

Transportation Improvement Program Fox Cities Transportation Management Area 2016



Fox Cities
Metropolitan Planning Organization
Approved on October 30, 2015

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE FOX CITIES (APPLETON) TRANSPORTATION MANAGEMENT AREA

- 2016 -

October 30, 2015

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 - 2016

AUTHOR: David J. Moesch, Associate Transportation Planner

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SOURCE OF COPIES: East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
(920) 751-4770
www.ecwrpc.org

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 2016-2019 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 2016 through 2019; for transit assistance programs, 2016 and 2017.

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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 Moving Ahead for Progress in the 21st Century Act (MAP-21) administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2016 to 2019. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the urbanized area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

REPORT FORMAT

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

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

CERTIFICATIONS

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

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

- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

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



**TRANSPORTATION IMPROVEMENT
PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

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

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

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

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

THE TIP PROCESS

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

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

transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2020 are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to proceed with projects not scheduled in the first year of the TIP, the MPO agrees that projects from the second, third or fourth year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

TIP Amendments

No Amendment Required

- Schedule
 - Changing the implementation schedule for projects within the first four years of the TIP. Provided that the change does not trigger redemonstration of fiscal restraint.
- Scope
 - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
 - Changing the source (fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

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

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

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

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

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

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided by direct letter, dated July 1, 2015, requesting candidate projects to be identified. On September 30, 2015, a legal notice was published in the Appleton daily paper identifying a review and comment period from September 30 to October 29, 2015. The Transportation Committee would meet October 13, 2015 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 30, 2015 quarterly Commission Meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

Project Review for Eligibility

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

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

Flexibility of Funding Sources

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

Federal-Aid Highway Programs

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

Federal-Aid Transit Programs

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

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

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

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

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

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2016-2019, itemized in the listing this year includes the 2016 through 2019 projects that were submitted by the local entities. In developing this 2016 TIP, multiple projects were selected by the Policy Board for 2019 - 2020.

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

STP-Urban Project Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the *Transportation Improvement Program*. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2016-2019 project candidates, as part of the 2016 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

2016-2019 allocations resulted in staff recommending multiple projects in the Fox Cities area. These projects were selected by action of the Technical Advisory Committee for the Fox Cities area on April 6, 2015:

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

See Table 1 for project listing

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, 2019-2020. Table A-1 is a listing of projects that can be considered for possible future funding but are listed as illustrative, meaning that no funds are programmed out beyond the 4 year program for 2016 through 2019.

2016 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 (252-16-001). 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: 2016, 2017, 2018, and 2019.

Table 1: Fox Cities Transportation Management Area - Project Listing (2016-2019)
(\$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	2016				2017				2018				2019				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Appleton Valley Transit Outagamie	Fixed Route Bus Paratransit Capital Projects Section 5307	Oper. Contr. Purch. TOTAL	1460 1046 1280 3786	1460 1046 0 2506	1353 1383 320 3056	4273 3475 1600 9348	1504 1078 1208 3790	1504 1078 0 2582	1421 1424 302 3147	4429 3580 1510 9519	1549 1110 1165 3824	1549 1110 0 2659	1464 1467 291 3222	4562 3687 1456 9705	1595 1143 1056 3794	1595 1143 0 2738	1535 1511 264 3310	4725 3797 1320 9842	
WisDOT Outagamie	WIS 55 / Lawe St - I 41 Reconstruction 4650-08-00, 21,50,51, 71 STP 1.01 m. (E)	PE ROW R/R CONST TOTAL				0 0 0 0 0			121 26 4 151 7056 1621 143 8820 7177 1647 147 8971	0 0 0 0 0				0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	
WisDOT Winn, Out	WIS 76 / I 41 - CTH JJ Reconstruct 6430-12-00, 21, 71 STP 3.72 miles (P)	PE ROW CONST TOTAL		0 900 0 900		0 0 0 900			0 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Construction in 2020 See Table A-1
WisDOT Outagamie	WIS 125 / I 41 - WIS 47 Resurface 4659-15-00, 71 STP 2.61 m. (P)	PE ROW CONST TOTAL				0 0 0 0		4520 1130 0 5650 4520 1130 0 5650	0 0 0 0			0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT Outagamie	WIS 76/WIS 15 - CTH JJ Recondition 6517-10-00, 21, 71 STP 1.43 m. (P)	PE ROW CONST TOTAL				0 0 0 0	0 313 0 313 0 313 0 313	0 0 0 0			0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Construction in 2021 See Table A-1
WisDOT T of Center	CTH O WCL Crossing Signals & Gates 1009-93-40 OCR (P)	PE ROW CONST TOTAL				0 0 119 64 0 183 119 64 0 183			0 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT Outagamie	WIS 15 / New London - Appleton Access Management Plan 1146-40-00 STP 3.24 m. (P)	PE ROW CONST TOTAL		160 40 0 200		0 0 0 200			0 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT Winnebago	USH 10/WIS 441 - WIS 114 C of Menasha (Oneida St) 1500-44-00,21,71 STP (P)	PE ROW CONST TOTAL		0 225 0 225		0 0 0 225			0 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Construction in 2020 See Table A-1
WisDOT Outagamie	WIS 96 / Washington - Clairbel Reconstruct 4075-33-00,21,71 STP (P)	PE ROW CONST TOTAL		0 125 0 125		0 0 0 125			0 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	0 0 0 0	1828 457 185 2470 1828 457 185 2470	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT Winnebago	USH 10, I 41 - Oneida Street Reconst, exp 1517-75-71 to 82 1517-07-03, 04,10,21,22,40,41,71-95 STP (E)	PE ROW CONST TOTAL			2 55547	0 0 16955 38590 2 55547 16955 38590 2 55547			0 49830 5984 43846 0 49830 5984 43846 0 49830	0 0 0 0	322 72 8 402 48771 18463 3 67237 49093 18535 11 67639	0 0 0 0	0 0 0 0	0 0 0 0	37752 9438 0 47190 37752 9438 0 47190	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT Outagamie	WIS 15, Greenville - New London RCNST, expansion, R/R Crossings 1146-75-00,21,50-54,71,72,73 STP - Majors (E)	PE ROW CONST TOTAL			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	21032 5258 0 26290 21032 5258 0 26290	0 0 0 0	0 0 0 0	0 0 0 0	12496 3124 0 15620 12496 3124 0 15620	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT Outagamie	WIS 47 / CTH OO Roundabout 6240-26-00, 21, 71 STP (P)	PE ROW CONST TOTAL			0 0 0 0	0 0 0 0		3675 672 41 4388 3675 672 41 4388	0 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	

WisDOT Menasha	3rd Street, City of Menasha Lake Winnebago Slough & Appr 4992-01-00, 71	PE ROW CONST TOTAL	0 0 0 419 0 116 535	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-12-011	BR (P)	TOTAL	419 0 116 535	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT Neenah	CTH G, City of Neenah Neenah Slough Bridge & Appr 6468-02-71	PE ROW CONST TOTAL	0 0 0 464 116 0 580	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-12-013	BR (P)	TOTAL	464 116 0 580	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT Outagamie	141/Appleton - Green Bay CTH J-Orange Lane 1130-44-00, 21.71	PE ROW CONST TOTAL	0 0 0 20680 4996 0 25676	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-12-036	STP 12.45 m. (P)	TOTAL	20680 4996 0 25676	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT Outagamie	WIS 15 & Casaloma Drive Turn Lane Adjustment 1146-44-71	PE ROW CONST TOTAL	0 0 0 492 54 0 546	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-13-011	HSIP (P)	TOTAL	492 54 0 546	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	Regional Safe Routes to School	STUDY ROW CONST TOTAL	0 0 0 90 0 0 90	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-13-035	STP (P)	TOTAL	90 0 0 90	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT Winnebago	Racine St. Bridge C of Menasha 4992-03-00, 21, 71	PE 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 0 0	0 0 0 0
252-13-038	BR 0.1 miles (E)	TOTAL	0 0 0 0	0 1200 0 1200	0 1200 0 1200	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	USH 10 / Waupaca - Menasha NCL - WIS 441 1500-48-30, 60	PE 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 0 0	0 0 0 0
252-14-010	STP (E)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3629 907 0 4536	3629 907 0 4536	0 0 0 0
WisDOT T of Grand Chute	W. Spencer St/Mayflower-Casaloma 4657-25-00,01	PE ROW CONST TOTAL	259 0 65 324	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-14-041	URB 1.04 miles (P)	TOTAL	259 0 65 324	0 0 0 0	0 0 0 0	0 0 0 0	1843 0 549 2392	1843 0 549 2392	0 0 0 0
WisDOT Calumet Co.	CTH LP/ USH 10 - CTH AP 4992-00-56,57	PE 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 0 0	0 0 0 0
252-14-043	URB 1.5 miles (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	3887 0 972 4859	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT V of Kimberly	Kimberly Ave / Railroad-Marcella 4989-00-18, 19	PE ROW CONST TOTAL	0 0 0 1952 0 552 2504	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-14-044	URB 0.9 miles (P)	TOTAL	1952 0 552 2504	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT C of Appleton	Oneida St/ Valley Rd - Skyline Bridge 4984-01-73,74,75,76	PE 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 0 0	0 0 0 0
252-14-046	URB 1.14 miles (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3296 0 2808 6104	3296 0 2808 6104	0 0 0 0
WisDOT C of Menasha	Broad St / Tayco - Racine 4992-00-55, 58	PE 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 0 0	0 0 0 0
252-14-047	URB .3 miles (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	684 0 196 880	684 0 196 880	0 0 0 0
WisDOT C of Kaukauna	Delanglade St/CN RR Xing RR Surface Reconstruction 4650-08-52	PE 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 0 0	0 0 0 0
252-14-048	STP (P)	TOTAL	0 0 0 0	32 8 0 40	32 8 0 40	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT C of Kaukauna	Delanglade St/CN RR Xing RR Signals 4650-08-53	PE 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 0 0	0 0 0 0
252-14-049	STP (P)	TOTAL	0 0 0 0	121 30 0 151	121 30 0 151	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0

WisDOT C of Kaukauna	Island St/Fox River Bridge P-44-0713 6498-05-00, 71 BR	PE ROW CONST TOTAL	0 0 733 733	0 0 0 0	183 183	916 916	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-14-052	(P)												
WisDOT	Regional Safe Routes to School	STUDY ROW CONST TOTAL	0 0 21 21	0 0 0 0	5 5	26 26	148 148	0 0	37 37	185 185	0 0	0 0	0 0
252-15-001	(P)												
WisDOT	Regional Safe Routes to School	STUDY ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0	0 0	181 181	0 0	45 45	226 226	0 0	0 0	0 0
252-15-037	(P)												
WisDOT	Safety Funds Grouped Projects	PE 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	0 0	0 0
252-16-001	(P)												
WisDOT	Rail/Hwy Xing Safety Grouped Projects	PE 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	0 0	0 0
252-16-002	(P)												
WisDOT	Hwy Safety Improv Prog (HSIP) Grouped Projects	PE 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	0 0	0 0
252-16-003	(P)												
WisDOT	RR Xing STP protective Devices Grouped Projects	PE 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	0 0	0 0
252-16-004	(P)												
WisDOT	Preventative Maint. National Highway Grouped Projects	PE 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	0 0	0 0
252-16-005	(P)												
WisDOT	STN Preventative Maint. Connecting Highway Grouped Projects	PE 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	0 0	0 0
252-16-006	(P)												
WisDOT	Enhancements Grouped Projects	PE 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	0 0	0 0
252-16-007	(P)												
OCR	OCR Rail-Highway Xing Safety Grouped Projects	PE 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	0 0	0 0
252-16-008	(P)												
WisDOT	WIS 15 / WIS 76 - New London Lily of the Valley Dr - CTH JJ 1146-75-74	PE ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	4080 4080	1020 1020	0 0
252-16-009	(E)												

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

Table 2: Fox Cities Transportation Management Area, 2016-2019
Summary of Federal Funds Programmed and Available
(\$000)

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2016	2017	2018	2019	2016	2017	2018	2019
Federal Highway Administration								
National Highway Performance Program	0	0	0	0	0	0	0	0
Surface Transportation Program								
Fox Cities Urbanized Area	2,211	0	3,887	11,983	2,211	0	3,887	11,983
Surface Transportation Program								
State Flexibility	39,641	21,838	70,125	59,785	39,641	21,838	70,125	59,785
Highway Safety Improvement Program	492	0	0	0	492	0	0	0
Transportation Alternatives Program	0	0	0	0	0	0	0	0
Programmed Expenditures	42,344	21,838	74,012	71,768	42,344	21,838	74,012	71,768
* Annual Inflation Factor 2.3%	974	502	1,702	1,651	974	502	1,702	1,651
Estimated Need with Inflation Factor	43,318	22,340	75,714	73,419	43,318	22,340	75,714	73,419
Federal Transit Administration								
Section 5307 Operating	\$1,460	\$1,504	\$1,549	\$1,595	\$1,460	\$1,504	\$1,549	\$1,595
Section 5307 Capital	1,280	1,208	1,165	1,056	1,280	1,208	1,165	1,056
Programmed Expenditures	2,740	2,712	2,714	2,651	2,740	2,712	2,714	2,651
* Annual Inflation Factor 2.3%	63	62	62	61	63	62	62	61
Estimated Need with Inflation Factor	2,803	2,774	2,776	2,712	2,803	2,774	2,776	2,712
Section 5310	0	0	-not yet programmed-		0	0	-not yet programmed-	

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

**Table 3: Implementation Status of 2015
Fox Cities Transportation Management Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2015				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Tricounty	STH 441, USH 41 - USH 41 Road Maintenance 4685-19-30, 60	PE ROW CONST				0 0 3110 777 0 3887	X		
252-10-013	STP 11 m. (P)	TOTAL	3110	777	0	3887			
WisDOT Winnebago	USH 10/STH 441 - STH 114 C of Menasha (Oneida St) 1500-44-00,21,71 RESURF	PE ROW CONST				0 0 0 42 0 42	X		
252-11-043	STP (P)	TOTAL	0	42	0	42			
WisDOT Out & Cal C	STH 55 / Sherwood NVL - USH 10 Resurface 4050-15-00, 71	PE ROW CONST				0 0 0 47 0 47	X		
252-11-044	STP 0.0 m. (P)	TOTAL	0	47	0	47			
WisDOT T of Greenville	CTH CB Bike to Work Trail 1146-30-01, 72	PE ROW CONST				0 0 648 0 174 822		X	
252-11-053	EN (P)	TOTAL	648	0	174	822			
WisDOT V of Little Ch	Little Chute Canal Bridge Ped/Bike over Little Chute Lock 4990-03-00, 71	PE ROW CONST				0 0 1289 0 430 1719	X		
252-11-054	EN (P)	TOTAL	1289	0	430	1719			
WisDOT Outagamie	STH 47, Appleton - Bonduel CTH JJ - NCL 6240-22-00, 71 RESURF	PE ROW CONST				0 0 354 89 0 443	X		
252-12-012	STP (P)	TOTAL	354	89	0	443			
WisDOT Outagamie	CTH CE/College & Eisenhower 4160-05-71 RECST	PE ROW CONST				0 0 1530 0 1116 2646		X	
252-12-038	HSIP (P)	TOTAL	1530	0	1116	2646			
WisDOT T of Menasha Winnebago	CTH II-STH 441 Oshkosh-Appleton 1120-29-00, 71 RESURF	PE ROW CONST				0 0 747 83 0 830	X		
252-14-003	HSIP .24 miles (P)	TOTAL	747	83	0	830			
WisDOT Winnebago	I-41 Conversion / State Line - Green SCL Dodge Co - I-43 Signing 1133-03-76	PE ROW CONST				0 0 1776 444 0 2220	X		
252-13-041	STP (P)	TOTAL	1776	444	0	2220			
WisDOT	USH 10 / USH 41 - Oneida Street 1517-75-50,51,52,53 RR Xing Relocation	PE ROW CONST				0 0 364 91 0 455	X		
252-14-040	STP (P)	TOTAL	364	91	0	455			
WisDOT T of Buchana	Van Roy/Eisenhower CTH CE - Theater Way 4160-05-73 RECST	PE ROW CONST				0 0 598 0 154 752		X	
252-14-045	URB .1 miles (P)	TOTAL	598	0	154	752			
WisDOT C of Appleton	Prospect Ave/Jackman St Overhead B-44-0297 4984-09-71 BRRPL	PE ROW CONST				0 0 1417 0 1182 2599		X	
252-14-050	BR (P)	TOTAL	1417	0	1182	2599			
WisDOT C of Appleton	Lawe St/Power Canal Bridge BP-44-0718 4984-08-50, 51 & 71 BRRHB	PE ROW CONST				0 0 998 0 391 1389		X	
252-14-051	BR (P)	TOTAL	998	0	391	1389			
WisDOT C of Appleton	STH 125 - Needs Identification Study CTH CB - STH 47 4659-16-00 MISC	PE ROW CONST				0 0 720 180 0 900		X	
252-15-009	STP 2.79 miles (P)	TOTAL	720	180	0	900			
WisDOT T of Harrison Calumet	Northshore Ext of Friendship Trail Friendship State Trail 4992-00-46 MISC	PE ROW CONST				0 0 283 0 199 482		X	
252-15-010	EN 2.04 miles (P)	TOTAL	283	0	199	482			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2016-20120)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2016				2017				2018				2019				2020+			
			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)	PE				0				0				0				0	0	0	25	25
		ROW				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)	PE				0				0				0				0	0	0	100	100
		ROW				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)	PE				0	0	0	90	90				0				0	0	0	90	90
		ROW				0				0				0				0				0
		CONST				0	0	0	1310	1310				0				0	0	0	1310	1310
		TOTAL	0	0	0	0	0	0	1400	1400	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)	PE				0				0				0				0	0	0	60	60
		ROW				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 B Reconstruct to Urban, 2-lane with bike&ped Local 0.6m. (E)	PE				0				0				0				0	0	0	60	60
		ROW				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)	PE				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)	PE				0				0				0				0	0	0	100	100
		ROW				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)	PE				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)	PE				0				0				0				0	0	0	85	85
		ROW				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)	PE				0				0				0				0	0	0	80	80
		ROW				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)	PE				0				0				0				0	0	0	145	145
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1575	1575
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1720	1720
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/ S of Edgewood - Edgewood Resurface Local 0.74 m. (E)	PE				0				0				0				0	0	0	100	100
		ROW				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>	Lincoln Ave./Wilson-Vandenbroek Extension of Lincoln Ave. Local 0.05 m. (E)	PE				0				0				0				0	0	0	19	19
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	100	100
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	119

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2016-20120)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2016				2017				2018				2019				2020+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Little Chute Outagamie <i>Illustrative</i>	Main St./Vandenbroek intersection	PE				0				0				0				0	0	0	25	25
	Realignment	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	250	250
	Local 0.00 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	275
Little Chute Outagamie <i>Illustrative</i>	Evergreen / French - Holland	PE				0				0				0	0	0	300	300				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0	0	0	3451	3451				0
	Local 1.00 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3751	3751	0	0	0	0
Little Chute Outagamie <i>Illustrative</i>	Evergreen / Holland- CTH N	PE				0				0				0				0	0	0	270	270
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2910	2910
	Local 1.00 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3180	3180
Little Chute Outagamie <i>Illustrative</i>	Randolph / Buchanan - Evergreen	PE				0				0				0				0	0	0	88	88
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1088	1088
	Local 0.63 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1176	1176
V Combined Lock Outagamie <i>Illustrative</i>	Prospect St / CTH N - Park	PE				0				0				0				0	0	0	40	40
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3460	3460
	Local 1.20 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3500	3500
V of Kimberly Outagamie <i>Illustrative</i>	Kimberly Trl/CE Trl - Railroad	PE				0				0				0				0				0
	Bike/ Ped Trail	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	392	392
	Local (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	392	392
V of Kimberly Outagamie <i>Illustrative</i>	Railroad St/3rd - Maes	PE				0				0				0				0				0
	Bike/ Ped Trail	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	170	170
	Local (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	170
T. Menasha Winnebago <i>Illustrative</i>	Lake St/RR-Butte	PE				0				0				0				0	0	0	213	213
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1921	1921
	Local 1.0m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2134	2134
T. Menasha Winnebago <i>Illustrative</i>	Airport Rd/Racine - STH 47	PE				0	0	0	1091	1091				0				0	0	0	104	104
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1038	1038
	Local 1.0m. (P)	TOTAL	0	0	0	0	0	0	1091	1091	0	0	0	0	0	0	0	0	0	0	1142	1142
T. Menasha Winnebago <i>Illustrative</i>	Clayton Rd/East Shady - Fairview	PE				0				0	0	0	2000	2000				0	0	0	250	250
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2250	2250
	Local 1.0m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	2000	2000	0	0	0	0	0	0	2500	2500
T of Menasha & Grand Chute <i>Illustrative</i>	CB Trail Connection to FR Mall	PE				0				0				0				0	0	0	89	89
	CTH CB & CTH BB to Arrowhead	ROW				0				0				0				0				0
	Bike/ Ped Trail	CONST				0				0				0				0	0	0	1020	1020
	Local 0.6m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1109	1109
T. Menasha Winnebago <i>Illustrative</i>	Cold Spring/East Shady - CTH BB	PE				0				0				0				0	0	0	149	149
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1337	1337
	Local 1.0m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1486	1486
T of Menasha Winnebago <i>Illustrative</i>	Cold Spring/Jacobsen - American	PE				0				0				0	0	0	1287	1287	0	0	10	10
	Resurface	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	310	310
	Local .75 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1287	1287	0	0	320	320

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2016-20120)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2016				2017				2018				2019				2020+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
T. Menasha Winnebago <i>Illustrative</i>	East Shady/CTH CB - Cold Spring Reconstruction Local 1.0m. (P)	PE				0				0	0	0	1646	1646				0	0	0	138	138
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1238	1238
		TOTAL	0	0	0	0	0	0	0	0	0	0	1646	1646	0	0	0	0	0	0	1376	1376
T. Menasha Winnebago <i>Illustrative</i>	East Shady/American - Cold Spring Reconstruction Local 1.0m. (P)	PE				0				0				0				0	0	0	206	206
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1854	1854
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2060	2060
T. Menasha Winnebago <i>Illustrative</i>	East Shady/Irish - Cold Spring Reconstruction Local 1.0m. (P)	PE				0				0				0				0	0	0	113	113
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1022	1022
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1135	1135
T. Menasha Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - CTH II Reconstruction Local 1.0m. (P)	PE				0				0				0				0	0	0	205	205
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1844	1844
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2049	2049
T. Menasha Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - East Shady Reconstruction Local 1.5m. (P)	PE				0				0	0	0	2260	2260				0	0	0	113	113
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1022	1022
		TOTAL	0	0	0	0	0	0	0	0	0	0	2260	2260	0	0	0	0	0	0	1135	1135
T. Menasha Winnebago <i>Illustrative</i>	Jacobsen/ Cold Spring - CTH CB Reconstruction Local .5m. (P)	PE				0				0				0	0	0	1387	1387	0	0	123	123
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1103	1103
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1387	1387	0	0	1226	1226
T. Menasha Winnebago <i>Illustrative</i>	Jacobsen/Irish - CTH CB Reconstruction Local .5m. (P)	PE				0				0				0				0	0	0	147	147
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1319	1319
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1466	1466
T. Menasha Winnebago <i>Illustrative</i>	Manitowoc Rd Reconstruction Local .5m. (P)	PE				0				0				0	0	0	1441	1441	0	0	147	147
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1319	1319
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1441	1441	0	0	1466	1466
C of Menasha Winnebago <i>Illustrative</i>	Racine St/Third - Ninth Reconstruction Local .67 m. (P)	PE				0				0				0				0	0	0	292	292
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1950	1950
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2242	2242
T Harrison Calumet Co.	Eisenhower Dr./ CTH AP-USH 10/STH Reconstruction Local 1.5 m. (P)	PE				0				0				0				0	0	0	532	532
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2132	2132
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2664	2664
T of Buchanan Outagamie <i>Illustrative</i>	Eisenhower Dr/ CTH KK - Cornell Bike/ Ped Trail Local .75 m. (E)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	500	500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500	500
T. Buchanan Outagamie	CTH CE & Buchanan Intersection Intersection Improvements Local 0.3 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	60	60
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	60
T. Buchanan Outagamie	CTH N/CTH CE to CTH KK Widening Local 0.5 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	100	100
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2016-20120)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2016				2017				2018				2019				2020+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
T. Buchanan Outagamie	CTH CE/CTH HH/Debruin Intersection Improvements Local 0.2 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0	0	0	1900	1900				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	1900	1900	0	0	0	0	0	0	0	0
Outagamie Co. Outagamie <i>Illustrative</i>	CTH E/CTH EE-CTH JJ Reconstruction, urban, 4-lane Local 1.25 m. (E)	PE				0				0	0	0	200	200				0				0
		ROW				0				0				0				0	0	0	150	150
		CONST				0				0				0				0	0	0	3688	3688
		TOTAL	0	0	0	0	0	0	0	0	0	0	200	200	0	0	0	0	0	0	3838	3838
Outagamie Co. Outagamie <i>Illustrative</i>	CTH BB/USH 41-Bartell Reconstruction, Urban, 4-lane Local 1.3 m	PE				0				0				0				0	0	0	672	271
		ROW				0				0				0				0	0	0	300	300
		CONST				0				0				0				0	0	0	6104	2144
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7076	2715
C. Of Neenah Winnebago <i>Illustrative</i>	Winneconne/USH 41 - Neenah Slough Reconstruction Local 0.25 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1660	1660
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1660	1660
C. Of Neenah Winnebago <i>Illustrative</i>	Green Bay Rd/Fox Point-Shopko Reconstruction Local 0.23 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1000	1000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
C. Of Neenah Winnebago <i>Illustrative</i>	Bell St/Marathon - Harrison Resurface Local 0.57 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	300	300
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	300
C. Of Neenah Winnebago <i>Illustrative</i>	Nicolet/First - Ninth Resurface Local 0.47 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	120	120
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	120
Winnebago Co. Winnebago <i>Illustrative</i>	CTH A / CTH GG - Park Ave Reconstruction, urban Local 2.4 m. (P)	PE				0				0				0				0			300	300
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3000	3000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3300	3300
Winnebago Co. Winnebago <i>Illustrative</i>	CTH P / WIS 47 - WIS 441 ramps Reconstruction, urban Local 2.0 m. (P)	PE				0				0				0				0			500	500
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	4000	4000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4500	4500
WisDOT Winn, Out	STH 76 / USH 41 - CTH JJ Reconstruct 6430-12-00, 21, 71 STP 3.72 miles (P)	PE				0				0				0				0				0
		ROW	0	900	0	900				0				0				0				0
		CONST				0				0				0				0	9011	2253	0	11264
		TOTAL	0	900	0	900	0	0	0	0	0	0	0	0	0	0	0	0	9011	2253	0	11264
WisDOT Outagamie	STH 76/STH 15 - CTH JJ Recondition 6517-10-00, 21, 71 STP 1.43 m. (P)	PE				0				0				0				0				0
		ROW	0	313	0	313				0				0				0				0
		CONST				0				0				0				0	7052	1745	73	8870
		TOTAL	0	313	0	313	0	0	0	0	0	0	0	0	0	0	0	0	7052	1745	73	8870
WisDOT Winnebago	USH 10/STH 441 - STH 114 C of Menasha (Oneida St) 1500-44-00,21,71 Resurface STP (P)	PE				0				0				0				0				0
		ROW	0	225	0	225				0				0				0				0
		CONST				0				0				0				0	1656	414	0	2070
		TOTAL	0	225	0	225	0	0	0	0	0	0	0	0	0	0	0	0	1656	414	0	2070
WisDOT Out & Cal Co	STH 55 / Sherwood NVL - USH 10 Resurface 4050-15-71, 00 STP 0.0 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	938	234	0	1172
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	938	234	0	1172

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(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2016				2017				2018				2019				2020+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Outagamie	STH 96 / Washington - Clairbel Reconstruct 4075-33-00,21,71 STP (P)	PE				0				0				0				0				0
		ROW	0	125	0	125				0				0				0				0
		CONST				0				0				0				0	1828	457	185	2470
		TOTAL	0	125	0	125	0	0	0	0	0	0	0	0	0	0	0	0	1828	457	185	2470
WisDOT Appleton	STH 441, USH 41 - USH 41 Fox River Bridge, City of Appleton 4685-24-30, 60 BR (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0	0	0	0	0	4320	1080	0	5400
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4320	1080	0	5400
WisDOT Outagamie	STH 47, Appleton - Bonduel CTH JJ - NCL 6240-22-00, 71 Resurface STP (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	7797	1949	0	9746
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7797	1949	0	9746
WisDOT Winnebago	USH 41 - Hwy Rehab 1120-54-30, 60 1120-57-30,60, 1120-58-00,71 STP (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	28380	7095	0	35475
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28380	7095	0	35475
WisDOT Outagamie	USH 41 / WIS 15 - CTH J Road Maintenance 1130-43-60, 1130-48-71 STP (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	24320	6080	0	30400
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24320	6080	0	30400
WisDOT Calumet & Out.	USH 41 / USH 10 - USH 41 Resurface 4685-28-00, 71 STP (P)	PE	320	80	0	400				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	11232	2808	0	14040
		TOTAL	320	80	0	400	0	0	0	0	0	0	0	0	0	0	0	0	11232	2808	0	14040
WisDOT Winnebago	Racine St. Bridge C of Menasha 4992-03-00, 21, 71 BRRPL BR 0.1 miles (E)	PE				0				0				0				0				0
		ROW				0	0	1200	0	1200				0				0				0
		CONST				0				0				0				0	29427	7357	0	36784
		TOTAL	0	0	0	0	0	1200	0	1200	0	0	0	0	0	0	0	0	29427	7357	0	36784
WisDOT	STH 55 / STH 114 - CTH M V of Sherwood 4050-11-00, 71 RECST STP 0.86 miles (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	1697	424	0	2121
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1697	424	0	2121
WisDOT	STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 4670-10-00, 71 RESURF STP 5.48 miles (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	1610	403	0	2013
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1610	403	0	2013

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2021-2022 biennium)
Fox Cities Transportation Management Area
 Project Evaluation (Criteria)/Score

Jurisdiction	2021 & 2022 STP Projects	Plan Consis- tency	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	\$7,076,000	
	CTH E (CTH EE - CTH JJ)	3	PC(7)	1	0.49	2	3	0	Vtbp	1	5	5	12	\$3,038,000	
C. Menasha	Racine (Third-Ninth)	3	PC(4)	5	1.20	5	260	3	VTBP	5	4	4	25	\$2,070,000	
C. Neenah	S. Commercial (Wright-Winneconne)	3	PC(4)	5	1.20	5	260	3	VTBP	5	4	4	25	\$2,070,000	
T. Grand Chute	Capitol Drive	3	PC(6)	3	0.18	0	28	0	VtBP	3	1	1	10	\$286,000	
V. Little Chute	Evergreen (French - Holland)	3	PC(6)	3	0.05	0	5	5	VtBP	3	2	1	16	\$3,008,000	
	Evergreen (Holland-CTH N)	3	PC(6)	3	0.10	0	5	5	VtBP	3	2	1	16	\$2,540,000	
Winnebago Co.	CTH A (CTH GG - Park Ave.)	5	PC(4)	5	0.76	3	85	0	VTBP	5	4	4	22	\$3,300,000	
	CTH P (CTH GG - Park Ave.)	5	PC(3)	5	0.51	2	260	3	VTBP	5	1	1	21	\$4,500,000	
T. Harrison	Eisenhower(CTH AP-USH 10)	5	NF	3	NA	3	NF	5	VtBP	3	5	5	24	\$2,662,679	
T. Menasha	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	
Total														\$35,476,679	



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 75 peak hour buses to use 75% of the allocated federal funds for operations. For purposes of this document a federal funding level of 28.2% is assumed for both 2016 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 2016 is assumed to be 28.2% of eligible expenses. A 28.2% state share has been assumed for the outlying years also.

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

The following tables list the operating assistance and capital projects proposed for the 2016-2020 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2016 (000)	Jan-Dec 2017 (000)	Jan-Dec 2018 (000)	Jan-Dec 2019 (000)	Jan-Dec 2020 (000)
Operating Assistance/Section 5307	VT						
Directly Operated - Fixed Route							
Expenses			\$5,177	\$5,332	\$5,492	\$5,657	\$5,827
Revenues			904	904	931	931	959
Deficit			4,273	4,428	4,561	4,726	4,868
Federal Share		252-16-012	1,460	1,504	1,549	1,595	1,643
State Share			1,460	1,504	1,549	1,595	1,643
Other Local			67	67	67	67	67
Municipal Local Share			1,286	1,354	1,397	1,468	1,515
Purchased Transp. - Paratransit	VT						
Expenses			\$3,710	\$3,821	\$3,936	\$4,054	\$4,176
Revenues			711	711	732	732	754
Deficit			2,999	3,110	3,204	3,322	3,422
Federal Share		252-16-013	1,046	1,078	1,110	1,143	1,178
State Share			1,046	1,078	1,110	1,143	1,178
Contract Local			1,383	1,424	1,467	1,511	1,557
Municipal Local Share			(476)	(469)	(483)	(476)	(490)
Capital Projects/Section 5339	VT						
Bus Replacement		252-16-014	\$1,270	\$1,270	\$1,235	\$1,270	\$1,200
Bus Shelter Replacement					16		16
Facility Renovation/Ext. Improv.		252-16-015	100	60	125		
Floor Hoist Replacement							
Bus Wash Replacement		252-16-016	150				
Maintenance Equip. Replacement							
Parts Component Replacement		252-16-017	50	50	50	50	50
Support Vehicle Replacement		252-16-018	30	30	30		
Mobile Data Terminals (MDT's)							
Facility Camera System							
Vending Machines							
TDP update				100			
Total Cost:			\$1,600	\$1,510	\$1,456	\$1,320	\$1,266
Federal Share:			\$1,280	\$1,208	\$1,165	\$1,056	\$1,013
Local Share:			\$320	\$302	\$291	\$264	\$253

**Table B-2: 2016 Paratransit Projects
Fox Cities Transportation Management Area**

2016		ADA	Outagamie Elderly	Sunday	Outagamie Rural	Outagamie OCHS	Develop. Disabled	Calumet Van Service	Neen./Men. Dial-A-Ride	Heritage Dial-A-Ride	Town Menasha Elderly	Darboy Call- A-Ride	New Hope	Connector Ext. Area	Connector Ext. Hours	Downtown Trolley	TOTAL
Annual Estimated Trips		99,000	3,500	1,200	7,000	550	27,000	1,400	8,000	780	2,000	1,200	24,000	5,500	15,000		196,130
Trip Costs		\$1,743,390	\$61,640	\$21,000	\$199,606	\$9,433	\$504,748	\$43,700	\$108,000	\$10,530	\$27,000	\$18,000	\$147,701	\$112,750	\$390,000	\$30,024	\$3,427,522
Administrative Costs/Fuel		\$194,978	\$0	\$0	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,378
Total Costs		\$1,938,368	\$61,640	\$21,000	\$204,006	\$9,433	\$504,748	\$43,700	\$108,000	\$10,530	\$27,000	\$18,000	\$147,701	\$112,750	\$384,000	\$30,024	\$3,620,900
TIP #		252-16-019	252-16-020	252-16-021	252-16-022	252-16-023	252-16-024	252-16-025	252-16-026	252-16-027	252-16-028	252-16-029	252-16-030	252-16-031	252-16-032	252-16-033	
Federal Share	0.282	\$546,620	\$17,382	\$5,922	\$57,530	\$2,660	\$142,339	\$12,323	\$30,456	\$2,969	\$7,614	\$5,076	\$41,652	\$31,796	\$108,288	\$8,467	\$1,021,094
State Share	0.282	\$546,620	\$17,382	\$5,922	\$57,530	\$2,660	\$142,339	\$12,323	\$30,456	\$2,969	\$7,614	\$5,076	\$41,652	\$31,796	\$108,288	\$8,467	\$1,021,094
Farebox Revenues		\$475,200	\$12,600	\$13,200	\$42,000	\$0	\$0	\$16,800	\$28,000	\$2,730	\$7,000	\$1,980	\$0	\$22,000	\$90,000	\$0	\$711,510
Other support		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total support/revenue		\$1,568,440	\$47,364	\$25,044	\$157,060	\$5,320	\$284,678	\$41,446	\$88,912	\$8,668	\$22,228	\$12,132	\$83,304	\$85,592	\$306,576	\$16,934	\$2,753,698
Surcharge		\$0	\$11,588	\$3,948	\$57,530	\$1,773	\$94,893	\$12,323	\$20,304	\$1,980	\$5,076	\$3,384	\$41,652	\$0	\$0	\$0	\$254,451
Deficit/Local Share		\$369,928	\$25,864	-\$96	\$104,476	\$5,886	\$314,963	\$14,577	\$39,392	\$3,842	\$9,848	\$9,252	\$106,049	\$27,158	\$77,424	\$13,090	\$1,121,653
Outagamie County	40%	\$147,971	\$24,571	-\$86	\$104,476	\$5,886											\$282,818
Winnebago County	18%	\$66,587	\$0	-\$7						\$3,842							\$70,422
Calumet County	4%	\$14,797	\$1,293	-\$3				\$14,577									\$30,664
Family Care	38%	\$140,573					\$314,963										\$455,536
Town of Menasha											\$9,848						\$9,848
Appleton/Buchanan												\$9,252					\$9,252
Neenah									\$39,392								\$39,392
New Hope													\$106,049				\$106,049
Other														\$27,158	\$77,424	\$13,090	\$117,672
Total paratransit local		\$369,928	\$25,864	-\$96	\$104,476	\$5,886	\$314,963	\$14,577	\$39,392	\$3,842	\$9,848	\$9,252	\$106,049	\$27,158	\$77,424	\$13,090	\$1,121,653

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

	2016	2017	2018	2019	2020
Operating Expenses					
Fixed Route (DO)	\$5,177	\$5,332	\$5,492	\$5,657	\$5,827
Paratransit (DR)	\$3,710	\$3,821	\$3,936	\$4,054	\$4,176
Total Operating Expenses	\$8,887	\$9,154	\$9,428	\$9,711	\$10,002
Revenue					
Farebox Revenue					
Fixed Route (DO)	\$904	\$904	\$931	\$931	\$959
Paratransit (DR)	\$711	\$711	\$732	\$732	\$754
Other Revenue	\$67	\$67	\$67	\$67	\$67
Total Revenue	\$1,682	\$1,682	\$1,730	\$1,730	\$1,780
Deficit					
Federal (2*)	\$2,506	\$2,581	\$2,659	\$2,739	\$2,821
State (2*)	\$2,506	\$2,581	\$2,659	\$2,739	\$2,821
Other Local	\$600	\$618	\$637	\$656	\$675
Local (% of deficit)	\$1,383	\$1,424	\$1,467	\$1,511	\$1,557
Total Deficit	\$6,995	\$7,205	\$7,421	\$7,644	\$7,873
Capital					
Federal	\$1,280	\$1,208	\$1,165	\$1,056	\$1,013
Local	\$320	\$302	\$291	\$264	\$253
Total Capital Expenses (3*)	\$1,600	\$1,510	\$1,456	\$1,320	\$1,266
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	911	921	921	921	921
Fixed-Route Passengers	1,100	1,133	1,167	1,202	1,238
Paratransit Passengers	196	202	208	214	221
Total Passengers	1,296	1,335	1,375	1,416	1,459
Fixed Route Statistics					
Average Fare	0.82	0.80	0.80	0.77	0.77
Operating Ratio (Rev/Exp)	17%	17%	17%	16%	16%
Cost per Vehicle Mile	5.68	5.79	5.96	6.14	6.33
Cost per Passenger	4.71	4.71	4.71	4.71	4.71
Cost per Vehicle Hour	84.87	87.41	90.04	92.74	95.52
Passengers Per Mile	1.21	1.23	1.27	1.31	1.34
Passengers per Hour	18.03	18.57	19.13	19.70	20.30

NOTES:

1. This is the total number of drivers only (FT & PT)
2. Assumes a total of 56.4% for both state and federal support for all years.
3. These are the capital grant requests for these years-not necessarily audited expenses.

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fox Cities Urbanized Area, capital projects for 2016-2020 include routine maintenance and support equipment, bus replacement, passenger waiting shelter replacements, facility renovation and replacement of the bus washer. These projects total \$1,620,000 in 2016 and \$1,510,000 in 2017. An explanation of specific requests for each area follows.

Fox Cities Urbanized Area

2016 Projects

Bus Replacement. Twenty of Valley Transit's 27 buses were purchased between 2004 and 2005, two hybrids were purchased in 2010 and the remaining buses were purchased in 1995. In 2016, Valley Transit is requesting three buses to replace two of the 1995 – 40 foot buses with 40 foot buses and one 35 foot replacement bus to replace the 1995 35 foot bus.

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

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

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

Support Vehicle Replacement. Aside from its revenue vehicles, Valley Transit has a number of support vehicles which perform 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. Two of these vehicles (2004 Chevrolet vans) have exceeded their expected life span in 2015 and needs to be replaced.

2017 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. In 2017, Valley Transit is requesting three buses which will replace two of the 1995 – 40 foot buses and one of the hybrid buses with a 35 foot transit bus.

Facility Renovation. The Transit Center facility was built in 1990 and is in need of a new roof. The existing roof has been repaired several times and is now in need of complete replacement.

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

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

TRANSIT FINANCIAL CAPACITY

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

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

Fox Cities Urbanized Area

Cost Trends. Valley Transit's fixed route operating expense increases have fluctuated over the past three years. The costs of insurance, fuel and utilities have continued to increase and are unpredictable. Efficiencies in staffing and administrative overhead have helped to control costs.

Some of Valley Transit's paratransit trip costs have increased over the last several years due to increased contractor rates and fuel costs which have been partially off-set by a decrease in other contractor rates. A moderate increase in ridership is also increasing the cost of this service. In addition to the ADA required complementary paratransit, Valley Transit coordinates other paratransit services with Outagamie, Winnebago and Calumet Counties along with Family Care. Projections for the next two years have Valley Transit continuing to coordinate the complementary paratransit services to provide a consistent level of service and to help control local share cost increases. As a result of the Family Care State legislation in 2010, the role of the counties has lessened since 2010, but is still very important. 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 2016, the projected cost per trip for ADA paratransit is \$19.58 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 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 2015 through 2017 is expected remain relatively flat.

Level of Service Trends. Valley Transit has been operating relatively the same level of service since mid-1997 when mid-day service was cut back to help fund the extension of evening service. The changes resulted in the actual hours of service increasing only slightly, but the span of service was increased significantly. A fixed route that traveled along the East College Avenue corridor into the Town of Buchanan began in June 1999 and was replaced because of low ridership with an advanced reservation demand responsive Call-A-Ride zone in June 2001. In June 2005, service to the new Goodwill store in Darboy started, and in late 2005 fixed route service to the commercialized area of the Town of Buchanan was added as was service to Valley Packaging Industries who moved their Perkins St. plant to Kensington Avenue on Appleton's east side. In 2006, the Call-A-Ride zone was expanded to include the Town of Harrison. In 2007, Valley Transit partnered with Appleton Downtown, Inc. and contracted with Lamers Bus Lines to operate a downtown Appleton trolley that circulates between College Avenue and the riverfront. Also in 2007, Valley Transit partnered with the United Way of the Fox Cities to contract with a third party provider to operate the Connector, a demand response

service on the fringes of the current fixed route service as well as late evening and early morning service to help second and third shift workers get to jobs.

In January 2010, Valley Transit and Appleton Area School District became partners in a pilot project that allowed Appleton area public and parochial middle school and high school students to ride Valley Transit by showing their student identification card. Students are allowed to ride any regular fixed bus route during any time of the day or day of the week that Valley Transit operates. In addition to helping to ease the financial burden and stress on families to get their kids to and from school, after-school programs and other activities, Valley Transit believes by giving kids a positive transit experience early in life, they are more likely to be transit users when they are older and will gain an appreciation for the role public transportation plays in our community and the environment. More than 194,000 rides were taken during 2014. 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 2014, the ridership was 19,913 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 June 2015 is 44,771.

Valley Transit II provides demand responsive service 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 Town of Menasha to help

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

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

The state has historically been a strong partner in operating assistance; however, funding levels have gradually declined over the past several years. In 2000, just over 40 percent of eligible expenses were funded with state operating assistance. The 2014 percentage was approximately 27%. State funding levels are somewhat uncertain but trending downward.

Working with our members of Congress and other transit systems across the country, Valley Transit was successful in getting language added to MAP-21 that allowed systems operating fewer than 75 buses that are in areas where the population exceeded 200,000 to continue to receive federal transit operating funds. However, because of the decrease in state funding and the pressure on the property tax for local municipalities, Valley Transit needs to find a sustainable dedicated source of funding for the transit system operation. In 2006, a Fox Cities RTA Study Committee was formed and coordinated by East Central Wisconsin Regional Planning Commission to look at alternative funding sources to replace the potential loss of state and federal operating support and to potentially relieve some of the pressure on the property tax. The Study Committee looked at alternative structures and determined that forming a regional transit authority was the best alternative for the Fox Cities. Valley Transit and its local funding partners have been working with state legislators to pass RTA enabling legislation to allow Valley Transit to receive a small local sales tax to fund transit operations. The effort will continue in 2016.

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-2015, the state enabling legislation has not been passed for the Fox Cities.

Intercity Bus Service

Green Bay – Madison Service

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

WINNEBAGO/OUTAGAMIE COUNTIES TRANSPORTATION PROVIDERS

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

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

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

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

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

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

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

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

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

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

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September 29, 2015

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2016. 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 29, 2015.

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

Dwight McComb, 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
Al Geurts, Outagamie
Ernest Winters, Winnebago

Public Works Director/Engineers

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

Planners

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

ENVIRONMENTAL CONSULTATION CONTACTS

Members:

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

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September 29, 2015

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 – 2016.

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

Enclosed is a link to the draft ***Transportation Improvement Program for the Fox Cities Transportation Management Area - 2016*** (TIP). This document will be under a 30-day public review period from September 30, to October 29, 2015. Your comments are an important part of this planning process and will be incorporated into the document.

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

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

Please direct any comments or concerns to:

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

Sincerely,

David Moesch
Associate Transportation Planner



APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
Fox Cities Transportation Management Area (TMA)
Transportation Policy Advisory Committee Meeting
ECWRPC Offices
400 Ahnaip St, Suite 100, Menasha, WI 54952
Monday, April 6, 2014

The meeting was called to order by Walt Raith at 10:07 A.M.

Committee Members Present

George Dearborn	Town of Menasha
John Sundelius	City of Kaukauna
Bob Jakel	City of Kaukauna
James Fenlon	Village of Little Chute
Tim Montour	City of Menasha
Andy Rowell	Outagamie County
Matt Halada	WisDOT – NE Region
Derek Weyer	WisDOT – NE Region
Gerry Kaiser	City of Neenah
Travis Parish	Town of Harrison
Kara Homan	Outagamie County
Mark Lahay	City of Appleton
Al Geurts	Outagamie County
Tom Marquardt	Town of Grand Chute
Randy Friday	Village of Sherwood
Kurt Eggebrecht	City of Appleton Health Department

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Melissa Kraemer Badtke	ECWRPC
Ben Krumenauer	ECWRPC
Kolin Erickson	ECWRPC

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

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

2. Public Comment

No members of the public were present.

3. Update on the Long Range Transportation Plan for the Appleton (Fox Cities) Transportation Management Area (Draft executive summary enclosed)

Mr. Raith noted that staff is working on the federal long range transportation plan for the Appleton (Fox Cities) Urbanized Area with final completion in October 2015. He explained that this plan identifies future projects such as expanding Highway 41 to six lanes from Appleton to Green Bay and safety improvements like a systems interchange at Highways 41 and 441. The long range plan is a requirement that sets the table for long term transportation improvements.

Mr. Erickson also provided a brief overview of the long range transportation planning process. He briefed the group on the progress of the plan by reviewing the chapter structure and highlighting a few maps including the planning area boundaries of the urbanized area, crash data, recommended projects from the Transportation Improvement Program (both short term and long term), travel demand model mapping for base year 2010 and projected year 2045 and bicycle facilities mapping from the Fox Cities and Oshkosh Regional Bicycle and Pedestrian Plan. Mr. Erickson also noted that an open house is scheduled for April 23rd at the UW-Fox Valley in Menasha (Emeritus Room) from 4:00p to 6:00p; all are welcome to attend and provide input. He noted that a second open house will be scheduled in August and final adoption of the plan by the commission in October 2015.

4. Discussion and action on STP-Urban project selection for the 2019-2020 Biennium and Transportation Improvement Program discussion (enclosed)

Mr. Raith reviewed the STP-Urban project listings/rankings for 2019-2020 with the members. The group discussed the ranking of the County Highway CA/College Avenue project from County Highway CB to Mall Drive. Mr. Geurts noted that this is an important corridor for the Fox Cities region not only from a transportation component but also for economic and quality of life/tourism impacts for the region; noting that this corridor is the gateway into the Fox Cities, especially from the airport.

Mr. Raith asked the committee if they had any other comments or questions regarding the ranking of the County Highway CA/College Ave project. Hearing none, Mr. Raith asked the committee for a motion to approve the County Highway CA/College Ave project as the number one ranked project. Mr. Marquardt made a motion to approve the County Highway CA/College Avenue project ranking. Mr. Geurts seconded the motion and the motion passed unanimously.

Mr. Raith reviewed the remainder of the projects with the members. Mr. Dearborn noted that the Town of Menasha completed the Lake Street (from railroad to County Highway II) project with different funds and that this could be removed from the project listing. Mr. Raith noted that of the funds left for 2019-2020, the Kaukauna lift bridge could be the next best project to fund and asked the committee members for their thoughts. Mr. Raith noted that ECWRPC has worked with the Fox Wisconsin Heritage Parkway to promote the preservation and development/redevelopment of the Fox River corridor in recent years. He also explained that the lock system will be fully operational by 2016, making it important to have the Kaukauna Lift Bridge fully functioning. Mr. Friday inquired about the funding estimates for both of these projects; inquiring if the estimates listed in the table are final or if there are any caps on the spending for the entire projects. Mr. Raith stated that these figures are estimates and that once these projects go forward WisDOT will work with the locals to reconcile detailed cost estimates. Mr. Raith noted that funding costs above these estimates will have to be taken on by the local municipalities; these funds will help subsidize these project costs. Mr. Friday asked that more information could be included in the table to have the status of each project. Mr. Raith noted that they could make these changes going forward.

Mr. Raith asked the committee if they had any other comments or questions regarding ranking of the Kaukauna Lift Bridge. Hearing none, Mr. Raith asked the committee for a motion to approve the Kaukauna Lift Bridge project as the number two ranked project. Mr. Sundelius made a motion to approve the Kaukauna Lift Bridge project. Mr. Dearborn seconded the motion and the motion passed unanimously.

Mr. Moesch noted that he will be starting the next round of funding for the Appleton (Fox Cities) Transportation Improvement Program (TIP) soon and will be working with the local municipalities to add more illustrative projects to the document. He asked the group to be aware that he will be contacting the various committee members in the next few months for their project ideas/costs estimates.

5. Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Plan Update

Mr. Krumenauer noted that staff is working on a bicycle/pedestrian counts process as part of the action plan for the regional bicycle/pedestrian network. He stated that staff has been working with local municipalities to jumpstart the visioning process for the College Avenue corridor and how it can be more inviting for all modes of transportation. He also noted that staff worked with local municipalities on the repaving project set for County Highway BB/Prospect Avenue; which will include paved shoulders, providing a safer bicycle route to connect with other existing trails. Mr. Krumenauer let the group know of future training options that he would be forwarding to the group: Traffic Skills 101 happening in April and a League Certified Instruction in September which is a two part workshop to become a league certified bicycle instructor for one's community. Mr. Raith noted that health in planning has become more prevalent in transportation planning than in the past. Ms. Kraemer Badtke also noted that staff will be working with local officials to get more officials such as health and police officials involved in the transportation planning process.

6. Regional Safe Routes to School Program Update

Ms. Kraemer Badtke noted that the Regional Safe Routes to School Program received funding from WisDOT in August 2014. She stated that 136 (45 percent participation rate) of regional schools are currently participating in the program activities. New for this year is staff is rolling out an awards program to recognize exceptional participation/activities for the participating school districts. Ms. Kraemer Badtke stated that the schools will be recognized in May. She also noted that May is National Bike Month. Staff has been working with local schools to develop a SRTS coloring book and to talk with students on bicycle safety and helmet use. Ms. Kraemer Badtke also noted that staff will be working with a few local Recreation Departments to implement bicycle safety education for kids to use in the summer months. Staff is working on a grant application for a "Voices for Healthy Kids" grant in partnership with the American Heart Association.

7. Adjournment

Mr. Raith asked the committee if they had any other comments or questions. Hearing none, Mr. Raith asked the committee for a motion to adjourn. Ms. Homan made a motion to adjourn. Mr. Halada seconded the motion and the motion passed unanimously.

Committee adjourned at 10:50 A.M.

DRAFT SUMMARY OF PROCEEDINGS

Scheduled for approval 1/29/16

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Tuesday, October 13, 2015

Committee Members Present

Neal Strehlow, Chair	Waushara County
Ken Robl, Vice Chair	Winnebago County
Jeff Nooyen	Outagamie County
Jerry Erdmann	Shawano County
Dick Koeppen	Waupaca County
Joseph Koch (permanent alternate for Martin Farrell)	Fond du Lac County
Deborah Wetter	Valley Transit
Jill Michaelson	WisDOT – NE Region
Sandy Carpenter	WisDOT – NE Region
Matthew Schreiber	WisDOT – Central Office

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Joe Huffman	ECWRPC
Kolin Erickson	ECWRPC
Lauron Hinch	ECWRPC
Emily Verbeten	ECWRPC

Also Present

Dwight McComb	Federal Highway Administration
Mary Forlenza	Federal Highway Administration

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

No comments.
3. Pledge of Allegiance
4. Discussion and action on July 14, 2015 Transportation Committee Summary of Proceedings

Mr. Strehlow stated the summary of proceedings from the July 14, 2015 meeting was enclosed in the meeting materials. Mr. Strehlow asked the committee if there was any

discussion or comments on the summary of proceedings. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve the summary of proceedings, Mr. Nooyen seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 24-15: Adoption of the Transportation Improvement Program for the Oshkosh Urbanized Area – 2016

Mr. Moesch reviewed the draft Transportation Improvement Program for the Oshkosh Urbanized Area with the committee. He reviewed the listing of projects for both committed and illustrative road projects. There was a general discussion regarding dropping the Fernau Avenue STP-Urban project and transferring these funds to the Main Street project. Mr. Moesch also reviewed funds attached to the local transit system. There was a general discussion regarding bus replacement and repair costs. Moesch noted that the Oshkosh Transportation Improvement Program is currently under a 30-day public comment period (posted in the Oshkosh Northwestern) ending October 27th prior to the Full Commission meeting on October 30th; no comments have been received to date.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 24-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Nooyen made a motion to approve Proposed Resolution 24-15, Mr. Koeppen seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 25-15: Adoption of the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area – 2016

Mr. Moesch reviewed the draft Transportation Improvement Program for the Appleton (Fox Cities) Urbanized Area with the committee. He reviewed the listing of projects for both committed and illustrative road projects. Mr. Moesch noted the Appleton (Fox Cities) Transportation Improvement Program is currently under a 30-day public comment period (posted in the Appleton Post Crescent) ending October 27th prior to the Full Commission meeting on October 30th; no comments have been received to date. Mr. Moesch noted two projects were approved for the STP-Urban Program; CTH CA and the Memorial Lift Bridge in Kaukauna. Ms. Carpenter noted WisDOT Central Office is updating their financial calculations regarding funding allocations for the STP-Urban Program state-wide and future amendments to both the Oshkosh and Appleton Transportation Improvement Programs will be needed to reflect those changes. She noted these changes were taken to provide a more fair and consistent allocation of funds across the state.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 25-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Proposed Resolution 25-15, Mr. Koeppen seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 26-15: Adoption of the 2016 Transportation Work Program

Mr. Raith briefly reviewed each work element of the draft Transportation Work Program for the Appleton, Oshkosh and Fond du Lac Urbanized Areas with the committee. He noted under MAP-21, performance based planning, data collection and monitoring and tracking trends has become a priority. There was also a general discussion on work elements regarding air quality monitoring/non-attainment status. Mr. McComb noted this guidance would be decided on in the next 6 months.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 26-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Proposed Resolution 26-15, Mr. Koeppen seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 27-15: Adoption of Appleton (Fox Cities) Transportation Management Area (TMA) Long Range Land Use/Transportation Plan

Mr. Erickson reviewed the draft Appleton (Fox Cities) Long Range Transportation Plan (LRTP) with the committee. He noted staff has slowly reviewed key chapters with the committee over the last year and a half. Mr. Erickson also noted the Appleton (Fox Cities) LRTP is currently under a 30-day public comment period (posted in the Appleton Post Crescent) ending October 29th before the Full Quarterly Commission meeting; no comments have been received to date. Mr. Raith noted this and future LRTPs have a focused effort on performance measures and data trends which staff will monitor over the life of the document. Mr. Raith added that staff will create a condensed executive summary document to supplement in addition to the LRTPs.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 27-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Proposed Resolution 27-15, Mr. Nooyen seconded the motion and the motion passed unanimously.

9. Discussion and action on Proposed Resolution 28-15: Adoption of Oshkosh Metropolitan Planning Organization (MPO) Long Range Land Use/Transportation Plan

Mr. Erickson reviewed the draft Oshkosh Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) with the committee. Mr. Erickson also noted the Oshkosh MPO LRTP is currently under a 30-day public comment period (posted in the Oshkosh Northwestern) ending October 29th before the Full Quarterly Commission meeting; no comments have been received to date.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 28-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Proposed Resolution 28-15, Mr. Koeppen seconded the motion and the motion passed unanimously.

10. 2015 Appleton TMA Certification Review – Federal Highway Administration

Mr. McComb briefed the committee on the upcoming Appleton TMA Certification Review to be held October 21-23rd. He noted this certification is the first for the Appleton TMA and will

subsequently occur every four years. Mr. McComb reviewed the metropolitan transportation planning process with the committee, which he noted is focused on the 3C's of continuing, cooperative and comprehensive planning process with federal funding. He also stated Federal Highway staff with the help of ECWRPC staff will host an open house from 5:00 pm to 6:30 pm as part of the TMA Certification Review at the ECWRPC office. Public comments and input are encouraged. He noted the importance of planning for multimodal transportation options in the TMA planning area. Mr. McComb noted when the certification review is complete, a summary report will be sent to the TMA to review and improve upon the entire process. There was a general discussion regarding the current federal transportation bill and future funding options.

11. Update on Lake Denevue/USH 45 Drainage Study

Mr. Huffman explained ECWRPC staff worked with Fond du Lac County and the Town of Empire regarding a recent drainage study at the USH 45 and CTH H intersection and Lake Denevue. ECWRPC worked with the Town of Empire on this as a technical assistance project. He reviewed the background, existing conditions and briefly mentioned strategies and approaches outlined in the report. He noted the full report can be found on ECWRPC's website if the committee was interested in learning more about this study.

12. Valley Transit Update

Ms. Wetter provided a brief overview of Valley Transit's Strategic Plan. She noted this was a 6-7 month process with help from their steering committee, which was represented by ECWRPC. Using the Strategic Plan, Valley Transit will use the next year to review their internal systems and improve overall service to the public before making changes to the system. Ms. Wetter also noted Valley Transit is working with Neenah Foundry, Plexus and Menasha Packaging to pilot a free shuttle service for workers through the end of the year. She noted the shuttle service under the pilot program is free of charge and has been very popular transportation option for these workers. It was a good example of a public-private partnership. She also reviewed 2014 service numbers with the committee. There was a general discussion on the importance of public transportation.

13. WisDOT Regional Project Update

Ms. Michaelson updated the committee regarding WisDOT Program Project Re-balances for the Northeast Region. Various regional projects have revised start dates, including Highway 23 from USH 151 to CTH P (start in 2017), State Highway 15 from Lily of the Valley Drive to USH 45 (start in 2020) and the USH 10/441 project from CTH CB to Oneida Street (underway with 2021 end date).

14. Re-affirmation of Resolution 19-15: *Winnebago County Connecting People and Community Bicycle and Pedestrian Plan*

Mr. Moesch updated the committee regarding the re-affirmation of Resolution 19-15, which was previously approved by the steering committee due to time constraints before the Transportation Committee meeting. Mr. Moesch noted ECWRPC will work as a subcontractor with Toole Design Group to create a county wide bicycle and pedestrian plan for Winnebago County with completion in 2016. Staff will lead in tasks such as project data collection and existing conditions assessment, program and policy recommendations and prioritization, implementation and funding strategies.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 19-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Koeppen made a motion to re-affirm Resolution 19-15, Mr. Erdmann seconded the motion and the motion passed unanimously.

15. Bicycle and Pedestrian Program Update

Mr. Moesch stated staff has used the 2015 Action Plan to guide staff activities/initiatives for bicycle and pedestrian planning within the region. He reviewed completed and on-going action items. Mr. Moesch also briefly noted the 2016 Action Plan has been compiled for outlining activities for the next year. He also noted staff has been working on bicycle and pedestrian count program in 2015; with the purchase of eight counters (six infrared and two pneumatic tube counters) and have worked with 18 different municipalities to set up counters and to provided updated bicycle and pedestrian counts data.

16. Regional Safe Routes to School Program Update

Ms. Hinch introduced Ms. Emily Verbeten as the new Assistant Safe Routes to School Planner, taking over for Mr. Mike Patza. Ms. Hinch reviewed a number of recent program highlights, including the recent success of International Walk to School Day on October 7th. She noted approximately 16,500 students (67 schools) in the region participated in this event. There was good media coverage for this event. Additionally, she noted staff has helped establish seven walking school bus programs this fall from Hortonville, Oshkosh, Fond du Lac, Green Lake and Menasha school districts.

17. Adjourn

Mr. Strehlow asked if there was any other business. Hearing none, Mr. Robl made a motion to adjourn and Mr. Erdmann seconded the motion. The motion passed unanimously and the Committee adjourned at 3:00 P.M.

DRAFT – SUMMARY OF PROCEEDINGS
QUARTERLY COMMISSION MEETING
Scheduled for approval 1/29/16

East Central Wisconsin Regional Planning Commission

Place: Fond du Lac Legislative Chambers
160 S. Macy St.
Fond du Lac, Wisconsin

Date: Friday, October 30, 2015

Time: 1:15 p.m.

The meeting was called to order by Chair Kalata at 1:18 p.m.

I. PLEDGE OF ALLEGIANCE

II. MOMENT OF SILENT MEDITATION

III. ROLL CALL

A. Introduction of Alternates and Guests

B. Welcome – Mr. Martin Farrell, Fond du Lac County Board Chair

Roll call was taken showing the following attendance:

Commission Members Present

Bill Barribeau (Alt. for Alice Connors)	Calumet County
Pat Laughrin	Calumet County
Merlin Gentz	Calumet County
Muriel Bzdawka	Menominee County
Ruth Winter	Menominee County
Helen Nagler	Outagamie County
Thomas Nelson	Outagamie County
Dave Kress (Alt. for Tim Hanna)	Outagamie County
Jeff Nooyen	Outagamie County
Michael Thomas	Outagamie County
Jerry Erdmann	Shawano County
Tom Kautza	Shawano County
Marshal Giese	Shawano County
Dick Koeppen	Waupaca County
Gary Barrington	Waupaca County
DuWayne Federwitz	Waupaca County
Donna Kalata	Waushara County
Larry Timm	Waushara County
Neal Strehlow	Waushara County

John Fitzpatrick (Alt. for Steve Cummings)	Winnebago County
Ken Robl	Winnebago County
Ernie Bellin	Winnebago County
Martin Farrell	Fond du Lac County
Brenda Schneider	Fond du Lac County
Dyann Benson (Alt. for Joseph Moore and Lee Ann Lorrigan)	Fond du Lac County
Allen Buechel	Fond du Lac County
Jill Michaelson	Ex-Officio Member

Commission Members Excused

Paul Mayou (Alt. for Brian Smith)	Waupaca County
Robert Schmeichel	Winnebago County
Deborah Wetter	Ex-Officio Member
Mark Harris	Winnebago County

Commission Members Absent

Daniel Rettler	Outagamie County
Nick Leonard	Fond du Lac County
Craig Tebon	Fond du Lac County
Michael Chapman	Menominee County
David Albrecht	Winnebago County

Staff Members Present

Eric Fowle	Executive Director
Walt Raith	Asst. Director/MPO Director
Pam Scheibe-Johnson	Controller
Erin Bonnin	Administrative Coordinator
Dave Moesch	Associate Planner
Sarah Van Buren	Associate Economic Development Planner
Tom Baron	Associate Planner
Melissa Kraemer Badtke	Principal Planner, Safe Routes to School
Emily Verbeten	Planner

C. Introduction of Alternates and Guests

No alternates or guests were present.

IV. STATEMENT OF COMPLIANCE WITH WIS. STATS. SEC. 19.84 REGARDING OPEN MEETING REQUIREMENTS

Compliance with Wisconsin's open meeting requirements was acknowledged.

V. PUBLIC COMMENT

No public comment.

VI. APPROVAL OF AGENDA / MOTION TO DEVIATE

Mr. Bellin motioned to approve the agenda/deviate, Mr. Robl seconded the motion. The motion passed unanimously.

VII. APPROVAL OF MINUTES OF THE JULY 31, 2015 QUARTERLY MEETING

Mr. Bellin motioned to approve the summary of proceedings, Mr. Federwitz seconded the motion. The motion passed with 26 ayes and 1 abstention, Ms. Nagler.

VIII. ANNOUNCEMENTS AND REPORTS

A. Commissioner / Commission Announcements

1. Commissioner Appointments

Mr. Fowle noted that two outstanding Governor's appointments remain, one in Menominee County, Ruth Winter, and the other in Fond du Lac County. He provided an update on the status of each one. Mr. Fowle did note that one of the gubernatorial candidates in Fond du Lac County withdrew interest in the appointment. Another candidate will need to be put forward through the County Board before the position can be finalized.

2. American Planning Assn. – Wisconsin Chapter “Innovative Plan” Award

Mr. Fowle noted that staff received an innovation award at the Wisconsin Chapter - American Planning Association Conference for the bicycle and pedestrian plan for the Appleton Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) areas. This is the tenth consecutive year that East Central has received either a state or national-level recognition for its programs/projects. The TMA and MPO areas, as well as Winnebago County and WisDOT are recognized as well with this award.

B. Staff Announcements

1. Introduction of New Safe Routes to School Planner, Emily Verbeten

Mr. Fowle introduced Ms. Verbeten as the newly hired Safe Routes to School Planner. Ms. Verbeten filled the position vacated by Mr. Patza in the summer of 2015. Ms. Verbeten addressed the Commission and provided some background on herself.

2. East Central Health Team Video

Ms. Kraemer Badtke and Mr. Baron presented the health team video. East Central was accepted into the Healthy Wisconsin Leadership Institute in 2014 and is the first planning agency to be accepted into the program. The program is a partnership between the UW-School of Medicine, Public Health Wisconsin Partnership Program, and the Medical College of Wisconsin. Some of East Central staff have been involved in community health improvement plans through

the county health departments and have discussed that the built environment plays a large role in the health of individuals. Collaboration at a regional level was discussed by planning and health county partners and local jurisdiction partners to do health in planning work. The public health in planning connection has been long established based on need to separate industrial areas from residential areas. Staff began training in June 2014 and completed it in August 2015. The team included partners from the Town of Menasha as well as Outagamie and Shawano Counties. The training was advanced, specifically staff learned how to use a root cause analysis tool as well as visioning, planning, implementation work, effective meeting facilitation, an evaluation of what staff are currently doing, expanding partnerships, team building activities, meeting and communication outreach, and assistance in coalition development. Staff have already begun to implement the tools and training into the work being done at East Central. The health team video was an outcome of the training process. The focus is to demonstrate the need for multiple stakeholders to understand the connection and importance of health in planning and be able to take action for it. Stakeholders are needed for this type of work. The content and significance of the video were briefly explained. Shawano, Winnebago, and Outagamie Counties are predominantly being worked with on this but it is important to have all of the counties and communities involved. There is great collaboration between planning, public works, highway, and public health that is happening at the local level and it can be mutually beneficial for all departments involved. Active transportation is more than being active during free time; it is about getting to destinations and is all-encompassing.

Mr. Gentz asked if copies would be made to share with the appropriate departments in the region. Ms. Kraemer Badtke replied, yes.

Mr. Erdmann asked if Ms. Hoffman of the County's staff had access to the video to share with the County Boards. Mr. Baron replied, yes the goal of the video is to have it shared with the County Boards.

Mr. Fowle asked if the other County Boards desired to have it shown. There was agreement amongst commissioners that efforts would be made to show the video to the County Boards. Brief discussion ensued regarding the best methods to contact board members/communities and present the video throughout the region.

Mr. Fowle also noted that Matty Mathison, present in the video, was awarded an APA Chapter award as well for her efforts as a proactive citizen.

C. Media Reports / Upcoming Events

Mr. Fowle briefly highlighted media articles of note regarding East Central projects in the region.

D. Other Announcements

Mr. Fowle also thanked Mr. Farrell and Ms. Freiberg, Fond du Lac County Clerk, for their assistance with planning facility needs for the events of the day.

IX. BUSINESS

A. Steering Committee

1. Acceptance of the Summaries of Proceedings for the July 31, 2015 Meeting

Ms. Nagler motioned to approve the summary of proceedings, Mr. Barribeau seconded the motion. The motion passed unanimously.

2. Acceptance of the Summaries of Proceedings for the September 18, 2015 Meeting

Mr. Erdmann motioned to approve the summary of proceedings, Ms. Schneider seconded the motion. The motion passed unanimously.

3. 2015 Third Quarter Financial Report

Ms. Scheibe-Johnson provided an overview of the third quarter financial report. Items included in the overview were as follows: balance sheet, cash situation, accounts receivable, billings, prepaids, security deposit, insurance, total assets, accounts payable, external accounts payable, accrued liabilities, debt to Winnebago County, net position, statement of revenue and expenses, federal and state grants, pass throughs, revenue, carry over, 5304 grants, Highway 15 project, operating revenue/expenses, direct grant expenses, overhead expenses, over budget items, surplus, final and quarterly estimate.

Mr. Koeppen motioned to approve the financial report, Mr. Kautza seconded the motion. The motion passed unanimously.

4. Update on 2016 Work Program & Budget Planning

Mr. Fowle provided an update on the 2016 work program and budget. The Steering Committee is working to finalize the preliminary budget. Based on the set levy, decisions regarding health and dental insurance were made. The dental benefit will now be cost-shared by employees. Salary changes have been discussed and will be incorporated into the 2016 budget. The preliminary budget is approximately -\$60,000; however, nothing has been factored in for transportation planning funds that will be carried over from 2015 into 2016 at this time. Other contract opportunities may become available as well.

In regard to the work program, the technical assistance process was purposefully started one month earlier to better accommodate the timeline for development of the work program. Technical assistance project requests are slightly higher than in past years, with many of the projects being recreation-related. Many of the requests are also from Fond du Lac County communities.

5. Update on ECWRPC 2016-2018 Strategic Plan

Mr. Fowle provided an update on the strategic plan and requested that commissioners return the provided questionnaire at their earliest convenience.

6. Proposed Resolution 21-15: Amending the 2015 Work Program and Budget of the East Central Wisconsin Regional Planning Commission to Reflect the Re-Allocation of Funding Provided by the Department of Defense-Office of Economic Adjustment

Mr. Fowle noted that funds would be reallocated within the project. The Wisconsin Manufacturing Extension Partnership component of the defense project would be extended into 2016 as more time is needed to work with area businesses to assist them. Funds that will be unused from the UW-Oshkosh Accelerator Project will be put in East Central's part of the budget, much of which will be pass-through to consultants to assist in outreach and education materials. Some funds will also be used for staff costs as well.

Ms. Nagler motioned to approve the resolution, Mr. Bellin seconded the motion. The motion passed unanimously.

7. Proposed Resolution 22-15: Authorizing Commission Staff to Destroy Public Records According to the Adopted "Records Retention Policy and Destruction Schedule"

Mr. Gentz motioned to approve the resolution, Ms. Schneider seconded the motion. The motion passed unanimously.

8. Proposed Resolution 29-15: Adopting a Travel Policy for the East Central Wisconsin Regional Planning Commission

Mr. Fowle noted that this is the result of the federal regulations regarding grants, there is a need to be more specific with the travel policy and amendments will be made. There is one change to the policy under non-reimbursable expenses. The committee before approval added an item that stated a non-reimbursable expense would be lodging tax if staff did not provide the tax exempt form.

Mr. Erdmann motioned to approve the resolution, Mr. Kautza seconded the motion. The motion passed unanimously.

B. Economic Development Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 8, 2015 Meeting

Mr. Barribeau motioned to approve the chairman's report and summary of proceedings, Mr. Giese seconded the motion. The motion passed unanimously.

3. Proposed Resolution 23-15: Adopting The 2015 Comprehensive Economic Development Strategy (CEDS) Annual Performance Report

Ms. Van Buren provided an overview and background history of the CEDS report. The annual performance report does not require a 30 day public review

period, however the draft document was posted online and sent to the Economic Development and CEDS Committee members. The CEDS Committee is also required to reaffirm and prioritize the goals. The CEDS Committee also reviewed the 2014 executive summary and provided feedback to staff that could be used for the 2015 document. The CEDS Committee also examined and ranked the economic and community development projects that were submitted by all the communities within the region. The submitted projects were either new projects or a status of previously submitted projects. A project's ranking does not guarantee funding from the Economic Development Administration, but is more of a method for prioritization of projects and the Commission's efforts to implement them.

Mr. Farrell motioned to approve the resolution, Mr. Gentz seconded the motion. The motion passed unanimously.

C. Open Space and Environmental Management Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 31, 2015 Meeting

Mr. Federwitz motioned to approve the chairman's report and summary of proceedings, Mr. Laughrin seconded the motion. The motion passed unanimously.

3. Update on Weigh in on the Winnebago Waterways

Mr. Fowle provided a brief update on the Weigh in on the Winnebago Waterways. In mid-summer of 2015a proposal was given to the three County Executives to pursue incorporating \$15,000 each into the respective budgets for Calumet, Fond du Lac, and Winnebago Counties. There was concern raised about East Central's potential involvement as a contracted entity. Given the dynamics at the time, at the Open Space Committee meeting, the committee had made a resolution contingent on input from the three executives to remove the commitment that was offered of sharing \$45,000 of costs for the first year to double the county's money to have the position at the Commission. East Central at this time needs to move on and finalize its own budget and plan of work. Since then, the counties did propose the \$15,000 individually. Calumet and Fond du Lac Counties did/will likely approve their respective budgets, however Winnebago County did take action to amend the budget and remove the \$15,000. This does leave the question as to what the other two counties want to do in the event Winnebago County is not involved. After the meeting, Mr. Fowle received a phone call from a Winnebago County supervisor who feels that it is his charge to evaluate all the alternatives for creating this shared position. At the Winnebago County Board Meeting it was brought up that it would be logical that East Central should house and fund the position completely instead of asking the counties for additional funds. There may be opportunity for additional conversation on this matter and all three counties are represented on the Commission. Mr. Fowle responded to the individual that if a decision is to be made and if East Central is to fully fund the lakes

coordinator position, Winnebago County will not only need to convince Fond du Lac and Calumet Counties, but also convince all of the other counties on the Commission. Mr. Fowle noted that a full-time position will be approximately \$90,000, half-time would be \$45,000 and that may not be able to be absorbed under the current commitments so something must change..

Mr. Buechel commented that he assumed the Fond du Lac County Board would support the \$15,000 budget item. What will happen after has not yet been established in regard to contracting with an entity. The reason \$15,000 was provided was because it was felt that by the time this was approved in the budget it would be the second quarter of 2016. No reassurance can be provided at this time. Once the budgets are approved, the three counties must discuss the matter again and decide how to move forward.

D. Community Facilities Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the June 10, 2015 Meeting

Mr. Bellin motioned to approve the chairman's report and summary of proceedings, Mr. Kautza seconded the motion. The motion passed unanimously.

3. Final Appeals Court Opinion on C. Kaukauna vs. Village of Harrison

Mr. Fowle noted that this is the court action which is likely to be the final action of the sewer service area discussion. The Village of Harrison prevailed against the last remaining legal challenge by the City of Kaukauna with their incorporation process and the additional territory that was added to the town at that time.

E. Transportation Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 14, 2015 Meeting

Mr. Strehlow motioned to approve the chairman's report and summary of proceedings, Mr. Robl seconded the motion. The motion passed unanimously.

3. Update on Fox Cities Transportation Management Area (TMA) Designation

Mr. Raith noted in 2010 the Fox Cities Urbanized Area went over 200,000 in population and became a transportation management area (TMA). That entails certification by the Federal Highway Administration and Federal Transit Administration for federal funds received. The certification process took place, a public information meeting was also held on the first night of the process. The certification process was completed satisfactorily and the Commission was

recertified for an additional four years. A letter of approval will be issued as well as a report for the whole certification process. An update will be provided once the report is received.

Mr. Fowle also shared a comment made by the Federal Highway representative who stated how much he appreciated East Central, particularly the creative and passionate staff involved in the program.

4. REAFFIRMATION of Proposed Resolution 19-15: Approving a Contract for Services between East Central Wisconsin Regional Planning Commission and Toole Design Group as a Subcontractor to the Winnebago County Bicycle and Pedestrian Plan *[acted on by Steering Committee on 9/18/15 using the full authority of the Commission]*

Ms. Kraemer Badtke noted that Winnebago County received a bicycle and pedestrian facilities program grant in 2014 from the Department of Transportation. This is a partnership between multiple departments at Winnebago County. At the time, East Central was approached by Toole Design Group to become a subcontractor on that particular bid. The focus of the plan is to increase active transportation opportunities for rural communities. It is a natural fit for East Central to be a subcontractor on this particular plan because East Central has active involvement from Omro and Winneconne on the Safe Routes to School Program and Oshkosh Area School District. Part of East Central's role will be community engagement and GIS data analysis and development for the plan along with local perspective and recommendations. The reason this resolution went through Steering Committee for approval was there was a timeline for starting the piece. The approximate dollar amount will be about \$26,800. The funds will come to East Central to have staff working on the plan collaboratively.

Mr. Buechel motioned to reaffirm the resolution, Mr. Bellin seconded the motion. The motion passed unanimously.

5. Proposed Resolution 24-15: Adoption of the Transportation Improvement Program for Oshkosh Urbanized Area-2016

Mr. Moesch provided an overview and brief background of the transportation improvement program and process. As part of the planning process this year, East Central staff worked with the Wisconsin Department of Transportation, local communities, and GO Transit. One project was able to be funded this year with STP-Urban funds – the North Main Street project. This was previously programmed in the document at 50 percent. It was determined that the Fernau Avenue project with the City of Oshkosh would drop out of the program and funding would be used to make up the existing portion to bring the project up to 80 percent federal funding. That project is scheduled for 2016. There are also transit operating and capital requests as part of the document.

Mr. Robl motioned to approve the resolution, Mr. Strehlow seconded the motion. The motion passed unanimously.

6. Proposed Resolution 25-15: Adoption of the Transportation Improvement Program for Fox Cities (Appleton) Transportation Management Area-2016

Mr. Moesch provided an overview for the Fox Cities Transportation Improvement Program. Mr. Moesch mentioned that both transportation improvement programs being discussed underwent a public review period, no public comment was received. In regard to the Fox Cities document, two projects were funded with STP-Urban funding: County Trunk/HWY C and College Avenue from County/HWY Trunk CB to Casaloma, which is a large project of approximately \$6 million in federal funding. The project is 80 percent federally funded. The Veteran's Memorial Lift Bridge in the City of Kaukauna was able to get funding of approximately \$880,000 in federal funding. East Central also worked with Valley Transit to get their capital and operating request submitted.

Mr. Nelson asked how much funding was federal versus state in regard to the lift bridge project. Mr. Moesch replied that 80 percent was federally funded with no state funding. Mr. Moesch stated that the city would generate 100 percent of the design to expedite the process.

Mr. Nelson asked if the construction was federally funded. Mr. Moesch replied that was correct.

Mr. Nooyen motioned to approve the resolution, Mr. Strehlow seconded the motion. The motion passed unanimously.

7. Proposed Resolution 26-15: Adopting the 2016 Unified Transportation Work Program and Annual MPO Certification for the East Central Wisconsin Regional Planning Commission

Mr. Raith provided an overview of the resolution. East Central works with the Department of Transportation (DOT) and Federal Highway Administration so the transportation budget must be started earlier in the year. The process begins in June. Mr. Raith briefly described the process of initiating the work program annually. The process must be finished by the end of October. In January when the Commission passes the total budget, this item will be inserted into the total budget. Under MAP-21, the new transportation legislation, there is a focus on performance measures and tracking the trends. There are also short-term items that are planned and completed as well. Funding is similar to last year.

Mr. Strehlow motioned to approve the resolution, Mr. Erdmann seconded the motion. The motion passed unanimously.

8. Proposed Resolution 27-15: Adoption of the Update to the Appleton (Fox Cities) Transportation Management Area Long Range Transportation Plan/Land Use Plan

Mr. Raith provided an overview of the resolution. There is one document for each entity: Appleton (Fox Cities), Oshkosh, and Fond du Lac. The Fond du Lac plan

was passed. The Fox Cities Transportation Management Area (TMA) is currently up for approval. The plan goes out to 2050 and is full of recommendations. One change to the long range plans is that they were not updated regularly. Under MAP-21 performance measures, much of this content is going to be put online so that it can be tracked into the future. For the Fox Cities Urbanized Area, there is only one large project left to do and that is the expansion of HWY 41 to Green Bay. In the Oshkosh plan, there will be an emphasis on a new arterial on the West side of the Fox Cities to take some traffic off of HWY 41. The transportation system is well-built out with the exception of these projects. No large-scale projects are scheduled to be initiated in the future. Focus will be maintained on what is currently in existence.

Mr. Raith noted the \$330 million that was removed from the transportation budget and that every time that occurs, documents have to be amended to reflect the change. Mr. Fowle interjected that he received an email from Senator Roth's office and the Joint Finance Committee scheduled a hearing for November 4th to release the bonding request that was submitted.

Mr. Nelson motioned to approve the resolution, Mr. Bellin seconded the motion. The motion passed unanimously.

9. Proposed Resolution 28-15: Adoption of the Update to the Oshkosh Urbanized Area Long Range Transportation Plan/Land Use Plan

Mr. Raith restated that the situation is similar to the previously listed Resolution 27-15. The only difference is the potential for a west-side arterial.

Ms. Nagler motioned to approve the resolution, Mr. Robl seconded the motion. The motion passed unanimously.

F. Regional Comprehensive Planning Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 9, 2015 Meeting

Mr. Gentz motioned to approve the chairman's report and summary of proceedings, Mr. Thomas seconded the motion. The motion passed unanimously.

3. American Planning Association/American Health Partners Association "Plan4Health" Grant Award to Shawano & Menominee Counties

Ms. Kraemer Badtke and Mr. Baron briefly explained the grant award details. Earlier this summer the American Planning Association along with the American Public Health Association released a second round of funding that they received from the Center for Disease Control. East Central applied for this grant opportunity in partnership with Winnebago County for a bike-sharing project within the City of Oshkosh. It was a \$150,000 grant opportunity with zero local match. East Central also partnered with Shawano County and

Menominee County for a food sharing and security program. East Central's grant with the City of Oshkosh did not receive funding, however Shawano and Menominee County did receive funding. No analysis or feedback has been received as to why funding was not received for Oshkosh. Notification was received that only two grants would be given per state. Examining the demographic information, the Shawano/Menominee County area typically has more significant needs based on employment and other demographic information than the City of Oshkosh. Moving forward with the Shawano and Menominee County project, East Central will act as the subcontractor. This project will have a lot of changeability to it. Originally it was scheduled to begin in April 2016, however that has been changed to November 2015. Originally \$150,000 was requested, notification was received that \$130,000 was awarded. The timeline for the grant has been reduced from 15 months to ten months. The focus is on food systems planning and East Central does not have a lot of capacity in this area, there is the ability to learn from this experience. The grant aligns well with the health in planning work of East Central. Even though it is a food security grant East Central will be looking at access to food, grocery stores, etc. The grant focuses on adequate nutrition and healthy diets for all residents in the area. Mr. Baron briefly provided some background information on both Shawano and Menominee Counties.

Mr. Laughrin asked what the term “food security” meant. Ms. Kraemer Badtke replied that food security is the ability to purchase food, have a supply of food at home, and ensuring access to food through income, food pantries, etc.

Mr. Laughrin asked if the program was based on income. Ms. Kraemer Badtke replied that yes, it would be partially based on income. Shawano and Menominee Counties are on the lower end of the county health rankings. The built environment must be studied as well as physical activity, nutrition, and access to healthy nutritious food.

Mr. Fowle also added that food security can even allude to broader concerns including terrorism, biological conditions, an upset in the rail/freight system, etc. Food comes from all over the United States and it is not possible to be reliant on that in the event something fails.

Mr. Federwitz asked what farms are producing in the area. Mr. Baron replied that detail was not provided in that regard, the information came from Shawano County's application. The application does reference that the majority of farming operations in the county are not for human consumption. Ms. Kraemer Badtke added that after discussions with Shawano County staff, some of that analysis will be looked at and improved. Mr. Baron stated that this is not dissimilar to the rest of the region, there is a strong agricultural presence, and the possibility of whether there should be a stronger connection is being considered as the food is being grown yet residents do not have access to it. There are strategies for this, there will be coalition capacity building, a large research component, and a work plan will be identified and incorporated. A local food council will also be established. Ms. Kraemer Badtke also noted that best practices can be supplied to neighboring areas on how to make this work for them with flexibility to meet their needs.

X. ESTABLISH TIME AND PLACE FOR NEXT COMMISSION MEETING

The next meeting will be Friday, January 29, 2016, at a location TBD in the Fox Cities area.

XI. ADJOURNMENT

Mr. Bellin motioned to adjourn, Mr. Farrell seconded the motion. The motion passed unanimously.

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APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 25-15

**ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FOX CITIES
(APPLETON) TRANSPORTATION MANAGEMENT AREA-2016**

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

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

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

Section 1: That the Commission, as the designated MPO, adopt the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2016.

RESOLUTION NO. 25-15

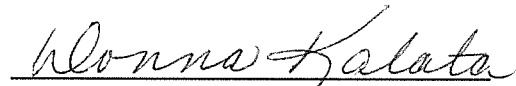
Section 2: That the Commission certifies that the metropolitan planning process is addressing the major transportation issues in these areas in conformance with all applicable requirements.

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 30, 2015

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

A handwritten signature in cursive script that reads "Donna Kalata".

Donna Kalata, Chair – Waushara Co.



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2016 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 – 2016. This publication of the TIP serves to update the listing of state and federally funded, in addition to significant local transportation projects for the years 2016 – 2019. 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– 2016 can be viewed on the internet at:

www.fcompo.org

A 30-day public review and comment period for this document will commence on Wednesday, September 30, and end on Thursday, October 29, 2015. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy of this document and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100.

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STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA

WI 549523388

NOTICE OF OPPORTUNITY TO
REVIEW METROPOLITAN PLANNING
ORGANIZATION
2016 TRANSPORTATION
IMPROVEMENT PROGRAM
The Fox Cities (Appleton) Metropolitan
Planning Organization (MPO) has pre-
pared a draft Transportation Improve-
ment Program (TIP) for the Fox Cities
Transportation Management Area -
2016. This publication of the TIP serves
to update the listing of state and federal-
ly funded, in addition to significant local
transportation projects for the years 2016
- 2019. The MPO's public participation
satisfies Valley Transit's public participa-
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Projects. The draft Transportation Im-
provement Program (TIP) for the Fox
Cities Transportation Management
Area- 2016 can be viewed on the inter-
net at:
www.fcompo.org
A 30-day public review and comment pe-
riod for this document will commence on
Wednesday, September 30, and end on
Thursday, October 29, 2015. 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.
RUN: Sept 30, 2015 WNAXLP

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: 0000748496
No. of Affidavits: 1
Total Ad Cost: \$36.42
Published Dates: 09/30/15

(Signed)

Jim Hurlbert

(Date)

9-30-15

Legal Clerk



Signed and sworn before me

Alexandra Zakowski

My commission expires

3/3/19

EAST CENTRAL WI PLANNING COMM

Re: TIP review



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 – 2016*.

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

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

Map G-1 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included, are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2016 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2012 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2016 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2016 TIP projects allows the MPO to determine the potential for disproportionately high adverse impacts to individuals classified as in poverty or making less than \$25,000 per household. Further analysis of the TIP projects in relation to individuals classified as in poverty or making less than \$25,000 per household do not propose a disproportionately high adverse impact compared to the general population.

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

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

Persons of Hispanic Ethnicity make up 3.5 percent of the total population of Winnebago County, 3.6 percent for Outagamie County, and 3.5 percent in Calumet County. **Map G-5** illustrates the 2010 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2016 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to the Hispanic or Latino population. Further analysis of the TIP projects in relation to the Hispanic or Latino population do not propose a disproportionately high adverse impact compared to the general population.

Map G-6 depicts 2012 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2016 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.

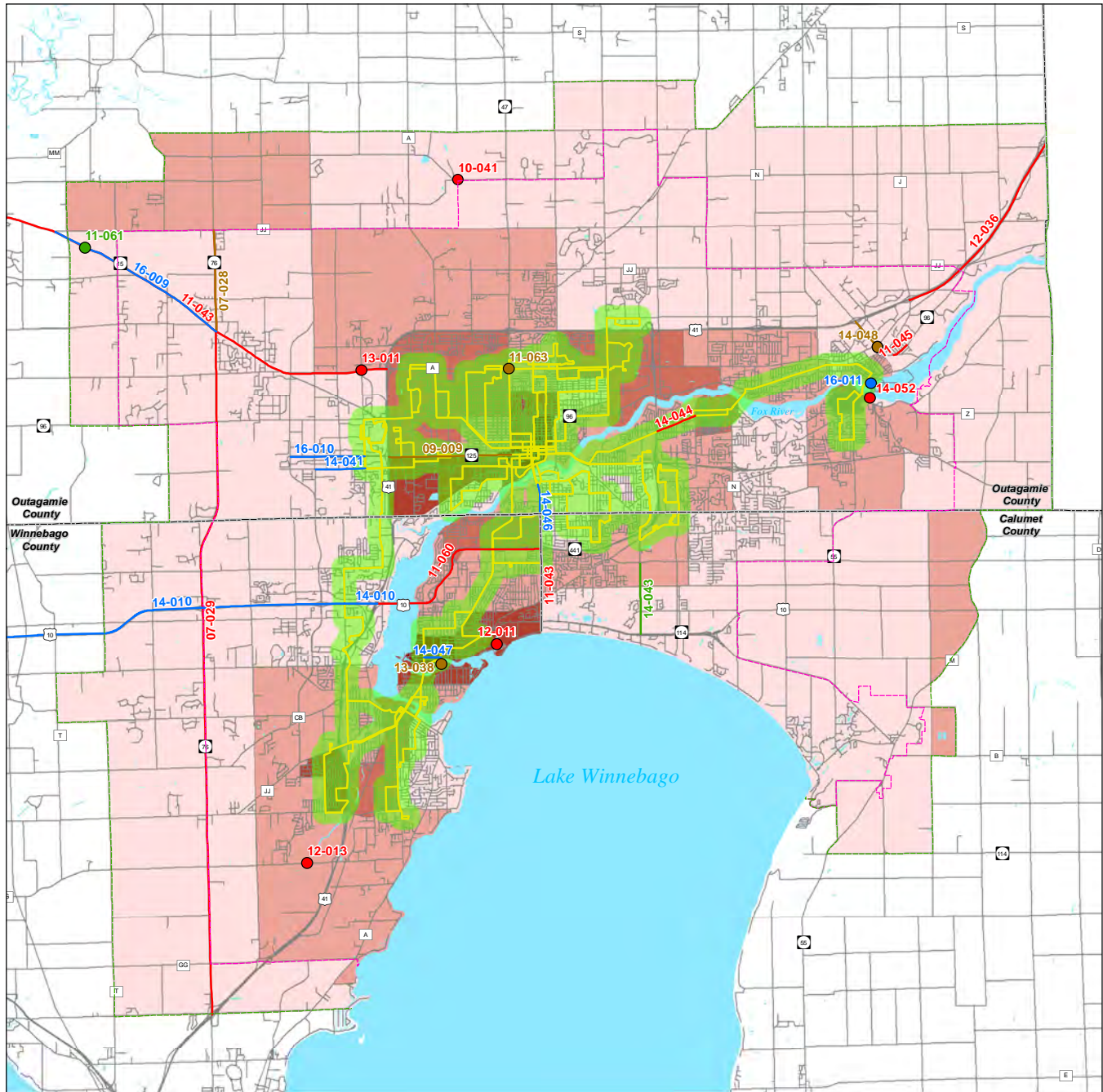
Map G-7 depicts 2012 distribution of households with no car in the Fox Cities MPO area by census tract. This analysis is included with transit fixed routes and 2016 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact 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 2016 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.

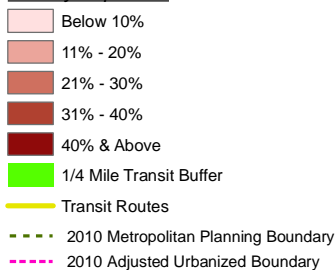
It appears that none of the programmed projects disproportionately affect any certain population concentration in the Fox Cities urbanized area. Also, the concentration of populations near the city center, allows for optimal access to a number of modes, including the radial route design of urban transit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

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**Figure G-1
Fox Cities Transportation Management Area TIP Projects (2016 - 2019) and
Population Below Poverty Level (2010 Census Data)**



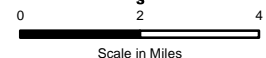
Poverty Population



TIP Project Year and Number



TIP Intersection Project Year and Number



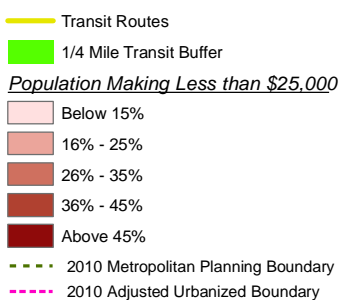
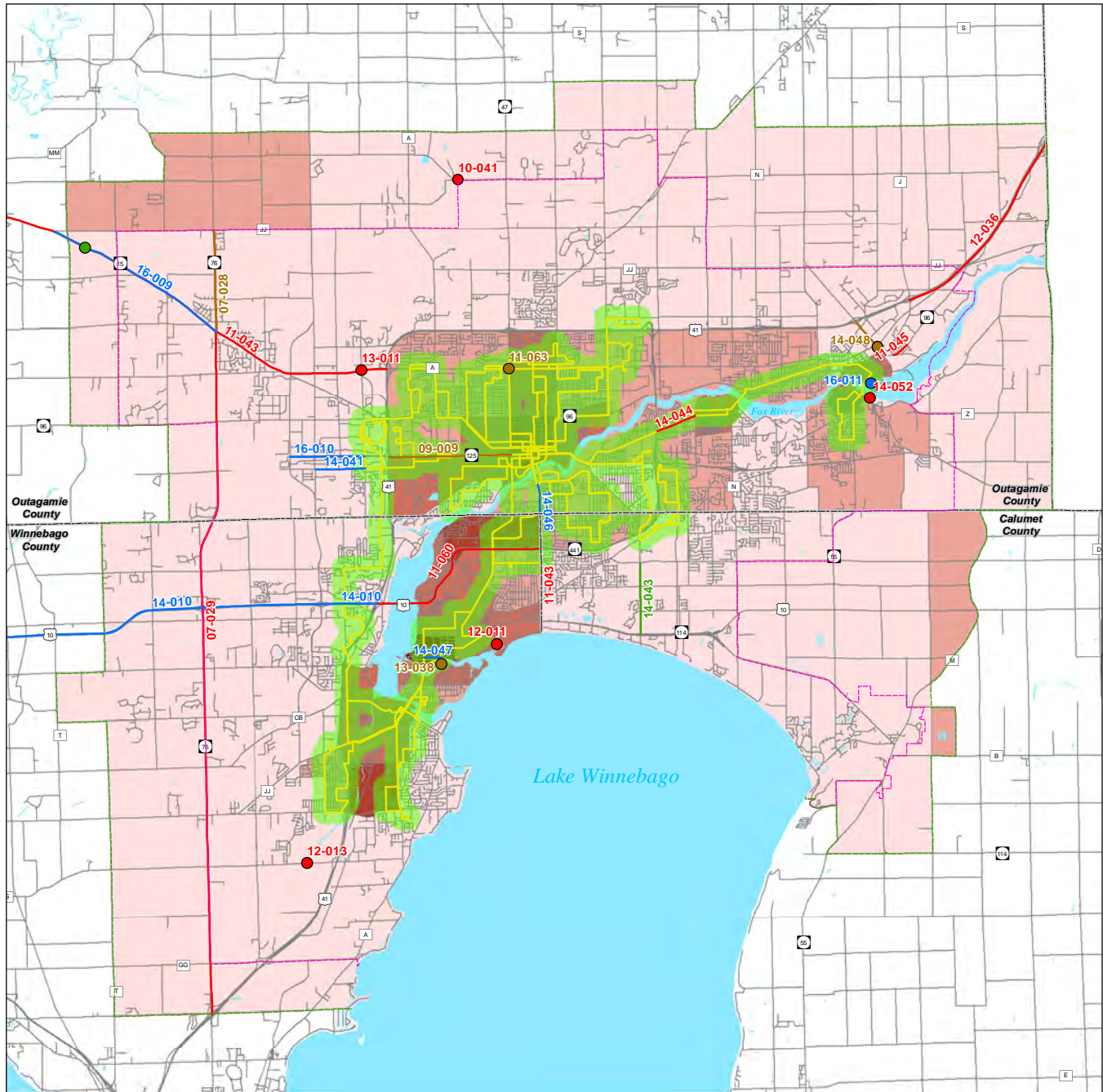
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Prepared SEPTEMBER 2015:



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

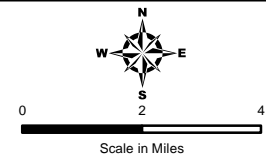
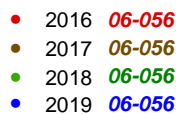
Figure G-2
Fox Cities Transportation Management Area TIP Projects (2016 - 2019) and
Population Making Less than \$25,000 (2010 Census Data)



TIP Project Year and Number

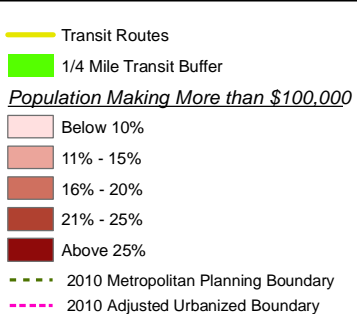
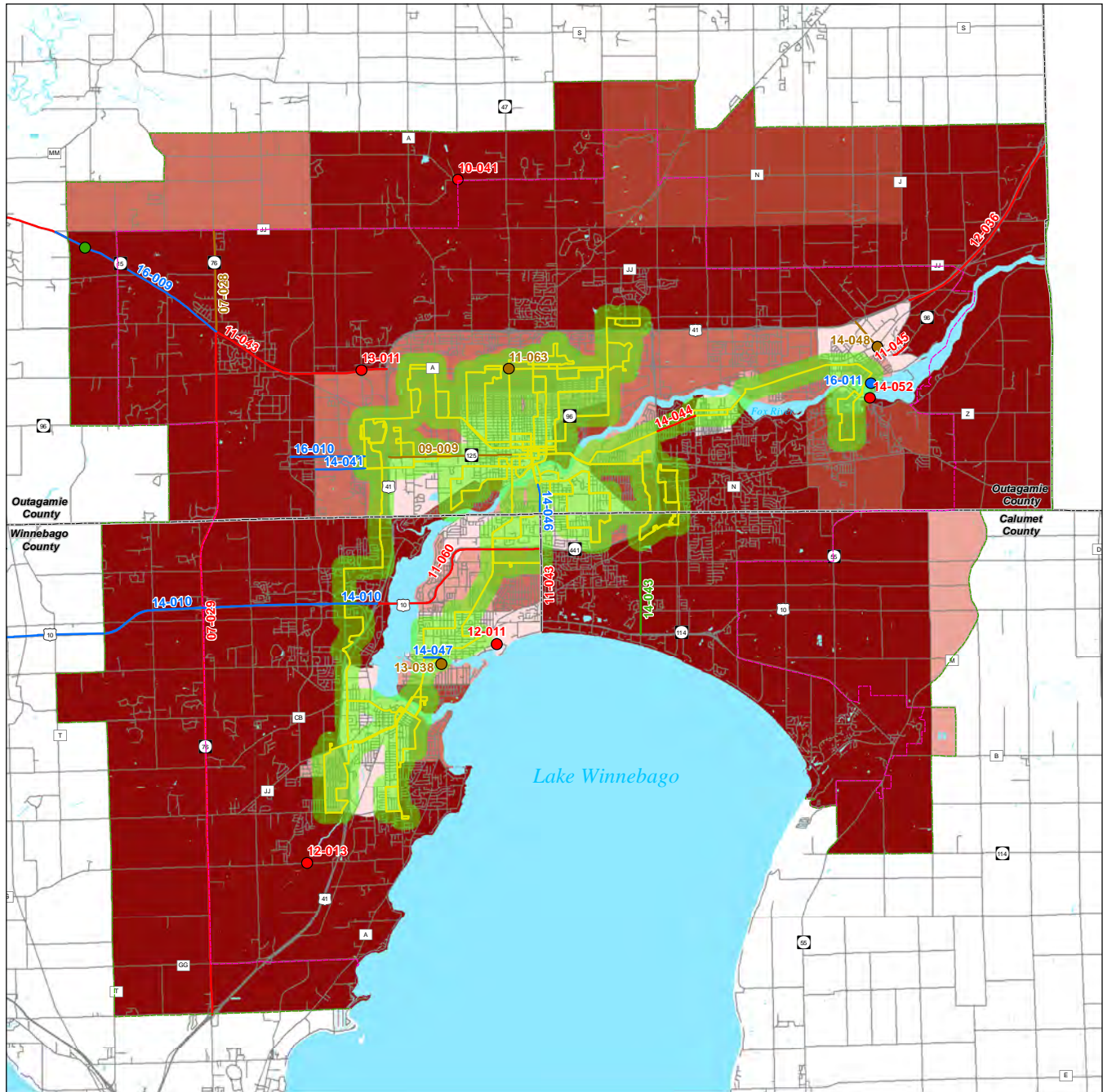


TIP Intersection Project Year and Number



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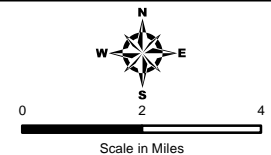
Figure G-3
Fox Cities Transportation Management Area TIP Projects (2016 - 2019) and
Population Making More than \$100,000 (2010 Census Data)



TIP Project Year and Number

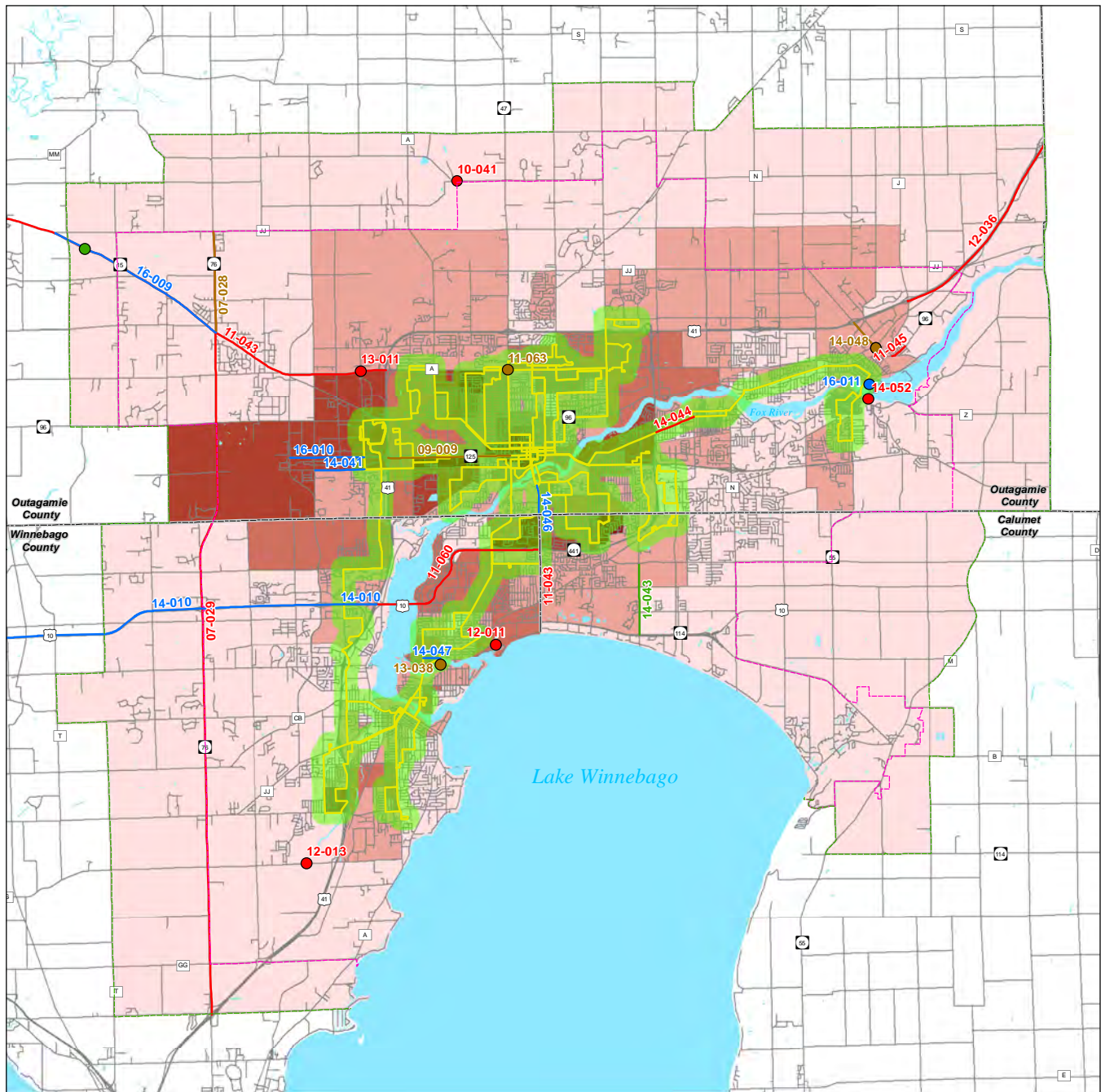


TIP Intersection Project Year and Number

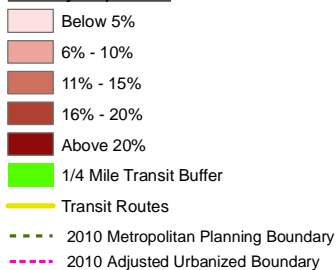


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**Figure G-4
Fox Cities Transportation Management Area TIP Projects (2016 - 2019) and
Minority Population (2010 Census Data)**



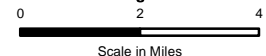
Minority Population



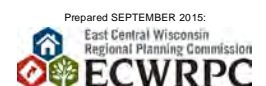
TIP Project Year and Number



TIP Intersection Project Year and Number

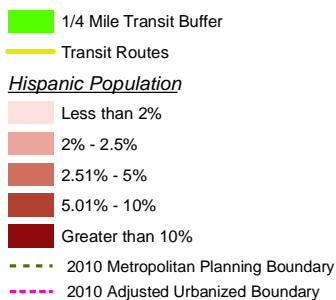
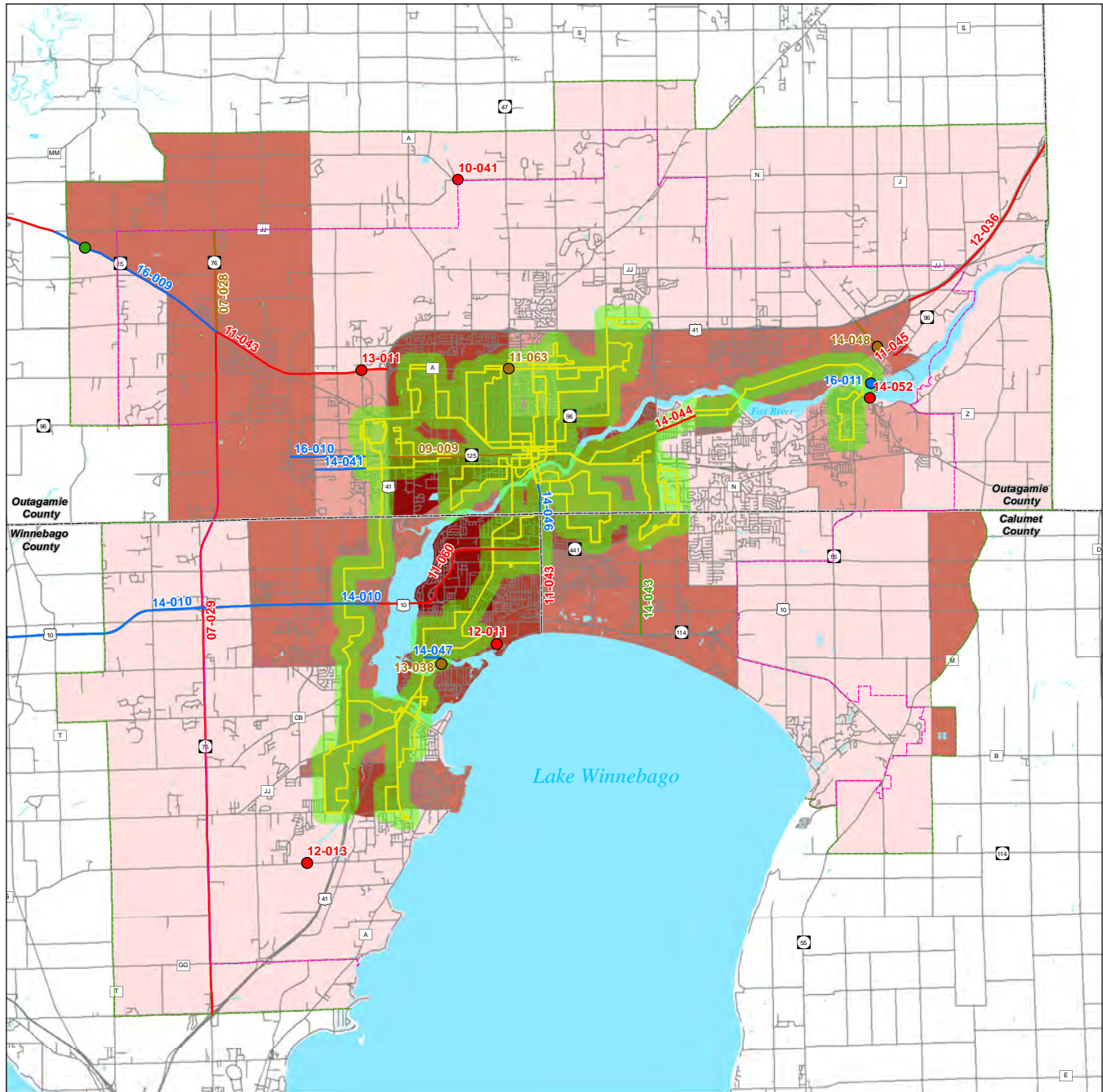


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Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

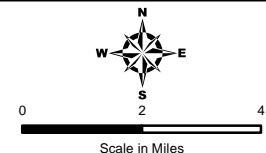
**Figure G-5
Fox Cities Transportation Management Area TIP Projects (2016 - 2019) and
Hispanic Population (2010 Census Data)**



TIP Project Year and Number

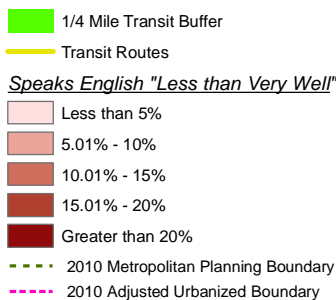
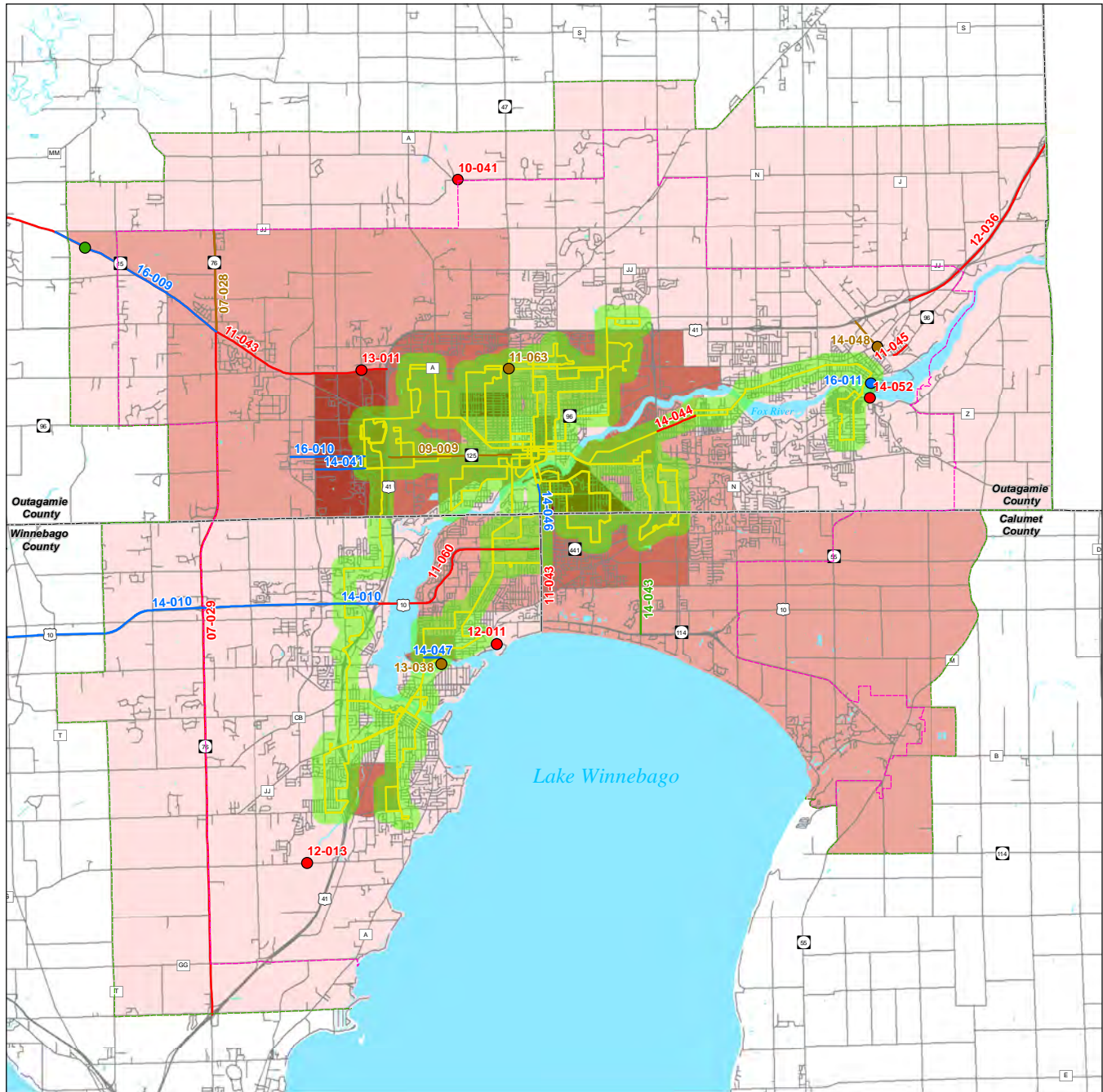


TIP Intersection Project Year and Number



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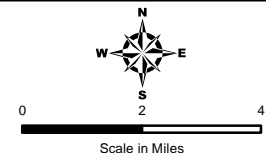
Figure G-6
Fox Cities Transportation Management Area TIP Projects (2015 - 2018) and
Population Speaks "Less than Very Well" (2010 Census Data)



TIP Project Year and Number

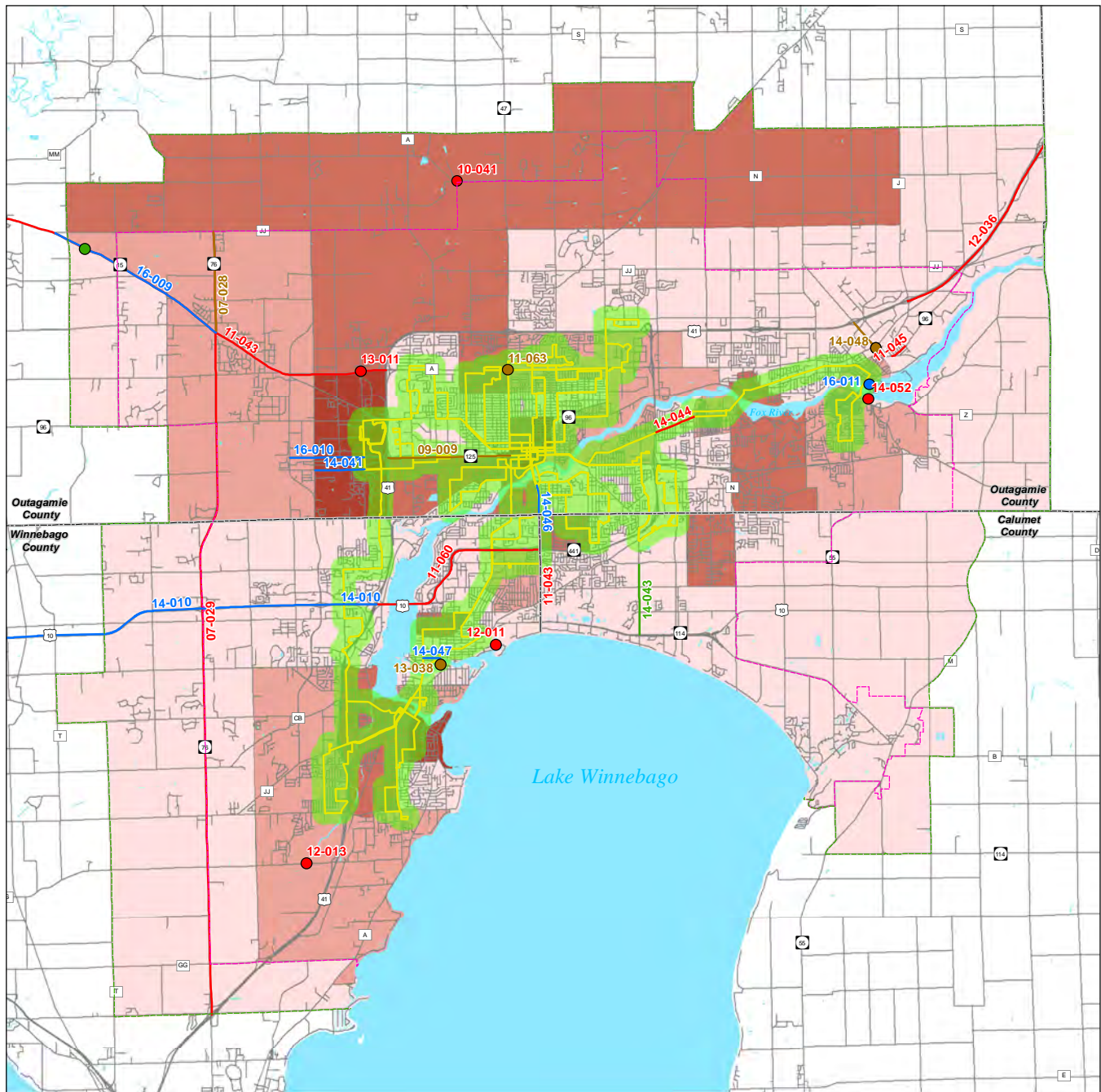


TIP Intersection Project Year and Number



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Figure G-7
Fox Cities Transportation Management Area TIP Projects (2016 - 2019) and
Population with No Car Access (2010 Census Data)



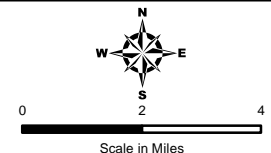
- 1/4 Mile Transit Buffer
- Transit Routes
- No Car Access**
- Less than 1%
- 2%
- 3% - 5%
- 6% - 10%
- More than 10%
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

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

TIP Intersection Project Year and Number

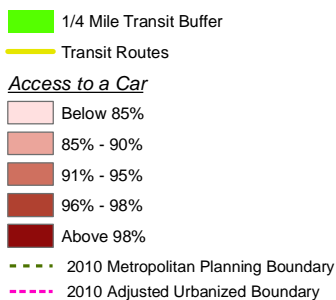
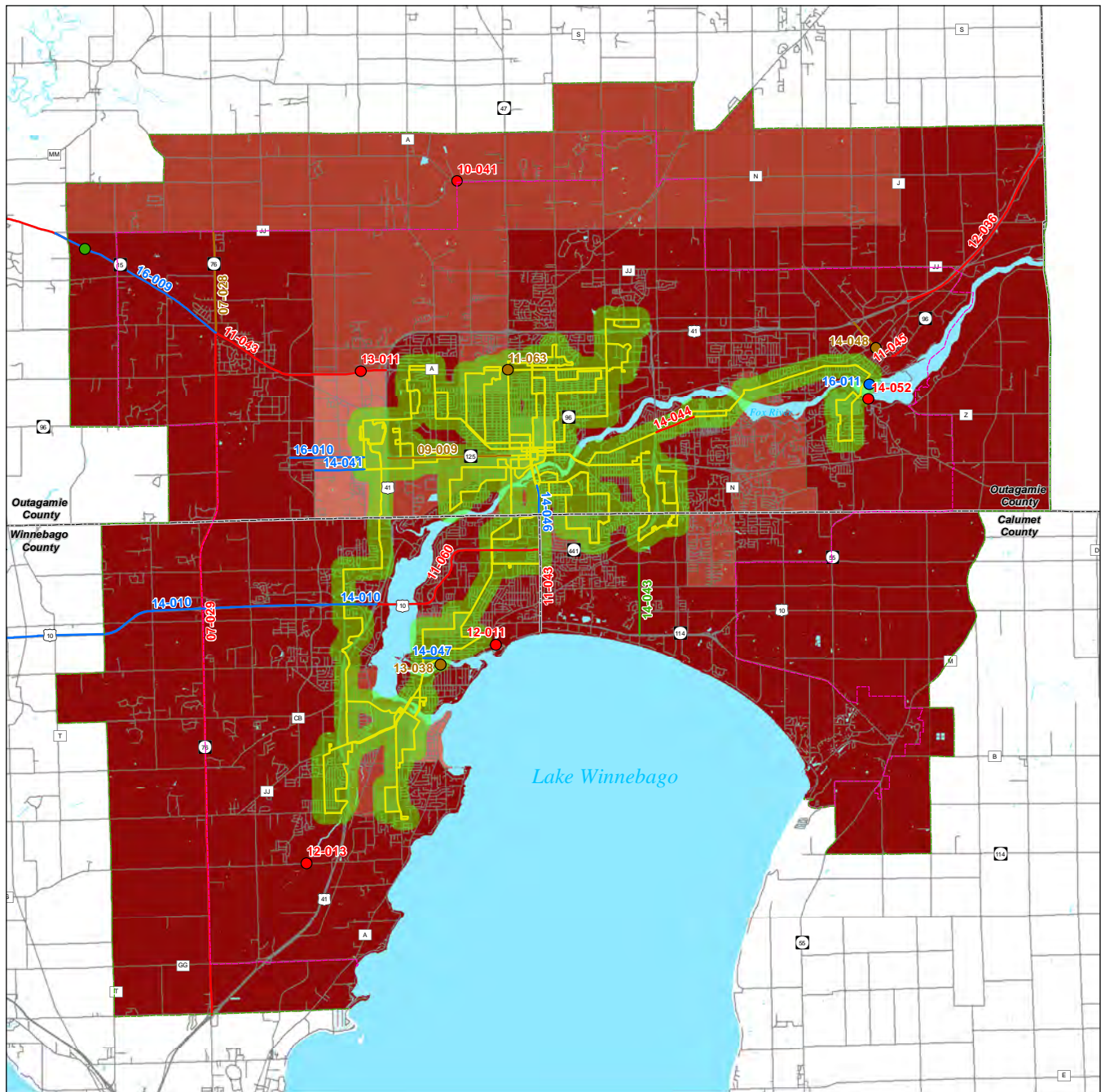
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**



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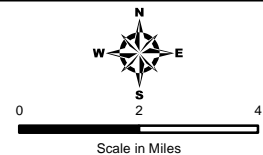
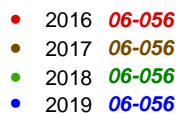
Figure G-8
Fox Cities Transportation Management Area TIP Projects (2016 - 2019) and
Population with Car Access (2010 Census Data)



TIP Project Year and Number



TIP Intersection Project Year and Number



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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

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

Figure H - 1 shows the Fox Cities urbanized area.

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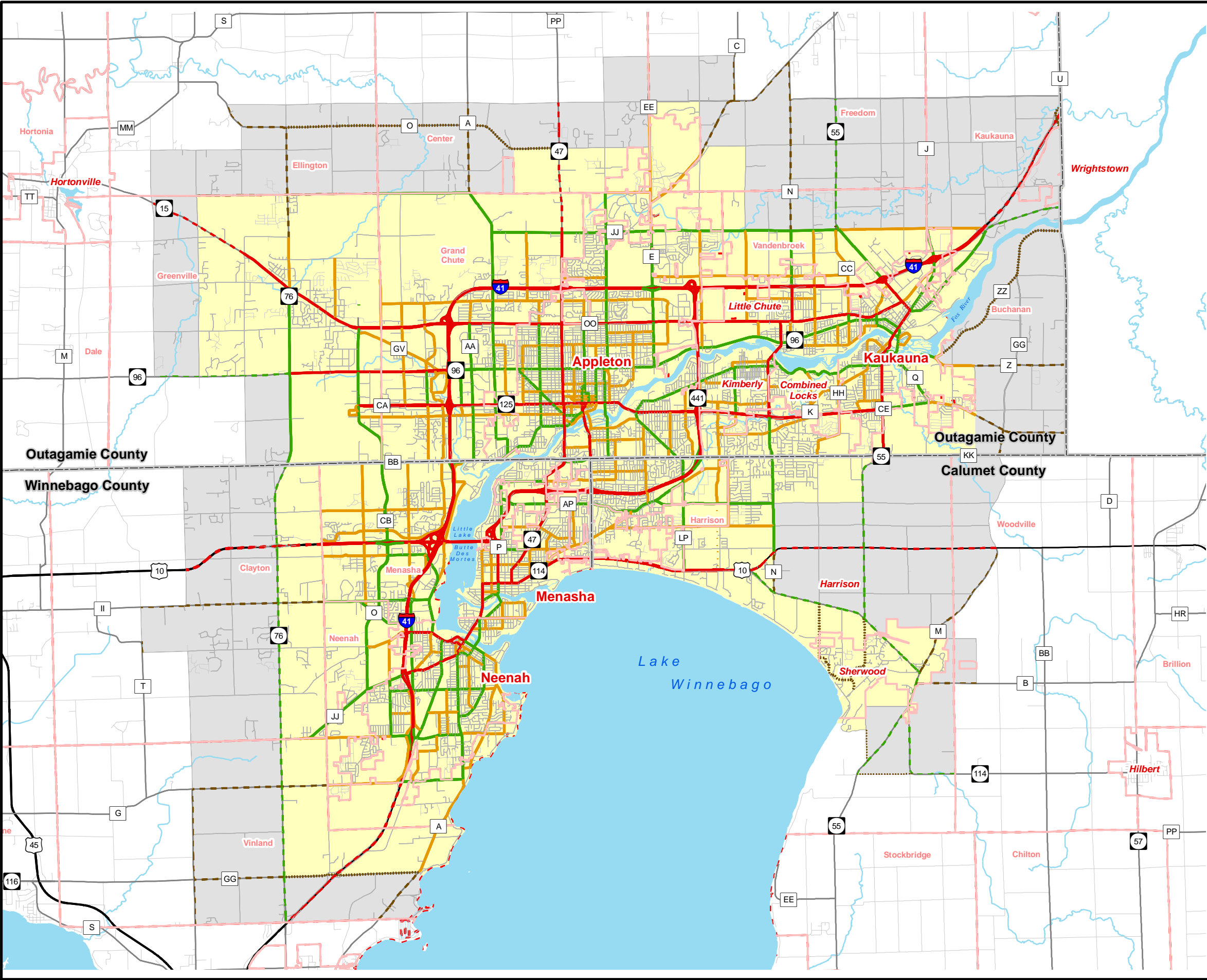
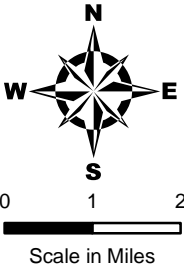


Figure H-1
Appleton Urbanized Area
Functional Classification
System
2015

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



Source:
Base data provided by Outagamie, Winnebago, and Calumet Counties 2010
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC.
Functional Classification System provided by WisDOT/ECWRPC

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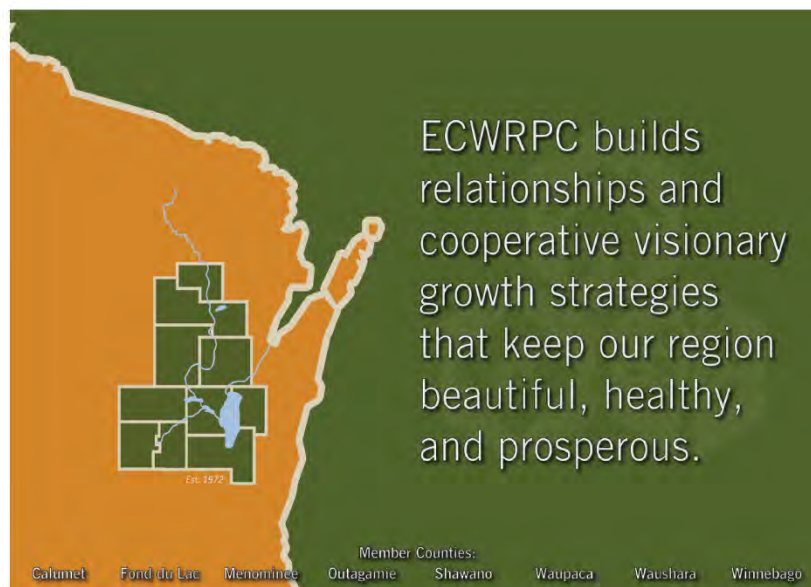
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