

# Transportation Improvement Program

## Fox Cities Transportation Management Area

### 2017



Fox Cities  
Metropolitan Planning Organization  
Approved on October 28, 2016

# **TRANSPORTATION IMPROVEMENT PROGRAM**

## **FOR THE FOX CITIES (APPLETON) TRANSPORTATION MANAGEMENT AREA**

**- 2017 -**

**Approved October 28, 2016**

Prepared by the

East Central Wisconsin Regional Planning Commission

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## ABSTRACT

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

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and capital projects.

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*The Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2017-2020 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 2019 through 2020; for transit assistance programs, 2017 and 2018.

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## INTRODUCTION

## INTRODUCTION

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2017 to 2020. 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 FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

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



**TRANSPORTATION IMPROVEMENT  
PROGRAM**

## **TRANSPORTATION IMPROVEMENT PROGRAM**

### **FEDERAL PLANNING REQUIREMENTS**

FAST Act, signed into law in December of 2015, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. MAP-21 planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multimodal perspective, as previously emphasized under TEA-21 and SAFETEA-LU. Additional areas of challenge under MAP-21 include:

- improving safety;
- maintaining infrastructure condition;
- reducing traffic congestion;
- system reliability;
- freight movement and economic vitality;
- environmental sustainability; and
- reduced project delivery delays.

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

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

### **THE TIP PROCESS**

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2021 are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to proceed with projects not scheduled in the first year of the TIP, the MPO agrees that projects from the second, third or fourth year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

### **TIP Amendments**

#### **No Amendment Required**

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

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

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

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

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

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

### **TIP Project Solicitation and Public Involvement**

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided by direct letter, dated June 29, 2016, requesting candidate projects to be identified. On September 25, 2016, a legal notice was published in the Appleton daily paper identifying a review and comment period from September 25 to October 24, 2016. The Transportation Committee would meet October 11, 2016 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 28, 2016 quarterly Commission Meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

### **Project Review for Eligibility**

Projects submitted must be included in a locally adopted Capital Improvements Program and are reviewed for consistency with transportation plan recommendations (LRTPs), availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded

highway, transit, and other projects must be included in the TIP to compete for the receipt of federal funding assistance. "Regionally significant" projects scheduled for implementation with state and local funds must also be included for informational and coordinative purposes, except that all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source.

## Flexibility of Funding Sources

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

### Federal-Aid Highway Programs

FAST Act	Associated Prior Act Funding Programs
National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)
Surface Transportation Block Program (STBG)	Surface Transportation Program (STP)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing Transportation Alternatives	Railway Highway Grade Crossing Transportation Alternatives

### Federal-Aid Transit Programs

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

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

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

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Local	BR-Local
Surface Transportation Block Grant	STBG
Urban	URB
Rural	RU
State	STP
Safety	HSIP
Transportation Alternatives	TAP
Office of the Commissioner of Railroads	OCR
Transit	
Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310	
Elderly & Disabled	Section 5310

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

### **Prioritization of STP-Urban Projects**

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2017-2020, itemized in the listing this year includes the 2021 through 2022 projects that were submitted by the local entities. In developing this 2017 TIP, no projects were selected for the 2021 – 2022, as of yet.

The anticipated allocation of STBG funds for 2021-2022 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 2017-2020 project candidates, as part of the 2017 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  $\geq 5$  in any one year.

Score	5	$\geq 5$
	3	1 - 4
	0	0

- c. **New Facilities.** An assumption is made that an increase in travel options improves the efficiency and safety of the existing infrastructure by shifting trips traveled to safer facilities.

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

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

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

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

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

### STP-Urban Project Selection Procedure

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

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 50 percent minimum federal funding level.

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

If the final project cost is so large that funding it at the 50 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 50 percent minimum federal funding level, then that project shall be passed over to the next project on the list.

### **STP-Urban Projects Recommended for Funding**

2021-2022 allocations will be determined in early 2017 for the Fox Cities area.

#### 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, 2021-2022. 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 2017 through 2020.

### **2017 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 (252-17-001). 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: 2017, 2018, 2019, and 2020.

**Table 1: Fox Cities Transportation Management Area - Project Listing (2017-2020)**  
(\$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	2017				2018				2019				2020				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT Outagamie	WIS 55 / Lawe St - I 41 Reconstruction 4650-08-00, 21,50,51,71 STP 1.01 m. (E)	DESIGN RR CONST TOTAL				0 162 40 0 202 7692 1923 0 9615 7692 1923 0 9817				0 0 0 0				0 0 0 0				0 0 0 0	
252-07-027							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)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 0 0		9011 2253 0 11264 9011 2253 0 11264		0 0 0 0				0 0 0 0	Re-balance brought it up from 2020-2019
252-07-029			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie	WIS 125 / I 41 - WIS 47 Resurface 4659-15-00, 71 STP 2.61 m. (P)	DESIGN ROW CONST TOTAL				0 0 4520 1130 0 5650 4520 1130 0 5650				0 0 0 0				0 0 0 0				0 0 0 0	
252-09-009							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)	DESIGN ROW CONST TOTAL				0 0 313 0 313 0 0				0 0 0 0				0 0 0 0		5025 1238 73 6336 5025 1238 73 6336		0 0 0 0	
252-07-028			0	313	0	313	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie	WIS 96 / Washington - Clairbel Reconstruct 4075-33-00,21,71 STP (P)	DESIGN ROW CONST TOTAL				0 0 125 0 125 0 0				0 0 0 0				0 0 0 0		1828 457 185 2470 1828 457 185 2470		0 0 0 0	Schedule delay - plat not ready
252-11-045			0	125	0	125	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	USH 10, I 41 - Oneida Street Reconst, exp 1517-75-70 to 88 1517-07-03, 04,10,21,22,40,41,71-95 STP (E)	DESIGN ROW CONST TOTAL				0 0 463 0 463 10500 24050 0 34550 10500 24513 0 35013		320 71 9 400 35438 14559 3 50000 35758 14630 12 50400		0 0 0 0		41200 10298 2 51500 41200 10298 2 51500		0 0 0 0		0 0 0 0		0 0 0 0	
252-11-060																			
WisDOT Outagamie	WIS 15, Greenville - New London RCNST, expansion, R/R Crossings 1146-75-00,21,50-54,71,72,73 STP - Majors (E)	DESIGN ROW CONST TOTAL				0 0 1511 0 1511 0 36168 9042 0 45210 0 1511 0 1511		444 112 556 36168 9042 0 45210 36612 9154 0 45766		0 0 0 0				0 0 0 0		14784 3696 0 18480 14784 3696 0 18480		0 0 0 0	
252-11-061																			
WisDOT Outagamie	WIS 47 / CTH OO Roundabout 6240-26-00, 21, 71 STP (P)	DESIGN ROW CONST TOTAL				0 0 6132 707 23 6862 6132 707 23 6862				0 0 0 0				0 0 0 0		0 0 0 0		0 0 0 0	
252-11-063							0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie	WIS 441 / I41 - I41 Fox River Bridge, City of Appleton 4685-24-30, 60 BR (P)	DESIGN ROW CONST TOTAL				0 0 3520 880 0 4400 3520 880 0 4400				0 0 0 0				0 0 0 0		0 0 0 0		0 0 0 0	
252-12-009							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 BRRPL BR 0.1 miles (E)	DESIGN ROW CONST TOTAL				0 0 1200 0 1200 0 0				0 0 0 0				0 0 0 0		29427 7357 0 36784 29427 7357 0 36784		0 0 0 0	
252-13-038							0	1200	0	1200	0	0	0	0	0	0	0	0	
WisDOT T of Grand Chute	W. Spencer St/Mayflower-Casaloma 4657-25-00,01 RECST URB 1.04 miles (P)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 0 0		1843 0 549 2392 1843 0 549 2392		0 0 0 0		0 0 0 0		0 0 0 0	
252-14-041			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Calumet Co.	CTH LP/ USH 10 - CTH AP 4992-00-56,57 RECST URB 1.5 miles (P)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	
252-14-043							3887 0 972 4859 3887 0 972 4859				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	DESIGN ROW CONST TOTAL					0 0 0 0	4927 4927	0 0	1232 1232	6159 6159							Moved up to 12/11/18
252-14-046	URB      1.14 miles      RECST (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT C of Menasha	Broad St / Tayco - Racine 4992-00-55, 58	DESIGN ROW CONST TOTAL					0 0 0 0					684 684	0 0	196 196	880 880	0 0	0 0	
252-14-047	URB      .3 miles      RECST (P)	TOTAL	0	0	0	0	0	0	0	0	0	684 684	0 0	196 196	880 880	0 0	0 0	
WisDOT C of Kaukauna	Delanglade St/CN RR Xing RR Surface Reconstruction 4650-08-52	DESIGN ROW CONST TOTAL					0 0 0 0											
252-14-048	STP                          RECST (P)	TOTAL	81 81	20 20	0 0	101 101	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 Kaukauna	Delanglade St/CN RR Xing RR Signals 4650-08-53	DESIGN ROW CONST TOTAL					0 0 0 0											
252-14-049	STP                          RECST (P)	TOTAL	182 182	45 45	0 0	227 227	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  1009-00-68	STUDY ROW CONST TOTAL					0 0 0 0											
252-15-001	STP                          (P)	TOTAL	159 159	0 0	45 45	204 204	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  1009-00-74	STUDY ROW CONST TOTAL					0 0 0 0											
252-15-037	STP                          (P)	TOTAL	0 0	0 0	0 0	0 0	159 159	0 0	45 45	204 204	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
WisDOT Outagamie	CTH CA / CTH CB - Casaloma Dr Reconstruction 4657-25-02, 03	DESIGN ROW CONST TOTAL					0 0 0 0									5280 5280	0 0	1320 1320
252-16-010	URB      1.4 miles      (P)	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	5280 5280	0 0	1320 1320
WisDOT C. of Kaukauna	Veteran's Memorial Lift Bridge US Government Canal Fox River 4988-00-18	DESIGN ROW CONST TOTAL					0 0 0 0											
252-16-011	URB                          Bridge Rehab      (P)	TOTAL	0 0	0 0	0 0	0 0	880 880	0 0	452 452	1332 1332	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
WisDOT Outagamie	STH 76 - New London CTH T / Givens Rd. - USH 45 1146-75-74	DESIGN ROW CONST TOTAL					0 0 0 0									0 0	0 0	
252-16-009	STP Majors                          (E)	TOTAL	0 0	0 0	0 0	0 0	0 0	5200 5200	0 0	5200 5200	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
WisDOT	Safety Funds Grouped Projects	DESIGN ROW CONST TOTAL					0 0 0 0											
252-17-001	STP                          (P)	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	0 0	
WisDOT	Rail/Hwy Xing Safety Grouped Projects	DESIGN ROW CONST TOTAL					0 0 0 0											
252-17-002	STP                          (P)	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	0 0	
WisDOT	Hwy Safety Improv Prog (HSIP) Grouped Projects	DESIGN ROW CONST TOTAL					0 0 0 0											
252-17-003	STP                          (P)	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	0 0	
WisDOT	RR Xing STP protective Devices Grouped Projects	DESIGN ROW CONST TOTAL					0 0 0 0											
252-17-004	STP                          (P)	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	0 0	
WisDOT	Preventative Maint. National Highway Grouped Projects	DESIGN ROW CONST TOTAL					0 0 0 0											
252-17-005	NHPP                          (P)	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	0 0	
WisDOT	STN Preventative Maint. Connecting Highway Grouped Projects	DESIGN ROW CONST TOTAL					0 0 0 0											
252-17-006	STP                          (P)	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	0 0	

WisDOT	Enhancements Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-007	STP (P)	TOTAL	0	0	0	0	0	0	0
OCR	OCR Rail-Highway Xing Safety Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-008	OCR (P)	TOTAL	0	0	0	0	0	0	0
WisDOT	Appleton-Green Bay Outagamie	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-009	HSIP Misc (E)	TOTAL	0	0	0	0	0	0	0
WisDOT	T Vinland, CTH A Winnebago	DESIGN ROW CONST TOTAL	394 0 0 0	0 0 0 0	98 0 0 0	492 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-010	STP Rural RECST (E)	TOTAL	394	0	98	492	0	0	0
WisDOT	CTH CB / WIS 96 - Levi Drive T. of Greenville	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-011	TAP (P)	TOTAL	0	0	0	0	0	0	0
WisDOT	Regional Safe Routes to School	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-012	TAP (P)	TOTAL	0	0	0	0	0	0	0
WisDOT	Regional Safe Routes to School	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-013	TAP (P)	TOTAL	0	0	0	0	0	0	0
WisDOT	Valley Transit Paratransit Service	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-014	Section 5310 (P)	TOTAL	74	0	110	184	0	0	0
WisDOT	Making the Ride Happen Volunteer Driver Program	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-015	Section 5310 (P)	TOTAL	60	0	100	160	0	0	0
WisDOT	Making the Ride Happen Mobility Management Program	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-016	Section 5310 (P)	TOTAL	59	0	22	81	0	0	0
WisDOT	Making the Ride Happen Vehicle Purchase	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-17-017	Section 5310 (P)	TOTAL	33	0	7	40	0	0	0
		DESIGN ROW CONST TOTAL	394 162 33012 33406	0 3652 28755 32367	98 0 307 405	492 3814 62074 66380	0 764 81580 82344	0 183 28814 28997	0 9 2704 2713
		TOTAL	14820	3220	307	18347	9853	0	2701
		Expansion Subtotal	18586	29147	98	48033	72491	28997	12
		Preservation Subtotal	14820	3220	307	18347	9853	0	2701
		Expansion Subtotal	18586	29147	98	48033	72491	28997	12

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

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

**Table 2: Fox Cities Transportation Management Area, 2017-2020**  
**Summary of Federal Funds Programmed and Available**  
**(\$000)**

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2017	2018	2019	2020	2017	2018	2019	2020
<b>Federal Highway Administration</b>								
National Highway Performance Program	0	0	0	0	0	0	0	0
Surface Transportation Program								
Fox Cities Urbanized Area	0	9,694	2,527	5,280	0	9,694	2,527	5,280
Surface Transportation Program								
State Flexibility	29,660	72,529	50,211	24,629	29,660	72,529	50,211	24,629
Highway Safety Improvement Program	0	121	0	0	0	121	0	0
Transportation Alternatives Program	0	0	876	159	0	0	876	159
<b>Programmed Expenditures</b>	29,660	82,344	53,614	30,068	29,660	82,344	53,614	30,068
<b>* Annual Inflation Factor 2.0%</b>	593	1,647	1,072	601	593	1,647	1,072	601
<b>Estimated Need with Inflation Factor</b>	30,253	83,991	54,686	30,669	30,253	83,991	54,686	30,669
<b>Federal Transit Administration</b>								
Section 5307 Operating	\$1,573	\$1,620	\$1,669	\$1,719	\$1,573	\$1,620	\$1,669	\$1,719
Section 5307 Capital	1,174	1,429	1,056	1,069	1,174	1,429	1,056	1,069
<b>Programmed Expenditures</b>	2,747	3,049	2,725	2,788	2,747	3,049	2,725	2,788
<b>* Annual Inflation Factor 2.0%</b>	55	61	55	56	55	61	55	56
<b>Estimated Need with Inflation Factor</b>	2,802	3,110	2,780	2,844	2,802	3,110	2,780	2,844
Section 5310	227	0	-not yet programmed-		227	0	-not yet programmed-	

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

**Table 3: Implementation Status of 2016  
Fox Cities Transportation Management Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2016				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT City of Appleton	CTH O WCL Crossing Signals & Gates 1009-93-40	DESIGN ROW CONST				0 0 182	X		
252-10-041	OCR (P)	TOTAL	119	63	0	182			
			119	63	0	182			
WisDOT Outagamie	WIS 15 / New London - Appleton Access Management Plan 1146-40-00	DESIGN ROW CONST	160	40	0	200 0 0		X	
252-11-042	STP 3.24 m. (P)	TOTAL	160	40	0	200			
WisDOT Winnebago	USH 10/WIS 441 - WIS 114 C of Menasha (Oneida St) 1500-44-00,21,71 RESURF	DESIGN ROW CONST				0 0 1685		X	
252-11-043	STP (P)	TOTAL	1292	393	0	1685			
			1292	393	0	1685			
WisDOT Menasha	3rd Street, City of Menasha Lake Winnebago Slough & Appr 4992-01-00, 71	DESIGN ROW CONST				0 0 673		X	
252-12-011	BR (P)	TOTAL	0	425	248	673			
			0	425	248	673			
WisDOT Neenah	CTH G, City of Neenah Neenah Slough Bridge & Appr 6468-02-71 BRBPL	DESIGN ROW CONST				0 0 567		X	
252-12-013	BR (P)	TOTAL	0	454	113	567			
			0	454	113	567			
WisDOT Outagamie	I 41/Appleton - Green Bay CTH J-Orange Lane 1130-44-00, 21,71 RESURF	DESIGN ROW CONST				0 0 19800	X		
252-12-036	STP 12.45 m. (P)	TOTAL	17794	2006	0	19800			
			17794	2006	0	19800			
WisDOT Outagamie	WIS 15 & Casaloma Drive Turn Lane Adjustment 1146-44-71	DESIGN ROW CONST				0 0 527		X	
252-13-011	HSIP (P)	TOTAL	474	53	0	527			
			474	53	0	527			
WisDOT City of Kimberly	Kimberly Ave / Railroad-Marcella 4989-00-18, 19	DESIGN ROW CONST				0 0 2500	X		
252-14-044	URB 0.9 miles (P)	TOTAL	1898	0	602	2500			
			1898	0	602	2500			
WisDOT City of Kaukauna	Island St/Fox River Bridge P-44-0713	DESIGN ROW CONST				0 0 1448	X		
252-14-052	6498-05-00, 71 BRRHB	TOTAL	1157	0	291	1448			
	BR (P)		1157	0	291	1448			
WisDOT Outagamie	CTH CA / CTH CB - Casaloma Dr Reconstruction 4657-25-02, 03	DESIGN ROW CONST	760	0	266	1026 0 0		X	
252-16-010	URB 1.4 miles (P)	TOTAL	760	0	266	1026			
			760	0	266	1026			

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## **APPENDICES**



## **APPENDIX A**

### URBAN AREA CANDIDATE PROJECT TABLES

**Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2017-2021)**  
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2017				2018				2019				2020				2021+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/ Brookview-CTH GV Reconstruct to Urban, 4lane Local 0.25 m. (E)	DESIGN				0				0				0				0	0	0	25	25
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	225	225
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	250
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/ CTH GV-STH 15 Reconstruct to Urban, 4lane Local 0.5 m. (E)	DESIGN				0				0				0				0	0	0	100	100
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	900	900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/ STH 15-Capitol Reconstruct to Urban, 4lane Local 0.9 m. (E)	DESIGN				0				0				0				0	0	0	90	90
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1310	1310
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1400	1400
Grand Chute Outagamie <i>Illustrative</i>	Grand Chute Blvd/ Victory-Capitol Dr Underpass New Construction Local 0.3 m. (E)	DESIGN				0				0				0				0	0	0	60	60
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	690	690
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750	750
Grand Chute Outagamie <i>Illustrative</i>	Rifle Range Rd/ Capitol-Grand Chute Bvd Reconstruct to Urban, 2-lane with bike&ped Local 0.6m. (E)	DESIGN				0				0				0				0	0	0	60	60
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	750	750
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	810	810
Grand Chute Outagamie <i>Illustrative</i>	Casaloma/Waterstone Ct-Spencer Reconstruction, 2-lane urban Local .74 m. (P)	DESIGN				0				0				0				0	0	0	155	155
		ROW				0				0				0				0	0	0	25	25
		CONST				0				0				0				0	0	0	1900	1900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2080	2080
Grand Chute Outagamie <i>Illustrative</i>	Casaloma/Converters Dr.-Capitol Reconstruction, urban Local 0.68 m. (E)	DESIGN				0				0				0				0	0	0	100	100
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1400	1400
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Grand Chute Outagamie <i>Illustrative</i>	College Ave. at Mall Dr./Nicolet int. Intersection improvements Local 0.00 m. (E)	DESIGN				0				0				0				0	0	0	150	150
		ROW				0				0				0				0	0	0	100	100
		CONST				0				0				0				0	0	0	2550	2550
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800	2800
Grand Chute Outagamie <i>Illustrative</i>	Capitol Dr./McCarthy-USH 41 Reconstruction, urban Local 1.71 m. (P)	DESIGN				0				0				0				0	0	0	85	85
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1435	1435
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520	1520
Grand Chute Outagamie <i>Illustrative</i>	Capitol Drive/USH41-Lynndale Reconstruction, urban Local 0.86 m. (P)	DESIGN				0				0				0				0	0	0	80	80
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1240	1240
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320	1320
Grand Chute Outagamie <i>Illustrative</i>	Spencer St/ Lynndale-USH 41 Reconstruction, 2 lane urban w/bike/ped Local 0.99 m. (P)	DESIGN				0				0				0				0	0	0	145	145
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1575	1575
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1720	1720
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/ S of Edgewood - Edgewood Resurface Local 0.74 m. (E)	DESIGN				0				0				0				0	0	0	100	100
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	900	900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Little Chute Outagamie <i>Illustrative</i>	Evergreen / French - Holland Reconstruction Local 1.00 m. (E)	DESIGN				0				0				0	0	0	300	300				0
		ROW				0				0				0				0				0
		CONST				0				0				0	0	0	3451	3451				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3751	3751	0	0	0	0
Little Chute Outagamie <i>Illustrative</i>	Evergreen / Holland- Vandenbroek Reconstruction Local 1.00 m. (E)	DESIGN				0				0				0				0	0	0	185	185
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1978	1978
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2163	2163
Little Chute Outagamie <i>Illustrative</i>	French Rd / Main - CTH OO Reconstruction Local 1.00 m. (E)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2053	2053
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2053	2053

V Combined Lock Outagamie <i>Illustrative</i>	Prospect St / CTH N - Park Reconstruction  Local 1.20 m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	40	40
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	3460	3460
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	3500	3500
V of Kimberly Outagamie <i>Illustrative</i>	Kimberly Tri/CE Tri - Railroad Bike/ Ped Trail  Local (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	392	392
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	392	392
V of Kimberly Outagamie <i>Illustrative</i>	Railroad St/3rd - Maes Bike/ Ped Trail  Local (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	170	170
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	170	170
T. Menasha Winnebago <i>Illustrative</i>	Airport Rd/Racine - STH 47 Reconstruction  Local 1.0m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	61	61
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	1091	1091
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1152	1152
T. Menasha Winnebago <i>Illustrative</i>	Clayton Rd/East Shady - Fairview Reconstruction  Local 1.0m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	50	50
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	2200	2200
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2250	2250
T of Menasha Winnebago <i>Illustrative</i>	Cold Spring/Jacobsen - American Resurface  Local .75 m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	90	90
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	128	128
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	218	218
T. Menasha Winnebago <i>Illustrative</i>	East Shady/CTH CB - Cold Spring Reconstruction  Local 1.0m. (P)	DESIGN	0	0	0	0	0	0	1646	1646	0	0	0	0	138	138
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	1238	1238
		TOTAL	0	0	0	0	0	0	1646	1646	0	0	0	0	1376	1376
T. Menasha Winnebago <i>Illustrative</i>	Circle Drive Reconstruction  Local 0.5m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	663	663
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	663	663
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	663	663
T. Menasha Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - East Shady Reconstruction  Local 1.0m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	100	100
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	2260	2260
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2360	2360
T. Menasha Winnebago <i>Illustrative</i>	Jacobsen/ Cold Spring - CTH CB Reconstruction  Local .5m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	160	160
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	1163	1163
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1323	1323
T. Menasha Winnebago <i>Illustrative</i>	Jacobsen/Irish - CTH CB Reconstruction  Local .5m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	147	147
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	1319	1319
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1466	1466
T. Menasha Winnebago <i>Illustrative</i>	Jacobsen/Irish - CTH II Reconstruction  Local .5m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	97	97
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	1397	1397
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1494	1494
T. Menasha Winnebago <i>Illustrative</i>	Manitowoc Rd/ Melisa - Oneida Reconstruction  Local 1.2m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	95	95
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	1441	1441
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1536	1536

C of Menasha Winnebago <i>Illustrative</i>	Racine St/Third - Ninth Reconstruction	DESIGN	0	0	0	0	0	0	0	0	0	0	0	292	292
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	1950	1950
	Local .67 m. (P)	TOTAL	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	DESIGN	0	0	0	0	0	0	0	0	0	0	0	532	532
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	2132	2132
	Local 1.5 m. (P)	TOTAL	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	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	500	500
	Local .75 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	500	500
T. Buchanan Outagamie <i>Illustrative</i>	CTH CE & Buchanan Intersection Intersection Improvements	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	60	60
	Local 0.3 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	60	60
T. Buchanan Outagamie <i>Illustrative</i>	CTH N/CTH CE to CTH KK Widening	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	100	100
	Local 0.5 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	100	100
T. Buchanan Outagamie <i>Illustrative</i>	Emons Rd / Pinecrest - CTH N Widening	DESIGN	0	0	0	0	0	0	0	0	0	0	0	151	151
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	1007	1007
	Local 0.5 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	1158	1158
Outagamie Co. Outagamie <i>Illustrative</i>	CTH E/CTH EE-CTH JJ Reconstruction, urban, 4-lane	DESIGN	0	0	0	0	0	0	200	200	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	150	150
		CONST	0	0	0	0	0	0	0	0	0	0	0	3688	3688
	Local 1.25 m. (E)	TOTAL	0	0	0	0	0	0	200	200	0	0	0	3838	3838
Outagamie Co. Outagamie <i>Illustrative</i>	CTH BB/USH 41-Bartell Reconstruction, Urban, 4-lane	DESIGN	0	0	0	0	0	0	0	0	0	0	0	672	271
		ROW	0	0	0	0	0	0	0	0	0	0	0	300	300
		CONST	0	0	0	0	0	0	0	0	0	0	0	6104	2144
	Local 1.3 m	TOTAL	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	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	1660	1660
	Local 0.25 m. (P)	TOTAL	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	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	1000	1000
	Local 0.23 m. (P)	TOTAL	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	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	300	300
	Local 0.57 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	300	300

C. Of Neenah Winnebago <i>Illustrative</i>	Nicolet/First - Ninth Resurface	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
	Local   0.47 m.                 (P)	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	0   0   120   120	
							0   0   120   120	
Winnebago Co. Winnebago <i>Illustrative</i>	CTH A / CTH GG - Park Ave Reconstruction, urban	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	300   300 0
	Local   2.4 m.                 (P)	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	0   0   3000   3000	
							0   0   3300   3300	
Winnebago Co. Winnebago <i>Illustrative</i>	CTH P / WIS 47 - WIS 441 ramps Reconstruction, urban	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0   0   500   500
	Local   2.0 m.                 (P)	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	0   0   4000   4000	
							0   0   4500   4500	
Winnebago Co. Winnebago <i>Illustrative</i>	CTH II / WIS 76 - Clayton Ave Reconstruction, urban	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0   0   450   450
	Local   1.0 m.                 (P)	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	0   0   100   100	
							0   0   4100   4100	
WisDOT Winnebago	USH 10/STH 441 - STH 114 C of Menasha (Oneida St)	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
	1500-44-00,21,71                 Resurface	TOTAL	0   225   0   225	0   0   0   0	0   0   0   0	0   0   0   0	1656   414   0   2070	
	STP                                 (P)		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	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
	4050-15-71, 00                 Resurface	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	938   235   0   1173	
	STP   0.0 m.                     (P)		0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	938   235   0   1173	
WisDOT Outagamie	STH 47, Appleton - Bonduel CTH JJ - NCL	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
	6240-22-00, 71                 Resurface	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	7797   1949   0   9746	
	STP                                 (P)		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	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
	1120-57-30,60, 1120-58-00,71	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	28380   7095   0   35475	
	STP                                 (P)		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	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
	1130-43-60, 1130-48-71	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	24320   6080   0   30400	
	STP                                 (P)		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	DESIGN ROW CONST	320   80   0   400	0 0 0	0 0 0	0 0 0	0 0 0	0
	4685-28-00, 71	TOTAL	320   80   0   400	0   0   0   0	0   0   0   0	0   0   0   0	11232   2808   0   14040	
	STP                                 (P)		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	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
	4992-03-00, 21, 71                 BRRPL	TOTAL	0   0   0   0	0   1200   0   1200	0   0   0   0	0   0   0   0	29427   7357   0   36784	
	BR   0.1 miles                     (E)		0   0   0   0	0   1200   0   1200	0   0   0   0	0   0   0   0	29427   7357   0   36784	
WisDOT V of Sherwood Calumet	USH 10 Village of Sherwood Menasha - Hilbert	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
	4580-09-00, 71                 RESUR	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	3006   752   0   3758	
	STP   3.14 miles                     (P)		0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	3006   752   0   3758	
WisDOT V of Sherwood Calumet	USH 10 Village of Sherwood Menasha - Hilbert	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
	4580-10-00, 71                 RECON	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	3019   755   0   3774	
	STP   3.14 miles                     (P)		0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	3019   755   0   3774	
WisDOT	STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
	4670-10-00, 71                 RESURF	TOTAL	0   0   0   0	0   0   0   0	0   0   0   0	0   0   0   0	1610   403   0   2013	
	STP   5.48 miles                     (P)		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 - Performance Measures (Criteria)/Score

Jurisdiction	2021 & 2022 STP Projects	Plan Consistency	Preserve Existing System	Capacity V/C	Safety	Multi- Modal	Planned Pro- gramming	Total Score	Rank	Project Cost	Max. STP Funding			
Fox Cities Allocation = \$4,000,000														
Outagamie Co.	CTH BB (USH 41 - Seminole)	3	PC(6)	3	1.30	5	3	0	VTBP	5	5	21	\$7,076,000	
	CTH E (CTH EE - CTH JJ)	3	PC(7)	1	0.49	2	3	0	Vtbp	1	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
T. Buchanan	Emons Rd(Pinecrest - CTH N)	3	PC(5)	3	0.18	0	160	3	VtBP	3	1	1	13	\$1,158,000
V. Little Chute	Evergreen (Holland-Vandenbroek)	3	PC(6)	3	0.10	0	5	5	VtBP	3	2	2	16	\$2,163,000
	Evergreen (French - Holland)	3	PC(6)	3	0.05	0	5	5	VtBP	3	2	2	16	\$3,008,000
	French (Main-CTH OO)	5	PC(4)	5	0.10	0	373	5	VtBP	4	3	3	22	\$2,053,000
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
	CTH II (WIS 76 - Clayton Ave.)	3	PC(3)	5	0.44	2	5	5	VtBP	3	1	1	19	\$4,650,000
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													\$42,960,679	



## **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 28.5% is assumed for both 2017 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 2017 is assumed to be 28.5% of eligible expenses. A 28.5% state share has been assumed for the outlying years also.

In the past, WisDOT has pooled the capital requests of the state's transit systems and applied to the FTA for Section 5309 Capital discretionary grants. These annual earmarks have provided the much-needed support to meet capital needs. Under MAP-21, the discretionary capital programs are being replaced by formula programs with Valley Transit being a direct recipient of the 5339 funds. Valley Transit will continue to 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 2017-2021 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2017 (000)	Jan-Dec 2018 (000)	Jan-Dec 2019 (000)	Jan-Dec 2020 (000)	Jan-Dec 2021 (000)
<b>Operating Assistance/Section 5307</b>	VT						
Directly Operated - Fixed Route							
Expenses			\$5,519	\$5,685	\$5,855	\$6,031	\$6,212
Revenues			943	904	931	931	959
Deficit			4,576	4,781	4,924	5,100	5,253
Federal Share		<b>252-17-018</b>	1,573	1,620	1,669	1,719	1,770
State Share			1,573	1,620	1,669	1,719	1,770
Other Local			67	67	67	67	67
Municipal Local Share			1,363	1,473	1,520	1,595	1,645
<b>Purchased Transp. - Paratransit</b>	VT						
Expenses			\$3,240	\$3,337	\$3,437	\$3,540	\$3,647
Revenues			645	664	684	705	726
Deficit			2,595	2,673	2,753	2,836	2,921
Federal Share		<b>252-17-019</b>	923	951	980	1,009	1,039
State Share			923	951	980	1,009	1,039
Contract Local			844	869	895	922	950
Municipal Local Share			(96)	(99)	(102)	(105)	(108)
<b>Enhance Mobility of Seniors/Section 5310</b>	VT						
Expenses			\$392	\$404	\$416	\$428	\$441
Revenues			80	82	85	87	90
Deficit			312	321	331	341	351
Federal Share		<b>*252-17-014</b>	74	76	79	81	83
State Share			101	104	107	110	114
Contract Local			137	141	145	150	154
Municipal Local Share			0	0	0	0	0
<b>Capital Projects/Section 5339</b>	VT						
Bus Replacement		<b>252-17-020</b>	\$1,270	\$1,270	\$1,270	\$1,270	\$1,270
Facility Renovation/Ext. Improv.		<b>252-17-021</b>	17	125			
Bus Wash Replacement				150			
Parts Component Replacement		<b>252-17-022</b>	50	50	50	50	50
Bus Shelter Replacement				16		16	
Support Vehicle Replacement		<b>252-17-023</b>	30	30			
Generator Replacement				145			
TDP update		<b>252-17-024</b>	100				
Total Cost:			\$1,467	\$1,786	\$1,320	\$1,336	\$1,320
Federal Share:			\$1,174	\$1,429	\$1,056	\$1,069	\$1,056
Local Share:			\$293	\$357	\$264	\$267	\$264

\*Listed in Table 1

Table B-2: 2017 Paratransit Projects  
Fox Cities Transportation Management Area

2017	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	New Hope	Connector Ext. Area	Connector Ext. Hours	Downtown Trolley	Total
Annual Estimated Trips	102,000	3,500	1,200	7,000	700	27,000	1,400	8,000	780	2,000	24,000	5,500	15,000		198,080
Trip Costs	\$1,710,132	\$58,680	\$20,119	\$234,902	\$11,418	\$531,838	\$43,700	\$108,000	\$10,530	\$27,000	\$181,461	\$112,750	\$384,000	\$30,024	\$3,464,554
Administrative Costs	\$193,831	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$193,831
Vehicle Program	\$0	\$0	\$0	-\$30,694	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$30,694
Fuel Surcharge	\$0	\$0	\$0	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400
Total Costs	\$1,903,963	\$58,680	\$20,119	\$208,608	\$11,418	\$531,838	\$43,700	\$108,000	\$10,530	\$27,000	\$181,461	\$112,750	\$384,000	\$30,024	\$3,632,091
<b>TIP #</b>	<b>252-17-025</b>	<b>252-17-026</b>	<b>252-17-027</b>	<b>252-17-028</b>	<b>252-17-029</b>	<b>252-17-030</b>	<b>252-17-031</b>	<b>252-17-032</b>	<b>252-17-033</b>	<b>252-17-034</b>	<b>252-17-035</b>	<b>252-17-036</b>	<b>252-17-037</b>	<b>252-17-038</b>	
Federal Share (5307)	\$542,629	\$16,724	\$5,734	\$0	\$3,254	\$151,574	\$12,455	\$0	\$0	\$0	\$51,716	\$32,134	\$109,440	\$8,557	\$934,217
Federal Share (5310)	\$0	\$0	\$0	\$43,255	\$0	\$0	\$0	\$22,394	\$2,183	\$5,598	\$0	\$0	\$0	\$0	\$73,430
State Share	\$542,629	\$16,724	\$5,734	\$59,453	\$3,254	\$151,574	\$12,455	\$30,780	\$3,001	\$7,695	\$51,716	\$32,134	\$109,440	\$8,557	\$1,035,146
Farebox Revenues	\$489,600	\$14,000	\$13,200	\$42,000	\$0	\$0	\$16,800	\$28,000	\$2,730	\$7,000	\$0	\$22,000	\$90,000	\$0	\$725,330
Other support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,482	\$75,120	\$12,910	\$114,512
Total support/revenue	\$1,574,859	\$47,448	\$24,668	\$144,708	\$6,508	\$303,148	\$41,709	\$81,174	\$7,914	\$20,293	\$103,433	\$112,750	\$384,000	\$30,024	\$2,882,635
Surcharge	\$0	\$11,147	\$3,820	\$23,490	\$2,167	\$101,047	\$12,450	\$10,800	\$1,053	\$2,700	\$51,720	\$0	\$0	\$0	\$220,394
Deficit/Local Share	\$329,104	\$22,379	-\$729	\$87,390	\$7,077	\$329,737	\$14,441	\$37,626	\$3,669	\$9,407	\$129,748	\$0	\$0	\$0	\$969,850
Outagamie County	\$136,209	\$21,248	-\$577	\$87,390	\$7,077										\$251,347
Winnebago County	\$61,294	\$0	-\$45						\$3,669						\$64,918
Calumet County	\$13,621	\$1,131	-\$19				\$14,441								\$29,174
Family Care	\$129,399					\$329,737									\$459,136
Town of Menasha										\$9,407					\$9,407
Neenah								\$37,626							\$37,626
New Hope											\$129,748				\$129,748
Total paratransit local	\$340,523	\$22,379	-\$641	\$87,390	\$7,077	\$329,737	\$14,441	\$37,626	\$3,669	\$9,407	\$129,748	\$0	\$0	\$0	\$981,356

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

	2017	2018	2019	2020	2021
<b>Operating Expenses</b>					
Fixed Route (DO)	\$5,519	\$5,685	\$5,855	\$6,031	\$6,212
Paratransit (DR)	\$3,632	\$3,741	\$3,853	\$3,969	\$4,088
Total Operating Expenses	\$9,151	\$9,426	\$9,708	\$10,000	\$10,300
<b>Revenue</b>					
Farebox Revenue					
Fixed Route (DO)	\$943	\$971	\$931	\$959	\$959
Paratransit (DR)	\$725	\$747	\$747	\$769	\$769
Other Revenue	\$67	\$67	\$67	\$67	\$67
Total Revenue	\$1,735	\$1,785	\$1,745	\$1,795	\$1,795
<b>Deficit</b>					
Federal (2*)	\$2,608	\$2,686	\$2,767	\$2,850	\$2,935
State (2*)	\$2,608	\$2,686	\$2,767	\$2,850	\$2,935
Other Local	\$981	\$1,010	\$1,041	\$1,072	\$1,104
Local (% of deficit)	\$1,430	\$1,473	\$1,517	\$1,563	\$1,609
Total Deficit	\$7,627	\$7,856	\$8,092	\$8,334	\$8,584
<b>Capital</b>					
Federal	\$1,174	\$1,429	\$1,056	\$1,069	\$1,056
Local	\$293	\$357	\$264	\$267	\$264
Total Capital Expenses (3*)	\$1,467	\$1,786	\$1,320	\$1,336	\$1,320
<b>OPERATING STATISTICS</b>					
No. of Buses	27	27	27	27	27
No. of Employees (1*)	38	38	38	38	38
Revenue Hours	61	61	61	61	61
Revenue Miles	921	921	921	921	921
Fixed-Route Passengers	1,133	1,167	1,202	1,238	1,275
Paratransit Passengers	202	208	214	221	227
Total Passengers	<b>1,335</b>	<b>1,375</b>	<b>1,416</b>	<b>1,459</b>	<b>1,503</b>
<b>Fixed Route Statistics</b>					
Average Fare	0.83	0.83	0.77	0.77	0.75
Operating Ratio (Rev/Exp)	17%	17%	16%	16%	15%
Cost per Vehicle Mile	5.99	6.17	6.36	6.55	6.74
Cost per Passenger	4.87	4.87	4.87	4.87	4.87
Cost per Vehicle Hour	90.48	93.19	95.99	98.86	101.83
Passengers Per Mile	1.23	1.27	1.31	1.34	1.38
Passengers per Hour	18.57	19.13	19.70	20.30	20.90

NOTES:

1. This is the total number of drivers only (FT & PT)
2. Assumes a total of 57% 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 2017-2021 include routine maintenance and support equipment, bus replacement, passenger waiting shelter replacements, facility renovation, TDP, generator replacement and replacement of the bus washer. These projects total \$1,417,000 in 2017 and \$1,736,000 in 2018. An explanation of specific requests for each area follows.

### Fox Cities Urbanized Area

#### 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. In 2017, 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.** The Transit Center facility was built in 1990 and is in need of pavement repairs where the buses meet for transfers. These repairs are necessary to avoid injury to passengers and staff while boarding buses.

**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. One of these vehicles (a 1997 Chevrolet van) exceeded its expected life span in 2015 and needs to be replaced.

**TDP Update.** Valley Transit is required to complete a Transit Development Plan (TDP) every five years. The last plan was done in 2008. The 2017 budget reflects an expense of \$100,000 for the TDP, expected State grant revenue of \$80,000 and remaining local match paid for by the fixed route funding partners. Transit system development plans refine and detail the recommendations for transit services set forth in the regional transportation plan.

#### 2018 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 2018, 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.

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

**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.

**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.

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

## 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 Transportation Management 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.

Valley Transit's paratransit trip costs have steadily increased over the last several years due to increased contractor rates and fuel costs. A moderate increase in ridership is also increasing the cost of this service. In addition to the ADA required complementary paratransit, Valley Transit coordinates other paratransit services with Outagamie, Winnebago and Calumet Counties along with Family Care. Projections for the next two years have Valley Transit continuing to coordinate the complementary paratransit services to provide a consistent level of service and to help control local share cost increases. As a result of the Family Care State legislation in 2010, the role of the counties has lessened since 2010. Agreements with Family Care providers are covering the costs no longer being paid by the counties.

**Cost-Efficiency and Effectiveness Trends.** Valley Transit's fixed route costs per mile and per hour ratios have crept up slowly over the past several years. The cost per trip for ADA paratransit service has also crept up over the past several years. In 2017, the projected cost per trip for ADA paratransit is \$18.77 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 2017 through 2021 is expected remain relatively flat.

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

In January 2010, Valley Transit and Appleton Area School District became partners in a pilot project that allowed Appleton area public and parochial middle school and high school students to ride Valley Transit by showing their student identification card. Students are allowed to ride any regular fixed bus route during any time of the day or day of the week that Valley Transit operates. In addition to helping to ease the financial burden and stress on families to get their kids to and from school, after-school programs and other activities, Valley Transit believes by giving kids a positive transit experience early in life, they are more likely to be transit users when they are older and will gain an appreciation for the role public transportation plays in our community and the environment. More than 186,000 rides were taken during 2015. 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 2015, the ridership was 19,635 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 2015 was 96,937.

Valley Transit II provides basic transportation to people with disabilities in Valley Transit's service area to comply with the Americans with Disabilities Act and elderly transportation to residents of Outagamie County, the Fox Cities portion of Winnebago County and the Appleton portion of Calumet County. Premium service, any level of assistance above basic service, is available to those who need it for an incremental cost of \$2.00 above the basic fare. Optional Sunday service is available from 7:30 a.m. to 2:00 p.m. Calumet, Outagamie and Winnebago Counties and the Family Care providers fund the local share of Valley Transit's complementary paratransit service.

Besides Valley Transit II, Valley Transit continues to coordinate with Outagamie, Winnebago and Calumet Counties, the cities of Neenah and Menasha and the 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%.

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 2017.

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

September 29, 2016

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2017. This material is being sent to you as a private transportation operator to give you an opportunity to review and comment on transit projects receiving federal funds.

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

Appendix B is the section of the TIP that would be of most interest to you. If you have any comments or wish information about participating in any of the proposed transit projects, please contact me as soon as possible, preferably before October 24, 2016.

Sincerely,

David J. Moesch  
Associate Transportation Planner

Enclosure



## **APPENDIX C**

### **MPO POLICY BOARD, TECHNICAL ADVISORY COMMITTEE & ENVIRONMENTAL CONSULTATION CONTACTS**

## **FOX CITIES TRANSPORTATION POLICY ADVISORY COMMITTEE**

### **County Officials**

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

### **City Mayors**

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

### **Village Presidents**

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

### **Town Board Chairmen**

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

### **Federal Officials**

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

### **State Officials**

Will Dorsey, Director, WisDOT Northeast Region

### **Other**

Chuck Rundquist, Chairman, Fox Cities Transit Commission

## **TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

### **County Highway Commissioners**

Brian Glaeser, Calumet  
Dean Steingraber, Outagamie  
Ernest Winters, Winnebago

### **Public Works Director/Engineers**

Paula Van de Hey, City of Appleton  
Chris Murawski, City of Little Chute  
John Sundelius, City of Kaukauna  
Tim Montour, City of Menasha  
Gerry Kaiser, City of Neenah  
Dave Vandervelden, Village of Kimberly  
Tom Marquardt, Town of Grand Chute

### **Planners**

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

## ENVIRONMENTAL CONSULTATION ORGANIZATIONS

### Members

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

September 29, 2016

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 – 2017.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. Fixing America's Surface Transportation Act (FAST Act) requires that the ECWRPC consult with federal, state and local entities that are responsible for economic growth and development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, and historic preservation.

Enclosed is a link to the draft ***Transportation Improvement Program for the Fox Cities Transportation Management Area - 2017*** (TIP). This document will be under a 30-day public review period from September 25, to October 24, 2016. 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](mailto:dmoesch@ecwrpc.org)

Sincerely,

David Moesch  
Associate Transportation Planner



## **APPENDIX D**

### **SUMMARY OF PROCEEDINGS**

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## SUMMARY OF PROCEEDINGS

Appleton (Fox Cities) Transportation Management Area (TMA)  
Transportation Policy Advisory Committee  
Outagamie County Highway Department (1313 Holland Rd, Appleton, WI 54911)  
Monday, April 4, 2016

### Committee Members Present

Dean Schiller.....	Town of Greenville
Dave Tebo.....	Town of Greenville
James Merten.....	City of Neenah
Mike Patza.....	Town of Grand Chute
Kara Homan.....	Outagamie County
Kevin Englebert.....	City of Menasha
Mark Radtke.....	City of Menasha
Matt Rehbein.....	City of Appleton
Roy Van Gheem.....	Village of Little Chute
Paula Vandehey.....	City of Appleton
James Fenlon.....	Village of Little Chute
Mark Mommaerts.....	Village of Harrison
Dean Steingraber.....	Outagamie County Highway Commissioner
Andy Rowell.....	Outagamie County Highway Department
Emily Dieringer.....	Winnebago County Health Department
Mary Dorn.....	Outagamie County Public Health
George Dearborn.....	Town of Menasha
Matt Halada.....	WisDOT, NE Region
Mary Forlenza.....	FHWA
Kristofer Canto (Call-In).....	WisDOT Central Office

Walt Raith.....	ECWRPC
Dave Moesch.....	ECWRPC
Ben Krumenauer.....	ECWRPC
Kolin Erickson.....	ECWRPC

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

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

No members of the public were present.

3. Discussion and action of Appleton (Fox Cities) TMA TAP Projects (2016-2020)

Mr. Raith stated with the Appleton (Fox Cities) MPO designated as a Transportation Management Area (TMA) (an MPO with population over 200,000), the Transportation Alternatives Program (TAP) sub allocation of funds are awarded directly through the TMA instead of through WisDOT. The TMA was sub allocated \$1,071,736 in TAP funds for

projects in 2016-2020. Mr. Raith noted the TMA received four projects for the program cycle, of which three were eligible. The TAP projects were ranked and scored by a committee made of members of the Appleton Transportation Policy Advisory Committee, the Bicycle and Pedestrian Committee and local Safe Routes to School Program coalitions on March 28, 2016. Mr. Raith noted the Town of Greenville (CTH CB) and the Regional Safe Routes to School-(Appleton TMA Only) were approved to receive TAP funds and allocated by 80% Federal and 20% Local Match. The remaining eligible project (Town of Grand Chute), although not funded through the TMA is still eligible for TAP funds through the statewide WisDOT program. There was a general discussion regarding the ranking process and the committee asked if the final ranking scores could be sent out to the applicants. Mr. Raith noted the TAP projects will be acted on by the ECWRPC Transportation Committee and by the Full Commission Board later this month. The committee unanimously approved the TAP projects.

#### 4. Discussion regarding the STH 15 Corridor Study (from I-41 to Lily of the Valley Road)

Mr. Raith stated that ECWRPC will assist WisDOT with a STH 15 Corridor Study later this year. The project includes utilizing video camera traffic counts that will be used to evaluate existing intersection operations along this stretch of highway from roughly I-41 to Lily of the Valley Road. Staff will work with WisDOT and their consultants to consider future development and prepare traffic forecast for the highway corridor and intersections. He noted ECWRPC will also be coordinating meetings with local municipalities affected by this study in the coming months.

#### 5. Discussion and action on the Appleton (Fox Cities) TMA functional classification system

Mr. Halada stated since the 2010 Census boundaries were redrawn for the urbanized areas, WisDOT has been working on updating the functional classification maps across the state. He noted that within the Appleton Urbanized Area, there were 72 new proposed changes to reflect the expanded urbanized area boundaries. Mr. Halada briefly reviewed each of the new changes to the functional classification system. He noted that the amount of miles of roads which may be classified under both the urban functional classification system can only represent 35% of total road miles within the urbanized area.

There was a general discussion regarding the future relocation of CTH ZZ to Haas Road and connect with CTH Z (near Kaukauna). There was also a general discussion about extending the Noe Road classification from local to collector which would extend from CTH KK in the north to Manitowoc Road in the south. Mr. Raith noted that the changes to the Appleton TMA functional classification will also be acted on by the ECWRPC Transportation Committee and the Full Commission Board later this month. The committee unanimously approved the changes to the Appleton (Fox Cities) TMA functional classification system.

#### 6. Discussion and action on National Highway System

Mr. Halada updated the committee regarding changes to the National Highway System map for the Appleton (Fox Cities) TMA. He noted the National Highway System is important because it helps identify regionally significant routes for national defense and emergency management planning/evacuation.

There were three changes to the National Highway System for the Appleton (Fox Cities) TMA: adding CTH CA (College Ave) from I-41 interchange to CTH CB at the Appleton

International Airport; adding STH 76 from STH 96 (Wisconsin Ave) to STH 15; and removing STH 55 from CTH CE (College Ave) to CTH KK (Calumet St). The Committee unanimously approved the changes to the Appleton (Fox Cities) TMA National Highway System.

7. Fox Valley Bicycle Friendly Community Designation Conference (April 25-26)

Mr. Krumenauer noted ECWRPC with support from the League of American Cyclists and the American Heart Association, will be hosting a day and a half conference on how to become a bicycle friendly community. He noted the event will take place on April 25-26 later this month. Mr. Krumenauer shared informational flyers for the event with the committee. He also noted the conference is free to those who attend and that registration will be capped at 60 participants for now, but could be expanded if needed.

8. Winnebago County Connecting Community and People Bicycle and Pedestrian Plan Update

Mr. Krumenauer stated ECWRPC subcontracted with Toole Design to work on the Winnebago County Connecting Community and People Bicycle and Pedestrian Plan. He noted the main purpose of this plan is to increase bicycle/pedestrian activities and options for rural portions of Winnebago County such as in the Villages of Omro and Winneconne and provide connections within and to surrounding destinations. These destinations can be within Winnebago County, but also looking at potential connections to surrounding counties.

9. Adjourn

Committee adjourned at 11:20 A.M.

## SUMMARY OF PROCEEDINGS

Transportation Committee  
East Central Wisconsin Regional Planning Commission  
ECWRPC Office  
Tuesday, October 11, 2016

### 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 .....	Fond du Lac County
Ron MacDonald.....	Valley Transit
Daniel Sandmeier.....	Valley Transit
Jill Michaelson.....	WisDOT – NE Region

### Others Present

Matthew Halada .....	WisDOT – NE Region
Lynn Warpinski .....	WisDOT – NE Region
Kristofer Canto, via conference call.....	WisDOT – Central Office

### Staff Members Present

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

The meeting was called to order by Mr. Strehlow at 1:33 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 public comment.
3. Pledge of Allegiance
4. Discussion and action on July 12, 2016 Transportation Committee Summary of Proceedings

Mr. Strehlow stated the summary of proceedings from the July 12, 2016 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. Erdmann made a motion to approve the summary of proceedings, Mr. Robl seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 25-16: Adoption of the 2017 Transportation Work Program

Mr. Raith stated staff recently met with WisDOT to discuss and seek approval of the Transportation Work Program for the Appleton, Fond du Lac and Oshkosh Urbanized Areas. He briefly reviewed each work element, noting the work program elements are the same as in previous documents. One new element which WisDOT approved was the addition of \$9,000 for staff to complete a bus rapid transit (BRT) corridor/feasibility study along Interstate 41 from Fond du Lac to Green Bay and to work with those transit agencies in these communities. As part of this study, staff would utilize the Northeast Regional Travel Demand Model to forecast traffic patterns.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 25-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Koepfen made a motion to approve Proposed Resolution 25-16, Mr. Koch seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 21-16: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area-2016

Mr. Moesch stated an amendment is necessary for the 2016 Transportation Improvement Program (TIP) for the Appleton (Fox Cities) Transportation Management Area. He noted WisDOT has moved up two bridge projects associated with the USH 10 / 441 interchange project with funding to be let in 2016. As these projects are over \$1 million, they require a 30 day public review period which is currently on-going to October 24. No comments have been received to date. Mr. Moesch also noted design funds were also included in the 2016 TIP for the CTH CB / Oakridge Road intersection for \$160,000. This is a Highway Safety Improvement Program funded projects.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 21-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Nooyen made a motion to approve Proposed Resolution 21-16, Mr. Erdmann seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 22-16: Approving the Transportation Improvement Program for the Fox Cities Transportation Management Area-2017

Mr. Moesch reviewed the Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area-2017 with the committee. He reviewed the list of programmed transportation projects included from 2017-2020 as well as illustrative or wish list of projects associated with the urbanized area. Wish list projects are those for 2020 and beyond.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 22-16. Hearing none, Mr. Strehlow asked the committee for a motion.

Mr. Erdmann made a motion to approve Proposed Resolution 22-16, Mr. Robl seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 23-16: Approving the Transportation Improvement Program for the Oshkosh Urbanized Area-2017

Mr. Moesch reviewed the Transportation Improvement Program for the Oshkosh Urbanized Area-2017 with the committee. He reviewed the list of programmed transportation projects included from 2017-2020 as well as illustrative or wish list of projects associated with the urbanized area. Wish list projects are those for 2020 and beyond.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 23-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Proposed Resolution 23-16, Mr. Koch seconded the motion and the motion passed unanimously.

9. Discussion and action on Proposed Resolution 26-16: "Just Fix It" Addressing Transportation Funding in Wisconsin

Mr. Raith stated Proposed Resolution 26-16 is in support of the "Just Fix It" Transportation Funding events held throughout Wisconsin on September 29<sup>th</sup>. Staff attended a number of local community forums at counties within east central Wisconsin. Turn Out for Transportation events were held at all 72 counties across the state and counties addressed concerns about transportation funding. This proposed resolution is in support of efforts to create sustainable, long-term funding increases for transportation funding. There was a general discussion about these events.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 26-16. Hearing none, Mr. Strehlow asked the committee for a motion. Ms. Michaelson abstained from voting on Proposed Resolution 26-16. Mr. Erdmann made a motion to approve Proposed Resolution 26-16, Mr. Robl seconded the motion and the motion passed unanimously.

10. Discussion and action on Proposed Resolution 27-16: Cooperative Planning Agreement for Continuing Planning for the Appleton TMA

Mr. Raith stated an updated Cooperative Planning Agreement for the Appleton TMA is necessary to outline the responsibilities of WisDOT, ECWRPC and Valley Transit for transportation planning. This agreement also outlines the scope of work and planning elements needed to fulfill planning requirements of the Metropolitan Planning Organization (MPO). Mr. Raith noted this agreement will also be approved by the full commission (Policy Board) at the quarterly meeting on October 28, when this agreement will formally go into effect.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 27-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Proposed Resolution 27-16, Mr. Nooyen seconded the motion and the motion passed unanimously.

11. Discussion and action on Proposed Resolution 28-16: Cooperative Planning

## Agreement for Continuing Planning for the Oshkosh MPO

Mr. Raith stated an updated Cooperative Planning Agreement for the Oshkosh MPO is necessary to outline the responsibilities of WisDOT, ECWRPC and GO Transit for transportation planning. This agreement also outlines the scope of work and planning elements needed to fulfill planning requirements of the Metropolitan Planning Organization (MPO). Mr. Raith noted this agreement will also be approved by the full commission (Policy Board) at the quarterly meeting on October 28, when this agreement will formally go into effect.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 28-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Nooyen made a motion to approve Proposed Resolution 28-16, Mr. Koeppen seconded the motion and the motion passed unanimously.

### 12. Valley Transit Update

Mr. Musson noted staff will be applying for a Section 5304 transportation planning grants to assist both Valley Transit and GO Transit with their Transit Development Plans (TDP) updates. Both of these planning efforts will take place in 2017. A TDP is a strategic short to mid-range document to help with future planning needs of each transit system.

### 13. WisDOT Regional Project Update

Mr. Halada provided an update of various projects throughout the region and within the urbanized areas for the Fox Cities and Oshkosh. The following transportation projects are on-going:

- Island St. Fox River Bridge & Approaches (City of Kaukauna)
- WIS 15 and Casaloma Drive intersection improvements (Town of Grand Chute)
- CTH G bridge replacement (City of Neenah)
- North Main Street (City of Oshkosh)
- Third Street bridge replacement (City of Menasha)
- I-41 from USH 10 to CTH II (Village of Fox Crossing)
- USH 10 / STH 441 Interchange bridge project, I-41 (Village of Fox Crossing)
- USH 10 / STH 441 Interchange bridge project, Little Lake Butte Des Morts (Village of Fox Crossing)
- USH 10 / STH 441 Racine Street Interchange and road reconstruction (Village of Fox Crossing)

Mr. Halada also mentioned the Transportation Alternative Program (TAP) awarded approximately \$15 million across Wisconsin, of which \$850,000 was awarded to the East Central SRTS Program.

### 14. Regional Safe Routes to School Program Update

Ms. Kraemer-Badtke noted the SRTS program was awarded approximately \$850,000 from the Transportation Alternative Program (TAP) to fund the SRTS program through 2020. She also stated staff participated in various school events for International Walk to School day on October 5th. Sixty schools in east central Wisconsin participated this year

with various school events and implementing walking school bus programs. She also noted staff will be working with the Kaukauna School District to complete a series of safety audits, after the unfortunate death of a student on the first day of school. Staff will be working with Alta Planning to develop educational campaign materials to support walking/biking to school.

15. Bicycle and Pedestrian Program Update

Ms. Kraemer-Badtke noted the Town of Greenville received TAP funds (\$716,800) for its Bike to Work Trail extension. As noted above, the East Central SRTS Program also received TAP funds to support the program through to 2020. She also noted staff will be hosting a Transportation and Health Tool Workshop (as a case study) through Federal Highway Administration. The workshop will take place on October 12 at the Oshkosh Convention Center and will work to bring together Planning and Healthcare professionals to learn about various performance measures and indicators relating to health and the built environment.

Ms. Biedermann noted staff applied for a grant through Smart Growth America and its Complete Streets Policy. This grant funding would apply towards both the Appleton and Oshkosh urbanized areas, with the long-term goal of creating a template of policies. These policies could be shared and used for municipalities within the region. Ms. Biedermann noted staff should know about the grant by November 9.

16. Adjourn

Mr. Strehlow asked if there was any other business. Hearing none, Mr. Erdmann made a motion to adjourn and Mr. Koch seconded the motion. The motion passed unanimously and the Committee adjourned at 2:30 P.M.



## **APPENDIX E**

### **MPO RESOLUTION OF ADOPTION**

**RESOLUTION NO. 22-16**

**APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FOX CITIES  
(APPLETON) TRANSPORTATION MANAGEMENT AREA-2017**

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

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

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

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

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

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

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

**WHEREAS**, in accordance with the Fixing America's Surface Transportation Act: (FAST Act), coordination has occurred between the MPO, the state and transit operators in programming multimodal projects; and

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

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

**Section 1:** That the Commission, as the designated MPO, adopt the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2017.

RESOLUTION NO. 22-16

**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 28, 2016

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

  
Jerry Erdmann, Chair – Shawano Co.



## **APPENDIX F**

# DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

**STATE OF WISCONSIN**  
**BROWN COUNTY**

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA

WI 549523388

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

Account Number: GWM-N5251  
Order Number: 0001597913  
No. of Affidavits: 1  
Total Ad Cost: \$36.08  
Published Dates: 09/25/16

(Signed) *Erin Duffy* (Date) 9-26-16  
Legal Clerk



Signed and sworn before me

*E* *D*

My commission expires

5-25-18

**NOTICE OF OPPORTUNITY TO REVIEW METROPOLITAN PLANNING ORGANIZATION 2017 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 - 2017. This publication of the TIP serves to update the listing of state and federal funded, in addition to significant local transportation projects for the years 2017 - 2020. 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- 2017 can be viewed on the internet at: [www.fcmapo.org](http://www.fcmapo.org)  
A 30-day public review and comment period for this document will commence on Sunday, September 25, and end on Monday, October 24, 2016. 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: Sep. 25, 2016 WNAXLP

EAST CENTRAL WI PLANNING COMM

Re: Notice of opportunity

GANNETT WI MEDIA  
435 EAST WALNUT ST.  
PO BOX 23430  
GREEN BAY, WI 54305-3430

**GANNETT**  
Wisconsin Media  
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## **APPENDIX G**

### **TITLE VI & ENVIRONMENTAL JUSTICE**

## TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

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

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

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

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

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

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

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

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Fox Cities Transportation Management Area – 2017*.

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 2017 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 2017 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2017 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 2017 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.

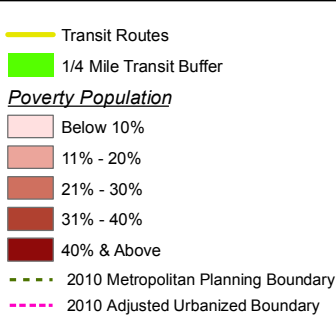
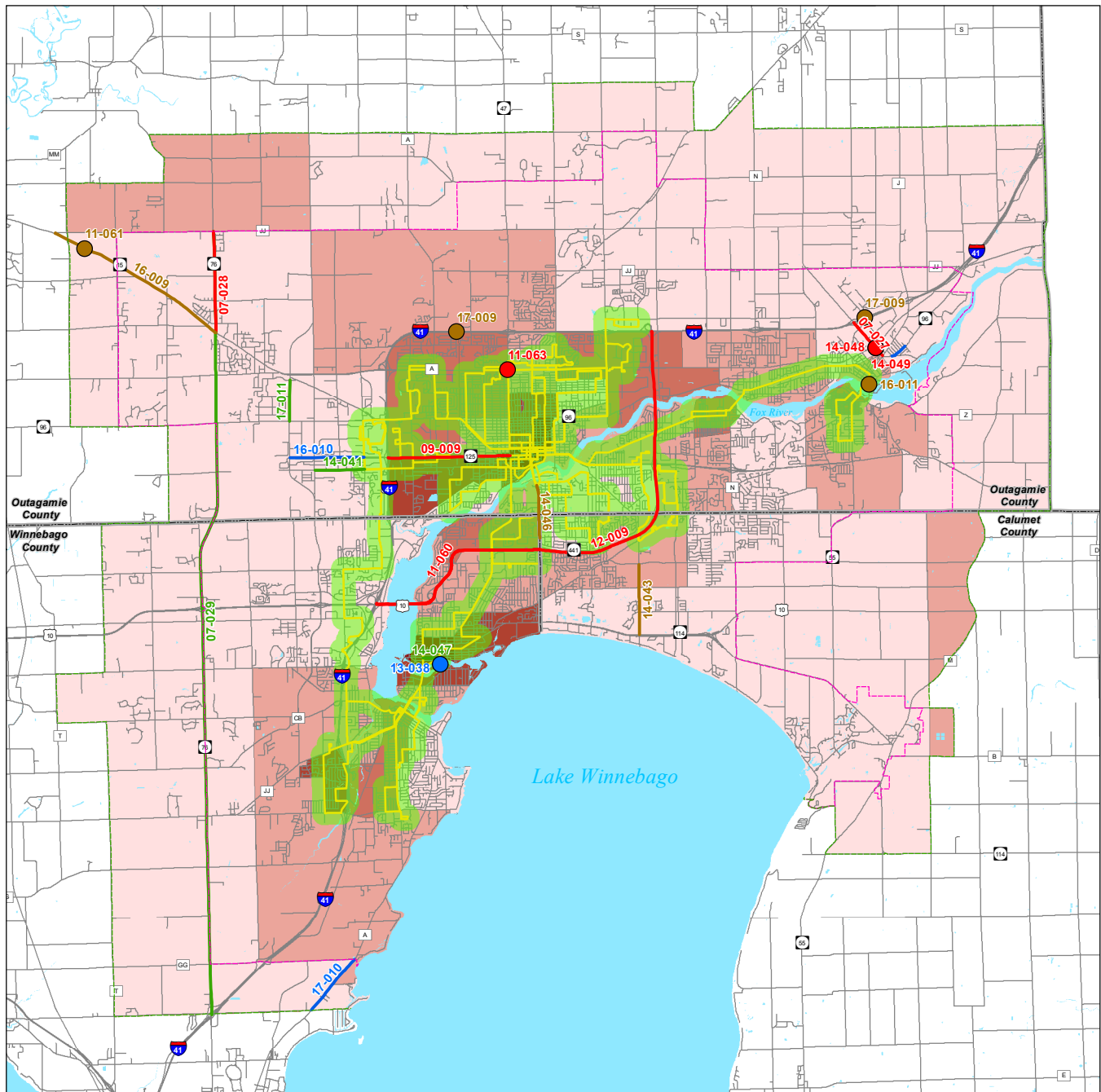
**Map G-6** depicts 2012 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2017 TIP projects. Further analysis of the TIP projects in relation to these households do not propose 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 2017 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 2017 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

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

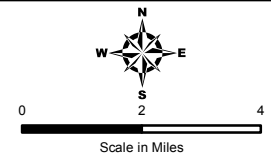
**Figure G-1  
Fox Cities Transportation Management Area TIP Projects (2017 - 2020) and  
Population Below Poverty Level (2010 Census Data)**



**TIP Project Year and Number**

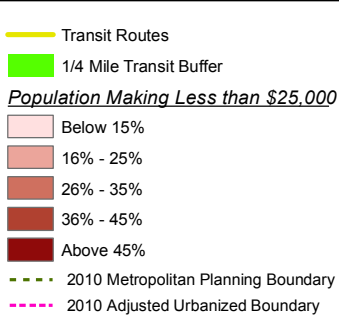
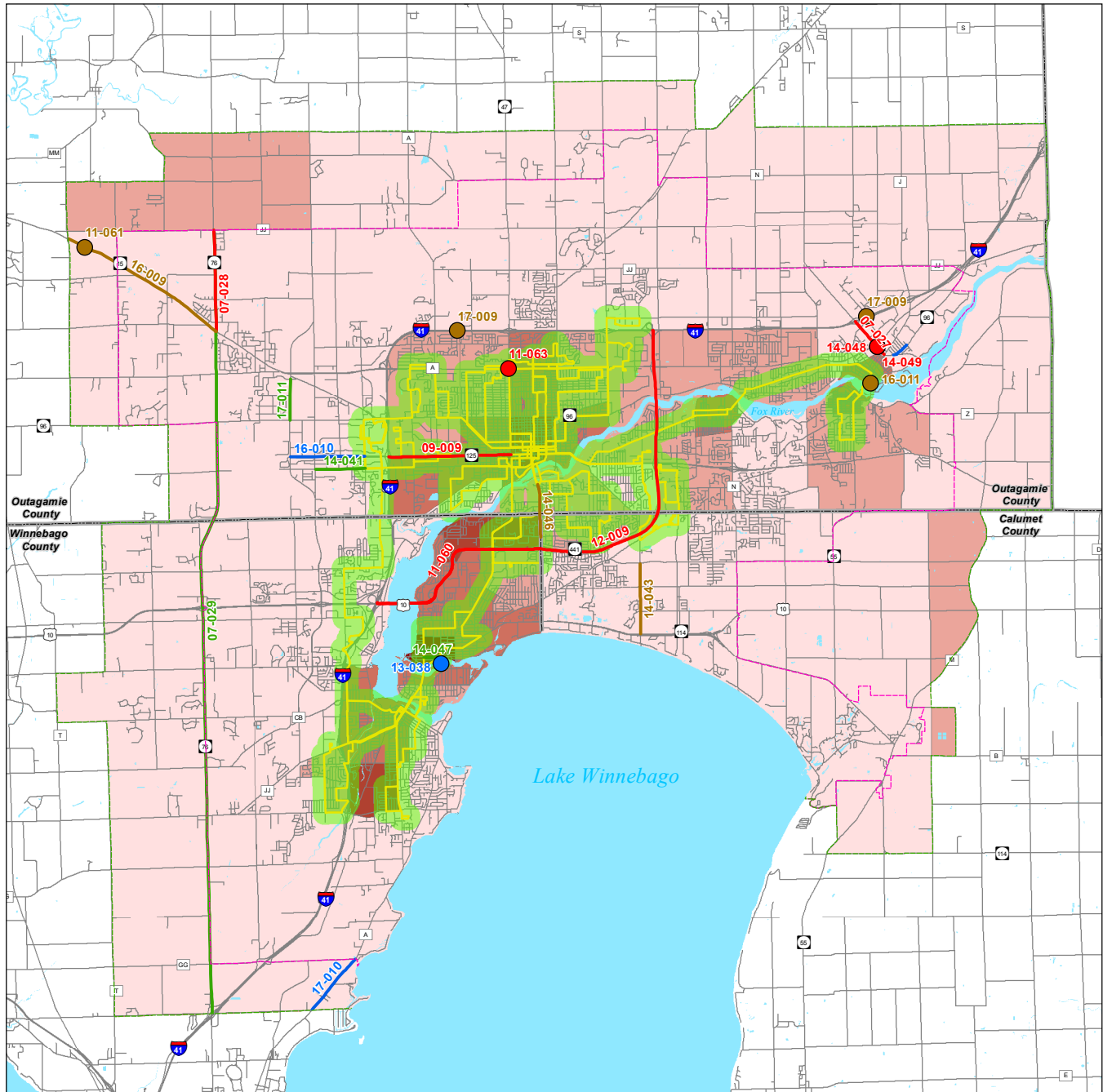


**TIP Intersection Project Year and Number**



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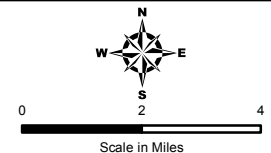
**Figure G-2  
Fox Cities Transportation Management Area TIP Projects (2017 - 2020) and  
Population Making Less than \$25,000 (2010 Census Data)**



**TIP Project Year and Number**

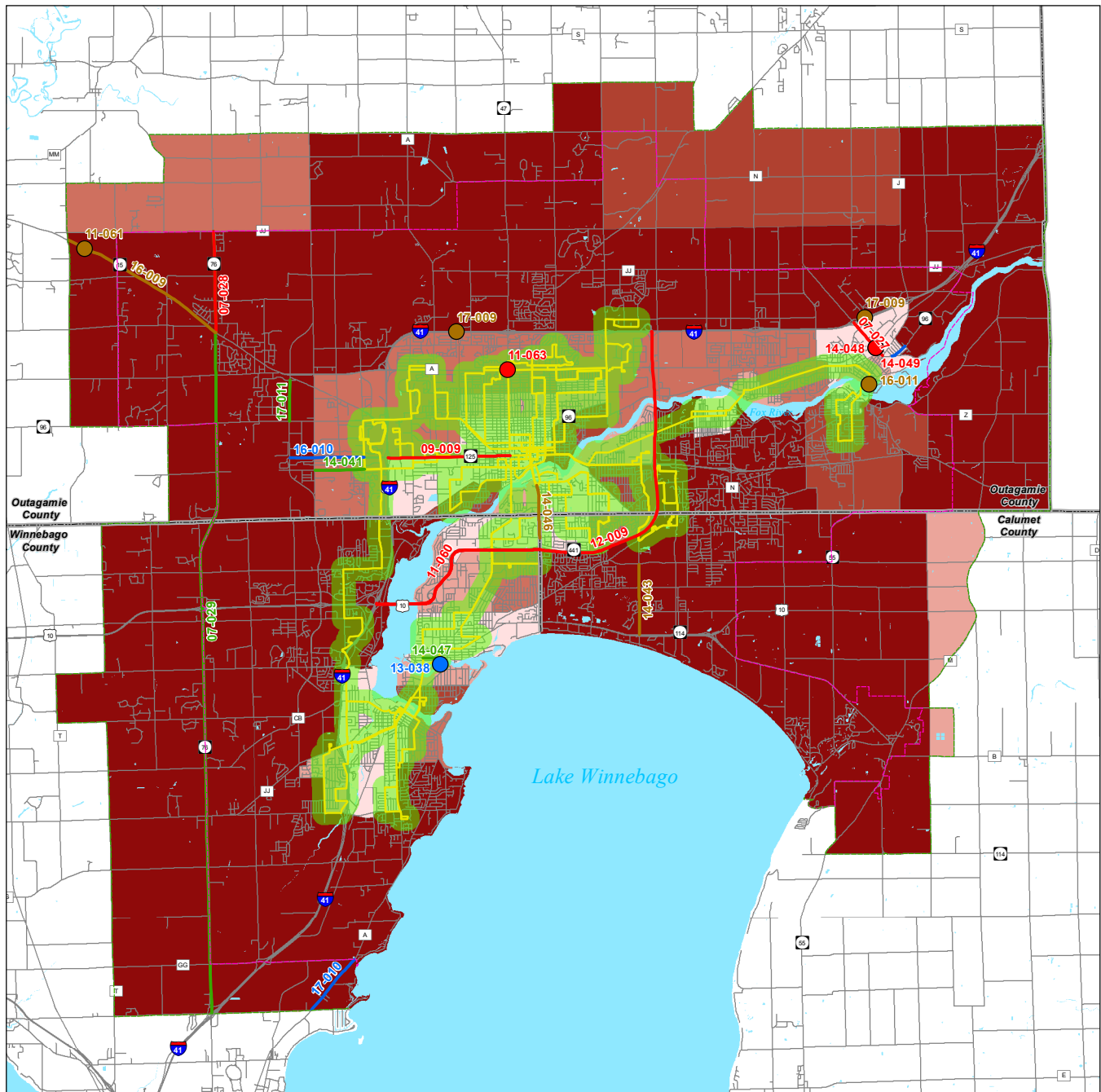


**TIP Intersection Project Year and Number**



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**Figure G-3**  
**Fox Cities Transportation Management Area TIP Projects (2017 - 2020) and**  
**Population Making More than \$100,000 (2010 Census Data)**



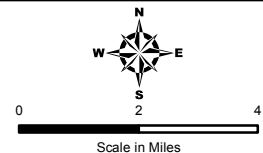
— Transit Routes  
 1/4 Mile Transit Buffer  
*Population Making More than \$100,000*  
 Below 10%  
 11% - 15%  
 16% - 20%  
 21% - 25%  
 Above 25%  
- - - 2010 Metropolitan Planning Boundary  
- - - 2010 Adjusted Urbanized Boundary

**TIP Project Year and Number**

	2017	06-056
	2018	06-056
	2019	06-056
	2020	06-056

**TIP Intersection Project Year and Number**

- 2017 06-056
- 2018 06-056
- 2019 06-056
- 2020 06-056



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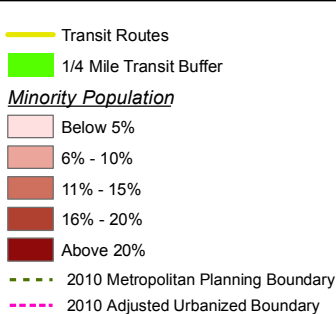
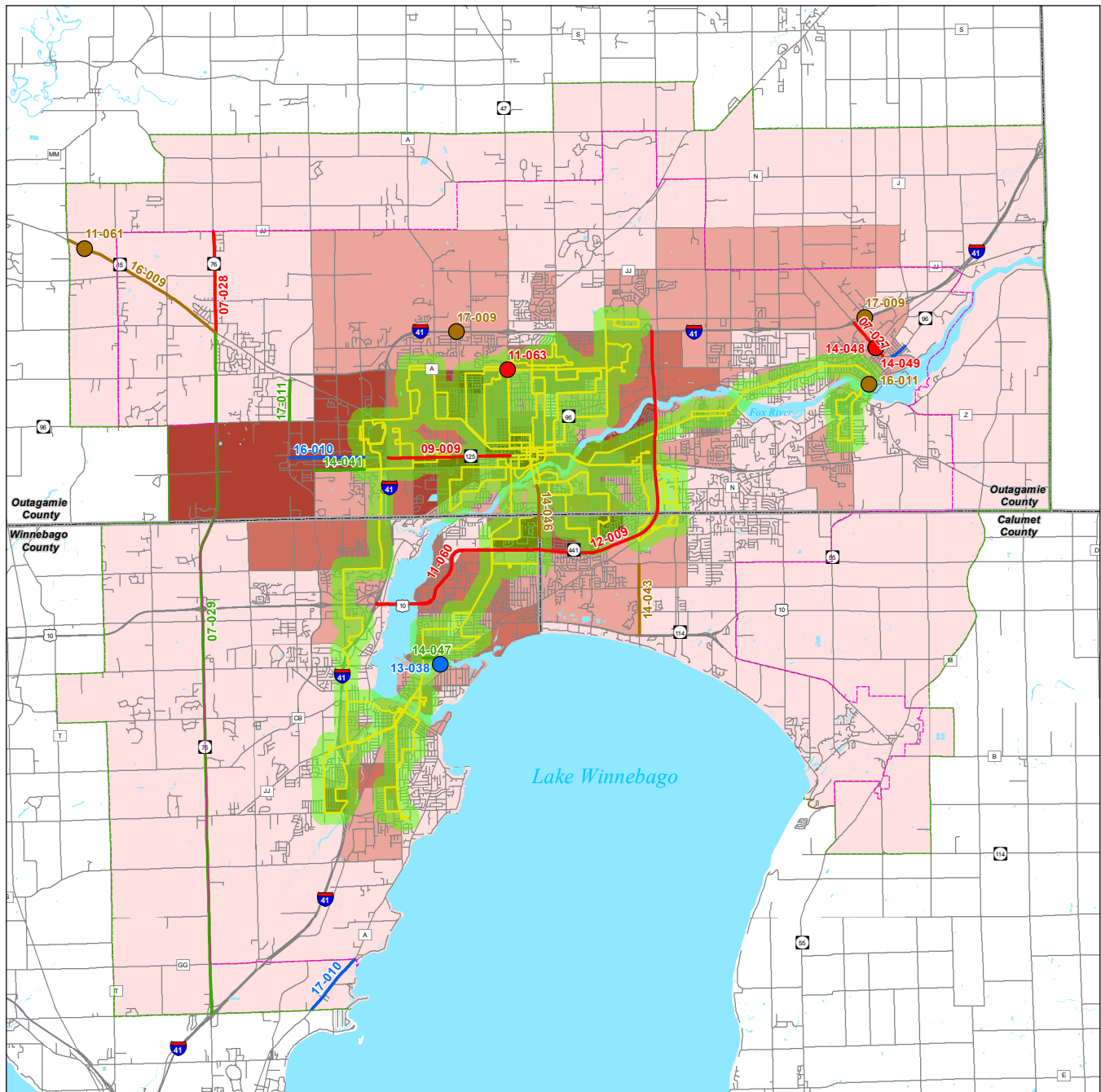


Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

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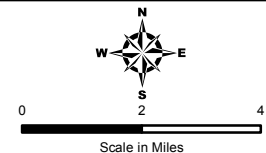
**Figure G-4  
Fox Cities Transportation Management Area TIP Projects (2017 - 2020) and  
Minority Population (2010 Census Data)**



**TIP Project Year and Number**

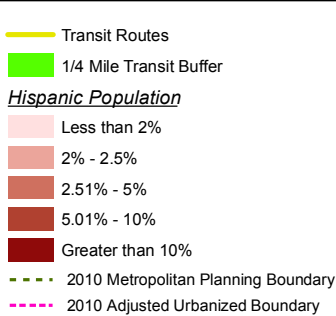
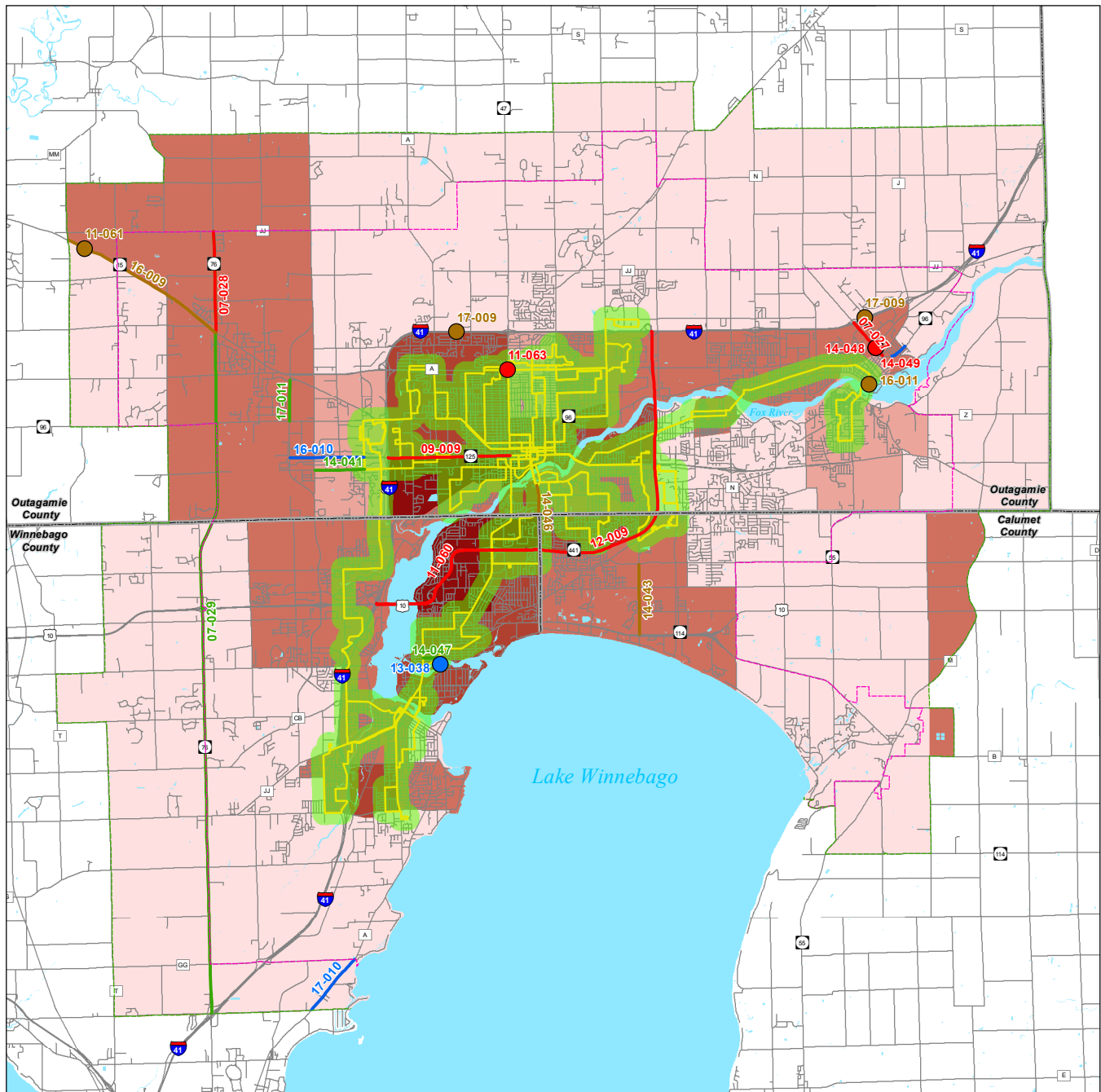


**TIP Intersection Project Year and Number**



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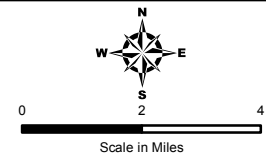
**Figure G-5  
Fox Cities Transportation Management Area TIP Projects (2017 - 2020) and  
Hispanic Population (2010 Census Data)**



**TIP Project Year and Number**

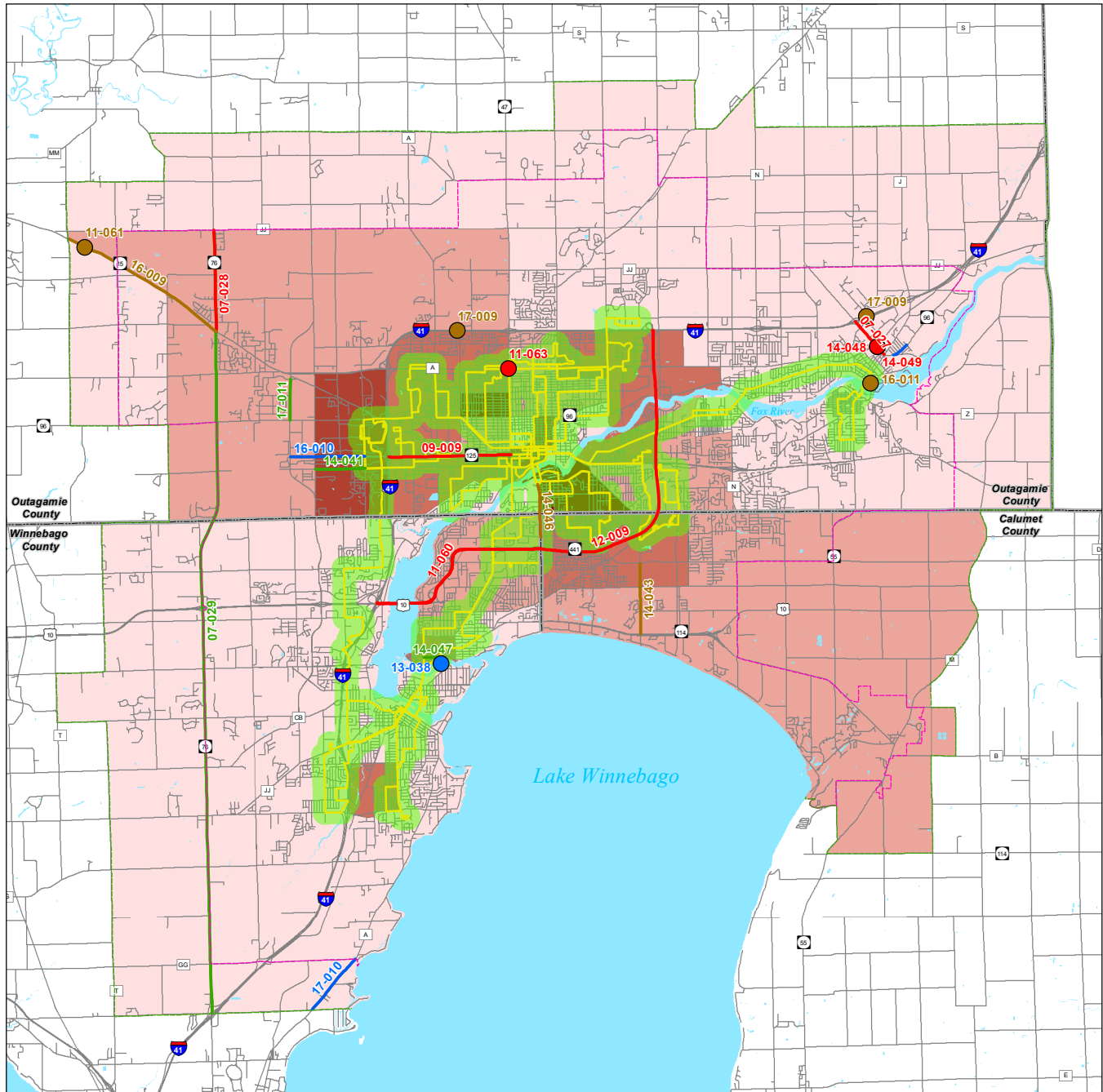


**TIP Intersection Project Year and Number**



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**Figure G-6**  
**Fox Cities Transportation Management Area TIP Projects (2017 - 2020) and**  
**Population Speaks English "Less than Very Well" (2010 Census Data)**



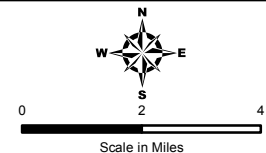
- Transit Routes**
- 1/4 Mile Transit Buffer**
- Speaks English "Less than Very Well"**
- Less than 5%
  - 5.01% - 10%
  - 10.01% - 15%
  - 15.01% - 20%
  - Greater than 20%
  - 2010 Metropolitan Planning Boundary
  - 2010 Adjusted Urbanized Boundary

**TIP Project Year and Number**

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

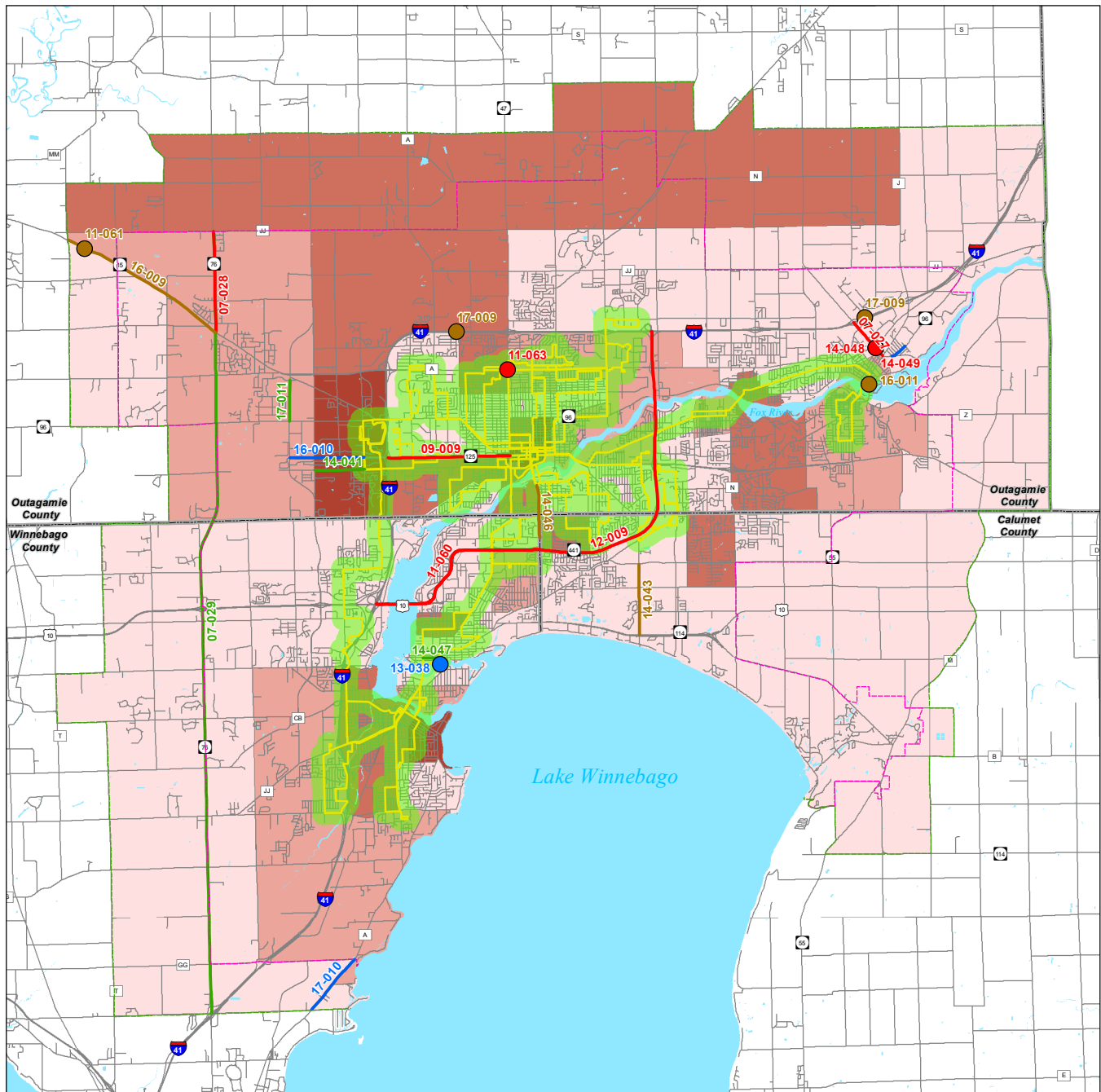
**TIP Intersection Project Year and Number**

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



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**Figure G-7  
Fox Cities Transportation Management Area TIP Projects (2017 - 2020) and  
Population with No Car Access (2010 Census Data)**



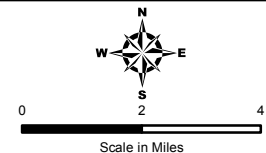
- Transit Routes
- 1/4 Mile Transit Buffer
- No Car Access**
- Less than 1%
- 2%
- 3% - 5%
- 6% - 10%
- More than 10%
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

**TIP Project Year and Number**

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

**TIP Intersection Project Year and Number**

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



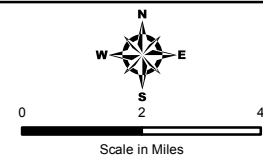
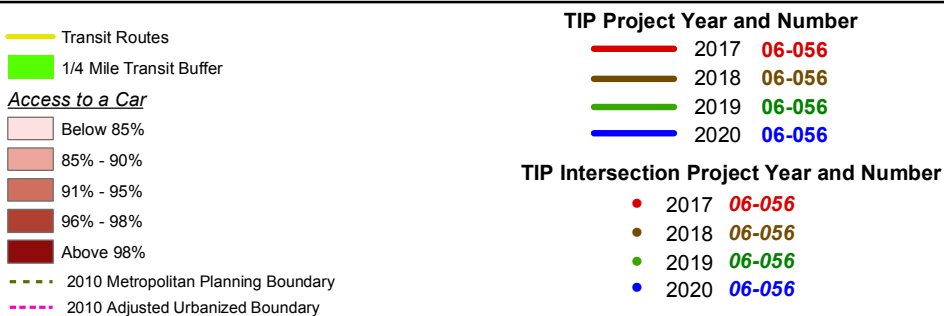
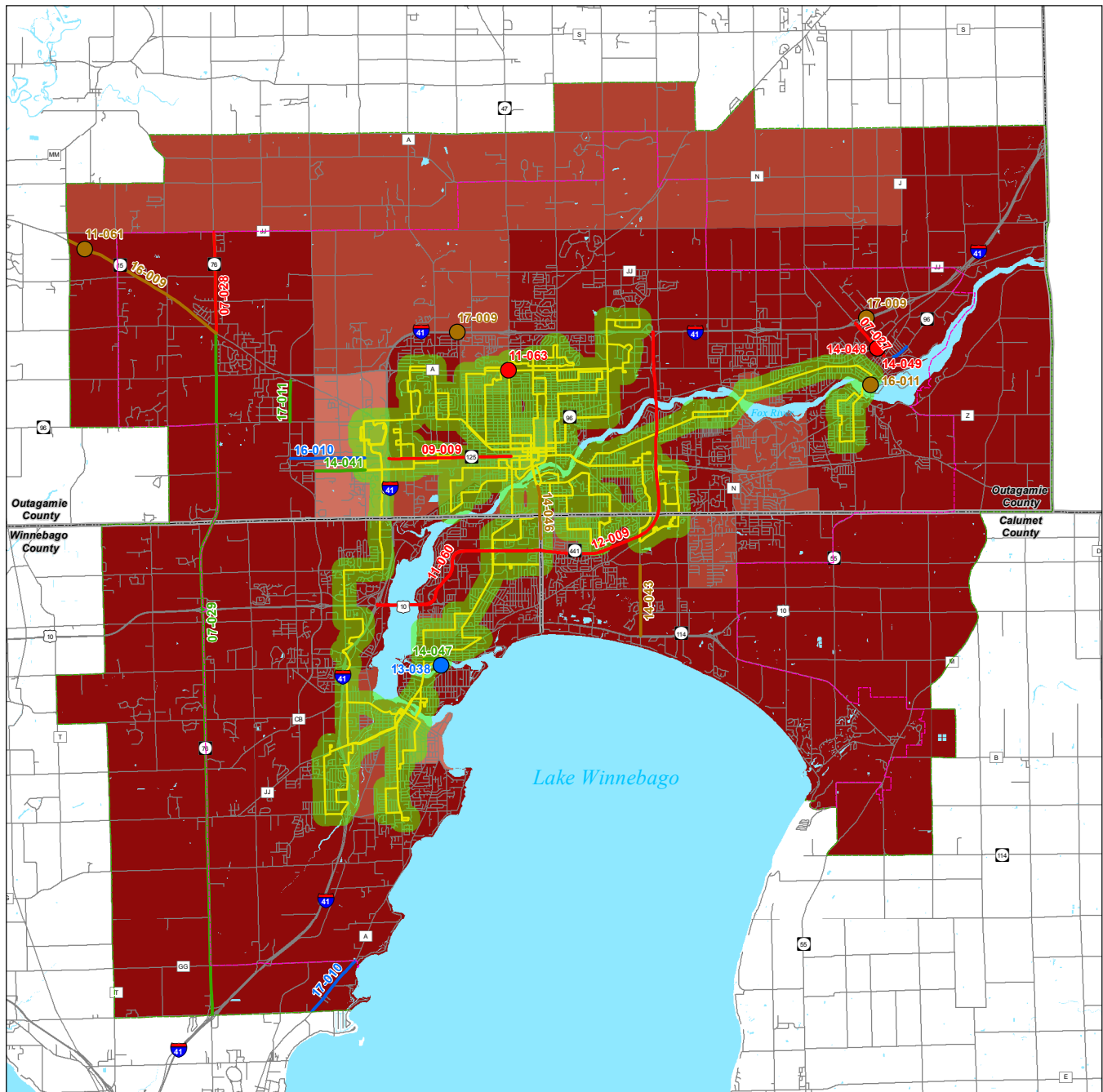
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Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago, Calumet, & Outagamie County provided 2011 centerline and 2005 hydrology.

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**Figure G-8**  
**Fox Cities Transportation Management Area TIP Projects (2017 - 2020) and**  
**Population with Car Access (2010 Census Data)**



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Prepared SEPTEMBER 2016:



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

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## **APPENDIX H**

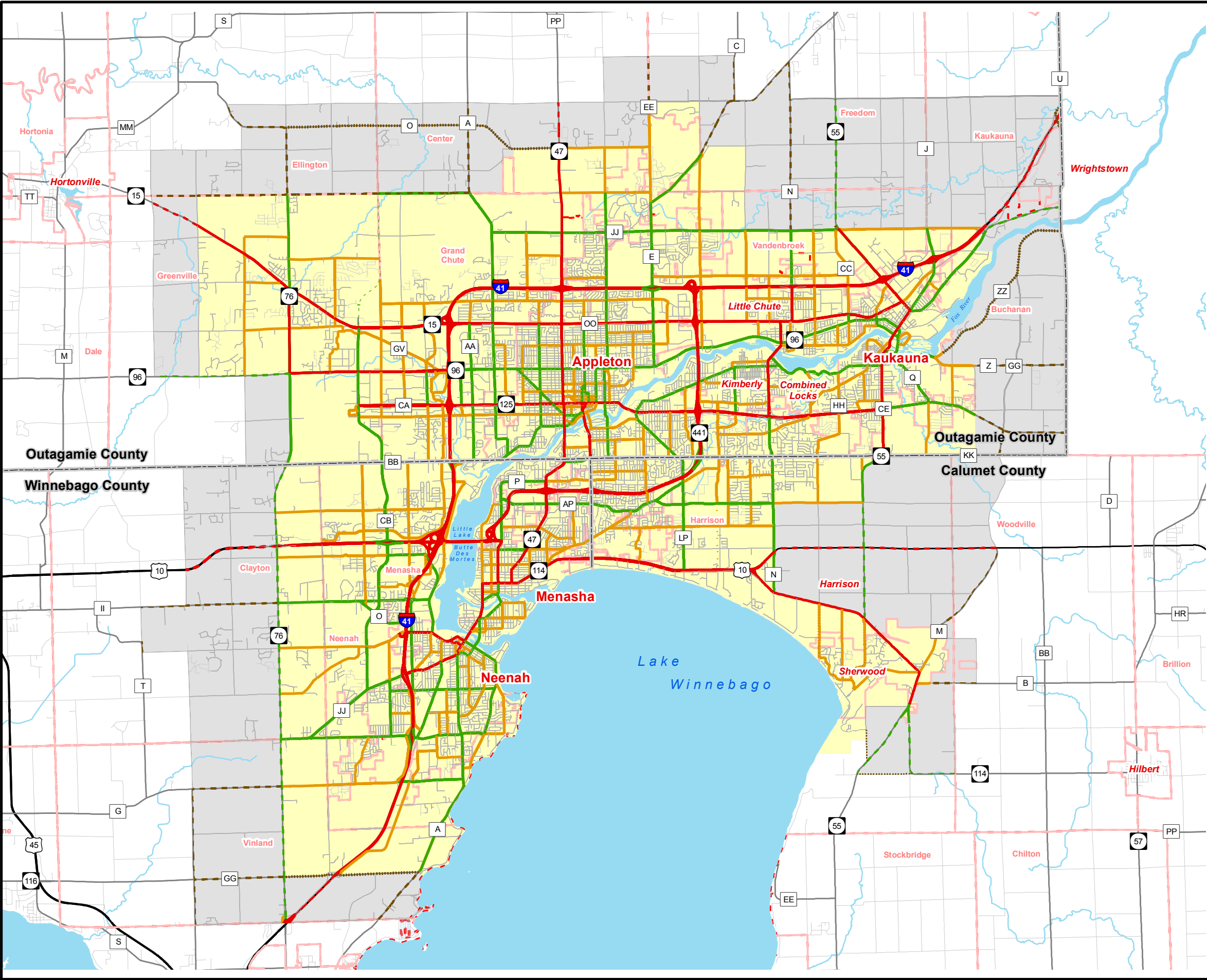
# FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

## **FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS**

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

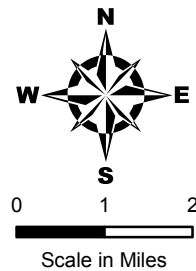
Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Fixing America’s Surface Transportation Act (FAST Act).

Figure H - 1 shows the Fox Cities urbanized area.



**Figure H-1**  
**Appleton Urbanized Area**  
**Functional Classification**  
**System**  
**2016**

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



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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Prepared NOVEMBER 2016 by:



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