

Transportation Improvement Program

Fox Cities Transportation Management Area

2018



Fox Cities
Metropolitan Planning Organization
Approved on October 27, 2017



East Central Wisconsin
Regional Planning Commission

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TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE FOX CITIES (APPLETON) TRANSPORTATION MANAGEMENT AREA

- 2018 -

Approved October 27, 2017

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FOX CITIES (APPLETON) TRANSPORTATION
MANAGEMENT AREA - 2017

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and capital projects.

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The Transportation Improvement Program for the Fox Cities (Appleton) 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 2018-2021 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 2021 through 2022; for transit assistance programs, 2018 and 2019.

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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 (Appleton) 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 Fixing America's Surface Transportation Act (FAST Act) 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 2018 to 2021. 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://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/obligated-projects/>

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 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

FAST Act, signed into law in December of 2015, 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;
- maintaining 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 2022 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, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
- 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, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
 - 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 June 20, 2017, requesting candidate projects to be identified. On September 27, 2017, a legal notice was published in the Appleton daily paper identifying a review and comment period from September 27 to October 26, 2017. The Transportation Committee would meet October 10, 2017 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 27, 2017 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 (FAST Act) 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

FAST Act	Associated Prior Act Funding Programs
National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)
Surface Transportation Block Program (STBG)	Surface Transportation Program (STP)
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 Alternatives

Federal-Aid Transit Programs

FAST Act	Associated Prior Act Funding Programs
Urbanized Area Formula Grants (5307)	Urbanized Area Formula Grants (5307)
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
Rural Area Formula Grants (5311)	Rural Area Formula Grants (5311)
State of Good Repair Program (5337) (Formula)	State of Good Repair Program (5337) (Formula)
Bus and Bus Facilities Formula Program (5339)	Bus and Bus Facilities Formula Program (5339)
Fixed Guideway Capital Investment Grants (5309)	Fixed Guideway Capital Investment Grants (5309)

Following is a list of the categorical programs included in the FAST Act legislation as they apply to the Oshkosh urbanized area:

<u>Categorical Program</u>	<u>Acronym</u>
National Highway Performance Program State	NHPP
Bridge Replacement & Rehabilitation State	BR, BH

Local	BR-Local
Surface Transportation Block Grant	STBG
Urban	URB
Rural	RU
State	STP
Safety	HSIP
Transportation Alternatives	TAP
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, 2018-2021, itemized in the listing this year includes the 2023 through 2024 projects that were submitted by the local entities. In developing this 2018 TIP, one project was selected for the 2021 – 2022.

The anticipated allocation of STP-Urban funds for 2021-2022 is approximately \$1,635, 074 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 2018-2021 project candidates, as part of the 2018 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 50 percent minimum federal funding level.

If the remaining allocation is inadequate to fund the final project at 50 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 50 percent federal funding level until balance is achieved with the allocation.

If the final project cost is so large that funding it at the 50 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 50 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

2021-2022 allocations resulted in staff recommending funding for one project in the Fox Cities area. This project was selected by action of the Technical Advisory Committee for the Fox Cities area on April 4, 2017:

Fox Cities Projects: Available Funding Allocation of \$1,635,074

- The Town of Buchanan's Emons Road, CTH N to Pinecrest Boulevard.

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, 2023-2024. 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 2018 through 2021.

2018 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 (252-18-001). 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: 2018, 2019, 2020, and 2021.

Table 1: Fox Cities Transportation Management Area - Project Listing (2018-2021)
(\$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	2018				2019				2020				2021				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Appleton	Fixed Route Bus	Oper.	1343	1343	1083	3769	1383	1383	1144	3910	1425	1425	1197	4047	1467	1467	1252	4186	
Valley Transit	Paratransit	Contr.	946	945	795	2686	974	973	1659	3606	1004	1003	1709	3716	1034	1033	1760	3827	
Outagamie	Capital Projects	Purch.	496	0	124	620	156	0	39	195	1200	0	300	1500	400	0	100	500	
	Section 5307	TOTAL	2785	2288	2002	7075	2513	2356	2842	7711	3629	2428	3206	9263	2901	2500	3112	8513	
WisDOT	WIS 76/WIS 15 - CTH JJ	DESIGN				0				0				0				0	
Outagamie	Recondition	ROW				0				0				0	0	313	0	313	
	6517-10-00, 21, 71	CONST				0				0				0	5025	1238	73	6336	
252-07-028	STP 1.43 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	5025	1551	73	6649	
WisDOT	WIS 76 / I 41 - CTH JJ	DESIGN				0				0				0				0	
Winn, Out	Reconstruct	ROW				0				0				0				0	
	6430-12-00, 21, 71	CONST				0	9011	2253	0	11264				0				0	
252-07-029	STP 3.72 miles (P)	TOTAL	0	0	0	0	9011	2253	0	11264	0	0	0	0	0	0	0	0	
WisDOT	WIS 96 / Washington - Clairbel	DESIGN				0				0				0				0	
Outagamie	Reconstruct	ROW				0				0				0				0	
	4075-33-00,21,71	CONST				0				0	1993	498	183	2674				0	
252-11-045	STP (P)	TOTAL	0	0	0	0	0	0	0	0	1993	498	183	2674	0	0	0	0	
WisDOT	USH 10, I 41 - Oneida Street	DESIGN	0	23989	0	23989				0				0				0	
Winnebago	Reconst, exp 1517-75-70 to 88	ROW	320	71	9	400				0				0				0	
	1517-07-03, 04,10,21,22,40,41,71-95	CONST	31678	15992	0	47670	19976	4992	2	24970				0				0	
252-11-060	STP (E)	TOTAL	31998	40052	9	72059	19976	4992	2	24970	0	0	0	0	0	0	0	0	
WisDOT	WIS 15, Greenville - New London	DESIGN	1680	420	0	2100				0				0				0	
Outagamie	RCNST, expansion, R/R Crossings	ROW				0				0				0				0	
	1146-75-00,10,21,50-54,71,72,73	CONST				0				0	34408	3696	0	38104	444	112	0	556	
252-11-061	STP - Majors (E)	TOTAL	1680	420	0	2100	0	0	0	0	34408	3696	0	38104	444	112	0	556	
WisDOT	Racine St. Bridge	DESIGN				0				0				0				0	
Winnebago	C of Menasha	ROW	0	1200	0	1200				0				0				0	
	4992-03-00, 21, 71 BRRPL	CONST				0				0	29427	7357	0	36784				0	
252-13-038	BR 0.1 miles (E)	TOTAL	0	1200	0	1200	0	0	0	0	29427	7357	0	36784	0	0	0	0	
WisDOT	W. Spencer St/Mayflower-Casaloma	DESIGN				0				0				0				0	
T of Grand Chute	4657-25-00,01	ROW				0				0				0				0	
	RECST	CONST				0	1849	0	552	2401				0				0	
252-14-041	URB 1.04 miles (P)	TOTAL	0	0	0	0	1849	0	552	2401	0	0	0	0	0	0	0	0	
WisDOT	CTH LP/ USH 10 - CTH AP	DESIGN				0				0				0				0	
Calumet Co.	4992-00-56,57	ROW				0				0				0				0	
	RECST	CONST	3887	0	972	4859				0				0				0	
252-14-043	URB 1.5 miles (P)	TOTAL	3887	0	972	4859	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Broad St / Tayco - Racine	DESIGN				0				0				0				0	
C of Menasha	4992-00-55, 58	ROW				0				0				0				0	
	RECST	CONST				0	684	0	196	880				0				0	
252-14-047	URB .3 miles (P)	TOTAL	0	0	0	0	684	0	196	880	0	0	0	0	0	0	0	0	
WisDOT	Regional Safe Routes to School	STUDY				0				0				0				0	
	1009-00-74	ROW				0				0				0				0	
	CONST	CONST	176	0	44	220				0				0				0	
252-15-037	STP (P)	TOTAL	176	0	44	220	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	CTH CB & Oakridget Rd. Intersection	DESIGN				0				0				0				0	
T of Neenah	Reconstruct Intersect as RAB	ROW				0				0				0				0	
	4682-01-00,21,73	CONST				0	1349	0	216	1565				0				0	
252-16-003	HSIP RECST (P)	TOTAL	0	0	0	0	1349	0	216	1565	0	0	0	0	0	0	0	0	

[illegible]

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

Table 2: Fox Cities Transportation Management Area, 2018-2021
Summary of Federal Funds Programmed and Available
(\$000)

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2018	2019	2020	2021	2018	2019	2020	2021
Federal Highway Administration								
National Highway Performance Program	0	0	0	0	0	0	0	0
Surface Transportation Program								
Fox Cities Urbanized Area	4,767	2,533	5,262	1,635	4,767	2,533	5,262	1,635
Surface Transportation Program								
State Flexibility	34,254	30,335	39,393	6,642	34,254	30,335	39,393	6,642
Highway Safety Improvement Program	0	1,349	0	0	0	1,349	0	0
Transportation Alternatives Program	0	770	50	0	0	770	50	0
Programmed Expenditures	39,021	34,987	44,705	8,277	39,021	34,987	44,705	8,277
* Annual Inflation Factor 1.8%	702	630	805	149	702	630	805	149
Estimated Need with Inflation Factor	39,723	35,617	45,510	8,426	39,723	35,617	45,510	8,426
Federal Transit Administration								
Section 5307 Operating	\$1,343	\$1,383	\$1,425	\$1,467	\$1,343	\$1,383	\$1,425	\$1,467
Section 5307 Capital	496	156	1,200	400	496	156	1,200	400
Programmed Expenditures	1,839	1,539	2,625	1,867	1,839	1,539	2,625	1,867
* Annual Inflation Factor 1.8%	33	28	47	34	33	28	47	34
Estimated Need with Inflation Factor	1,872	1,567	2,672	1,901	1,872	1,567	2,672	1,901
Section 5310	226	0	-not yet programmed-		226	0	-not yet programmed-	

*FAST ACT requires that revenue and cost estimates must use an inflation rate to reflect year of expenditure dollars.

**Table 3: Implementation Status of 2017
Fox Cities Transportation Management Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2017				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Outagamie 252-07-027	WIS 55 / Lawe St - I 41 Reconstruction 4650-08-00, 21,50,51,71 STP 1.01 m. (E)	DESIGN				0	X		
		ROW				0			
		CONST	8175	2163	99	10437			
		TOTAL	8175	2163	99	10437			
WisDOT Outagamie 252-09-009	WIS 125 / I 41 - WIS 47 Resurface 4659-15-00, 71 STP 2.61 m. (P)	DESIGN				0		X	
		ROW				0			
		CONST	3379	845	1	4225			
		TOTAL	3379	845	1	4225			
WisDOT Outagamie 252-11-063	WIS 47 / CTH OO Roundabout 6240-26-00, 21, 71 STP (P)	DESIGN				0	X		
		ROW				0			
		CONST	6132	707	23	6862			
		TOTAL	6132	707	23	6862			
WisDOT Outagamie 252-12-009	WIS 441 / I41 - I41 Fox River Bridge, City of Appleton 4685-24-30, 60 BR (P)	DESIGN				0		X	
		ROW				0			
		CONST	2120	530	0	2650			
		TOTAL	2120	530	0	2650			
WisDOT C of Appleton 252-14-046	Oneida St/ Valley Rd - Skyline Bridge 4984-01-73,74,75,76 RECST URB 1.14 miles (P)	DESIGN				0		X	
		ROW				0			
		CONST	4927	0	1232	6159			
		TOTAL	4927	0	1232	6159			
WisDOT C of Kaukauna 252-14-048	Delanglade St/CN RR Xing RR Surface Reconstruction 4650-08-52 RECST STP (P)	DESIGN				0	X		
		ROW				0			
		CONST	64	16	0	80			
		TOTAL	64	16	0	80			
WisDOT C of Kaukauna 252-14-049	Delanglade St/CN RR Xing RR Signals 4650-08-53 RECST STP (P)	DESIGN				0	X		
		ROW				0			
		CONST	227	57	0	284			
		TOTAL	227	57	0	284			
WisDOT Outagamie 252-17-009	Appleton -Green Bay Soo Line RR/Maloney Rd. Bridges 1130-49-71 HSIP Misc (E)	DESIGN				0	X		
		ROW				0			
		CONST	99	11	0	110			
		TOTAL	99	11	0	110			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2018-2022)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2018				2019				2020				2021				2022+ 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>	McCarthy/ Brookview-CTH GV Reconstruct to Urban, 4lane Local 0.25 m. (E)	DESIGN				0				0				0				0	0	0	25	25
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	225	225
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	250
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/ CTH GV-STH 15 Reconstruct to Urban, 4lane Local 0.5 m. (E)	DESIGN				0				0				0				0	0	0	100	100
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	900	900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/ STH 15-Capitol Reconstruct to Urban, 4lane Local 0.9 m. (E)	DESIGN				0				0				0				0	0	0	90	90
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	1310	1310
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1400	1400
Grand Chute Outagamie <i>Illustrative</i>	Grand Chute Blvd/ Victory-Capitol Dr Underpass New Construction Local 0.3 m. (E)	DESIGN				0				0				0				0	0	0	60	60
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	690	690
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750	750
Grand Chute Outagamie <i>Illustrative</i>	Rifle Range Rd/ Capitol-Grand Chute Bvd Reconstruct to Urban, 2-lane with bike&ped Local 0.6m. (E)	DESIGN				0				0				0				0	0	0	60	60
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	750	750
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	810	810
Grand Chute Outagamie <i>Illustrative</i>	Casaloma/Waterstone Ct-Spencer Reconstruction, 2-lane urban Local .74 m. (P)	DESIGN				0				0				0				0	0	0	155	155
		ROW				0				0				0				0	0	0	25	25
		CONST				0				0				0				0	0	0	1900	1900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2080	2080
Grand Chute Outagamie <i>Illustrative</i>	Casaloma/Converters Dr.-Capitol Reconstruction, urban Local 0.68 m. (E)	DESIGN				0				0				0				0	0	0	100	100
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	1400	1400
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Grand Chute Outagamie <i>Illustrative</i>	College Ave. at Mall Dr./Nicolet int. Intersection improvements Local 0.00 m. (E)	DESIGN				0				0				0				0	0	0	150	150
		ROW				0				0				0				0	0	0	100	100
		CONST				0				0				0				0	0	0	2550	2550
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800	2800
Grand Chute Outagamie <i>Illustrative</i>	Capitol Dr./McCarthy-USH 41 Reconstruction, urban Local 1.71 m. (P)	DESIGN				0				0				0				0	0	0	85	85
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	1435	1435
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520	1520
Grand Chute Outagamie <i>Illustrative</i>	Capitol Drive/USH41-Lynndale Reconstruction, urban Local 0.86 m. (P)	DESIGN				0				0				0				0	0	0	80	80
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	1240	1240
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320	1320
Grand Chute Outagamie <i>Illustrative</i>	Spencer St/ Lynndale-USH 41 Reconstruction, 2 lane urban w/bike/ped Local 0.99 m. (P)	DESIGN				0				0				0				0	0	0	145	145
		ROW				0				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
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/ S of Edgewood - Edgewood Resurface Local 0.74 m. (E)	DESIGN				0				0				0				0	0	0	100	100
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	900	900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Little Chute Outagamie <i>Illustrative</i>	Evergreen / French - Holland Reconstruction Local 1.00 m. (E)	DESIGN				0				0				0	0	0	300	300			0	0
		ROW				0				0				0				0			0	0
		CONST				0				0				0	0	0	3451	3451			0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3751	3751			0	0
Little Chute Outagamie <i>Illustrative</i>	Evergreen / Holland- Vandenbroek Reconstruction Local 1.00 m. (E)	DESIGN				0				0				0				0	0	0	185	185
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	1978	1978
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2163	2163
Little Chute Outagamie <i>Illustrative</i>	French Rd / Main - CTH OO Reconstruction Local 1.00 m. (E)	DESIGN				0				0				0				0			0	0
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	0	0	2053	2053
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2053	2053
V Combined Lock Outagamie <i>Illustrative</i>	Prospect St / CTH N - Park Reconstruction Local 1.20 m. (P)	DESIGN				0				0				0				0	0	0	40	40
		ROW				0				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

T of Buchanan Outagamie <i>Illustrative</i>	Eisenhower Dr/ CTH KK - Cornell Bike/ Ped Trail Local .75 m. (E)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 500 500	0 0 500 500
T. Buchanan Outagamie <i>Illustrative</i>	CTH CE & Buchanan Intersection Intersection Improvements Local 0.3 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 60 60	0 0 60 60	0 0 60 60
T. Buchanan Outagamie <i>Illustrative</i>	CTH N/CTH CE to CTH KK Widening Local 0.5 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 100 100	0 0 100 100	0 0 100 100
Outagamie Co. Outagamie <i>Illustrative</i>	CTH E/CTH EE-CTH JJ Reconstruction, urban, 4-lane Local 1.25 m. (E)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 4600 4600	0 0 4600 4600	0 0 4600 4600
Outagamie Co. Outagamie <i>Illustrative</i>	CTH BB/USH 41-Seminole Reconstruction, Urban, 4-lane Local 1.5 m	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 4600 4600	0 0 4600 4600	0 0 4600 4600
C. Of Neenah Winnebago <i>Illustrative</i>	Winneconne/USH 41 - Neenah Slough Reconstruction Local 0.25 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1660 1660	0 0 1660 1660	0 0 1660 1660
C. Of Neenah Winnebago <i>Illustrative</i>	Green Bay Rd/Fox Point-Shopko Reconstruction Local 0.23 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1000 1000	0 0 1000 1000	0 0 1000 1000
C. Of Neenah Winnebago <i>Illustrative</i>	Bell St/Marathon - Harrison Resurface Local 0.57 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 300 300	0 0 300 300	0 0 300 300
C. Of Neenah Winnebago <i>Illustrative</i>	Nicolet/First - Ninth Resurface Local 0.47 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 120 120	0 0 120 120	0 0 120 120
Winnebago Co. Winnebago <i>Illustrative</i>	CTH A / CTH GG - Park Ave Reconstruction, urban Local 2.4 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 3300 3300	0 0 3300 3300	0 0 3300 3300
Winnebago Co. Winnebago <i>Illustrative</i>	CTH P / WIS 47 - WIS 441 ramps Reconstruction, urban Local 2.0 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 4000 4000	0 0 4000 4000	0 0 4000 4000
Winnebago Co. Winnebago <i>Illustrative</i>	CTH II / WIS 76 - Clayton Ave Reconstruction, urban Local 1.0 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 4100 4100	0 0 4100 4100	0 0 4100 4100
Winnebago Co. Winnebago <i>Illustrative</i>	CTH CB & CTH JJ Roundabout Reconstruction Local 0.1 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1000 1000	0 0 1000 1000	0 0 1000 1000

[illegible]

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2023-2024 biennium)
Fox Cities Transportation Management Area
Project Evaluation - Performance Measures (Criteria)/Score

Jurisdiction	2023 & 2024 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 BB (USH 41 - Seminole)	3	PC(6)	3	1.30	5	3	0	VTBP	5	5	5	21	\$5,450,000
	CTH E (CTH EE - CTH JJ)	3	PC(7)	1	0.49	2	3	0	Vtbp	1	5	5	12	\$5,575,000
C. Menasha	Racine (Third-Ninth)	3	PC(4)	5	1.20	5	260	3	VTBP	5	5	5	26	\$2,399,000
C. Neenah	S. Commercial (Wright-Winneconne)	3	PC(4)	5	1.20	5	260	3	VTBP	5	5	5	26	\$2,070,000
T. Grand Chute	Capitol Drive	3	PC(6)	3	0.18	0	28	0	VtBP	3	2	2	11	\$286,000
V. Little Chute	Evergreen (Holland-Vandenbroek)	3	PC(6)	3	0.10	0	5	5	VtBP	3	3	3	17	\$2,163,000
	Evergreen (French - Holland)	3	PC(6)	3	0.05	0	5	5	VtBP	3	3	3	17	\$3,008,000
	French (Main-CTH OO)	5	PC(4)	5	0.10	0	373	5	VtBP	4	4	4	23	\$2,053,000
Winnebago Co.	CTH A (CTH GG - Park Ave.)	5	PC(4)	5	0.76	3	85	0	VTBP	5	5	5	23	\$3,300,000
	CTH P (CTH GG - Park Ave.)	5	PC(3)	5	0.51	2	260	3	VTBP	5	2	2	22	\$4,500,000
	CTH II (WIS 76 - Clayton Ave.)	3	PC(3)	5	0.44	2	5	5	VtBP	3	2	2	20	\$4,650,000
	CTH CB & CTH JJ Roundabout	3	PC(7)	1	0.90	4	5	5	VTBP	5	1	1	19	\$1,150,000
T. Harrison	Eisenhower(CTH AP-USH 10)	5	NF	3	NA	3	NF	5	VtBP	3	5	5	24	\$7,587,000
T. Menasha	Jacobsen Rd. (Irish-CTH CB)	3	PC(4)	5	0.25	1	4	0	VtBP	3	5	5	17	\$1,466,000
V. Combined Locks	Prospect(CTH N-Park)	5	PC(3)	5	0.25	1	AR	3	VtBP	3	5	5	21	\$3,460,000
Valley Transit	Heavy Duty Buses	5	TI	3	AR	3	NF	3	vTBP	3	1	1	18	\$1,425,000
Total														\$50,542,000



APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fox Cities urbanized area 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 100 peak hour buses to use 75% of the allocated federal funds for operations. For purposes of this document a federal funding level of 28.5% is assumed for both 2018 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 2018 is assumed to be 28.5% of eligible expenses. A 28.5% 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 working 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 2018-2022 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2018 (000)	Jan-Dec 2019 (000)	Jan-Dec 2020 (000)	Jan-Dec 2021 (000)	Jan-Dec 2022 (000)
Operating Assistance/Section 5307	VT						
Operating - Fixed Route							
Expenses			\$4,712	\$4,853	\$4,999	\$5,149	\$5,303
Revenues			943	943	952	962	972
Deficit			3,769	3,910	4,047	4,187	4,332
Federal Share		252-18-016	1,343	\$1,383	\$1,425	\$1,467	\$1,511
State Share			1,343	\$1,383	\$1,425	\$1,467	\$1,511
Other Local			67	67	67	67	67
Municipal Local Share			1,016	1,077	1,130	1,185	1,242
 Preventative Maintenance - Fixed Route	VT						
Expenses			\$912	\$939	\$968	\$997	\$1,026
Federal Share (80%)		252-18-017	730	751	774	797	821
Municipal Local Share			182	188	194	199	205
 Purchased Transp. - Paratransit	VT	252-18-000					
Expenses			\$3,353	\$3,454	\$3,557	\$3,664	\$3,774
Revenues			667	687	708	729	751
Deficit			2,686	2,767	2,850	2,935	3,023
Federal Share (Capital Cost of Contract)		252-18-018	130	\$134	\$138	\$142	\$146
Federal Share (Operating)		252-18-019	816	\$840	\$866	\$892	\$918
State Share			945	\$973	\$1,003	\$1,033	\$1,064
Contract Local			795	1,659	1,709	1,760	1,813
 Enhance Mobility of Seniors/Section 5310	VT						
Expenses			\$462	\$476	\$490	\$505	\$520
Revenues			83	85	88	91	93
Deficit			379	390	402	414	427
Federal Share		252-18-020	164	169	174	179	185
State Share			105	108	111	115	118
Contract Local			110	113	117	120	124
 Capital Projects/Section 5339	VT						
New & Replacement Buses					\$1,500	\$500	\$500
Bus Shelter Replacement				\$50			
Support Vehicle Replacement		252-18-021	50	45			
Radio Coverage Expansion				100			
Generator		252-18-022	145				
Diesel Fueling Station		252-18-023	100				
Comprehensive Service Study-Planning		252-18-024	100				
Facilities Renovation		252-18-025	225				
Total Cost:			\$620	\$195	\$1,500	\$500	\$500
Federal Share:			\$496	\$156	\$1,200	\$400	\$400
Local Share:			\$124	\$39	\$300	\$100	\$100

*Listed in Table 1

Table B-2: 2018 Paratransit Projects
Fox Cities Transportation Management Area

2018		ADA	Outagamie Elderly	Sunday	Outagamie Rural	Outagamie OCHS	FC Sheltered Workshop	Calumet Van Service	NW Dial-A- Ride	New Hope	Connector	Downtown Trolley	Total
Annual Estimated Trips		102,000	3,500	1,200	7,500	700	27,000	1,400	10,780	24,000	24,000		202,080
Trip Costs		\$1,710,132	\$58,680	\$20,119	\$220,906	\$11,418	\$535,991	\$45,310	\$150,920	\$192,011	\$586,350	\$30,024	\$3,561,861
Administrative Costs		<u>\$164,102</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$164,102</u>
Total Costs		\$1,874,234	\$58,680	\$20,119	\$220,906	\$11,418	\$535,991	\$45,310	\$150,920	\$192,011	\$586,350	\$30,024	\$3,725,963
TIP #		252-18-026	252-18-027	252-18-028	252-18-029	252-18-030	252-18-031	252-18-032	252-18-033	252-18-034	252-18-035	252-18-036	
Federal Share (5307)	0.28	\$528,534	\$16,548	\$5,674	\$0	\$3,220	\$151,149	\$12,777	\$0	\$54,147	\$165,351	\$8,467	\$945,867
Federal Share (5310)		\$0	\$0	\$0	\$43,626	\$0	\$0	\$0	\$29,806	\$0	\$0	\$0	\$73,432
State Share	0.28	\$528,534	\$16,548	\$5,674	\$62,295	\$3,220	\$151,149	\$12,777	\$42,559	\$54,147	\$165,351	\$8,467	\$1,050,722
Farebox Revenues		\$489,600	\$14,000	\$13,200	\$45,000	\$0	\$0	\$16,800	\$37,730	\$0	\$133,000	\$0	\$749,330
Other support		<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$54,800</u>	<u>\$13,090</u>	<u>\$67,890</u>
Total support/revenue		\$1,546,668	\$47,096	\$24,547	\$150,921	\$6,440	\$302,299	\$42,355	\$110,095	\$108,294	\$518,501	\$30,024	\$2,887,240
Surcharge		<u>\$0</u>	<u>\$11,033</u>	<u>\$3,787</u>	<u>\$0</u>	<u>\$3,220</u>	<u>\$100,767</u>	<u>\$12,777</u>	<u>\$0</u>	<u>\$54,147</u>	<u>\$0</u>	<u>\$0</u>	<u>\$185,731</u>
Deficit/Local Share		\$327,566	\$22,617	(\$641)	\$69,985	\$8,198	\$334,459	\$15,732	\$40,825	\$137,864	\$67,849	\$0	\$1,024,454
Outagamie County	40%	\$131,030	\$21,486	(\$577)	\$69,985	\$8,198							\$230,122
Winnebago County	18%	\$58,963	\$0	(\$45)					\$2,954				\$61,872
Calumet County	4%	\$13,103	\$1,131	(\$19)				\$15,732					\$29,947
Family Care	38%	\$124,470					\$334,459						\$458,929
Fox Crossing									\$7,574				\$7,574
Neenah									\$30,297				\$30,297
New Hope										\$137,864			\$137,864
Municipal contributions											\$67,849		<u>\$67,849</u>
Total paratransit local		\$327,566	\$22,617	(\$641)	\$69,985	\$8,198	\$334,459	\$15,732	\$40,825	\$137,864	\$67,849	\$0	\$1,024,454

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

	2018	2019	2020	2021	2022
Operating Expenses					
Fixed Route (DO)	\$5,624	\$5,793	\$5,967	\$6,145	\$6,330
Paratransit (DR)	\$3,353	\$3,454	\$3,557	\$3,664	\$3,774
Enhanced Mobility of Seniors	\$462	\$476	\$490	\$505	\$520
Total Operating Expenses	\$9,439	\$9,722	\$10,014	\$10,314	\$10,624
Revenue					
Farebox Revenue					
Fixed Route (DO)	\$943	\$971	\$1,000	\$1,030	\$1,061
Paratransit (DR)	\$667	\$687	\$708	\$729	\$751
Enhanced Mobility of Seniors	\$83	\$85	\$88	\$91	\$93
Other Revenue	\$67	\$67	\$67	\$67	\$67
Total Revenue	\$1,760	\$1,811	\$1,863	\$1,917	\$1,972
Deficit					
Federal	\$3,183	\$3,278	\$3,377	\$3,478	\$3,582
State	\$2,393	\$2,465	\$2,539	\$2,615	\$2,693
Local	\$2,103	\$2,168	\$2,235	\$2,304	\$2,375
Total Deficit	\$7,679	\$7,911	\$8,151	\$8,397	\$8,651
Capital					
Federal	\$496	\$156	\$1,200	\$400	\$400
Local	\$124	\$39	\$300	\$100	\$100
Total Capital Expenses	\$620	\$195	\$1,500	\$500	\$500
OPERATING STATISTICS					
No. of Buses	27	27	27	27	27
No. of Employees (1*)	38	38	38	38	38
Revenue Hours	61	61	61	61	61
Revenue Miles	921	921	921	921	921
Fixed-Route Passengers	1,133	1,167	1,202	1,238	1,275
Paratransit Passengers	195	201	207	213	219
Total Passengers	1,328	1,368	1,409	1,451	1,495
Fixed Route Statistics					
Average Fare	0.83	0.83	0.83	0.83	0.83
Operating Ratio (Rev/Exp)	17%	17%	17%	17%	17%
Cost per Vehicle Mile	6.11	6.29	6.48	6.67	6.87
Cost per Passenger	4.96	4.96	4.96	4.96	4.96
Cost per Vehicle Hour	92.20	94.96	97.81	100.75	103.77
Passengers Per Mile	1.23	1.27	1.31	1.34	1.38
Passengers per Hour	18.57	19.13	19.70	20.30	20.90

NOTES:

1. This is the total number of drivers only (FT & PT)

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fox Cities Urbanized Area, capital projects for 2018-2022 include bus replacement, passenger waiting shelter replacements, support vehicle replacement, generator replacement, repairs and renovation of the diesel fueling station and facility renovation projects. These projects total \$665,000 in 2018 and \$515,000 in 2019. An explanation of specific requests for each area follows.

Fox Cities Urbanized Area

2018 Projects

Support Vehicle. Valley Transit has a number of support vehicles which perform various 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. The vehicles are also used by the operations supervisors to respond to accidents, manage detours, perform ride checks, and travel between the Administration building and the Transit Center. Valley Transit is adding this vehicle because we frequently do not have enough vehicles to match the need for staff vehicles.

Generator Replacement. The Valley Transit Whitman Office is an integral part of our operations. This is where the Dispatch/Communication Technicians, Maintenance Department and Management staff work from. We are in need of a generator to use as back up for this facility in case of an emergency that would cause a power outage. This generator would allow us to continue to run computers, radios and other necessary equipment to continue service and avoid interruption as well as safely communicate with our drivers.

Diesel Fueling Station. Valley Transit was made aware of regulation changes related to the fueling system. The fueling system was installed when the Administration/Maintenance facility was built in 1983. New regulations require an update and renovation to the present system.

Comprehensive Service Study. Valley Transit's 2018 TIP includes \$100,000 for a comprehensive service study due to a potential TMA expansion relating to the upcoming census.

Facility Renovation. The Valley Transit Administration and Maintenance building was built in 1983 and is in need of significant repair and remodel. The 2018 TIP includes \$225,000 for three projects; repair and update of the maintenance pit in the shop, remodel the employee locker room facilities to bring them into ADA compliance and install updated heaters and controls in the maintenance garage.

2019 Projects

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.

Support Vehicle Replacement. Replacement of a vehicle that has exceeded its expected life span.

Radio Coverage Expansion. Valley Transit has included \$100,000 in the 2019 TIP to update and expand the radio coverage area currently in use.

Illustrative Table 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. The hybrid units have failed and have been taken out of service. The units continue to experience a myriad of problems and are constantly in the shop for repairs. Valley Transit is requesting a various number of replacement buses over the next five years in the illustrative tables.

Facility Renovation. The Valley Transit Administration and Maintenance building was built in 1983 and the Transit Center built in 1990. As the buildings age, services increase and staff grows, the need for renovation and maintenance of the buildings becomes more imminent. Valley Transit has included dollars in the illustrative tables for various projects to meet the maintenance and renovation needs.

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 have increased slightly over the past three years. The costs of insurance, fuel and utilities remain unpredictable, while personnel expenses continue to increase annually. As Valley Transit's assets age, the available capital funding is not keeping pace with the deterioration of the assets. Increases in operating

expenses can be attributed to higher maintenance costs of assets.

Valley Transit's paratransit trip costs have remained relatively flat over the last several years due to negotiated contractor rates and fuel costs. A moderate increase in ridership has slightly increased 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 2018, the projected cost per trip for ADA paratransit is \$18.36 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 insurance costs, growing maintenance costs and increases in personnel and contractor expenses.

Revenue Trends. Valley Transit implemented a fare increase for fixed route service in 2015. The last time fares were increased was in 2009 as a result of dramatically increased diesel fuel and health insurance costs. In 2015 the fares were raised to a basic cash fare of \$2.00 and senior/disabled fare of \$1.00. Ten-ride tickets increased to \$17.00 for basic and \$10.00 for senior/disabled. Thirty (30) day passes were increased to \$60 for regular and remained at \$40 for senior/disabled. Day passes were decreased from \$5.00 to \$4.00 in an effort to provide some relief to riders who needed to take multiple trips on the same day. Basic VT II fares increased to \$4.00 with premium fares remaining unchanged at \$6.00. Sunday fares remained at \$11.00.

The ability of passenger revenues to support the system is limited. The revenue-to-cost ratio in recent years has been approximately 17 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. The 2009 fare increase along with a "soft" economy at the time resulted in a ridership decrease over 10 percent from 2007. Ridership rebounded during 2010 and steadily increased until 2013, when it leveled off. Fixed route ridership peaked in 2012 at 1,095,650 rides; the highest it had been since 1995. Paratransit ridership grows approximately 4-6% annually. In both 2013 and 2014, ridership of all services leveled off with only a slight increase in rides. Ridership for 2017 through 2021 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. 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 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 145,000 rides were taken during 2016. 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. In 2016, the ridership was 19,704 trips.

Because the Appleton Area School District project has been very successful, Valley Transit and Fox Valley Technical College became partners in 2015 reflecting a similar project where their students show their student identification card to ride the fixed route. The rides are paid for by Fox Valley Technical College based on a negotiated amount. Total ridership as of the end of 2016 was 100,609.

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 \$2.00 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 Village of Fox Crossing 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 Village of Fox Crossing 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 2016 percentage was approximately 26.5%.

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 100 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 2018.

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. Fare increases help to increase 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-2017, 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

September 27, 2017

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2018. 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 24, 2017.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure



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
Jeff Rollo, Vandenbroek

Federal Officials

Mary Forlenza, Planning & Program Development Engineer
Marisol Simon, Region Director, FTA

State Officials

Will Dorsey, Director, WisDOT Northeast Region

Other

Chuck Rundquist, Chairman, Fox Cities Transit Commission

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

County Highway Commissioners

Brian Glaeser, Calumet
Dean Steingraber, Outagamie
Ray Palonen, Winnebago

Public Works Director/Engineers

Paula Van de Hey, City of Appleton
Chris Murawski, City of Little Chute
John Sundelius, City of Kaukauna
Tim Montour, 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
David Buck, City of Menasha
George Dearborn, Town of Menasha
Chris Haese, City of Neenah
Dena Mooney, Calumet County
Dave Johnson, Outagamie County
Jerry Bougie, Winnebago County

ENVIRONMENTAL CONSULTATION ORGANIZATIONS

Members

WI DNR Northeast Region
WI Historical Society
Bad River Band of Lake Superior Chippewa Indians
Forest County Potawatomi
Ho-Chunk Nation
Lac Courte Oreilles Band of Lake Superior Chippewa Indians
Lac Du Flambeau Band of Lake Superior Chippewa Indians
Menominee Indian Tribe of WI
Stockbridge-Munsee Band of Mohican Indians
Oneida Nation of WI
Red Cliff Band of Lake Superior Chippewa Indians
St. Croix Chippewa Indians of WI
Sokaogon Chippewa Community
U.S. Environmental Protection Agency
U.S. Fish & Wildlife Service
USDA Natural Resources Conservation Service
National Park Service

September 27, 2017

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Fox Cities Metropolitan Planning Organization (MPO) Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area – 2018.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. Fixing America's Surface Transportation Act (FAST Act) 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 - 2018*** (TIP). This document will be under a 30-day public review period from September 27, to October 26, 2017. 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://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

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



APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS

Appleton (Fox Cities) Transportation Management Area (TMA)
Transportation Policy Advisory Committee
Outagamie County Highway Department (1313 Holland Rd, Appleton, WI 54911)
Monday, April 3, 2017

Committee Members Present

James Merten	City of Neenah
Tom Marquardt	Town of Grand Chute
Dave Johnson	Outagamie County
Tim Montour	City of Menasha
Bob Jakel	City of Kaukauna
John Sundelius	City of Kaukauna
Mark Lahay	City of Appleton
James Fenlon	Village of Little Chute
Chris Murawski	Village of Little Chute
Travis Parish	Village of Harrison
Dean Steingraber	Outagamie County Highway Commissioner
Andy Rowell	Outagamie County Highway Department
Bob Doemel	Winnebago County Highway Department
Mary Dorn	Outagamie County Public Health
George Dearborn	Town of Menasha
Randy Friday	Village of Sherwood
Joel Gregozeski	Town of Buchanan
Matt Payette	Calumet County
Matt Halada	WisDOT, NE Region
Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Melissa Kraemer Badtke	ECWRPC
Kim Biederman	ECWRPC
Tyler Debruin	ECWRPC

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

1. Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec.19.84 regarding Open Meetings and introductions were made.

2. Public Comment

No members of the public were present.

3. Discussion and action on Appleton (Fox Cities) TMA STP-Urban Projects for 2017-2022

Mr. Raith stated that the Appleton (Fox Cities) MPO has to determine a STP-Urban project and gave a brief overview of the STP-Urban projects that are currently programmed. Mr. Raith noted the TMA six projects programmed for the cycle, with the projects accounting for \$17,509,512. The TMA has allocated \$957,283 in funding available for projects in 2017-2022. Due to the amount of projects on the books is the reason for limited funding for the cycle. Mr. Raith stated that due to the Village of Little Chute giving back their French Road

project, they would be in line for using the available funding if the committee was in agreement. Mr. Fenlon stated that due to the lack of funding they would pass on this round of funding to maximize the 80 percent possibly in the future. Mr. Sundelius commented that their project (Fox River Lift Bridge) was still on schedule but was not funded at 80 percent and was inquiring if the available funding could be applied to this project. Ms. Carpenter stated that this project funding was capped and would not be eligible for additional funding. There was a general discussion regarding the ranking process and the committee asked which projects would be eligible due to the high costs of projects and limited funding availability. It was determined that only 2 projects would be eligible in order to maximize the 80% federal funding. The Town of Buchanan's Emons Road (Pinecrest to CTH N) project and the Village of Fox Crossing's Jacobsen Road (Irish to CTH CB) project were the only projects eligible to maximize the federal funding. There was a general discussion on the ranking of each of the projects and the details of the scope of each project. With no more discussion on the projects a vote was held to select a STP-Urban project, eight committee members voted for the Emons Road project and three for the Jacobsen Road project. Therefore, it was determined that the Emons Road project for the next cycle of funding.

4. Smart Growth America Complete Streets Workshop

Ms. Biederman stated ECWRPC staff was awarded grant funding through Smart Growth America to host a Complete Streets Workshop on June 13-14. The event will be hosted at the University of Wisconsin-Oshkosh. More information will be available closer to the event and anyone with any questions should contact ECWRPC.

5. Update on the Bicycle and Pedestrian Wayfinding Signage Project

Ms. Badtke noted ECWRPC staff submitted an RFP in February for guidance on bicycle and pedestrian wayfinding signage as part of the Regional Bicycle and Pedestrian Plan. Seven firms applied to the RFP and staff selected a local firm to work on this project. This project is designed to get people active.

6. Regional Safe Routes to School Update

Ms. Badtke explained staff was awarded funding to purchase five speed/radar guns as part of its Safe Routes to School and Project RADAR Programs. The intent of this program is to encourage local school districts or neighborhood groups to utilize this program and be active in promoting safer driving conditions near schools and neighborhoods. More information is available with ECWRPC.

7. Local Project Updates

Staff from various communities discussed ongoing construction projects throughout their communities. Mr. Halada gave an overview of ongoing state construction projects that will impact the Fox Cities area this construction season.

8. Transit Update

Mr. Raith stated that East Central has not started a transit development plan for the Valley Transit due to waiting for a signed contract to be received from WisDOT. When that

happens staff will develop a committee to begin the process and look for input from all communities.

Mr. McDonald, who is the new director at Valley Transit gave a brief introduction of himself and his past work experience in transit.

9. Adjourn

Committee adjourned at 11:45 A.M.

SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Office
Tuesday, October 10, 2017

Committee Members Present

Neal Strehlow, Chair	Waushara County
Ken Robl, Vice Chair.....	Winnebago County
Dick Koeppen	Waupaca County
Jeff Nooyen.....	Outagamie County
Joseph Koch	Fond du Lac County
Jerry Erdmann	Shawano County
Donna Kalata	Waushara County
Matt Halada	WisDOT – NE Region
Ron McDonald	Valley Transit

Staff Members Present

Walt Raith.....	ECWRPC
Melissa Kraemer Badtke.....	ECWRPC
Kim Biedermann	ECWRPC
Dave Moesch.....	ECWRPC
Nick Musson	ECWRPC
Kolin Erickson	ECWRPC
Ashley Tracy	ECWRPC

The meeting was called to order by Mr. Strehlow at 1:30 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 (None)
3. Pledge of Allegiance
4. Discussion and action on July 11, 2017 Transportation Committee Summary of Proceedings

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. Erdmann made a motion to approve the summary of proceedings, Mr. Nooyen seconded the motion and the motion passed unanimously.

5. Discussion and action on Resolution 16-17: Adopting the 2018 Unified Transportation Work Program and the Annual MPO Certification for the East Central Wisconsin Regional Planning Commission

Ms. Kraemer Badtke reviewed the Transportation Work Program for the Fox Cities, Oshkosh and Fond du Lac Urbanized Areas. There is a \$6,000 overall increase in the budget from last year.

Mr. Raith also noted in 2018, staff will work with WisDOT to adopt their performance measures and targets for the Fox Cities, Oshkosh and Fond du Lac urbanized areas. This effort will coincide with amending the Transportation Improvement Programs and Long Range Transportation Plans for the three urbanized areas to be FAST Act compliant.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 16-17. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made a motion to approve Resolution 16-17, Mr. Halada seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 19-17: Approval of the Transportation Improvement Program for the Fox Cities Transportation Management Area Area-2018

Mr. Moesch reviewed the Transportation Improvement Program for the Fox Cities for 2018. Projects and funding are for 2018-2021 and candidate projects are included for 2022. He noted the plan will be amended in January 2018 to include performance measures and targets to be FAST Act compliant.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 19-17. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Nooyen made a motion to approve Resolution 19-17, Ms. Kalata seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 20-17: Approval of the Transportation Improvement Program for the Oshkosh Urbanized Area-2018

Mr. Moesch reviewed the Transportation Improvement Program for Oshkosh for 2018. Projects and funding are for 2018-2021 and candidate projects are included for 2022. He noted the plan will be amended in January 2018 to include performance measures and targets to be FAST Act compliant.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 20-17. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Resolution 20-17, Mr. Koch seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 21-17: Adopting the Updated 2017 Title VI Non-Discrimination Plan & Limited English Proficiency Program

Mr. Musson noted the Title VI Plan is updated every 3 years. New data for this document included using school enrollment data, setting mitigation measures for non-discrimination/limited English proficiency audiences and establishing an internal work group to provide feedback on the plan and attend trainings related to Title VI.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 21-17. Hearing none, Mr. Strehlow asked the committee for a motion. Mr.

Nooyen made a motion to approve Resolution 21-17, Mr. Koeppen seconded the motion and the motion passed unanimously.

9. Local Projects Update

Mr. Halada provided an overview of the on-going projects associated with the tri-county expansion of USH 10/STH 441. The full service interchange with I-41 and USH 10 will be completed in fall of 2018. The entire project will be complete by 2020.

10. Transit Update

Mr. Musson stated ECWRPC was awarded a transportation grant through Easterseals, valued at \$100,000 to look at filling gaps in transportation service centered in Winnebago County. ECWRPC hosted a two day workshop in September and the planning committee is now working on starting a few pilot projects based around the objectives the coalition developed at the workshop. Staff is working on two Transit Development Plan contracts. They are in the middle of the Oshkosh (GO Transit) plan update and starting the Valley Transit plan update with looking at hiring an outside consultant to help with the initial process.

Additionally, in 2018, staff will be working with the ten counties in the region to update their County Human-Service Transportation Plans with individual county facilitations. Staff also continues to pursue a WisDOT grant for a regional commuter bus feasibility study and is in the process of distributing surveys to Park and Ride lots from Fond du Lac to Green Bay along I-41.

11. Discussion and action on Proposed Resolution 23-17: Acceptance of the Wisconsin Partnership Program Funding

Ms. Biedermann noted ECWRPC is working with Fox Valley Thrives on a participatory photomapping project to understand challenges and opportunities of walking, bicycling and using public transit in the Fox Valley. ECWRPC is asking to be the fiscal agent for a grant of \$50,000 through the Wisconsin Partnership Program's Community Catalyst grant.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 23-17. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made a motion to approve Resolution 23-17, Mr. Erdmann seconded the motion and the motion passed unanimously.

12. Discussion and action on Proposed Resolution 22-17: Adoption of the East Central Wisconsin Bicycle and Pedestrian Wayfinding Guidebook

Ms. Biedermann stated staff is contracting with Alta Planning & Design to help develop a Wayfinding Guidebook for bicycle and pedestrian facilities across the region. The guidebook is part of activities associated with implementation of the Appleton and Oshkosh Urbanized Areas Bicycle and Pedestrian Regional Plan.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 22-17. Hearing none, Mr. Strehlow asked the committee for a motion. Ms.

Kalata made a motion to approve Resolution 22-17, Mr. Robl seconded the motion and the motion passed unanimously.

13. Active Transportation Update

a) Regional SRTS Update

Ms. Kraemer Badtke noted staff participated in multiple events across the region for International Walk to School Day on October 4th. Seventy schools participated in Walk to School Day events. Additionally, staff worked with 9 area schools and parents to develop Walking School Bus walking routes with their students and parents.

b) Bicycle and Pedestrian Update

Ms. Biedermann stated the Transportation Alternatives Program (TAP) through WisDOT is now accepting applications from municipalities for funding bicycle and pedestrian related projects. Questions regarding project ideas should go through WisDOT NE Region Office. Staff will also be working with regional stakeholders to compile local trail data and data standards.

14. Adjourn

Mr. Strehlow asked if there was any other business. Hearing none, Mr. Nooyen made a motion to adjourn and Mr. Robl seconded the motion. The motion passed unanimously and the Committee adjourned at 2:30 p.m.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 19-17

**APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FOX CITIES
(APPLETON) TRANSPORTATION MANAGEMENT AREA-2018**

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 Transportation Management Area; and

WHEREAS, all transportation projects in the Fox Cities Transportation Management 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 Fixing America's Surface Transportation Act: (FAST Act), 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 (Appleton) Transportation Management Area - 2018.

RESOLUTION NO. 19-17

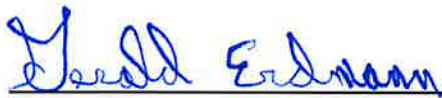
Section 2: That the Commission certifies that the metropolitan planning process is addressing the major transportation issues in these areas in conformance with all applicable requirements.

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 27, 2017

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner



Jerry Erdmann, Chair – Shawano County



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100
MENASHA

WI 549523388

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: 0002420482
No. of Affidavits: 1
Total Ad Cost: \$38.95
Published Dates: 09/27/17

(Signed) *MAM Lopez* (Date) 10/2/17
Legal Clerk



Signed and sworn before me

M Rome
My commission expires 1-12-2021

Legal Notices

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2018 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 - 2018. This publication of the TIP serves to update the listing of state and federal-funded, in addition to significant local transportation projects for the years 2018 - 2021. 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 - 2018 can be viewed on the internet at:
<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

A 30-day public review and comment period for this document will commence on September 27, and end on October 26, 2017. 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.
Pub: Sept 27, 2017 WNAXLP

EAST CENTRAL WI PLANNING COMM
Re: 2018 Transportation Improv. Program



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 – 2018*.

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://www.ecwrpc.org/2017/08/22/now-accepting-comments-draft-title-vi-non-discrimination-plan/>

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 2018 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2015 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2018 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2018 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 2015 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 2015 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 2015 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2018 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.

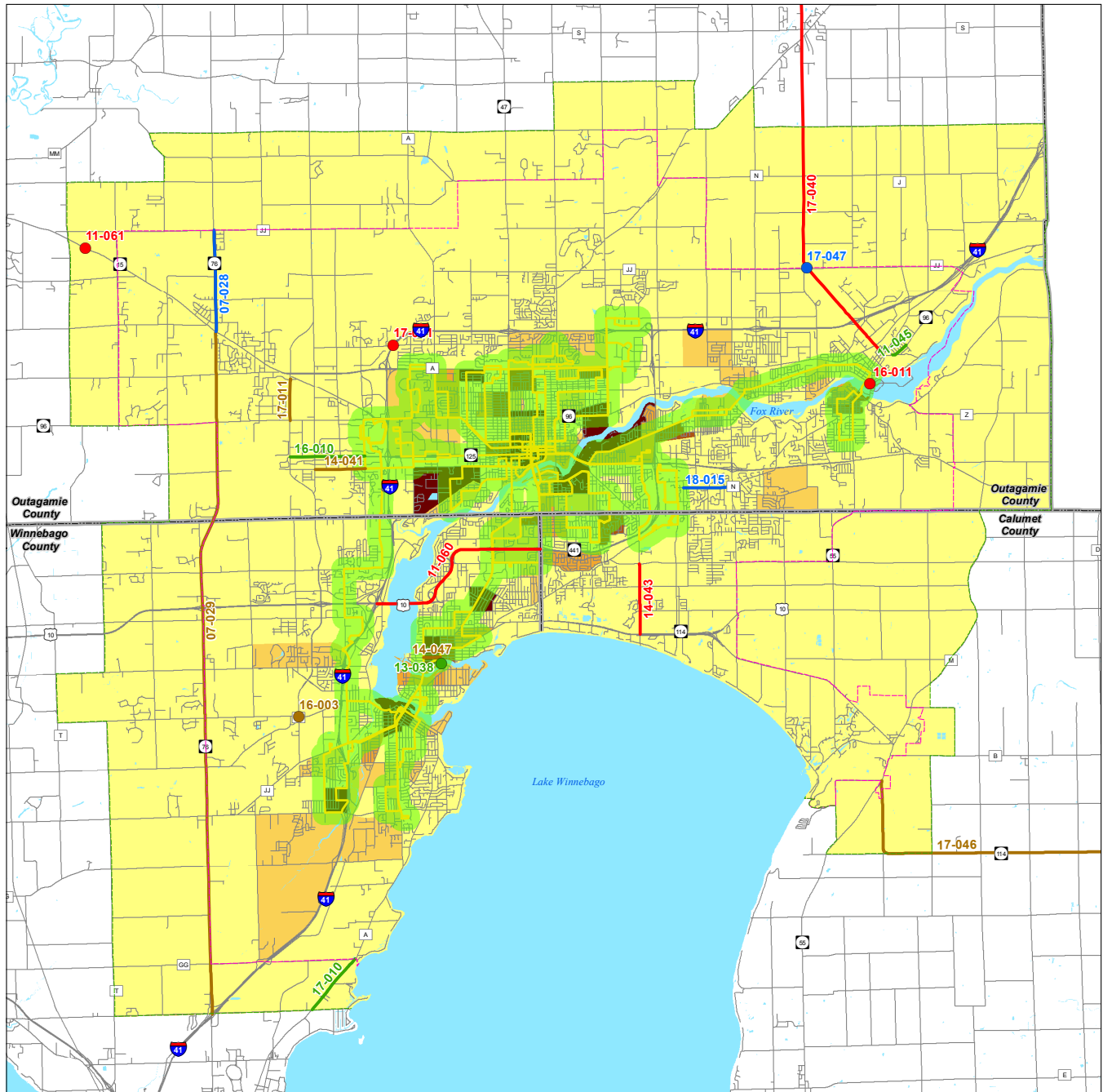
Map G-6 depicts 2015 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2018 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately 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 2018 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 2018 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
Appleton Transportation Management Area TIP Projects (2018 - 2021) and
Population Below Poverty Level (American Community Survey 2015)



Transit Routes
 1/4 Mile Transit Buffer
Population Below Poverty Level

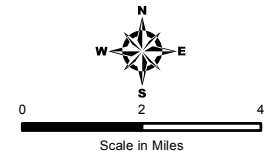
< 10%
 10.01% - 15%
 15.01% - 20%
 20.01% - 25%
 > 25.00%
 2016 Metropolitan Planning Boundary
 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

2018 06-056
 2019 06-056
 2020 06-056
 2021 06-056

TIP Intersection Project Year and Number

2018 06-056
 2019 06-056
 2020 06-056
 2021 06-056



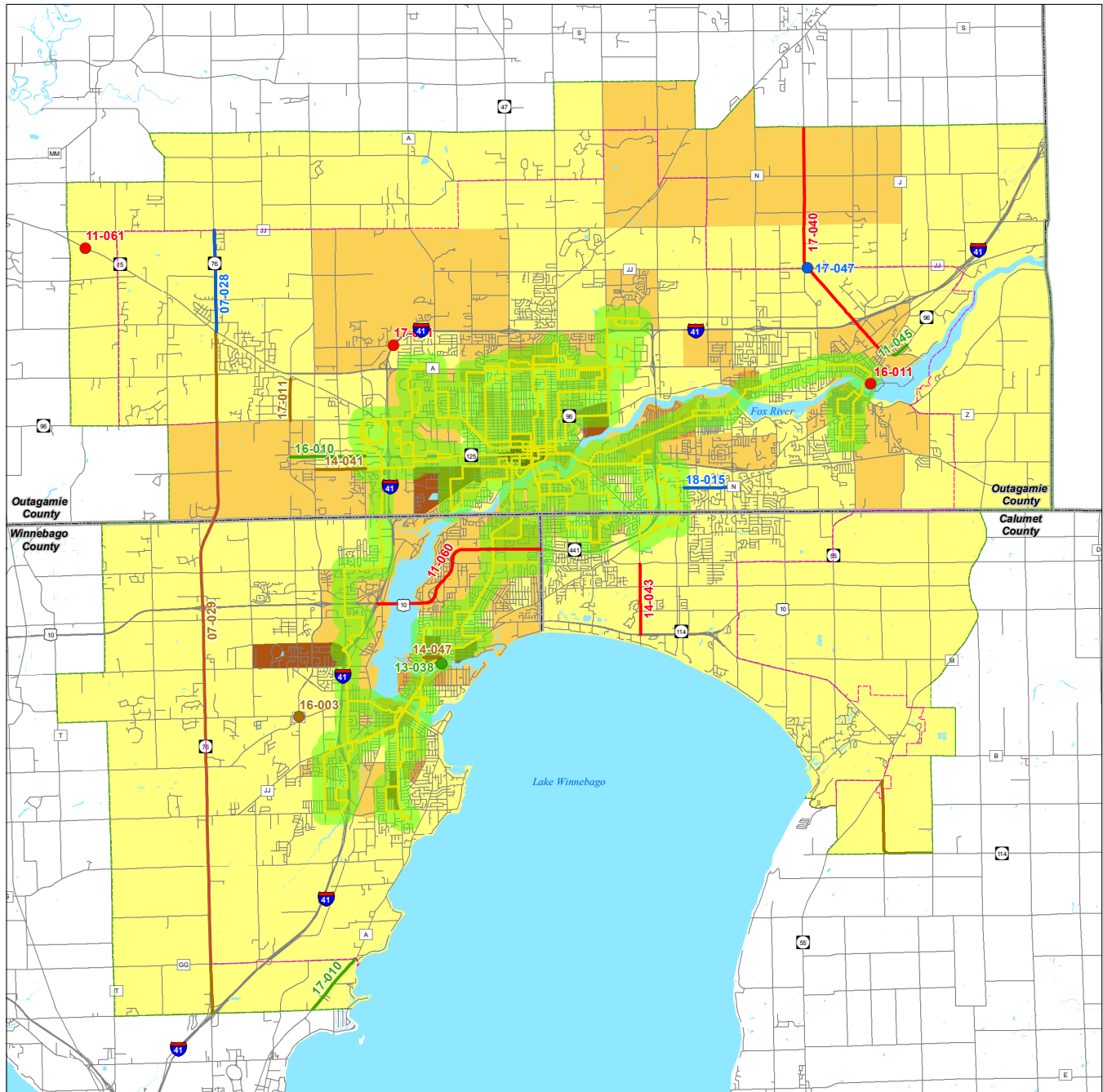
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Prepared SEPTEMBER 2017:
 East Central Wisconsin
 Regional Planning Commission
ECWRPC

Sources: American Community Survey 2015 Census Block Groups. 2016 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2017 centerline and 2017 hydrology.

TD: O:\1322-FoxCitiesTIP\MXD\2017\G_1_Poverty.mxd

Figure G-2
Appleton Transportation Management Area TIP Projects (2018 - 2021) and
Household Income Less than \$25,000 per Year (American Community Survey 2015)



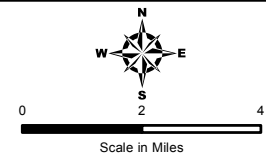
- Transit Routes
- 1/4 Mile Transit Buffer
- Household Income Less than \$25,000**
- < 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- > 60.00%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

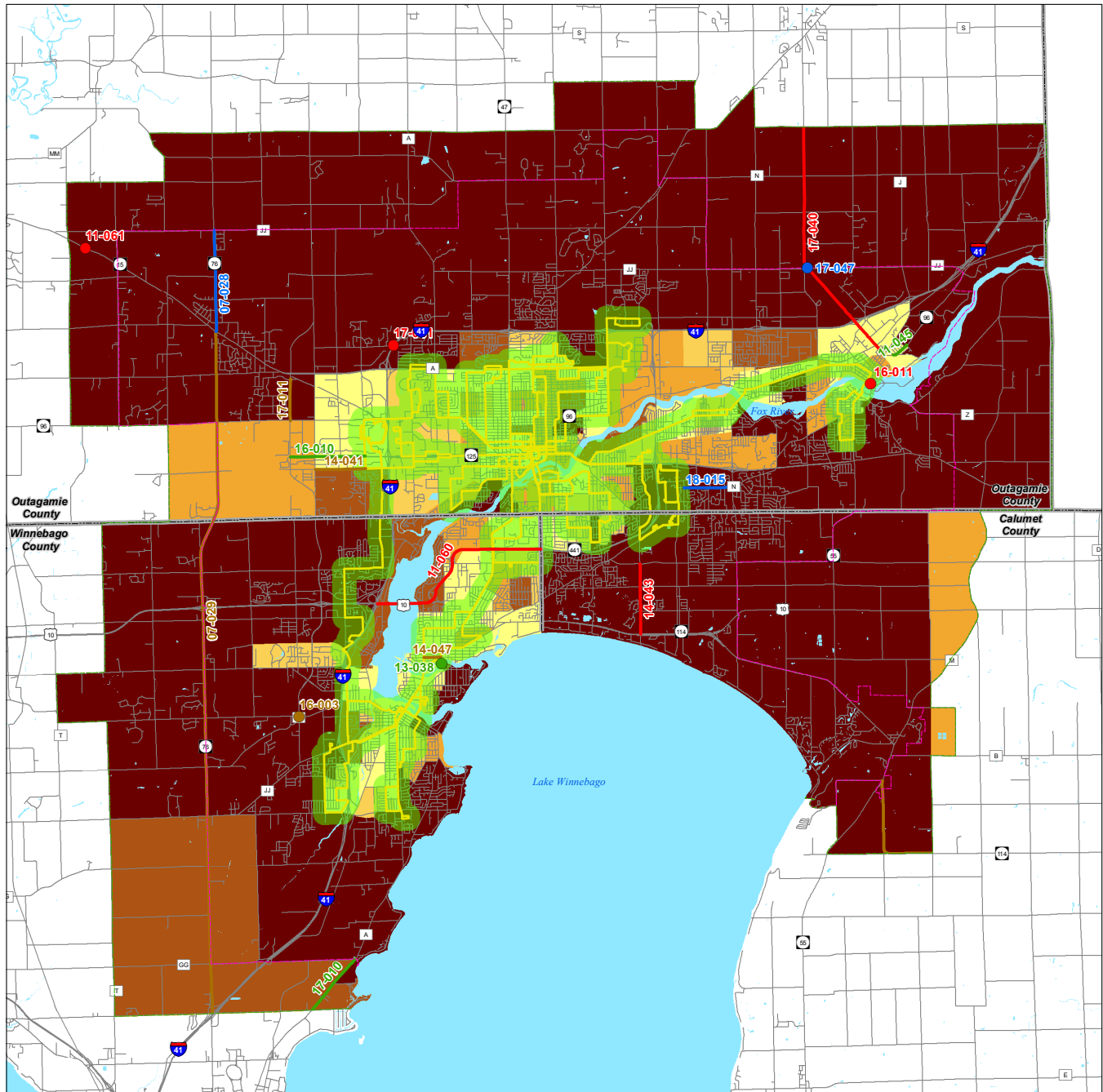
TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**



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Figure G-3
Appleton Transportation Management Area TIP Projects (2018 - 2021) and
Household Income Greater than \$100,000 per Year (American Community Survey 2015)



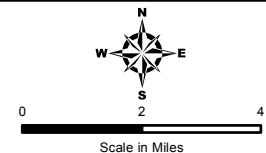
- Transit Routes
- 1/4 Mile Transit Buffer
- Household Income Greater than \$100,000**
- < 10.00%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**



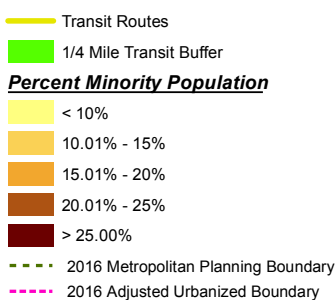
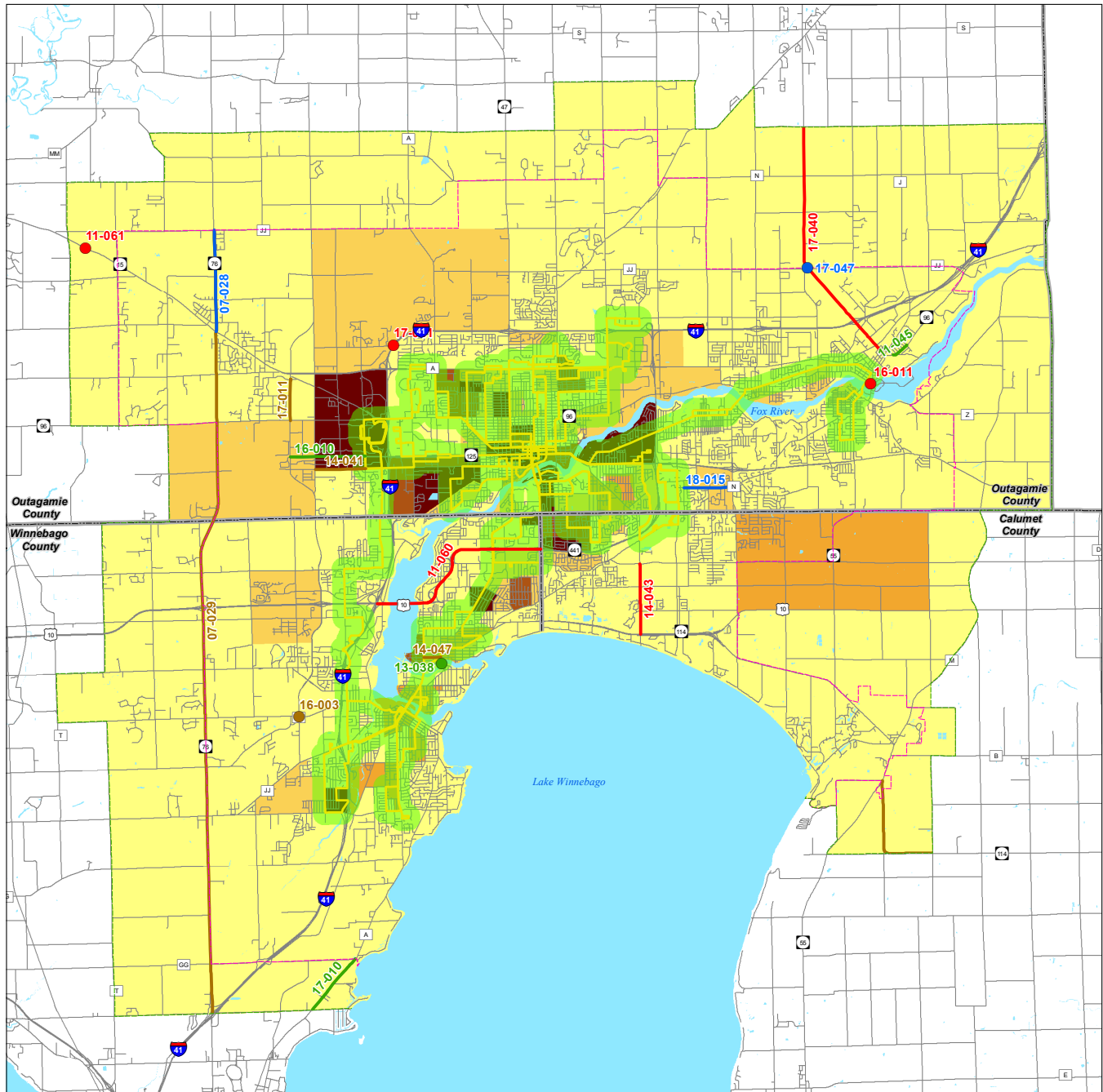
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Prepared SEPTEMBER 2017:



Sources: American Community Survey 2015 Census Block Groups. 2016 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2017 centerline and 2017 hydrology.

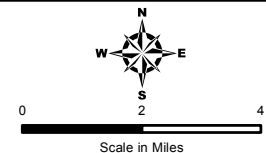
**Figure G-4
Appleton Transportation Management Area TIP Projects (2018 - 2021) and
Minority Population (American Community Survey 2015)**



TIP Project Year and Number



TIP Intersection Project Year and Number



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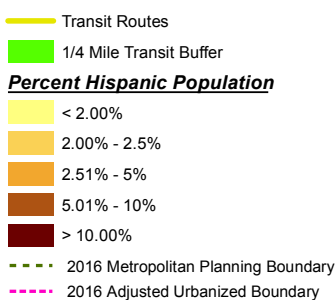
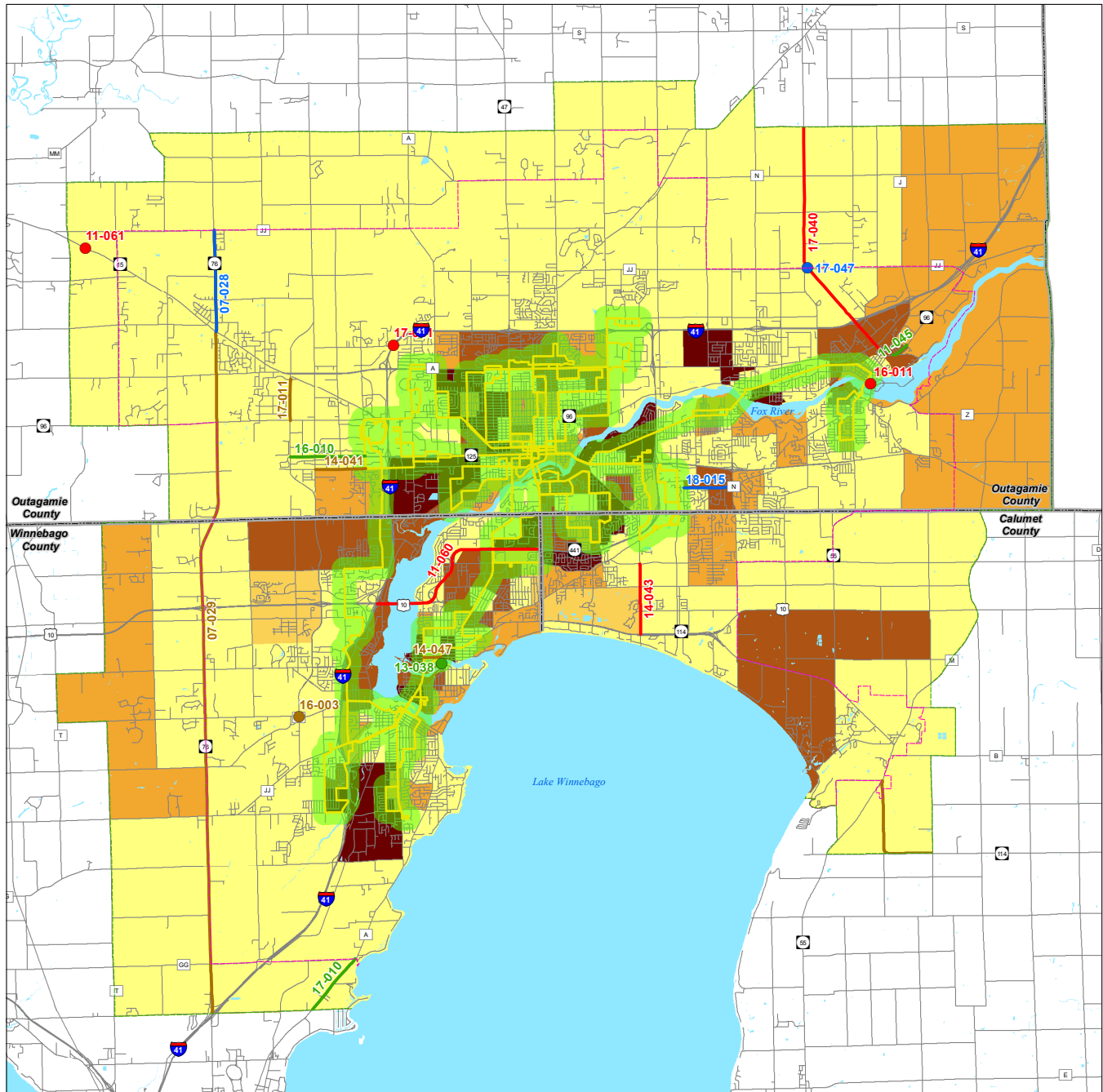
Prepared SEPTEMBER 2017:



Sources: American Community Survey 2015 Census Block Groups. 2016 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2017 centerline and 2017 hydrology.

TD: O:\1322-FoxCities\TIP\MXD\2017\G_4_Minority.mxd

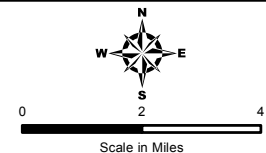
Figure G-5
Appleton Transportation Management Area TIP Projects (2018 - 2021) and
Hispanic Population (American Community Survey 2015)



TIP Project Year and Number



TIP Intersection Project Year and Number



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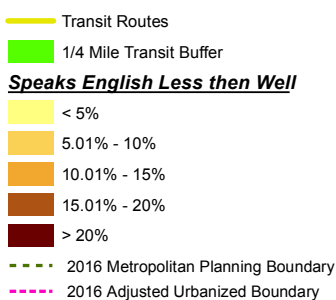
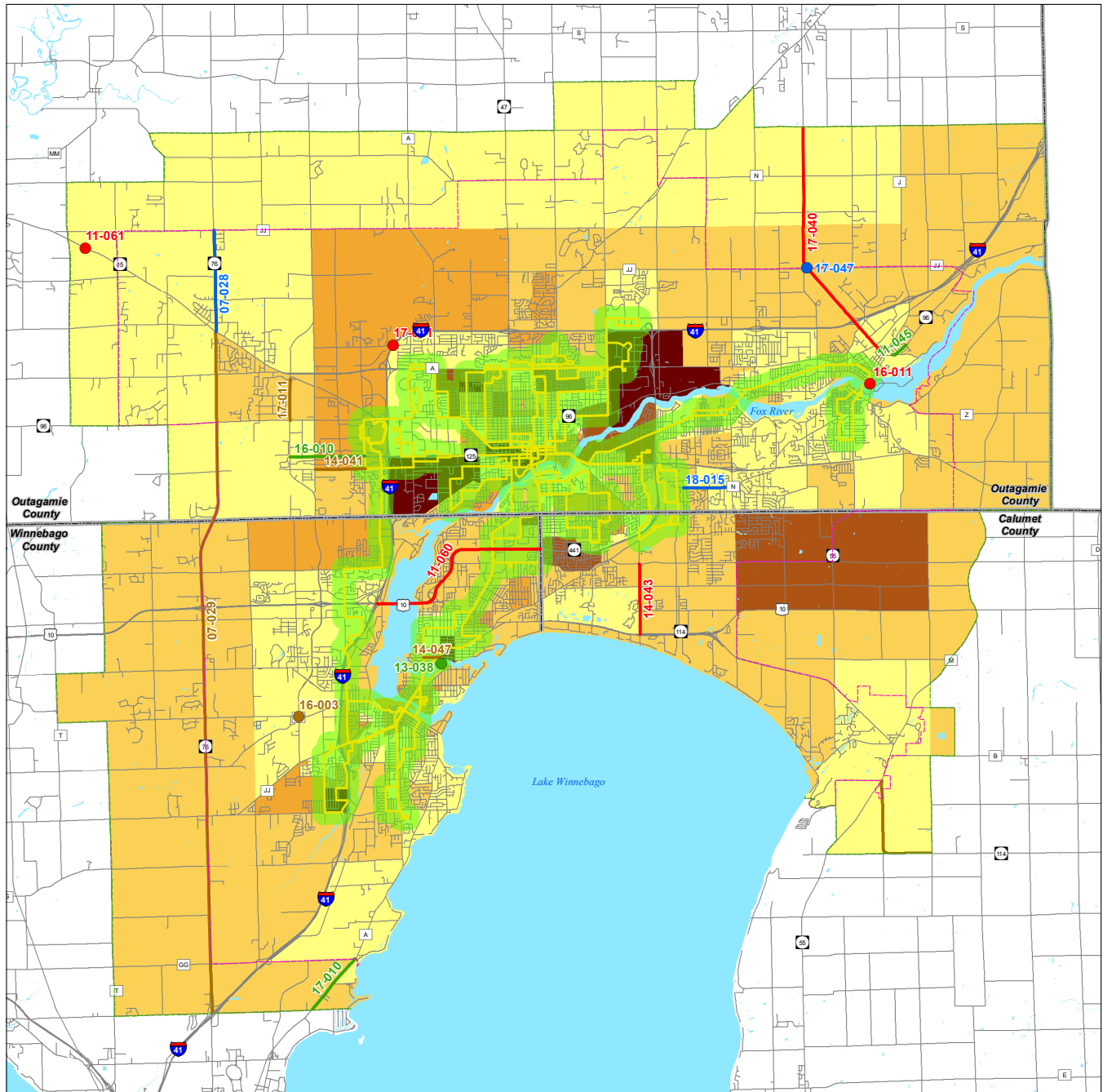
Prepared SEPTEMBER 2017:



Sources: American Community Survey 2015 Census Block, 2016 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2017 centerline and 2017 hydrology.

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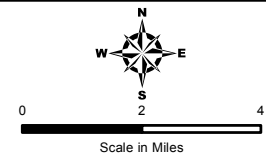
Figure G-6
Appleton Transportation Management Area TIP Projects (2018 - 2021) and
"Speaks English Less than Well" (American Community Survey 2015)



TIP Project Year and Number



TIP Intersection Project Year and Number

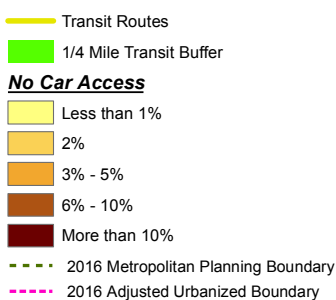
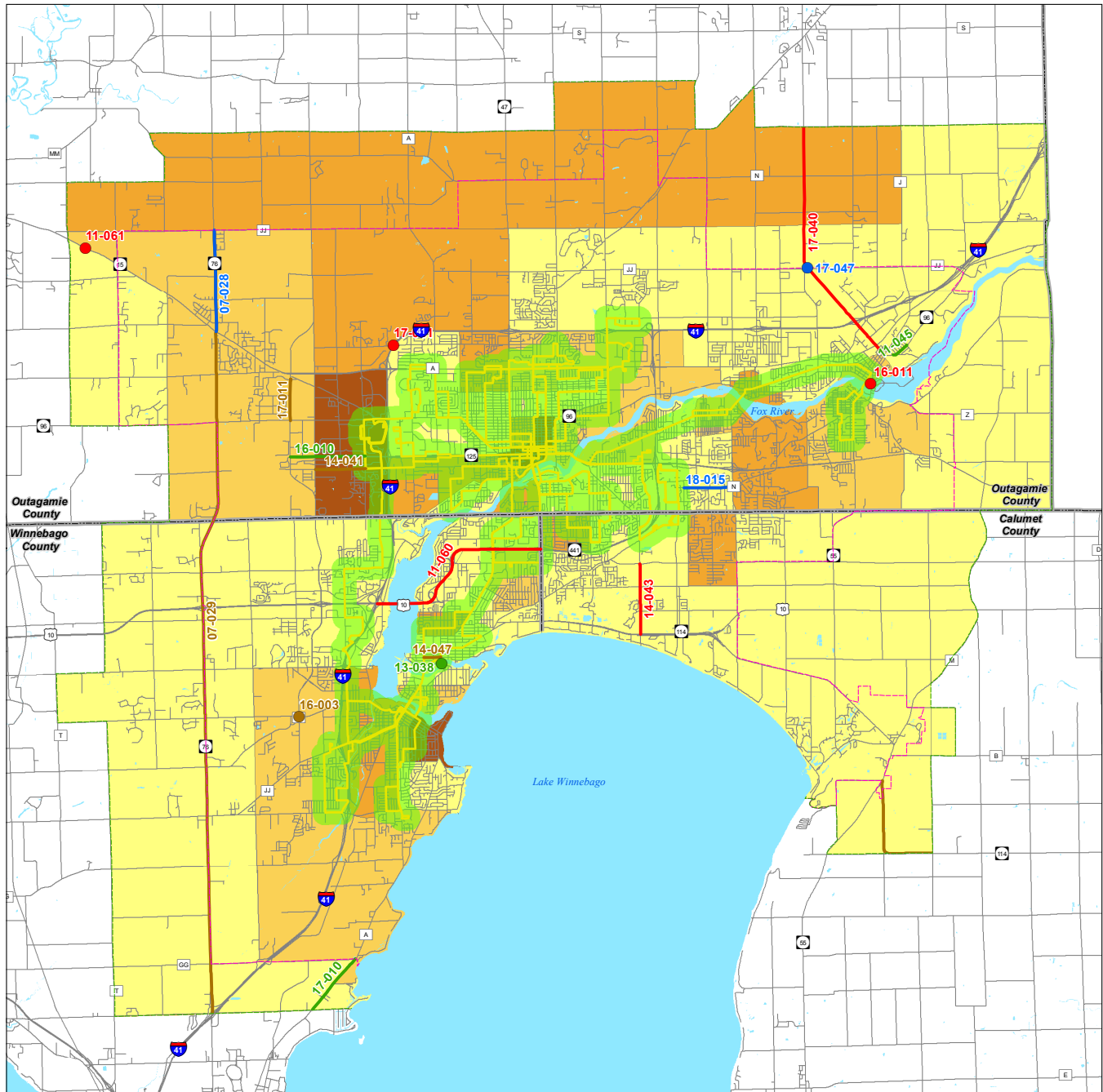


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Prepared SEPTEMBER 2017:



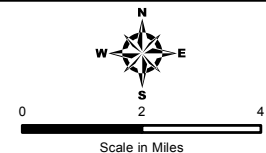
Figure G-7
Appleton Transportation Management Area TIP Projects (2018 - 2021) and
Population with No Car Access (2010 Census Data)



TIP Project Year and Number

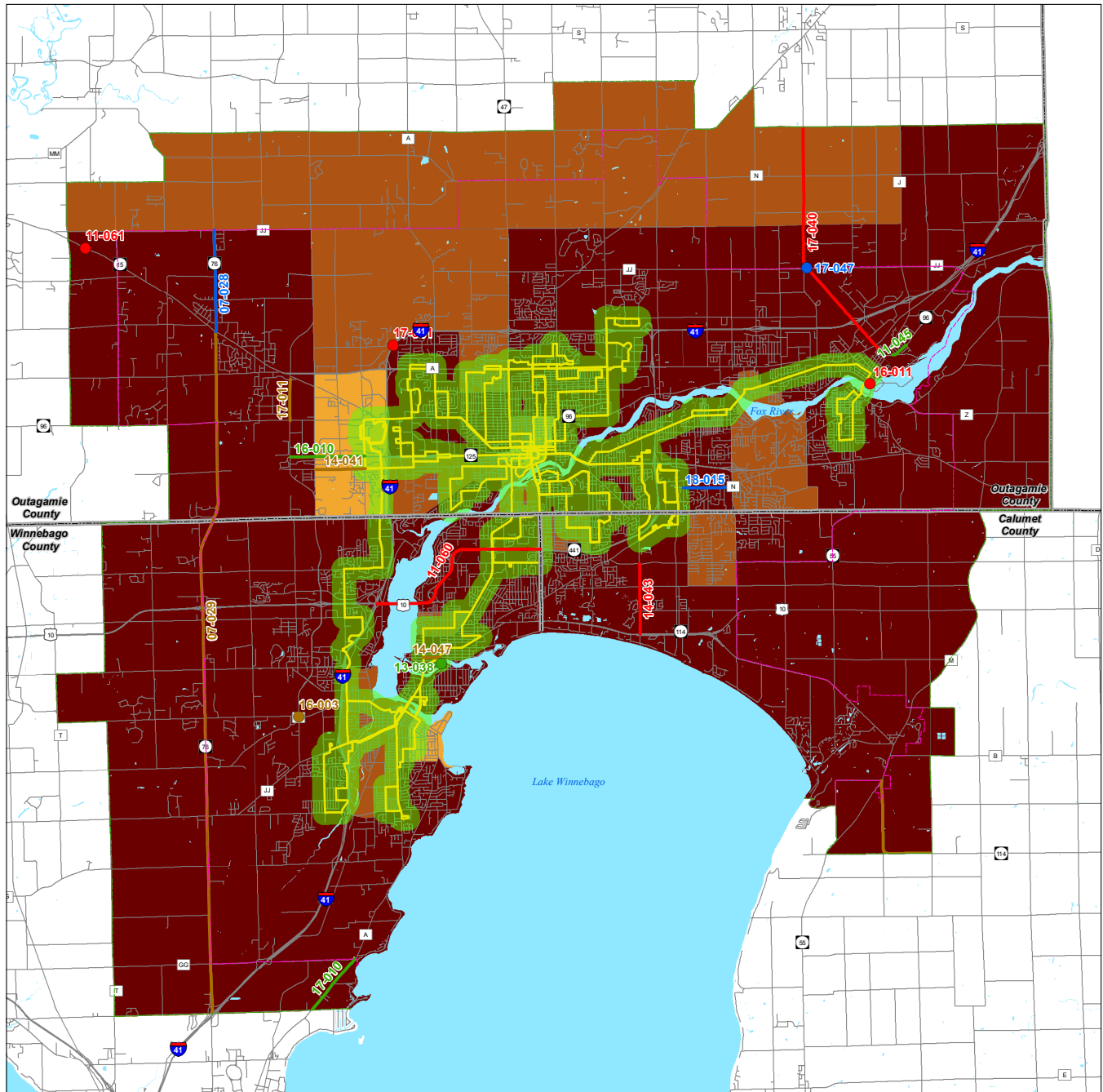


TIP Intersection Project Year and Number



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Figure G-8
Appleton Transportation Management Area TIP Projects (2018 - 2021) and
Population with Car Access (2010 Census Data)



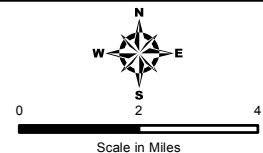
- Transit Routes
- 1/4 Mile Transit Buffer
- Access to a Car**
- Below 85%
- 85% - 90%
- 91% - 95%
- 96% - 98%
- Above 98%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**



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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 Fixing America’s Surface Transportation Act (FAST Act).

Figure H - 1 shows the Fox Cities urbanized area.

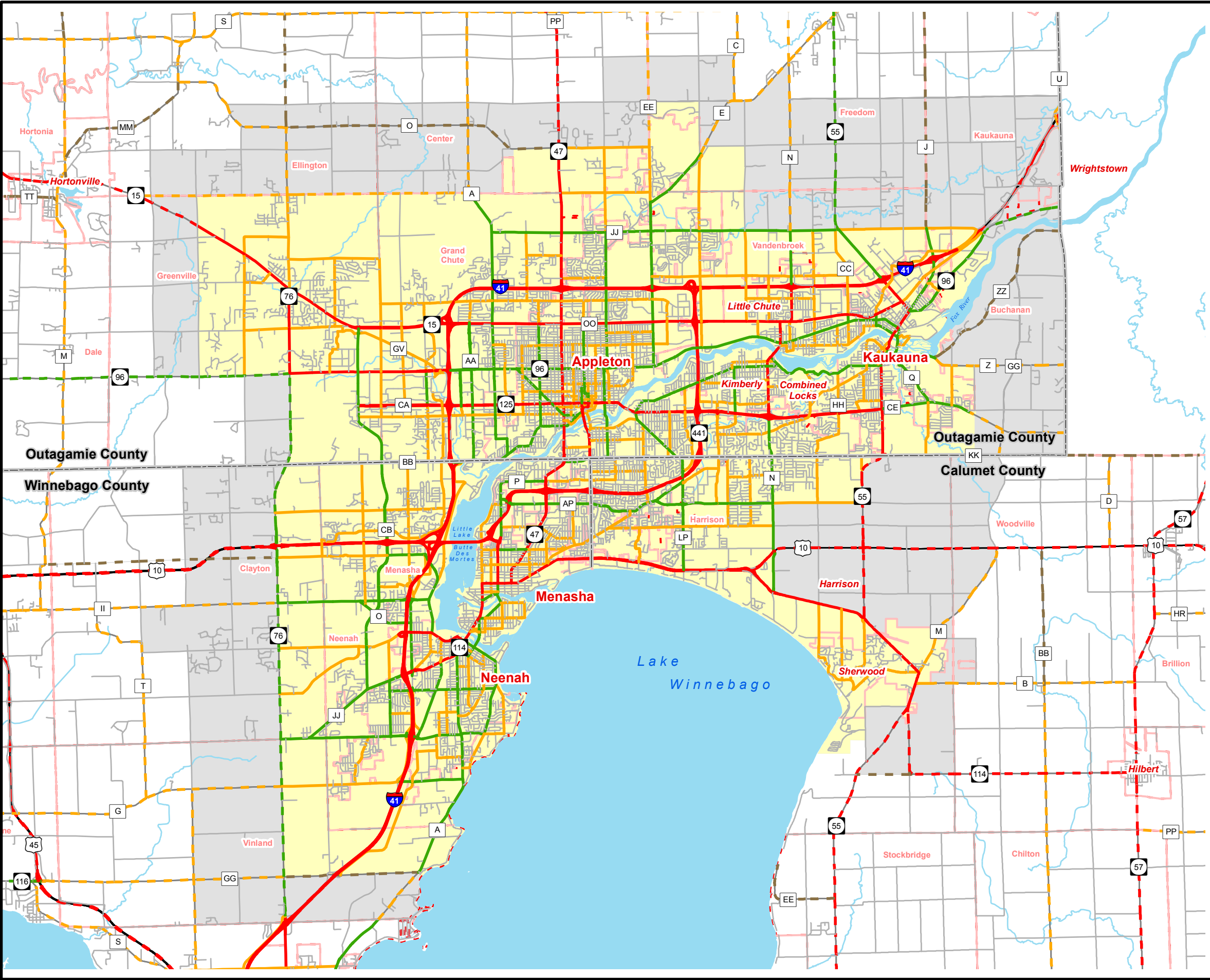


Figure H-1

Appleton Transportation Management Area Functional Classification System 2017

Urban Principal Arterial

Urban Minor Arterial

Urban Collector

Rural Principal Arterial

Rural Minor Arterial

Rural Major Collector

Rural Minor Collector

Local

Municipal Boundary

Appleton Adjusted Urbanized Area

Appleton Transportation Management Area

N

W

E

S

0

1

2

Scale in Miles

Source:

Base data provided by Outagamie, Winnebago, and Calumet Counties 2017.

TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

Functional Classification System provided by WisDOT/ECWRPC 2017.

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Prepared SEPTEMBER 2017 by:

East Central Wisconsin Regional Planning Commission

ECWRPC

East Central Wisconsin Regional Planning Commission

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