. Section 5307 funding is also a possibility for this project.

2023 - 2026 Funding Summary:

Total Elderly and Disabled Transportation Capital Project Funding = \$980,000

Source: Sheboygan County Health and Human Services Department, 2022; and Bay-Lake Regional Planning Commission, 2022.

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 2023, 2024, 2025 and 2026 for “grouped” transportation alternatives 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.

Also, as indicated in Table 5, Sheboygan County has approved the following project to be implemented under its Non-Motorized Transportation Pilot Program (NMTTP):

- Sheboygan County NMTTP: Level of effort for program oversight, including education and outreach (\$18,000 in 2023; 100 percent NMTTP funding).

In addition, as indicated in Table 5, one bicycle and pedestrian transportation project will involve funding from a “Rebuilding American Infrastructure with Sustainability and Equity” (RAISE) grant that was awarded to the City of Sheboygan in 2022:

- Bicycle and Pedestrian Swing Bridge Across the Sheboygan River (\$70,000 in local funding for design in 2023, \$200,000 in local funding for design in each of 2024 and 2025, and \$3,338,707 for construction in 2026, with 80 percent of the construction amount (\$2,670,966) involving the RAISE grant, and with 20 percent of the construction amount (\$667,741) involving the local match). Similar amounts for construction will be spent in 2027 (outside the range of this TIP), and the project is anticipated to be open in late 2027.

Finally, Table 5 includes five (5) illustrative projects that are not officially programmed in the 2022 – 2025 TIP:

- Union Pacific rails-to-trails conversion extension in the City of Sheboygan: Pennsylvania Avenue to Union Avenue, including an eastern extension of South 9th Street paralleling Indiana Avenue;
- Construction of a bridge for bicyclists and pedestrians over the Sheboygan River near the former Tecumseh Engines plant in the City of Sheboygan Falls;
- Construction of a bridge for bicyclists and pedestrians over the Sheboygan River near the Bemis Manufacturing plant in the City of Sheboygan Falls;
- 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; 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.

Table 5 Calendar Years 2023 - 2026: Bicycle and Pedestrian Transportation Projects (In Thousands of Dollars)																				
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2023				Jan. - Dec. 2024				Jan. - Dec. 2025				Jan. - Dec. 2026				Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan County	Sheboygan County Non-Motorized Transportation Pilot Program Level of Effort for Program Oversight (Including Education and Outreach)	PE ROW CONST OTHER TOTAL				0 0 0 18 18													2025	Exempt
TIP ID No.: 372-11-108		NMTTP																		
City of Sheboygan	Bicycle and Pedestrian Swing Bridge Across the Sheboygan River	PE ROW CONST OTHER TOTAL	0	0	70	70 0 0 0 70	0	0	200	200 0 0 0 200	0	0	200	200 0 0 0 200				0 0 0 3,339 3,339	2032 (Project Completion by Late 2027)	Exempt
TIP ID Nos.: 372-23-101			0	0	70	70	0	0	200	200	0	0	200	200	2,671 RAISE	0	668			
Wisconsin Department of Transportation TIP ID Nos.: 372-20-101 (for 2023), 372-21-101 (for 2024), 372-22-101 (for 2025), and 372-23-102 (for 2026)	Enhancements Grouped Projects	PE ROW CONST OTHER TOTAL	20 120 140	5 30 35	0 0 0	25 0 150 175	20 120 140	5 30 35	0 0 0	25 0 150 175	20 120 140	5 30 35	0 0 0	25 0 150 175	20 120 140	5 30 35	0 0 0	25 0 150 175	2025 and 2032 (Shoreline)/ 2030 (Inland)	Exempt
Sheboygan County	Union Pacific Rail-Trail Conversion Extension in the City of Sheboygan: Pennsylvania Avenue to Union Avenue (Includes an Eastern Extension to South 9th Street Paralleling Indiana Avenue)	PE ROW CONST OTHER TOTAL									426 500 926	0 0 0	0 0 0	426 500 926	4,004	0	0	4,004	NA	Exempt
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)											Illustrative Only				Illustrative Only					
Sheboygan County	Construction of a Bridge for Bicyclists and Pedestrians over the Sheboygan River near the former Tecumseh Engines Plant in the City of Sheboygan Falls	PE ROW CONST OTHER TOTAL									64 0 0 64	0 0 0	0 0 0	64 0 0 64				0 0 319 319	NA	Exempt
(ILLUSTRATIVE PROJECT - NOT PROGRAMMED)											Illustrative Only				Illustrative Only					

Table 5 Calendar Years 2023 - 2026: Bicycle and Pedestrian Transportation Projects (In Thousands of Dollars)																				
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2023				Jan. - Dec. 2024				Jan. - Dec. 2025				Jan. - Dec. 2026				Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan County (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	Construction of a Bridge for Bicyclists and Pedestrians over the Sheboygan River near the Bemis Manufacturing Plant in the City of Sheboygan Falls	PE ROW CONST OTHER TOTAL									93 0 0 0 93 Illustrative Only	0 0 0 0 0 Illustrative Only	0 0 463 0 0 Illustrative Only	0 0 463 0 463 Illustrative Only	NA	Exempt				
Sheboygan County (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	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 ROW CONST OTHER TOTAL									91 0 0 0 91 Illustrative Only	0 0 0 0 0 Illustrative Only	0 0 2,000 0 2,000 Illustrative Only	0 0 2,000 0 2,000 Illustrative Only	NA	Exempt				
Sheboygan County (ILLUSTRATIVE PROJECT - NOT PROGRAMMED)	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 ROW CONST OTHER TOTAL									91 0 0 0 91 Illustrative Only	0 0 0 0 0 Illustrative Only	0 0 2,000 0 2,000 Illustrative Only	0 0 2,000 0 2,000 Illustrative Only	NA	Exempt				
NOTES: The following funding codes are used to identify federal funding sources: NMTTP = Non-Motorized Transportation Pilot Program (Federal earmark in SAFETEA-LU awarded to Sheboygan County). RAISE = The "Rebuilding American Infrastructure with Sustainability and Equity" competitive grant program administered through the U.S. Department of Transportation. 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).																				
2023 - 2026 Funding Summary: Total WisDOT Approved Bicycle and Pedestrian Project Funding (all sources) = \$700,000 Total NMTTP Project Funding (all sources) = \$18,000 Total USDOT Project Funding (all sources) = \$3,339,000																				
Source: Sheboygan County Planning and Conservation Department, 2022; City of Sheboygan, 2022; Wisconsin Department of Transportation, 2022; and Bay-Lake Regional Planning Commission, 2022.																				

If funding becomes available, the 2023 – 2026 *TIP* may be amended to include one or more of these illustrative projects.

Street and Highway Improvement Projects

Table 6 describes those street and highway improvement projects which are scheduled for the 2023 – 2026 program period. A wide variety of street and highway improvements will take place over the 2023 – 2026 period, including:

- One project involving design, right-of-way acquisition and reconstruction with no increase in capacity (design in 2023 and 2024, right-of-way acquisition in 2023, and construction in 2025);
- Three signal timing projects (construction in 2023);
- One project involving milling and overlay of the existing asphaltic pavement (construction in 2025);
- One project involving the replacement and preservation of several bridges (construction in 2025);
- Two resurfacing projects (construction in 2023 and 2025);
- Two projects involving design in 2023, 2024 and 2025 for reconstruction projects that will likely take place outside the period covered by this TIP;
- One project involving reconstruction with no increase in capacity (construction in 2024);
- One project involving design leading to resurfacing and preservation (design in 2023); and
- One project involving design leading to resurfacing (design in 2023)

WisDOT “grouped” projects are also listed in Table 6 for 2023, 2024, 2025 and 2026 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 STN connecting highway system preventive maintenance.

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 2023 – 2026 *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 work on the state trunk or national highway system and are expected to

Table 6																				
Calendar Years 2023 - 2026: Street and Highway Improvement Projects																				
(In Thousands of Dollars)																				
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2023				Jan. - Dec. 2024				Jan. - Dec. 2025				Jan. - Dec. 2026				Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Sheboygan County	County Highway EE/Weeden Creek Road County Highway OK/South Business Drive to County Highway KK/South 12th Street Design, Right-of-Way Acquisition and Reconstruction with no Increase in Capacity (4232-00-00 and 4232-00-71) (1.23 mi.) (Highway Preservation)	PE ROW CONST TOTAL	0 0 0	0 0 0	68 200 268	68 200 268	0 0	0 0	68 68	68 0 68	 3,611	 0	 3,049	0 6,660 6,660	 STBG	 	 	 	2025	Exempt
TIP ID No.: 372-20-002																				
City of Sheboygan	Taylor Drive Indiana Avenue to Superior Avenue Adding Radio Communication Infrastructure, Installing of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals (4291-00-01 and 4291-00-71) (2.53 mi.) (Highway Improvement)	PE ROW CONST TOTAL	 424 424	 0 0	108 108	532 532	 	 	 	 	 	 	 	 	 	 	 	 	2025	Exempt from Regional Emissions Analysis
TIP ID No.: 372-18-009																				
City of Sheboygan	STH 23/Kohler Memorial Drive/Erie Avenue North Taylor Drive to North 9th Street Adding Radio Communication Infrastructure, Installing of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals (4650-02-00 and 4650-02-71) (1.87 mi.) (Highway Improvement)	PE ROW CONST TOTAL	 329 329	 0 0	130 130	459 459	 	 	 	 	 	 	 	 	 	 	 	 	2025	Exempt from Regional Emissions Analysis
TIP ID No.: 372-18-010																				
City of Sheboygan	STH 28/STH 42/14th Street/Calumet Drive Indiana Avenue to North Avenue Adding Radio Communication Infrastructure, Installing of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals (4640-01-01 and 4640-01-72) (2.40 mi.) (Highway Improvement)	PE ROW CONST TOTAL	 482 482	 0 0	135 135	617 617	 	 	 	 	 	 	 	 	 	 	 	 	2025	Exempt from Regional Emissions Analysis
TIP ID No.: 372-18-011																				
Wisconsin Department of Transportation	STH 32 County Highway D to State Highway 28 Milling and Overlay of the Existing Asphaltic Pavement (4540-36-00 and 4540-36-71) (10.26 mi.) (Highway Preservation)	PE ROW CONST TOTAL	 	 	 	 	 	 	 	 	 3,557	 889	 0	0 4,446 4,446	 STBG	 	 	 	2025	Exempt
TIP ID No.: 372-20-011																				
Wisconsin Department of Transportation	STH 32 County Highway D to State Highway 28 Replacement and Preservation of Several Bridges (4540-34-00 and 4540-34-71) (10.05 mi.) (Highway Preservation)	PE ROW CONST TOTAL	 	 	 	 	 	 	 	 	 930	 233	 0	0 1,163 1,163	 STBG	 	 	 	2025	Exempt
TIP ID No.: 372-20-012																				

Table 6																				
Calendar Years 2023 - 2026: Street and Highway Improvement Projects																				
(In Thousands of Dollars)																				
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2023				Jan. - Dec. 2024				Jan. - Dec. 2025				Jan. - Dec. 2026				Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Wisconsin Department of Transportation	STH 42 Village of Howards Grove Resurfacing (4570-26-00 and 4570-26-71) (0.90 mi.) (Highway Preservation)	PE ROW CONST TOTAL									0 0 523 131 0 654 523 131 0 654 NHPP								2030	Exempt
TIP ID No.: 372-20-013																				
City of Sheboygan	North 15th Street STH 42/Calumet Drive to North Avenue Design Leading to Reconstruction with no Increase in Capacity (0.60 mi.) (Highway Preservation)	PE ROW CONST TOTAL	0	0	30	30	0	0	200	200	0	0	200	200					2032	Exempt
TIP ID No.: 372-22-001																				
Sheboygan County	County Highway TA/Taylor Drive Union Avenue to Erie Avenue Reconstruction with no Increase in Capacity (1.60 mi.) (Highway Preservation)	PE ROW CONST TOTAL					0 0 3,975 0 4,561 8,536 3,975 0 4,561 8,536 STBG												2025	Exempt
TIP ID No.: 372-22-010																				
City of Sheboygan Falls	Fond du Lac Avenue STH 32/Main Street to Oak Street Design Leading to Reconstruction with no Increase in Capacity (1.02 mi.) (Highway Preservation)	PE ROW CONST TOTAL	0	0	200	200	0	0	220	220	0	0	76	76					2030	Exempt
TIP ID No.: 372-22-011																				
Wisconsin Department of Transportation	STH 32 STH 42 to STH 57 Design Leading to Resurfacing and Preservation (4540-37-00) (8.02 mi.) (Highway Preservation)	PE ROW CONST TOTAL	248	62	0	310													2030	Exempt
TIP ID No.: 372-22-012																				
Wisconsin Department of Transportation and City of Sheboygan	STH 28/Washington Avenue/South Business Drive County Highway TA/South Taylor Drive to Wilson Avenue Design Leading to Resurfacing (4640-07-00) (1.50 mi.) (Highway Preservation)	PE ROW CONST TOTAL	210	0	70	280													2032	Exempt
TIP ID No.: 372-22-013																				

Table 6																					
Calendar Years 2023 - 2026: Street and Highway Improvement Projects																					
(In Thousands of Dollars)																					
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2023				Jan. - Dec. 2024				Jan. - Dec. 2025				Jan. - Dec. 2026				Year Open	Air Quality Status	
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total			
Wisconsin Department of Transportation	STH 32 Sheboygan Falls - Howards Grove STH 23 to STH 42 Resurfacing (4540-35-71) (6.08 mi.) (Highway Preservation)	PE ROW CONST TOTAL	 3,217 3,217 STBG	 804 804	 0 0	 4,021 4,021													2030	Exempt	
TIP ID No.: 372-23-002																					
Wisconsin Department of Transportation	Safety Funds Grouped Projects (0.00 mi.) (Highway Safety)	PE ROW CONST TOTAL	 80 96 HSIP	 20 20	 0 0	 100 120	 80 96 HSIP	 20 24	 0 0	 100 120	 80 96 HSIP	 20 24	 0 0	 100 120	 80 96 HSIP	 20 24	 0 0	 100 120	2025 and 2032 (Shoreline)/ 2030 (Inland)	Exempt	
TIP ID Nos.: 372-20-003 (for 2023), 372-21-002 (for 2024), 372-22-002 (for 2025), and 372-23-003 (for 2026)																					
Wisconsin Department of Transportation	Rail/Highway Crossing Safety Projects Grouped Projects (0.00 mi.) (Highway Safety)	PE ROW CONST TOTAL	 120 120 HSIP-RR	 30 30	 0 0	 150 150	 120 120 HSIP-RR	 30 30	 0 0	 150 150	 120 120 HSIP-RR	 30 30	 0 0	 150 150	 120 120 HSIP-RR	 30 30	 0 0	 150 150	2025 and 2032 (Shoreline)/ 2030 (Inland)	Exempt	
TIP ID Nos.: 372-20-004 (for 2023), 372-21-003 (for 2024), 372-22-003 (for 2025), and 372-23-004 (for 2026)																					
Wisconsin Department of Transportation	HSIP/Highway Safety Improvement Program Grouped Projects (0.00 mi.) (Highway Safety)	PE ROW CONST TOTAL	 80 96 HSIP	 20 20	 0 0	 100 120	 80 96 HSIP	 20 24	 0 0	 100 120	 80 96 HSIP	 20 24	 0 0	 100 120	 80 96 HSIP	 20 24	 0 0	 100 120	2025 and 2032 (Shoreline)/ 2030 (Inland)	Exempt	
TIP ID Nos.: 372-20-005 (for 2023), 372-21-004 (for 2024), 372-22-004 (for 2025), and 372-23-005 (for 2025)																					
Wisconsin Department of Transportation	Railroad Crossing Protective Devices Grouped Projects (0.00 mi.) (Highway Safety)	PE ROW CONST TOTAL	 120 120 STBG	 30 30	 0 0	 150 150	 120 120 STBG	 30 30	 0 0	 150 150	 120 120 STBG	 30 30	 0 0	 150 150	 120 120 STBG	 30 30	 0 0	 150 150	2025 and 2032 (Shoreline)/ 2030 (Inland)	Exempt	
TIP ID Nos.: 372-20-006 (for 2023), 372-21-005 (for 2024), 372-22-005 (for 2025), and 372-23-006 (for 2026)																					
Office of the Commissioner of Railroads	Office of the Commissioner of Railroads (OCR) Rail-Highway Safety Projects Grouped Projects (0.00 mi.) (Highway Safety)	PE ROW CONST TOTAL	 120 120 HSIP-RR	 30 30	 0 0	 150 150	 120 120 HSIP-RR	 30 30	 0 0	 150 150	 120 120 HSIP-RR	 30 30	 0 0	 150 150	 120 120 HSIP-RR	 30 30	 0 0	 150 150	2025 and 2032 (Shoreline)/ 2030 (Inland)	Exempt	
TIP ID Nos.: 372-20-007 (for 2023), 372-21-006 (for 2024), 372-22-006 (for 2025), and 372-23-007 (for 2026)																					

Table 6																				
Calendar Years 2023 - 2026: Street and Highway Improvement Projects																				
(In Thousands of Dollars)																				
Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan. - Dec. 2023				Jan. - Dec. 2024				Jan. - Dec. 2025				Jan. - Dec. 2026				Year Open	Air Quality Status
			Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total		
Wisconsin Department of Transportation	Interstate Highway System	PE				0				0				0				0	2025 and 2032 (Shoreline)/ 2030 (Inland)	Exempt
	Preventive Maintenance Projects	ROW				0				0				0				0		
TIP ID Nos.: 372-20-008 (for 2023), 372-21-007 (for 2024), 372-22-007 (for 2025), and 372-23-008 (for 2026)	Grouped Projects (0.00 mi.) (Highway Preservation)	CONST	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200		
		TOTAL	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200		
			NHPP				NHPP				NHPP				NHPP					
Wisconsin Department of Transportation	National Highway System	PE				0				0				0				0	2025 and 2032 (Shoreline)/ 2030 (Inland)	Exempt
	Preventive Maintenance Projects	ROW				0				0				0				0		
TIP ID Nos.: 372-20-009 (for 2023), 372-21-008 (for 2024), 372-22-008 (for 2025), and 372-23-009 (for 2026)	Grouped Projects (0.00 mi.) (Highway Preservation)	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		
			NHPP				NHPP				NHPP				NHPP					
Wisconsin Department of Transportation	STN Connecting Highway System	PE				0				0				0				0	2025 and 2032 (Shoreline)/ 2030 (Inland)	Exempt
	Preventive Maintenance Projects	ROW				0				0				0				0		
TIP ID Nos.: 372-20-010 (for 2023), 372-21-009 (for 2024), 372-22-009 (for 2025), and 372-23-010 (for 2026)	Grouped Projects (0.00 mi.) (Highway Preservation)	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		
			NHPP				NHPP				NHPP				NHPP					
NOTES: The following funding codes are used to identify Federal funding sources: CMAQ = Congestion Mitigation and Air Quality Improvement program HSIP = Highway Safety Improvement Program HSIP-RR = Rail-Highway Grade Crossing Set-Aside NHPP = National Highway Performance Program STBG = Surface Transportation Block Grant Program																				
2023 - 2026 Funding Summary: Total Highway Preservation Project Funding = \$32,131,250 Total Highway Safety Project Funding = \$2,760,000 Total Highway Improvement Project Funding = \$1,608,600 Total Highway Expansion Project Funding = \$0																				
Source: Wisconsin Department of Transportation, 2022; and Bay-Lake Regional Planning Commission, 2022.																				

primarily consist of federal and state transportation funds with minimal funding from within the Sheboygan Metropolitan Planning Area.

FINANCIAL PLAN FOR THIS TRANSPORTATION IMPROVEMENT PROGRAM

An addition to Transportation Improvement Programs (TIPs) and TIP Amendments resulting from federal surface transportation in recent years, including the “Bipartisan Infrastructure Law (BIL),” 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 *2023 – 2026 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 1.89 percent for programmed expenditures and an estimated inflation factor of 2.00 percent for available funding in nearly all highway and transit programs; exceptions include the transportation alternatives set-aside within the Surface Transportation Block Grant (STBG) Program, the RAISE grant program, and the Congestion Mitigation and Air Quality improvement program (CMAQ), where funding was not inflated at all. Most inflation factors used in this financial plan were based on guidance from staff at the WisDOT Bureau of Planning and Economic Development that was issued to Wisconsin MPOs in the development of their financial plans for their long-range transportation plans and TIPs in July of 2022; 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 *2023 – 2026 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 funding bridge improvements on the National Highway System. Two regular NHPP projects are funded in Table 6, while three categories of WisDOT “grouped” NHPP projects are funded in Table 6.

Table 7 Programmed and Available Federal Funding for the 2023 - 2026 TIP (In Thousands of Dollars)											
Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2023	2024	2025	2026	Total	2023	2024	2025	2026	Total
Federal Highway Administration (FHWA)	National Highway Performance Program (NHPP)	1,170	978	1,540	1,015	4,703					
	Surface Transportation Block Grant Program (STBG)	7,560	122	8,532	127	16,341					
	Highway Safety Improvement Program (HSIP)	192	196	199	203	790					
	Rail-Highway Grade Crossing Set-Aside (HSIP-RR)	240	245	249	254	988					
	Non-Motorized Transportation Pilot Program (NMTTP)	18	0	0	0	18					
	Transportation Alternatives Program (TA)	140	140	140	140	560					
	Total	9,320	1,681	10,660	1,739	23,400	13,734	13,590	15,146	13,865	56,334
Federal Transit Administration (FTA)	Section 5304	0	0	0	0	0	0	0	0	0	0
	Section 5307 - Sheboygan Urbanized Area Operating Expenses	1,249	1,261	1,274	1,286	5,070	1,249	1,261	1,274	1,286	5,070
	Section 5307 - Sheboygan Urbanized Area Operating and Capital (CARES Act)	1,367	680	0	0	2,047	1,367	680	0	0	2,047
	Section 5310	138	0	0	0	138	138	0	0	0	138
	Section 5311 (WETAP)	0	0	0	0	0	0	0	0	0	0
	Section 5339	112	0	0	2,073	2,185	437	446	455	464	1,801
	Total	2,866	1,941	1,274	3,360	9,440	3,191	2,387	1,728	1,750	9,056
FHWA and FTA (All Modes)	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	1,236	0	0	0	1,236	1,000	1,000	1,000	1,000	4,000
NOTES: (1) Totals may not be completely consistent with the sum of individual cell entries due to rounding error. (2) With the exception of the transportation alternatives (TA) set-aside in the Surface Transportation Block Grant (STBG) program and CMAQ, all highway- and enhancement-related programmed expenditures were adjusted to reflect an annual inflation rate of 1.89 percent. With the exception of the TA set-aside in the STBG program, CMAQ and the Non-Motorized Transportation Pilot Program (NMTTP), all highway- and enhancement-related estimated available funding was adjusted to reflect an annual inflation rate of 2.00 percent. Funds under the TA set-aside in the STBG program and under CMAQ were not adjusted to reflect inflation under either programmed expenditures or estimated available funding, while funds under the NMTTP were adjusted for inflation for programmed expenditures but were not adjusted for inflation for estimated available funding. These adjustments were made per WisDOT guidance updated in July 2022. (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 1.89 percent, while all transit capital estimated available funding was adjusted to reflect an annual inflation rate of 2.00 percent. CMAQ funds were not adjusted to reflect inflation under either programmed expenditures or estimated available funding. These adjustments were made per WisDOT guidance updated in July 2022, as well as through consultation with staff of the Sheboygan Parking and Transit Utility (Shoreline Metro). Source: Bay-Lake Regional Planning Commission, 2022.											

- 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. One STBG “grouped” project involves a transportation alternatives set-aside.
- Highway Safety Improvement Program (HSIP): Two categories of WisDOT “grouped” HSIP projects are funded in Table 6.
- Rail-Highway Grade Crossing Set-Aside (HSIP-RR): Two categories of WisDOT “grouped” HSIP-RR projects are funded in Table 6.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding will be available to finance three signal timing projects in the Sheboygan Metropolitan Planning Area, with implementation occurring in 2023.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program: One RAISE project is funded in Table 5.
- Sheboygan County Non-Motorized Transportation Pilot Program (NMTTP): One NMTTP project is 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.
- Special FTA Section 5307 funds provided through the “Coronavirus Aid, Relief, and Economic Security” (CARES) Act will be available to assist with transit operating expenses (offsetting some of the regular municipal share as well as some farebox revenue) in 2023 and 2024. Special FTA Section 5307 funds provided through the CARES Act will also fund five (5) medium size buses at Shoreline Metro for paratransit operations in 2023.
- Based on recent trends, and when taken as a whole, transit capital funding should be available to finance replacement of one (1) medium sized paratransit bus in 2023 as well as five (5) 35-foot fixed-route buses in 2026. FTA Section 5339 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 there is insufficient FTA Section 5339 funding, FTA Section 5307 FTA funding will supplement the FTA Section 5339 funding.
- The Sheboygan County Aging and Disability Resource Center (ADRC) applied for and is anticipated to receive Section 5310 funding for its Enhanced Volunteer Driver Program and for a medium sized replacement bus for 2023.

Annual roadway and transit revenue estimates for the Sheboygan metropolitan planning area are shown in Table 8. Table 8 shows average annual funding for roadway construction, roadway maintenance and operations, transit operating, and transit capital. For maintenance and operations involving state trunk highways, an average of \$3,600,000 in federal and state funding is provided in the metropolitan planning area. For maintenance and operations involving local roadways, an average of \$809,000 in federal and state funding is provided, while an average of \$10,224,000 in local funding is provided in the metropolitan planning area. For maintenance and operations involving transit, an average of \$2,230,000 in federal and state funding, \$685,000 in local funding, \$630,000 in farebox revenues, and \$197,000 in other revenues is provided for the one transit operation (Shoreline Metro) in the metropolitan planning area.

Table 8 Annual Roadway and Transit Revenue Estimates for the Sheboygan Metropolitan Planning Area (In Thousands of Dollars)		
Roadway Construction		Average Annual Funding
Funding Program		
State Highways		
Federal/State Funding	Combined Backbone and Non-Backbone	\$7,673
Local Roadways		
Federal/State Funding	STBG Urban, Local Road Improvement Program (LRIP), Federal Safety Programs, 70% of General Transportation Aids, and 70% of Connecting Highway Aids	\$4,291
Local Funding	Total County and Local Revenue (from Wisconsin Department of Revenue), Less Federal/State Funding Estimate	\$3,594
Subtotal of Local Roadways		\$7,885
Subtotal		\$15,559
Roadway Maintenance and Operations		Average Annual Funding
Funding Program		
State Highways		
Federal/State Funding	State Trunk Highway Maintenance and Operations and State Highway Rehabilitation (SHR) Bridges	\$3,600
Local Roadways		
Federal/State Funding	30% of General Transportation Aids and 30% of Connecting Highway Aids	\$809
Local Funding	Total County and Local Revenue (from Wisconsin Department of Revenue), Less Federal/State Funding Estimate	\$10,224
Subtotal of Local Roadways		\$11,033
Subtotal		\$14,633
Total		\$30,191
Transit Operating		Average Annual Funding
Funding Program		
Federal/State Funding	FTA Section 5307 Operating Funding, HUD Community Development Block Grant (CDBG) Funding, and WisDOT Sections 85.20 and 85.205 Funding	\$2,230
Local Funding	Operating Funding from the Cities of Sheboygan and Sheboygan Falls, the Village of Kohler, and the Sheboygan Area School District	\$685
Farebox Revenue	Revenues from Cash Fares, Monthly and Day Passes, etc.	\$630
Other Revenue	Revenues from Advertising, Investments and Other Miscellaneous Sources	\$197
Total		\$3,743
Transit Capital		Average Annual Funding
Funding Program		
Federal Funding	FTA Section 5339 Capital Funding	\$88
Local Funding	City of Sheboygan Local Funding	\$174
Other Funding	Other Funding Sources (Volkswagen Settlement, etc.)	\$95
Total		\$356
Source: Wisconsin Department of Revenue, 2013 - 2016; Wisconsin Department of Transportation, 2018 and 2019; Bureau of Labor Statistics, <i>CPI Inflation Calculator</i> , 2014 - 2019; Shoreline Metro, 2018 and 2019; and Bay-Lake Regional Planning Commission, 2018, 2019, 2020, 2021 and 2022.		

PUBLIC PARTICIPATION PROCESS

In 2020, 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 *2023 – 2026 TIP* for the Sheboygan Metropolitan Planning Area.

The Bay-Lake Regional Planning Commission published a Notice of Request for Comment on the draft *2023 – 2026 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 *2023 – 2026 TIP*:

September 28, 2022

Notice of Request for Public Comment on the draft *2023 – 2026 TIP* published in a local newspaper, sent to other local media and publicized via social media. Significant meetings and hearings concerning the TIP were listed in the notice, including notice of the public hearing concerning the TIP. Draft TIP made available for public review at five locations in the Sheboygan Metropolitan Planning Area and on the MPO webpage on

the Bay-Lake Regional Planning Commission website.

September 28, 2022

Notice of Request for Public Comment on the draft *2023 – 2026 TIP* was made available to individuals and organizations on the MPO Public Participation Plan mailing list.

September 28, 2022

Draft TIP made available for public review through October 28, 2022

October 27, 2022

Public Hearing on the *2023 – 2026 TIP*

October 27, 2022

MPO Technical and Policy Advisory Committees considered public comments and made a recommendation to the Bay-Lake Regional Planning Commission

October 28, 2022

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, 2022

Formal transmittal of the final TIP to applicable state and federal agencies.

The public hearing concerning the *2023 – 2026 TIP* was held as part of the October 27, 2022, joint meeting of the Sheboygan MPO Technical and Policy Advisory Committees at Sheboygan City Hall (Conference Room 305), 828 Center Avenue, Sheboygan. Six members of the public participated in the meeting (three virtually and three in person). Comments received primarily focused on a need for increased investment in projects that make travel safer for bicyclists, and were as follows:

- Nathaniel Darling wondered if an economic impact study on bicycling could be done for the Sheboygan area similar to what was done for the City of LaCrosse.
- Tabitha Steinbock noted that traveling from north to south in the City of Sheboygan can be dangerous, especially at certain locations.
- Laura Bachmann thought that there was a need for a comprehensive plan for bicycling for the area. Ms. Bachmann gave Madison as an example of an area where some things are

being done right, and also gave Chicago as a poor example. Ms. Bachmann thought that there should be better connections between areas, and that bike lanes should be placed on lower traffic streets that parallel higher traffic streets.

- Kyle Schmitz stated that he was a bicycle commuter, and commented that it was difficult to commute in Sheboygan. Mr. Schmitz indicated that he resides near the intersection of Union Avenue and South Taylor Drive, and noted that there are many “danger zones” heading north. Mr. Schmitz also thought that it was important to extend the Taylor Drive trail to the south.
- Scott Hollowell had questions regarding how sidewalk improvements are funded. Mr. Hollowell noted that he rides with a young child, so bike lanes and crossings can be dangerous in his view. Mr. Hollowell thought that it was best to separate bike lanes from the road.
- Steve Jorgensen commented that he was a bicycle commuter for 45 years, and that it is important to keep striving to do more. Mr. Jorgensen noted that City of Sheboygan’s bronze level bicycle friendly community award from the League of American Bicyclists was expiring.

Written comments were received from seven members of the public. Again, most comments focused on a need for increased investment in projects that make travel safer for bicyclists.

- Ed Procek asked if transit service to the Town of Sheboygan was included in the TIP, or if any recommendations from the Sheboygan County American Rescue Plan Act (ARPA) Transportation Taskforce were included in the TIP.
- Valerie Schuessler advocated for adding protected bike lanes to certain high traffic roads in the area, and discussed ways in which these could be implemented inexpensively.
- Braden Schmidt also advocated for physically separating existing bike lanes and adding on-street lanes (ideally with physical protection, like flex posts), along with improving connectivity between bike lanes.
- Jeffrey Wagner advocated for physical dividers between cars and bicyclists, as well as several techniques that could slow down traffic.
- Judd Baumann advocated for protected bicycle lanes, and discussed situations in which he has faced danger as a commuting bicyclist in the community.
- Nathaniel Darling advocated for planning for building a better bicycle infrastructure system, and discussed the benefits of such a system. Mr. Darling provided a link to such a study done for the City of LaCrosse. Mr. Darling also advocated for more bike paths around the area.
- Tabitha Steinbock discussed the dangers she faced while attempting to commute from the north side to the south side, and advocated for improving existing bike lanes so that they are better separated from automobile traffic, as well as finishing the Taylor Drive

path south to Washington Avenue and improving crossing signals and lanes at the South Taylor Drive/Washington Avenue intersection so that people can safely navigate their way to the Deer Trace shopping center or Walmart. Ms. Steinbock thought that a north-south protected bike lane through the city would be a good idea.

- Laura Bachmann advocated for a comprehensive strategy for bicycle transportation, and supported lower cost projects that improve bike lanes. Ms. Bachmann also voted that the Lakeshore Drive bike lane north of Sheboygan was far too narrow, and needs more separation from cars.

As far as comments from agencies were concerned, staff from the Agricultural Impact Statement (AIS) program at the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) asked that Sheboygan County (the sponsor of the County Highway EE/Weeden Creek Road project) provide DATCP with an agricultural impact notification if this project impacts any agricultural lands or agricultural operations.

IMPLEMENTATION STATUS OF PROJECTS RECOMMENDED FOR 2022 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 2022 in the *2022 – 2025 TIP* (approved in October 2021, and amended four times thereafter) which were completed or in progress at the end of 2022 are identified on Map 2. Table 9 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 2022 in the *2022 – 2025 TIP*. Table 9 identifies projects scheduled in the *2022 – 2025 TIP* for 2022, and includes information such as project location, jurisdiction, project description, and project status.

Table 9 Implementation Status of Projects Recommended for 2022 Transportation Improvement Program for the Sheboygan Metropolitan Planning Area			
Project Location	Jurisdiction	Project Description	Project Status
CTH EE/Weeden Creek Road CTH OK/South Business Drive to CTH KK/South 12th Street	Sheboygan County	Design Leading to Reconstruction with no Increase in Capacity in 2025	Design In Progress; Project to be Completed in 2025
Taylor Drive Indiana Avenue to Superior Avenue	City of Sheboygan	Adding Radio Communication Infrastructure, Installing of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals	In Progress; Project to be Completed in 2023
STH 23/Kohler Memorial Drive/Erie Avenue North Taylor Drive to North 9th Street	City of Sheboygan	Adding Radio Communication Infrastructure, Installing of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals	In Progress; Project to be Completed in 2023
STH 28/STH 42/14th Street/Calumet Drive Indiana Avenue to North Avenue	City of Sheboygan	Adding Radio Communication Infrastructure, Installing of Video Detection, Conducting Intersection Turning Movement Counts, and Retiming and Coordinating Traffic Signals	In Progress; Project to be Completed in 2023
North 15th Street STH 42/Calumet Drive to North Avenue	City of Sheboygan	Design Leading to Reconstruction with no Increase in Capacity	In Progress; Project to be Completed Outside Range of TIP
County Highway TA/Taylor Drive Union Avenue to Erie Avenue	Sheboygan County	Design Leading to Reconstruction with no Increase in Capacity	Design in Progress; Project to be Completed in 2024
Fond du Lac Avenue STH 32/Main Street to Oak Street	City of Sheboygan Falls	Design Leading to Reconstruction with no Increase in Capacity	In Progress; Project to be Completed Outside Range of TIP
STH 23 CTH P to STH 32	Wisconsin Department of Transportation	Design Leading to Resurfacing and Preservation	Design Completed; Project to be Completed in 2027
STH 23 STH 32 to Taylor Drive	Wisconsin Department of Transportation	Design Leading to Resurfacing	Design Completed; Project to be Completed in 2027
North 25th Street STH 23/Kohler Memorial Drive to North Avenue	City of Sheboygan	Design Leading to Resurfacing	In Progress; Project to be Completed Outside Range of TIP
Various Locations in the Sheboygan Metropolitan Planning Area	Wisconsin Department of Transportation	Grouped Projects in the Sheboygan Metropolitan Planning Area	Completed
Sheboygan County NMTPP	Sheboygan County	Level of Effort for Program Oversight (Including Education and Outreach)	In Progress; Project to be Completed in 2023
CTH PP Sheboygan River Bridge to S. 24th Street	Sheboygan County	Conversion into Linear Parkway and Trail Facility	Completed
Transportation Access to Public Health Options: A Study for the Bay-Lake Region	Bay-Lake Regional Planning Commission	Study Only	In Progress; Project to be Completed in 2025
Shoreline Metro Service Area	Sheboygan Parking and Transit Utility	Operation of Shoreline Metro	Completed
Shoreline Metro Service Area	Sheboygan Parking and Transit Utility	Purchase of Ten (10) 35-Foot Fixed-Route Buses (Funded by the CMAQ and FTA Section 5339 Programs and by the Volkswagen Diesel Emissions Environmental Mitigation Trust)	Completed
Sheboygan County	Sheboygan County	Enhanced Volunteer Driver Program	Completed
Sheboygan County	Sheboygan County	Purchase of Specialized Transportation Services from Shoreline Metro	Completed
Sheboygan County	Sheboygan County	Purchase of One (1) Medium Sized Paratransit Bus	Deferred to 2023
Source: Bay-Lake Regional Planning Commission, 2022.			

AIR QUALITY CONFORMITY STATEMENT

The air quality conformity statement for this 2023 – 2026 TIP can be found in Appendix C. The conformity statement has been prepared for both the TIP and the Update to the *Year 2045 Sheboygan Area Transportation Plan (SATP)*. The Update to the *Year 2045 SATP* (and this 2023 – 2026 TIP which implements that plan) demonstrates conformity against a State Implementation Plan (SIP) in which USEPA found motor vehicle emission budgets adequate for the Shoreline and Inland portions of Sheboygan County; emission budgets in the SIP were developed using the MOVES 3.0.2 emissions estimating model, and the conformity analysis found in Appendix C utilized emission factors produced by MOVES 3.0.2 to demonstrate conformity for all of Sheboygan County. An updated conformity analysis will be prepared for the *Year 2050 SATP* and this 2023 – 2026 TIP in early to mid-2023.

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 2023 – 2026 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 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 Part 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

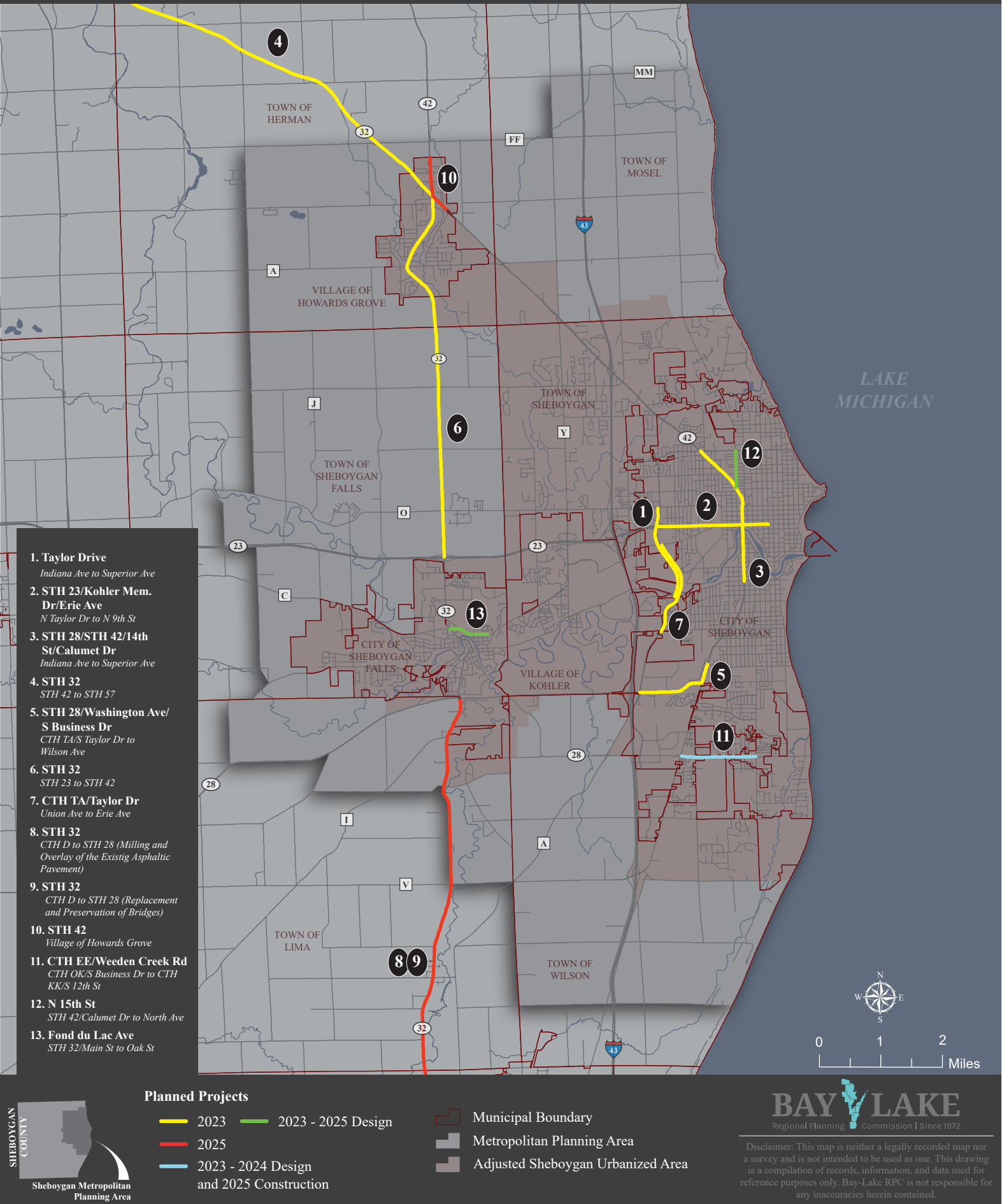
The TIP can be administratively modified by staff without going through the amendment process under the following circumstances:

- 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.

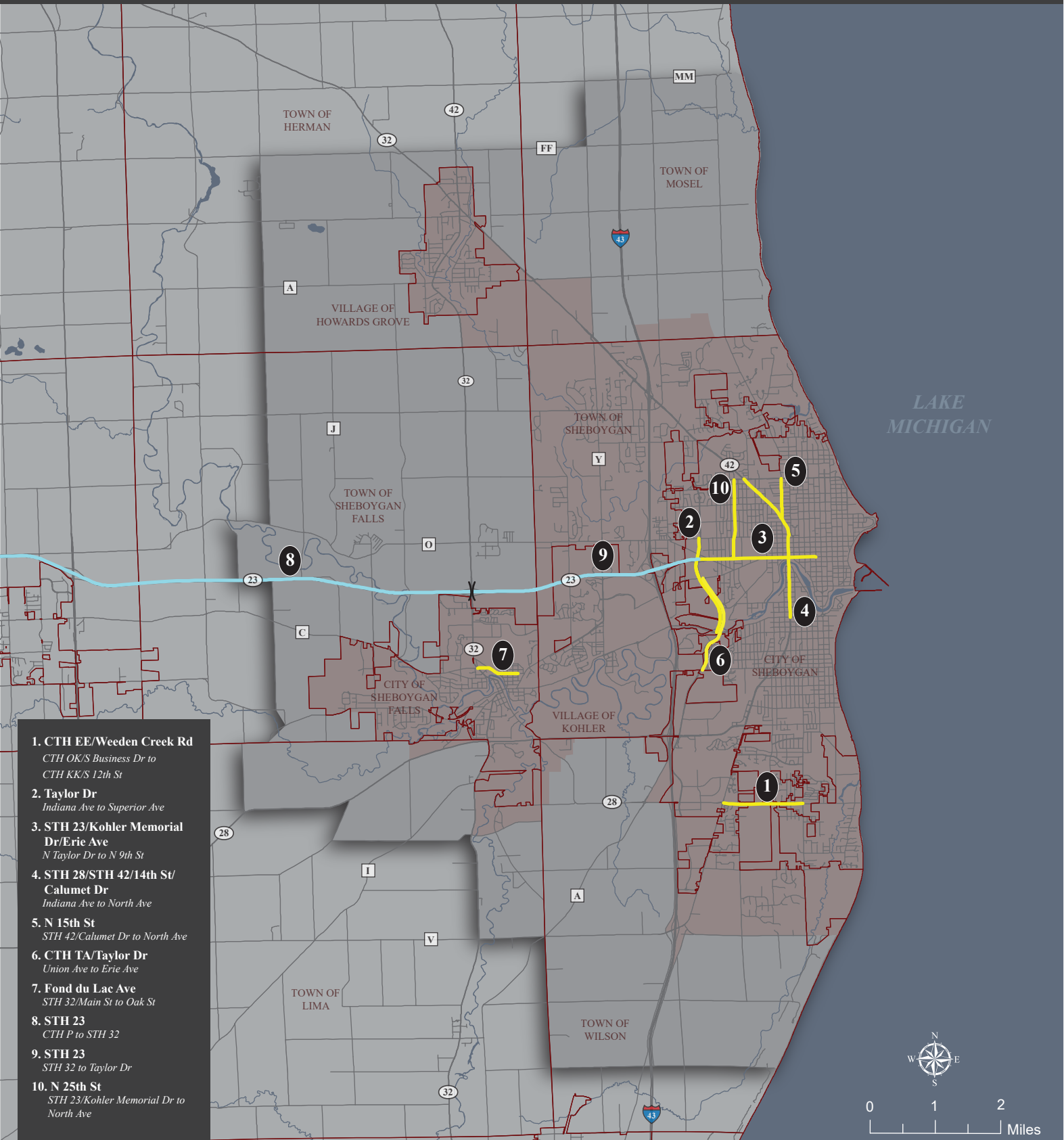
In addition, projects approved for Emergency Relief funding are not generally required to be included in the TIP. Therefore, any changes made for emergency relief projects may be considered administrative modifications to the TIP.

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Street and Highway Improvement Projects: 2023 - 2026
Sheboygan Metropolitan Planning Area - Sheboygan County, Wisconsin



Street and Highway Improvement Projects Completed or In Progress in 2022
Sheboygan Metropolitan Planning Area - Sheboygan County, Wisconsin



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 RPC is not responsible for any inaccuracies herein contained.

APPENDIX A

GLOSSARY OF TERMS

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GLOSSARY OF TERMS

ACQUI	- Acquisition
ADA	- Americans with Disabilities Act of 1990
BIL	- Bipartisan Infrastructure Law. This most recent surface transportation reauthorization act as signed into law in November, 2021. The BIL is also known as the “Infrastructure Investment and Jobs Act” (IIJA).
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 (Federal surface transportation authorization legislation approved and signed into law in 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

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

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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

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ASSESSMENT OF CONFORMITY OF THE UPDATE TO THE *YEAR 2045 SHEBOYGAN AREA TRANSPORTATION PLAN (SATP)* AND THE *2023 – 2026 SHEBOYGAN METROPOLITAN PLANNING AREA TRANSPORTATION IMPROVEMENT PROGRAM (TIP)* WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN

On October 13, 2021, the Bay-Lake Regional Planning Commission submitted an assessment of the conformity of the fiscally constrained Update to the *Year 2045 Sheboygan Area Transportation Plan (SATP)* and the *2022 – 2025 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 can be found in Tables C.1 through C.3. The Update to the *Year 2045 SATP* and the *2022 – 2025 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, Shoreline and Inland maintenance areas as well as with the 2015 eight-hour ozone NAAQS for the Shoreline Sheboygan County, Wisconsin, marginal (at the time, now moderate) nonattainment area, in a letter dated October 27, 2021.

The Bay-Lake Regional Planning Commission has now completed the preparation of the draft *2023 – 2026 Sheboygan Metropolitan Planning Area TIP*. The draft *2023 – 2026 TIP* can be found on the Bay-Lake Regional Planning Commission website at:
[https://baylakerpc.org/sheboygan-mpo/transportation-improvement-program-tip\(.\)](https://baylakerpc.org/sheboygan-mpo/transportation-improvement-program-tip(.))

The *2023 – 2026 TIP* is an update and extension of the previous *2022 – 2025 TIP* (as amended), and is fully consistent with the Update to the *Year 2045 SATP*. The *2023 – 2026 TIP* includes projects that should be initiated to implement the Update to the *Year 2045 SATP*, and no project is programmed in the *2023 – 2026 TIP* which is not included in the Update to the *Year 2045 SATP*. The regional emissions analysis prepared for the Update to the *Year 2045 SATP*, which was approved on October 27, 2021, by the U.S. Department of Transportation, Federal Highway and Transit Administrations, applies to, and is consistent with, the proposed *2023 – 2026 TIP*.

Therefore, the Bay-Lake Regional Planning Commission is requesting that the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2023 – 2026* be determined to conform to the 2008 eight-hour ozone NAAQS for the Sheboygan County, Wisconsin, Shoreline and Inland maintenance areas and the 2015 eight-hour ozone NAAQS for the Shoreline Sheboygan County, Wisconsin, moderate nonattainment area. The regional emissions analysis performed and approved in 2021 on the fiscally constrained Update to the *Year 2045 SATP* and on the *2022 – 2025 TIP* would generally be unchanged under this *2023 – 2026 TIP*.

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 Update to the *Year 2045 SATP*. All projects in the *2023 – 2026 TIP* which are regionally significant are consistent with, and included in, the Update to the *Year 2045 SATP*. The design concept, scope, and schedule of each regionally significant project proposed in the *2023 – 2026 TIP* is not significantly different from that described in the Update to the *Year 2045 SATP*.

Table C.1 shows conformity tests of the *Year 2045 SATP* and the *2023 – 2026 TIP* for the Sheboygan County Inland Maintenance Area for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard (NAAQS). Projected emissions for volatile organic compounds (VOCs) and for nitrogen oxides (NOx) are below 2030 budgets in 2030, 2040 and 2045, thus meeting the budget test for conformity.

Table C.1: Conformity Tests of the *Year 2045 SATP* and the *2023 – 2026 TIP*: Sheboygan County Inland Maintenance Area for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard: 2030, 2040 and 2045

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, Inland Maintenance Area for the 2008 Eight-Hour Ozone NAAQS	Budget Test	2030	July	0.3400	0.2113	0.5400	0.3619
		2040	July	0.3400	0.1710	0.5400	0.3070
		2045	July	0.3400	0.1697	0.5400	0.3090

*The 2030 budgets for Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) are documented in the *Redesignation Request and Maintenance Plan for the Inland Sheboygan County, Wisconsin, 1997 and 2008 8-Hour Ozone Nonattainment Area* submitted by the Wisconsin Department of Natural Resources to USEPA in October of 2019. USEPA finalized this redesignation and approved the maintenance plan in July of 2020. The budget established for VOCs was 0.6500 tons for 2020. The budget established for NOx was 1.1600 tons for 2020.

Source: Wisconsin Department of Natural Resources, 2019 and 2021; and Bay-Lake Regional Planning Commission, 2021 and 2022.

Table C.2 shows conformity tests of the *Year 2045 SATP* and the *2023 – 2026 TIP* for the Sheboygan County Shoreline Maintenance Area for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard (NAAQS). Projected emissions for volatile organic compounds (VOCs) and for nitrogen oxides (NOx) are below 2025 budgets in 2025 and are below 2032 budgets in 2032, 2042 and 2045, thus meeting the budget test for conformity.

Table C.2: Conformity Tests of the *Year 2045 SATP* and the *2023 – 2026 TIP*: Sheboygan County Shoreline Maintenance Area for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard: 2025, 2032, 2042 and 2045

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, Shoreline Maintenance Area for the 2008 Eight-Hour Ozone NAAQS	Budget Test	2025	July	0.5000	0.3653	1.0000	0.7149
		2032	July	0.3600	0.2651	0.7700	0.5011
		2042	July	0.3600	0.2270	0.7700	0.4437
		2045	July	0.3600	0.2269	0.7700	0.4450

*The 2025 and 2032 budgets for Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) are documented in the *Redesignation Request and Maintenance Plan for the Shoreline Sheboygan County, Wisconsin, 1997 and 2008 8-Hour Ozone Nonattainment Area* submitted by the Wisconsin Department of Natural Resources to USEPA in February of 2020. USEPA finalized this redesignation and approved the maintenance plan in July of 2020. Source: Wisconsin Department of Natural Resources, 2019 and 2021; and Bay-Lake Regional Planning Commission, 2021 and 2022.

Table C.3 shows conformity tests of the *Year 2045 SATP* and the *2023 – 2026 TIP* for the Sheboygan County Shoreline Moderate Nonattainment Area for the 2015 Eight-Hour Ozone National Ambient Air Quality Standard (NAAQS). Projected emissions for volatile organic compounds (VOCs) and for nitrogen oxides (NOx) are below 2025 budgets in 2025 and are below 2032 budgets in 2032, 2042 and 2045, thus meeting the budget test for conformity. Separate budgets have not been developed for the larger Shoreline Moderate Nonattainment Area for the 2015 Eight-Hour Ozone NAAQS, such that the budgets from the *Redesignation Request and Maintenance Plan for the Shoreline Sheboygan County, Wisconsin, 1997 and 2008 8-Hour Ozone Nonattainment Area* are also being used for this budget test.

Table C.3: Conformity Tests of the *Year 2045 SATP* and the *2023 – 2026 TIP*: Sheboygan County Shoreline Moderate Nonattainment Area for the 2015 Eight-Hour Ozone National Ambient Air Quality Standard: 2025, 2032, 2042 and 2045

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, Shoreline Marginal Nonattainment Area for the 2015 Eight-Hour Ozone NAAQS	Budget Test	2025	July	0.5000	0.4134	1.0000	0.7926
		2032	July	0.3600	0.2984	0.7700	0.5573
		2042	July	0.3600	0.2576	0.7700	0.4944
		2045	July	0.3600	0.2574	0.7700	0.4958

*The 2025 and 2032 budgets for Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) are documented in the *Redesignation Request and Maintenance Plan for the Shoreline Sheboygan County, Wisconsin, 1997 and 2008 8-Hour Ozone Nonattainment Area* submitted by the Wisconsin Department of Natural Resources to USEPA in February of 2020. USEPA finalized this redesignation and approved the maintenance plan in July of 2020. Separate budgets have not been developed for the larger Shoreline Moderate Nonattainment Area for the 2015 Eight-Hour Ozone NAAQS, such that budgets from the referenced maintenance plan are also being used for this budget test. Source: Wisconsin Department of Natural Resources, 2019 and 2021; and Bay-Lake Regional Planning Commission, 2021 and 2022.

This conformity analysis indicates that the Update to the *Year 2045 SATP* and the *2023 – 2026 TIP* are consistent with the mobile sector goals of the *Redesignation Request and Maintenance*

Plan for the Inland Sheboygan County, Wisconsin, 1997 and 2008 8-Hour Ozone Nonattainment Area and the Redesignation Request and Maintenance Plan for the Shoreline Sheboygan County, Wisconsin, 1997 and 2008 8-Hour Ozone Nonattainment Area prepared by the WDNR and approved for transportation conformity purposes by the USEPA.

The Bay-Lake Regional Planning Commission will be updating the conformity analysis on a new *Year 2050 SATP* and will redemonstrate conformity on the *2023 – 2026 TIP* in early 2023.

APPENDIX D
FINANCIAL CAPACITY ASSESSMENT OF
SHORELINE METRO

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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 investment 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 2018 and 2026. Readers are also referred to Table D.2 for additional information concerning financial measures of effectiveness for Shoreline Metro for the period between 2018 and 2026. Detailed operating and capital expense information has also been analyzed in the preparation of several chapters of the *Shoreline Metro Transit Development Program (TDP)*, which was approved in early 2021. 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 17 and June 3, 2021.

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

Table D.1 2018 to 2026 Shoreline Metro Operating Expenses and Revenues (In Thousands of Dollars)									
	ACTUAL				ESTIMATE	PROJECTED			
	2018	2019	2020	2021	2022****	2023	2024	2025	2026
TOTAL OPERATING REVENUES (farebox and other revenues)	\$839	\$623	\$499	\$582	\$1,134	\$619	\$593	\$598	\$602
TOTAL OPERATING EXPENSES*	(\$3,762)	(\$3,975)	(\$3,843)	(\$3,902)	(\$4,747)	(\$4,164)	(\$4,176)	(\$4,218)	(\$4,260)
OPERATING DEFICIT	(\$2,923)	(\$3,353)	(\$3,345)	(\$3,320)	(\$3,613)	(\$3,546)	(\$3,583)	(\$3,620)	(\$3,657)
PUBLIC OPERATING ASSISTANCE:									
FTA SECTION 5307	\$1,171	\$1,226	\$1,100	\$1,234	\$1,547	\$1,249	\$1,261	\$1,274	\$1,286
OTHER FEDERAL FUNDING**	\$42	\$42	\$822	\$218	\$634	\$709	\$709	\$42	\$42
WisDOT SECTION 85.20	\$784	\$803	\$921	\$878	\$883	\$1,039	\$1,049	\$1,060	\$1,070
WisDOT SECTION 85.205	\$43	\$43	\$47	\$51	\$47	\$47	\$47	\$47	\$47
CITY OF SHEBOYGAN	\$512	\$751	\$0	\$451	\$0	\$0	\$0	\$672	\$682
CITY OF SHEBOYGAN FALLS	\$34	\$49	\$0	\$39	\$39	\$39	\$46	\$50	\$51
VILLAGE OF KOHLER	\$12	\$17	\$0	\$13	\$13	\$13	\$16	\$17	\$18
SHEBOYGAN COUNTY	\$326	\$331	\$365	\$368	\$360	\$360	\$364	\$367	\$371
SHEBOYGAN AREA SCHOOL DIST.***	\$45	\$90	\$90	\$90	\$90	\$90	\$90	\$90	\$90
TOTAL ASSISTANCE	\$2,968	\$3,353	\$3,345	\$3,342	\$3,613	\$3,546	\$3,583	\$3,620	\$3,657
RETAINED EARNINGS	\$45	\$0	\$0	\$22	\$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 2018 through 2022, and is expected to involve \$42,493 in CDBG entitlement funding in 2023, 2024, 2025 and 2026. In addition, special federal COVID-19 relief funding was provided in 2020, 2021 and 2022, and is also expected to be provided in 2023 and 2024. ***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 was provided in 2019, 2020, 2021 and 2022, and will also be provided at the same level in 2023, 2024, 2025 and 2026. 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> , 2018, 2019 and 2020; City of Sheboygan Parking and Transit Utility, 2018, 2019, 2020, 2021 and 2022; and Bay-Lake Regional Planning Commission, 2022.									

Table D.2
2018 to 2026 Shoreline Metro Measures of Effectiveness

	ACTUAL				ESTIMATE	PROJECTED			
	2018	2019	2020	2021	2022	2023	2024	2025	2026
REVENUE PASSENGERS (1000s)	600	679	373	421	567	593	621	650	680
REVENUE MILES (1000s)	536	537	477	506	496	506	516	527	537
OPERATING EXPENSES (\$1000s)	\$3,399	\$3,606	\$3,457	\$3,512	\$4,361	\$3,774	\$3,812	\$3,850	\$3,889
FAREBOX REVENUE (\$1000s) ¹	\$402	\$280	\$186	\$237	\$260	\$275	\$278	\$281	\$283
EXPENSE/MILE	\$6.34	\$6.71	\$7.25	\$6.94	\$8.79	\$7.46	\$7.39	\$7.31	\$7.24
EXPENSE/PASSENGER	\$5.67	\$5.31	\$9.27	\$8.35	\$7.70	\$6.36	\$6.14	\$5.93	\$5.72
PASSENGERS/MILE	1.12	1.26	0.78	0.83	1.14	1.17	1.20	1.23	1.27
REVENUE/PASSENGER	\$0.67	\$0.41	\$0.50	\$0.56	\$0.46	\$0.46	\$0.45	\$0.43	\$0.42
BUS FLEET ²	23	23	22	21	22	22	22	22	22
TRANSIT SYSTEM EMPLOYEES ³ (FULL-TIME EQUIVALENT POSITIONS)	30.12	30.12	30.12	30.12	30.12	30.12	30.12	30.12	30.12

NOTES:

¹Fixed-route transit system farebox revenues only.

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

³Fixed-route transit system employees only.

Source: Federal Transit Administration, *National Transit Database*, 2018, 2019 and 2020; City of Sheboygan Parking and Transit Utility, 2018, 2019 2020, 2021 and 2022; and Bay-Lake Regional Planning Commission, 2022.

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. Transfers and tokens were eliminated in 2020 due in part to COVID-19, and Shoreline Metro started selling six day passes for the price of five in 2020. Slight increases to fares in certain categories have been recommended, but fares are projected to remain stable from 2023 through 2026 at this point. Slight changes to hours of service were also implemented.

Ridership increased by nearly 13.3 percent between 2018 and 2019; this was largely due to an agreement between Shoreline Metro and the Sheboygan Area School District (SASD) in which the SASD has provided funding to Shoreline Metro (\$45,000 for the second half of 2018, \$90,000 in 2019, and continuation of the agreement assumed thereafter) in exchange for allowing SASD students and staff to ride free of charge on Shoreline Metro buses. Ridership decreased by nearly 45.1 percent between 2019 and 2020, with the COVID-19 epidemic (and associated school closures, increased unemployment, and business closures, and working from home) being the main culprit of this significant decrease. Ridership increased by over 12.7 percent between 2020 and 2021, with the beginning of recovery from the COVID-19 epidemic. Ridership is estimated to increase by over 34.7 percent between 2021 and 2022, with continued recovery from the COVID-19 pandemic. Ridership is projected to gradually return to its 2019 level by 2026, presuming that there is a resolution to the COVID-19 situation, no additional unforeseen circumstances, and no significant service cuts or fare increases.

Farebox revenues decreased by over 30.4 percent between 2018 and 2019; these farebox revenue decreases from were largely due to an agreement between Shoreline Metro and the Sheboygan Area School District (SASD) in which the SASD has provided funding to Shoreline Metro (\$45,000 for the second half of 2018, \$90,000 in 2019, and continuation of the agreement assumed thereafter) in exchange for allowing SASD students and staff to ride free of charge on Shoreline Metro buses. Farebox revenues decreased by nearly 33.7 percent between 2019 and 2020, again with the COVID-19 epidemic and its various impacts being the main culprit of this significant decrease. Farebox revenues increased by nearly 27.5 percent between 2020 and 2021, with the beginning of the COVID-19 pandemic. Farebox revenues are estimated to increase by over 9.9 percent between 2021 and 2022, with continued recovery from the COVID-19 pandemic. Farebox revenues are projected to increase by nearly 5.8 percent between 2022 and 2023, then are projected to increase by 1.0 percent each year between 2023 and 2025. These projections again presume that there is a resolution to the COVID-19 situation, no additional unforeseen circumstances, and no significant service cuts or fare increases.

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

In 2026, Shoreline Metro will replace five (5) fixed-route buses, with these bus replacements involving funding from the FTA Section 5339 and/or FTA Section 5307 program. Shoreline Metro has no transit capital projects programmed for 2023, 2024 or 2025. 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 *2023 – 2026 Transportation Improvement Program (TIP)*.

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APPENDIX E
STATEMENT OF IMPACTS OF TIP PROJECTS ON
ENVIRONMENTAL JUSTICE

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IMPACTS OF PROJECTS IN THE 2023 – 2026 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 3-1, 4-2, 9-3 and 10-2 are located in the Town of Sheboygan, while portions of census block groups 10-3, 10-4 and 11-2 are located in the Town of Wilson. In addition, census block group 106.01-2 is located in the City of Sheboygan Falls.

All analysis was done at the block group level. Minority population data were collected from the *2020 Census*, while low-income population data were collected from the *2016 – 2020 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: 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 2023 (the project passes through all or part of two census block groups with high populations below the poverty level between the north approach of the Taylor Drive bridge and Indiana Avenue).

- Project #2: 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 2023 (the project takes place along four environmental justice target areas, including: one (1) census block group with a high population below the poverty level located south of the project from North Taylor Drive to North 18th Street; one (1) census block group with a very high population below the poverty level and a high minority population located south of the project from North 18th Street to North 9th Street; and two (2) census block groups with a very high minority population located north of the project from North 18th Street to North 9th Street).
- Project #3: 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 2023 (the project takes place within or along the border of six environmental justice target areas, including: one (1) census block group with a very high population below the poverty level and a very high minority population located between Indiana Avenue and the southern approach to the 14th Street bridge; one (1) census block group with a very high population below the poverty level and a high minority population located between the northern approach to the 14th Street bridge and Erie Avenue; two (2) census block groups with very high minority populations located on either side of North 14th Street between Erie Avenue and Superior Avenue and the west side of Calumet Drive from Superior Avenue to Saemann Avenue; one (1) census block with a high population below the poverty level on the northeast side of Calumet Drive from Superior Avenue to North 15th Street; and one (1) census block with a high minority population on either side of Calumet Drive from North 15th Street/Saemann Avenue to North Avenue).
- Project #5: State Highway 28/Washington Avenue/South Business Drive from County Highway TA/South Taylor Drive to Wilson Avenue: Design leading to Resurfacing in 2023 (the project takes place within or along the border of two environmental justice target areas, including one (1) census block group with a high population below the poverty level on Washington Avenue from County Highway TA/South Taylor Drive to South Business Drive and on the west side of South Business Drive from Washington Avenue to Wilson Avenue; one (1) census block group with a minority population on the east side of South Business Drive from Washington Avenue to Wilson Avenue).
- Project #7: County Highway TA/Taylor Drive from Union Avenue to Erie Avenue: Reconstruction with no increase in capacity in 2024 (the project takes place within one environmental justice target area; including two (2) census block groups with high populations below the poverty level).
- Project #11: County Highway EE/Weeden Creek Road from County Highway OK/South Business Drive to County Highway KK/South 12th Street: Design, Right-of-Way

Acquisition and Reconstruction with no Increase in Capacity (the north side of the project is the southern boundary of two environmental justice target areas, including one (1) census block group with a high minority population, and (1) census block group with a high population below the poverty level).

- Project #12: North 15th Street from State Highway 42/Calumet Drive to North Avenue: Design leading to Reconstruction with no Increase in Capacity (the project border three environmental justice target areas, including one (1) census block group along the west side of the project that has a high minority population; one (1) census block group on the east side of the project north of Geele Avenue that also has a high minority population; and one (1) census block group on the east side of the project south of Geele Avenue that has a high population below the poverty level).

Four 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/outreach efforts or WisDOT level of effort projects, nor does it include projects where impacts cannot reasonably be mapped. Some projects that cannot be mapped will benefit residents in environmental justice target areas.

One (1) bicycle and pedestrian transportation project shown in Map E.2 touches environmental justice target areas, as follows:

- Project #1: Bicycle-Pedestrian Swing Bridge over the Sheboygan River (this project borders one census block group with a very high minority population).

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

Transit Projects and their Impacts on Environmental Justice Target Areas

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

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

Taken as a whole, the projects in this 2023 – 2026 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 Update to the *Year 2045 Sheboygan Area Transportation Plan (SATP)* approved in April of 2019; this will be updated as the *Year 2050 SATP* is approved in 2023.

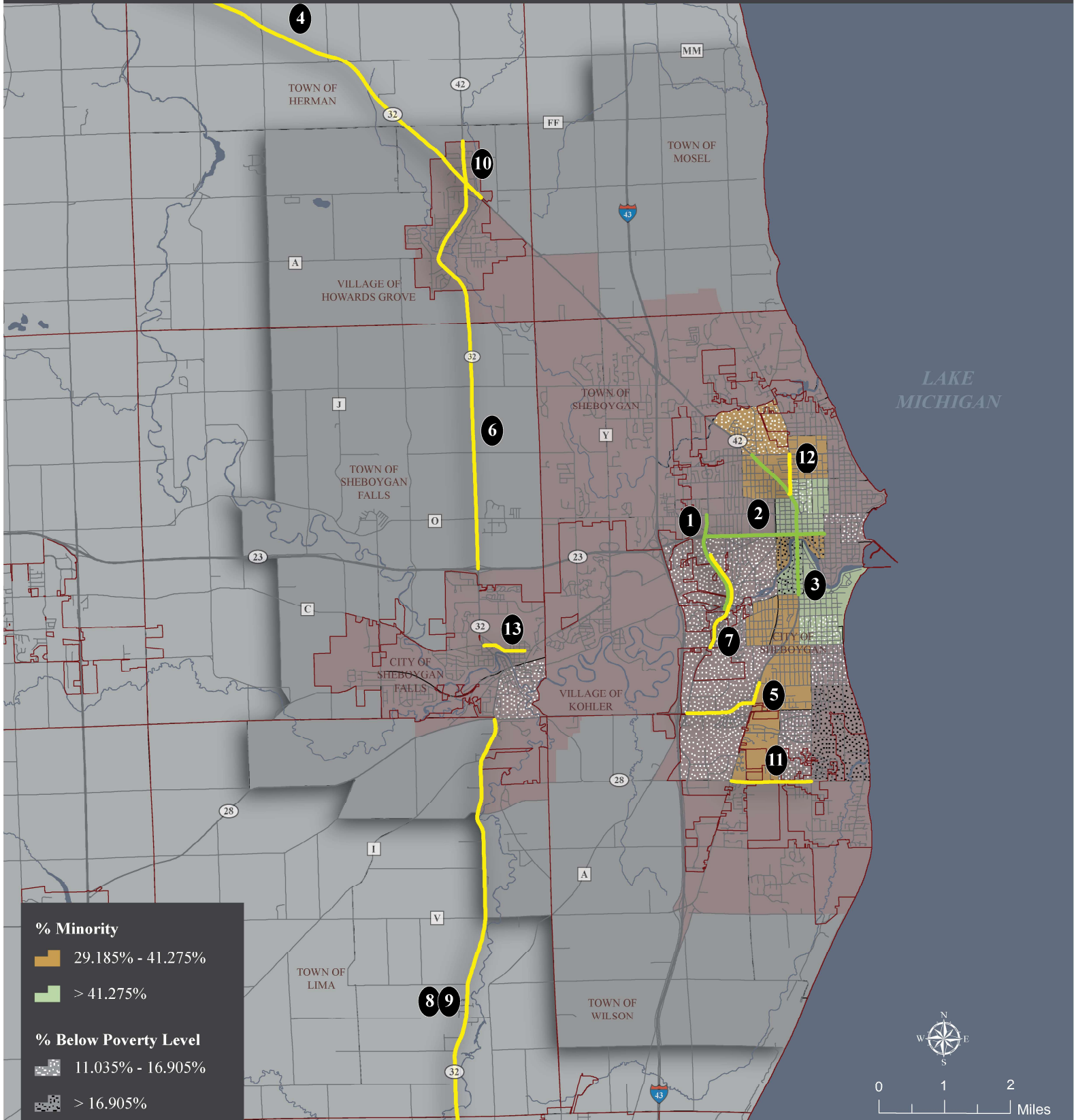
Public Involvement of Minority and Low-Income Populations

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 *2023 – 2026 TIP*.

2023-2026 Street and Highway Improvement Project Locations and Environmental Justice Target Areas

Map E.1

Sheboygan Metropolitan Planning Area - Sheboygan County, Wisconsin



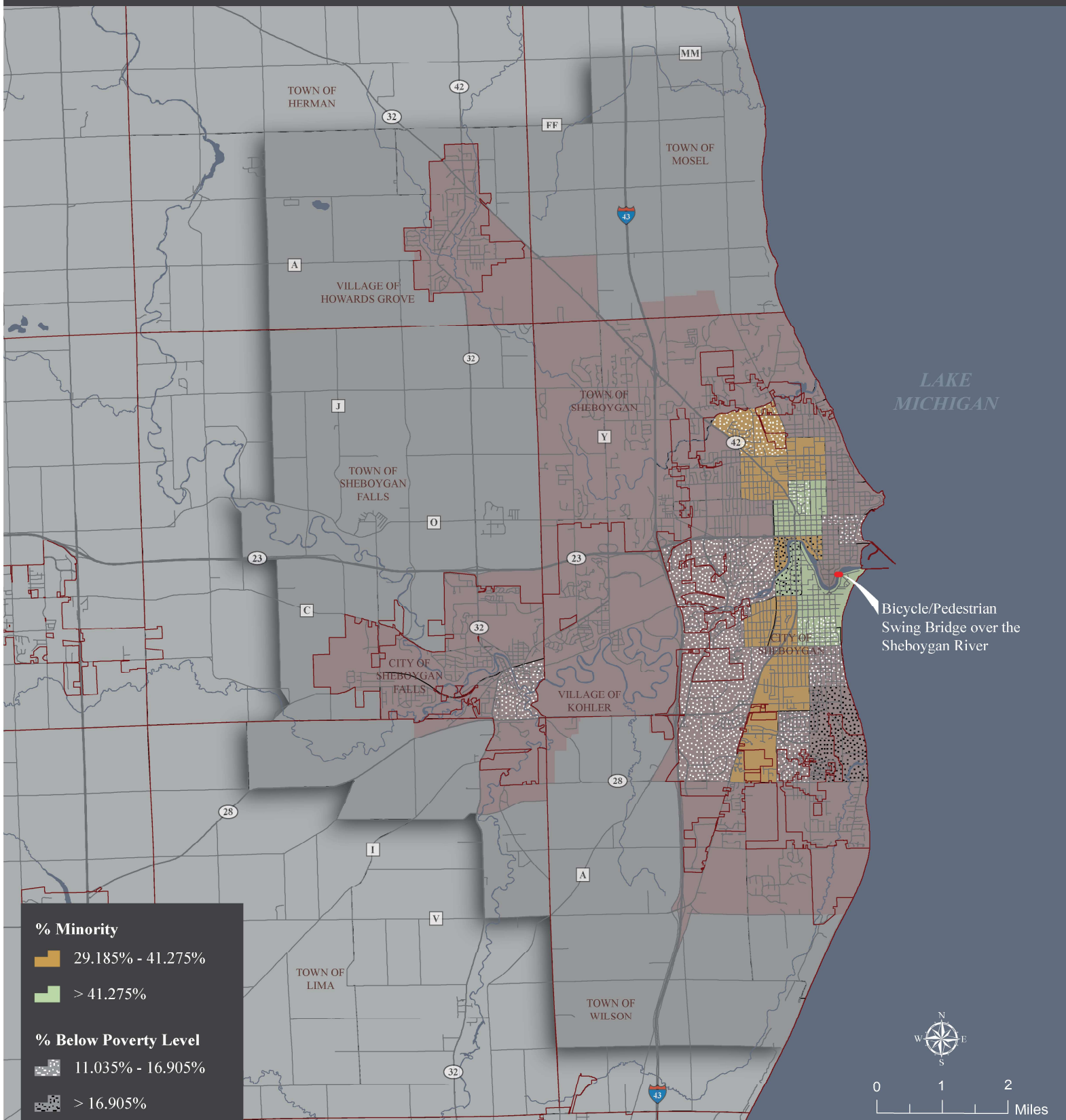
BAY LAKE
Regional Planning Commission | Since 1972

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 RPC is not responsible for any inaccuracies herein contained.

2023-2026 Bicycle and Pedestrian Transportation Project Locations and Environmental Justice Target Areas

Map E.2

Sheboygan Metropolitan Planning Area - Sheboygan County, Wisconsin



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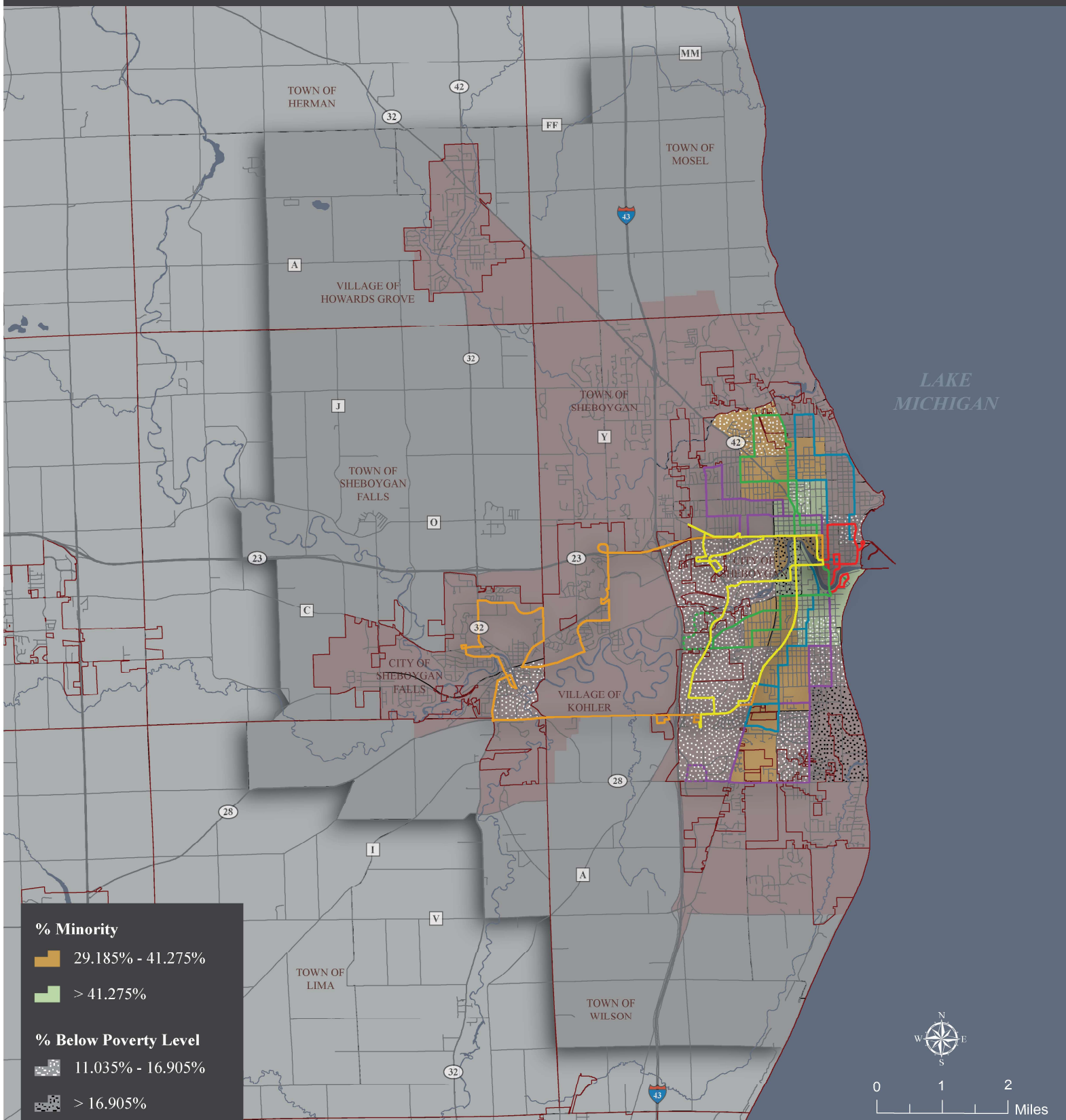
Disclaimer: This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Source: U.S. Bureau of Census, 2020 Census and ACS 2016-2020; WDNR, 2021; Sheboygan County, 2022; Bay-Lake RPC, 2022.

Shoreline Metro Fixed Routes and Environmental Justice Target Areas

Map E.3

Sheboygan Metropolitan Planning Area - Sheboygan County, Wisconsin



Shoreline Metro Routes

- Route 3 N/S*
- Route 5 N/S
- Route 7 N/S*
- Route 10 N/S
- Route 20 Sheboygan Falls/Kohler
- Route 40 The Harbor Centre Express**

- Municipal Boundary
- Metropolitan Planning Area
- Adjusted Sheboygan Urbanized Area

*Dashed line indicates service for parts of the day. **Seasonal (Mid-June to Labor Day)

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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 RPC is not responsible for any inaccuracies herein contained.

Source: U.S. Bureau of Census, 2020 Census and ACS 2016-2020; WDNR, 2021; Shoreline Metro, 2022; Sheboygan County, 2022; Bay-Lake RPC, 2022.

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APPENDIX F
MPO APPROVAL OF TIP

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RESOLUTION 8-2022

Resolution of the Bay-Lake Regional Planning Commission approving the *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2023 – 2026*, determining air quality conformity for the *Update to the Year 2045 Sheboygan Area Transportation Plan (SATP)* and its implementing *2023 – 2026 TIP*, and certifying the Metropolitan Transportation Planning Process for the Sheboygan Metropolitan Planning Area

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

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

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

WHEREAS, the *Update to the Year 2045 SATP* was adopted by the Bay-Lake Regional Planning Commission in April 2019 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 two 2008 8-hour ozone maintenance (formerly moderate nonattainment) areas that cover all of Sheboygan County and the 2015 8-hour moderate nonattainment area that covers much of eastern Sheboygan County (including much of the Sheboygan Metropolitan Planning Area), with the result that the *Update to the Year 2045 SATP* and its implementing *2023 – 2026 TIP* 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 *2023 – 2026 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 2020 update to the *Sheboygan MPO Public Participation Plan*; and

WHEREAS, the *2023 – 2026 TIP* for the Sheboygan Metropolitan Planning Area was reviewed (and modified, where necessary) by professionals and by elected officials representing municipalities in the Sheboygan Metropolitan Planning Area as well as by private sector transportation providers before subsequently being recommended for approval by the Sheboygan MPO Technical and Policy Advisory Committees at their joint meeting on October 27, 2022.

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 2023 – 2026* 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 *Update to the Year 2045 SATP* and its implementing *2023 – 2026 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 11101 (e) of the "Infrastructure Investment and Jobs Act (IIJA)" (Pub. L. 117-58) 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.

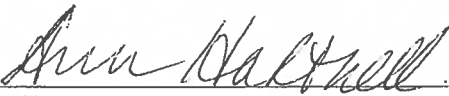
FOURTH: That the Bay-Lake Regional Planning Commission certifies that the 2023 – 2026 TIP for the Sheboygan Metropolitan Planning Area contains only projects that are consistent (in scope, termini, and the implementation schedule) with the Update to the Year 2045 SATP.

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, Ann Hartnell, Secretary-Treasurer of the Bay-Lake Regional Planning Commission, hereby certify that the above is a true copy of a resolution adopted by the Bay-Lake Regional Planning Commission on the 28th day of October, 2022.


Ann Hartnell, Secretary-Treasurer
Bay-Lake Regional Planning Commission

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

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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 STBG 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

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

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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

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APPENDIX I
PERFORMANCE MEASURES IN THE SHEBOYGAN METROPOLITAN
PLANNING AREA TIP

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

Introduction

As part of recent federal transportation legislation (MAP-21, the FAST Act and the BIL), 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, 23 CFR 490 and 49 CFR 673) are:

- Transit Asset Management
 - 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)
- Highway 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
- Highway 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
- Public Transit Agency Safety (for the Fixed-Route and Paratransit Systems)
 - Total Number of Reportable Fatalities
 - Rate of Reportable Fatalities per 100,000 Vehicle Revenue Miles
 - Total Number of Reportable Injuries
 - Rate of Reportable Injuries per 100,000 Vehicle Revenue Miles
 - Total Number of Reportable Safety Events
 - Rate of Reportable Safety Events per 100,000 Vehicle Revenue Miles
 - Average Distance Between Major Mechanical Failures (in Miles)

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 Update to 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, which continued in the FAST Act and the BIL. 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 Update to the *Year 2045 SATP*. The Update to the *Year 2045 SATP* was approved on April 26, 2019, and can be viewed at the following page on the Sheboygan MPO website:

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

The Update to the *Year 2045 SATP* involved a performance-based planning process. The *Year 2050 SATP* will also continue to involve a performance-based planning process when it is approved in late April of 2023.

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 Update to 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 2023 – 2026* was approved on October 28, 2022, and it, along with any amendments to that document, can be viewed at the following page on the Sheboygan MPO website:

<https://baylakerpc.org/sheboygan-mpo/transportation-improvement-program-tip>

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). A 2022 TAM Plan was developed for Shoreline Metro in the process of setting these targets, and covers the period from October 1, 2022, through September 30, 2023. The Sheboygan Transit Commission approved the targets for Shoreline Metro on August 16, 2022. The Sheboygan MPO Technical and Policy Advisory Committees recommended approval of the targets for the MPO at their September 8, 2022, joint meeting. The Bay-Lake Regional Planning Commission approved the targets for the Sheboygan MPO on September 9, 2022. The TAM targets are:

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB). This target allows for **13 percent** of revenue vehicles and **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

bus wash, a forklift, a hoist, and a scrubber, 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.

Highway 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 2023 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, 2022. The WisDOT statewide targets are:

- Number of fatalities < 587.2 (a 2 percent reduction from the 2017 – 2021 annual average of 599.2);
- Rate of fatalities < 0.937 per 100 million vehicle miles traveled (VMT, a 2 percent reduction from the 2017 – 2021 annual average of 0.956);
- Number of serious injuries < 3,044.3 (a 2 percent reduction from the 2017 – 2021 annual average of 3,107.2);
- Rate of serious injuries < 4.857 per 100 million VMT (a 2 percent reduction from the 2017 – 2021 annual average of 4.956); and
- Number of non-motorized fatalities and non-motorized serious injuries < 364.0 (a 2 percent reduction from the 2017 – 2021 annual average of 371.4).

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 October 28, 2022. This followed several months of measuring these numbers and rates for the Sheboygan Metropolitan Planning Area, and concluding that the area had lower incidences and rates for four of the above measures than statewide averages, the one exception being non-motorized fatalities and serious injuries, which was higher than the statewide average for that measure. Greater education of motorists and pedestrians of all ages regarding safety issues in the Sheboygan Metropolitan Planning Area was also recommended. Commission MPO staff would also encourage the communities within the Sheboygan Metropolitan Planning Area to install protected bike lanes to make bicyclists and pedestrians feel safer. 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 2023 HSIP targets.

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.

Based on decisions made by WisDOT, there was no reexamination of the pavement condition targets in 2020.

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.

Based on decisions made by WisDOT, there was no reexamination of the bridge condition targets in 2020.

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.

Based on decisions made by WisDOT, there was no reexamination of the travel time reliability targets in 2020.

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 target is:

- 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.

Based on decisions made by WisDOT, there was no reexamination of the freight reliability targets in 2020.

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 (in kilograms per day per \$1,000,000 of expenditure) 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.

Based on decisions made by WisDOT, there was no reexamination of the emission reduction targets in 2020.

Public Transit Agency Safety Plan (PTASP) Targets

The U.S. Department of Transportation established various performance measures for safety at public transit agencies. The Sheboygan MPO worked with the one transit operator in the Sheboygan Metropolitan Planning Area (Shoreline Metro) to establish targets for these measures. A 2021 PTASP was developed for Shoreline Metro in the process of setting these targets. The Sheboygan Transit Commission approved the targets for Shoreline Metro on September 22, 2020, and reaffirmed approval of the PTASP (with a few modifications suggested by FTA) on February 16, 2021. The City of Sheboygan Common Council also approved the PTASP at its meeting on March 1, 2021. The Sheboygan MPO Technical and Policy Advisory Committees recommended approval of the targets for the MPO at their December 10, 2020, joint meeting. The Bay-Lake Regional Planning Commission approved the targets for the Sheboygan MPO on December 11, 2020. The metrics and targets are as follows:

Fixed-Route System:

Performance Category	2015 - 2019 Average	Target for 2021
Total Number of Reportable Fatalities	0.0	0.0
Rate of Reportable Fatalities per 100,000 Vehicle Revenue Miles	0.000	0.000
Total Number of Reportable Injuries	0.2	0.2
Rate of Reportable Injuries per 100,000 Vehicle Revenue Miles	<0.001	<0.001
Total Number of Reportable Safety Events	25.4	24.1
Rate of Reportable Safety Events per 100,000 Vehicle Revenue Miles	<0.001	<0.001
Average Distance Between Major Mechanical Failures (Miles)	349,348	366,815

Paratransit System:

Performance Category	2015 - 2019 Average	Target for 2021
Total Number of Reportable Fatalities	0.0	0.0
Rate of Reportable Fatalities per 100,000 Vehicle Revenue Miles	0.000	0.000
Total Number of Reportable Injuries	0.0	0.0
Rate of Reportable Injuries per 100,000 Vehicle Revenue Miles	0.000	0.000
Total Number of Reportable Safety Events	6.0	5.7
Rate of Reportable Safety Events per 100,000 Vehicle Revenue Miles	<0.001	<0.001
Average Distance Between Major Mechanical Failures (Miles)	392,429	412,050

In addition, Shoreline Metro worked on revising its PTASP earlier in 2022 to be compliant with new provisions in the Bipartisan Infrastructure Law (BIL). However, the targets (Appendices G and H) remained to be updated, and Shoreline Metro staff requested that Appendix B also be updated slightly; work on these updates took place in the summer and fall of 2022. The Sheboygan Transit Commission is scheduled to approve these updates to the PTASP in November 2022, with the Commission approving them for the MPO and including them in this appendix to the TIP in early 2023.

The PTASP and its targets will likely be updated in 2024, and those targets will be incorporated into a future TIP (via amendment) once they have been approved by the Sheboygan Transit Commission (for Shoreline Metro) and by the Bay-Lake Regional Planning Commission (for the MPO).

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 four transit capital projects programmed in the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2023 – 2026*:

- Replacement of five (5) 35-foot fixed-route buses in 2026 (funded through FTA Section 5339 or 5307).
- Replacement of one gas- or diesel-powered medium sized bus with a configuration of up to 11 ambulatory positions and up to two wheelchair positions in 2023. This vehicle will transport the elderly and persons with disabilities, and will be funded through FTA Section 5310.

- Replacement of five gas- or diesel-powered medium sized buses with a configuration of up to 11 ambulatory positions and up to two wheelchair positions in 2023. These vehicles will transport the elderly and persons with disabilities, and will be financed through special Section 5307 funding provided through the CARES Act.
- Replacement of one gas- or diesel-powered medium sized bus with a configuration of up to 11 ambulatory positions and up to two wheelchair positions in 2023. This vehicle will transport the elderly and persons with disabilities, and will be funded through FTA Section 5339.

These projects will improve the overall condition of the rolling stock component of Shoreline Metro's transit assets. These projects will take place within the timeframe of the *2023 – 2026 TIP*.

Analysis of Projects in the TIP in Regard to Highway Safety

Infrastructure Projects

The *2023 – 2026 TIP* contains no specific projects that have the direct purpose of improving safety on the transportation system.

However, three signal timing projects, two resurfacing projects, one project involving milling and overlay of the existing asphaltic pavement, one project involving replacement and preservation of several bridges, one project involving design, right-of-way acquisition and reconstruction with no increase in capacity, one project involving reconstruction with no increase in capacity, two projects involving design leading to reconstruction with no increase in capacity, one project involving design leading to resurfacing and preservation, and one project involving design leading to resurfacing have been programmed in the *2023 – 2026 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 *2023 – 2026 TIP* involve various forms of highway safety.

Surface Transportation Block Grant (STBG) – Urban Projects

One new STBG Urban project will take place within the timeframe of this *2023 – 2026 TIP*. This STBG Urban project was selected in 2022 for the 2023 – 2026 funding cycle. This project involves the reconstruction (with no increase in capacity) of County Highway TA/Taylor Drive from Union Avenue to Erie Avenue. The construction of this project will take place in 2024. The project involving the reconstruction (with no increase in capacity) of County Highway EE/Weeden Creek Road from County Highway OK/South Business Drive to County Highway KK/South 12th Street is planned to be completed in 2025; its design started in 2022 and will continue through 2024.

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 2023 – 2026 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.

The bicycle and pedestrian swing bridge over the Sheboygan River was awarded a RAISE grant recently, and the project design will start in 2023, with construction scheduled to take place in 2026 and 2027.

Analysis of Projects in the TIP in Regard to Pavement Condition

The 2023 – 2026 TIP contains ten projects that will improve the pavement condition of the transportation system.

- Design, right-of-way acquisition and reconstruction with no increase in capacity on County Highway EE/Weeden Creek Road from County Highway OK/South Business Drive to County Highway KK/South 12th Street. Design will take place in 2023 and 2024, and right-of-way acquisition will take place in 2023. The reconstruction phase of this project will take place in 2025 and will involve STBG Urban funding and local matching funds, while the design and right-of-way phases will be locally funded.
- Milling and overlay of the existing asphaltic pavement on State Highway 32 from County Highway D to State Highway 28 is scheduled for 2025. This project will involve STBG funding, along with state matching funds.
- Replacement and preservation of several bridges on State Highway 32 from County Highway D to State Highway 28 is scheduled for 2025. This project will involve STBG funding, along with state matching funds.
- Resurfacing of State Highway 42 in the Village of Howards Grove is scheduled for 2025. This project will involve NHPP funding, along with state matching funds.
- Design leading to reconstruction with no increase in capacity on North 15th Street from State Highway 42/Calumet Drive to North Avenue is scheduled for 2023, 2024 and 2025. This phase of the project will be locally funded by the City of Sheboygan.
- Reconstruction with no increase in capacity on County Highway TA/Taylor Drive will take place in 2024. This project will involve STBG Urban funding, along with local matching funds.
- Design leading to reconstruction with no increase in capacity on Fond du Lac Avenue from State Highway 32/Main Street to Oak Street is scheduled for 2023, 2024 and 2025. This phase of the project will be locally funded by the City of Sheboygan Falls.

- Design leading to resurfacing and preservation on State Highway 32 from State Highway 42 to State Highway 57 will take place in 2023. This project will involve STBG funding, along with state matching funds.
- Design leading to resurfacing on State Highway 28/Washington Avenue/South Business Drive from County Highway TA/South Taylor Drive to Wilson Avenue will take place in 2023. This project will involve NHPP funding, along with local matching funds.
- Resurfacing of State Highway 32 from State Highway 23 to State Highway 42 will take place in 2023. This project will involve STBG funding, along with state matching funds.

In addition, three of the eight categories of “grouped” street and highway projects in the *2023 – 2026 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 *2023 – 2026 TIP* currently contains one project that will improve the condition of transportation system bridges; this project involves the replacement and preservation of several bridges on State Highway 32 from County Highway D to State Highway 28 in 2025. This project will involve STBG funding, along with state matching funds.

In addition, three of the eight categories of “grouped” street and highway projects in the *2023 – 2026 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 *2023 – 2026 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 were implemented in 2023, 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.
- 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 2023 – 2026 TIP contains three projects that will lead to emission reductions on the transportation network. The projects include the following:

- Signal timing on Taylor Drive from Indiana Avenue to Superior Avenue (implementation in 2023).
- Signal timing on State Highway 23/Kohler Memorial Drive/Erie Avenue from North Taylor Drive to North 9th Street (implementation in 2023).
- Signal timing on State Highways 28 and 42/14th Street/Calumet Drive from Indiana Avenue to North Avenue (implementation in 2023).

The projects listed above involve “addition of radio communication infrastructure, installation of video detection, conducting intersection turning movement counts, and retiming and coordinating traffic signals.” These projects are 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.

Analysis of Projects in the TIP in Regard to Public Transit Agency Safety

There is one transit capital project programmed in the *Sheboygan Metropolitan Planning Area TIP: Calendar Years 2023 – 2026*:

- Replacement of five (5) 35-Foot Fixed-Route Buses in 2026 (funded through FTA Section 5339 or 5307).
- Replacement of one gas- or diesel-powered medium sized bus with a configuration of up to 11 ambulatory positions and up to two wheelchair positions in 2023. This vehicle will transport the elderly and persons with disabilities, and will be funded through FTA Section 5310.

- Replacement of five gas- or diesel-powered medium sized buses with a configuration of up to 11 ambulatory positions and up to two wheelchair positions in 2023. These vehicles will transport the elderly and persons with disabilities, and will be financed through special Section 5307 funding provided through the CARES Act.
- Replacement of one gas- or diesel-powered medium sized bus with a configuration of up to 11 ambulatory positions and up to two wheelchair positions in 2023. This vehicle will transport the elderly and persons with disabilities, and will be funded through FTA Section 5339.

These projects will improve the safety of Shoreline Metro's vehicle fleet. These projects will take place within the timeframe of the *2023 – 2026 TIP*.

Conclusion

The *Sheboygan Metropolitan Planning Area Transportation Improvement Program (TIP): Calendar Years 2023 – 2026* implements a variety of projects that assist in either meeting locally established performance targets (in the case of Transit Asset Management and Public Transit Agency Safety) 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.

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APPENDIX J
SHEBOYGAN MPO TECHNICAL AND POLICY ADVISORY
COMMITTEE MEMBERS

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**SHEBOYGAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE**

Kelley Brookins, Regional Adm.
FTA Region 5
Chicago

Kevin Struck
Growth Management Educator
Sheboygan Co. UW Extension
Sheboygan

Steve Sokolowski
City of Sheboygan Dept. of Planning and Development
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Matt Schreiber, Urban Planning Section
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Madison

Greg Schnell*, Director
Sheboygan County Transportation Dept.
Sheboygan

Karl Buck (Ex-Officio Member)
Federal Highway Administration, Wisconsin Division
Madison

Ryan Sazama
City of Sheboygan DPW Engineering Division
Sheboygan

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

Derek Muench**, Director
Shoreline Metro
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Steve Hirshfeld
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Madison

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WisDOT Northeast Region
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Village of Howards Grove

Matthew Grenoble
Sheboygan Co. Memorial Airport
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David Bizot
Bureau of Air Management
Wisconsin DNR
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Al Bosman
Eastern WI Counties Railroad Consortium
Sheboygan

David Smith
Bicycling Advocate
Sheboygan

David Biebel, Director
Department of Public Works
City of Sheboygan

Christopher Bovee
Bureau of Air Management
Wisconsin DNR
Madison

Jeremiah Schiefelbein
Wisconsin DNR Northeast Region
Green Bay

Cory Roeseler
Sheboygan Co. Traffic Safety Commission
Sheboygan

Mike Kitzerow
Village of Kohler

*Indicates Committee Chair

**Indicates Committee Vice-Chair

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