

**Public Participation Plan (PPP) for the
Fox Cities and Oshkosh Metropolitan Planning Organization (MPO)
Long Range Transportation/Land Use Plan Updates (2012-2015)**

Background

Adopted 7/26/13

SAFETEA-LU, (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) signed into law in August of 2005, and subsequent MAP-21 (Moving Ahead for Progress in the 21st Century) enacted in July of 2012, require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. 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 ISTEA and TEA-21, SAFETEA-LU and now MAP 21. Areas of challenge include:

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

To carry out the comprehensive planning program, federal regulations reconfirmed the role of a cooperative planning institution, the Metropolitan Planning Organization (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 (Appleton) and Oshkosh urbanized areas, 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, Little Chute, and Sherwood. According to the 2010 U.S. Census the Fox Cities (Appleton) Urbanized Area had a population of 216,154

The Oshkosh urbanized area is located entirely within Winnebago County and includes all of the City of Oshkosh, large portions of the towns of Algoma and Oshkosh and small portions of the towns of Nekimi and Black Wolf. According to the 2010 U.S. Census the Oshkosh Urbanized Area had a population of 74,495.

Plan Purpose

The purpose of this Public Participation Plan (PPP) is to establish procedures that allow for, encourage, and monitor participation of all citizens in the Fox Cities and Oshkosh Urbanized

Areas, including but not limited to low income and minority individuals, and those with limited English proficiency. While traditional means of soliciting public involvement may not reach such individuals, or might not allow for meaningful avenues of input, the intent of this effort is to take reasonable actions throughout the planning process to provide opportunities for historically under-served populations to participate.

This document will lay out procedures to provide opportunities for all area citizens to participate in the development of the Transportation Improvement Program (TIP) for the Fox Cities (Appleton) and Oshkosh Urbanized Areas, the Long-range Transportation/Land Use Plan (LRTP) for the Fox Cities Urbanized Area, and the Long-range Transportation/Land Use Plan (LRTP) for the Oshkosh Urbanized Area and other planning documents that may be developed. The TIP is produced annually, which compiles all federally, state, and significant locally funded transportation projects and programs in the urbanized area, and documents the selection of transportation projects under the STP-Urban program. Projects must appear in the LRTP in order to be included in the TIP. The LRTP is a document which is updated every five years, and looks at a 20+ year horizon. The LRTP relates future land use expectations to transportation needs in the urbanized area and makes recommendations for projects and programs to meet those demands.

Also, this document is intended to meet federal civil rights requirements included in Title VI – Civil Rights Act of 1964. Environmental Justice provisions, adopted in Executive Order #12898, require that no population, particularly minority and low-income, be subject to a disproportionate share of adverse impacts, or are denied benefits of a program. Environmental Justice adds specific protected status of low income individuals to the Title VI requirements, to provide all members of the public equal access to federal aid programs.

A notice will be posted in the local newspaper, noting the existence of this public participation plan and a copy of the public participation plan will be sent, at a minimum, to the stakeholders identified in Appendix A.

Goals and Objectives for the Public Participation Plan

Goal: The goal of the PPP is to offer real opportunities for the engagement of all citizens in the Fox Cities and Oshkosh Urbanized Areas to participate in the development of a transportation plans and programs.

Objectives:

- To determine what non-English languages and other cultural barriers exist to public participation within the Fox Cities and Oshkosh Urbanized Areas.
- To provide a general notification of meetings, particularly forums for public input, in a manner that is understandable to all populations in the area.
- To hold meetings in locations which are accessible and reasonably welcoming to all area residents, including, but not limited to, low-income and minority members of the public.
- To provide avenues for two-way flow of information and input from populations which are not likely to attend meetings.
- To provide a framework of actions appropriate to various types of plans and programs, as well as amendments or alterations to any such plan or program.

- To use various illustrative visualization techniques to convey the information including but not limited to charts, graphs, photos, maps and the internet.

Identification of Stakeholders

Stakeholders are those who are either directly, or indirectly, affected by a plan, or the recommendations of that plan. Those who may be adversely affected, or who may be denied benefit of a plan's recommendation(s), are of particular interest in the identification of specific stakeholders. Stakeholders are broken down into several groups: general citizens, minority and low-income persons, public agencies, and private organizations and businesses.

General Citizens: There are 216,154 residents in the Fox Cities Urbanized Area (U.S. Census, 2010). Over 91 percent of the population of the urbanized area consider themselves to be of solely of a white race.

There are 77,495 residents in the Oshkosh Urbanized Area (U.S. Census, 2010). Over 91 percent of the population of the urbanized area consider themselves to be of solely of a white race.

Some of the techniques that can be used to engage the general population are public notices of meetings in the local newspaper, open house format public information meetings, and social media. While these techniques will continue, staff will make a greater effort to engage the general public, possibly with techniques such as, nominal group exercises, surveys, use of local news media, etc.

Minorities: Minority populations make up a fairly small percentage of the population in the Fox Cities Urbanized Area (See Table 1). Persons of Hispanic Ethnicity make up the largest minority, with 4.4 percent of the total population of the urbanized area. Asian and Black persons account for 3.3 percent and 1.2 percent of the population, respectively. There are also a small number of American Indian/Alaska native (0.6 percent). Persons who consider themselves to be of more than one race account for 1.6 percent of the population.

Minority populations also make up a fairly small percentage of the population in the Oshkosh Urbanized Area (See Table 2). Persons of Asian races make up the largest minority, with just over 3 percent of the total population of the urbanized area. Black and Hispanic persons account for 2.7 percent and 2.5 percent of the population, respectively. There are also a small number of American Indian/Alaska native (0.7 percent). Persons who consider themselves to be of two or more races account for 1.5 percent of the population.

Engaging minority, and low-English proficiency populations can be challenging. Language and cultural differences may not be compatible with the more traditional means of engaging the public in the planning process. The East Central Wisconsin Regional Planning Commission will make reasonable efforts to engage minority populations using techniques, such as including notations in public notices in appropriate non-English languages that will provide a contact where the individual can be informed of the process/project, and will have the opportunity to give input. Focus groups may also be established for the purpose of gaining input from a particular defined portion of the community. Also, advocacy groups can be a good resource for contacts and dissemination of information to minority and low-English proficiency populations.

Such advocacy groups or agencies can have insight into the needs of the under-represented populations, as well as providing valuable contacts or arenas for input. Contacts with local translators should also be maintained, and used as requested and needed.

TABLE 1: 2010 Fox Cities Urbanized Area - Race & Ethnicity

Category	Number	Estimated % of Pop.	2000 Number
Total Population	216,154	100.0%	187,774
One Race:			
White	197,180	91.2%	185,818
Black	2,598	1.2%	1,316
American Indian/Alaska native	1,344	0.6%	1,124
Asian	7,215	3.3%	4,544
Hawaiian & Pac. Islander	85	0.0%	67
Other	4,180	1.9%	1,608
Two or More Races	3,550	1.6%	1,956
Hispanic Ethnicity*	9,524	4.4%	4,265

Source: 2010 US Census Bureau

TABLE 2: 2010 Oshkosh Urbanized Area - Race & Ethnicity

Category	Number	Estimated % of Pop.	2000 Number
Total Population	74,495	100.0%	71,064
One Race:			
White	67,921	91.2%	66,228
Black	2,074	2.8%	1,284
American Indian/Alaska native	518	0.7%	354
Asian	2,292	3.1%	1,821
Hawaiian & Pac. Islander	30	0.0%	14
Other	488	0.7%	552
Two or More Races	1,172	1.6%	811
Hispanic Ethnicity*	1,865	2.5%	1,431

Source: 2010 US Census Bureau

Low-income: Low income individuals, those under 150 percent of the local poverty level, account for 18.5 percent of all persons in the Fox Cities Urbanized Area and 23.8 percent of all persons in the Oshkosh Urbanized Area. 10.6 percent of the Fox Cities Urbanized Area and 19.1 percent of the Oshkosh Urbanized Area's population was actually below the local poverty level, based on 2010 incomes. Low income populations of the Fox Cities and Oshkosh Urbanized Areas should be given every reasonable opportunity to provide input in this planning process, to avoid disproportionate harm, or lack of benefit, of transportation programs and projects. While low-income individuals may have access to all of the traditional means of public involvement, discussed under "general public", they may be less likely to become involved, or offer input. Some methods of gaining input either directly or indirectly from this portion of the population include focus groups, informal interviews, and agency/advocacy group contacts.

Public Agencies: Public agencies can provide valuable input to the planning process, in addition to assisting in gaining participation from traditionally under-represented populations. Pertinent public agencies include those that have clients who fall into under-represented populations, including but not limited to minorities, low-income, and limited English proficiency households. These agencies have great insight into the transportation needs of their clients and are useful partners in overcoming difficult barriers.

Private Organizations and Businesses: Private organizations and businesses offer a number of perspectives that are valuable to the planning process. Often, transportation for employees is of critical concern to private sector employers. For that reason, representation of private business interests will be welcomed in the planning process.

Milestones

Public Participation Plan: Public involvement is important at all stages of plan development. This document, upon its adoption, is to serve as the PPP for this planning process. Availability of the policy for review will be advertised in a manner reasonably expected to reach the general public, as well as minority populations, low-income persons, and other traditionally under-served populations. This could occur through contacts mentioned earlier in this document, notification of contacts available in English, Spanish, and Hmong languages, in addition to traditional public notices in local newspapers. Preliminary schedules of the planning processes are included in Tables 3 and 4.

Any comment received during the 45-day comment period will be considered by the MPO Policy Board, and incorporated as appropriate. If such comments prompt significant change to the policy, or if significant changes are prompted by internal review, such that a population protected by under Title VI is adversely affected, or disproportionately loses benefits included in the original policy, a 30-day review period will follow prior to final action by the MPO Policy Board.

Long Range Plans: The Public Participation Plan should be reviewed and updated at the beginning of each long range planning process. This will consist of a preliminary schedule of the planning process, public involvement activities, key meetings, public information meetings, review periods, and anticipated approvals.

Public involvement is important at all stages of plan development. An initial input session and at least one review and comment period, at a minimum, will be offered, and there will opportunities to provide input at each major stage of the process, including: needs identification, plan goals and objectives, alternatives, policies, draft document, and amendments to the plan.

At some stages, particularly needs identification and alternatives, particular techniques could be used to gather valuable input directly from the public at large or from under-represented subgroups of the population. Some such techniques include nominal group exercises, focus groups, a citizens' advisory committee, surveys, and an interactive website. Through the East Central Wisconsin Regional Planning Commission's website, Fox Cities MPO and Oshkosh MPO page, people can obtain information about each plan element and provide input to the process immediately.

www.fcompo.org

Other stages of the planning process, like reviewing objectives or policies compiled by the MPO staff and the MPO TAC, or reviewing draft documents or summaries, are more conducive to other techniques. Documents are available for review at UW-Center Fox Valley Library, Appleton Public Library, Lawrence University Library, Neenah Public Library, and Menasha Public Library, UW-Oshkosh Library and the City of Oshkosh Public Library. If materials are requested in Spanish, Hmong, large type, and/or Braille, MPO staff will make a reasonable attempt to accommodate those needs. Presentations to targeted groups or representative organizations, and availability on the MPO websites are also good techniques for this review and comment function.

Other techniques could also be determined to be useful at any particular stage of the process, and new and different techniques will be utilized as deemed appropriate.

TIP: The Transportation Improvement Program (TIP) is compiled annually, and therefore lends itself to a more structured schedule of planning process, as well as the public input to that process. The TIP compiles all federally- and state-funded projects, as well all significant locally-funded transportation projects. Another purpose of the TIP is to document the prioritization and selection of STP-Urban projects. The following rough schedule presents a framework for the compilation of the TIP and key points for public involvement opportunities.

Time	Public Involvement Opportunity	MPO Action
March	public notice of request for projects	projects requested of municipalities and state
May	deadline for project submittal	deadline for project submittal
May-June		STP-Urban projects prioritized by MPO staff, draft TIP compiled
June	TAC meeting	TAC meets to recommend STP-Urban projects for funding and review draft document
September	30-day public review and comment period	reviewing and incorporating comments
October		MPO approval

MPO staff will determine if any proposed projects will affect minority and low-income populations using U.S. Census data. More contacts will be made if an effect is detected. In any case, appropriate language notation will occur in each public notice, likely in Spanish and/or Hmong, which would inform the reader of a contact for further information.

TIP Amendments: The MPO will amend the TIP when new projects are added to the program following its adoption and when projects shift between programming years.

No Amendment Required

- Schedule
 - Changing the implementation schedule for projects within the first four years of the TIP.
- 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)

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

Major Amendment A major TIP amendment will be necessary when, a project that is approved for federal or state funds in the TIP is replaced by another project in the TIP's priority list *or* when any new projects that were not previously in the TIP are moved into the first four years of the TIP. Also, any new non-exempt or expansion projects should be included in major amendments.

A major amendment will require the following steps:

- MPO staff will begin the amendment process by releasing the proposed amendment for a 30-day public review period. Staff will inform the public of the proposed amendment by sending notices to the organizations on the Policy and Technical Advisory Committee, and other public agencies and private transportation provider's mailing lists, and by publishing

legal notices in local newspapers. These notices will be distributed before the 30-day review period begins.

- The public notices in local newspapers will include contacts for more information as well as a mailing and email address to submit comment, and the date of anticipated action by the MPO Policy Board.
- The amendment will be reviewed by the MPO TAC with a recommendation to the MPO Policy Board for approval.

MPO staff will present the proposed amendment to the MPO Policy Board for approval.

- 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 nonexempt/expansion project within the first four years of the TIP such that current description is no longer reasonably accurate.
- Funding (thresholds to be defined by the MPO in consultation with WisDOT and FHWA and subject to WisDOT approval).
 - Adding or deleting any project that exceeds the lesser of:
 - 20 % of the total Federal funding programmed for the calendar year, or
 - \$1,000,000.

Annual Listing of Obligated Projects: As required by MAP-21, an Annual Listing of Obligated Projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan transportation improvement program (TIP).

This provision is intended to increase the transparency of government spending on transportation projects and strategies in metropolitan areas to State and local officials, and to the public at large. Realizing this objective involves promoting accuracy and responsiveness in financial planning and adoption of a proactive approach to sharing information with the public in a meaningful way, at an appropriate time, and in a user-friendly format.

The Annual Listing of obligated projects is available upon request, or is online at the East Central Wisconsin Regional Planning Commission's MPO website.

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MPO Consultation in Public Participation Plan, LRTP and TIP Coordination: In developing metropolitan plans and TIPs, the MPO shall consult, as appropriate, with agencies and officials responsible for other planning activities within the Metropolitan Planning Area that are affected by transportation. This consultation shall be completed prior to the 45-day public review period and adoption of the Public Participation Plan. To coordinate the planning functions to the maximum extent practicable, such consultation shall compare metropolitan transportation plans and TIPs, as they are developed, with the plans, maps, inventories, and planning documents developed by other agencies. This consultation shall include, as appropriate, contacts with State, local, Indian Tribal, and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation, and historic preservation. **(See Appendix A: Public Participation Plan Contacts)** In addition, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area. Any comments received will be included in the PPP document.

Environmental Mitigation Activities in Long-Range Transportation Plan: A long-range transportation plan shall include a general, policy level discussion, not project specific discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by metropolitan transportation plan.

Environmental mitigation activities means strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, rectify, reduce, or compensate for (by replacing or providing substitute resources) the impacts to or disruption of elements of the human and natural environment associated with the implementation of a long-range statewide transportation plan of metropolitan transportation plan. The human and natural environment includes, for example, neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and water resources, forested and other natural areas, agricultural areas, endangered and threatened species, and ambient air. The environmental mitigation strategies and activities are intended to be regional in scope, even though the mitigation may address potential project-level impacts. The environmental mitigation strategies and activities must be developed in consultation with Federal, State, and Tribal wildlife, land management, and regulatory agencies **(See Appendix A: Public Participation Plan Contacts)** during the statewide and metropolitan transportation planning processes and be reflected in all adopted transportation plans. Any comments received will be included in these documents.

Planning Studies: The MPO's major planning studies will typically involve the following components, though a specific determination of public involvement actions will be determined as appropriate to each study:

Issue Identification

The Issue Identification element of the MPO's studies will be a cooperative effort between staff and some or all of the following:

- The public (through public information meetings, neighborhood meetings, transit surveys,

social media, etc.).

- Professionals in various fields (planners, engineers, transit managers, educators, social service providers, businesspeople, etc.).
- Elected officials and appointed board members (common council members, planning commission members, etc.).

The Issue Identification phase of MPO studies can involve the creation of an advisory committee comprised of citizens, professionals, elected officials, and/or appointed board members. These committees will typically meet within the area being studied (at a municipal building or within a neighborhood, preferably accessible by public transportation, and staff will hold as many meetings as appropriate.

Goals and Objectives

The goals and objectives of studies will typically be based on the information collected during the Issue Identification phase, and they will be presented to advisory committees at public meetings when advisory committees are a part of the process.

Alternatives and Policies

Alternatives and policies that are developed and recommended during planning studies will be presented to advisory committees at public meetings when these committees are a part of the process, as well as to the MPO TAC.

Draft Documents

After completing draft documents, the documents will be made available for public review (30-days) after being sent to the study advisory committees, if advisory committees exist, or to the MPO TAC. The public will also be invited to attend presentations of the documents to the appointed and/or elected bodies that will adopt them, usually the MPO Policy Board.

Amendments

The MPO will ensure that the public has an opportunity to comment before its planning studies are amended by informing the public of proposed amendments, establishing a 30-day public review period, and holding an open house/public hearing. The public will also be invited to attend the amendment adoption meetings.

Outreach Efforts

In addition to the outreach efforts identified earlier in this policy, MPO staff will use the following techniques during its planning studies, as deemed appropriate by staff and the MPO Policy Board:

- Presentations to professional, citizen, and student organizations.

- Articles in community newsletters.
- Press releases in Appleton Post Crescent and Oshkosh Northwestern and meetings with local media representatives.
- “Drop-in” meetings with business owners and others.
- Informal conversations with individuals and small groups.
- Interviews with people who are or could be affected by study recommendations.
- Presentations by experts on various transportation-related subjects.
- Telephone and on-board transit surveys.
- Surveys and questionnaires concerning various planning issues.
- Posting transportation-related studies and plans on the MPO website.
- Use various illustrative visualization techniques to convey the information including but not limited to charts, graphs, photos, maps, social media and the internet.

The MPO will also experiment with other techniques to determine the best methods of involving all segments of the metropolitan area population in the planning process.

Evaluation Criteria and Process

The MPO will use the following evaluation criteria for its public participation techniques, as deemed appropriate for each project:

<u>Participation Techniques</u>	<u>Evaluation Criteria</u>	<u>Performance Goals</u>	<u>Methods of Meeting Goals</u>
Public Participation Plan.	Consultation documentation As Per MAP-21	Correspondence from operating agencies and the various stakeholders	MPO staff will review the PPP annually to determine if modifications are necessary.
Citizens Advisory Committees.	Attendance.	Average committee meeting attendance of at least 50 percent during a planning effort.	Distribute committee materials before meetings, establish consistent meeting schedules, when possible.
Direct Mailings (letters, fliers, etc.).	Completed flier surveys returned, number of people reached by the mailings, etc.	Minimum 1 percent of flier surveys returned or mailings reach at least 90 percent of the people who are affected by a project.	Design the fliers and other mailings in ways that encourage people to open and read them.
<u>Participation Techniques</u>	<u>Evaluation Criteria</u>	<u>Performance Goals</u>	<u>Methods of Meeting Goals</u>
Community Visioning Sessions/Public Informational meetings	Attendance.	Minimum ½ percent of affected population attends each session.	Schedule at convenient times and accessible locations
Website and Social Media	Number of hits; comments received	Minimum of 20 hits per month, minimum of 20 follows	Advertise the site in public notices and other, encourage people to obtain information from the site.
Project-Specific Newsletter Articles.	Comments from project participants and others.	Newsletter reaches at least 50 percent of people who are affected by a project.	Encourage publishers to place articles in prominent locations within newsletters.

Public Hearings.	None - required by Wisconsin Statutes, (not required under MAP-21 for attainment areas)	N/A	Schedule meetings at convenient times and accessible locations.
Legal Advertisements.	None – required by Wisconsin Statutes.	N/A	N/A
Presentations to Professional, Citizen, and Student Organizations.	Comments from participants.	Most comments indicate that presentations are clear and informative.	Use pictures and other visuals to demonstrate concepts.
Press Releases, Meetings with Local Media Representatives.	Publication and broadcasting of planning-related stories.	No standard.	Inform media representatives of planning issues, be available to answer questions, develop and maintain relationships with media representatives, etc.
Presentations by Experts on Transportation-Related Subjects.	Attendance, comments from attendees.	Most comments indicate that presentations are clear and informative.	Hold presentations at convenient times and accessible locations, publicize the presentations thoroughly.
<u>Participation Techniques</u>	<u>Evaluation Criteria</u>	<u>Performance Goals</u>	<u>Methods of Meeting Goals</u>
Surveys (telephone).	Number of responses.	At least 90 percent of target number.	Call at times when people are often home (evenings, weekends, etc.), keep surveys relatively short, inform people of importance of survey.
Surveys (transit patrons).	Number of responses.	At least 10 percent of average daily ridership.	Keep surveys short, work with operator to determine best distribution method.

These criteria will be reviewed and modified each year as necessary. If new techniques are tried and found to be successful between review periods, the list will be updated to include the new techniques.

Documentation

Availability of Planning Documents: Hard copies of documents prepared by the MPO will be available at the cities of Appleton, Menasha, Neenah, and Kaukauna planning offices, villages of Combined Locks, Little Chute, Kimberly, and Sherwood village halls and the towns of Grand Chute, Neenah, Menasha, Greenville, Buchanan, Vandenbroek, Vinland, and Harrison town halls. Electronic versions of the documents will be available on the East Central MPO website, www.fcompo.org. Significant plans and studies will also be made available at public libraries and other public agencies in the metropolitan area, as deemed appropriate. The locations of the documents will be public noticed in the local newspaper.

Methods of Addressing Comments: The MPO staff will document comments, present them to decision-making bodies, modify the contents of the document as necessary, and include the comments in the appendices of planning products after they are approved and published. Comments received after studies and other planning products are completed and approved will be documented and referenced when amending or updating the planning products.

Responses to Information Requests and Comments: Information can be requested from MPO staff in person and by phone, fax, e-mail, and U.S. mail.

www.fcompo.org

Or by contacting:

East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
Phone: (920) 751-4770
Fax: (920) 751-4771

Contact: Walt Raith, Assistant Director/MPO Director – wraith@eastcentralrpc.org

If materials are requested in Spanish, Hmong, large type and/or Braille, staff will make a reasonable attempt to accommodate those needs. Other techniques could also be determined to be useful at any particular stage of the process, and new and different techniques will be utilized as deemed appropriate.

Appendix A

Public Participation Plan Contact List

Fox Cities MPO Area Contacts

Transportation Providers – Public

Valley Transit

Outagamie County, Dept. of Health and Human Services

Winnebago County, Human Services Dept.

Calumet County, Aging Unit

New Hope Center

Neenah-Menasha Dial-a-Ride

Fish Community Service Senior Transportation

Transportation Providers - Private

Koeppen's Medical Transports Ltd.

Kobussen Buses Ltd.

Lamers Bus Lines, Inc.

Community Cab Co.

Huettl Bus, Inc.

Appleton Yellow Taxi

Fox Valley Cab

Safe-T-Way Bus Service Inc.

T & D Taxi

Goldstar Ambulance

Making the Ride Happen

Other Agencies & Organizations

Appleton Public Library

Neenah Public Library
Menasha Public Library
Kimberly Public Library
Village of Little Chute Public Library
City of Appleton, Housing Authority
City of Kaukauna, Housing Authority
City of Neenah, Housing Authority
City of Menasha, Housing Authority
Outagamie County Housing Authority
Outagamie County Sheriff
Winnebago County Sheriff
Calumet County Sheriff
Town of Clayton
Town of Ellington
Town of Kaukauna
Town of Freedom
City of Menasha - Senior Citizens Center
City of Neenah – Senior Activity Center
Thompson Community Center
Calumet County Senior Resource Center
U.W. – Fox Valley
Fox Valley Technical College
Rebuilding Together
ACES/Xavier Educational System

Twin Cities Catholic Education System
Lawrence University
Appleton Public Schools
Freedom Public Schools
Kaukauna Public Schools
Hortonville Public Schools
Kimberly Public Schools
Little Chute Public Schools
Menasha Public Schools
Neenah Public Schools
Valley Packaging, Inc.
Lakeside Packaging, Inc.
United Migrant Opportunity Services
ADVOCAP, Inc.
Fox Cities Chamber of Commerce
Goodwill Industries of North Central Wis., Inc.
Leaven
Lutheran Social Services
Progressive Apartments
Ryan Community, Inc.
Villa Phoenix
Salvation Army of the Fox Cities
Downtown Appleton, Inc.
Menasha Action Council

Housing Partnership of the Fox Cities

Hmong American Partnership

Hispanic Interagency Council

St. Therese Catholic Church

Fox Valley Sierra Club

Fox Valley Advocacy Coalition

Oshkosh MPO Area Contacts

Transportation Providers – Public

City of Oshkosh Transit System

American Red Cross

Winnebago County, Human Services Dept.

Transportation Providers – Private

Koeppen's Medical Transports Ltd.

Kobussen Buses Ltd.

A-1 Mobile Transport

Greyhound Bus Lines

Gold Cross Ambulance

Cabulance

Wisconsin Southern Railroad

Canadian National Railroad

Winnebago Interfaith Needs Response, Inc.

Other Agencies and Organizations

City of Oshkosh Public Library

City of Oshkosh Fire Dept.

Winnebago Count Sheriff
Town of Oshkosh
Town of Algoma
Town of Omro
Town of Nekimi
Town of Black Wolf
City of Oshkosh Housing Authority
Fox Valley Technical College
Oshkosh Senior Center
University of Wisconsin – Oshkosh
Unified Catholic Schools of Oshkosh
Oshkosh Public Schools
Oshkosh Parochial Schools
ADVOCAP, Inc.
Chamco, Inc.
Goodwill Industries, Inc.
Salvation Army
League of Women Voters
Friends of the Trail
Home Builders Association
United Way

Regulatory Agencies MPO Area Contacts

Department of Agriculture, Trade & Consumer Protection
Natural Resources Conservation Services

National Park Service, Midwest Region
WI State Historic Preservation Office
North Central Region Bureau of Sport Fisheries & Wildlife
Wisconsin Transportation Builders Association
Sierra Club, John Muir Chapter
United States Forest Service
Department of Army Corp of Engineers
Ninth Coast Guard District
Department of Natural Resources, Bureau of Environmental Impact
Bureau of Indian Affairs
Environmental Protection Agency
Calumet County Planning and Zoning Department
Outagamie County Zoning Department
Winnebago County Zoning Department
Department of Natural Resources, Regional Transportation Liaisons