

Transportation Improvement Program Fox Cities Transportation Management Area 2015



Fox Cities
Metropolitan Planning Organization
Approved
October 31, 2014

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA

- 2015 -

October 2014

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FOX CITIES TRANSPORTATION MANAGEMENT
AREA - 2015

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SUBJECT: A five-year transportation improvement program of operating
and capital projects.

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The *Transportation Improvement Program for the Fox Cities Transportation Management Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2015-2018 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for STP-Urban Projects from 2015 through 2018; for transit assistance programs, 2015 and 2016.

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INTRODUCTION

INTRODUCTION

The *Transportation Improvement Program* (TIP) is an annually prepared program of transportation projects that will be utilizing federal funding assistance in their implementation. This TIP includes projects within the Fox Cities Transportation Management Area (TMA). It has been developed by the East Central Wisconsin Regional Planning Commission as the designated Metropolitan Planning Organization (MPO). The MPO works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for preparing a State Transportation Improvement Program (STIP) programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by the Moving Ahead for Progress in the 21st Century Act (MAP-21) administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2015 to 2018. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the urbanized area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

REPORT FORMAT

The first section of the TIP includes a brief description of the transportation planning process and its relationship to the TIP. The second section outlines the process of developing the project list, the method employed for prioritizing projects, and the procedure followed for consideration and approval of the report. The final section contains the project list. The appendices include a variety of background information.

The Fox Cities MPO Public Participation Plan (PPP) and Annual Listing of Obligated Projects can be viewed on the Fox Cities and Oshkosh MPO website, <http://fcompo.org/>.

CERTIFICATIONS

In accordance with 23 CFR 450.334(a) East Central Wisconsin Regional Planning Commission hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;

- (2) In non-attainment and maintenance areas, 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 USC 2000d-1) and 49 CFR part 21;
- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US 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 27 regarding discrimination against individuals with disabilities.

In addition, the MPO certifies that the TIP contains only projects that are consistent with the metropolitan plans for the urbanized areas.

In addition, the Fox Cities Metropolitan Planning Organization's public participation and certification process satisfies Valley Transit's public participation requirements for the Program of Projects.



**TRANSPORTATION IMPROVEMENT
PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

MAP-21, signed into law in July of 2012, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. MAP-21 planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multimodal perspective, as previously emphasized under TEA-21 and SAFETEA-LU. Additional areas of challenge under MAP-21 include:

- Improving safety;
- Maintain infrastructure condition;
- Reducing traffic congestion;
- System reliability;
- Freight movement and economic vitality;
- Environmental sustainability; and
- Reduced project delivery delays.

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, and MAP-21 have reconfirmed the role of a cooperative planning institution, the MPO, to guarantee that all aspects of the urbanized area will be represented in the plan's development and that planning will be conducted on a continuing basis. As the designated MPO for the Fox Cities TMA, the East Central Wisconsin Regional Planning Commission is responsible for carrying out these transportation planning responsibilities.

The Fox Cities (Appleton) urbanized area encompasses portions of Calumet, Outagamie and Winnebago counties; includes all or parts of the nine towns of Buchanan, Clayton, Grand Chute, Greenville, Harrison, Kaukauna, Menasha, Neenah and Vandenbroek; the four cities of Appleton, Kaukauna, Menasha and Neenah; and the four villages of Combined Locks, Kimberly, and Little Chute and Sherwood. The 2010 census figures show the population is 216,154, and is now designated a transportation management area (TMA).

THE TIP PROCESS

One of the objectives of TEA-21, SAFETEA-LU and subsequently by MAP-21 is to forge a stronger link between plan preparation and plan implementation. It seeks to accomplish this, in part, by broadening public involvement and elevating the importance and authority of the MPO in the TIP prioritization process.

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range

transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2019 are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to proceed with projects not scheduled in the first year of the TIP, the MPO agrees that projects from the second, third or fourth year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

TIP Amendments

No Amendment Required

- Schedule
 - Changing the implementation schedule for projects within the first four years of the TIP. Provided that the change does not trigger redemonstration of fiscal restraint.
- Scope
 - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
 - Changing the source (fed, state, local); category (IM, NHS, STP, earmarks); 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.

Minor Amendment (Processed through MPO committee structure and WisDOT, public involvement handled through the committee process.)

- Schedule
 - Adding an exempt/preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list (Table A-1) or from the out-year of the TIP.
 - Moving an exempt/preservation project out of the first four years of the TIP.
- Scope
 - Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- Funding
 - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four-year window.

Major Amendment (Public involvement opportunity and processed through MPO committee structure and WisDOT.)

- Schedule
 - 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 of the TIP.
 - Moving a non-exempt/expansion project out of the first four years of the TIP.
- Scope
 - 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 current description is no longer reasonably accurate.
 - Funding (Thresholds to be defined by the MPO in consultation with WisDOT and FHWA and subject to WisDOT approval.)
 - Adding or deleting any project that exceeds the lesser of:
 - 20% of the total federal funding programmed for the calendar year, or \$1,000,000.

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307 and 5309 programs.

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided by direct letter, dated July 16, 2014, requesting candidate projects to be identified. On October 1, 2014, a legal notice was published in the Appleton daily paper identifying a review and comment period from October 1 to October 30, 2014. The Transportation Committee would meet October 14, 2014 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO at its October 31, 2014 quarterly Commission Meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

Project Review for Eligibility

Projects submitted must be included in a locally adopted Capital Improvements Program and are reviewed for consistency with transportation plan recommendations (LRTPs), availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded highway, transit, and other projects must be included in the TIP to compete for the receipt of federal funding assistance. "Regionally significant" projects scheduled for implementation with state and local funds must also be included for informational and coordinative purposes, except

that all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source.

Flexibility of Funding Sources

A hallmark of the (MAP-21) legislation, while retaining categorical programs, was the introduction of fairly wide latitude to flexibly use funds from one category for projects in other categories. The intent is to provide states and local areas with the ability to address priority needs in their jurisdictions. Flexible programs include:

Federal-Aid Highway Programs

MAP-21	SAFETEA-LU
National Highway Performance Program (NHPP)	NHS, IM, & Bridge (on NHS)
Surface Transportation Program (STP)	STP & Bridge (non-NHS)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing Transportation Alternatives	Railway Highway Grade Crossing Transportation Enhancements, Safe Routes to School, Recreational Trails

Federal-Aid Transit Programs

MAP-21	SAFETEA-LU
Urbanized Area Formula Grants (5307)	Urbanized Area Formula Grants (5307) Job Access & Reverse Commute Program (5316) (Part)
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Elderly & Persons with Disabilities Program (5310) New Freedom Program (5317)
Rural Area Formula Grants (5311)	Nonurbanized Area Formula Program (5311) Job Access & Reverse Commute Program (5316) (Part)
State of Good Repair Program (5337) (Formula)	Fixed Guideway Modernization (5309) (Discretionary)
Bus and Bus Facilities Formula Program (5339)	Bus and Bus-Related Projects (5309) (Discretionary)
Fixed Guideway Capital Investment Grants (5309)	New Starts & Small Starts Programs (5309) (Discretionary)

Following is a list of the categorical programs included in the MAP-21 legislation as they apply to the Fox Cities TMA:

<u>Categorical Program</u>	<u>Acronym</u>
National Highway System	
State	NHS
Local	NHS-Local
Bridge Replacement & Rehabilitation	
State	BR, BH

Local	BR-Local
Surface Transportation Program	
Enhancements	EN
Urban	URB
Rural	RU
State	STP
Safety	HSIP
Miscellaneous	MSC
Office of the Commissioner of Railroads	OCR
Transit	
Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310	
Elderly & Disabled	Section 5310

Of these categorical programs, the majority are programmed by WisDOT. The forum of the TIP will serve to provide comment from the MPO annually and should generate additional public exposure to influence the project prioritization by WisDOT. The Section 5307 Transit programs are developed directly by the transit operators in conformance with the Transit Development Programs, Americans with Disabilities Act (ADA) plans, and the long-range multimodal plan. The Section 5310 elderly and disabled paratransit capital projects are listed in the TIP as candidate projects only with later prioritization and funding determinations by WisDOT.

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2015-2018, itemized in the listing this year includes the 2015 through 2018 projects that were submitted by the local entities. In developing this 2015 TIP, multiple projects were selected by the Policy Board for 2015 through 2018.

The allocation of STP-Urban funds for 2019-2020 is approximately \$4,000,000 in the Fox Cities area.

STP-Urban Project Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the *Transportation Improvement Program*. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2015-2018 project candidates, as part of the 2015 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fox Cities TMA. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

1. **Plan Consistency.** This criterion establishes project legitimacy within the overall transportation network. It rates projects higher when they conform in scope and timing to appropriate comprehensive or modal transportation plan element (local comprehensive plans, arterial plans, transit development and other transit plans, bicycle/pedestrian plans, regional long range plan and related elements) and evidence good regional coordination.

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

2. **Preserves Existing System.** This criterion emphasizes the goal of maximizing the efficiency of present infrastructure. A project is rated using only the most appropriate of the alternative rating categories. For instance, a project which adds lanes to an arterial could be rated by pavement condition, showing project timeliness, or as a new facility showing functional need.

Highway applications. Alternative ratings are available by project type based on pavement condition, new facilities, or traffic operations improvements.

- a. **Pavement Condition.** For existing highways, an indicator of pavement surface condition is based on the *Pavement Surface Evaluation and Rating Manual* (PASER). Pavements with lower ratings have greater pavement distress and are scored higher.

Score	5	Rating of 1-2 (in very poor condition, reconstruction necessary)
	5	Rating of 3-4 (significant aging, would benefit from an overlay)
	3	Rating of 5-6 (surface aging, sealcoat or overlay warranted)
	1	Rating of 7-8 (slight wearing, routine maintenance)
	0	Rating of 9-10 (no visible distress)

- b. **New Facilities.** For new streets and highways, an evaluation is made of the criticality of the project to the overall functionality and efficiency of the existing network.

Score	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

- c. **Traffic Operations Improvements.** Principally intersection channelization or signalization projects or improvements to corridor performance through access management.

Score	5	Very critical, eliminates major hindrance to system performance and safety
	3	Beneficial to the overall performance of the system

- 1 Some current need, more important to system performance in long term
- 0 No relationship to system performance

Non-highway applications. An assumption is made that an increase in travel options improves the efficiency of the existing infrastructure.

d. **Freight Operations.**

- | | | |
|-------|---|--|
| Score | 5 | A project that improves operations of the existing freight transportation system |
| | 3 | Beneficial to the overall performance of the system |
| | 1 | Some current need, more important to system performance in long term |
| | 0 | No relationship to system performance |

e. **Transit Improvements.**

- | | | |
|-------|---|--|
| Score | 5 | A project that provides, or is an integral factor in providing, a transit or paratransit option |
| | 3 | A project that enhances a transit or paratransit option, thereby making a transit mode more attractive or paratransit needs, but does not impact the demand for SOV (single-occupant vehicle) travel |
| | 0 | A project that inappropriately addresses transit or paratransit needs |

f. **Bicycle and Pedestrian Improvements.** Projects can be categorized as either barrier crossing or corridor improvements and rated using the appropriate set of criteria.

- i. **Barrier Crossing Improvements.** Provides facility over/under non-compatible transportation route or natural feature. (Scores of criteria a), b) and c) are averaged and rounded to the nearest integer.)

1. **Spacing.** (distance between facilities)

- | | | |
|-------|---|-----------------------|
| Score | 5 | 2.01 miles or greater |
| | 4 | 1.51 to 2 miles |
| | 3 | 1.01 to 1.50 miles |
| | 2 | 0.76 to 1 mile |
| | 1 | 0.51 to 0.75 miles |
| | 0 | 0.5 miles or less |

2. **Level of Use.** (origin/destination pairs)

- | | | |
|-------|---|--|
| Score | 5 | Residential to multimodal transfer locations |
| | 5 | Residential to employment centers/schools/colleges |
| | 3 | Residential to commercial/recreational |

- 1 Residential to residential
- 0 Recreational to recreational

3. **User Safety.** (Is at-grade crossing possible?)

- | | | |
|-------|---|--|
| Score | 5 | No potential for at-grade crossing |
| | 3 | At-grade crossing possible; safety concerns remain |
| | 0 | Safe at-grade crossing is possible |

ii. **Corridor Improvements.** Provides a bicycle and pedestrian route on or along a transportation route or natural feature. (Scores of criteria a), b), and c) are averaged and rounded to the nearest integer.)

1. **Spacing.**

- | | | |
|-------|---|--|
| Score | 5 | No alternative parallel route available |
| | 3 | Adjacent parallel route would be better option |
| | 0 | Adequate parallel route already exists |

2. **Level of Use.** (origin/destination pairs)

- | | | |
|-------|---|--|
| Score | 5 | Residential to multimodal transfer locations |
| | 5 | Residential to employment centers/schools/colleges |
| | 3 | Residential to commercial/recreational |
| | 1 | Residential to residential |
| | 0 | Recreational to recreational |

3. **User Safety.**

- | | | |
|-------|---|--|
| Score | 5 | Safety concerns addressed without compromising usefulness; promote increased use by all user groups |
| | 3 | Safety measures may encourage increased use by some user groups, but discourage use by other user groups |
| | 0 | Safety concerns cannot be adequately addressed |

3. **Capacity.** This criterion is an indicator of corridor or intersection capacity problems. A higher existing volume to capacity ratio reflects greater capacity deficiency. Highway capacity standards developed by the Federal Highway Administration and WisDOT are used to determine the volume to capacity ratio. For new facilities the non-existent V/C ratio is replaced by the long-range plan projection year V/C ratio on the designed facility for rating purposes. Corridor based non-highway projects, those directly involving travel in a highway corridor, would be rated identically to highway projects using the highway V/C ratio. Non-corridor based projects would use the alternate rating based on the appropriateness of their location, magnitude and size, and projected usage.

Score	5	> 1.00
	4	0.80 - 1.00
	3	0.60 - 0.79
	2	0.40 - 0.59
	1	0.20 - 0.39
	0	< .20

Alternate Rating (non-corridor based projects)

Score	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

4. **Safety.** This criterion emphasizes a goal of eliminating or minimizing corridor or intersection safety problems on the system. Alternative ratings are available by project type based on segment crash rates, high accident locations, and new facilities.

- a. **Segment Crash Rates.** WisDOT determines average crash rates per 100 million vehicle miles driven by facility type or functional classification. These crash rates can be determined for segments of urban streets.

Score	5	> 280
	3	150-279
	0	< 149

- b. **High Accident Locations.** Intersections defined as any location with crashes ≥ 5 in any one year.

Score	5	≥ 5
	3	1 - 4
	0	0

- c. **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.

Score	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups
	3	Safety measures may encourage increased use by some user groups, but discourage use by other user groups
	0	Safety concerns cannot be adequately addressed

5. **Multimodal.** This criterion emphasizes projects that address needs of all appropriate modes (vehicular, transit, pedestrian, bicycle, freight) or TDM actions in the corridor.

Score	5	In a multimodal corridor, the project addresses the needs of all listed modes.
	3	In a multimodal corridor, at least two modes are addressed, though not all listed modes are addressed.
	1	In a multimodal corridor, only one mode, other than vehicular, is addressed.
	0	Project is not in a multimodal corridor, or is in a multimodal corridor and only the vehicular mode is addressed.

6. **Planned Programming.** An indicator of capital improvement planning, prioritizing, and scheduling by local communities. Projects in the TIP for three to five years which have progressed from out-year to annual element status are scored higher than projects appearing in the TIP for only one or two years. To be eligible for consideration in the TIP, projects must be included in a multi-year capital improvements program adopted by the sponsoring jurisdiction.

Score	5	Five Years or More
	4	Four Years
	3	Three Years
	2	Two Years
	1	One Year

STP-Urban Project Selection Procedure

The projects are selected for funding awards by rank order as determined by the prioritization process. The specific procedure followed is characterized as "Maximize Funding for Projects" and reads as follows:

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 20 percent minimum federal funding level.

If the remaining allocation is inadequate to fund the final project at 20 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 20 percent federal funding level until balance is achieved with the allocation.

If the final project cost is so large that funding it at the 20 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 20 percent minimum federal funding level, then that project shall be passed over to the next project on the list.

STP-Urban Projects Recommended for Funding

2015-2018 allocations resulted in staff recommending multiple projects in the Fox Cities area. These projects were selected by action of the Technical Advisory Committee for the Fox Cities area on February 13, 2014:

Fox Cities Projects: Available Funding Allocation of \$4,000,000

See Table 1 for project listing

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, 2019-2020. Table A-1 is a listing of projects that can be considered for possible future funding but are listed as illustrative, meaning that no funds are programmed out beyond the 4 year program for 2015 through 2018.

2015 TIP PROJECT LISTING

The project listing is presented in Table 1 (Fox Cities). An explanation of the structure for Table 1 follows:

Primary Jurisdiction

This column lists the primary implementing jurisdiction on the top line of each project listing. The second line contains the county within which the project is located. The fourth line is the TIP number, for example (252-15-001). The first number is the federal designated number for the Fox Cities MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

Project Description

The first line of the project description lists the highway segment (segment termini a/termini b), the intersection or interchange (highway/highway), or a non-highway project characterization. The second line characterizes the type of improvement to be undertaken. The third line lists the WisDOT project number, if known. The fourth line contains the federal acronym, if federal funds are being used, the length of the project in miles, and a categorization as a preservation (P) or expansion (E) project.

Estimated Cost

Estimated cost figures are always shown in thousands of dollars except for some transit and planning categories, which should be evident. They are subcategorized by federal, state, and local sources and totaled by project for each of the following time periods: 2015, 2016, 2017, and 2018.

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Table 1: Fox Cities Transportation Management Area - Project Listing (2015-2018)
(\$000)

** Funds are listed in Year of Expenditure \$.

** Funds are obligated to projects approximately 6 weeks prior to LET date.

Primary Jurisdiction	Project Description	Type of Cost	2015				2016				2017				2018				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Appleton	Fixed Route Bus	Oper.	1452	1452	1395	4299	1495	1495	1437	4427	1540	1540	1480	4560	1586	1586	1524	4696	
Valley Transit	Paratransit	Contr.	1051	1051	1226	3328	1082	1082	1263	3427	1115	1115	1301	3531	1148	1148	1340	3636	
Outagamie	Capital Projects	Purch.	1024	0	256	1280	465	0	116	581	504	0	126	630	393	0	98	491	
	Section 5307	TOTAL	3527	2503	2877	8907	3042	2577	2816	8435	3159	2655	2907	8721	3127	2734	2962	8823	
WisDOT	STH 55 / Lawe St - USH 41	PE				0				0				0				0	
Outagamie	Reconstruction	ROW				0				0				0				0	
		R/R				0				0	121	26	4	151				0	
	4650-08-00, 21,50,51, 71	CONST				0				0	7056	1621	143	8820				0	
252-07-027	STP 1.01 m. (E)	TOTAL	0	0	0	0	0	0	0	0	7177	1647	147	8971	0	0	0	0	
WisDOT	STH 76 / USH 41 - CTH JJ	PE				0				0				0				0	
Winn, Out	Reconstruct	ROW				0	0	375	0	375				0				0	Construction in 2020
	6430-12-00, 21, 71	CONST				0				0				0				0	See Table A-1
252-07-029	STP 3.72 miles (P)	TOTAL	0	0	0	0	0	375	0	375	0	0	0	0	0	0	0	0	
WisDOT	STH 125/USH 41 - STH 47	PE				0				0				0				0	
Outagamie	Resurface	ROW				0				0				0				0	
	4659-15-00, 71	CONST				0				0				0	4840	1210	0	6050	
252-09-009	STP 2.61 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	4840	1210	0	6050	
WisDOT	STH 76/STH 15 - CTH JJ	PE				0				0				0				0	
Outagamie	Recondition	ROW				0	0	313	0	313				0				0	Construction in 2020
	6517-10-00, 21, 71	CONST				0				0				0				0	See Table A-1
252-07-028	STP 1.43 m. (P)	TOTAL	0	0	0	0	0	313	0	313	0	0	0	0	0	0	0	0	
WisDOT	STH 441, USH 41 - USH 41	PE				0				0				0				0	
Tricounty	Road Maintenance	ROW				0				0				0				0	
	4685-19-30, 60	CONST	2855	714	0	3569				0				0				0	
252-10-013	STP 11 m. (P)	TOTAL	2855	714	0	3569	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	CTH O	PE				0				0				0				0	
T of Center	WCL Crossing Signals & Gates	ROW				0				0				0				0	
	1009-93-40	CONST				0	131	71	0	202				0				0	
252-10-041	OCR (P)	TOTAL	0	0	0	0	131	71	0	202	0	0	0	0	0	0	0	0	
WisDOT	STH 15/New London - Appleton	PE				0				0	400	100	0	500				0	
Outagamie	Access Management Plan	ROW				0				0				0				0	
	1146-40-00	CONST				0				0				0				0	
252-11-042	STP 3.24 m. (P)	TOTAL	0	0	0	0	0	0	0	0	400	100	0	500	0	0	0	0	
WisDOT	USH 10/STH 441 - STH 114	PE				0				0				0				0	
Winnebago	C of Menasha (Oneida St)	ROW	0	225	0	225				0				0				0	Construction in 2020
	1500-44-00,21,71	CONST				0				0				0				0	See Table A-1
252-11-043	STP (P)	TOTAL	0	225	0	225	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	STH 55 / Sherwood NVL - USH 10	PE	0	47	0	47				0				0				0	
Out & Cal Co	Resurface	ROW				0				0				0				0	Construction in 2021
	4050-15-00, 71	CONST				0				0				0				0	See Table A-1
252-11-044	STP 0.0 m. (P)	TOTAL	0	47	0	47	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	STH 96 / Washington - Clairbel	PE				0				0				0				0	
Outagamie	Reconstruct	ROW	0	125	0	125				0				0				0	Construction in 2019
	4075-33-00,21,71	CONST				0				0				0				0	See Table A-1
252-11-045	STP (P)	TOTAL	0	125	0	125	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Province Terrace Trail	PE				0				0				0				0	
C of Menasha		ROW				0				0				0				0	
	4992-02-00, 71	CONST	292	0	88	380				0				0				0	
252-11-052	EN (P)	TOTAL	292	0	88	380	0	0	0	0	0	0	0	0	0	0	0	0	

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT T of Greenville 252-11-053	CTH CB Bike to Work Trail 1146-30-01, 72 EN (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	648	0	162	810				0				0				0	
		TOTAL	648	0	162	810	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT V of Little Chute 252-11-054	Little Chute Canal Bridge Ped/Bike over Little Chute Lock 4990-03-00, 71 EN (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	1296	0	504	1800				0				0				0	
		TOTAL	1296	0	504	1800	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago 252-11-060	USH 10, USH 41 - Oneida Street Reconst, exp 1517-75-71 to 82 1517-07-03, 04,10,21,22,40,41,71-95 STP (E)	PE				0				0				0				0	
		ROW	0	7350	0	7350				0				0				0	
		CONST	47104	12301	0	59405	55528	14507	0	70035	23584	14221	0	37805	33000	8875	0	41875	
		TOTAL	47104	19651	0	66755	55528	14507	0	70035	23584	14221	0	37805	33000	8875	0	41875	
WisDOT Outagamie 252-11-061	STH 15, Greenville - New London RCNST, expansion, R/R Crossings 1146-75-00,21,50-54,71,72,73 STP - Majors (E)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	162	24	16	202	444	112	0	556				0	32349	8087	0	40436	Construction in 2019 & 2020 See Table A-1
		TOTAL	162	24	16	202	444	112	0	556	0	0	0	0	32349	8087	0	40436	
WisDOT Outagamie 252-11-063	STH 47 / CTH OO Roundabout 6240-26-00, 21, 71 STP (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	0	0	0	0				0	6397	1363	0	7760				0	
		TOTAL	0	0	0	0	0	0	0	0	6397	1363	0	7760	0	0	0	0	
WisDOT Menasha 252-12-011	3rd Street, City of Menasha Lake Winnebago Slough & Appr 4992-01-00, 71 BR (P)	PE	60	0	15	75				0				0				0	
		ROW				0				0				0				0	
		CONST				0	173	0	43	216				0				0	
		TOTAL	60	0	15	75	173	0	43	216	0	0	0	0	0	0	0	0	
WisDOT Outagamie 252-12-012	STH 47, Appleton - Bonduel CTH JJ - NCL 6240-22-00, 71 STP (P)	PE	354	89	0	443				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	Construction in 2019 See Table A-1
		TOTAL	354	89	0	443	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Neenah 252-12-013	CTH G, City of Neenah Neenah Slough Bridge & Appr 6468-02-71 BR (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	410	102	0	512				0				0				0	
		TOTAL	410	102	0	512	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie 252-12-036	USH 41/Appleton - Green Bay CTH J-Orange Lane 1130-44-00, 21,71 STP 12.45 m. (P)	PE				0				0				0				0	
		ROW	0	457	0	457	21427	5357	0	26784				0				0	
		CONST				0				0	21370	5343	0	26713				0	
		TOTAL	0	457	0	457	21427	5357	0	26784	21370	5343	0	26713	0	0	0	0	
WisDOT Outagamie 252-12-038	CTH CE/College & Eisenhower 4160-05-71 HSIP (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	1522	0	169	1691				0				0				0	
		TOTAL	1522	0	169	1691	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie 252-13-011	WIS 15 & Casaloma Drive Turn Lane Adjustment 1146-44-71 HSIP (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0	492	54	0	546				0				0	
		TOTAL	0	0	0	0	492	54	0	546	0	0	0	0	0	0	0	0	
WisDOT Calumet & Out. 252-13-014	USH 41 / USH 10 - USH 41 4685-28-00, 71 STP (P)	PE	320	80	0	400				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	Construction in 2021 See Table A-1
		TOTAL	320	80	0	400	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT 252-13-035	Regional Safe Routes to School STP (P)	STUDY				0				0				0				0	
		ROW				0				0				0				0	
		CONST	193	0	0	193				0				0				0	
		TOTAL	193	0	0	193	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago 252-13-038	Racine St. Bridge C of Menasha 4992-03-00, 21, 71 BR 0.1 miles (E)	PE				0				0				0				0	
		ROW				0				0	0	1200	0	1200				0	Construction in 2020 See Table A-1
		CONST				0				0				0				0	
		TOTAL	0	0	0	0	0	0	0	0	0	1200	0	1200	0	0	0	0	

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT T of Menasha	CTH II-STH 441 Oshkosh-Appleton	PE ROW				0				0				0				0	HSIP Grouped Project #
Winnebago	1120-29-00, 71	RESURF CONST				0	618	69	0	687	0	0	0	0				0	
252-14-003	HSIP .24 miles (P)	TOTAL	0	0	0	0	618	69	0	687	0	0	0	0	0	0	0	0	
WisDOT Winnebago	I-41 Conversion / State Line - Green Bay SCL Dodge Co - I-43 Signing	PE ROW				0				0				0				0	
	1133-03-76	CONST	1530	382	0	1912				0				0				0	
252-13-041	STP (P)	TOTAL	1530	382	0	1912	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	USH 41 Construction Wrap Up	PE	0	1000	0	1000	0	1000	0	1000				0				0	
	STH 26 - Breezewood Ln	ROW				0				0				0				0	
252-14-009	1120-11-09, 10-16 STP (P)	CONST TOTAL	0	1000	0	1000	0	1000	0	1000	0	0	0	0	0	0	0	0	
WisDOT	STH 114 / USH 10 - S. Jct STH 55	PE	0	140	0	140				0				0				0	Construction in 2021 See Table A-1
	Menasha - Hilbert	ROW				0				0				0				0	
252-14-012	4670-10-00, 71 STP 5.48 miles (P)	RESURF CONST TOTAL	0	140	0	140	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	USH 10 / USH 41 - Oneida Street	PE				0				0				0				0	
	1517-75-50,51,52,53	ROW				0				0				0				0	
252-14-040	RR Xing Relocation STP (P)	CONST TOTAL	0	0	0	0	723	172	9	904	0	0	0	0	0	0	0	0	
WisDOT T of Grand Chute	W. Spencer St/Mayflower-Casaloma	PE	259	0	65	324				0				0				0	Construction in 2019 See Table A-1
	4657-25-00,01	ROW				0				0				0				0	
252-14-041	URB 1.04 miles (P)	CONST TOTAL	259	0	65	324	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT V of Little Chute	French Rd / STH 96 - CTH OO	PE				0				0				0				0	
	4990-00-28	ROW				0				0				0				0	
252-14-042	URB 0.6 miles (P)	CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1643	0	411	2054	
WisDOT Calumet Co.	CTH LP/ USH 10 - CTH AP	PE	392	0	98	490				0				0				0	
	4992-00-56,57	ROW				0				0				0				0	
252-14-043	URB 1.5 miles (P)	CONST TOTAL	392	0	98	490	0	0	0	0	0	0	0	0	3887	0	972	4859	
WisDOT V of Kimberly	Kimberly Ave / Railroad-Marcella	PE				0				0				0				0	
	4989-00-18, 19	ROW				0	1949	0	487	2436				0				0	
252-14-044	URB 0.9 miles (P)	CONST TOTAL	0	0	0	0	1949	0	487	2436	0	0	0	0	0	0	0	0	
WisDOT T of Buchanan	Van Roy/Eisenhower	PE				0				0				0				0	
	CTH CE - Theater Way	ROW				0				0				0				0	
252-14-045	4160-05-73 URB .1 miles (P)	CONST TOTAL	891	0	223	1114	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT C of Appleton	Oneida St/ Valley Rd - Skyline Bridge	PE	542	0	136	678				0				0				0	
	4984-01-73,74,75,76	ROW				0				0				0				0	
252-14-046	URB 1.14 miles (P)	CONST TOTAL	542	0	136	678	0	0	0	0	0	0	0	0	3449	0	2710	6159	
WisDOT C of Menasha	Broad St / Tayco - Racine	PE				0				0	75	0	19	94				0	
	4992-00-55, 58	ROW				0				0				0				0	
252-14-047	URB .3 miles (P)	CONST TOTAL	0	0	0	0	0	0	0	0	629	0	157	786	0	0	0	0	

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT C of Kaukauna	Delanglade St/CN RR Xing	PE				0				0				0				0	
	RR Surface Reconstruction	ROW				0				0				0				0	
	4650-08-52	RECST				0				0	32	8	0	40				0	
252-14-048	STP (P)	TOTAL	0	0	0	0	0	0	0	0	32	8	0	40	0	0	0	0	
WisDOT C of Kaukauna	Delanglade St/CN RR Xing	PE				0				0				0				0	
	RR Signals	ROW				0				0				0				0	
	4650-08-53	RECST				0				0	121	30	0	151				0	
252-14-049	STP (P)	TOTAL	0	0	0	0	0	0	0	0	121	30	0	151	0	0	0	0	
WisDOT C of Appleton	Prospect Ave/Jackman St Overhead	PE				0				0				0				0	
	B-44-0297	ROW				0				0				0				0	
	4984-09-71	BRRPL	1728	0	1617	3345				0				0				0	
252-14-050	BR (P)	TOTAL	1728	0	1617	3345	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT C of Appleton	Lawe St/Power Canal Bridge	PE				0				0				0				0	
	BP-44-0718	ROW	0	0	172	172				0				0				0	
	4984-08-50, 51 & 71	BRRHB				0	537	0	461	998				0				0	
252-14-051	BR (P)	TOTAL	0	0	172	172	537	0	461	998	0	0	0	0	0	0	0	0	
WisDOT C of Kaukauna	Island St/Fox River Bridge	PE	0	0	31	31				0				0				0	
	P-44-0713	ROW				0				0				0				0	
	6498-05-00, 71	BRRHB				0				0				0				0	
252-14-052	BR (P)	TOTAL	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	Construction in 2020 See Table A-1
WisDOT	Safety Funds	PE	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
252-15-001	STP (P)	TOTAL	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	
WisDOT	Rail/Hwy Xing Safety	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
252-15-002	STP (P)	TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
WisDOT	Hwy Safety Improv Prog (HSIP)	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
252-15-003	STP (P)	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
WisDOT	RR Xing STP protective Devices	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
252-15-004	STP (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
WisDOT	Preventative Maint. National Highway	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
252-15-005	NHS (P)	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
WisDOT	STN Preventative Maint. Connecting Highway	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
252-15-006	STP (P)	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	

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			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT 252-15-007	Enhancements	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	
	STP (P)	TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	
OCR 252-15-008	OCR Rail-Highway Xing Safety	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
	OCR (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
WisDOT C of Appleton 252-15-009	STH 125 - Needs Identification Study	STUDY	720	180	0	900				0				0				0	
	CTH CB - STH 47	ROW				0				0				0				0	
	4659-16-00 MISC	CONST				0				0	0	0	0	0				0	
	STP 2.79 miles (P)	TOTAL	720	180	0	900	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT T of Harrison Calumet 252-15-010	Northshore Ext of Friendship Trail	PE				0				0				0				0	
	Friendship State Trail	ROW				0				0				0				0	
	4992-00-46 MISC	CONST	283	0	196	479				0	0	0	0	0				0	
	EN 2.04 miles (P)	TOTAL	283	0	196	479	0	0	0	0	0	0	0	0	0	0	0	0	
		PE	2663	1540	345	4548	16	1004	0	1020	491	104	19	614	16	4	0	20	
		ROW	0	8157	172	8329	21427	6045	0	27472	0	1200	0	1200	0	0	0	0	
		CONST	60292	13815	3015	77122	61973	15277	1040	78290	53632	21283	201	75116	80546	18464	4133	103143	
		TOTAL	62955	23512	3532	89999	83416	22326	1040	106782	61058	24182	359	85599	80562	18468	4133	103163	
Preservation Subtotal			15689	3837	3516	23042	27444	7707	1040	36191	30418	7140	216	37774	15213	1506	4133	20852	
Expansion Subtotal			47266	19675	16	66957	55972	14619	0	70591	30761	17068	147	47976	65349	16962	0	82311	

** Funds are obligated to projects approximately 6 weeks prior to LET date.

** Funds are listed in Year of Expenditure \$.

Table 2: Fox Cities Transportation Management Area, 2015-2018
Summary of Federal Funds Programmed and Available
(\$000)

** Funds are listed in Year of Expenditure \$.

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2015	2016	2017	2018	2015	2016	2017	2018
Federal Highway Administration								
Interstate Highway Maintenance	\$0	\$0	\$0	\$0	Not Eligible			
National Highway System	400	400	400	400	400	400	400	400
Bridge Replacement/Rehab	2,198	710	0	0	2,198	710	0	0
Congestion Mitigation & Air Quality	0	0	0	0	Not Eligible			
Surface Transportation Program								
Fox Cities Urbanized Area	2,084	0	704	10,928	2,084	0	704	10,928
Surface Transportation Program								
State Flexibility	54,088	80,921	59,931	69,090	54,088	80,921	59,931	69,090
Surface Transportation Program								
Safety	1,666	1,385	144	144	1,666	1,385	144	144
Surface Transportation Program								
Enhancements	2,519	0	0	0	2,519	0	0	0
Programmed Expenditures	62,955	83,416	61,179	80,562	62,955	83,416	61,179	80,562
* Annual Inflation Factor 2.4%	1,511	2,002	1,468	1,933	1,511	2,002	1,468	1,933
Estimated Need with Inflation Factor	64,466	85,418	62,647	82,495	64,466	85,418	62,647	82,495
Federal Transit Administration								
Section 5307 Operating	\$1,452	\$1,495	\$1,540	\$1,586	\$1,452	\$1,495	\$1,540	\$1,586
Section 5307 Capital	1,024	465	504	393	1,024	465	504	393
Programmed Expenditures	2,476	1,960	2,044	1,979	2,476	1,960	2,044	1,979
* Annual Inflation Factor 2.4%	59	47	49	47	59	47	49	47
Estimated Need with Inflation Factor	2,535	2,007	2,093	2,026	2,535	2,007	2,093	2,026
Section 5310	0	0	-not yet programmed-		0	0	-not yet programmed-	

*MAP-21 requires that revenue and cost estimates must use an inflation rate to reflect year of expenditure dollars.

**Table 3: Implementation Status of 2014
Fox Cities Transportation Management Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2014				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Outagamie	USH 41/STH 47 Interchange Reconstruct 1130-33-00,21,40, 70, 71	PE ROW CONST				0 0 4631	X		
252-07-009	NHS 0.01 m. (P)	TOTAL	4631	80	0	4711			
WisDOT Winnebago	USH 41/USH 45-Breezewood Reconstruction 1120-09-21,49,72,76-90	PE ROW CONST				0 0 9385	X		
252-07-017	NHS 15.9 m. (E)	TOTAL	9385	2346	0	11731			
WisDOT Grand Chute	Safe Routes to School, Grand Chute Intersection & sidewalk improvement 4657-24-00, 71	PE ROW CONST	14	0	0	14 0 158			X Cancelled
252-11-036	SRTS (P)	TOTAL	172	0	0	172			
WisDOT Outagamie	Oneida Street Fox River Bridge Resurface 4984-07-00, 71	PE ROW CONST				0 0 2435		X	
252-11-049	BR (P)	TOTAL	2435	0	262	2697			
WisDOT T of Menasha	E. Shady Ln / American - CTH CB 4992-00-52, 53	PE ROW CONST				0 0 1191		X	
252-11-058	URB (P)	TOTAL	1191	0	560	1751			
WisDOT Winnebago	USH 41 - Hwy Rehab 1120-54-30, 60 1120-57-30,60, 1120-58 RDMTN	PE ROW CONST				0 0 3498		X	
252-13-012	STP (P)	TOTAL	3498	874	0	4372			
WisDOT Out. & Winn. Multiple MPOs	USH 41 Interstate Conversion Plan Milwaukee - Green Bay 1113-00-00	PE ROW CONST	600	150	0	750 0 0		X	
252-13-015	STP (P)	TOTAL	600	150	0	750			
WisDOT	STH 114 / USH 10 - S. Jct STH 55 Menasha - Sherwood 4670-11-30, 60 RDMTN	PE ROW CONST				0 0 0		X	
252-14-013	STP 4.55 miles (P)	TOTAL	0	1070	2	1072			
WisDOT C of Kaukauna	Fox River Locks Restoration Kaukauna - Lock #5 4988-01-71 MISC	PE ROW CONST				0 0 725	X		
252-09-018	EN 2.04 miles (P)	TOTAL	725	0	0	725			

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APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2015-2019)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2015				2016				2017				2018				2019+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Grand Chute Outagamie Illustrative	Oneida/Capitol-Northland	PE				0				0				0				0	0	0	75	75
	Reconstruct to Urban	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	900	900
	Local 0.60 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	975	975
Grand Chute Outagamie Illustrative	McCarthy/ Brookview-CTH GV	PE				0				0				0				0	0	0	25	25
	Reconstruct to Urban, 4lane	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	225	225
	Local 0.25 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	250
Grand Chute Outagamie Illustrative	McCarthy/ CTH GV-STH 15	PE				0				0				0				0	0	0	100	100
	Reconstruct to Urban, 4lane	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	900	900
	Local 0.5 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Grand Chute Outagamie Illustrative	McCarthy/ STH 15-Capitol	PE				0				0				0				0	0	0	90	90
	Reconstruct to Urban, 4lane	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1310	1310
	Local 0.9 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1400	1400
Grand Chute Outagamie Illustrative	Grand Chute Blvd/ Victory-Capitol	PE				0				0				0				0	0	0	60	60
	Dr Underpass	ROW				0				0				0				0				0
	New Construction	CONST				0				0				0				0	0	0	690	690
	Local 0.3 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750	750
Grand Chute Outagamie Illustrative	Rifle Range Rd/ Capitol-Grand Chute Blvd	PE				0				0				0				0	0	0	60	60
	Reconstruct to Urban, 2-lane with bike&ped	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	750	750
	Local 0.6m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	810	810
Grand Chute Outagamie Illustrative	S. Bluemound Rd./Prospect-Spencer	PE				0				0				0				0	0	0	100	100
	Reconstruction, 4-lane, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1400	1400
	Local 1.0 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Grand Chute Outagamie Illustrative	Casaloma/Prospect-Spencer	PE				0				0				0				0	0	0	100	100
	Reconstruction, 4-lane urban	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1400	1400
	Local 1.00 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Grand Chute Outagamie Illustrative	Casaloma/Converters Dr.-Capitol	PE				0				0				0				0	0	0	100	100
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1400	1400
	Local 0.68 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Grand Chute Outagamie Illustrative	College Ave. at Mall Dr./Nicolet int.	PE				0				0				0				0	0	0	150	150
	Intersection improvements	ROW				0				0				0				0	0	0	100	100
		CONST				0				0				0				0	0	0	2550	2550
	Local 0.00 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800	2800
Grand Chute Outagamie Illustrative	Capitol Dr./McCarthy-USH 41	PE				0				0				0				0	0	0	85	85
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1435	1435
	Local 1.71 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520	1520
Grand Chute Outagamie Illustrative	Capitol Drive/USH41-Lynndale	PE				0				0				0				0	0	0	80	80
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1240	1240
	Local 0.86 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320	1320
Grand Chute Outagamie Illustrative	Gillette St/ Capitol-Elsner	PE				0				0				0				0	0	0	80	80
	Reconstruction, 2 lane urban w/bike/pec	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1240	1240
	Local 1.25 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320	1320

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2015-2019)
 (\$000)

Primary Jurisdiction	Project Description	Type of Cost	2015				2016				2017				2018				2019+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Grand Chute Outagamie <i>Illustrative</i>	Spencer St/ Lyncdale-USH 41 Reconstruction, 2 lane urban w/bike/ped	PE				0				0				0				0	0	0	145	145
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1575	1575
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1720	1720
Little Chute Outagamie <i>Illustrative</i>	Lincoln Ave./Wilson-Vandenbroek Extension of Lincoln Ave.	PE				0				0				0				0	0	0	19	19
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	100	100
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	119
Little Chute Outagamie <i>Illustrative</i>	Main St./Vandenbroek intersection Realignment	PE				0				0				0				0	0	0	25	25
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	250	250
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	275
Little Chute Outagamie <i>Illustrative</i>	Evergreen / French - Holland Reconstruction	PE				0				0				0	0	0	300	300				0
		ROW				0				0				0				0				0
		CONST				0				0				0	0	0	3451	3451				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3751	3751	0	0	0	0
Little Chute Outagamie <i>Illustrative</i>	Evergreen / Holland- CTH N Reconstruction	PE				0				0				0				0	0	0	270	270
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2910	2910
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3180	3180
Little Chute Outagamie <i>Illustrative</i>	Randolph /Buchanan - Evergreen Reconstruction	PE				0				0				0				0	0	0	88	88
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1088	1088
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1176	1176
V of Kimberly Outagamie <i>Illustrative</i>	Prospect St / CTH N - Park Reconstruction	PE				0				0				0				0	0	0	40	40
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3460	3460
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3500	3500
V of Kimberly Outagamie <i>Illustrative</i>	Kimberly Trl/CE Trl - Railroad Bike/ Ped Trail	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	392	392
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	392	392
V of Kimberly Outagamie <i>Illustrative</i>	Railroad St/3rd - Maes Bike/ Ped Trail	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	170	170
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	170
T. Menasha Winnebago <i>Illustrative</i>	Lake St/RR-Butte Reconstruction	PE				0				0				0				0	0	0	213	213
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1921	1921
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2134	2134
T. Menasha Winnebago <i>Illustrative</i>	Airport Rd/Racine - STH 47 Reconstruction	PE				0				0				0				0	0	0	104	104
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1038	1038
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1142	1142
T. Menasha Winnebago <i>Illustrative</i>	Clayton Rd/East Shady - Fairview Reconstruction	PE				0				0				0				0	0	0	250	250
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2250	2250
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500
T of Menasha & Grand Chute <i>Illustrative</i>	CB Trail Connection to FR Mall CTH CB & CTH BB to Arrowhead Bike/ Ped Trail	PE				0				0				0				0	0	0	89	89
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1020	1020
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1109	1109

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2015-2019)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2015				2016				2017				2018				2019+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
T. Menasha Winnebago <i>Illustrative</i>	Cold Spring/East Shady - CTH BB Reconstruction Local 1.0m. (P)	PE				0				0				0				0	0	0	149	149
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1337	1337
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1486	1486
T of Menasha Winnebago <i>Illustrative</i>	Cold Spring/Jacobsen - American Resurface Local .75 m. (P)	PE				0				0				0				0	0	0	10	10
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	310	310
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320	320
T. Menasha Winnebago <i>Illustrative</i>	East Shady/CTH CB - Cold Spring Reconstruction Local 1.0m. (P)	PE				0				0				0				0	0	0	138	138
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1238	1238
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1376	1376
T. Menasha Winnebago <i>Illustrative</i>	East Shady/American - Cold Spring Reconstruction Local 1.0m. (P)	PE				0				0				0				0	0	0	206	206
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1854	1854
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2060	2060
T. Menasha Winnebago <i>Illustrative</i>	East Shady/Irish - Cold Spring Reconstruction Local 1.0m. (P)	PE				0				0				0				0	0	0	113	113
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1022	1022
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1135	1135
T. Menasha Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - CTH II Reconstruction Local 1.0m. (P)	PE				0				0				0				0	0	0	205	205
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1844	1844
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2049	2049
T. Menasha Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - East Shady Reconstruction Local 1.5m. (P)	PE				0				0				0				0	0	0	113	113
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1022	1022
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1135	1135
T. Menasha Winnebago <i>Illustrative</i>	Jacobsen/ Cold Spring - CTH CB Reconstruction Local .5m. (P)	PE				0				0				0				0	0	0	123	123
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1103	1103
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1226	1226
T. Menasha Winnebago <i>Illustrative</i>	Jacobsen/Irish - CTH CB Reconstruction Local .5m. (P)	PE				0				0				0				0	0	0	147	147
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1319	1319
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1466	1466
C of Menasha Winnebago <i>Illustrative</i>	Racine St/Third - Ninth Reconstruction Local .67 m. (P)	PE				0				0				0				0	0	0	270	270
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1800	1800
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2070	2070
C of Kaukauna Outagamie <i>Illustrative</i>	Veteran's Lift Bridge Reconstruction Local .10 m. (P)	PE				0				0				0				0	0	0	163	163
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1100	1100
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1263	1263
T Harrison Calumet Co.	Eisenhower Dr./ CTH AP-USH 10/STH Reconstruction Local 1.5 m. (P)	PE				0				0				0				0	0	0	532	532
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2132	2132
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2664	2664
T of Buchanan Outagamie <i>Illustrative</i>	Eisenhower Dr/ CTH KK - Cornell Bike/ Ped Trail Local .75 m. (E)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	500	500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500	500

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2015-2019)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2015				2016				2017				2018				2019+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
T. Buchanan Outagamie	CTH CE & Buchanan Intersection Intersection Improvements	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	60	60
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	60
T. Buchanan Outagamie	CTH N/CTH CE to CTH KK Widening	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	100	100
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
T. Buchanan Outagamie	CTH CE/CTH HH/Debruin Intersection Improvements	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0	0	0	1900	1900				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	1900	1900	0	0	0	0	0	0	0	0
Outagamie Co. Outagamie Illustrative	CTH E/CTH EE-CTH JJ Reconstruction, urban, 4-lane	PE				0				0				0	0	0	150	150				0
		ROW				0				0				0				0	0	0	130	130
		CONST				0				0				0				0	0	0	1988	1988
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	150	0	0	2118	2118
Outagamie Co. Outagamie Illustrative	CTH BB/USH 41-Bartell Reconstruction, Urban, 4-lane	PE				0				0				0				0	0	0	271	271
		ROW				0				0				0				0	0	0	300	300
		CONST				0				0				0				0	0	0	2144	2144
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2715	2715
Outagamie Co. Outagamie Illustrative	CTH CA/CTH CB-Mall Drive Reconstruction, urban	PE				0				0				0				0	0	0	350	350
		ROW				0				0				0				0	0	0	50	50
		CONST				0				0				0				0	0	0	3500	3500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3900	3900
C. Of Neenah Winnebago Illustrative	Winneconne/USH 41 - Neenah Slough Reconstruction	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1660	1660
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1660	1660
C. Of Neenah Winnebago Illustrative	Green Bay Rd/Fox Point-Shopko Reconstruction	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1000	1000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
C. Of Neenah Winnebago Illustrative	Bell St/Marathon - Harrison Resurface	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	300	300
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	300
C. Of Neenah Winnebago Illustrative	Nicolet/First - Ninth Resurface	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	120	120
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	120
Winnebago Co. Winnebago Illustrative	CTH A / Indian Pt - Neenah Reconstruction, urban	PE				0				0				0				0			100	100
		ROW				0				0				0				0			350	350
		CONST				0				0				0				0	0	0	4500	4500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4950	4950
Winnebago Co. Winnebago Illustrative	CTH G / CTH A - WIS 76 Reconstruction, urban	PE				0				0				0				0			150	150
		ROW				0				0				0				0			150	150
		CONST				0				0				0				0	0	0	4000	4000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4300	4300
WisDOT Winn, Out	STH 76 / USH 41 - CTH JJ Reconstruct 6430-12-00, 21, 71 STP 3.72 miles (P)	PE				0				0				0				0				0
		ROW				0	0	375	0	375				0				0				0
		CONST				0				0				0				5223	1306	0	6529	
		TOTAL	0	0	0	0	0	375	0	375	0	0	0	0	0	0	0	5223	1306	0	6529	

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2015-2019)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2015				2016				2017				2018				2019+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Outagamie	STH 76/STH 15 - CTH JJ	PE				0				0				0				0				0
	Recondition	ROW				0	0	313	0	313				0				0				0
	6517-10-00, 21, 71	CONST				0				0				0				0	7052	1745	73	8870
	STP 1.43 m. (P)	TOTAL	0	0	0	0	0	313	0	313	0	0	0	0	0	0	0	0	7052	1745	73	8870
WisDOT Winnebago	USH 10/STH 441 - STH 114	PE				0				0				0				0				0
	C of Menasha (Oneida St)	ROW				0	0	225	0	225				0				0				0
	1500-44-00,21,71 Resurface	CONST				0				0				0				0	1656	414	0	2070
	STP (P)	TOTAL	0	0	0	0	0	225	0	225	0	0	0	0	0	0	0	0	1656	414	0	2070
WisDOT Out & Cal Co	STH 55 / Sherwood NVL - USH 10	PE				0				0				0				0				0
	Resurface	ROW				0				0				0				0				0
	4050-15-71, 00	CONST				0				0				0				0	938	234	0	1172
	STP 0.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	938	234	0	1172
WisDOT Outagamie	STH 96 / Washington - Clairbel	PE				0				0				0				0				0
	Reconstruct	ROW	0	125	0	125				0				0				0				0
	4075-33-00,21,71	CONST				0				0				0				0	1828	457	185	2470
	STP (P)	TOTAL	0	125	0	125	0	0	0	0	0	0	0	0	0	0	0	0	1828	457	185	2470
WisDOT Outagamie	STH 15, Greenville - New London	PE				0				0				0				0				0
	RCNST, expansion, R/R Crossings	ROW				0				0				0				0				0
	1146-75-00,21,50-54,71	CONST				0	162	24	16	202	444	112	0	556				0	31746	7937	0	39683
	STP - Majors (E)	TOTAL	0	0	0	0	162	24	16	202	444	112	0	556	0	0	0	0	31746	7937	0	39683
WisDOT Appleton	STH 441, USH 41 - USH 41	PE				0				0				0				0				0
	Fox River Bridge, City of Appleton	ROW				0				0				0				0				0
	4685-24-30, 60	CONST				0				0				0	0	0	0	0	4320	1080	0	5400
	BR (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4320	1080	0	5400
WisDOT Outagamie	STH 47, Appleton - Bonduel	PE				0				0				0				0				0
	CTH JJ - NCL	ROW				0				0				0				0				0
	6240-22-00, 71 Resurface	CONST				0				0				0				0	7797	1949	0	9746
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7797	1949	0	9746
WisDOT Winnebago	USH 41 - Hwy Rehab	PE				0				0				0				0				0
	1120-54-30, 60	ROW				0				0				0				0				0
	1120-57-30,60, 1120-58-00,71	CONST				0				0				0				0	24860	6215	0	31075
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24860	6215	0	31075
WisDOT Outagamie	USH 41 / WIS 15 - CTH J	PE				0				0				0				0				0
	Road Maintenance	ROW				0				0				0				0				0
	1130-43-60, 1130-48-71	CONST				0				0				0				0	24320	6080	0	30400
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24320	6080	0	30400
WisDOT Calumet & Out.	USH 41 / USH 10 - USH 41	PE	320	80	0	400				0				0				0				0
	Resurface	ROW				0				0				0				0				0
	4685-28-00, 71	CONST				0				0				0				0	11232	880	0	12112
	STP (P)	TOTAL	320	80	0	400	0	0	0	0	0	0	0	0	0	0	0	0	11232	880	0	12112
WisDOT Winnebago	Racine St. Bridge	PE				0				0				0				0				0
	C of Menasha	ROW				0				0	0	1200	0	1200				0				0
	4992-03-00, 21, 71 BRRPL	CONST				0				0				0				0	29427	7357	0	36784
	BR 0.1 miles (E)	TOTAL	0	0	0	0	0	0	0	0	0	1200	0	1200	0	0	0	0	29427	7357	0	36784
WisDOT	USH 10 Waupaca - Menasha	PE				0				0				0				0				0
	NCL - STH 441	ROW				0				0				0				0				0
	1500-48-30, 60 RDMTN	CONST				0				0				0				0	3629	907	0	4536
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3629	907	0	4536

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2015-2019)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2015				2016				2017				2018				2019+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	STH 55 / STH 114 - CTH M	PE				0				0				0				0				0
	V of Sherwood	ROW				0				0				0				0				0
	4050-11-00, 71 RECST	CONST				0				0				0				0	1697	424	0	2121
	STP 0.86 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1697	424	0	2121
WisDOT	STH 114 / USH 10 - S. Jct STH 55	PE				0				0				0				0				0
	Menasha - Hilbert	ROW				0				0				0				0				0
	4670-10-00, 71 RESURF	CONST				0				0				0				0	1610	403	0	2013
	STP 5.48 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1610	403	0	2013
WisDOT	W. Spencer St/Mayflower-Casaloma	PE	259	0	65	324				0				0				0				0
	T of Grand Chute	ROW				0				0				0				0				0
	RECST	CONST				0				0				0				0	1843	0	549	2392
	URB 1.04 miles (P)	TOTAL	259	0	65	324	0	0	0	0	0	0	0	0	0	0	0	0	1843	0	549	2392

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2019-2020 biennium)
Fox Cities Transportation Management Area
 Project Evaluation (Criteria)/Score

Jurisdiction	2019 & 2020 STP Projects	Plan Consistency	Preserve Existing System	Capacity V/C	Safety	Multi- Modal	Planned Pro- gramming	Total Score	Rank	Project Cost	Max. STP Funding				
Fox Cities Allocation = \$4,000,000															
Outagamie Co.	CTH CA (CTH CB - Mall Dr.)	3	PC(6)	3	AR	5	5	5	VTBP	5	5	5	26	\$5,800,000	
	CTH BB (USH 41 - Seminole)	3	PC(6)	3	1.30	5	3	0	VTBP	5	5	5	21	\$7,076,000	
	CTH E (CTH EE - CTH JJ)	3	PC(7)	1	0.49	2	3	0	Vtbp	1	5	5	12	\$4,038,000	
C. Menasha	Racine (Third-Ninth)	3	PC(4)	5	1.20	5	260	3	VTBP	5	3	3	24	\$2,070,000	
C. Neenah	S. Commercial (Wright-Winneconne)	3	PC(4)	5	1.20	5	260	3	VTBP	5	3	3	24	\$2,070,000	
C. Kaukauna	Veteran's Lift Bridge	3	NF	5	AR	5	NF	5	VtBP	3	1	1	22	\$1,263,000	
V. Little Chute	Evergreen (French - Holland)	3	PC(6)	3	0.05	0	4	0	VtBP	3	1	1	10	\$3,008,000	
	Evergreen (Holland-CTH N)	3	PC(6)	3	0.10	0	4	0	VtBP	3	1	1	10	\$2,540,000	
Winnebago Co.	CTH A (Indian Pt - Neenah)	5	PC(8)	1	0.76	3	121	0	VtBP	3	3	3	15	\$4,950,000	
T. Harrison	Eisenhower(CTH AP-USH 10)	5	NF	3	NA	3	NF	5	VtBP	3	5	5	24	\$2,662,679	
T. Menasha	Lake St. (RR-CTH II)	3	PC(3)	5	0.52	2	0	0	VTBP	5	5	5	20	\$1,058,000	
V. Combined Locks	Prospect(CTH N-Park)	5	PC(3)	5	0.25	1	AR	3	VtBP	3	5	5	21	\$3,460,000	
Total														\$39,995,679	

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APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fox Cities and Oshkosh urbanized areas through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. With the passage of MAP-21, the federal funds are distributed directly to Appleton, Green Bay and Waukesha. MAP-21 allows Valley Transit and other small systems with a population of greater than 200,000 and operating fewer than 75 peak hour buses to use 75% of the allocated federal funds for operations. For purposes of this document a federal funding level of 28% is assumed for both 2015 and the outlying years.

In 1996, the Wisconsin Department of Transportation began distributing the state share of operating assistance similar to the federal share, with each transit system within a tier receiving an equal percentage of assistance. State operating assistance for 2015 is assumed to be 28% of eligible expenses. A 28% state share has been assumed for the outlying years also.

In the past, WisDOT has pooled the capital requests of the state's transit systems and applied to the FTA for Section 5309 Capital discretionary grants. These annual earmarks have provided the much-needed support to meet capital needs. Under MAP-21, the discretionary capital programs are being replaced by formula programs with Valley Transit being a direct recipient of the 5339 funds. Valley Transit will continue to work with WisDOT and the other transit systems in the state to obtain the necessary funds to maintain and enhance transit's infrastructure.

The following tables list the operating assistance and capital projects proposed for the 2015-2019 period.

Table B-1: Transit Projects
Fox Cities Transportation Management Area

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2015 (000)	Jan-Dec 2016 (000)	Jan-Dec 2017 (000)	Jan-Dec 2018 (000)	Jan-Dec 2019 (000)
Operating Assistance/Section 5307	VT						
Directly Operated - Fixed Route							
Expenses			\$5,184	\$5,340	\$5,500	\$5,665	\$5,835
Revenues			886	913	940	968	997
Deficit			4,298	4,427	4,560	4,697	4,837
Federal Share		252-15-011	1,452	1,495	1,540	1,586	1,634
State Share			1,452	1,495	1,540	1,586	1,634
Other Local			110	110	110	110	110
Municipal Local Share			1,285	1,327	1,370	1,414	1,460
Purchased Transp. - Paratransit	VT						
Expenses			\$3,752	\$3,865	\$3,980	\$4,100	\$4,223
Revenues			692	713	734	756	779
Deficit			3,060	3,152	3,246	3,344	3,444
Federal Share		252-15-012	1,051	1,082	1,115	1,148	1,182
State Share			1,051	1,082	1,115	1,148	1,182
Contract Local			1,226	1,263	1,301	1,340	1,380
Municipal Local Share			(267)	(275)	(283)	(292)	(301)
Capital Projects/Section 5339	VT						
Bus Replacement		252-15-013	\$850	\$425	\$425	\$425	\$850
Bus Shelter Replacement				16		16	
Facility Renovation/Ext. Improv.		252-15-014	100	60	125		
Floor Hoist Replacement							
Bus Wash Replacement		252-15-015	150				
Maintenance Equip. Replacement							
Parts Component Replacement		252-15-016	50	50	50	50	50
Support Vehicle Replacement		252-15-017	30	30	30		
Mobile Data Terminals (MDT's)							
Facility Camera System							
Vending Machines							
TDP update		252-15-018	100				
Total Cost:			\$1,280	\$581	\$630	\$491	\$900
Federal Share:			\$1,024	\$465	\$504	\$393	\$720
Local Share:			\$256	\$116	\$126	\$98	\$180

Table B-2: 2015 Paratransit Projects
Fox Cities Transportation Management Area

2015		ADA	Outagamie Elderly	Sunday	Outagamie Rural	Outagamie OCHS	Develop. Disabled	Calumet Van Service	Neen./Men. Dial-A-Ride	Heritage Dial-A-Ride	Town Menasha Elderly	Darboy Call-A-Ride	New Hope	Connector Ext. Area	Connector Ext. Hours	Downtown Trolley	TOTAL
Annual Estimated Trips		99,000	3,500	1,200	7,000	550	27,000	1,400	12,000	710	2,350	1,200	24,000	5,500	15,000		200,410
Trip Costs		\$1,798,751	\$59,680	\$20,460	\$230,300	\$12,023	\$485,138	\$55,100	\$162,000	\$9,585	\$31,725	\$18,000	\$130,821	\$115,500	\$390,000	\$30,024	\$3,549,107
Administrative Costs/Fuel		\$192,058	\$0	\$0	\$4,400	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,458
Total Costs		\$1,990,809	\$59,680	\$20,460	\$234,700	\$12,023	\$491,138	\$55,100	\$162,000	\$9,585	\$31,725	\$18,000	\$130,821	\$115,500	\$390,000	\$30,024	\$3,751,565
TIP #		252-15-019	252-15-020	252-15-021	252-15-022	252-15-023	252-15-024	252-15-025	252-15-026	252-15-027	252-15-028	252-15-029	252-15-030	252-15-031	252-15-032	252-15-033	
Federal Share	0.28	\$557,427	\$16,710	\$5,729	\$65,716	\$3,366	\$137,519	\$15,428	\$45,360	\$2,684	\$8,883	\$5,040	\$36,630	\$32,340	\$109,200	\$8,407	\$1,050,438
State Share	0.28	\$557,427	\$16,710	\$5,729	\$65,716	\$3,366	\$137,519	\$15,428	\$45,360	\$2,684	\$8,883	\$5,040	\$36,630	\$32,340	\$109,200	\$8,407	\$1,050,438
Farebox Revenues		\$449,460	\$12,600	\$13,200	\$42,000	\$0	\$0	\$8,130	\$42,000	\$2,490	\$8,230	\$1,980	\$0	\$22,000	\$90,000	\$0	\$692,090
Other support		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total support/revenue		\$1,564,313	\$46,021	\$24,658	\$173,432	\$6,733	\$275,037	\$38,986	\$132,720	\$7,858	\$25,996	\$12,060	\$73,260	\$86,680	\$308,400	\$16,813	\$2,792,966
Surcharge		\$0	\$11,140	\$3,819	\$65,716	\$2,244	\$91,679	\$15,428	\$30,240	\$1,789	\$5,922	\$3,360	\$36,630	\$0	\$0	\$0	\$267,968
Deficit/Local Share		\$426,496	\$24,799	-\$378	\$126,984	\$7,534	\$307,780	\$31,542	\$59,520	\$3,517	\$11,651	\$9,300	\$94,191	\$28,820	\$81,600	\$13,211	\$1,226,567
Outagamie County	0.44	\$187,658	\$23,560	-\$342	\$126,984	\$7,534											\$345,395
Winnebago County	0.17	\$72,504	\$0	-\$26						\$3,517							\$75,995
Calumet County	0.05	\$21,325	\$1,239	-\$10				\$31,542									\$54,096
Family Care	0.34	\$145,009					\$307,780										\$452,788
Town of Menasha											\$11,651						\$11,651
Appleton/Buchanan												\$9,300					\$9,300
Neenah									\$59,520								\$59,520
New Hope													\$94,191				\$94,191
Other														\$28,820	\$81,600	\$13,211	\$123,631
Total paratransit local		\$426,496	\$24,799	-\$378	\$126,984	\$7,534	\$307,780	\$31,542	\$59,520	\$3,517	\$11,651	\$9,300	\$94,191	\$28,820	\$81,600	\$13,211	\$1,226,566

**Table B-3: Transit Financial Capacity Analysis
Valley Transit**

	2015	2016	2017	2018	2019
Operating Expenses					
Fixed Route (DO)	\$5,184	\$5,340	\$5,500	\$5,665	\$5,835
Paratransit (DR)	\$3,752	\$3,865	\$3,980	\$4,100	\$4,223
Total Operating Expenses	\$8,936	\$9,204	\$9,480	\$9,765	\$10,058
Revenue					
Farebox Revenue					
Fixed Route (DO)	\$886	\$913	\$940	\$968	\$997
Paratransit (DR)	\$692	\$713	\$734	\$756	\$779
Other Revenue	\$110	\$110	\$110	\$110	\$110
Total Revenue	\$1,688	\$1,735	\$1,784	\$1,834	\$1,886
Deficit					
Federal (2*)	\$2,502	\$2,577	\$2,654	\$2,734	\$2,816
State (2*)	\$2,502	\$2,577	\$2,654	\$2,734	\$2,816
Other Local	\$653	\$673	\$693	\$714	\$735
Local (% of deficit)	\$2,244	\$2,311	\$2,381	\$2,452	\$2,526
Total Deficit	\$7,901	\$8,138	\$8,382	\$8,634	\$8,893
Capital					
Federal	\$1,024	\$465	\$504	\$393	\$720
Local	\$256	\$116	\$126	\$98	\$180
Total Capital Expenses (3*)	\$1,280	\$581	\$630	\$491	\$900
OPERATING STATISTICS					
No. of Buses	29	29	29	29	29
No. of Employees (1*)	39	39	39	39	39
Revenue Hours	61	61	61	61	61
Revenue Miles	911	921	921	921	921
Fixed-Route Passengers	1,100	1,133	1,167	1,202	1,238
Paratransit Passengers	200	206	212	219	225
Total Passengers	1,300	1,339	1,379	1,421	1,463
Fixed Route Statistics					
Average Fare	0.81	0.81	0.81	0.81	0.81
Operating Ratio (Rev/Exp)	17%	17%	17%	17%	17%
Cost per Vehicle Mile	5.69	5.80	5.97	6.15	6.34
Cost per Passenger	4.71	4.71	4.71	4.71	4.71
Cost per Vehicle Hour	84.98	87.53	90.16	92.86	95.65
Passengers Per Mile	1.21	1.23	1.27	1.31	1.34
Passengers per Hour	18.03	18.57	19.13	19.70	20.30

NOTES:

1. This is the total number of drivers only (FT & PT)
2. Assumes a total of 56% for both state and federal support for all years.
3. These are the capital grant requests for these years-not necessarily audited expenses.

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fox Cities Urbanized Area, capital projects for 2015-2019 include routine maintenance and support equipment, bus replacement, passenger waiting shelter replacements, facility renovation and replacement of the bus washer. These projects total \$1,280,000 in 2015 and \$581,000 in 2016. An explanation of specific requests for each area follows.

Fox Cities Urbanized Area

2015 Projects

Bus Replacement. Twenty of Valley Transit's 27 buses were purchased between 2004 and 2005, two hybrids were purchased in 2010 and the remaining buses were purchased in 1995. In 2016, Valley Transit is requesting two buses to replace two of the 1995 – 40 foot buses with 40 foot buses to accommodate peak hour ridership on the five trunk routes.

Facility Renovation. When the Operations and Maintenance facility was built in 1983 the air quality was not a consideration. Exhaust from the buses in the portion of the building that the buses are housed travels into the offices and the maintenance work bays whenever the buses are entering or exiting the garage. The building does not have adequate ventilation and needs updating by installing additional vents and controls.

Bus Wash Replacement. Valley Transit's bus washer was purchased in 1995 and is at the end of its useful life. Parts are no longer available to repair it so it will continue to operate as designed.

Parts Component Replacement. This category encompasses a variety of major component parts that include: sets of tires; driver's seats; brake assemblies; steering gear boxes and power steering units; and remanufactured engines, transmissions, and differentials. A spare unit of each component type is normally kept on hand to prevent excessive down time when major repairs are needed, and other units will be purchased on an as-needed basis.

Support Vehicle Replacement. Aside from its revenue vehicles, Valley Transit has a number of support vehicles which perform a number of support/staff functions including transporting some of the drivers to and from the transit center and ferrying passengers to destinations when transfers are missed due to a Valley Transit problem. One of these vehicles (a 1997 Chevrolet van) will exceed its expected life span in 2015 and needs to be replaced.

2016 Projects

Bus Replacement. Twenty of Valley Transit's 27 buses were purchased between 2004 and 2005, two hybrids were purchased in 2010 and the remaining buses were purchased in 1995. In 2016, Valley Transit is requesting two buses to replace the two hybrid buses purchased in 2010. The hybrid units have failed and have been taken out of service. Using the bus as a gasoline powered unit is not only expensive, but the units continue to experience a myriad of problems and are constantly in the shop for repairs.

Bus Shelter Replacement. Most of Valley Transit's 35 passenger waiting shelters and shelter accessories were purchased and installed between 1986 and 1991. Some have been moved several times to accommodate changing needs. A replacement program was established in 2005 to systematically replace two to four shelters each year. Valley Transit is replacing the current shelters with ADA accessible shelters.

Parts Component Replacement. This category, which encompasses a variety of major component parts, continues to be a capital request each year. Valley Transit maintains the philosophy of getting the most out of its equipment. Capital component part replacement provides the most cost-effective means of maintaining the bus fleet, reducing down time, while trying to maintain quality service.

Support Vehicle Replacement. Aside from its revenue vehicles, Valley Transit has a number of support vehicles which perform a number of support/staff functions including transporting some of the drivers to and from the transit center and ferrying passengers to destinations when transfers are missed due to a Valley Transit problem. One of these vehicles (a 1997 Chevrolet van) will exceed its expected life span in 2016 and needs to be replaced.

TRANSIT FINANCIAL CAPACITY

In compliance with regulations that require the TIP to be fiscally constrained, this section of the TIP assesses the transit systems' financial capacity to assure that the transit systems have the ability to continue to effectively utilize federally-assisted equipment and facilities. It is understood, however, that the major review of progress regarding financial capacity is made by the Federal Transit Administration during triennial reviews of these transit systems. No significant problems pertaining to financial capacity were identified during the last triennial review.

The assessment of transit financial capacity in the Fox Cities and Oshkosh areas is based on a trend analysis of recent historical data and projections of future condition. Seven indicators of financial condition reflected in the tables described below.

Fox Cities Urbanized Area

Cost Trends

Valley Transit's fixed route operating expense increases have fluctuated over the past three years. Insurance, fuel and utility costs have increased significantly and are unpredictable. Efficiencies in staffing and administrative overhead have helped to control costs.

Valley Transit's paratransit trip costs have steadily increased over the last several years due to increased contractor rates and fuel costs. A moderate increase in ridership is also increasing the cost of this service. In addition to the ADA required complementary paratransit, Valley Transit coordinates other paratransit services with Outagamie, Winnebago and Calumet Counties along with Family Care. Projections for the next two years have Valley Transit

continuing to coordinate the complementary paratransit services to provide a consistent level of service and to help control local share cost increases. As a result of the Family Care state legislation in 2010, the role of the counties has lessened since 2010. Agreements with Family Care providers are covering the costs no longer being paid by the counties.

Cost-Efficiency and Effectiveness Trends

Valley Transit's fixed route costs per mile and per hour ratios have crept up slowly over the past several years. The cost per trip for ADA paratransit service has also crept up over the past several years. In 2015, the projected cost for ADA paratransit is \$20.11 including overhead and other administrative costs. The financial capacity table reflects operating statistics based on fixed route costs only. Increases in costs are mostly attributed to rising fuel and insurance costs and increases in personnel and contractor expenses.

Revenue Trends

The last time fares were increased was in 2009 as a result of dramatically increased diesel fuel and health insurance costs. The fares were raised to a basic cash fare of \$1.80 and senior/disabled fare of \$0.90. Ten-ride tickets increased to \$15.00 for basic and \$9.00 for senior/disabled. Thirty (30) day passes were increased to \$56 for regular and \$40 for senior/disabled. Day passes were increased to \$5.00. Basic VT II fares increased to \$3.60 with premium fares at \$6.00. Sunday fares remained at \$11.00. Valley Transit is budgeting for an 11% fare increase in 2015.

The ability of passenger revenues to support the system is limited. The revenue-to-cost ratio in recent years has been approximately 16 percent. Complicating the potential to increase the fare revenue portion of system costs is the fragility of ridership levels. Valley Transit strives to provide affordable transportation given that survey information indicates about 83% of the riders that provided income information reported household income under \$30,000.

Ridership Trends

With the 2009 fare increase and “soft” economy, ridership decreased over 10 percent from 2007. Ridership rebounded during 2010 and steadily increased until 2013, when it leveled off. Ridership in 2012 peaked at 1,095,650 rides; the highest it had been since 1995. Paratransit ridership grew approximately 10-12% in both 2007 and 2008. Fare increases in 2009 slowed the ridership growth, but ridership in 2010 increased 12 percent. ADA Ridership in 2010 was 84,806. In both 2012 and 2013, ridership leveled off with only a slight increase in rides. Ridership for 2014 and 2016 and is expected remain relatively flat.

Level of Service Trends

Valley Transit has been operating relatively the same level of service since mid-1997 when mid-day service was cut back to help fund the extension of evening service. The changes resulted in the actual hours of service increasing only slightly, but the span of service was increased

significantly. A fixed route that traveled along the East College Avenue corridor into the Town of Buchanan began in June 1999 and was replaced because of low ridership with an advanced reservation demand responsive Call-A-Ride zone in June 2001. In June 2005, service to the new Goodwill store in Darboy started, and in late 2005 fixed route service to the commercialized area of the Town of Buchanan was added as was service to Valley Packaging Industries who moved their Perkins St. plant to Kensington Avenue on Appleton's east side. In 2006, the Call-A-Ride zone was expanded to include the Town of Harrison. In 2007, Valley Transit partnered with Appleton Downtown, Inc. and contracted with Lamers Bus Lines to operate a downtown Appleton trolley that circulates between College Avenue and the riverfront. Also in 2007, Valley Transit partnered with the United Way of the Fox Cities to contract with a third party provider to operate the Connector, a demand response service on the fringes of the current fixed route service as well as late evening and early morning service to help second and third shift workers get to jobs.

In January 2010, Valley Transit and Appleton Area School District became partners in a pilot project that allowed Appleton area public and parochial middle school and high school students to ride Valley Transit by showing their student identification card. Students are allowed to ride any regular fixed bus route during any time of the day or day of the week that Valley Transit operates. In addition to helping to ease the financial burden and stress on families to get their kids to and from school, after-school programs and other activities, Valley Transit believes by giving kids a positive transit experience early in life, they are more likely to be transit users when they are older and will gain an appreciation for the role public transportation plays in our community and the environment. More than 179,000 rides were taken during 2011. Due to the success of the pilot and positive feedback from the school district, parents and students, the program continued during 2012 with more than 203,000 riders taken and over 201,000 rides in 2013. The rides will continue to be paid for by the Appleton Area School District (AASD) based on a negotiated amount.

In July 2012, the Appleton Housing Authority moved residents of low income senior/disabled housing from a location across the street from the Transit Center to a new housing development in Eagle Flats on the Fox River in Downtown Appleton. Many of the residents were transit dependent and relied on Valley Transit's services to get to work, shopping, medical appointments and social activities. There was no fixed route bus service to Eagle Flats prior to July 2012. The only transit service was demand responsive ADA paratransit service. In July 2012, Valley Transit added a bus route (The Link) serving downtown Appleton and the Eagle Flats area. Providing service to the residents of Eagle Flats with a regular bus route provided more frequent, reliable and convenient service that was significantly cheaper for both Valley Transit and the customers than demand responsive service. Outagamie County and the City of Appleton provided the local share funding for the service. From July – December 2012, The Link ridership was 6,405 trips. In 2013, the ridership was 18,862 trips.

Valley Transit II provides basic transportation to people with disabilities in Valley Transit's service area to comply with the Americans with Disabilities Act and elderly transportation to residents of Outagamie County, the Fox Cities portion of Winnebago County and the Appleton portion of Calumet County. Premium service, any level of assistance above basic service, is

available to those who need it for an incremental cost of \$2.40 above the basic fare. Optional Sunday service is available from 7:30 a.m. to 2:00 p.m. Calumet, Outagamie and Winnebago Counties and the Family Care providers fund the local share of Valley Transit's complementary paratransit service.

Besides Valley Transit II, Valley Transit continues to coordinate with Outagamie, Winnebago and Calumet Counties, the cities of Neenah and Menasha and the Town of Menasha to help fund other specialized transportation services, which in turn generate surcharge funds to benefit the system by lowering fixed-route costs. In Outagamie County, a special fixed-route specialized transportation brings developmentally disabled individuals in both the urban and rural areas of the county to urban worksites. Community Care funds the local share of this program. In Calumet County, specialized transportation services are provided to developmentally disabled individuals going to New Hope Center. The cities of Neenah and Menasha, as well as the Town of Menasha and Winnebago County, provide demand responsive service to the elderly of their municipalities and the northern portion of Winnebago County. The costs of this service pass through Valley Transit's budget with the local share funded by the cities, county and the town. The local share contributions also include funds to decrease fixed-route costs.

Operating Assistance Trends

Since 1987, the State of Wisconsin has distributed the federal allocation of operating assistance giving each transit system an equal percentage share of operating assistance. Additionally, the state has the authority to flex some grant funds between operating and capital purposes. The state uses this flexibility to maintain stable levels of operating assistance. Continued use of capital funds in this fashion could jeopardize capital projects.

The state has historically been a strong partner in operating assistance; however, funding levels have gradually declined over the past several years. In 2000, just over 40 percent of eligible expenses were funded with state operating assistance. The 2013 percentage was approximately 28%. State funding levels are somewhat uncertain but trending downward.

Working with our members of Congress and other transit systems across the country, Valley Transit was successful in getting language added to MAP-21 that allowed systems operating fewer than 75 buses that are in areas where the population exceeded 200,000 to continue to receive federal transit operating funds. However, because of the decrease in state funding and the pressure on the property tax for local municipalities, Valley Transit needs to find a sustainable dedicated source of funding for the transit system operation. In 2006, a Fox Cities RTA Study Committee was formed and coordinated by East Central Wisconsin Regional Planning Commission to look at alternative funding sources to replace the potential loss of state and federal operating support and to potentially relieve some of the pressure on the property tax. The Study Committee looked at alternative structures and determined that forming a regional transit authority was the best alternative for the Fox Cities. Valley Transit and its local funding partners have been working with state legislators to pass RTA enabling legislation to allow Valley Transit to receive a small local sales tax to fund transit operations. The effort will

continue in 2015.

Valley Transit's participating municipalities have seen local share increases in the recent past. The funding partnerships with the counties have helped to control these local share increases.

Likelihood of Trends Continuing

Valley Transit constantly strives to provide the most safe, reliable, cost efficient service possible while trying to meet the needs of those it serves. Funding changes at the state and federal level in terms of operating assistance always threaten the service level stability. The manner in which funding cutbacks would be dealt with is unknown at this time. Some mix of service changes, fare changes, and local share increases would likely result. The fare increase in 2009 increased the percentage of costs covered by farebox revenue. Valley Transit covers more of its operating costs with farebox revenue than the average of its peer properties in both the U.S. and in Wisconsin. Stable funding sources are critical to future planning efforts. The Fox Cities RTA Study Committee recommended that the State of Wisconsin pass enabling legislation to allow the formation of regional transit authorities and the imposition of up to 0.5% sales tax to make up the loss of federal, state and local operating support. As of mid-2014, the state enabling legislation has not been passed for the Fox Cities.

Intercity Bus Service

Green Bay – Madison Service

Lamers Bus, a private transportation company, will operate this service. Intermediate stops will include Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, and Appleton. The service will connect with other intercity services such as Greyhound, Badger in Madison, Amtrak Empire Builder in Columbus, and other services provided by Lamers Bus.

WINNEBAGO/OUTAGAMIE COUNTIES TRANSPORTATION PROVIDERS

Kobussen Buses Ltd.
W914 Cty Tk. CE
Kaukauna, WI 54130

Lamers Bus Lines Inc.
1825 Novak Dr.
Menasha, WI 54952

Community Cab Co.
207 Darboy Road
Combined Locks, WI 54113

Huettl Bus Inc.
800 E. Factory
Seymour, WI 54164

Appleton Yellow Taxi
705 W. Wisconsin Avenue
Appleton, WI 54914

Safe-T-Way Bus Service Inc.
3483 Jackson Road
Oshkosh, WI 54901

Garvens Bros. Shared-Ride Taxi
979 Willow Street
Omro, WI 54963

Oshkosh City Cab
2723 Harrison Street
Oshkosh, WI 54901-1663

Running Inc.
318 W. Decker Street
Viroqua, WI 54665

Fox Valley Cab
719 W. Frances Street
Appleton, WI 54914

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September 30, 2014

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE Fox CITIES TRANSPORTATION MANAGEMENT AREA - 2015. This material is being sent to you as a private transportation operator to give you an opportunity to review and comment on transit projects receiving federal funds.

The TIP is a staged, multi-year program of both capital and operating projects designed to implement transportation plans in the area. East Central, as the designated Metropolitan Planning Organization (MPO) for the Fox Cities urbanized area, is responsible for its preparation. Annually, each transportation provider is requested to submit a list of proposed transit projects for inclusion. These projects are reviewed for consistency with transportation plan recommendations, availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded transit projects must be in the TIP in order to receive federal aid. Projects scheduled for implementation with state and local funds may also be included.

Appendix B is the section of the TIP that would be of most interest to you. If you have any comments or wish information about participating in any of the proposed transit projects, please contact me as soon as possible, preferably before October 30, 2014.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure

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APPENDIX C

MPO POLICY BOARD & TECHNICAL ADVISORY COMMITTEE & ENVIRONMENTAL CONSULTATION CONTACTS

FOX CITIES TRANSPORTATION POLICY ADVISORY COMMITTEE

County Officials

Bill Barribeau, Calumet County Board Chairman
Tom Nelson, Outagamie County Executive
Mark Harris, Winnebago County Executive

City Mayors

Tim Hanna, Appleton
Gene Rosin, Kaukauna
Don Merkes, Menasha
Dean Culbertson, Neenah

Village Presidents

John Neumeier, Combined Locks
Chuck Kuen, Kimberly
Charles Fischer, Little Chute

Town Board Chairmen

Mark McAndrews, Buchanan
David Schowalter, Grand Chute
Randy Leiker, Greenville
John Slotten, Harrison
Dale Youngquist, Menasha
Bob Schmeichel, Neenah
Brad Rettler, Vandenbroek

Federal Officials

Dwight McComb, Planning & Program Development Engineer
Marisol Simon, Region Director, FTA

State Officials

Will Dorsey, Director, WisDOT Northeast Region
Sandra Beaupre, Bureau of System Planning, WisDOT Madison

Other

Chuck Rundquist, Chairman, Fox Cities Transit Commission

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

County Highway Commissioners

Mike Ottery, Calumet
Al Geurts, Outagamie
Ernest Winters, Winnebago

Public Works Director/Engineers

Paula Van de Hey, City of Appleton
Roy Van Gheem, City of Little Chute
John Sundelius, City of Kaukauna
Mark Radtke, City of Menasha
Gerry Kaiser, City of Neenah
Dave Vandervelden, Village of Kimberly
Tom Marquardt, Town of Grand Chute

Planners

Robert Buckingham, Town of Grand Chute
Robert Jakel, City of Kaukauna
Greg Keil, City of Menasha
George Dearborn, Town of Menasha
Chris Haese, City of Neenah
Julie Schmelzer, Calumet County
Dave Johnson, Outagamie County
Jerry Bougie, Winnebago County

ENVIRONMENTAL CONSULTATION CONTACTS

Members:

Ed Culhane WI DNR Northeast Region
Chip Brown WI Historical Society
Mike Wiggins Jr..... Bad River Band of Lake Superior Chippewa Indians
Harold Frank Forest County Potawatomi
Jon Greendeer Ho-Chunk Nation
Michael Isham Jr..... Lac Courte Oreilles Band of Lake Superior Chippewa Indians
Tom Maulson Lac Du Flambeau Band of Lake Superior Chippewa Indians
Craig Corn Menominee Indian Tribe of WI
Wally Miller Stockbridge-Munsee Band of Mohican Indians
Ed Delgado Oneida Nation of WI
Rose Soulier Red Cliff Band of Lake Superior Chippewa Indians
Lewis Taylor..... St. Croix Chippewa Indians of WI
Chris McGeshick..... Sokaogon Chippewa Community
Ken Westlake..... U.S. Environmental Protection Agency
Mark Holey..... U.S. Fish & Wildlife Service
James Bramblett USDA Natural Resources Conservation Service
John Madden National Park Service

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September 30, 2014

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Fox Cities (Appleton) Metropolitan Planning Organization (MPO) Transportation Improvement Program for the Fox Cities Transportation Management Area – 2015.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that the ECWRPC consult with federal, state and local entities that are responsible for economic growth and development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, and historic preservation.

Enclosed is a link to the draft **Transportation Improvement Program for the Fox Cities Transportation Management Area - 2015** (TIP). This document will be under a 30-day public review period from October 1, to October 30, 2014. Your comments are an important part of this planning process and will be incorporated into the document.

For further information on the Fox Cities Transportation Improvement Program please visit the following website:

<http://fcompo.org/planning-activities/tip/>

Please direct any comments or concerns to:

David Moesch
East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
Email: dmoesch@ecwrpc.org

Sincerely,

David Moesch
Associate Transportation Planner

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APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
Fox Cities and Oshkosh MPO
Transportation Policy Advisory Committee Meeting
Outagamie County Highway Department
1313 Holland Road, Appleton
Thursday, February 13, 2014

The meeting was called to order by Walt Raith at 10:00 A.M.

Committee Members Present

Paul Sponholz	Outagamie County Highway Department
Ernie Winters	Winnebago County
Al Geurts	Outagamie County
Dave Vander Velden	Village of Kimberly
Roy Van Gheem	Village of Little Chute
Brad Werner	McMahon Group
Jim Kuehn	WisDOT – Central Office
Mike Hendrick	Outagamie County
Tom Marquardt	Town of Grand Chute
Mark Lahay	City of Appleton
Paula Vandehey	City of Appleton
Mike Ottery	Calumet County Highway Department
Greg Keil	City of Menasha
Matt Halada	WisDOT – NE Region
Joel Gregozeski	Town of Buchanan
George Dearborn	Town of Menasha
Jay Shambeau	Calumet County

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Melissa Kraemer Badtke	ECWRPC
Nick Musson	ECWRPC
Kolin Erickson	ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 9.84 regarding Open Meetings

Mr. Raith welcomed the group and noted that the meeting was properly posted and in compliance with the open meeting requirements.

2. Public Comment

No members of the public were present.

3. Discussion and action on 2013-2018 STP-Urban Program Projects List (Enclosed)

Mr. Raith noted that the Fox Cities MPO region surpassed 200,000 in population according to the 2010 Census. He explained that the Fox Cities Urbanized Area is now classified as a Transportation Management Area (TMA). Additionally, he stated that with the passage of MAP-21, more performance monitoring/measurements are required for the MPO planning process, including the STP-Urban projects and funding. Mr. Raith noted that the Appleton TMA is allocated almost \$17.4 million in total STP-Urban funds for the 2013 – 2018 cycle; all of this amount must be programmed out for this budget cycle. Mr. Raith stated that this committee has the authority to allocate the total

amount of STP-Urban funds as it sees fit and that the list of projects on this list can be modified by the committee. He opened the floor for discussion.

A discussion was held by the group; the committee members came to the following consensus regarding the STP-Urban Program Projects List for the 2013 – 2018 cycle:

- Project ID's 4989-00-18, 4989-00-19, 4160-05-73, 4992-00-56, 4992-00-57, 4984-01-73 (or projects ranked 1-6, respectively in the Approved Projects List) would remain as is with the 80/20 federal to local cost share for design and construction costs
- The remaining balance of funds for this cycle would be allocated to Project ID's 4984-01-74, 4990-00-28 and 4657-25-00 (or projects ranked 7, 8 and 10 respectively in the Approved Projects List) for design and construction costs to the 80/20 federal to local cost share structure
- Project ID's 4984-01-76 and 4657-25-01 (or projects ranked 9 and 11, respectively in the Approved Projects List) would not be included in the 2013 – 2018 funding cycle; however, these three projects would be included in subsequent STP-Urban Project lists with potential priority ranking status for the start of the 2019 funding cycle

Mr. Raith noted that he would work on updating the 2013 – 2018 STP Urban Program Approved Projects List to reflect the changes made from this meeting and send a copy of the revised document to the committee members.

Mr. Raith asked the committee if they had any other comments or questions regarding the 2013-2018 STP-Urban Program Projects List. Hearing none, Mr. Raith asked the committee for a motion to approve the 2013-2018 STP-Urban Program Projects List.

Ms. Vandehey made a motion to approve the 2013-2018 STP-Urban Program Projects List. Mr. Marquardt seconded the motion and the motion passed unanimously.

4. Discussion and update on Long-Range Transportation/Land Use planning process

Mr. Erickson provided a brief introduction on the progress of the Long-Range Transportation/Land Use (LRTP) planning process. He noted that staff is currently working on developing the introductory chapters of the Fox Cities TMA LRTP; data collection has begun to gather census data, population projections, number of households, commuting population data and compiling existing and future land use maps.

Mr. Musson also noted that staff is working on updating the goals, objectives, and policies for the LRTP. He proposed two options to the committee: (1) staff would work with the committee to develop a subcommittee to take a closer look at the goals, objectives and policies to bring back to the full committee, or (2) staff would take the first review of the goals, objectives, and policies; make necessary changes (additions/subtractions to the list) and bring back the list to the committee for review. The committee went with the second option. Mr. Musson noted that staff would begin reviewing the goals, objectives, and policies in the next few weeks and send them out to the group with a timeframe for receiving comments/recommendations. He also noted that any federal/state requirements will be highlighted/marked in the document so members will know not to modify these portions of text.

5. Discussion on Appleton Congestion Management Plan

Mr. Musson noted that since the Appleton Urbanized Area is now classified as a TMA, a federal requirement is the development of a Congestion Management Process (CMP) Plan which documents traffic congestion levels in the TMA area by developing performance measures along with strategies

and recommendations to mitigate congestion. He stated that staff developed a series of performance measures for the Appleton TMA and reviewed this list with the committee. Mr. Musson explained that the CMP will be a working document because the performance measures will be updated regularly. He also explained that these same performance measures will be incorporated into the LRTPs for the Fox Cities, Oshkosh and Fond du Lac in subsequent updates. Printed copies were passed out to the committee to review. Mr. Musson noted that staff would be open to hearing recommendations/comments for future performance measures/data collection. Finally, he directed the committee to use the Fox Cities-Oshkosh MPO website to view the digital copy of the CMP.

6. Discussion on the Transportation Alternatives Program (TAP) for the Fox Cities

Ms. Kraemer Badtke stated that staff will be in charge of the TAP selection process for the Fox Cities region. She noted that TAP funding amounts were not yet known as staff is waiting on this information from WisDOT. Ms. Kraemer Badtke stated that staff received three pre-scoping TAP applications (two from the Town of Grand Chute, one from the Village of Combined Locks). The full applications from WisDOT should be sent out to these communities within a few weeks; with a deadline of submission of about a month she noted.

Mr. Halada inquired how the TAP funding is allocated. Mr. Raith noted that the Fox Cities TMA has the authority to disperse the TAP funds as they see fit within the TMA boundaries.

Ms. Kraemer Badtke reviewed ECWRPC's draft document of TAP Policies, Questions and Ranking Criteria for the Appleton TMA with the committee.

7. Discussion and update on the Fox Cities and Oshkosh Bike and Pedestrian Plan

Ms. Kraemer Badtke stated that staff is meeting regularly with the Fox Cities and Oshkosh Bike and Pedestrian Steering Committee to develop the planning document. She noted that the group is in the process of creating maps/network of the local bike and pedestrian facilities which will also be incorporated into the planning document (using existing and proposed projects). Staff is looking into outreach efforts to talk with municipalities on the progress with this plan as well as to gather feedback from local officials. She also stated that staff is looking to increase membership of bike and pedestrian steering committee to include members of the law enforcement, school districts, and healthcare professions. Ms. Kraemer Badtke noted that a draft of this plan will be available soon with final approval planned for October.

8. Regional Safe Routes to School update

Ms. Kraemer Badtke stated that the SRTS program is funded by through 2015 from the SAFETY-LU funds; and have applied for a TAP grant for future funding. She noted that the program has a local participation rate of about 45 percent (123 out of 274 schools); the Appleton and Menasha School Districts have added a number of schools participating in the program. Ms. Kraemer Badtke noted that the SRTS program for East Central has been in existence for five years and staff is looking to publish materials documenting the program's history and its plans for the future. She stated staff is looking into increasing participation of school districts to develop "Walking School Bus" programs.

9. Adjournment

Committee adjourned at 11:45 A.M.

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SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Tuesday, October 14, 2014

Committee Members Present

Neal Strehlow, Chair	Waushara County
Ken Robl, Vice Chair.....	Winnebago County
David Albrecht.....	Winnebago County
Jeff Nooyen.....	Outagamie County
Jerry Erdmann	Shawano County
Dick Koeppen	Waupaca County
Deborah Wetter.....	Valley Transit
Jill Michaelson.....	WisDOT – NE Region

WisDOT Members Present

Matt Halada	WisDOT – NE Region
Sandy Carpenter.....	WisDOT – NE Region
Lynn Warpinski	WisDOT – NE Region
Philip Gritzmacher.....	WisDOT – Central Office

Staff Members Present

Eric Fowle.....	ECWRPC
Walt Raith.....	ECWRPC
Melissa Kraemer Badtke	ECWRPC
Dave Moesch	ECWRPC
Nick Musson.....	ECWRPC
Kolin Erickson	ECWRPC

The meeting was called to order by Mr. Strehlow at 1:40 P.M.

Mr. Strehlow welcomed the group and began introductions.

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings
2. Public Comment

No comments.
3. Pledge of Allegiance
4. Discussion and action on July 15, 2014 Transportation Committee Summary of Proceedings

Mr. Strehlow stated the summary of proceedings from the July 15, 2014 meeting was enclosed in the meeting materials. Mr. Strehlow asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Strehlow

asked the committee for a motion. Mr. Robl made a motion to approve the summary of proceedings, Mr. Koeppen seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 24-14: Adoption of the Appleton Transportation Management Area and the Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan

Ms. Kraemer Badtke stated that the Appleton Transportation Management Area (TMA) and the Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan began in 2012. Over this two year period, staff has worked closely with the plan's steering committee to develop the planning document. Ms. Kraemer Badtke noted staff has worked with the steering committee to address their comments and revisions to the plan. Ms. Kraemer Badtke reviewed a number of statistics/data from the plan including data on existing bicycle and pedestrian facility miles for both the Appleton TMA and the Oshkosh MPO. She noted that this data should be used as a base line to see how both areas improve into the future as the plans recommendations can be implemented.

Ms. Kraemer Badtke stated that in addition to the support from the steering committee members, various local advocacy partners and agencies are in support of the bicycle and pedestrian plan, including: Fox Cities Greenways, Fox Cities Cycling Association, Oshkosh Cycling Club, Weight of the Fox Valley, Well City Fox Cities and Well City Oshkosh and Activate Fox Cities. She also briefly reviewed the recommendations chapter with the committee, noting that the plan's recommendations will be phased in over time from 2015 – 2019. The plan's recommendations are based on the 5E's: Education, Encouragement, Enforcement, Engineering and Evaluation. Ms. Kraemer Badtke also stated that the Commission has just added a new bicycle/pedestrian coordinator position which will work with both the TMA and the MPO to work on implementation of the plan over the next few years.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 24-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Resolution 24-14: Adoption of the Appleton Transportation Management Area and the Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan, Mr. Erdmann seconded the motion and the motion passed unanimously.

6. Update on the Regional Safe Routes to School Program

Ms. Kraemer Badtke reviewed the Strategic Plan Status Report for ECWRPC's Regional Safe Routes to School Program (SRTS) with the committee. She noted that in August of this year, the SRTS Program received an \$852,000 WisDOT Grant under the Transportation Alternatives Program (TAP) to fund the program's activities. Ms. Kraemer Badtke also stated that the Commission has hired an Assistant SRTS Planner Position to replace the outgoing vacancy; this person will be starting next week. She stated that October 2014 is the 5 year anniversary for the Commission's SRTS Program. She reviewed a one page timeline of events with the committee. Ms. Kraemer Badtke noted that the SRTS Program currently serves 123 schools in east central Wisconsin, reaching more than 42,000 students (during the five year period from 2009-2014) and are working with approximately 45% of the total number of schools within the ECWRPC ten county planning area.

7. MindMixer Demonstration and Information

Ms. Kraemer Badtke stated that staff is piloting a social media engagement program/platform from a company called Mindmixer. She stated that it is being used as another means to gather public comments/input for the long-range transportation plans for the three urbanized areas of Appleton (Fox Cities), Fond du Lac and Oshkosh. She noted that the hope is to engage people in ways beyond public information meetings and open houses and to gather input from younger demographic age groups who will be impacted by long range planning efforts. Ms. Kraemer Badtke noted that staff will pilot this program for about a year and possibly use with other programs within the Commission. She reviewed portions of ECWRPC's Mindmixer site with the group and stated staff will send out electronic invitations for commission members to join/participate in the social media platform.

Mr. Albrecht suggested that the Mindmixer site be more visible and easier to access from ECWRPC website homepage. Ms. Kraemer Badtke noted that she would work with the IT coordinator to make to Mindmixer widget more user-friendly and visible on both ECWRPC and the MPO websites.

8. Update on the Long Range Transportation Land/Use Plans

Mr. Erickson updated the committee members on the status of the long-range transportation plans for the Appleton (Fox Cities), Fond du Lac and Oshkosh Urbanized Areas. He noted that staff continues to work on the draft plans for each urbanized area; stating that staff plan to have the majority of the text written by January/February of 2015. Mr. Erickson explained that staff will hold a series of open houses for the public to provide comments in Spring/Summer of 2015. He noted that final adoption of the long range plans for each urbanized area will take place in October of 2015.

9. Discussion and action on Proposed Resolution 19-14: Adoption of the Transportation Improvement Program for the Oshkosh Urbanized Area - 2015

Mr. Moesch stated that the Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area has programmed projects for 2015 – 2018. He reviewed Table 1 (list of programmed projects) with the group. He noted that Table A-1 has illustrative or wish list projects that include projects likely scheduled for 2019 and beyond. Mr. Moesch noted that projects listed in Table A-1 do not have fund specifically allocated to them unless noted in the comments section of this table. Mr. Moesch noted that this year's TIP document has an extensive Environmental Justice component, including maps and documentation on the Oshkosh Urbanized Area. The purpose of these maps and documentation is to demonstrate that low income and minority populations are not being adversely impacted by the TIP projects; these maps also show where GO Transit routes are in relation to these populations. Mr. Moesch stated that the TIP was properly posted in the Oshkosh Northwestern for a 30 public review/comment period; no comments have been received. He stated that the Oshkosh TIP document will go to the full commission for adoption at the October 31st meeting.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 19-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Resolution 19-14: Adoption of the Transportation Improvement Program

for the Oshkosh Urbanized Area – 2015, Mr. Nooyen seconded the motion and the motion passed unanimously.

10. Discussion and action on Proposed Resolution 20-14: Adoption of the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2015

Mr. Moesch stated that the Transportation Improvement Program (TIP) for the Appleton (Fox Cities) Transportation Management Area has programmed projects for 2015 – 2018. He reviewed Table 1 (list of programmed projects) with the group. He noted that Table A-1 has illustrative or wish list projects that include projects likely scheduled for 2019 and beyond. Mr. Moesch noted that projects listed in Table A-1 do not have funds specifically allocated to them unless noted in the comments section of this table. Mr. Moesch noted that this year's TIP document has an extensive Environmental Justice component, including maps and documentation on the Appleton (Fox Cities) Transportation Management Area. The purpose of these maps and documentation is to demonstrate that low income and minority populations are not being adversely impacted by the TIP projects; these maps also show where Valley Transit routes are in relation to these populations. Mr. Moesch stated that the TIP was properly posted in the Appleton Post-Crescent for a 30 public review/comment period; no comments have been received. He stated that the Appleton (Fox Cities) TIP document will go to the full commission for adoption at the October 31st meeting.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 20-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Resolution 20-14: Adoption of the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2015, Mr. Koeppen seconded the motion and the motion passed unanimously.

11. Discussion and action on Proposed Resolution 23-14: Adopting the 2015 Unified Transportation Work Program and Annual MPO Certifications for the East Central Wisconsin Regional Planning Commission

Mr. Raith stated that the 2015 budget for ECWRPC is traditionally approved at the full commission quarterly meeting in January. However, he noted that the Transportation portion of this budget needs to be approved earlier to meet end-of-year financial planning deadlines on the part of WisDOT and FHWA. Mr. Raith reviewed each budget element with the committee members, noting the total budget for the Appleton (Fox Cities) TMA and Oshkosh MPO is programmed to be \$636,988 and for the Fond du Lac MPO it is programmed to be \$124,000. Mr. Raith reviewed the 2015 meeting schedule dates and 2015 Transportation Work Program Planning Factors with the committee members. He also noted that this final document will be approved at the full commission meeting on October 31st.

There was a general question on potential membership of non-member counties (Green Lake, Fond du Lac and Marquette Counties). Mr. Raith noted that there is potential for Fond du Lac County to become a member in 2015.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 23-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Nooyen made a motion to approve Resolution 23-14: Adopting the 2015 Unified Transportation Work Program and Annual MPO Certifications for the East Central Wisconsin Regional Planning Commission, Mr. Robl seconded the motion and the motion passed unanimously.

12. Discussion and action on Proposed Resolution 25-14: Authorizing the Commission to enter into an Agreement with WisDOT and the City of Fond du Lac Area Transit to Prepare an Update to their Transit Development Plan

Mr. Musson stated that ECWRPC worked with Fond du Lac Area Transit on their last Transit Development Plan (TDP) in 2009. He noted that the TDP is renewed every five years and that this TDP will be updated for 2015-2020. Mr. Musson stated that TDP will cost a total of \$44,000 of which the majority of this cost will be covered by Fond du Lac Area Transit.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 25-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Resolution 25-14: Authorizing the Commission to enter into an Agreement with WisDOT and the City of Fond du Lac Area Transit to Prepare an Update to their Transit Development Plan, Mr. Robl seconded the motion and the motion passed unanimously.

13. Discussion and action on Proposed Resolution 26-14: Authorizing the Commission to enter into an Agreement with WisDOT and Waupaca County to Prepare a Study on a Mobility Management Manager for the County

Mr. Musson noted that staff applied for a section 5304 grant to study the need for a mobility manager on behalf of Waupaca County. He stated that the contract is for \$25,000 which will be 80 percent federal funds and 20 percent local (from the county). Mr. Musson noted that while the mobility manager position would potentially be for Waupaca County, there could be room to increase the territory of the mobility manager to include Shawano and Waushara Counties. Mr. Musson was confident that this proposal would be approved, but he is waiting for final confirmation from WisDOT.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 26-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Resolution 26-14: Authorizing the Commission to enter into an Agreement with WisDOT and Waupaca County to Prepare a Study on a Mobility Management Manager for the County, Mr. Albrecht seconded the motion and the motion passed unanimously.

14. Revised - Discussion and action on Proposed Resolution 27-14: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area – 2014

Mr. Moesch stated that this proposed resolution is to amend the current 2014 TIP document for the Appleton (Fox Cities) TMA. He noted that WisDOT has requested approval of planning and engineering design funds for the following (separate) projects: WIS 114/USH 10 – Village of Sherwood (\$335,000) and WIS 114/USH 10 – Village of

Sherwood (\$258,000). He stated that these funds will only be used for design/engineering of these future projects. Mr. Moesch explained that this amendment is considered a minor amendment to the 2014 TIP and therefore did not require a 30 day public review period.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 27-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Koeppen made a motion to approve Resolution 27-14: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area – 2014, Mr. Robl seconded the motion and the motion passed unanimously.

15. Adjourn

Mr. Strehlow asked if there was any other business. Hearing none, Mr. Strehlow made a motion to adjourn and Mr. Koeppen seconded the motion. The motion passed unanimously and the Committee adjourned at 2:50 P.M.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 20-14

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FOX CITIES (APPLETON) TRANSPORTATION MANAGEMENT AREA-2015

WHEREAS, the East Central Wisconsin Regional Planning Commission has been designated by the Governor as the Metropolitan Planning Organization (MPO) for the purpose of carrying out cooperative, comprehensive and continuing urban transportation planning in the Fox Cities urbanized area; and

WHEREAS, all transportation projects in the Fox Cities urbanized area which are to be implemented with federal funds must be included in the annual elements of the Transportation Improvement Program (TIP) and approved by the MPO as a prerequisite for funding approval; and

WHEREAS, the urban area transit systems are required by the Federal Transit Administration to publish a biennial program of projects; and

WHEREAS, a completed and approved TIP is also a prerequisite for continued transportation planning certification, and

WHEREAS, the Commission affirms the validity of the transportation plan for the urbanized areas; and

WHEREAS, this organization's staff has worked with principal elected officials of general purpose local governments, their designated staffs, and private providers to solicit their input into this TIP; and

WHEREAS, the Federal Highway Program Manual requires the evaluation, review, and coordination of federal and federally-assisted programs and projects in accordance with clearinghouse review requirements of the Project Notification and Development Review Process; and

WHEREAS, in accordance with the Moving Ahead for Progress in the 21st Century Act: (MAP-21), coordination has occurred between the MPO, the state and transit operators in programming multimodal projects; and

WHEREAS, all required public participation procedures have been followed; now therefore

BE IT RESOLVED BY THE EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION:

Section 1: That the Commission, as the designated MPO, adopt the Transportation Improvement Program for the Fox Cities Transportation Management Area - 2015.

Section 2: That the Commission certifies that the metropolitan planning process is addressing the major transportation issues in these areas in conformance with all applicable requirements.

Section 3: That the Commission further certifies that the TIP contains only projects that are consistent with the metropolitan plans for the urbanized areas.

Effective Date: October 31, 2014

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner


Donna Kalata, Chair – Waushara County



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2015 TRANSPORTATION IMPROVEMENT PROGRAM

The Fox Cities (Appleton) Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Fox Cities Transportation Management Area – 2015. This publication of the TIP serves to update the listing of state and federally funded, in addition to significant local transportation projects for the years 2015 – 2018. **The MPO's public participation satisfies Valley Transit's public participation requirements for the Program of Projects.** The draft Transportation Improvement Program (TIP) for the Fox Cities Transportation Management Area– 2015 can be viewed on the internet at:

www.fcompo.org

A 30-day public review and comment period for this document will commence on Wednesday, October 1, and end on Thursday, October 30, 2014. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy of this document and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100.

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STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100
MENASHA WI 549523388

Alexandra Zakowski

I, being duly sworn, doth depose and say I am an authorized representative of the Appleton Post Crescent, a newspaper published at Appleton, Wisconsin and that an advertisement of which the annexed is a true copy, taken from said paper, which was published therein on:

Account Number: GWM-N5251
Order Number: 0000105300
No. of Affidavits: 1
Total Ad Cost: \$35.13
Published Dates: 10/01/14

(Signed) Alexandra Zakowski (Date) 10/1/14
Legal Clerk

Signed and sworn before me

E. Q.

My commission expires 5-28-12



EAST CENTRAL WI PLANNING COMM

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NOTICE OF OPPORTUNITY TO
REVIEW METROPOLITAN PLANNING
ORGANIZATION
2015 TRANSPORTATION IMPROVE-
MENT PROGRAM
The Fox Cities (Appleton) Metropolitan
Planning Organization (MPO) has pre-
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Transportation Management Area -
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for more information or a copy of this
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the Commission at 400 Ahnaip Street,
Suite 100, Menasha, WI 54952-
3100. RUN: October 1, 2014 WNAXLP

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APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE

TITLE VI AND ENVIRONMENTAL JUSTICE

Environmental justice is a process which seeks to ensure that access to transportation systems and the transportation planning process is available to all, regardless of race or socioeconomic status. The decision making process depends upon understanding and properly addressing the unique needs of different socio-economic groups. In terms of race, the Fox Cities (Appleton) Transportation Management Area has a substantially low minority population which is fairly scattered.

Efforts were made to include all individuals within the TIP planning process. There are three fundamental environmental justice principles that were considered in developing this TIP.

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

Environmental justice is more than a set of legal and regulatory obligations. Properly implemented, environmental justice principles and procedures improve all levels of transportation decision making. This approach will:

- Make better transportation decisions that meet the needs of all people.
- Design transportation facilities that fit more harmoniously into communities.
- Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
- Partner with other public and private programs to leverage transportation-agency resources to achieve a common vision for communities.
- Avoid disproportionately high and adverse impacts on minority and low-income populations.
- Minimize and/ or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

In analyzing the Fox Cities area's transportation system, it is unrealistic to think that any project will not have some type of adverse impact on someone. The goal is not just to move traffic efficiently and safely, but to do so without causing other physical, environmental or societal problems. This is especially important in identified Low-income and Minority areas. It is common knowledge that adverse impacts from transportation improvements will happen, but every effort to identify the impacts, minimize the impacts, and mitigate the damages from these projects will be considered. Transportation improvements also

provide positive aspects to the community, such as providing access to regional networks and transit.

The Fox Cities MPO utilizes a number of tools to identify and consider minority and low income populations throughout the planning process. These tools include U.S Census data, public outreach and GIS analysis. The MPO utilizes U.S. Census data to identify and track the growth of minority and low income populations. The data can be represented either in a table or on a map. Mapping the data allows the ability to identify clusters of minority and low income populations. U.S. Census data can be broken down to either the census tract or block level. GIS analysis is used to identify minority and low income populations geographically and overlay modes of transportation (transit, rail, bicycle and pedestrian) to ensure they are not adversely affected by projects, plans or programs.

Public participation efforts within the planning process to include minority groups have included notification to local minority organizations and agencies and disclaimers on public documents in Hmong and Spanish (the primary languages spoken by non-English speaking residents of the Urbanized Area) for further information and contacts. Advertisements were published in the local newspaper (*The Appleton Post Crescent*) prior to the public review period. All meeting locations were selected to include easy access for all individuals, especially transit and alternative mode users, as well as facilities which catered to the mobility needs of the disabled. Various planning documents, including the draft of this TIP were open to public comment. Public participation throughout the process is characterized as consistent.

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Fox Cities Transportation Management Area – 2015*.

The Title VI Non-Discrimination Plan and population data for the East Central Region and MPO areas can be viewed at the following website:

<http://fcompo.org/about/title-vi/>

Map G-1 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included, are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2015 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2012 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2015 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2015 TIP projects allows the MPO to determine the potential for disproportionately high adverse impacts to individuals classified as in poverty or making less than \$25,000 per household. Further analysis of the TIP projects in relation to

individuals classified as in poverty or making less than \$25,000 per household do not propose a disproportionately high adverse impact compared to the general population.

Map G-3 depicts 2012 households making more than \$100,000 for the area. Further analysis of the TIP projects in relation to households making more than \$100,000 per household do not propose a disproportionately high adverse impact compared to the general population. Typically, households in this class have more resources in their ability to access all modes of transportation.

Minority populations make up a fairly small percentage of the population within the Fox Cities area. 7.5 percent of the population of Winnebago County, 8.7 percent for Outagamie County, and 5.7 percent in Calumet County consider themselves to be a minority population. **Map G-4** illustrates the 2010 distribution of white and minority population by U.S. Census block group for MPO area. Further analysis of the TIP projects in relation to the minority population do not propose a disproportionately high adverse impact compared to the general population.

Persons of Hispanic Ethnicity make up 3.5 percent of the total population of Winnebago County, 3.6 percent for Outagamie County, and 3.5 percent in Calumet County. **Map G-5** illustrates the 2010 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2015 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to the Hispanic or Latino population. Further analysis of the TIP projects in relation to the Hispanic or Latino population do not propose a disproportionately high adverse impact compared to the general population.

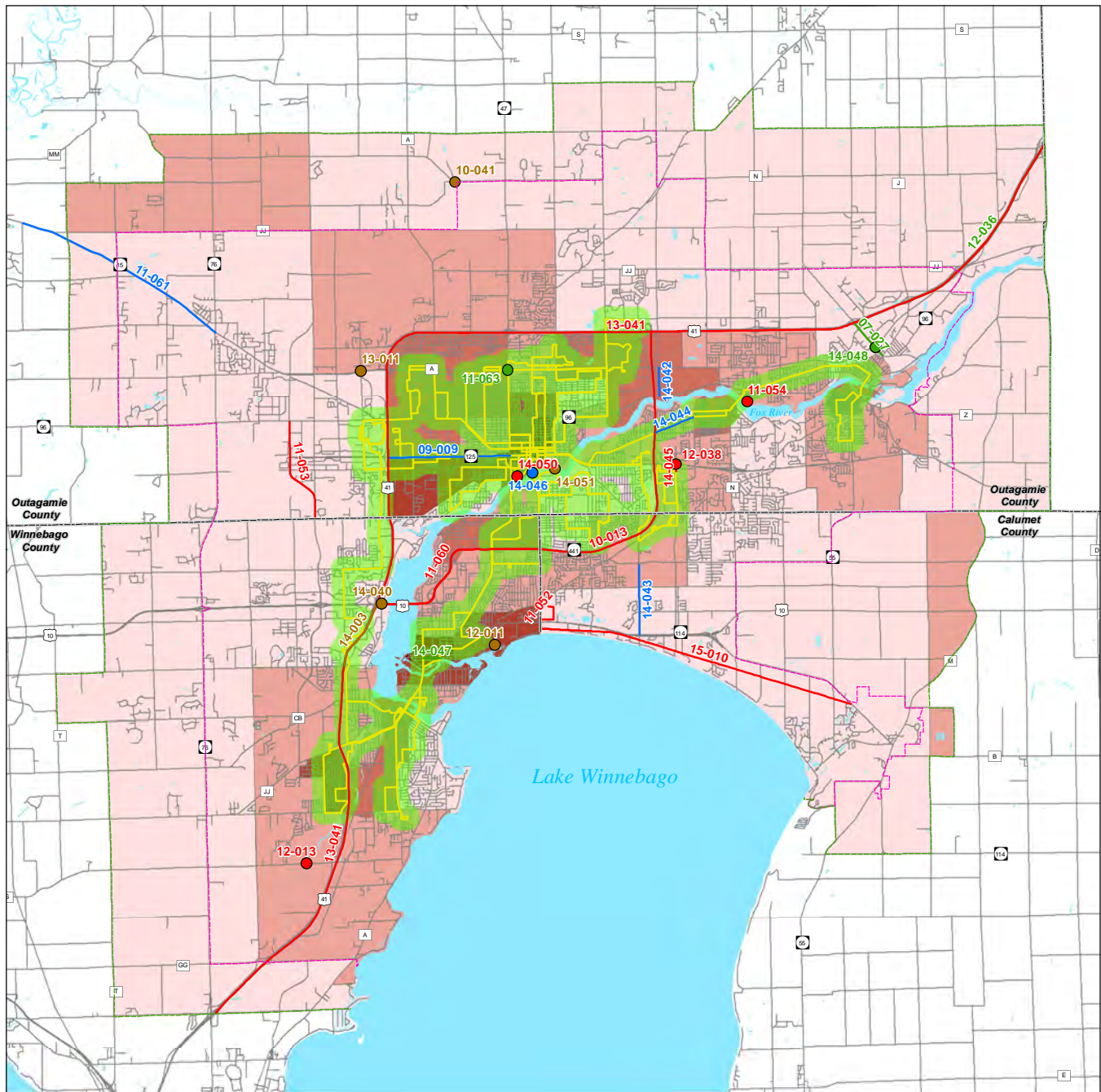
Map G-6 depicts 2012 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

Map G-7 depicts 2012 distribution of households with no car in the Fox Cities MPO area by census tract. This analysis is included with transit fixed routes and 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population. The majority of these households are served by fixed transit or other modes of transportation in the area.

Map G-8 depicts 2012 distribution of households with at least one car in the Fox Cities MPO area by census tract. This analysis is included with transit fixed routes and 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

It appears that none of the programmed projects disproportionately affect any certain population concentration in the Fox Cities urbanized area. Also, the concentration of populations near the city center, allows for optimal access to a number of modes, including the radial route design of urban transit systems, urban bicycle and pedestrian routes, and well-developed and maintained local street and highway systems.

**Figure G-1
Fox Cities Transportation Management Area TIP Projects (2015 - 2018) and
Population Below Poverty Level (2010 Census Data)**



Poverty Population

- Below 10%
- 11% - 20%
- 21% - 30%
- 31% - 40%
- 40% & Above
- 1/4 Mile Transit Buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**

TIP Intersection Project Year and Number

- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**



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Scale in Miles

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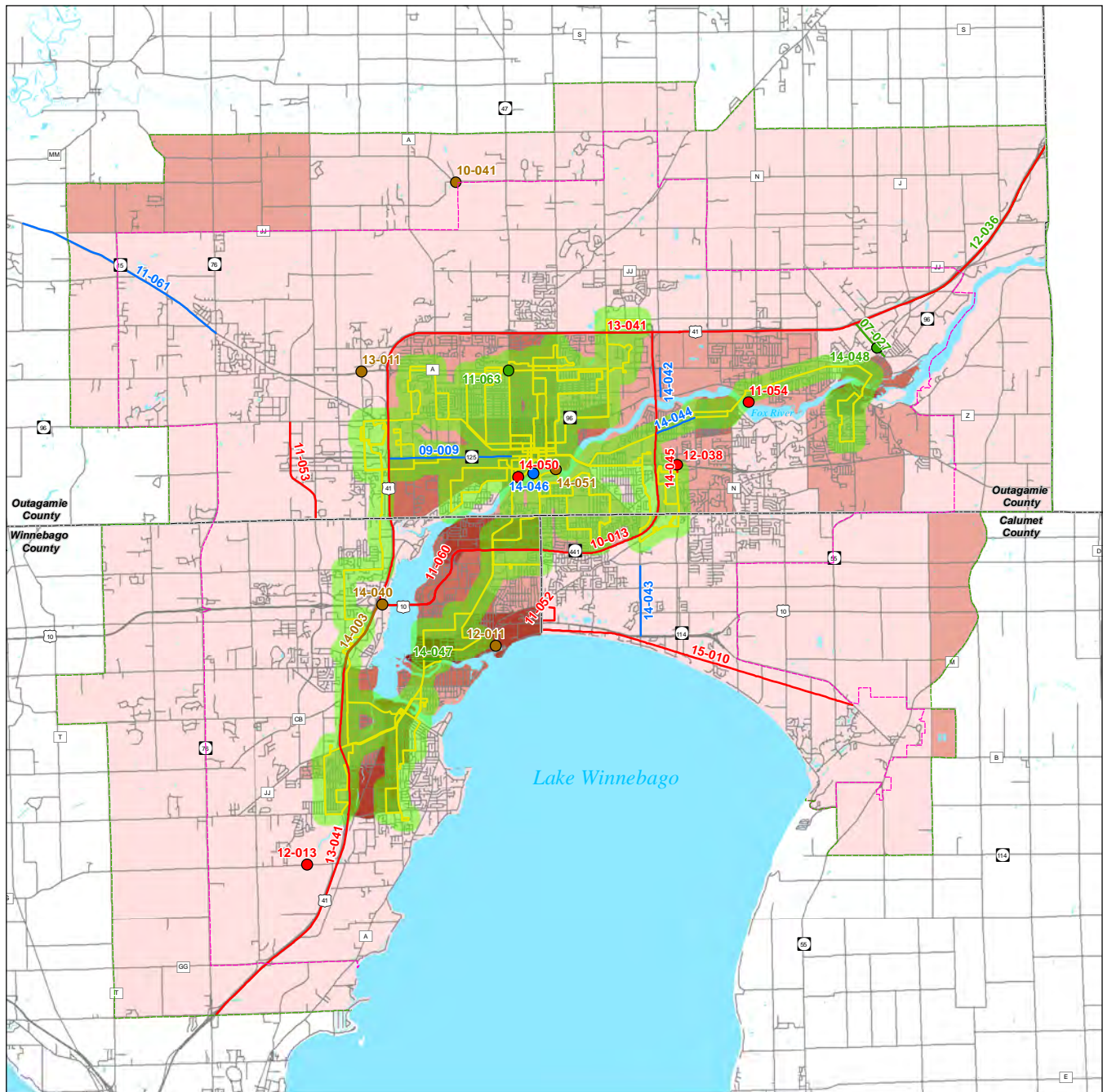
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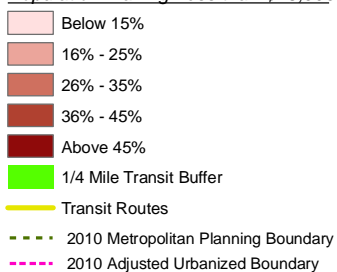
Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

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Figure G-2
Fox Cities Transportation Management Area TIP Projects (2015 - 2018) and
Population Making Less than \$25,000 (2010 Census Data)



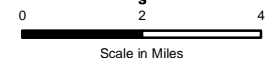
Population Making Less than \$25,000



TIP Project Year and Number



TIP Intersection Project Year and Number



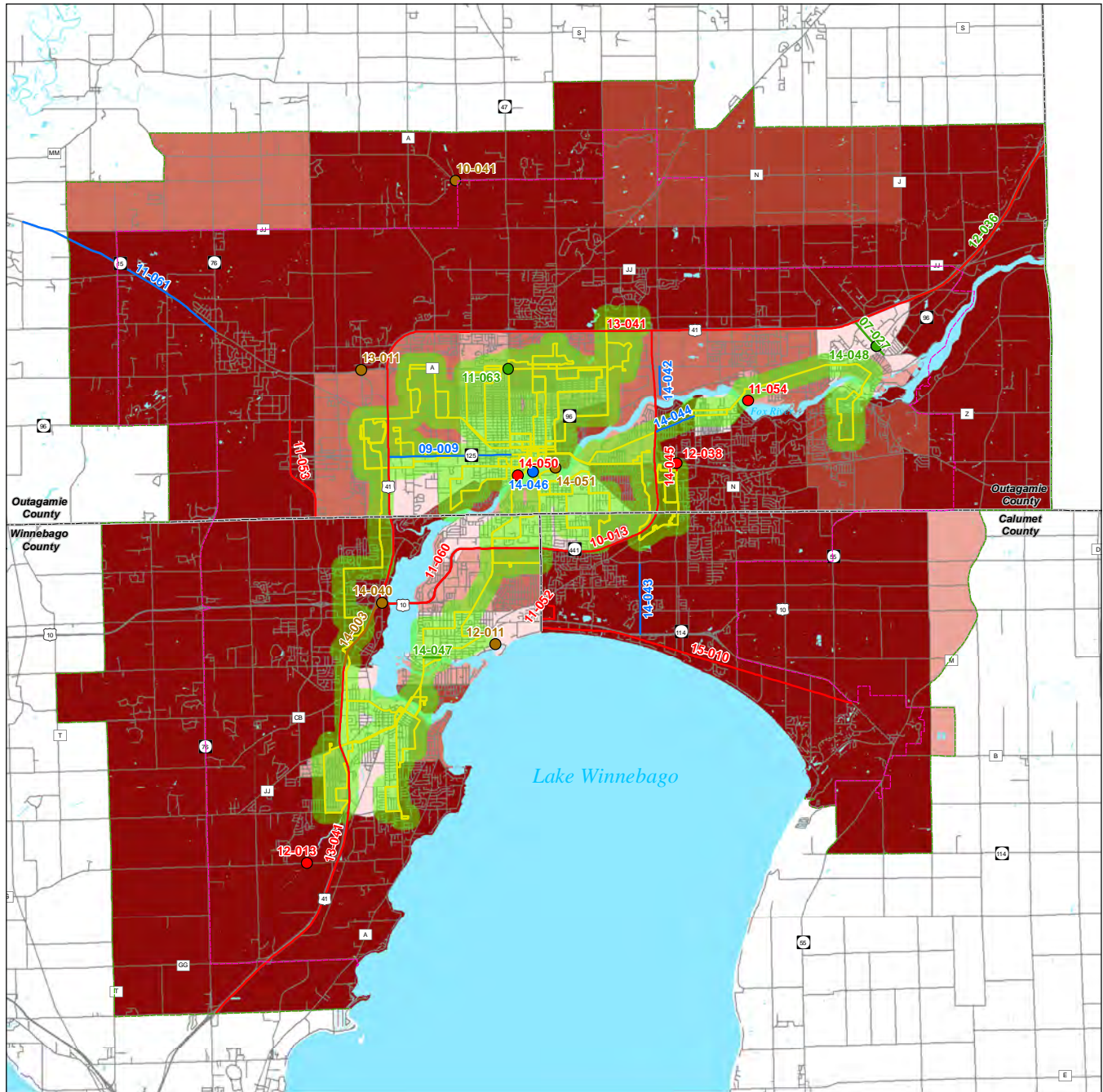
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Prepared SEPTEMBER 2014:



Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

Figure G-3
Fox Cities Transportation Management Area TIP Projects (2015 - 2018) and
Population Making More than \$100,000 (2010 Census Data)



Population Making More than \$100,000

- Below 10%
- 11% - 15%
- 16% - 20%
- 21% - 25%
- Above 25%

- 1/4 Mile Transit Buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**

TIP Intersection Project Year and Number

- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**



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 Scale in Miles

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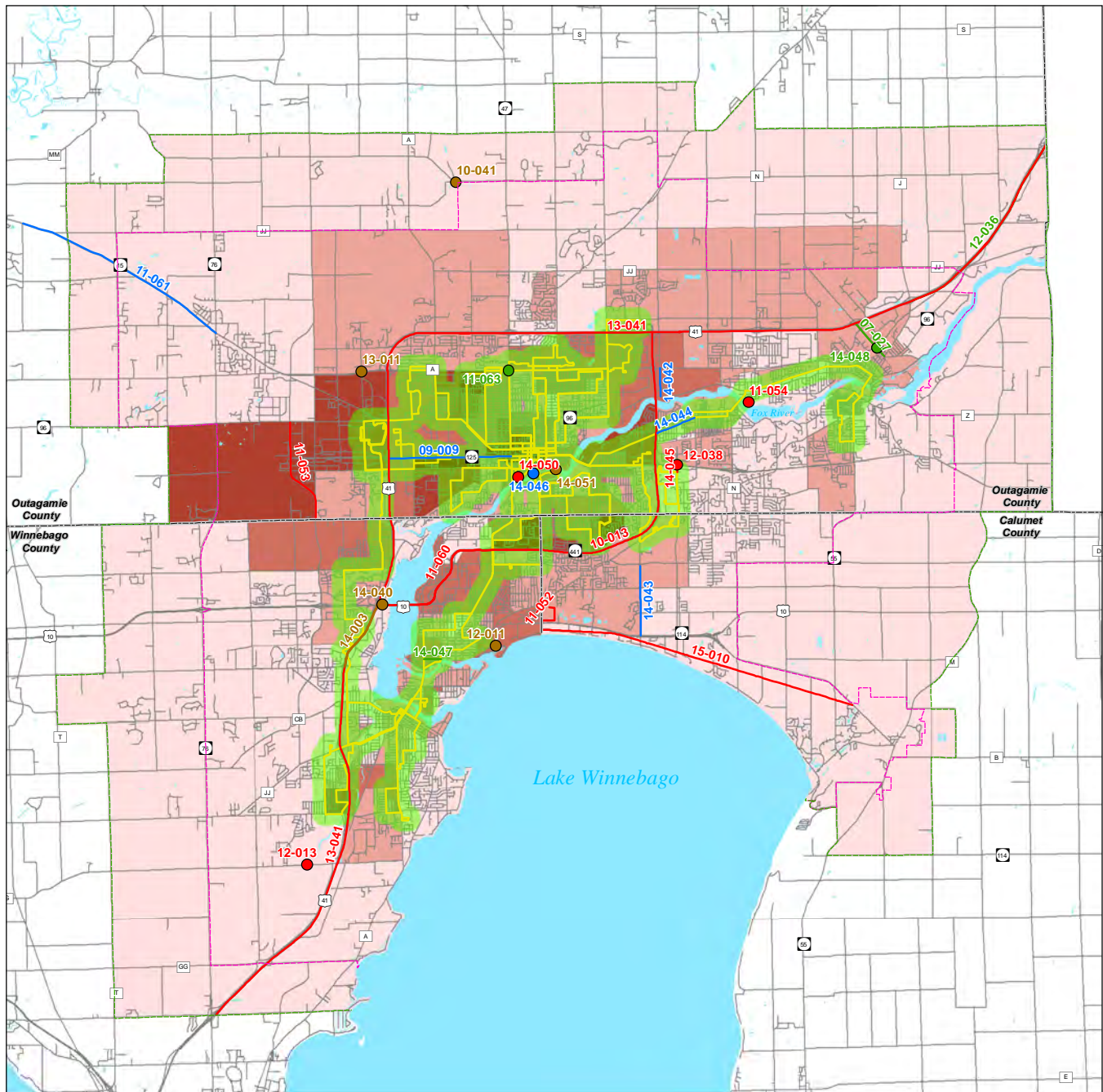
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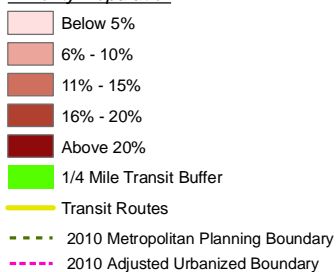
Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

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Figure G-4
Fox Cities Transportation Management Area TIP Projects (2015 - 2018) and
Minority Population (2010 Census Data)



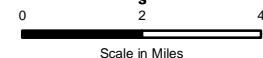
Minority Population



TIP Project Year and Number



TIP Intersection Project Year and Number



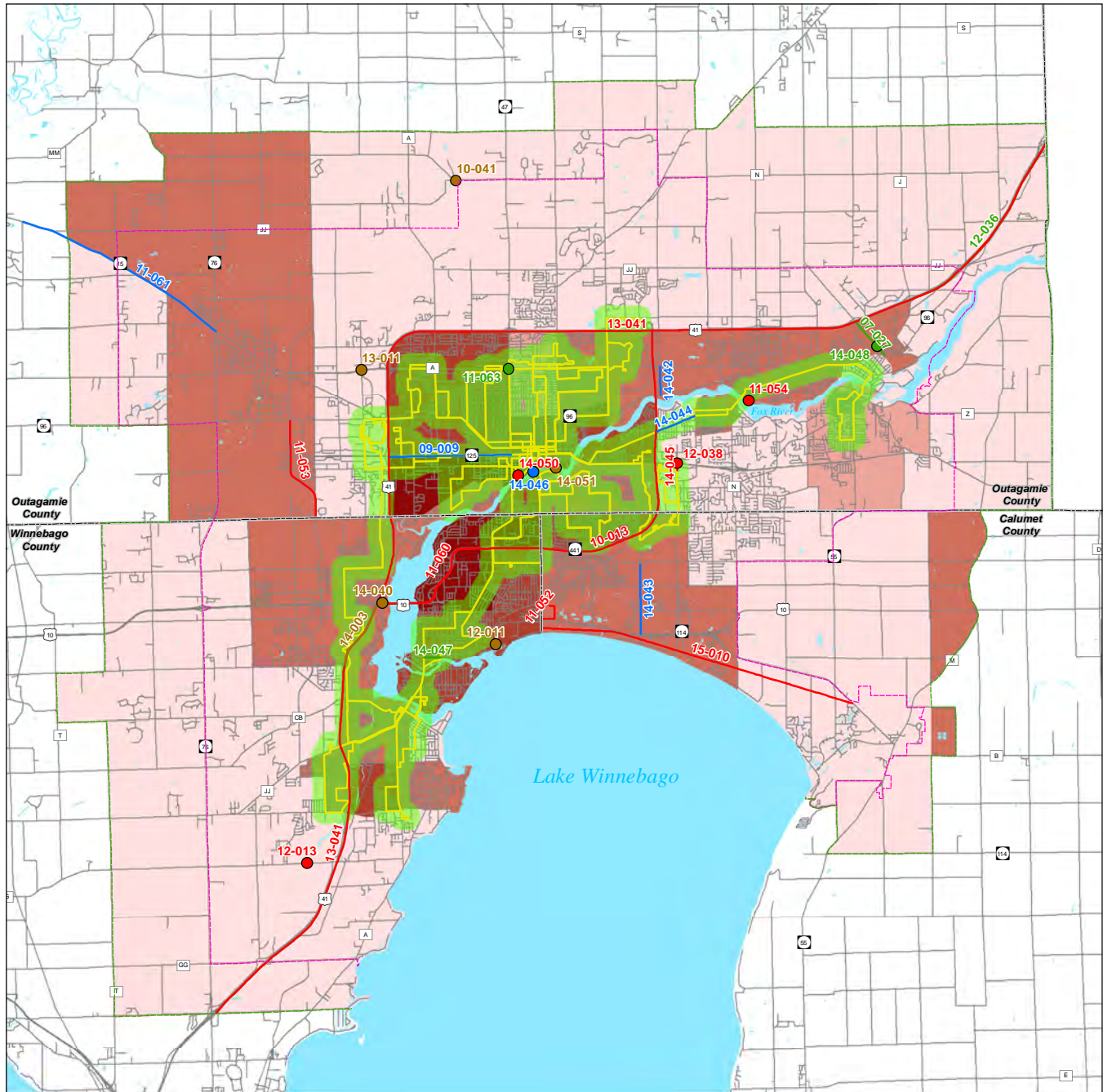
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Prepared SEPTEMBER 2014:



Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

Figure G-5
Fox Cities Transportation Management Area TIP Projects (2015 - 2018) and
Hispanic Population (2010 Census Data)



Hispanic Population

- Less than 2.00%
- 2.00% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- Greater than 10%
- 1/4 Mile Transit Buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056



0 2 4
 Scale in Miles

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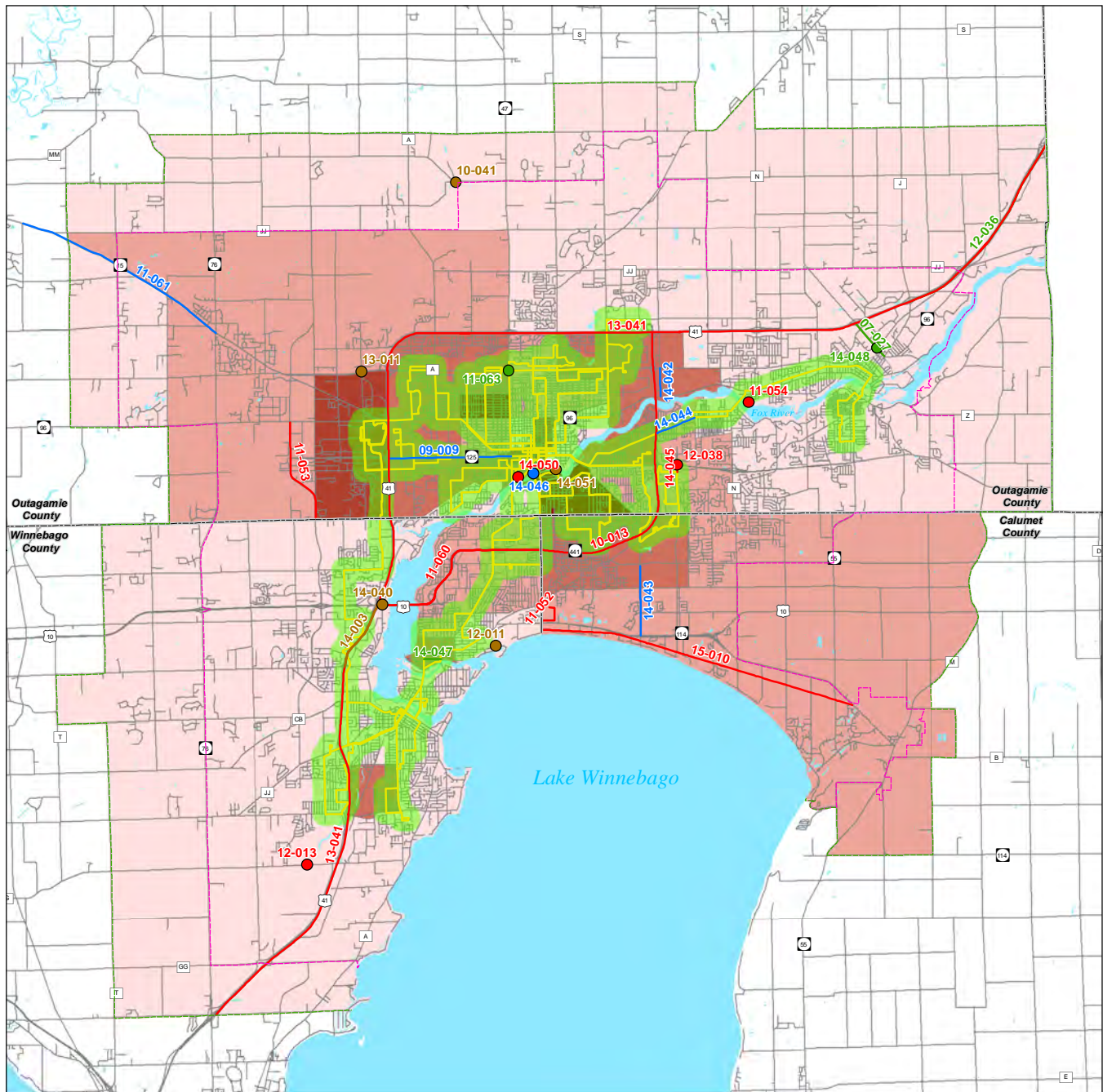
Prepared SEPTEMBER 2014:



Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

TD: O:\1322-FoxCitiesTIP\2013\2013FXTIPNewEnvironment\Justice\DOC\Hispanic.mxd

Figure G-6
Fox Cities Transportation Management Area TIP Projects (2015 - 2018) and
Population Speaks "Less than Very Well" (2010 Census Data)



Speaks English "Less than Very Well"

- Less than 5%
- 6% - 10%
- 11% - 15%
- 16% - 20%
- Greater than 20%
- 1/4 Mile Transit Buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**

TIP Intersection Project Year and Number

- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**



0 2 4
 Scale in Miles

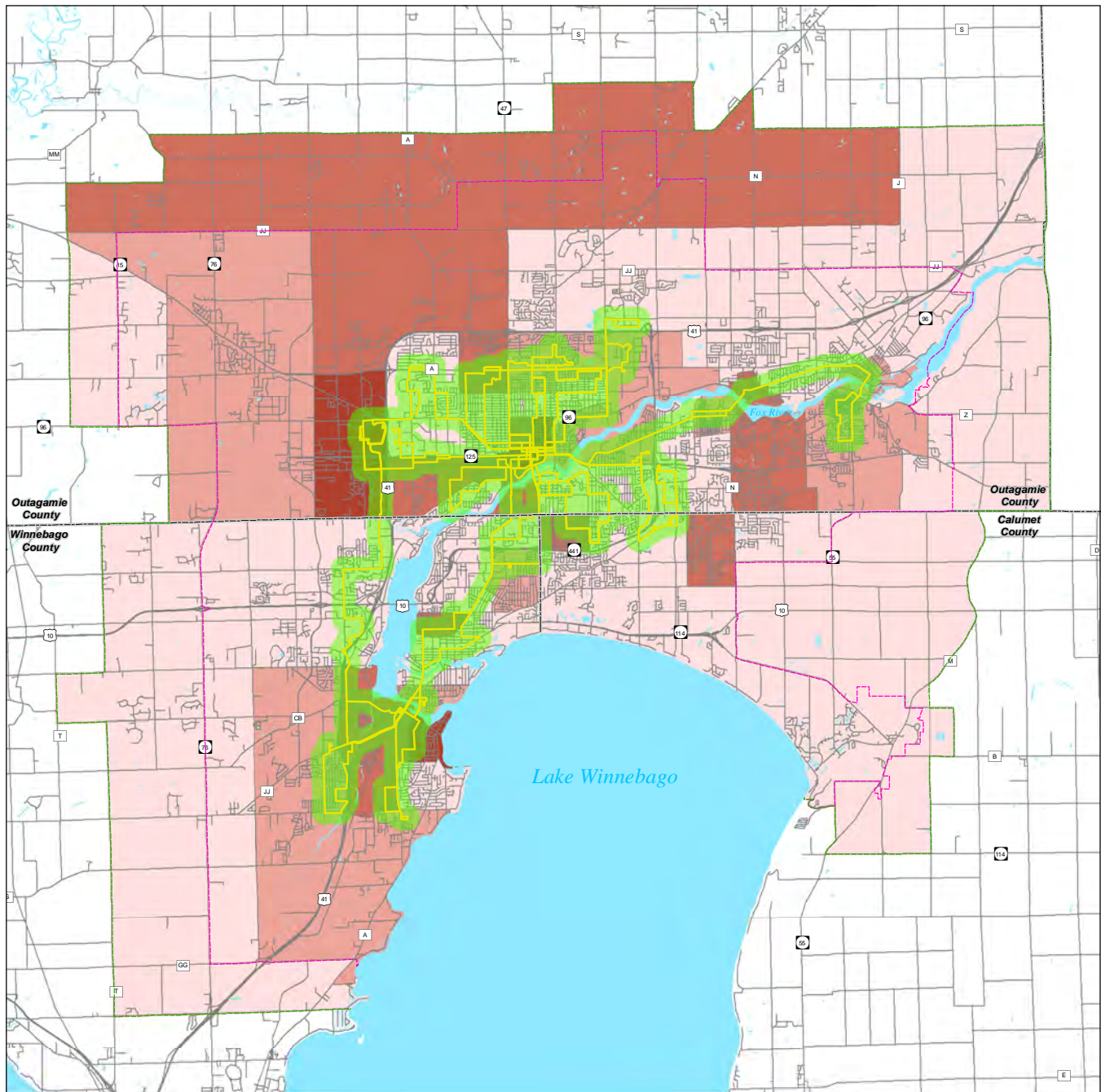
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Prepared SEPTEMBER 2014:



Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

Figure G-7
Fox Cities Transportation Management Area TIP Projects (2015 - 2018) and
Population With No Car Access (2010 Census Data)



No Car Access

- Less than 1%
- 2%
- 3% - 5%
- 6% - 10%
- More than 10%
- 1/4 Mile Transit Buffer
- Transit Routes

- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary



0 2 4
 Scale in Miles

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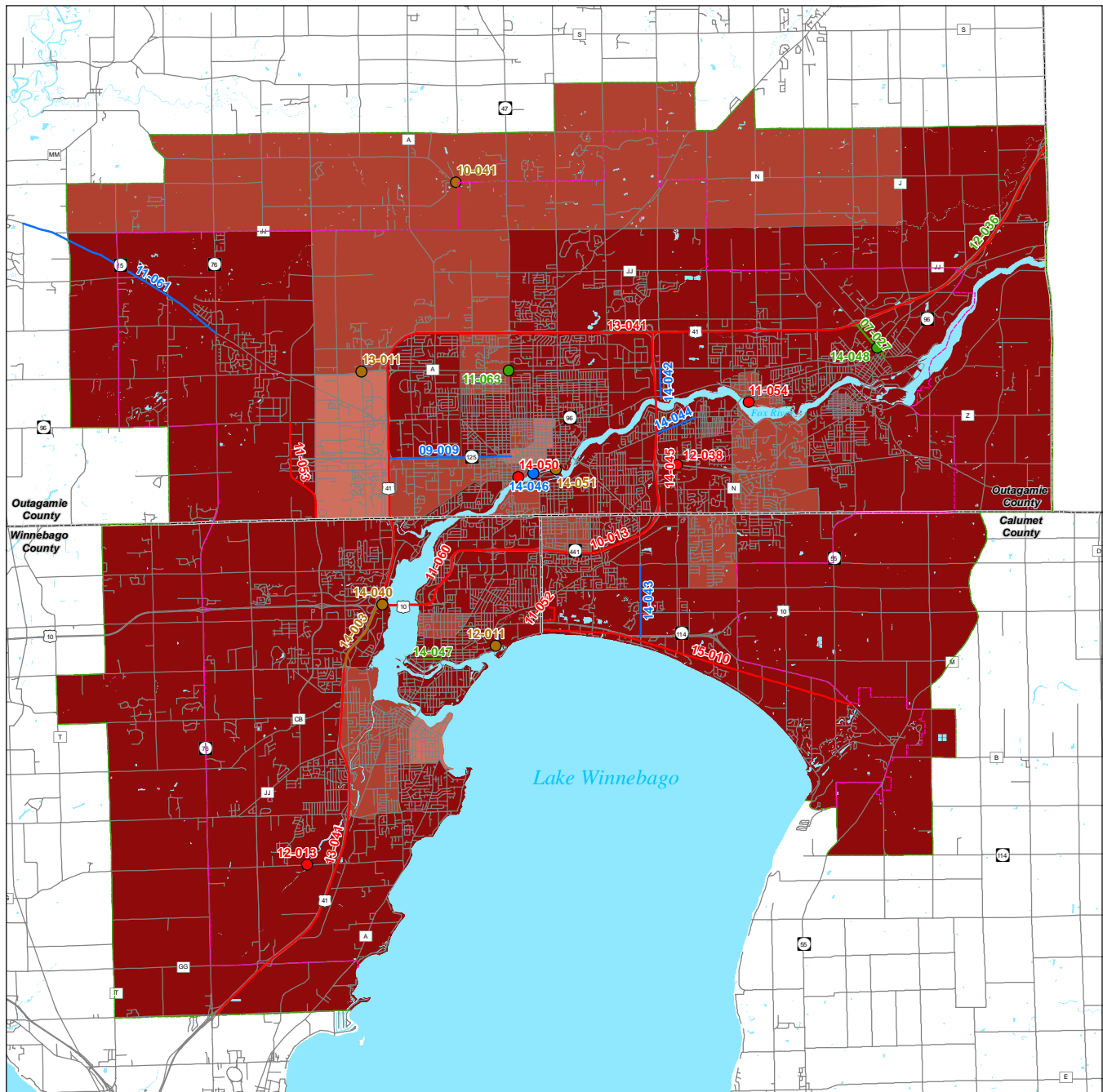
Prepared SEPTEMBER 2014:



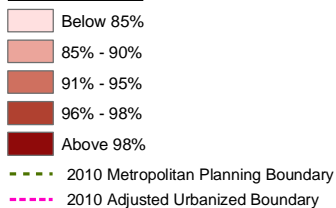
Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

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Figure G-8
Fox Cities Transportation Management Area TIP Projects (2015 - 2018) and
Population With Car Access (2010 Census Data)



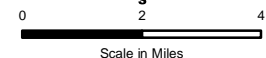
Access to a Car



TIP Project Year and Number



TIP Intersection Project Year and Number



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Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

The following maps identify the urbanized area functional classification system and the roadways that are eligible for STP-Urban funding in the Fox Cities urbanized area. Projects must meet federal and state requirements. Counties, towns, cities, villages and certain public authorities located within the urbanized areas are eligible for funding on roads functionally classified as higher than “local”.

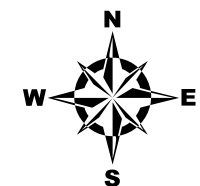
Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Moving Ahead for Progress in the 21st Century Act (MAP-21).

Figure H - 1 shows the Fox Cities urbanized area.

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Figure H-1 Fox Cities Transportation Management Area Functional Classification System 2014

- Urban Principal Arterial
- - - Urban Planned Principal Arterial
- Urban Minor Arterial
- Urban Collector
- - - Urban Planned Collector
- - - Rural Principal Arterial
- - - Rural Minor Arterial
- - - Rural Major Collector
- - - Rural Minor Collector
- Local
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

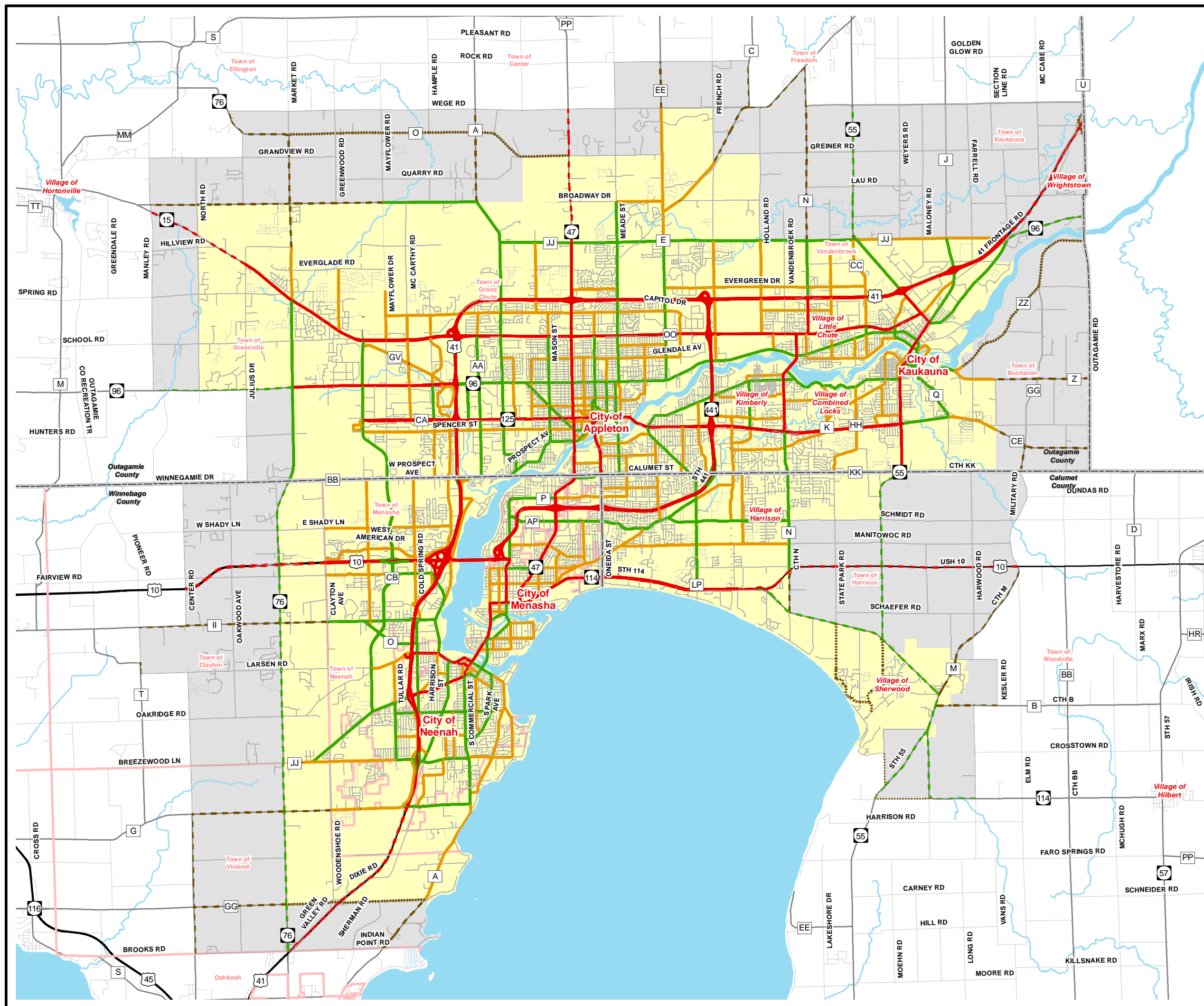


0 2 4
Scale in Miles

Source:
WisDOT and ECWRPC provided 2010 metropolitan planning and adjusted urbanized areas
WisDOT and ECWRPC provided 2004 functional classification system
Base data provided by Winnebago, Outagamie, & Calumet County 2010.

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Prepared September 2014 by:



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