

PROPOSED RESOLUTION NO. 23-18

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES (APPLETON) TRANSPORTATION MANAGEMENT AREA - 2018.

WHEREAS, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Fox Cities Transportation Management Area, adopted the *2018 Transportation Improvement Program for the Fox Cities Transportation Management Area*, at the October 27, 2017 quarterly Commission meeting; and

WHEREAS, the Transportation Improvement Program was prepared to meet the requirements of the Fixing America's Surface Transportation Act: (FAST), as prescribed by federal regulations; and

WHEREAS, metropolitan planning organizations (MPOs) must work with Valley Transit to establish calendar year targets for transit performance measures addressed in the Transit Asset Management Plan (TAM) and incorporate them into the TIP; and

WHEREAS, Valley Transit and WisDOT has requested the MPO advance the attached transportation projects in the Fox Cities Area:

WHEREAS, all projects that use federal funds must appear in an adopted Transportation Improvement Program; and

WHEREAS, the MPO staff will prepare the appropriate documentation to meet federal and state requirements for any transportation project appearing in the TIP, **Now Therefore;**

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

SECTION 1. That the Commission approves the amendment as presented to include the attached transit performance measures in the adopted 2018 Transportation Improvement Program for the Fox Cities Transportation Management Area.

Effective Date: September 24, 2018

Prepared for: Steering Committee

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Jeff Nooyen, Vice-Chair – Outagamie Co.

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SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES

Introduction

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), Valley Transit has developed the following 2017 performance measures for capital assets. Assets are categorized by Rolling Stock, Equipment and Facilities. Valley Transit is a tier II provider.

MAP-21/Fast Act Performance Measures for transit as established in 49 USC 625 and 23 CFR 490 are:

- Transit
 - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
 - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Performance Measures & Targets

Performance measure of vehicles will be based on the percentage of vehicles that have either met or exceeded their established useful life benchmark (ULB). The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years.

For equipment and facilities, performance will be measured by condition rating of each individual asset.

The following targets have been established:

Transit Asset Management Goals

Category	Target
Revenue Vehicles	Allow less than 30% of vehicles to meet or exceed ULB.
Non-Revenue Vehicles	Allow less than 30% of vehicles to meet or exceed ULB.
Equipment & Facilities	Maintain a condition rating above 2 (marginal).

*ULB is useful life benchmark. The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years.

Asset Condition Summary

Asset Category/Class	Description	Count	Avg Age	Condition Rating*	% at or past ULB
Revenue Vehicles	Buses	28	13		89%
Revenue Vehicles	Cutaways	3	3.5		0%
Non-Revenue Vehicles	Staff and Maintenance Vehicles	7	8.75		42%
Equipment	Bus Wash	1	1	4	
Equipment	Fareboxes	31	9	3	
Equipment	ITS	1	0	5	
Facility	Transit Center	1	29	3	
Facility	Operations & Maintenance	1	38	3	

* Condition Rating Scale

5, Excellent, No visible defects, new or near new condition, may still be under warranty, if applicable
4, Good, Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional

3, Adequate, Moderately deteriorated or defective; but has not exceeded useful life

2, Marginal, Defective or deteriorated in need of replacement; exceeded useful life

1, Poor, Critically damaged or in need of immediate repair; well past useful life

An asset is not in good repair if it is rated 1 or 2

The methodology used to establish targets is based on staff input, empirical data and comparisons to other plans developed by peers. Targets set above may be adjusted as needed.

Table 1: Fox Cities Transportation Management Area - Project Listing (2018-2021)
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** Funds are listed in Year of Expenditure \$.

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

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Primary Jurisdiction	Project Description	Type of Cost	2018		
			Fed	State	Local
WisDOT	I41 / Appleton-Green Bay	DESIGN	72	18	0
Outagamie	STH 125 Interchange/Ramp Widening	ROW			0
	1120-61-00	CONST			0
252-18-043	.54 miles	TOTAL	72	18	0
WisDOT	I41 / Appleton-Green Bay	DESIGN	88	22	0
Outagamie	CTH J Interchange/Modification	ROW			0
	1130-52-00	CONST			0
252-18-044	.32 miles	TOTAL	88	22	0
WisDOT	I41 / Appleton-Green Bay	DESIGN	92	23	0
Outagamie	CTH N Interchange/Modification	ROW			0
	1130-53-00	CONST			0
252-18-045	.33 miles	TOTAL	92	23	0
WisDOT	I41 / Appleton-Green Bay	DESIGN	80	20	0
Outagamie	CTH CE Interchange/Extend Ramp	ROW			0
	4685-31-00	CONST			0
252-18-046	.39 miles	TOTAL	80	20	0
WisDOT	WIS 96 / Kaukauna-Wrightstown	DESIGN	124	31	0
Outagamie	Clairibel St - Wrightstown/Resurface	ROW			0
	4075-35-00	CONST			0
252-18-047	5.09 miles	TOTAL	124	31	0

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