



**Appleton  
Metropolitan Planning Organization**

**Final**

**Transportation Improvement Program for the  
Fox Cities Transportation Management Area**

**Prepared by the**

**EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION**

**Adopted – October 26, 2012**

**\* Amended – December 10, 2012 \***

**\* Amended – April 26, 2013 \***

TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA

- 2013 -

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## ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2013

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The Transportation Improvement Program for the Fox Cities 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 five years and includes projects recommended for implementation during the 2013-2017 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 are for 2014-2015; for transit assistance programs, 2013 and 2014.

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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 Transportation Management Area. It has been developed by the East Central Wisconsin Regional Planning Commission as the designated Metropolitan Planning Organization (MPO) for these areas in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for preparing a State Transportation Improvement Program (STIP) programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central has worked with WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the five-year period from 2013 to 2017. These lists of programmed candidate projects were then reviewed, prioritized, and recommended by Technical Advisory Committees (TACs) for each urbanized area. TAC recommendations were in turn reviewed by the standing Transportation Committee of the Commission and final action was taken by the Commission as the MPO recommending these projects to the Governor 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.

## CERTIFICATIONS

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

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;

- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities..

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

In addition, the MPO's public participation and certification process satisfies Valley Transit's public participation requirements for the Program of Projects.



TRANSPORTATION IMPROVEMENT PROGRAM

## TRANSPORTATION IMPROVEMENT PROGRAM

### FEDERAL PLANNING REQUIREMENTS

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

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

To carry out the comprehensive planning program, 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 (Appleton) transportation management area, 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 five years with projects identified for each of the first four years as the minimum program. Projects are grouped for 2017 as future year projects. 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 or third 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 constraint.
- Scope
  - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
  - Changing the source (Fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

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

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

- Funding
  - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four-year window.

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

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

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP.

Concerning the federal funding sources the MPO has identified for individual projects in its TIP, it is agreed that WisDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WisDOT must seek MPO staff approval to use Entitlement or allocated STP and CMAQ funds for projects not identified for that source of funding in the TIP. A designated recipient in a UZA (Urbanized Area) with a population of 200,000 and over may transfer its Urbanized Area Formula Program apportionment, or a portion of it, to the Governor, who may in turn allocate it to UZAs of any size in the State for eligible purposes under the Urbanized Area Formula Program. Note that there is no statutory provision allowing the transfer of funds apportioned to a large UZA directly to another UZA without going through the Governor's apportionment.

## **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 five-year period for inclusion in the TIP. Notification was provided by direct letter, dated April 18, 2012, requesting candidate projects to be identified. On September 26, 2012, a legal notice was published in Fox Cities daily paper, identifying a review and comment period, from September 26 to October 25, 2012. The notice indicated that the TC would meet October 9, 2012 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 26, 2012 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.

State, STP-Safety, Bridge and Section 5310, Elderly and Disabled projects were solicited directly from WisDOT Northeast Region or WisDOT Madison for inclusion in the TIP.

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

## **Flexibility of Funding Sources**

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

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

**Federal-aid Transit Programs**

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

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

<u>Categorical Program</u>	<u>Acronym</u>
National Highway System	
State	NHS
Bridge Replacement & Rehabilitation	
State	BR
Surface Transportation Program	STP
Enhancements	EN
Urban	URB
Rural	RU
State Flexibility	FLX
Safety	HSIP
Miscellaneous	MSC
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 five-year program, 2013-2017, itemized in the listing this year includes the 2014 and 2015 projects that were submitted by the local entities. Since the 2002 TIP, two years' programming recommendations have been made in the even year TIP (2008, 2010,...), and are reaffirmed in the odd year TIP (2009, 2011...). In developing this 2013 TIP, STP-Urban projects were ranked for the 2014-2015 biennium.

The 2013 TIP, recommended two projects for funding in the Fox Cities urbanized area in 2014-2015.

The anticipated allocations of STP-Urban funds for 2014-2015 are \$2,570,679 in the Fox Cities. This allocation is distributed among the municipalities within the respective urbanized areas based on their share of total federal functionally classified mileage. For example, the City of Menasha's share of the total urbanized area allocation is 12.17 miles divided by the Fox Cities total of 261.49 functionally classified miles = .0465 or 4.65 percent. This allocation is then added to the accounting balance for the City of Menasha and is used in determining its entitlement balance. As will be noted in the description of the prioritization process that follows, this entitlement is used in determining the community's eligibility to compete, and as a ratio of funding balance to project cost as one ranking criterion. However, it does not guarantee that the funds will ever be available to the community, and is therefore not to be considered a suballocation of the urban funds.

## STP-Urban Project Criteria

As part of the project approval process, federal MAP-21 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 2014-2015 project candidates, as part of the 2013 TIP, is being used that was first developed in 1990, with slight refinements being made periodically through 1994. Based on a major review in 1995, the criteria have been modified to prioritize projects across modal lines. Minor clarifications were made to the criteria language in 1997. In 2005 a safety criteria was added based on crash rates. 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



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
	1	A project that meets transit 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.

1) **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.)

a) **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

b) **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

c) **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

2) **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.)

a) **Spacing.**

Score	5	No alternative parallel route available
	3	Adjacent parallel route would be better option
	0	Adequate parallel route already exists

b) 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

c) 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.

- 1) **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

- 2) **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

- 3) **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) 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

7. **AVAILABILITY OF FUNDING.** An indicator of how well projects correspond to funding entitlement. Appendix A, Table A-3 shows each jurisdiction's 2012 funding balance, 2012 and 2013 allocation, and the resulting entitlement. It also shows the resulting funding availability rating for each project, which is calculated by taking the maximum STP portion of project costs and dividing it into the jurisdictions entitlement. If the jurisdiction has more than one project, the entitlement is adjusted by subtracting the prior project's STP funding before calculating the funding availability rating. This rating ranges from the highest positive number being the highest ranking to the lowest negative number being the lowest ranking. There is an overriding criterion that a county or community project must have a positive funding availability rating to compete for STP funding. Also, when ties occur among projects having the same total score, the funding availability rating is used as the tie-breaker.

Score	5	> 1.50
	4	1.00 - 1.50
	3	0.50 - 0.99
	2	0.25 - 0.49
	1	0.00 - 0.24
	0	< 0.00

The project scores for each criterion are totaled and ranked from highest to lowest score. Any project that is not ranked because it has a negative funding eligibility rating is deemed ineligible for participation in the STP-Urban program.

### **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 20 percent minimum federal funding level.

If the remaining allocation is inadequate to fund the final project at 20 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 20 percent federal funding level until balance is achieved with the allocation.

If the final project cost is so large that funding it at the 20 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 20 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

Application of the above project selection procedure to projects competing for the 2014-2015 allocations resulted in a funding recommendation for two projects in the Fox Cities.

#### Fox Cities Project: Available Funding Allocation of \$2,570,679

- The Town of Buchanan's Van Roy/Eisenhower intersection roundabout project.
- The Village of Kimberly's Kimberly Avenue project, from Railroad Street to Marcella Street.

These projects are included in the project listing to be found in Table 1 (Fox Cities).

A full listing of the candidate STP-Urban projects can be found in Appendix A, Tables A-1. Also found in Appendix A are Table A-2: Proposed STP-Urban Funding Allocations and Proposed Projects, 2014-2015 and Table A-3: Evaluation and ranking of Proposed STP-Urban Projects, 2014-2015.

### 2013 TIP PROJECT LISTING

The project listing is presented in Table 1 (Fox Cities). An explanation of the structure for Table 1:

**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 (252-13-001). The first number is the federal designated number for the Appleton 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: 2013, 2014, 2015, 2016 and 2017.

**TABLE 1**  
**FOX CITIES URBANIZED AREA - PROJECT LISTING (2013-2017)**  
**(\$000)**

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

\*\* Funds are obligated to projects approximately 6 weeks prior to L

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Appleton Valley Transit Outagamie	Fixed Route Bus	Oper.	1370	1370	1319	4059	1411	1411	1359	4181	1454	1454	1400	4308	1497	1497	1442	4436	1542	1542	1485	4569
	Paratransit	Contr.	997	1336	989	3322	1026	1365	1019	3410	1057	1396	1049	3502	1089	1428	1081	3598	1122	1461	1113	3696
	Capital Projects	Purch.	657	0	164	821	697	0	174	871	621	0	155	776	413	0	103	516	541	0	135	676
	Section 5307	TOTAL	3024	2706	2472	8202	3134	2776	2552	8462	3132	2850	2604	8586	2999	2925	2626	8550	3205	3003	2733	8941
WisDOT Winnebago	USH 41/USH 45-Breezewood	PE				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
	1120-09-49,72,77,78,80,81,83,84,90	CONST				0				0	6688	1672	0	8360				0				0
	NHS 15.9 m. (E)	TOTAL	0	0	0	0	0	0	0	0	6688	1672	0	8360	0	0	0	0	0	0	0	0
WisDOT Outagamie	USH 41/STH 47 Interchange	PE				0				0				0				0				0
	Reconstruct	ROW				0				0				0				0				0
	1130-33-00,21,40, 71	CONST	2688	672	0	3360				0				0				0				0
	NHS 0.01 m. (P)	TOTAL	2688	672	0	3360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	STH 96/Main Street (Lt. Chute)	PE				0				0				0				0				0
	Reconstruct	ROW				0				0				0				0				0
	4075-20-00, 21, 71,72, 73	CONST	3512	880	298	4690				0				0				0				0
	STP 1.48 m. (P)	TOTAL	3512	880	298	4690	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	North Lake Street Bike/Ped Trail	PE				0				0				0				0				0
	T. of Menasha/ C. of Neenah	ROW				0				0				0				0				0
	4619-05-00, 71, 1120-55-00	CONST	303	0	76	379				0				0				0				0
	EN 0.5 m. (P)	TOTAL	303	0	76	379	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	STH 55 / Lawe St - USH 41	PE				0				0				0				0				0
	Reconstruction	ROW	0	1046	0	1046				0				0				0				0
	4650-08-00, 21,50,51, 71	CONST				0	122	26	0	148				0	5164	1144	146	6454				0
	STP 1.01 m. (E)	TOTAL	0	1046	0	1046	122	26	0	148	0	0	0	0	5164	1144	146	6454	0	0	0	0
WisDOT Outagamie	STH 125/USH 41 - STH 47	PE				0				0				0				0				0
	Resurface	ROW				0				0				0				0				0
	4659-15-00, 71	CONST				0				0				0	1936	484	0	2420				0
	STP 2.61 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1936	484	0	2420	0	0	0	0
WisDOT Outagamie	STH 76/STH 15 - CTH JJ	PE				0				0				0				0				0
	Recondition	ROW				0				0				0				0				0
	6517-10-00, 71	CONST				0				0				0				0	7095	1774	0	8869
	STP 1.43 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7095	1774	0	8869
WisDOT Calumet/Outagamie	STH 441 & CTH KK Interchange	PE				0				0				0				0				0
	Intersection Improvements	ROW				0				0				0				0				0
	4685-12-01, 21, 71	CONST	1769	273	75	2117				0				0				0				0
	HSJP 0.0 m. (P)	TOTAL	1769	273	75	2117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	Fox River Locks Restoration	PE				0				0				0				0				0
	Enhancement Project	ROW				0				0				0				0				0
	4988-01-00, 71	CONST	725	0	400	1125				0				0				0				0
	EN 0.0 m. (P)	TOTAL	725	0	400	1125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT tricounty	STH 441, USH 41 - USH 41	PE				0				0				0				0				0
	Road Maintenance	ROW				0				0				0				0				0
	4685-19-30, 60	CONST				0				0	2855	713	0	3568				0				0
	STP 11 m. (P)	TOTAL	0	0	0	0	0	0	0	0	2855	713	0	3568	0	0	0	0	0	0	0	0
WisDOT Calumet, Out, Winn Co	Regional Safe Routes to School Program	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	54	0	0	54				0				0				0				0
	SRTS (P)	TOTAL	54	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TABLE 1, cont.  
FOX CITIES PROJECT LISTING

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Calumet	WIS 114/E Jct USH 10-S Jct WIS 55 Corridor Study 4670-08-00	PE ROW CONST	640	160	0	800				0				0				0				0
252-10-038	STP (P)	TOTAL	640	160	0	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Center	CTH O WCL Crossing Signals & Gates 1009-93-40	PE ROW CONST				0				0				0				0				0
252-10-041	OCR (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	131	71	0	202	0	0	0	0
WisDOT Winnebago	USH 41 State Highway Rehabilitation 1120-54-30	PE ROW CONST	0	40	0	40				0				0				0				0
252-11-005	STP (P)	TOTAL	0	40	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Calumet	Northshore Ext of Friendship Trail 4992-00-46	PE ROW CONST				0				0				0				0				0
252-07-002	EN (E)	TOTAL	281	0	70	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	STH 96/WCL-STH 76 Resurface 4075-31-71	PE ROW CONST				0				0				0				0				0
252-11-010	STP 10.04 mi. (P)	TOTAL	4886	1222	3	6111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago Co.	Tayco Street Bridge Bridge Rehab 4065-15-00, 71	PE ROW CONST				0				0				0				0				0
252-11-035	STP (P)	TOTAL	184	46	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Grand Chute	Safe Routes to School, Grand Chute Intersection & sidewalk improvements 4657-24-71	PE ROW CONST				0				0				0				0				0
252-11-036	SRTS (P)	TOTAL	167	0	0	167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	STH 15/New London - Appleton Access Management Plan 1146-40-00	PE ROW CONST				0				0				0	400	100	0	500				0
252-11-042	STP 3.24 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	400	100	0	500	0	0	0	0
WisDOT Winnebago	USH 10/STH 441 - STH 114 C of Menasha (Oneida St) 1500-44-00,71 Resurface	PE ROW CONST	29	7	0	36				0				0				0				0
252-11-043	STP (P)	TOTAL	29	7	0	36	0	0	0	0	0	0	0	0	0	0	0	0	1380	345	0	1725
WisDOT Out & Cal Co	STH 55 / Sherwood NVL - USH 10 Resurface 4050-15-71, 00	PE ROW CONST	38	10	0	48				0				0				0				0
252-11-044	STP 0.0 m. (P)	TOTAL	38	10	0	48	0	0	0	0	0	0	0	0	0	0	0	0	865	216	0	1081
WisDOT Outagamie	STH 96 / Washington - Clairbel Reconstruct 4075-33-00,71	PE ROW CONST				0				0				0				0				0
252-11-045	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1828	457	185	2470
WisDOT Outagamie	Oneida Street Fox River Bridge Resurface 4984-07-00, 71	PE ROW CONST				0				0				0				0				0
252-11-049	BR (P)	TOTAL	0	0	0	0	0	0	0	0	0	2856	0	2856	0	0	0	0	0	0	0	0
WisDOT Outagamie	Capitol / Richmond - Oneida Reconstruction, urban w bike/ped 4984-01-71/22	PE ROW CONST				0				0				0				0				0
252-11-051	URB (P)	TOTAL	996	0	452	1448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**TABLE 1, cont.  
FOX CITIES PROJECT LISTING**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017 + Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT C of Menasha 252-11-052	Province Terrace Trail	PE				0				0				0				0				0
		ROW				0				0				0				0				0
	4992-02-00, 71	CONST	292	0	73	365				0				0				0				0
	EN (P)	TOTAL	292	0	73	365	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Greenville 252-11-053	CTH CB Bike to Work Trail	PE				0				0				0				0				0
		ROW				0				0				0				0				0
	1146-30-01, 72	CONST	648	0	162	810				0				0				0				0
	EN (P)	TOTAL	648	0	162	810	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT V of Little Chute 252-11-054	Little Chute Canal Bridge	PE				0				0				0				0				0
	Ped/Bike over Little Chute Lock	ROW				0				0				0				0				0
	4990-03-00, 71	CONST	1296	0	499	1795				0				0				0				0
	EN (P)	TOTAL	1296	0	499	1795	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT ECWRPC 252-11-055	FC and Oshkosh Bike/Ped Plan	PE	130	0	30	160				0				0				0				0
		ROW				0				0				0				0				0
	4984-11-00	CONST				0				0				0				0				0
	EN (P)	TOTAL	130	0	30	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Menasha 252-11-058	E. Shady Ln / American - CTH CB	PE				0				0				0				0				0
		ROW				0				0				0				0				0
	4992-00-52, 53	CONST				0				0	1570	0	1542	3112				0				0
	URB (P)	TOTAL	0	0	0	0	0	0	0	0	1570	0	1542	3112	0	0	0	0	0	0	0	0
WisDOT Winnebago 252-11-060	USH 10, USH 41 - Oneida Street	PE				0				0	0	3000	0	3000				0				0
	Reconst, exp 1517-75-71 to 80	ROW				0	0	11000	0	11000	0	11000	0	11000				0				0
	1517-07-04,10,21,22,40,41,71-91	CONST				0	14080	6003	0	20083				0				0	0	500	0	500
	STP (E)	TOTAL	0	0	0	0	14080	17003	0	31083	0	14000	0	14000	0	0	0	0	0	500	0	500
WisDOT Outagamie 252-11-061	STH 15, Greenville - New London	PE	3030	7070	0	10100				0				0				0				0
	Reconstruction, expansion	ROW	0	3916	0	3916				0				0				0				0
	1146-75-00/21/71	CONST				0				0				0				0				0
	STP (E)	TOTAL	3030	10986	0	14016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie 252-11-063	STH 47 / CTH OO Roundabout	PE				0				0				0				0				0
		ROW				0	0	125	0	125				0				0				0
	6240-26-00, 21, 71	CONST				0				0	1650	0	1650	3300				0				0
	STP (P)	TOTAL	0	0	0	0	0	125	0	125	1650	0	1650	3300	0	0	0	0	0	0	0	0
WisDOT Appleton 252-12-009	STH 441, USH 41 - USH 41	PE	0	75	0	75				0				0				0				0
	Fox River Bridge, City of Appleton	ROW				0				0				0				0				0
	4685-24-30, 60	CONST				0				0				0				0	1296	324	0	1620
	BR (P)	TOTAL	0	75	0	75	0	0	0	0	0	0	0	0	0	0	0	0	1296	324	0	1620
WisDOT Outagamie 252-12-010	CTH CE, USH 41 - USH 41	PE				0				0				0				0				0
	STH 441 NB Ramp & CTH CE	ROW				0				0				0				0				0
	4685-26-00, 71	CONST	229	80	0	309				0				0				0				0
	HSIP (P)	TOTAL	229	80	0	309	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Menasha 252-12-011	3rd Street, City of Menasha	PE	60	0	15	75				0				0				0				0
	Lake Winnebago Slough & Appr	ROW				0				0				0				0				0
	4992-01-00, 71	CONST				0	138	35	0	173				0				0				0
	BR (P)	TOTAL	60	0	15	75	138	35	0	173	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie 252-12-012	STH 47, Appleton - Bonduel	PE				0				0				0				0				0
	CTH JJ - NCL	ROW				0				0				0				0				0
	6240-22-00, 71	CONST				0				0				0				0	7797	1949	0	9746
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7797	1949	0	9746
WisDOT Neenah 252-12-013	CTH G, City of Neenah	PE				0				0				0				0				0
	Neenah Slough Bridge & Appr	ROW				0				0				0				0				0
	6468-02-71	CONST				0				0	410	102	0	512				0				0
	BR (P)	TOTAL	0	0	0	0	0	0	0	0	410	102	0	512	0	0	0	0	0	0	0	0



**TABLE 2**  
**FOX CITIES URBANIZED AREA, 2013-2017**  
**SUMMARY OF FEDERAL FUNDS PROGRAMMED AND AVAILABLE**  
(\$000)

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

Agency/Program	Programmed Expenditures					Estimated Available Funding				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
<b>Federal Highway Administration</b>										
Interstate Highway Maintenance	\$0	\$0	\$0	\$0	\$0	-----Not Eligible-----				
National Highway System	3,088	400	7,088	400	400	3,088	400	7,088	400	400
Bridge Replacement/Rehab	60	138	410	0	1,296	60	138	410	0	1,296
Congestion Mitigation & Air Quality	0	0	0	0	0	-----Not Eligible-----				
Surface Transportation Program										
Fox Cities Urbanized Area	996	0	1,570	0	0	996	0	1,570	0	0
Surface Transportation Program										
State Flexibility	13,702	15,549	5,355	23,030	21,988	13,702	15,549	5,355	23,030	21,988
Surface Transportation Program										
Safety	2,772	1,350	0	0	0	2,772	1,350	0	0	0
Surface Transportation Program										
Enhancements	3,675	0	0	0	0	3,675	0	0	0	0
<b>Programmed Expenditures</b>	24,293	17,437	14,423	23,430	23,684	24,293	17,437	14,423	23,430	23,684
<b>* Annual Inflation Factor 2.8%</b>	680	488	404	656	663	680	488	404	656	663
<b>Estimated Need with Inflation Fa</b>	24,973	17,925	14,827	24,086	24,347	24,973	17,925	14,827	24,086	24,347
<b>Federal Transit Administration</b>										
Section 5307 Operating	\$1,370	\$1,411	\$1,454	\$1,497	\$1,542	\$1,370	\$1,411	\$1,454	\$1,497	\$1,542
Section 5307 Capital	657	697	621	413	541	657	697	621	413	541
<b>Programmed Expenditures</b>	2,027	2,108	2,075	1,910	2,083	2,027	2,108	2,075	1,910	2,083
<b>* Annual Inflation Factor 2.8%</b>	57	59	58	53	58	57	59	58	53	58
<b>Estimated Need with Inflation Fa</b>	2,084	2,167	2,133	1,963	2,141	2,084	2,167	2,133	1,963	2,141
Section 5310	0	0	-not yet programmed-			0	0	-not yet programmed-		

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

**TABLE 2**  
**FOX CITIES URBANIZED AREA, 2013-2017**  
**SUMMARY OF FEDERAL FUNDS PROGRAMMED AND AVAILABLE**  
(\$000)

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

**\*Amended 4/26/13**

Agency/Program	Programmed Expenditures					Estimated Available Funding				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
<b>Federal Highway Administration</b>										
Interstate Highway Maintenance	\$0	\$0	\$0	\$0	\$0	-----Not Eligible-----				
National Highway System	3,088	400	7,088	400	400	3,088	400	7,088	400	400
Bridge Replacement/Rehab	<b>2,940</b>	138	410	0	1,296	<b>2,940</b>	138	410	0	1,296
Congestion Mitigation & Air Quality	0	0	0	0	0	-----Not Eligible-----				
Surface Transportation Program										
Fox Cities Urbanized Area	996	0	1,570	0	0	996	0	1,570	0	0
Surface Transportation Program										
State Flexibility	13,329	15,212	5,355	23,030	21,988	13,329	15,212	5,355	23,030	21,988
Surface Transportation Program										
Safety	2,772	1,350	0	0	0	2,772	1,350	0	0	0
Surface Transportation Program										
Enhancements	3,675	0	0	0	0	3,675	0	0	0	0
<b>Programmed Expenditures</b>	26,800	17,100	14,423	23,430	23,684	26,800	17,100	14,423	23,430	23,684
<b>* Annual Inflation Factor 2.8%</b>	750	479	404	656	663	750	479	404	656	663
<b>Estimated Need with Inflation Factor</b>	27,550	17,579	14,827	24,086	24,347	27,550	17,579	14,827	24,086	24,347
<b>Federal Transit Administration</b>										
Section 5307 Operating	\$1,370	\$1,411	\$1,454	\$1,497	\$1,542	\$1,370	\$1,411	\$1,454	\$1,497	\$1,542
Section 5307 Capital	657	697	621	413	541	657	697	621	413	541
<b>Programmed Expenditures</b>	2,027	2,108	2,075	1,910	2,083	2,027	2,108	2,075	1,910	2,083
<b>* Annual Inflation Factor 2.8%</b>	57	59	58	53	58	57	59	58	53	58
<b>Estimated Need with Inflation Factor</b>	2,084	2,167	2,133	1,963	2,141	2,084	2,167	2,133	1,963	2,141
Section 5310	0	0	-not yet programmed-			0	0	-not yet programmed-		

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





## APPENDIX A

### URBAN AREA CANDIDATE PROJECT TABLES



**TABLE A-1**  
**FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017 + Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Appleton Outagamie <i>Illustrative</i>	Oneida/Olde Oneida-Foster Reconstruction, urban/bike&ped	PE				0				0				0				0	0	0	200	200
		ROW				0				0				0				0	0	0	200	200
		CONST				0				0				0				0	0	0	2500	2500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2900	2900
Grand Chute Outagamie <i>Illustrative</i>	Oneida/Capitol-Northland Reconstruct to Urban	PE				0				0				0				0	0	0	75	75
		ROW				0				0				0				0	0	0	900	900
		CONST				0				0				0				0	0	0	975	975
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	975	975
Grand Chute Outagamie <i>Illustrative</i>	W. Spencer/Mayflower-Casaloma Reconstruction, urban/bike&ped	PE				0				0				0				0	0	0	125	125
		ROW				0				0				0				0	0	0	2075	2075
		CONST				0				0				0				0	0	0	2200	2200
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2200	2200
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/ Brookview-CTH GV Reconstruct to Urban, 4lane	PE				0				0				0				0	0	0	25	25
		ROW				0				0				0				0	0	0	225	225
		CONST				0				0				0				0	0	0	250	250
		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	PE				0				0				0				0	0	0	100	100
		ROW				0				0				0				0	0	0	900	900
		CONST				0				0				0				0	0	0	1000	1000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/ STH 15-Capitol Reconstruct to Urban, 4lane	PE				0				0				0				0	0	0	90	90
		ROW				0				0				0				0	0	0	1310	1310
		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	1400	1400
Grand Chute Outagamie <i>Illustrative</i>	Grand Chute Blvd/ Victory-Capitol Dr Underpass New Construction	PE				0				0				0				0	0	0	60	60
		ROW				0				0				0				0	0	0	690	690
		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	750	750
Grand Chute Outagamie <i>Illustrative</i>	Rifle Range Rd/ Capitol-Grand Chute Blvd Reconstruct to Urban, 2-lane with bike&ped	PE				0				0				0				0	0	0	60	60
		ROW				0				0				0				0	0	0	750	750
		CONST				0				0				0				0	0	0	810	810
		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>	S. Bluemound Rd./Prospect-Spencer Reconstruction, 4-lane, urban	PE				0				0				0				0	0	0	100	100
		ROW				0				0				0				0	0	0	1400	1400
		CONST				0				0				0				0	0	0	1500	1500
		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>	Casaloma/Prospect-Spencer Reconstruction, 4-lane urban	PE				0				0				0				0	0	0	100	100
		ROW				0				0				0				0	0	0	1400	1400
		CONST				0				0				0				0	0	0	1500	1500
		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>	Casaloma/Converters Dr.-Capitol Reconstruction, urban	PE				0				0				0				0	0	0	100	100
		ROW				0				0				0				0	0	0	1400	1400
		CONST				0				0				0				0	0	0	1500	1500
		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	PE				0				0				0				0	0	0	150	150
		ROW				0				0				0				0	0	0	100	100
		CONST				0				0				0				0	0	0	2550	2550
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800	2800
Grand Chute Outagamie <i>Illustrative</i>	Capitol Dr./McCarthy-USH 41 Reconstruction, urban	PE				0				0				0				0	0	0	85	85
		ROW				0				0				0				0	0	0	1435	1435
		CONST				0				0				0				0	0	0	1520	1520
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520	1520

**TABLE A-1 cont.**  
**FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ 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>	Capitol Drive/USH41-Lynndale Reconstruction, urban	PE				0				0				0				0	0	0	80	80
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1240	1240
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320	1320
Grand Chute Outagamie <i>Illustrative</i>	Gillette St/ Capitol-Elsner Reconstruction, 2 lane urban w/bike/ped	PE				0				0				0				0	0	0	80	80
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1240	1240
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320	1320
Grand Chute Outagamie <i>Illustrative</i>	Spencer St/ Lynndale-USH 41 Reconstruction, 2 lane urban w/bike/ped	PE				0				0				0				0	0	0	145	145
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1575	1575
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1720	1720
Little Chute Outagamie <i>Illustrative</i>	Lincoln Ave./Wilson-Vandenbroek Extension of Lincoln Ave.	PE				0				0	0	0	15	15				0				0
		ROW				0				0				0				0				0
		CONST				0				0	0	0	80	80				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	95	95	0	0	0	0	0	0	0	0
Little Chute Outagamie <i>Illustrative</i>	Main St./Vandenbroek intersection Realignment	PE				0				0	0	0	20	20				0				0
		ROW				0				0				0				0				0
		CONST				0				0	0	0	200	200				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	220	220	0	0	0	0	0	0	0	0
Little Chute Outagamie <i>Illustrative</i>	French Rd/STH 96 - CTH OO Reconstruction	PE				0				0				0				0	0	0	80	80
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	620	620
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700	700
Little Chute Outagamie	Rosehill/STH 96 - CTH OO Reconstruction	PE	0	0	40	40				0				0				0				0
		ROW				0				0				0				0				0
		CONST	0	0	528	528				0				0				0				0
		TOTAL	0	0	568	568	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Little Chute Outagamie <i>Illustrative</i>	Island Park Trail/Mill - Sanitorium Construction	PE				0				0				0				0	0	0	60	60
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	700	700
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	760	760
Little Chute Outagamie <i>Illustrative</i>	Randolph /Buchanan - Evergreen Reconstruction	PE				0				0				0				0	0	0	70	70
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	870	870
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	940	940
V Combined Lock Outagamie <i>Illustrative</i>	CE Bike/Ped Trail Connection Coonen Park to CE Underpass	PE				0				0				0				0	0	0	18	18
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	206	206
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	224
V Combined Lock Outagamie <i>Illustrative</i>	Prospect St Reconstruction	PE				0				0				0				0	0	0	40	40
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3460	3460
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3500	3500
V of Kimberly Outagamie <i>Illustrative</i>	Kimberly Ave/ Railroad - Marcella Reconstruction	PE				0				0	0	0	118	118				0				0
		ROW				0				0				0				0				0
		CONST				0				0	0	0	1184	1184				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	1302	1302	0	0	0	0	0	0	0	0
V of Kimberly Outagamie <i>Illustrative</i>	Kimberly Trl/CE Trl - Railroad Bike/ Ped Trail	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	392	392
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	392	392



**TABLE A-1 cont.**  
**FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
V of Kimberly Outagamie <i>Illustrative</i>	Railroad St/3rd - Maes Bike/ Ped Trail  Local (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	170	170
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	170
T. Menasha Winnebago <i>Illustrative</i>	Lake St/RR-Butte Reconstruction  Local 1.0m. (P)	PE				0				0				0				0	0	0	213	213
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1921	1921
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2134	2134
T. Menasha Winnebago <i>Illustrative</i>	Airport Rd/Racine - STH 47 Reconstruction  Local 1.0m. (P)	PE				0				0				0				0	0	0	104	104
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1038	1038
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1142	1142
T. Menasha Winnebago <i>Illustrative</i>	Clayton Rd/East Shady - Fairview Reconstruction  Local 1.0m. (P)	PE				0				0				0				0	0	0	250	250
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2250	2250
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500
T of Menasha & Grand Chute <i>Illustrative</i>	CB Trail Connection to FR Mall CTH CB & CTH BB to Arrowhead Bike/ Ped Trail Local 0.6m. (P)	PE				0				0				0				0	0	0	89	89
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1020	1020
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1109	1109
T. Menasha Winnebago <i>Illustrative</i>	Cold Spring/East Shady - CTH BB Reconstruction  Local 1.0m. (P)	PE				0				0				0				0	0	0	149	149
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1337	1337
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1486	1486
T of Menasha Winnebago <i>Illustrative</i>	Cold Spring/Jacobsen - American Resurface  Local .75 m. (P)	PE				0				0				0				0	0	0	10	10
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	310	310
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320	320
T. Menasha Winnebago <i>Illustrative</i>	East Shady/CTH CB - Cold Spring Reconstruction  Local 1.0m. (P)	PE				0				0				0				0	0	0	138	138
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1238	1238
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1376	1376
T. Menasha Winnebago <i>Illustrative</i>	East Shady/American - Cold Spring Reconstruction  Local 1.0m. (P)	PE				0				0				0				0	0	0	206	206
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1854	1854
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2060	2060
T. Menasha Winnebago <i>Illustrative</i>	East Shady/Irish - Cold Spring Reconstruction  Local 1.0m. (P)	PE				0				0				0				0	0	0	113	113
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1022	1022
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1135	1135
T. Menasha Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - CTH II Reconstruction  Local 1.0m. (P)	PE				0				0				0				0	0	0	205	205
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1844	1844
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2049	2049
T. Menasha Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - East Shady Reconstruction  Local 1.5m. (P)	PE				0				0				0				0	0	0	113	113
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1022	1022
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1135	1135
T. Menasha Winnebago <i>Illustrative</i>	Jacobsen/ Cold Spring - CTH CB Reconstruction  Local .5m. (P)	PE				0				0				0				0	0	0	123	123
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1103	1103
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1226	1226

**TABLE A-1 cont.**  
**FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
T. Menasha Winnebago <i>Illustrative</i>	Jacobsen/Irish - CTH CB Reconstruction  Local .5m. (P)	PE				0				0				0				0	0	0	147	147
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1319	1319
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1466	1466
C of Menasha Winnebago <i>Illustrative</i>	Broad St/Tayco - Racine Reconstruction  Local .3 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	500	500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500	500
C of Menasha Winnebago <i>Illustrative</i>	Melissa St/Plank - Airport Resurface  Local (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	0	0	310	310				0				0				0				0
		TOTAL	0	0	310	310	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C of Menasha Winnebago <i>Illustrative</i>	London St/Plank - Ninth Resurface  Local (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	240	240
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240	240
T Harrison Calumet Co.	Eisenhower Dr./ CTH AP-USH 10/STH 11 Reconstruction  Local 1.5 m. (P)	PE				0				0				0				0	0	0	532	532
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2132	2132
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2664	2664
T of Buchanan Outagamie <i>Illustrative</i>	Eisenhower Dr/ CTH KK - Cornell Bike/ Ped Trail  Local .75 m. (E)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	500	500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500	500
T. Buchanan Outagamie	CTH CE & Buchanan Intersection Intersection Improvements  Local 0.3 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	60	60
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	60
T. Buchanan Outagamie	CTH N/CTH CE to CTH KK Widening  Local 0.5 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	100	100
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
T. Buchanan Outagamie	CTH CE/CTH HH/Debruin Intersection Improvements  Local 0.2 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1900	1900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1900	1900
Calumet Co. Calumet <i>Illustrative</i>	CTH LP/CTH AP-USH 10 Reconstruction, 4-lane, urban  Local 2 mi. (E)	PE				0				0				0				0	0	0	110	110
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3605	3605
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3715	3715
Calumet Co. Calumet <i>Illustrative</i>	CTH KK/CTH N-STH 55 Reconstruction, 4-lane, urban  Local 2.35m. (E)	PE				0				0				0				0	0	0	130	130
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	4135	4135
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4265	4265
Calumet Co. Calumet <i>Illustrative</i>	CTH AP/CTH N-Kernan  Local 3 mi. (E)	PE				0				0				0				0	0	0	150	150
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	5300	5300
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5450	5450
Calumet Co. Calumet <i>Illustrative</i>	Friendship Trail  Local 2.7m. (E)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	591	591
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	591	591

**TABLE A-1 cont.**  
**FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Outagamie Co. Outagamie <i>Illustrative</i>	CTH N/CTH KK-CTH CE Reconstruction Local .75 m. (E)	PE				0				0				0				0	0	0	150	150
		ROW				0				0				0				0	0	0	150	150
		CONST				0				0				0				0	0	0	2500	2500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800	2800
Outagamie Co. Outagamie <i>Illustrative</i>	CTH E-EE/CTH JJ-Apple Hill Reconstruction, urban, 4-lane Local 1.25 m. (E)	PE				0				0				0	0	0	150	150				0
		ROW				0				0				0				0	0	0	130	130
		CONST				0				0				0				0	0	0	1988	1988
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	150	0	0	2118	2118
Outagamie Co. Outagamie <i>Illustrative</i>	CTH HH/CTH CE-CTH Z Reconstruction Intersection Improvement CE/HH Local 1.0 m. (E)	PE				0	0	0	200	200				0				0				0
		ROW				0				0	0	0	50	50				0				0
		CONST				0				0				0	0	0	3232	3232				0
		TOTAL	0	0	0	0	0	0	200	200	0	0	50	50	0	0	3232	3232	0	0	0	0
Outagamie Co. Outagamie <i>Illustrative</i>	CTH CB/CTH BB-Spencer Reconstruction Local 1.25 m. (E)	PE				0				0				0				0				0
		ROW	0	0	360	360				0				0				0	0	0	831	831
		CONST				0				0				0				0	0	0	831	831
		TOTAL	0	0	360	360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	831	831
Outagamie Co. Outagamie <i>Illustrative</i>	CTH A/Grand Chute-CTH JJ Reconstruction, urban, 4-lane Local 1.0 m. (E)	PE				0				0				0				0	0	0	150	150
		ROW				0				0				0				0	0	0	50	50
		CONST				0				0				0				0	0	0	1300	1300
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Outagamie Co. Outagamie <i>Illustrative</i>	CTH JJ/CTH A-STH 47 Reconstruction, urban, 4-lane Local 1.55 m. (E)	PE				0				0				0				0	0	0	100	100
		ROW				0				0				0				0	0	0	250	250
		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	1750	1750
Outagamie Co. Outagamie <i>Illustrative</i>	CTH E/Wisconsin-Longview Reconstruction, urban, 4-lane Local 0.9 m	PE				0				0				0				0				150
		ROW				0				0				0				0				0
		CONST	0	0	2060	2060				0				0				0				1500
		TOTAL	0	0	2060	2060	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1650
Outagamie Co. Outagamie <i>Illustrative</i>	CTH BB/USH 41-Seminole Rd Reconstruction, Urban, 4-lane Local 1.0 m	PE				0				0				0				0	0	0	271	271
		ROW				0				0				0				0	0	0	300	300
		CONST				0				0				0				0	0	0	2144	2144
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2715	2715
Outagamie Co. Outagamie <i>Illustrative</i>	CTH BB/Coldspring Rd-USH 41 Reconstruction, Urban, 4-lane Local .8 m	PE				0				0				0				0	0	0	200	200
		ROW				0				0				0				0	0	0	100	100
		CONST				0				0				0				0	0	0	1616	1616
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1916	1916
Outagamie Co. Outagamie <i>Illustrative</i>	CTH AA/STH 96-CTH OO Reconstruction, Urban, 4-lane Local 1.0 m	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	0	0	3500	3500				0				0				0				0
		TOTAL	0	0	3500	3500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outagamie Co. Outagamie <i>Illustrative</i>	CTH KK/Banta Ct.-Fidelis St. Reconstruction, Urban, 4-lane Local 1.25 m	PE				0	0	0	200	200				0				0				0
		ROW				0	0	0	50	50				0				0				0
		CONST				0				0	0	0	1500	0	0	0	1775	1775				0
		TOTAL	0	0	0	0	0	0	250	250	0	0	0	0	0	0	1775	1775	0	0	0	0
Outagamie Co. Outagamie <i>Illustrative</i>	CTH JJ/French Road - CTH N Reconstruction Local 2.0 m. (P)	PE				0				0				0				0	0	0	800	800
		ROW				0				0				0				0	0	0	200	200
		CONST				0				0				0				0	0	0	8000	8000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9000	9000

**TABLE A-1 cont.**  
**FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Outagamie Co. Outagamie <i>Illustrative</i>	CTH JJ/STH 47-French Rd	PE				0				0				0				0	0	0	600	600
	Reconstruction, urban, 4-lane	ROW				0				0				0				0	0	0	400	400
		CONST				0				0				0				0	0	0	8000	8000
	Local 3 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9000	9000
Outagamie Co. Outagamie <i>Illustrative</i>	CTH CA/CTH CB-Mall Drive	PE				0				0				0				0	0	0	350	350
	Reconstruction, urban	ROW				0				0				0				0	0	0	50	50
		CONST				0				0				0				0	0	0	3500	3500
	Local 1.86 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3900	3900
C. Of Neenah Winnebago <i>Illustrative</i>	S. Commercial/Wright-Winneconne	PE				0				0				0				0	0	0	150	150
	4-lane, urban	ROW				0				0				0				0	0	0	25	25
		CONST				0				0				0				0	0	0	1500	1500
	Local 0.94 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1675	1675
C. Of Neenah Winnebago <i>Illustrative</i>	Winneconne/USH 41 - Neenah Slough	PE				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				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	0	0	0	0	0	0	0	1660	1660
C. Of Neenah Winnebago <i>Illustrative</i>	Green Bay Rd/Fox Point-Shopko	PE				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				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	0	0	0	0	0	0	0	1000	1000
C. Of Neenah Winnebago <i>Illustrative</i>	Bell St/Marathon - Harrison	PE				0				0				0				0				0
	Resurface	ROW				0				0				0				0				0
		CONST				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	0	0	0	0	0	0	0	300	300
C. Of Neenah Winnebago <i>Illustrative</i>	Nicolet/First - Ninth	PE				0				0				0				0				0
	Resurface	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	120	120
	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
WisDOT Winnebago 252-07-017	USH 41/USH 45-Breezewood	PE				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
	1120-09-49,72,77,78,80,81,83,84,90	CONST				0				0	6688	1672	0	8360				0				0
	NHS 15.9 m. (E)	TOTAL	0	0	0	0	0	0	0	0	6688	1672	0	8360	0	0	0	0	0	0	0	0
WisDOT Outagamie 252-07-009	USH 41/STH 47 Interchange	PE				0				0				0				0				0
	Reconstruct	ROW				0				0				0				0				0
	1130-33-00,21,40, 71	CONST	2688	672	0	3360				0				0				0				0
	NHS 0.01 m. (P)	TOTAL	2688	672	0	3360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie 252-03-068	STH 96/Main Street (Lt. Chute)	PE				0				0				0				0				0
	Reconstruct	ROW				0				0				0				0				0
	4075-20-00, 21, 71,72, 73	CONST	3512	880	298	4690				0				0				0				0
	STP 1.48 m. (P)	TOTAL	3512	880	298	4690	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago 252-09-021	North Lake Street Bke/Ped Trail	PE				0				0				0				0				0
	T. of Menasha/ C. of Neenah	ROW				0				0				0				0				0
	4619-05-00, 71, 1120-55-00	CONST	303	0	76	379				0				0				0				0
	EN 0.5 m. (P)	TOTAL	303	0	76	379	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**TABLE A-1 cont.**  
**FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Outagamie	STH 55 / Lawe St - USH 41 Reconstruction	PE				0				0				0				0				0
	4650-08-00, 21,50,51, 71	ROW	0	1046	0	1046				0				0				0				0
252-07-027	STP 1.01 m. (E)	CONST				0	122	26	0	148				0	5164	1144	146	6454				0
	TOTAL		0	1046	0	1046	122	26	0	148	0	0	0	0	5164	1144	146	6454	0	0	0	0
WisDOT Outagamie	STH 125/USH 41 - STH 47 Resurface	PE				0				0				0				0				0
	4659-15-00, 71	ROW				0				0				0				0				0
252-09-009	STP 2.61 m. (P)	CONST				0				0				0	1936	484	0	2420				0
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	1936	484	0	2420	0	0	0	0
WisDOT Outagamie	STH 76/STH 15 - CTH JJ Recondition	PE				0				0				0				0				0
	6517-10-00, 71	ROW				0				0				0				0				0
252-07-028	STP 1.43 m. (P)	CONST				0				0				0				0	7095	1774	0	8869
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7095	1774	0	8869
WisDOT Calumet/Outaga	STH 441 & CTH KK Interchange Intersection Improvements	PE				0				0				0				0				0
	4685-12-01, 21, 71	ROW				0				0				0				0				0
252-09-022	HSIP 0.0 m. (P)	CONST	1769	273	75	2117				0				0				0				0
	TOTAL		1769	273	75	2117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	Fox River Locks Restoration Enhancement Project	PE				0				0				0				0				0
	4988-01-00, 71	ROW				0				0				0				0				0
252-09-018	EN 0.0 m. (P)	CONST	725	0	400	1125				0				0				0				0
	TOTAL		725	0	400	1125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT tricity	STH 441, USH 41 - USH 41 Road Maintenance	PE				0				0				0				0				0
	4685-19-30, 60	ROW				0				0	2855	713	0	3568				0				0
252-10-013	STP 11 m. (P)	CONST				0				0	2855	713	0	3568				0				0
	TOTAL		0	0	0	0	0	0	0	0	2855	713	0	3568	0	0	0	0	0	0	0	0
WisDOT Calumet, Out, Winn Co	Regional Safe Routes to School Program	PE				0				0				0				0				0
		ROW				0				0				0				0				0
252-10-030	SRTS (P)	CONST	54	0	0	54				0				0				0				0
	TOTAL		54	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Calumet	WIS 114/E Jct USH 10-S Jct WIS 55 Corridor Study	PE	640	160	0	800				0				0				0				0
	4670-08-00	ROW				0				0				0				0				0
252-10-038	STP (P)	CONST				0				0				0				0				0
	TOTAL		640	160	0	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Center	CTH O WCL Crossing Signals & Gates	PE				0				0				0				0				0
	1009-93-40	ROW				0				0				0	131	71	0	202				0
252-10-041	OCR (P)	CONST				0				0				0	131	71	0	202				0
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	131	71	0	202	0	0	0	0
WisDOT Winnebago	USH 41 State Highway Rehabilitation	PE	0	40	0	40				0				0				0				0
	1120-54-30	ROW				0				0				0				0				0
252-11-005	STP (P)	CONST				0				0				0				0				0
	TOTAL		0	40	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Calumet	Northshore Ext of Friendship Trail	PE				0				0				0				0				0
	4992-00-46	ROW				0				0				0				0				0
252-07-002	EN (E)	CONST	281	0	70	351				0				0				0				0
	TOTAL		281	0	70	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	STH 96/WCL-STH 76 Resurface	PE				0				0				0				0				0
	4075-31-71	ROW				0				0				0				0				0
252-11-010	STP 10.04 mi. (P)	CONST	4886	1222	3	6111				0				0				0				0
	TOTAL		4886	1222	3	6111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago Co.	Tayco Street Bridge Bridge Rehab	PE				0				0				0				0				0
	4065-15-00, 71	ROW				0				0				0				0				0
252-11-035	STP (P)	CONST	184	46	0	230				0				0				0				0
	TOTAL		184	46	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Grand Chute	Safe Routes to School, Grand Chute Intersection & sidewalk improvements	PE				0				0				0				0				0
	4657-24-71	ROW				0				0				0				0				0
252-11-036	SRTS (P)	CONST	167	0	0	167				0				0				0				0
	TOTAL		167	0	0	167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**TABLE A-1 cont.**  
**FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Outagamie	STH 15/New London - Appleton Access Management Plan 1146-40-00	PE ROW CONST				0				0				0	400	100	0	500				0
252-11-042	STP 3.24 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	400	100	0	500	0	0	0	0
WisDOT Winnebago	USH 10/STH 441 - STH 114 C of Menasha (Oneida St) 1500-44-00,71 Resurface	PE ROW CONST	29	7	0	36				0				0				0				0
252-11-043	STP (P)	TOTAL	29	7	0	36	0	0	0	0	0	0	0	0	0	0	0	0	1380	345	0	1725
WisDOT Out & Cal Co	STH 55 / Sherwood NVL - USH 10 Resurface 4050-15-71, 00	PE ROW CONST	38	10	0	48				0				0				0				0
252-11-044	STP 0.0 m. (P)	TOTAL	38	10	0	48	0	0	0	0	0	0	0	0	0	0	0	0	865	216	0	1081
WisDOT Outagamie	STH 96 / Washington - Clairbel Reconstruct 4075-33-00,71	PE ROW CONST				0				0				0				0				0
252-11-045	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1828	457	185	2470
WisDOT Outagamie	Oneida Street Fox River Bridge Resurface 4984-07-00, 71	PE ROW CONST				0				0				0				0				0
252-11-049	BR (P)	TOTAL	0	0	0	0	0	0	0	0	0	2856	0	2856	0	0	0	0	0	0	0	0
WisDOT Outagamie	Capitol / Richmond - Oneida Reconstruction, urban w bike/ped 4984-01-71/22	PE ROW CONST				0				0				0				0				0
252-11-051	URB (P)	TOTAL	996	0	452	1448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Menasha	Province Terrace Trail 4992-02-00, 71	PE ROW CONST				0				0				0				0				0
252-11-052	EN (P)	TOTAL	292	0	73	365	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Greenville	CTH CB Bike to Work Trail 1146-30-01, 72	PE ROW CONST				0				0				0				0				0
252-11-053	EN (P)	TOTAL	648	0	162	810	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT V of Little Chute	Little Chute Canal Bridge Ped/Bike over Little Chute Lock 4990-03-00, 71	PE ROW CONST				0				0				0				0				0
252-11-054	EN (P)	TOTAL	1296	0	499	1795	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT ECWRPC	FC and Oshkosh Bike/Ped Plan 4984-11-00	PE ROW CONST	130	0	30	160				0				0				0				0
252-11-055	EN (P)	TOTAL	130	0	30	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Menasha	E. Shady Ln / American - CTH CB 4992-00-52, 53	PE ROW CONST				0				0				0				0				0
252-11-058	URB (P)	TOTAL	0	0	0	0	0	0	0	0	1570	0	1542	3112	0	0	0	0	0	0	0	0
WisDOT Winnebago	USH 10, USH 41 - Oneida Street Reconst, exp 1517-75-71 to 80 1517-07-04,10,21,22,40,41,71-91	PE ROW CONST				0				0				0				0				0
252-11-060	STP (E)	TOTAL	0	0	0	0	14080	17003	0	31083	0	14000	0	14000	0	0	0	0	0	500	0	500
WisDOT Outagamie	STH 15, Greenville - New London Reconstruction, expansion 1146-75-00/21/71	PE ROW CONST	3030	7070	0	10100				0				0				0				0
252-11-061	STP (E)	TOTAL	3030	10986	0	14016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	STH 47 / CTH OO Roundabout 6240-26-00, 21, 71	PE ROW CONST				0				0				0				0				0
252-11-063	STP (P)	TOTAL	0	0	0	0	0	125	0	125	1650	0	1650	3300	0	0	0	0	0	0	0	0

**TABLE A-1 cont.**  
**FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	STH 441, USH 41 - USH 41	PE	0	75	0	75				0				0				0				0
Appleton	Fox River Bridge, City of Appleton	ROW				0				0				0				0				0
	4685-24-30, 60	CONST				0				0				0				0	1296	324	0	1620
252-12-009	BR (P)	TOTAL	0	75	0	75	0	0	0	0	0	0	0	0	0	0	0	0	1296	324	0	1620
WisDOT	CTH CE, USH 41 - USH 41	PE				0				0				0				0				0
Outagamie	STH 441 NB Ramp & CTH CE	ROW				0				0				0				0				0
	4685-26-00, 71	CONST	229	80	0	309				0				0				0				0
252-12-010	HSIP (P)	TOTAL	229	80	0	309	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	3rd Street, City of Menasha	PE	60	0	15	75				0				0				0				0
Menasha	Lake Winnebago Slough & Appr	ROW				0				0				0				0				0
	4992-01-00, 71	CONST				0	138	35	0	173				0				0				0
252-12-011	BR (P)	TOTAL	60	0	15	75	138	35	0	173	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 47, Appleton - Bonduel	PE				0				0				0				0				0
Outagamie	CTH JJ - NCL	ROW				0				0				0				0				0
	6240-22-00, 71	CONST				0				0				0				0	7797	1949	0	9746
252-12-012	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7797	1949	0	9746
WisDOT	CTH G, City of Neenah	PE				0				0				0				0				0
Neenah	Neenah Slough Bridge & Appr	ROW				0				0				0				0				0
	6468-02-71	CONST				0				0	410	102	0	512				0				0
252-12-013	BR (P)	TOTAL	0	0	0	0	0	0	0	0	410	102	0	512	0	0	0	0	0	0	0	0
WisDOT	USH 41/Appleton - Green Bay	PE				0				0				0				0				0
Outagamie	Resurfacing	ROW				0				0				0				0				0
	1130-44-00, 71	CONST				0				0				0	12822	3205	0	16027				0
252-12-036	STP 12.45 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	12822	3205	0	16027	0	0	0	0
WisDOT	CTH CE/College & Eisenhower	PE				0				0				0				0				0
Outagamie	Reconstruct	ROW				0				0				0				0				0
	4160-05-71	CONST				0	1350	0	365	1715				0				0				0
252-12-038	HSIP (P)	TOTAL	0	0	0	0	1350	0	365	1715	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Safety Funds	PE	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
	Grouped Projects	ROW				0				0				0				0				0
		CONST				0				0				0				0				0
252-13-001	STP (P)	TOTAL	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
WisDOT	Rail/Hwy Xing Safety	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
252-13-002	STP (P)	TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
WisDOT	Hwy Safety Improv Prog (HSIP)	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
252-13-003	STP (P)	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
WisDOT	RR Xing STP protective Devices	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
252-13-004	STP (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT	Preventative Maint. National Highway	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
252-13-005	NHS (P)	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500

**TABLE A-3**  
**EVALUATION AND RANKING OF PROPOSED STP-URBAN PROJECTS, (2014-2015 biennium)**  
**FOX CITIES (Appleton) URBANIZED AREA**  
 Project Evaluation (Criteria)/Score

Jurisdiction	2014 & 2015 STP Projects	Plan Consis- tency	Preserve Existing System	Capacity V/C	Safety	Multi- Modal	Planned Pro- gramming	Funding Avail- ability	Total Score	Rank	Project Cost	Max. STP Funding					
Fox Cities Allocaction = \$2,570,679																	
Calumet Co.	CTH LP (USH 10-CTH AP)	3	PC(6)	3	0.18	0	931	5	VtBP	3	5	5	(0.37)	0	19	NE	\$3,715,000
	CTH AP (CTH N-Kernan)	5	NF	3	NA	3	NF	3	VTBP	5	4	4	(0.92)	0	23	NE	\$5,450,000
	CTH KK (CTH N-STH 55)	5	PC(7)	1	0.39	1	478	5	VtBP	3	5	5	(1.60)	0	20	NE	\$4,265,000
Outagamie Co.	CTH BB (USH 41 - Seminole)	3	PC(6)	3	1.30	5	3	0	VTBP	5	5	5	(0.20)	0	21	NE	\$2,715,000
C. Menasha	Broad (Tayco-Racine)	3	PC(3)	5	0.11	0	1	0	VTBP	5	3	3	0.79	3	19	4	\$482,000
C. Appleton	Oneida (Olde Oneida-Foster)	3	PC(1)	5	0.80	4	3	0	VTBP	5	1	1	0.62	3	21	3	\$2,900,000
T. Grand Chute	W. Spencer (Mayflower - Casaloma)	3	PC(4)	5	0.21	1	93	0	VTBP	5	5	5	(0.10)	1	20	NE	\$2,200,000
T. Buchanan	Van Roy/Eisenhower	5	PC(5)	3	0.68	3	1	0	VTBP	5	3	3	0.48	2	21	3	\$1,118,000
V. Little Chute	French(Main - CTH OO)	5	PC(4)	5	0.10	0	373	5	VtBP	3	3	3	(0.39)	0	21	NE	\$700,000
T. Harrison	Eisenhower(CTH AP-USH 10)	5	NF	3	NA	3	NF	5	VtBP	3	5	5	0.01	1	24	1	\$2,662,679
T. Menasha	Lake St. (RR-CTH II)	3	PC(3)	5	0.52	2	0	0	VTBP	5	5	5	(0.19)	0	20	NE	\$1,058,000
V. Kimberly	Kimberly Ave. (Railroad-Marcella)	5	PC(6)	3	0.66	3	1	0	VTBP	5	5	5	0.15	1	22	2	\$2,403,968
Total																	\$29,669,647



**TABLE A-2**  
**STP-URBAN FUNDING ALLOCATIONS AND BALANCES, (2014-2015 biennium)**  
**FOX CITIES (APPLETON) URBANIZED AREA**

Jurisdiction	STP Miles	% Miles	Allocation	2010 - 2011 Balance	Entitle- ment	Project Requests	Total Costs	Federal Funds	Local Cost	Funding Avail. Rating
<b>Fox Cities</b>	<b>Allocation = \$2,570,679</b>			<b>Total miles = 261.49</b>						
Calumet Co.	7.68	2.94	75,501	(1,072,902)	(948,686)	CTH LP (USH 10-CTH AP) CTH AP (CTH N-Kernan) CTH KK (CTH N-STH 55)	3,715,000 5,450,000 4,265,000	2,972,000 4,360,000 3,412,000	743,000 1,090,000 853,000	(0.32) (0.90) (1.56)
Outagamie Co.	69.51	26.58	683,345		(444,205)	CTH BB (USH 41-Seminole)	2,715,000	2,172,000	543,000	(0.20)
Winnebago Co.	18.84	7.20	185,213	(329,084)	(924,367)	CTH A (Indian Pt-Neenah CL) CTH G (CTH A - WIS 76)	4,950,000 4,300,000	2,600,000 3,470,000	900,000 830,000	0.55 (0.63)
C. Appleton	55.56	21.25	546,204		1,439,830	Oneida (Olde Oneida-Foster)	2,900,000	2,320,000	580,000	0.62
T. Harrison	0.03	0.01	294	21,187	21,672	Eisenhower (CTH AP-USH 10)	2,662,679	2,130,143	532,536	0.01
C. Kaukauna	6.89	2.63	67,734	(225,716)	(114,277)					
T. Buchanan	3.49	1.33	34,309	367,723	425,464	Van Roy/Eisenhower	1,118,000	894,400	285,600	0.48
T. Grand Chute	15.78	6.03	155,131		414,649	W. Spencer (Mayflower - Casalor) McCarthy (Brookview-CTH GV)	2,200,000 250,000	1,760,000 200,000	440,000 50,000	0.24 (6.73)
T. Greenville	0.51	0.20	5,013	43,799	52,047					
T. Vandenbroek	0.89	0.34	8,749	81,854	98,513					
V. Comb. Locks	3.48	1.33	34,211	(187,956)	(131,670)					
V. Kimberly	8.04	3.07	79,040	153,786	282,530	Kimberly (Railroad-Marcella)	2,403,968	1,923,174	480,794	0.15
V. Little Chute	5.23	2.00	51,415	(238,007)	(156,005)	French (Main - CTH OO)	700,000	560,000	140,000	(0.28)
C. Menasha	12.17	4.65	119,641	105,758	304,051	Broad (Tayco - Racine)	482,000	385,600	96,400	0.79
C. Neenah	32.43	12.40	318,815	(447,431)	218,282					
T. Menasha	16.19	6.19	159,162	(183,591)	80,205	Lake St. (RR-CTH II)	1,058,000	846,400	211,600	0.09
T. Neenah	4.77	1.82	46,893	(147,031)	(69,558)					
<b>Total</b>	<b>261.49</b>	<b>100.00</b>		<b>(2,057,611)</b>	<b>548,475</b>		<b>\$39,169,647</b>			

**TABLE A-3**  
**EVALUATION AND RANKING OF PROPOSED STP-URBAN PROJECTS, (2014-2015 biennium)**  
**FOX CITIES (Appleton) URBANIZED AREA**  
 Project Evaluation (Criteria)/Score

Jurisdiction	2014 & 2015 STP Projects	Plan Consis- tency	Preserve Existing System	Capacity V/C	Safety	Multi- Modal	Planned Pro- gramming	Funding Avail- ability	Total Score	Rank	Project Cost	Max. STP Funding					
Fox Cities Allocaction = \$2,570,679																	
Calumet Co.	CTH LP (USH 10-CTH AP)	3	PC(6)	3	0.18	0	931	5	VtBP	3	5	5	(0.37)	0	19	NE	\$3,715,000
	CTH AP (CTH N-Kernan)	5	NF	3	NA	3	NF	3	VTBP	5	4	4	(0.92)	0	23	NE	\$5,450,000
	CTH KK (CTH N-STH 55)	5	PC(7)	1	0.39	1	478	5	VtBP	3	5	5	(1.60)	0	20	NE	\$4,265,000
Outagamie Co.	CTH BB (USH 41 - Seminole)	3	PC(6)	3	1.30	5	3	0	VTBP	5	5	5	(0.20)	0	21	NE	\$2,715,000
C. Menasha	Broad (Tayco-Racine)	3	PC(3)	5	0.11	0	1	0	VTBP	5	3	3	0.79	3	19	4	\$482,000
C. Appleton	Oneida (Olde Oneida-Foster)	3	PC(1)	5	0.80	4	3	0	VTBP	5	1	1	0.62	3	21	3	\$2,900,000
T. Grand Chute	W. Spencer (Mayflower - Casaloma)	3	PC(4)	5	0.21	1	93	0	VTBP	5	5	5	(0.10)	1	20	NE	\$2,200,000
T. Buchanan	Van Roy/Eisenhower	5	PC(5)	3	0.68	3	1	0	VTBP	5	3	3	0.48	2	21	3	\$1,118,000
V. Little Chute	French(Main - CTH OO)	5	PC(4)	5	0.10	0	373	5	VtBP	3	3	3	(0.39)	0	21	NE	\$700,000
T. Harrison	Eisenhower(CTH AP-USH 10)	5	NF	3	NA	3	NF	5	VtBP	3	5	5	0.01	1	24	1	\$2,662,679
T. Menasha	Lake St. (RR-CTH II)	3	PC(3)	5	0.52	2	0	0	VTBP	5	5	5	(0.19)	0	20	NE	\$1,058,000
V. Kimberly	Kimberly Ave. (Railroad-Marcella)	5	PC(6)	3	0.66	3	1	0	VTBP	5	5	5	0.15	1	22	2	\$2,403,968
Total																	\$29,669,647

## APPENDIX B

### FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE



## **FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE**

Federal transit operating assistance is provided to the Fox Cities and Oshkosh urbanized areas 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 and state funding levels for Appleton, Green Bay and Waukesha are unclear. Since new rules have not been put in place, for purposes of this document a federal funding level of 28 percent is assumed for both 2013 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 2013 is assumed to be 27 percent of eligible expenses. A 27 percent 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 applies 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. It is unclear how that will change the way Wisconsin has handled capital funding. 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 2013-2017 period.

**Table B-1**  
**TRANSIT PROJECTS**  
**FOX CITIES (APPLETON) URBANIZED AREA**

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2013 (000)	Jan-Dec 2014 (000)	Jan-Dec 2015 (000)	Jan-Dec 2016 (000)	Jan-Dec 2017 (000)
<b>Operating Assistance/Section 5307</b>	VT						
Directly Operated - Fixed Route							
Expenses			\$4,894	\$5,041	\$5,192	\$5,348	\$5,508
Revenues			\$834	\$859	\$885	\$911	\$939
Deficit			4,060	4,182	4,307	4,436	4,570
Federal Share		<b>252-13-016</b>	1,370	1,411	1,454	1,497	1,542
State Share			1,370	1,411	1,454	1,497	1,542
Other Local			240	195	195	195	195
Municipal Local Share			1,079	1,164	1,205	1,247	1,290
<b>Purchased Transp. - Paratransit</b>	VT						
Expenses			\$3,559	\$3,666	\$3,776	\$3,889	\$4,006
Revenues			680	700	721	743	765
Deficit			2,879	2,965	3,054	3,146	3,240
Federal Share		<b>252-13-017</b>	997	1,026	1,057	1,089	1,122
State Share			1,336	1,365	1,396	1,428	1,461
Contract Local			989	1,019	1,049	1,081	1,113
Municipal Local Share			(442)	(445)	(448)	(452)	(455)
<b>Capital Projects/Section 5309</b>	VT						
Enhanced Vehicle Monitoring/AVL							
Bus Replacement		<b>252-13-018</b>	700	700	700	400	600
Bus Shelter Replacement		<b>252-13-019</b>	16	16	16	16	16
Computer/Office Equip./Furniture		<b>252-13-020</b>	10	10	10	10	10
Facility Renovation/Ext. Improv.							
Floor Hoist Replacement							
Maintenance Equip. Replacement							
Parts Component Replacement		<b>252-13-021</b>	50	50	50	50	50
Support Vehicle Replacement				30		40	
Mobile Data Terminals (MDT's)							
Facility Camera System		<b>252-13-022</b>	45				
Vending Machines							
TDP update				65			
Total Cost:			\$821	\$871	\$776	\$516	\$676
Federal Share:			\$657	\$697	\$621	\$413	\$541
Local Share:			\$164	\$174	\$155	\$103	\$135

**Table B-1, cont.**  
**2013 PARATRANSIT PROJECTS**  
**FOX CITIES (APPLETON) URBANIZED AREA**

<b>2013</b>	<b>Calumet Van Service</b>	<b>Neen./Men. Dial-A-Ride</b>	<b>Heritage Dial- A-Ride</b>	<b>T. Menasha Elderly</b>	<b>Darboy Call- A-Ride</b>	<b>New Hope</b>	<b>UW Ext. Area</b>	<b>Uw Ext. Hours</b>	<b>Downtown Trolley</b>	<b>TOTAL</b>
Annual Estimated Trips	2,465	10,000	710	2,350	1,787	23,870	6,000	11,000		58,182
Trip Costs	\$ 79,999	\$ 130,000	\$ 9,230	\$ 30,550	\$ 17,870	\$ 146,450	\$126,000	\$ 286,000	\$ 29,580	\$ 855,679
Administrative Costs/Fuel	-	-	-	-	-	-	\$11,000	\$21,000		\$ 32,000
Total Costs	\$ 79,999	\$ 130,000	\$ 9,230	\$ 30,550	\$ 17,870	\$ 146,450	\$137,000	\$ 307,000	\$ 29,580	\$ 887,679
<b>TIP #</b>	<b>252-13-023</b>	<b>252-13-024</b>	<b>252-13-025</b>	<b>252-13-026</b>	<b>252-13-027</b>	<b>252-13-028</b>	<b>252-13-029</b>	<b>252-13-030</b>	<b>252-13-031</b>	
Federal Share	\$22,400	\$36,400	\$2,584	\$8,554	\$5,004	\$41,006			\$8,282	\$ 124,230
State Share	\$22,400	\$36,400	\$2,584	\$8,554	\$5,004	\$41,006			\$8,282	\$124,230
Farebox Revenues	\$14,320	\$35,000	\$2,490	\$8,230	\$2,950	\$40,580	\$18,000	\$55,000	\$0	\$176,570
Other support	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000	\$220,900		339,900
Total support/revenue	\$59,119	\$107,800	\$7,659	\$25,338	\$12,957	\$122,592	\$137,000	\$275,900	\$16,565	\$764,930
Surcharge	\$22,400	\$24,267	\$1,723	\$5,703	\$3,336	\$27,337	\$0	\$0	\$0	\$84,765
Deficit/Local Share	\$43,279	\$46,467	\$3,294	\$10,915	\$8,249	\$51,195	\$0	\$31,100	\$13,015	\$207,514
Outagamie County										\$0
Winnebago County										\$0
Calumet County	\$43,279									\$43,279
Family Care										\$0
Town of Menasha				\$10,915						\$10,915
Appleton/Buchanan					\$8,249					\$8,249
Neenah		\$46,467	\$3,294							\$49,761
New Hope						\$51,195				\$51,195
Other							\$0	\$31,100	\$13,015	\$44,115
Total paratransit local	\$43,279	\$46,467	\$3,294	\$10,915	\$8,249	\$51,195	\$0	\$31,100	\$13,015	\$207,514

**TABLE B-2**  
**TRANSIT FINANCIAL CAPACITY ANALYSIS**  
**Valley Transit**

	2013	2014	2015	2016	2017
<b>Operating Expenses</b>					
Fixed Route (DO)	\$4,894	\$5,041	\$5,192	\$5,348	\$5,508
Paratransit (DR)	\$3,559	\$3,666	\$3,776	\$3,889	\$4,006
Total Operating Expenses	\$8,453	\$8,707	\$8,968	\$9,237	\$9,514
<b>Revenue</b>					
Farebox Revenue					
Fixed Route (DO)	\$834	\$859	\$885	\$911	\$939
Paratransit (DR)	\$680	\$700	\$721	\$743	\$765
Other Revenue	\$240	\$195	\$195	\$195	\$195
Total Revenue	\$1,754	\$1,754	\$1,801	\$1,849	\$1,899
<b>Deficit</b>					
Federal (2*)	\$2,367	\$2,438	\$2,511	\$2,586	\$2,664
State (2*)	\$2,706	\$2,777	\$2,850	\$2,925	\$3,003
Other Local	\$989	\$1,019	\$1,049	\$1,081	\$1,113
Local (% of deficit)	\$969	\$998	\$1,028	\$1,059	\$1,091
Total Deficit	\$7,031	\$7,231	\$7,438	\$7,651	\$7,871
<b>Capital</b>					
Federal	\$657	\$697	\$621	\$413	\$541
Local	\$164	\$174	\$155	\$103	\$135
Total Capital Expenses (3*)	\$821	\$871	\$776	\$516	\$676
<b>OPERATING STATISTICS</b>					
No. of Buses	29	29	29	29	29
No. of Employees (1*)	39	39	39	39	39
Revenue Hours	61	61	61	61	61
Revenue Miles	921	921	921	921	921
Fixed-Route Passengers	1,115	1,148	1,183	1,218	1,255
Paratransit Passengers	247	254	262	270	278
Total Passengers	<b>1,362</b>	<b>1,403</b>	<b>1,445</b>	<b>1,488</b>	<b>1,533</b>
<b>Fixed Route Statistics</b>					
Average Fare	0.75	0.75	0.75	0.75	0.75
Operating Ratio (Rev/Exp)	17%	17%	17%	17%	17%
Cost per Vehicle Mile	5.31	5.47	5.64	5.81	5.98
Cost per Passenger	4.39	4.39	4.39	4.39	4.39
Cost per Vehicle Hour	80.23	82.64	85.12	87.67	90.30
Passengers Per Mile	1.21	1.25	1.28	1.32	1.36
Passengers per Hour	18.28	18.83	19.39	19.97	20.57

## NOTES:

1. This is the total number of drivers only (FT & PT)
2. Assumes a total of 56% 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 2013-2017 include routine maintenance and support equipment, bus replacement, passenger waiting shelter replacements, as well as technology items that will enhance the efficiency of the Valley Transit system. These projects total \$821,000 in 2013 and \$871,000 in 2014. An explanation of specific requests for each area follows.

### Fox Cities Urbanized Area

#### 2013 Projects

**Bus Replacement.** Twenty of Valley Transit's 29 buses were purchased between 2004 and 2005, two hybrids were purchased in 2010 and the remaining buses were purchased in 1995. In 2013, Valley Transit is requesting two buses to replace two of the 1995 – 35 foot buses with 40 foot buses to accommodate increased ridership on the five trunk routes

**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. The project did not receive funding in 2012.

**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. Several spare units of each component type are 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.

**Computer/Office Equipment/Furniture.** The Operations & Maintenance facility is also the Administrative Offices for Valley Transit. Computer technology changes rapidly and government like business needs to keep pace with the changes taking place. Several workstations and printers will have reached the end of its useful life and will be ready for replacement or upgrade.

**Facility Camera System.** Valley Transit currently has an aging camera system. Project will replace 30 cameras at the Valley Transit Maintenance/Administrative Building and Transit Center with current technology that will be tied into the City of Appleton camera system.

#### 2014 Projects

**Bus Replacement.** Twenty of Valley Transit's 29 buses were purchased between 2004 and 2005, two hybrids were purchased in 2010 and the remaining buses were purchased in 1995. In 2013, Valley Transit is requesting two buses to replace two of the 1995 – 40 foot buses with 40 foot buses to accommodate increased ridership on the five trunk routes

**Bus Shelter Replacement.** As part of the systematic replacement project described above, Valley Transit proposes to replace two shelters that have clearly outlasted their useful life.

**Computer/Office Equipment/Furniture.** This category has annual needs to provide both hardware and software upgrades. Computer technology changes rapidly and government like

business needs to keep pace with the changes taking place. Several workstations and printers will have reached the end of its useful life and will be ready for replacement or upgrade.

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

**Support Vehicle Replacement.** Aside from its revenue vehicles, Valley Transit has a number of support vehicles, which perform a number of support/staff functions. One of these vehicles will have exceeded its expected life span and should be replaced.

## TRANSIT FINANCIAL CAPACITY

In compliance with regulations that require the TIP to be fiscally constrained, this section of the TIP assesses the transit systems' financial capacity to assure that the transit systems have the ability to continue to effectively utilize federally-assisted equipment and facilities. It is understood, however, that the major review of progress regarding financial capacity is made by the Federal Transit Administration during conduct of 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 area is based on a trend analysis of recent historical data and projections of future condition. Seven indicators of financial condition reflected in the tables described below.

### Fox Cities Urbanized Area

**Cost Trends.** Valley Transit's fixed route operating expense increases have fluctuated over the past three years. Insurance, fuel and utility costs have increased significantly and are unpredictable. Efficiencies in staffing and administrative overhead have helped to control costs.

Valley Transit's paratransit trip costs have increased over the last several years by rates far greater than inflation due to significant increases in ridership, but total costs have been moderated by fare increases and a change in the paratransit contractor that resulted in lower per trip charges. 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. However, as a result of the Family Care state legislation, the role of the counties has started to diminish 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 2013 the projected cost for ADA paratransit is \$19.11 including overhead and other administrative costs. The financial capacity table reflects operating statistics based on fixed route costs only. A recent study conducted by the Wisconsin Department of Transportation showed that bus and paratransit costs yield three times the savings to consumers and the Wisconsin economy.

**Revenue Trends.** Fares were increased in 2009 as a result of dramatically increased diesel fuel and health insurance costs. The fares were raised to a basic cash fare of \$1.80 and senior/disabled fare of \$0.90. Ten-ride tickets increased to \$15.00 for basic and \$9.00 for senior/disabled. Thirty (30) day passes were increased to \$56 for regular and \$40 for senior/disabled. Day passes were increased to \$5.00. Basic VT II fares increased to \$3.60 with premium fares at \$6.00. Sunday fares remained at \$11.00. There have been no further increases and none projected for 2013.

The ability of passenger revenues to support the system is limited. The revenue-to-cost ratio in recent years has been approximately 16 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.** With the 2009 fare increase and “soft” economy, ridership decreased over 10 percent from 2007. Ridership rebounded during 2010, 2011 and continues in an upward trend during 2012. The ridership in 2011 was the highest it had been since 1995. Several route and service adjustments were made in 2012; staff is currently evaluating the changes for ridership trends.

Paratransit ridership grew approximately 10-12% in both 2007 and 2008. Fare increases in 2009 slowed the ridership growth, but ridership in 2010 increased 12 percent. ADA Ridership in 2010 was 84,806. Due to the aging population, the increasing ridership trend is continuing during 2012 and expected to go on for some time.

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

In January 2010, Valley Transit and Appleton Area School District became partners in a pilot project that allowed Appleton area public and parochial middle school and high school students to ride Valley Transit by showing their student identification card. Students are allowed to ride any regular fixed bus route during any time of the day or day of the week that Valley Transit operates. In addition to helping to ease the financial burden and stress on families to get their kids to and from school, after-school programs and other activities, Valley Transit believes by giving kids a positive transit experience early in life, they are more likely to be transit users when they are older and will gain an appreciation for the role public transportation plays in our community and the environment. More than 179,000 rides were taken during 2011. Due to the success of the pilot and positive feedback from the school district, parents and students, the program has continued in 2012 with more than 108,000 riders in the first five months of the year. The rides will continue to be paid for by the Appleton Area School District (AASD) based on a negotiated amount.

Valley Transit II, operated by Running Inc., 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 \$2.40 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. Outagamie County and Community Care fund the local share. 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 2006 percentage was 25.8%. State funding levels are somewhat uncertain but trending downward.

Working with our members of Congress and other transit systems across the country, Valley Transit was successful in getting language added to MAP-21 that will allow systems operating fewer than 75 buses who 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 federal operating support in 2012. 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 2013.

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, but the passage of Family Care legislation and the significant reduction of responsibility for counties in funding human services transportation could have a major impact on the local shares of the municipalities in the future unless other sources of funds are found.

**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. The fare increase in 2010 increased 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 Wisconsin study referenced earlier showing a three to one return on investment for transit demonstrates added reasons to believe that a strong state, federal, and local role in transit will continue. 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-2012, 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 beginning in July 2011. 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.

## DOCUMENTATION FOR REVIEW OF PRIVATE ENTERPRISE PARTICIPATION

Following is the documentation required for review of the TIP in accordance with the January 24, 1986 issue of the Federal Register, "Guidance on Documentation of Private Enterprise Participation in Urban Mass Transportation Programs." Portions of this requirement were rescinded effective April 26, 1994. East Central will continue to follow the 1986 guidelines for the 2013 TIP.

### A. East Central's Private Sector Policy Process.

#### (1) Expanding private operator representation on the TACs and TPACs.

The Transportation Technical Advisory Committee (TTAC) and the Transportation Policy Advisory Committee (TPAC) are responsible for reviewing the major transportation plans and programs funded by FTA and FHWA. This includes review of projects selected for inclusion in the annual TIP.

The TTAC, which is composed principally of local highway engineers, planners, and transit staff, has always included representation by private transportation operators. The TPAC is composed of head elected officials of governmental jurisdictions within the urbanized area plus federal and state transportation liaisons. While the TPAC has not traditionally included representation by private operators, private transportation operators have been appointed.

#### (2) Including private operators on study committees.

When plans or plan updates are undertaken, a study committee is often formed. Private operators will continue to be asked to participate on these committees.

#### (3) Notifying private operators of opportunities for providing transportation services.

During the planning process, private operators are notified of consideration being given to the establishment of new services or the expansion of existing services. Staff will meet with them to discuss their interest and ability to provide service. Staff will also act as a liaison between private operators and the local governments and agencies providing public transportation.

#### (4) Evaluating private proposals for service provision.

The service requirements for new or expanded services being considered in the planning process will be specified and made available to private operators. Private proposals will be evaluated according to criteria which considers ability to provide the service and cost. Fully allocated costs will be the basis for comparison between public and private operators.

- (5) Incorporating private operators in the clearinghouse notification process.

East Central is the designated clearinghouse for federally funded projects. While private operators have been included on the project notification list for transit projects in the past, a greater effort has been made to include all private operators in the review process. This will enable private operators a greater opportunity to comment on federal as well as state and local transportation projects.

- (6) Providing technical assistance.

Traditionally, East Central has provided technical assistance primarily to local public bodies and public agencies. This has been extended to private operators who request information or assistance with projects related to the transit planning program.

- (7) Resolving complaints.

Private operators who feel unfairly treated under any aspect of this policy may file a formal complaint with the East Central Wisconsin Regional Planning Commission. The Commission's Transportation Committee will review and issue a determination within sixty (60) days from receipt of the complaint. If the parties involved do not agree with the East Central determination, the issue will be forwarded to FTA Region V.

## B. New and Restructured Services

Fixed-Route. Valley Transit's fixed route system has had several fairly stable years following significant changes in 1997. In 1997 alterations were made to the fixed-route system, reducing mid-day service to hourly headways, to allow for the addition on evening hours on most routes. While there has been some consternation on the reduction of midday service, there have also been positive comments received relative to evening service. This change was implemented in June of 1997, as recommended in the TDP adopted in 1996. Also as recommended in the TDP, Route 40 provides service between downtown Neenah and the west side of Little Lake Butte des Morts and the Fox River Mall area. At the mall, connections can be made to travel to the Fox Valley Technical College area, east of USH 41. This services has been operating for just over two years, and continues to operate below service standards of 10 passengers per hour. Because of the recognition of the route's importance to the system, efforts are underway to increase ridership and continue the route. Local share on the route is shared by the City of Neenah and the towns of Menasha and Grand Chute.

Another new route was added to the VT system in 1999, serving the newly developing area in the vicinity of College Avenue and STH 441. This route came into being through the new FTA Jobs Access and Reverse Commute Program. This route is one component of the rise



successful grant proposal, which brought together local public and private transportation providers, human service agencies from three counties, county and municipal officials, faith-based organizations, and the Fox Valley Workforce Development Board to assess the transportation needs of persons leaving the public assistance environment to join the workforce. New commercial and office development east of STH 441 provides numerous entry level job opportunities which can now be made available to persons without access to an automobile. In 2000, this fixed route service was replaced with a demand response zone, due to low ridership on the bus. The demand response service is operated by a local cab company, under contract to VT. It is expected that demands for transit service in this developing area will grow overtime, and as such, is monitored to determine when fixed route service might be the appropriate level of service. This service is no longer operating under the JARC program, but has been assumed into Valley Transit's regular operating budget.

In Winnebago County, under the same program, a new fixed route provides service to the north of the City of Oshkosh, in the vicinity of the county health center, and an employment area with the potential to employ W-2 recipients. This service has since operated at acceptable levels and has, with some adjustments, become a permanent part of the fixed route system, funded under OTS's regular operating budget.

Valley Transit has a fully-accessible fleet. In 1996, Valley Transit, in cooperation with ECWRPC, updated its 1986 TDP which, among other things, reviewed the route structure. This study was coordinated with a study request from the Appleton Common Council, and was in part conducted by a consultant team. The plan was completed and adopted by the Appleton Common Council and ECWRPC. An update to that plan will begin in late 2000. Recommendations for route changes stemming from a TDP update effort in the Oshkosh urbanized area were implemented over the last couple of years, though the document has not gone through its final review and printing. As it would be a pointless exercise at this time, efforts are better focused on an update in the relatively near future.

Paratransit. Both systems continued to restructure, coordinate, and add new service within their paratransit systems. Each system contracts with private-for-profit operators for paratransit service. Service is provided during hours comparable to the fixed-route bus system following guidelines of the Americans with Disabilities Act of 1990. Both systems also provide non-ADA paratransit to the elderly. Valley Transit expanded ADA paratransit hours into the evening along with fixed route service in 1998.

During 1992, 1993, 1994, and 1995 both systems expanded their role in paratransit. In 1992, Valley Transit consolidated its ADA-required service with Outagamie County's elderly service, and is currently contracting with a private operator to provide both services. This contract has been renewed and is in effect through 1997. In 1993 and 1994, Valley Transit brokered two additional non-ADA paratransit services: Outagamie County's urban workshop transportation and Neenah-Menasha's Dial-A-Ride program for the elderly and ambulatory disabled. In 1995, Valley Transit added rural transportation services for Outagamie County rural Winnebago County specialized transportation services to sheltered workshops, specialized transportation to Work Adjustment Services in urban Winnebago County, urban

Winnebago County nutrition transportation for the elderly, and urban transportation for the elderly residents of The Heritage retirement community. Valley Transit is currently in the process of coordinating some Calumet County services to better utilize local funds to provide enhanced services in the County. It is expected that coordination with Calumet County programs will begin in 2003, and grow over the next several years. Efforts to coordinate these services, some under the operation of different operators, are continuous.

Valley Transit entered into consultant services contract to perform a paratransit coordination study, in 1998, with hopes of determining strategies to streamline service, and hopefully calm the rapidly rising costs. An already efficiently run set of services, the paratransit services under the VT umbrella did not show much opportunity for cost savings. The study was completed in 1999 with recommendations mainly for technological updates, which could provide significant advances in the level of coordination of paratransit services in the Fox Cities area. Presently, Valley Transit is further examining the potential benefits of Automated Vehicle Locator (AVL) systems in paratransit coordination, and an implementation study to determine the best route for phasing in the numerous applications is currently underway.

Several non-fixed route services, or demand responsive services, were initiated in the Fox Cities area in 1999. Valley Transit initiated demand responsive service in Outagamie County, through an expansion of existing services. Valley Transit maintains this program in its regular operating budget, with Outagamie County providing the local share, rather than including it in the JARC application.

#### C. Analysis of existing public services

The planning process for a Fox Cities TDP was completed in 2009. Most of the recommendations included in that plan have been implemented.

Also completed is a long-range, multimodal transportation/land use plan following the guidelines of SAFETEA-LU. An update to this plan was completed in 2010.

ADA paratransit plans were prepared and submitted to FTA in January of 1992, and updated for FTA submittal in 1993, 1994, and 1995. Both Oshkosh Transit System and Valley Transit are now in full ADA compliance. Certification of compliance was submitted in January of 1996 and again in January of 1997 and 1998, in accordance with FTA requirements. Since 1998, self-certification of ADA compliance has occurred.

#### D. Description of private sector proposals offered for consideration in the TIP.

No private sector proposals were submitted for inclusion in the 2013 TIP during the initial planning phase when proposals were being solicited or during the public comment period. Upon completion of the TIP, the transit portion was sent to private transportation providers

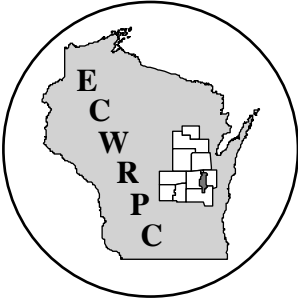
in the area for comment and possible participation. A copy of the cover letter and list of providers follow.

E. Description of efforts to include private sector capital investment strategies.

The major capital investments for both transit systems since 1992 has been purchase of new, lift equipped buses. Vendors were obtained through a competitive bidding process. Other capital projects proposed in the Program of Projects will be purchased from private vendors either through the competitive bidding process or through negotiated purchase.

Valley Transit implemented a demand response zone on the east side of Appleton and into the Town of Buchanan, to serve a developing area with a large number of low-income jobs. Ridership levels were too low to support the fixed route bus service, which has been provided for the last two to three years. The service is now provided through a contract with a private taxi operator. Valley Transit continues to contract with a private company to provide vending machines for snacks in its Transit Center and contracts with private companies for exterior advertising on the buses. The printing of a newly designed and GIS-based riders guide has also taken place in the private sector in 1999. A remediation program was instituted, under private contract, to clean up diesel leakage at the site of the transit garage, a DNR low priority clean-up.

Valley Transit continues to employ private companies in maintaining their buildings and equipment.



## **EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION**

400 Ahnaip Street Menasha Wisconsin 54952-3100 (920) 751-4770 Fax (920) 751-4771  
Website: [www.eastcentralrpc.org](http://www.eastcentralrpc.org) Email: [staff@eastcentralrpc.org](mailto:staff@eastcentralrpc.org)

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*An Economic Development District and Metropolitan Planning Organization  
Serving the East Central Wisconsin Region for over 30 years*

September 26, 2012

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES (APPLETON) TRANSPORTATION MANAGEMENT AREA - 2013. 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 25th, 2012.

Sincerely,

David J. Moesch  
Associate Transportation Planner

Enclosure

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



## APPENDIX C

### POLICY AND TECHNICAL ADVISORY COMMITTEE





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  
George Scherck, 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  
Brad Rettler, Vandenbroek

Federal Officials

Alexis Kuklenski, Community Planner  
Dwight McComb, Planning & Program Development Engineer  
Marisol Simon, Region Director, FTA

State Officials

Will Dorsey, Director, WisDOT Northeast Region  
Sandra Beaupre, Bureau of System Planning, WisDOT Madison  
Adam Boardman, Director, Bureau of Transit, WisDOT Madison

Other

Chuck Rundquist, Chairman, Fox Cities Transit Commission

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

County Highway Commissioners

Mike Ottery, Calumet  
Ton Janke, Fond du Lac  
Robert Podgorski, Green Lake  
Ron Sell, Marquette  
Al Geurts, Outagamie  
Grant Bystol, Shawano  
Dean Steingraber, Waupaca  
Tom Dahlke, Waushara  
John Haese, Winnebago  
Ben M. Warrington, Menominee

Public Works Director/Engineers

Paula Van de Hey, City of Appleton  
Jordan Skiff, City of Fond du Lac  
Roy Van Gheem, City of Little Chute  
John Sundelius, City of Kaukauna  
Mark Radtke, City of Menasha  
Gerry Kaiser, City of Neenah  
David Patek, City of Oshkosh  
Dave Vandervelden, Village of Kimberly  
Tom Marquardt, Town of Grand Chute

Planners

Wayne Rollin, City of Fond du Lac  
Robert Buckingham, Town of Grand Chute  
Robert Jakel, City of Kaukauna  
Greg Keil, City of Menasha  
George Dearborn, Town of Menasha  
Chris Haese, City of Neenah  
Darryn Burrich, City of Oshkosh  
Julie Heuvelman, Calumet County  
Mike Hendrick, Outagamie County  
Jerry Bougie, Winnebago County

Airport Managers

Martin Lenss, Outagamie County  
Ruth Elliott, Wittman Field

State Officials

Will Dorsey, Director,  
WisDOT, Northeast Region  
Sandra Beaupre, Director, Bureau  
of Planning, Madison

Federal Officials

Alexis Kuklenski, Community Planner  
Dwight McComb, Planning & Program  
Development Engineer  
Marisol Simon, FTA Region 5

Transit Operators

Chris Strong, Oshkosh Transit  
Deborah Wetter, Valley Transit  
Lynn M. Gilles, Fond du Lac Transit  
Don Davies, Oshkosh City Cab  
Mark Stenz, Huettl Coaches

APPENDIX D  
SUMMARY OF PROCEEDINGS



SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh MPO Transportation Policy Advisory Committees  
East Central Wisconsin Regional Planning Commission  
ECWRPC Offices  
Wednesday, June 27, 2012

Committee Members Present

Travis Parish..... Town of Harrison  
George Dearborn .....Town of Menasha  
Chuck Kell ..... Village of Little Chute  
Eric Lom ..... City of Appleton  
Andy Rowell.....Outagamie County Highway Dept.  
Ernest Winters..... Winnebago County Highway Dept.

Matt Halada.....WisDOT, NE Region  
Derek Weyer.....WisDOT, NE Region  
Jill Michaelson.....WisDOT, NE Region  
Kathleen Drews.....WisDOT, NE Region  
Joe Mueller .....WisDOT, NE Region

Walt Raith .....ECWRPC  
Dave Moesch .....ECWRPC

The meeting was called to order by Walt Raith at 10:05 A.M.

1. Welcome and Introductions

Mr. Raith welcomed the group and began introductions.

2. Public Comment

No members of the general public were present.

3. Discussion and action on April 4, 2012 Summary of Proceedings.

Mr. Raith stated the summaries of proceedings from the April 4, 2012 meeting were enclosed in the meeting packet. Mr. Raith asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Raith asked the committee for a motion on the summary of proceedings.

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

4. Federal Transportation Bill Reauthorization Update

Mr. Raith explained that the Senate and the House have made considerable progress in developing a new federal transportation bill, however it was not final. Mr. Raith explained that if they can't finalize the details of the new bill then the Senate and House would have to pass another extension by June 30 of

this year. He noted that if an extension is signed that it would be likely that there will be no new federal transportation bill until after the presidential election.

#### 5. Fox Cities and Oshkosh Urbanized Areas Bike and Pedestrian Plan Update

Mr. Raith stated that the urbanized area boundary changes kicks off the public involvement process for the Long Range Transportation update. He noted that this time around they will have a standalone bicycle and pedestrian plan, which will be funded by a bicycle facilities planning grant and sponsored by Winnebago County.

Mr. Raith explained that the bicycle and pedestrian plan will include bike and pedestrian counts, as well as taking a look at existing and proposed facilities to try to identify the needs of the system. The plan will also look at the important link to transit. There will be a kick-off meeting held on July 19<sup>th</sup> at the Holiday Inn in Neenah. Existing and proposed mapping will be displayed and communities or organizations can comment on the accuracy of the base mapping. There will be the need to determine members of a steering committee that will oversee the planning process.

#### 6. 2010 Fox Cities Urbanized Area Boundary and Metropolitan Planning Area Boundary adjustment exercise

Mr. Raith explained that the new 2010 urbanized area boundary designations were released recently from the U.S. Census Bureau. The urbanized area boundary is based on 1000 people per square mile density which is determined by the U.S. Census. Mr. Raith explained that the MPO needs to identify the adjusted urbanized area by smoothing out the boundaries by using census blocks or a natural feature as a boundary. Mr. Raith stated that East Central did this same exercise after the 2000 Census and now need help from the local officials to provide recommendations on smoothing out the 2010 boundaries. Mr. Raith also noted that the metropolitan planning area boundary will need to be updated as well, this is the boundary that is reasonably expected to be urbanized and developed over the next 20 year period. Mr. Raith explained that determining this boundary will have impacts on the urban functional classification system and the ability for communities to possibly secure STP-Urban funds on the roads that are functionally classified, however the new UA and MPA boundaries will have to be approved before the functional classification is determined. This process is expected to take numerous months before it will be approved by the committees and then WisDOT and the Federal Highway Administration.

Starting at the southern end of the Appleton urbanized area, it was determined that the boundary should follow CTH GG from Lake Winnebago west to WIS 76. The western urbanized area boundary (UAB) will then follow WIS 76 north to WIS 96. From that point, the boundary it will go west on WIS 96 two miles to North Road. The proposed UAB will then follow North Road to CTH JJ. The northern boundary then follows CTH JJ east to the WI Central Railroad, then north to Mackville Road. This is followed to the east until Meade Street, then is similar to the existing urbanized area boundary that is along CTH JJ east to USH 41. The eastern UA boundary is then expanded to the Fox River and south to the existing boundary.

This boundary is the same until CTH KK meets WIS 55, then south on WIS 55. Schmidt Road is the proposed new boundary back to the west until CTH N, then south along CTH N to WIS 114. WIS 114 is followed and then encompasses the area around the newly added Village of Sherwood.

The metropolitan planning area boundary (MPA) was also expanded as part of the exercise to adjust the boundaries. The proposed boundary is the same along the southern and western edge of the Appleton area. The boundary was adjusted along the western edge approximately 1 mile to include subdivisions to the south of CTH II. Another area of expansion was along WIS 96 one mile west to include new UAB to one mile north of CTH JJ on the north side of Greenville. The northern MPA boundary is kept the same as the 2000 adjusted MPA boundary. The eastern MPA boundary is also the same until it is expanded along CTH M, CTH B, WIS 114, WIS 55, and High Cliff State Park to Lake Winnebago to include the Village of Sherwood and anticipated development in that area.

7. 2010 Oshkosh Urbanized Area Boundary and Metropolitan Planning Area Boundary adjustment exercise

The Oshkosh urbanized area did not change drastically from the 2010 US Census. The Fond du Lac urbanized area was expanded north into Winnebago County, but will not affect the Oshkosh urbanized area boundary. Starting at the southern end of the urbanized area, the boundary is USH 45, then follows the existing boundary along CTH N to the west. The proposed boundary was then expanded along WIS 44 to the south and west to encompass the area of the proposed West Side Arterial. Mr. Winters suggested that the West Side Arterial be included, so that this facility may be eligible for STP-Urban funds in the future. Then, the boundary was expanded west along CTH K to the existing MPA boundary and then north to Lake Butte des Morts. The boundary will remain the same as the adjusted 2000 urbanized area on the north side of Oshkosh. The metropolitan planning area boundary (MPA) will have some minor suggested changes for the Oshkosh area also. Starting at the southwest corner of the urbanized area it will be expanded west along Fisk Avenue to the town line, then north to WIS 44. From this point, the boundary will follow WIS 44 west to James Road, and then follow this north to CTH K. At this point the boundary will go west a short distance to CTH FF, then follow this as the western MPA boundary north to Lake Butte des Morts. Another area of proposed expansion of the MPA is in the northwest corner of the Oshkosh area. It is bordered by Brooks Road on the north, then south to CTH S to the existing MPA.

8. Adjourn

Mr. Raith asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Dearborn seconded the motion. The motion passed unanimously and the Committee adjourned at 11:15 A.M.

DRAFT

SUMMARY OF PROCEEDINGS

**Transportation Committee**

East Central Wisconsin Regional Planning Commission  
ECWRPC Offices  
Tuesday, October 9, 2012

Committee Members Present

Ken Robl, Chair .....	Winnebago County
David Albrecht .....	Winnebago County
Kevin Sturn .....	Outagamie County
Dick Koeppen, Vice Chair .....	Waupaca County
Neal Strehlow .....	Waushara County
Jerry Erdmann .....	Shawano County

WisDOT Members Present

Matt Halada .....	WisDOT – NE Region
Derek Weyer .....	WisDOT- NE Region

Staff Members Present

Walt Raith .....	ECWRPC
Dave Moesch .....	ECWRPC
Jason Kakatsch .....	ECWRPC
Melissa Kraemer Badtke .....	ECWRPC
Nick Musson .....	ECWRPC

The meeting was called to order by Mr. Robl at 1:35 P.M.

Mr. Robl welcomed the group and began introductions.

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 on the July 10, 2012 Transportation Committee meeting Summary of Proceedings.

Mr. Robl stated the summary of proceedings from the July 10, 2012 meeting were enclosed in the meeting materials. Mr. Robl asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Robl asked the committee for a motion on the summary of proceedings.

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



4. Discussion and action on Proposed Resolution 23-12; **Adoption of the 2013 Unified Transportation Work Program.**

Mr. Raith explained that this work program is very similar to the 2012 work program, and is required as part of the MPO responsibilities. This document, once adopted, is then forwarded to the Federal Highway Administration and WisDOT. Mr. Raith discussed the major work elements associated with each of the MPO areas, noting that this document also includes the Fond du Lac urbanized area as well. Mr. Raith explained that total funding for all of the sub-elements, and the Fond du Lac area was able to secure more federal funding due to the ability to provide a local match. Mr. Raith noted that there is significant funding for the travel demand modeling done by staff at East Central, and staff works closely with WisDOT on many projects that use the model for traffic forecasts. He also noted that with the passage of the new federal transportation bill MAP-21, that funding allocations could change in the future. Several funding programs associated with MAP-21 were combined and could have an impact. Mr. Raith discussed the long-range transportation land use plan, the public participation plan, bike/ped element, transit modeling, and freight modeling, and SRTS elements of work program in depth. The Regional SRTS program allocation is not determined as of yet and could change some numbers in the work program.

5. Discussion of the development of the Fox Cities and Oshkosh MPO Bike/Ped Plan

Mr. Kakatsch noted that East Central had a kick off summit this past summer where they invited over 350 stakeholders that have an invested interest in walking and biking. As part of that meeting, staff recruited individuals to serve on a steering committee to adopt a vision, and develop a public participation plan. Staff is conducting a bike rack inventory and a crash analysis of problem areas throughout the Fox Cities and Oshkosh. This spring electronic counters and person counts will be conducted on area trails to get an idea of the number of users in the area.

Later this fall, there are public information meetings scheduled at UW-Fox Valley in Menasha, Oshkosh City Hall and Little Chute to get as much feedback to identify needed connections to improve regional connectivity. All of this information is being put on the Fox Cities and Oshkosh MPO websites.

6. Discussion Medical Assistance Transportation

Mr. Kakatsch updated the committee on the medical assistance transportation program, which has been discussed the last couple of meetings. He noted that since the last meeting there have been approximately 270,000 additional complaints about the provider Logisticare, a firm out of Atlanta, Georgia to broker medical assistance transportation in the state. There are a lot of issues and concerns that have already been discussed at the committee and commission level. He noted providers not receiving payment, people on dialysis missing their appointment and people being stranded at their appointments. He explained that there are a number of organizations that are concerned about this topic and drafted a letter to the legislature requesting an audit of the entire Logisticare program. He explained that they are waiting for a response from the legislature. Mr. Albrecht suggested that the Wisconsin Counties Association should get involved to get an audit of the current agreement with Logisticare. Mr. Kakatsch will keep the committee up to date as to how this situation proceeds in the future.

7. Discussion and action on Proposed Resolution 24-12: **Supporting the Identification of Valley Transit as the Designated Recipient of the Section 5307 Urbanized Area Formula Program Funds for the Appleton (Fox Cities) Urbanized Area**

Mr. Kakatsch explained to the committee that since the Appleton area was designated as being a transportation management area (TMA), with a population over 200,000, there are changes to how transit funding is distributed to the transit agencies. Instead of the Section 5307 funding going through WisDOT, it will be directly given to the transit agency that is receiving the funding. Therefore, this proposed resolution recommends that Valley Transit continue to receive the funding and would be the direct recipient from the Federal Transit Administration.

With no other discussion, Mr. Erdmann made a motion to approve Proposed Resolution 24-12. Mr. Strehlow seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 21-12; **Adoption of the Transportation Improvement Program for the Fox Cities Transportation Management Area – 2013.**

Mr. Moesch noted that since the Appleton MPO was designated a TMA, staff determined now was the best time to develop separate Transportation Improvement Programs (TIP) for Appleton and Oshkosh MPO's. He explained that as part of the Metropolitan Planning Organization responsibilities they are required to put together a TIP for the Fox Cities and Oshkosh area. The TIP is a listing of highway, transit, and bike and pedestrian projects that are federal or state funded for 5 years, the fifth year being the out-year or illustrative projects. Mr. Moesch noted that the document is currently under a 30-day public review period and that will end prior to the full commission meeting at the end of October. He stated that this was posted in the Appleton Post Crescent and also is available on-line at the Fox Cities MPO website. No public comment had been received so far as part of the review. Mr. Moesch explained that there were not many new projects added to the programmed projects listing this year, and Appendix B is the listing of projects that were programmed for funding for Valley Transit. Mr. Raith stated that staff is unaware of the possible Safe Routes to School funding that was applied for, therefore staff will likely have to amend this document to include SRTS funding for future years.

Mr. Robl asked the committee if there was any further discussion or comments on proposed resolution 21-12. Hearing none, Mr. Robl asked the committee for a motion on proposed resolution 21-12.

Mr. Sturn made a motion to approve proposed resolution 21-12, Mr. Koeppen seconded the motion and the motion passed unanimously.

9. Discussion and action on Proposed Resolution 22-12; **Adoption of the Transportation Improvement Program for the Oshkosh Urbanized Area – 2013.**

Mr. Moesch noted that this document is now completely dedicated to the transportation projects associated with the Oshkosh urbanized area and Oshkosh Area Transit. The document is basically the same but without the Fox Cities included now. This is currently under the same 30-day public review period and was posted in the Oshkosh Northwestern, and on the Oshkosh MPO website. Mr. Moesch noted that there could be additions to this document as staff is updated on Safe Routes to School funding that should be announced in the future.

Mr. Robl asked the committee if there was any further discussion or comments on proposed resolution 22-12. Hearing none, Mr. Robl asked the committee for a motion on proposed resolution 22-12.

Mr. Albrecht made a motion to approve proposed resolution 22-12, Mr. Erdmann seconded the motion and the motion passed unanimously.

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

Mrs. Kraemer Badtke explained that they put together a SRTS strategic plan last December which included five focus areas. She pointed out different initiatives in the plan. Ms. Kraemer Badtke noted that International Walk to School Day was upcoming and staff has seen an increased amount of participation this year as compared to last. Last year there were 80 schools participating, and to date they have 106 schools participating.

Staff was also in the process of reviewing youth engagement proposals, and is working with Toole Design Group to finalize the program. Staff will now also helping the Shawano School District on a Transform Wi grant that was awarded earlier this year.

Mrs. Kraemer Badtke also mentioned that the WisDOT SRTS Grants were not yet awarded, but staff should find out soon how much funding the Regional SRTS program will receive, and whether or not local school projects received funding.

#### 11. Adjourn

Mr. Robl asked if there was any other business. Hearing none, Mr. Albrecht made a motion to adjourn and Mr. Koeppen seconded the motion. The motion passed unanimously and the Committee adjourned at 2:38 P.M.

## SUMMARY OF PROCEEDINGS

**Quarterly Commission Meeting**

East Central Wisconsin Regional Planning Commission  
 ECWRPC Office  
 October 26, 2012

The meeting of the East Central Wisconsin Regional Planning Commission was called to order by Chair Bob Hermes at 10:00 A.M.

**I. PLEDGE OF ALLEGIANCE****II. MOMENT OF SILENT MEDITATION****III. ROLL CALL**

Roll call was taken showing the following attendance:

Commission Members Present

Bill Barribeau .....	Calumet County
Pat Laughrin .....	Calumet County
Ed Kleckner (Alt. for Merlin Gentz) .....	Calumet County
Bob Hermes .....	Menominee County
Jeremy Johnson (Alt. for Elizabeth Moses) .....	Menominee County
Ruth Winter .....	Menominee County
Tom Nelson .....	Outagamie County
Peter Stueck (Alt. for Judy Schuette) .....	Outagamie County
Tim Hanna .....	Outagamie County
Paul Hirte .....	Outagamie County
Kevin Sturn .....	Outagamie County
Jerry Erdmann .....	Shawano County
Ken Capelle .....	Shawano County
Marshal Giese .....	Shawano County
Gary Barrington .....	Waupaca County
DuWayne Federwitz .....	Waupaca County
Brian Smith .....	Waupaca County
Donna Kalata .....	Waushara County
Larry Timm .....	Waushara County
Neal Strehlow .....	Waushara County
John Fink (Alt. for Mark Harris) .....	Winnebago County
Chuck Farrey (Alt. for David Albrecht) .....	Winnebago County
Mark Rohloff .....	Winnebago County
Ernie Bellin .....	Winnebago County
Jim Erdman .....	Winnebago County
Ken Robl .....	Winnebago County

Commission Members Excused

Carl Anthony .....	Outagamie County
Dick Koeppen .....	Waupaca County

Staff Members Present

Eric Fowle .....	Executive Director
Walt Raith .....	Assistant Director
Jason Kakatsch .....	Principal Planner

Tom Baron .....Associate Planner  
 Nick Musson .....Planner  
 Melissa Kraemer Badtke .....Associate Planner/SRTS Coordinator  
 Katherine Ahlquist .....Planner  
 Vicky Johnson .....Administrative Coordinator  
 Pam Scheibe-Johnson..... Controller

Others Present

Alexis Kuklenski .....Community Planner, FHWA Wisconsin Division  
 Craig Thompson.....Executive Director, Transportation Development Association

Chair Hermes noted that a quorum was present.

A. Introduction of alternates and guests.

Mr. Fowle welcomed new Commissioners Peter Stueck, Kevin Sturn and Gary Barrington and welcomed back Governor Appointee Marshal Giese representing Shawano County. Mr. Fowle welcomed the Commissioner alternates – Ed Kleckner, John Fink and Chuck Farrey. He also extended a welcome to Ms. Kuklenski, FHWA, Mr. Craig Thompson, TDA and Clerk Charlotte Nelson and Chair Tim Blake from the Town of Algoma,

**IV. Statement of Compliance with Wis. Stats. Sec. 19.84 Regarding Open Meetings Requirements**

Compliance with Wisconsin's open meeting requirements was acknowledged.

**V. Public Comment**

There being none made, Chair Hermes moved on to item VI.

**VI. APPROVAL OF AGENDA/MOTION TO DEVIATE**

Mr. Robl motioned to approve the agenda, seconded by Mr. Federwitz. The motion passed with 26 ayes, 0 nays.

**VII. APPROVAL OF THE MINUTES FROM THE July 27, 2012 QUARTERLY MEETING**

Mr. Bellin moved to approve the summary of proceedings from the July 27, 2012 Quarterly Meeting, seconded by Mr. Robl. Motion passed with 25 ayes, 0 nays and 1 abstention (Mr. Farrey).

**VII. SPECIAL ORDERS OF BUSINESS**

**A. Presentation on the Federal Highway Administration (FHWA) guidance and requirements for Metropolitan Planning Organizations – Appleton (Fox Cities) TMA designation**

Ms. Kuklenski presented information on the important role of the Commission as the Policy Board for the federally designated Metropolitan Planning Organization (MPO), with the authority and requirement to develop and approve long range transportation plans that are supported locally. She explained that every metropolitan area in the country with a population over 50,000 is required to establish an MPO as a prerequisite to federal transportation funds. MPOs nationwide are required to prepare Long Range Transportation Plans and administer a Transportation Improvement Program of projects and funding for federally designated Urbanized Areas. She explained the annual MPO unified transportation work program and certification process that ensures funding programs and work activities are documented and approved.

Metropolitan planning is a public decision making process that considers goals needs and constraints to develop a plan to guide investment for a multimodal transportation system. Ideally the plan should meet the mobility needs of people and freight.

She noted that, with the results of the 2010 Census, the Appleton (Fox Cities) metropolitan area has exceeded 200,000 in population and has been designated as a "Transportation Management Area" (TMA), the next tier of metropolitan areas with a population over 200,000. TMA designation recognizes that larger metropolitan areas typically struggle more with traffic safety, congestion and delays on the system. She explained that the TMA must develop a formal Congestion Management Process that helps to identify deficiencies and measure system performance over time as alternatives and strategies are implemented to improve mobility. She said FHWA would be working closely with East Central and WisDOT to transition into the new transportation law.

#### **B. Presentation on new Federal Highway Bill Map-21 – State and Local Implications**

Mr. Thompson said that MAP 21 replaces the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) and maintains many of the same regulations and requirements, but combines a number of programs providing a bit more flexibility to state departments of transportation to prioritize funding. He said that Wisconsin will be receive about the same funding level as the previous bill and described the changes to some programs like Transportation Enhancements, Bicycle and Pedestrian, Safe Routes to School and a few others that have been combined into a single program called Transportation Alternatives. It was noted that TMA communities like the Fox Cities will be receiving dedicated Transportation Alternatives (TA) funding available through a competitive grant program administered by the MPO. The TA competitive grant program will be developed in collaboration with FHWA and WisDOT over the next year or so. MAP 21 emphasizes a national transportation system and is a policy shift from the prior ear-marks for specific projects to projects of national significance. The national Highway system has been expanded to include all principal arterials in the country, not just the National Highway and interstate systems. These important roadways will be part of the Enhanced National Highway System and should have priority in local, regional and state plans. He noted that MAP 21 also calls for the development of a national freight plan comprised of plans prepared by each of the states. Map 21 ensures two years of solvency to the Highway Trust Fund and authorizes the program through 2014. Mr. Thompson concluded by saying it is important to have the transportation bill enacted so that local, regional and state funding levels are known and stable for a specific period of time.

A brief discussion followed on the possibility and the complications of an increased gas tax, tax on mileage driven and an increase in registration fees.

### **IX. ANNOUNCEMENTS AND REPORTS**

#### **A. Commissioner/ Commissioner Announcements**

Mr. Fowle said the Commission received the 2012 Innovation Award from the National Association of Development Organizations (NADO) for the *Community Economic Recovery Guidebook* designed for economic recovery from a natural disaster like the 2008 floods in the City of Oshkosh. Staff person Todd Verboomen collaborated on the development, organizational framework, and content of the Guidebook.

Mr. Fowle informed the Commissioners that with the retirement of Dick Lehman, the Commission's attorney, the Steering Committee took action to select a new attorney, John St. Peter from Fond du Lac.

Mr. Fowle called the Commissioners attention to the article on Commissioner Koeppen. He also referred to the article that was handed out prior to the meeting regarding the Town of Harrison's challenge of the City of Kaukauna's annexation of an eight-acre parcel.

Mr. Fowle noted that at the July Quarterly Meeting, Mr. Gentz made known his concerns regarding Standing Committee meeting frequency and participation. Mr. Fowle said that these concerns have been discussed at the Steering Committee level and any results or solutions will be relayed back to the full Commission in January.

**B. Media Reports/Upcoming Events and Announcements**

Mr. Fowle noted the separate insert on the Wisconsin Ledge AVA designation that was published by the Chilton Times-Journal. He highlighted other news articles in the packet regarding the Niagara Escarpment that was published in the Fox Valley Scene Newspaper, the Aquatic Invasive Species Program, redevelopment of the NewPage site in Kimberly, the Fox Wisconsin Heritage Parkway issues and the SRTS Program. He commended Mr. Nelson for his involvement in the Walk to School efforts. Mr. Fowle said that in the future when the Walk to School events are scheduled, he will try to let the Commissioners know in advance so that they may participate.

Mr. Fowle said that the 2012 Wisconsin Hmong Conference is taking place October 27 in Appleton and that staff person, Ms. Thunes had an extensive part in assisting that group organize the conference.

**X. BUSINESS**

**A. Steering Committee**

**1. Acceptance of the Summaries of Proceedings for the July 27, 2012 meeting.**

Mr. Bellin moved to approve the summary of proceedings from the July 27 meeting, seconded by Mr. Capelle. Motion passed with 26 ayes and 0 nays.

**2. 2012 Third Quarter Financial Report**

Ms. Scheibe-Johnson referred to the balance sheet noting that the total assets are approximately \$350,000 higher than in 2011. She said that this difference was due to the delinquency in the invoicing (approximately \$150,000) in the transition period prior to her being hired. She explained the different line items on the balance sheet.

Ms. Scheibe-Johnson said that the income statement shows that the majority of the categories are on target at 75 percent. She said that the miscellaneous line item that is at 4032% is the result of a change in copiers. The company that the new copier was purchased from gave the Commission a check for \$23,000 to cover the obligation on the old copier. At the end of the year this amount will be shown as a loss as the old copier will be donated to a non-profit organization. She explained why some of the line items were not at 75 percent. There is an overall surplus of approximately \$163,054 minus the \$23,000 for the copier or approximately \$140,054.

Ms. Kalata motioned to approve the Third Quarter Financial Report, seconded by Mr. Strehlow. Motion passed with 26 ayes and 0 nays.

**3. Update on 2013 Budget and Work Program**

Mr. Fowle reminded the Commissioners that a preliminary budget is set at the July Quarterly Meeting and that the detailed numbers come in in the Fall. He noted that the

health insurance premium cost will increase by 12% and along with a restructuring of the health provider tiers, the employee share of the premium also will increase considerably. There will be a change in the WRS contribution with an increase of 1.5 percent, with the employee paying 6.75 percent in 2013. Mr. Fowle noted that the greatest variable in the budget is the SRTS funding. With the changes in Map 21 and the SRTS Program being funded under the Transportation Alternatives Program, the funding amount is unknown. The budget proposed in July included approximately \$700,000 in SRTS funds. If that does not happen, changes will have to be made to adjust the budget.

4. **Proposed Resolution No. 25-12: Amending Resolution 17-12 (Adoption of the Preliminary Budget & Final Tax Levy) to Reflect Proper Levy Rate Application**

Mr. Fowle said that inadvertently the equalized value figure for the Village of North Fond du Lac was omitted from the levy table. By adopting Proposed Resolution 25-12 the application of the levy rate will be amended. He noted that the levy rate does not change, the counties levy is not affected by this amendment, and it adds \$3,000 to the total levy amount that the Commission receives. Mr. Fowle said he has contacted the Village Administrator for North Fond du Lac and he will accept the levy letter at this late date.

Mr. Rohloff motioned to adopt Proposed Resolution No. 25-12, seconded by Mr. Robl. Motion passed with 26 ayes and 0 nays

5. **Proposed Resolution 26-12: Adopting the East Central Wisconsin Regional Planning Commission's 2012-2013 Strategic Plan Document**

Mr. Fowle said that all the Standing Committee members and staff have reviewed and commented on the Strategic Plan. He noted that the Vision Statement has been amended and softened as requested and that the Strategic Goals and Targets section still has some blanks, which he will continue to research and complete. He said subsequently this plan will be reviewed every two to three years.

Mr. Bellin motioned to adopt Proposed Resolution No. 26-12, seconded by Mr. Robl.

Mr. Erdman expressed his concerns regarding the plan, noting that it appears to push for more regionalism and pushing the Commission to apply for every grant that is available without looking at the implications that may occur. He said that the Commission should be more selective on issues that they become involved with and not become involved with some of the issues noted in the Strategic Plan.

Mr. Fowle agreed that the Commission does need to be cautious on taking on some issues and on spreading the staff too thin. The document promotes regionalism due to the very nature of the Commission's work and statutory charge, but is to be used as an internal document not necessarily as an external document. He said that the plan recognizes as an agency, we are subject to many unknowns over time and have to be flexible as to where the funding sources are obtained. He noted that as long as there is the process of Standing Committees and the full Commission reviewing grants, projects and opportunities there are checks and balance in place.

Mr. Farrey asked if passing the Strategic Plan would bind some of the committees from a sense of direction that may be counter to this plan and what is the impact of the plan? Mr. Fowle said the plan is a guide only and individual programs or projects will be based on their fit and merits. He said the outcome of developing this plan was to assist the Commissioners as a whole to build their knowledge and capacity as to what the Commission does, how it is done and how the Commission should operate. This should



assist the Commissioners to be more comfortable speaking about the Commission when asked questions from the general public. Mr. Fowle said that prior to the development of the Strategic Plan; the Commission did not have a mission or vision statement which is a necessary component when explaining to the public why the Commission exists.

Mr. Farrey asked what the process was for amendment. Mr. Fowle said that the intent is to review the document every two to three years and bring it before the full Commission for approval. Mr. Farrey asked if it would be a majority vote. Mr. Fowle replied yes.

Discussion followed regarding the importance of have a Strategic Plan in place. Mr. Hanna said having a Strategic Plan provides a framework and provides a guide as to what the Commission should be focusing on. He noted that a Strategic Plan provides balance in an organization and having a plan is definitely better than not having one. Mr. Kleckner said he agreed with Mr. Hanna, an agency needs to set priorities and a Strategic Plan helps accomplish that. Mr. Rohloff said he has gone through two strategic plan process in the City of Oshkosh and the first time was a little rough. After the plan started to be implemented the Council started to see the value of having a plan. He noted the this plan is very general and suggested the Standing Committees annually review the plan to elevate how their individual committee's work is tying in with the plan.

Mr. Fowle said that in the past the Annual Work Program has been the strategic planning guide followed for working on projects and the Regional Comprehensive Plan has been the overarching policy guide. In the future the Work Program, the Regional Comprehensive Plan and the Strategic Plan should all mesh together and this plan is the beginning of that.

Motion passed with 24 ayes, 1 nay (Mr. Erdman) and 1 abstention (Mr. Farrey).

#### B. Economic Development Committee

1. Chairman's Report
2. Acceptance of the Summary of Proceedings for the July 11 and October 10, 2012 meetings.

Mr. Barribeau said that the Chairman's Report and summary of proceedings were included in the packet and asked for a motion for approval. Mr. Erdmann motioned for approval, seconded by Mr. Kleckner. Motion passed with 26 ayes and 0 nays.

3. **Proposed Resolution 20-12: Adopting the 2012 Comprehensive Economic Development Strategy (CEDS) Annual Report and Supplement**

Ms. Ahlquist said that she included the updated tables from the CEDS document in the packet for the Commissioners review. She said as an Economic Development District, the Commission is required by the Economic Development Administration to provide an annual update of the CEDS document as well as a five-year major update. Ms. Ahlquist explained what sections were updated. She said that projects are solicited across the region every year, are ranked, included in the report and submitted to EDA for funding.

Mr. Rohloff motioned for adoption of Proposed Resolution 20-12, seconded by Mr. Fink. Motion passed with 26 ayes and 0 nays.

4. **Proposed Joint Resolution 27-12: Authorizing the Commission to Enter into a Partner Agreement with the Wisconsin Economic Development Corporation to Provide Economic Development Services and to Support the Wisconsin Department of Natural Resource Statewide Brownfields Coalition**

Mr. Fowle said this resolution was an item of discussion on the agenda for a joint Economic Development and Open Space and Environmental Management committee meeting held prior to the Quarterly Meeting and was approved by the majority of the members. He said that the resolution before the full Commission is for the MOU with WEDC and supporting the DNR Statewide Brownfields Coalition. Mr. Fowle said he wished to clarify that the Commission's involvement with the Statewide Brownfields Coalition is not in any way connected to the EPA brownfields grant that the Commission applied for in the past. He noted that the Commission will not become involved in identifying new potential brownfield sites. The Commission would only be dealing with existing brownfield sites.

Mr. Farrey asked if there is controversy between the two items, why are they not being separated into two different resolutions. Mr. Fowle said that the direction of the Open Space and Environmental Management Committee did not want to act on this resolution without input from the Economic Development Committee, therefore a joint meeting was held. He said that he conferred with WEDC as to whether the brownfield statement was a deal breaker, which it would not be, but the Commission would be the only RPC that did not agree to it. Mr. Fowle noted the options that the Commission has as a whole are to concur with the Committee's decision and adopted the resolution as presented or approve the agreement omitting the brownfield statement. If the brownfield statement was omitted, Mr. Fowle said the Brownfield Coalition item should be referred back to the Open Space Committee for continued discussion.

Mr. Erdman said before the joint committee meeting it was not known whether or not if the brownfield statement would be a deal breaker or not. He proposed that the resolution be separated, move forward on the economic development portion of the agreement and further review the brownfield coalition issue.

Mr. Rohloff motion to adopted Proposed Resolution 27-12, seconded by Mr. Hirte.

Mr. Erdman motioned to amend Proposed Resolution 27-12 and split the resolution, Mr. Farrey seconded the motion.

Mr. Hirte said that he opposed amending/splitting the resolution. He noted the reason being that during the discussion at the Committee level it was made clear to the members that being part of the Brownfield Coalition does not mean the Coalition would be identifying new potential brownfield sites. He noted that it was also discussed at the Committee meeting that being a part of the Brownfield Coalition would allow communities within the region to ask for help and assistance from the staff to pursue opportunities to clean up their sites.

Chair Hermes called for a vote to split the resolution. The proposed amendment to split Proposed Resolution 27-12 was defeated by 2 ayes (Mr. Erdman and Mr. Farrey) and 24 nays.

Chair Hermes called for a vote on Proposed Resolution 27-12 as originally presented. Motion passed with 26 ayes and 1 nay (Mr. Farrey).

## C. Open Space and Environmental Management Committee

### 1. Chairman's Report

Mr. Erdman requested that the Chairman's Report that was included in the packet be amended before he motioned for approval. He said that on the second page of the Chairman's Report (page 152), under the heading of Lakes Management Planning Grant for Lake Winnebago the phrase "on the support of the County's Land and Conservation

Plan 2011-2020" should be omitted. Mr. Erdman supplied background information on the grant submitted by Calumet County indicating that Winnebago County had not supported the grant. A motion for approval of the Chairman's Report with the amended sentence was made by Mr. Johnson, seconded by Mr. Rohloff. Motion passed with 26 ayes and 0 nays.

2. Acceptance of the Summary of Proceedings for the August 23 and the October 10, 2012 meetings.

Mr. Erdman explained the issues that have been occurring with the Fox Wisconsin Heritage Parkway designation. Mr. Erdman motioned to accept the summary of proceedings from the August 23 and October 10 meetings, seconded by Mr. Laughrin. Motion passed with 26 ayes and 0 nays.

Mr. Kleckner provided the Commissioners with an update on a past meeting between the Fox Wisconsin Heritage Parkway and the Fox Valley Initiative group. He said that the Fox Valley Initiative suggested having another public meeting at the expense of the Fox Wisconsin Heritage Parkway and the Fox Valley Initiative would chose the structure and who would monitor the meeting. The Fox Wisconsin Heritage Parkway decided against another public meeting under these conditions.

Mr. Erdman said that he understood that it was a 60/40 split on costs, but either way the two groups need to sit down and discuss the issue further.

3. Committee Recommendation on Fox Wisconsin Heritage Parkway activities and involvement

Mr. Fowle said that at the July Quarterly Meeting it was recommended that the Open Space and Environmental Management Committee revisited and discuss the Commission's role with the Fox Wisconsin Heritage Parkway. The recommendation from the Committee was to continue the Commission's activity at the same level with Tom Baron remaining on the board of the Heritage Parkway.

Discussion followed about concerns associated with the regulatory issues that the Fox Valley Initiative have brought forward, legitimate or not and how the public should address these concerns.

Mr. Hanna motioned to accept the Open Space and Environmental Management Committee's recommendation, seconded by Mr. Erdmann. Motion passed with 26 ayes and 0 nays.

#### D. Community Facilities Committee

1. Chairman's Report
2. Acceptance of the Summary of Proceedings for the June 13, 2012 meeting.

Mr. Capelle noted that the Chairman's Report and Summary of Proceedings for the June 13, 2012 meeting were in the packet and motioned for approval. Mr. Smith seconded the motion, noting that the Summary of Proceedings list him from Outagamie County not Waupaca County. The motion passed with 26 ayes and 0 nays.

3. **Proposed Resolution 19-12: Approving a Revised Embarrass/Cloverleaf Lakes SSA Plan Update**

Mr. Fowle said the Embarrass/Cloverleaf Lakes SSA Plan was approved by the Community Facilities Committee and the full Commission but was never submitted to the DNR for approval. He said that staff worked with DNR to rectify this error by updating significant sections in the document and obtaining approval by the involved communities. The updated document will be submitted to DNR. He noted that the Town of Belle Blaine's minutes showed the approval of the Comprehensive Plan and not the Sewer Service Plan. The Town will be correcting these minutes and forwarding them on to the Commission.

Mr. Federwitz motioned to approve Proposed Resolution 19-12, seconded by Mr. Farrey. The motion passed with 26 ayes and 0 nays.

E. Transportation Committee

1. Chairman's Report
2. Acceptance of the Summary of Proceedings for the July 10, 2012 meeting.

Mr. Robl motioned to approve the Chairman's Report and the Summary of Proceedings for the July 10, 2012 meeting. Mr. Farrey moved to second the motion. Motion passed with 26 ayes and 0 nays.

3. Proposed Resolution No. 23-12: **Adoption of the 2013 Unified Transportation Work Program**

Mr. Raith said the Transportation Work Program is completed and approved earlier than the Commission complete Work Program to meet the Federal Highway Administration and the Department of Transportation's timeline. The work program lays out a timeframe and schedule of what the Commission will be working on for the year. He noted that with Map 21 taking affect October 1, there are some requirements that have been transitioned into the 2013 work program. All the funding shown in the document has been approved by DOT, except for the SRTS Program.

Mr. Robl motioned for approval of Proposed Resolution No. 23-12, seconded by Mr. Sturn. Motion passed with 26 ayes, 0 nays.

4. Proposed Resolution 24-12: **Supporting the Identification of Valley Transit as the Designated Recipient of Section 5307 Urbanized Area Formula Program Funds for the Appleton (Fox Cities) Urbanized Area**

Mr. Kakatsch said previous federal legislation stated that when an urbanized area reached the TMA status (population over 200,000), federal operating funding for transit systems would be discontinued. He said passage of Map 21 includes language that restores funding assistance for transit systems that reached the 200,000 threshold with 100 vehicles or less during peak hours of operation. He noted that Congressmen Petri and Ribble assisted on getting the language changed. A requirement of Map 21 is that a MPO or TMA Policy Board, which is the Commission, needs to identify a recipient for the operating funds. Mr. Kakatsch stated that Proposed Resolution 24-12 identifies Valley Transit as the recipient of the federal operating funds exclusive in the Fox Cities urbanized area and requested approval of the resolution.

Mr. Kleckner motioned to accept Proposed Resolution 24-12, seconded by Mr. Sturn. The motion passed with 26 ayes and 0 nays.

Mr. Raith said that one of the new requirements as a TMA is that the Commission has to have a representative from a public transportation provider on the Policy Board. He noted that the City of Appleton Mayor, Tim Hanna, is on the Policy Board and that the

City of Appleton owes Valley Transit. Mr. Raith said that Map 21 also included some language stating that a representative from the State of Wisconsin had to be a member on the Policy Board. He said he would keep the Commissioners updated on these requirements as they become more clear.

Mr. Hanna said on behalf of Valley Transit and the City of Appleton, he would like to thank the Commission as the MPO for the great support over the past years on this issue.

5. **Proposed Resolution 21-12: Adoption of the Transportation Improvement Program for the Fox Cities Transportation Management Area**

Mr. Raith said the Transportation Improvement Program (TIP) is another requirement as a MPO and as a TMA. He noted that the TIP previously included the Fox Cities and the Oshkosh urbanized areas in one document. With the Fox Cities becoming a TMA the document needed to be divided, because requirements for the TMA do not necessarily apply to the Oshkosh MPO. He noted that the TIP lays out the four year program for funding, and shows all the projects that receive federal funding.

Mr. Robl motion for acceptance of Proposed Resolution 21-12, seconded by Mr. Kleckner. Motion passed with 26 ayes and 0 nays.

6. **Proposed Resolution 22-12: Adoption of the Transportation Improvement Program for the Oshkosh Transportation Management Area**

Mr. Rohloff motion for acceptance of Proposed Resolution 21-12, seconded by Mr. Robl. Motion passed with 26 ayes and 0 nays.

7. **Update on Medical Assistance Transportation Program Issues**

Mr. Kakatsch provided background information and concerns to the Commissioners on the Medical Assistance Transportation Program. He said as of September 1 the State has contract with Logisticare to provide medical assistance transportation exclusively for HMO in the Milwaukee metro area. This adds approximately 240,000 people to the system. To combat the telephone wait time to receive medical assistance transportation, an online registration system was set up, which makes it more difficult for the elderly or disabled who do not have access to a computer.

Mr. Kakatsch referred to the letter included in the packet that was sent to the Joint Legislative Audit Committee with the signatures of over 40 legislators requesting an audit of the Medical Assistance Transportation Program. He noted that since the program has been implemented in the Milwaukee area, the Milwaukee Journal Sentinel has been published various articles on this issue including the death of an individual in Waupaca County who was unable to obtain transportation to dialysis and chemotherapy treatments. Mr. Kakatsch said that when the Legislation reconvenes in January this should be a significant topic on their agenda.

Mr. Strehlow asked if any of the local newspapers were contacted to become involved? Mr. Kakatsch said that WBAY did feature a brief segment on the matter when the individual in Waupaca County passed away. He encouraged the Commissioners to continue to contact not only the legislators but also the media to generate awareness.

Mr. Farrey requested clarification - was this an issue of funding or of service not being provided. He noted the various supplemented programs that are available in Winnebago County. Mr. Kakatsch said that those programs apply to the rural areas and ADA eligible individuals, the program he is referring to is strictly medical assistance. He said the

State of Wisconsin has paid Logisticare upwards of 40 million dollars upfront to broker all medical assistance transportation in the State of Wisconsin. Logisticare contracts directly with individual providers to provide the transportation and many providers in the State have not contract with them directly because they would be receiving less per mile. Medical Assistance Providers must contract with Logisticare in order to provide the service.

A brief discussion followed regarding the service, the previous providers and the on line service registration.

Chair Hermes requested a motion to table Item 8 and 10 and address these items at the January Quarterly Meeting. Mr. Robl motion to table the two items, seconded by Mr. Kleckner. Motion passed 26 ayes and 0 nays.

8. TABLED - Update on Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan

9. Update on Southeast 441/KK Transportation Study

Mr. Raith said this has been a two year effort between Outagamie County, Calumet County, Town of Harrison, Town of Buchanan and the City of Appleton along with staff at the Department of Transportation. He noted that there is a lot of congestion at 441/KK and over the last few years there has been some improvements and more storage space on the ramp has been developed, but there has not been any plans for improvement that go out into the future.

He explained some of the alternatives and recommendations that have been proposed. These alternatives and recommendations will be taken to the public for their input. He suggested that the Commissioners go the [divergingdiamond.com](http://divergingdiamond.com) website for more information.

10. TABLED - Presentation on T. Black Wolf Retro-reflectively Sign Inventory

F. Regional Comprehensive Planning Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the January 27, 2012 meeting

Ms. Kalata said that the Chairman's Report and the Summary of Proceedings were included in the packet and requested a motion for approval. Mr. Strehlow motion for approval, seconded by Mr. Stueck. Motion passed with 26 ayes and 0 nays.

X. **ESTABLISH TIME AND PLACE FOR NEXT COMMISSION MEETING**

The next Quarterly Commission Meeting will be Friday, January 25, 2013, 10:00 A.M., at ECWRPC Offices.

XII. **ADJOURNMENT**

Meeting adjourned at 12:36 P.M.

## APPENDIX E

### MPO RESOLUTION OF ADOPTION





**RESOLUTION NO. 21-12**

**ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA-2013**

**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 (Appleton) transportation management area; and

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

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

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

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

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

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

**WHEREAS**, in accordance with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act: (MAP-21), coordination has occurred between the MPO, the state and transit operators in programming multimodal projects; and

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

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

**Section 1:** That the Commission, as the designated MPO, adopt the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2013.

RESOLUTION NO. 21-12

**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 26, 2012

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

  
Robert G. Hermes, Chair

APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES



# THE POST-CRESCENT

STATE OF WISCONSIN  
OUTAGAMIE COUNTY

EAST CENTRAL WI PLANNING COMM  
400 AHNAIP ST STE 100  
MENASHA, WI 54952

Katelyn Fogle

Being duly sworn, doth depose and say that she is 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: 50463

Ad Number: 6671461

Published Date: September 26, 2012

Total Ad Cost: \$32.19

(Signed)

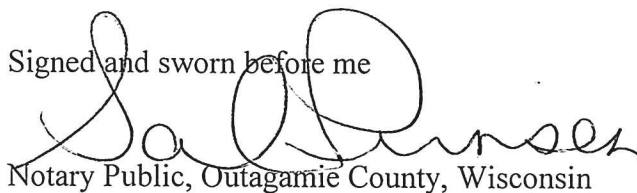


Advertising Assistant

(Date)

9/26/12

Signed and sworn before me



Notary Public, Outagamie County, Wisconsin

My commission expires

3-27-16

NOTICE OF  
OPPORTUNITY  
TO REVIEW  
METROPOLITAN  
PLANNING  
ORGANIZATION 2013  
TRANSPORTATION  
IMPROVEMENT  
PROGRAM

The Fox Cities Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Fox Cities Transportation Management Area - 2013. This publication of the TIP serves to update the listing of state and federally funded, in addition to significant local transportation projects for the years 2013 - 2017. The MPO's public participation satisfies the Valley Transit public participation requirements for the Program of Projects. The draft Transportation Improvement Program (TIP) for the Fox Cities Transportation Management Area - 2013 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 Wednesday, September 26, and end on Thursday, October 25, 2012. 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: September 26, 2012  
WNAXLP

EAST CENTRAL WI PLANNING COMM

Re Ad#: 6671461



APPENDIX G  
ENVIRONMENTAL JUSTICE





## 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. In terms of race, the Fox Cities has a substantially low minority population which is fairly scattered.

Public involvement 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.

In terms of low income populations, areas are more easily identified. In this case, consistent areas of low income populations were defined through the use of 2000 census tract data. These areas were categorized as less than 20 percent, 20 to 39.99 percent, 40 to 59.99 percent, and 60 or more percent of the total households. Areas identified in Exhibit G-1 and G-2 are included in the *Long-Range Transportation/Land Use Plan for the Fox Cities Urbanized Area – 2005*.

Efforts were made to include all individuals within the planning process. Public information meetings were held during all phases of the planning process. Advertisements were published in the local newspapers (*The Appleton Post-Crescent*) prior to public information meetings held throughout the entire planning process. Flyers and notices were distributed via mail and e-mail to various committees, organizations, and agencies throughout the planning process for distribution to as many individuals as possible. Presentations were made to local groups with further interest in the planning process. Locations of public information meetings were crucial in the public involvement process. 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 plan 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 (Appleton) Transportation Management Area – 2013***. Figure G-1 shows the relationship of projects to low-income populations in the Fox Cities urbanized area. Figure G-2 is a similar map relating project locations to minority population concentrations in the Fox Cities area.

It appears that none of the programmed projects disproportionately affect areas of minority or low income population concentration in the Fox Cities area. Also, the concentration of minority and low income populations near the city centers, allows for optimal access to a number of transportation 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 Urbanized Area  
TIP Projects (2013-2017)  
and Percent Households  
by Census Tract with Low  
to Extremely Low Income  
(2006 - 2010)**

**TIP Project Year and Number**

<span style="color: red;">—</span>	2013	<span style="color: red;">06-056</span>
<span style="color: brown;">—</span>	2014	<span style="color: brown;">06-056</span>
<span style="color: green;">—</span>	2015	<span style="color: green;">06-056</span>
<span style="color: blue;">—</span>	2016	<span style="color: blue;">06-056</span>
<span style="color: gray;">—</span>	2017	<span style="color: gray;">06-056</span>

**TIP Intersection Project Year and Number**

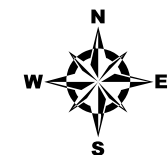
<span style="color: red;">●</span>	2013	<span style="color: red;">06-056</span>
<span style="color: brown;">●</span>	2014	<span style="color: brown;">06-056</span>
<span style="color: green;">●</span>	2015	<span style="color: green;">06-056</span>
<span style="color: blue;">●</span>	2016	<span style="color: blue;">06-056</span>
<span style="color: gray;">●</span>	2017	<span style="color: gray;">06-056</span>

**Households with Low to Extremely Low Income**

<span style="background-color: #f0f0f0; border: 1px solid black; padding: 2px;"> </span>	Less than 15%	<span style="background-color: #ffff00; border: 1px solid black; padding: 2px;"> </span>	30% - 44.99%
<span style="background-color: #fff2cc; border: 1px solid black; padding: 2px;"> </span>	15% - 29.99%	<span style="background-color: #f4cccc; border: 1px solid black; padding: 2px;"> </span>	45% - 59.99%
<span style="background-color: #f4cccc; border: 1px solid black; padding: 2px;"> </span>		<span style="background-color: #f08080; border: 1px solid black; padding: 2px;"> </span>	60% or More

- - - 2000 Metropolitan Planning Boundary
- - - 2000 Adjusted Urbanized Boundary

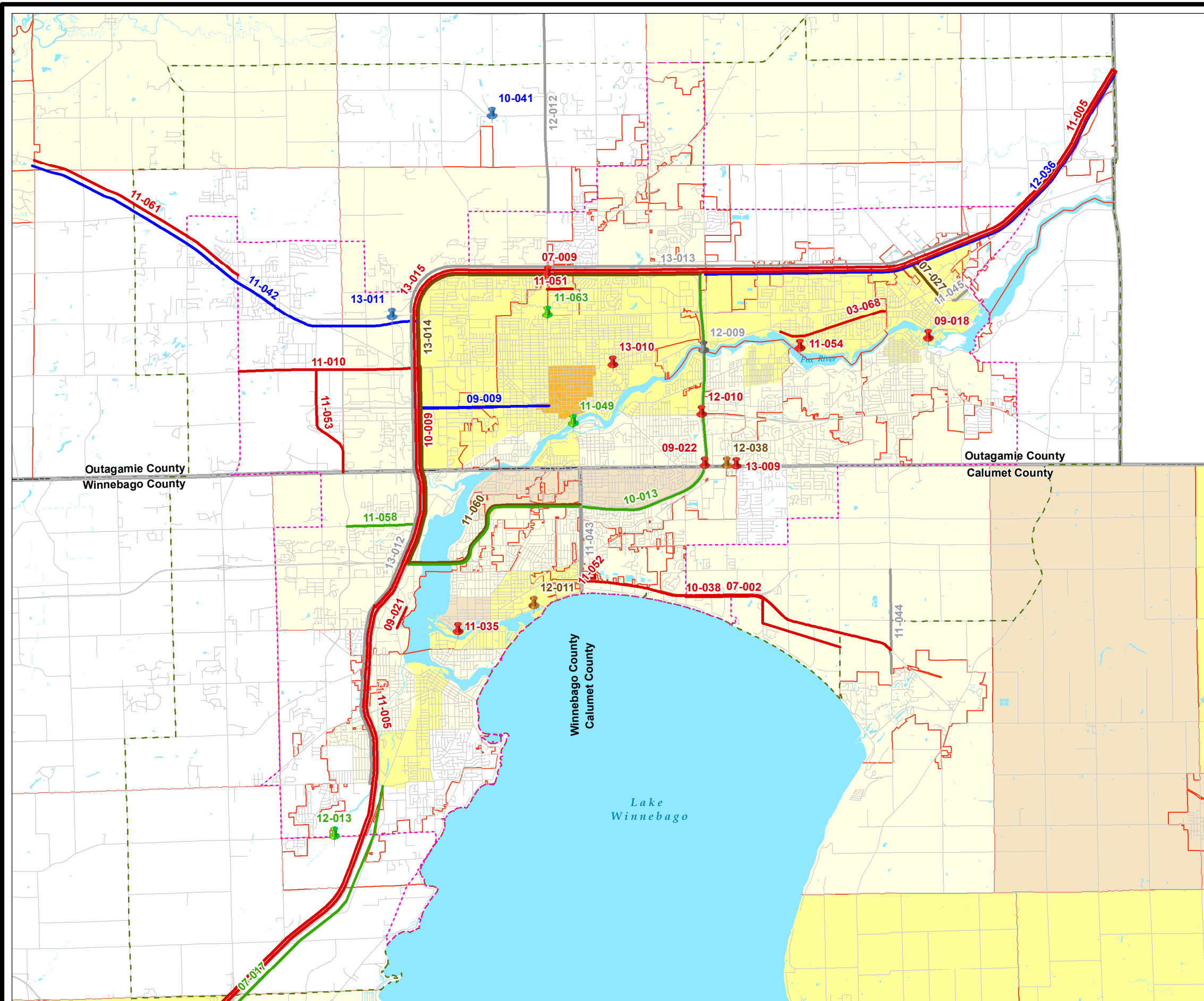
Sources: American Communities Survey 2006 - 2010 TIGER ECWRPC, 2005. WisDOT and ECWRPC provided the 2000 metropolitan planning and 2000 adjusted urbanized boundaries. Centerline, hydrology, and municipality boundaries provided by Calumet, Outagamie, and Winnebago Counties.



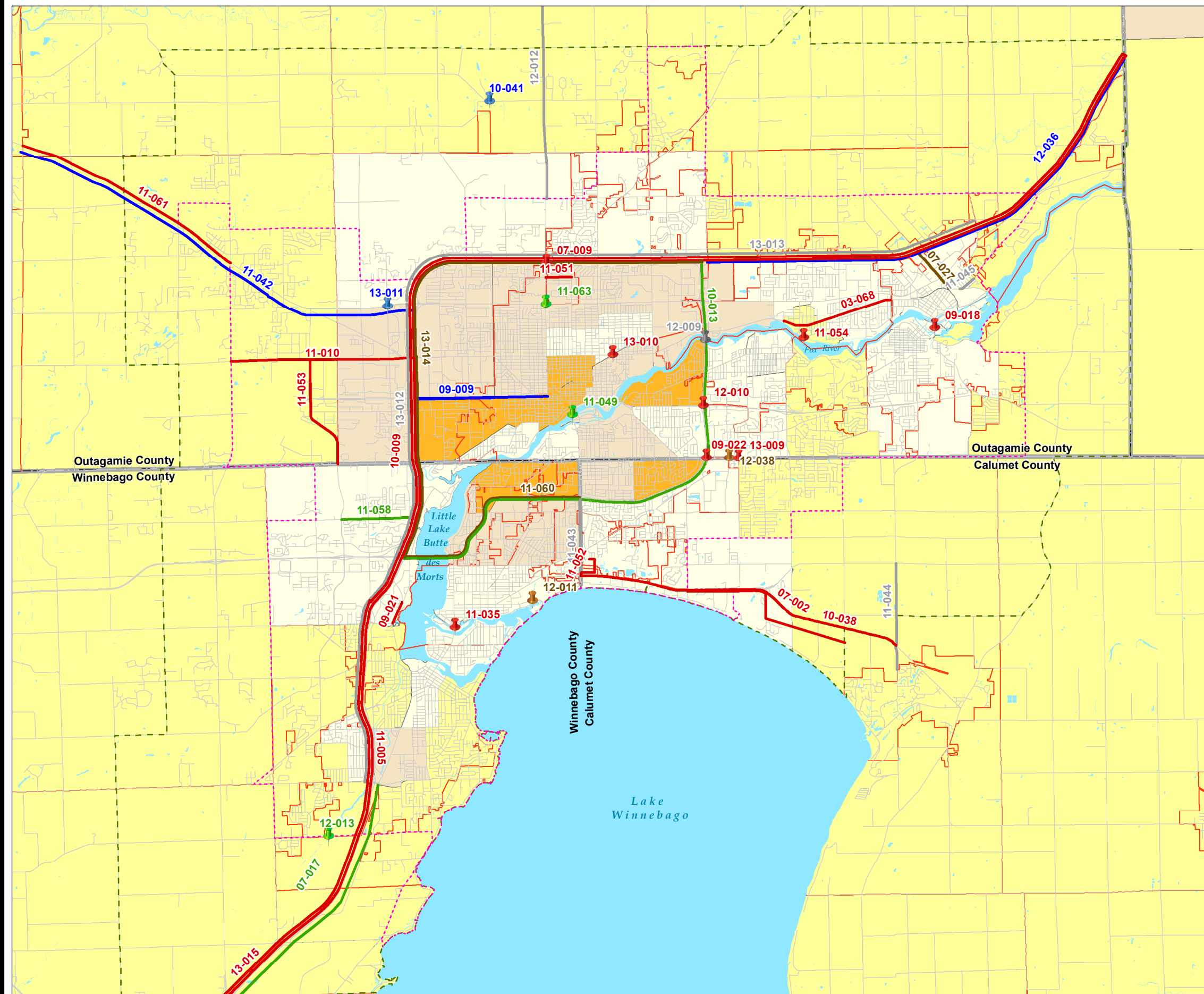
0 0.5 1 2  
Scale in Miles

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Prepared By:  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION-SEPTEMBER 2012



**Figure G-2  
Fox Cities Urbanized Area  
TIP Projects (2013-2017)  
and Non-White Population  
Concentration (2010)**



**TIP Project Year and Number**

<span style="color: red;">—</span>	2013	<span style="color: red;">06-056</span>
<span style="color: brown;">—</span>	2014	<span style="color: brown;">06-056</span>
<span style="color: green;">—</span>	2015	<span style="color: green;">06-056</span>
<span style="color: blue;">—</span>	2016	<span style="color: blue;">06-056</span>
<span style="color: gray;">—</span>	2017	<span style="color: gray;">06-056</span>

**TIP Intersection Project Year and Number**

<span style="color: red;">●</span>	2013	<span style="color: red;">06-056</span>
<span style="color: brown;">●</span>	2014	<span style="color: brown;">06-056</span>
<span style="color: green;">●</span>	2015	<span style="color: green;">06-056</span>
<span style="color: blue;">●</span>	2016	<span style="color: blue;">06-056</span>
<span style="color: gray;">●</span>	2017	<span style="color: gray;">06-056</span>

**Percent Minority by Census Tracts**

<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Less than 5%	<span style="background-color: #f4b084; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 10% - 14.99%
<span style="background-color: #fff2cc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 5% - 9.99%	<span style="background-color: #f4a460; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> 15% or More

- - - 2000 Metropolitan Planning Boundary
- - - 2000 Adjusted Urbanized Boundary

Sources: U.S. Census Bureau - 2010. ECWRPC, 2012. WisDOT and ECWRPC provided the 2000 metropolitan planning and 2000 adjusted urbanized boundaries. Centerline, hydrology, and municipality boundaries provided by Calumet, Outagamie, and Winnebago



0 0.5 1 2  
Scale in Miles

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Prepared By:  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION-SEPTEMBER 2012

APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM



## **FUNCTIONAL CLASSIFICATION SYSTEM**

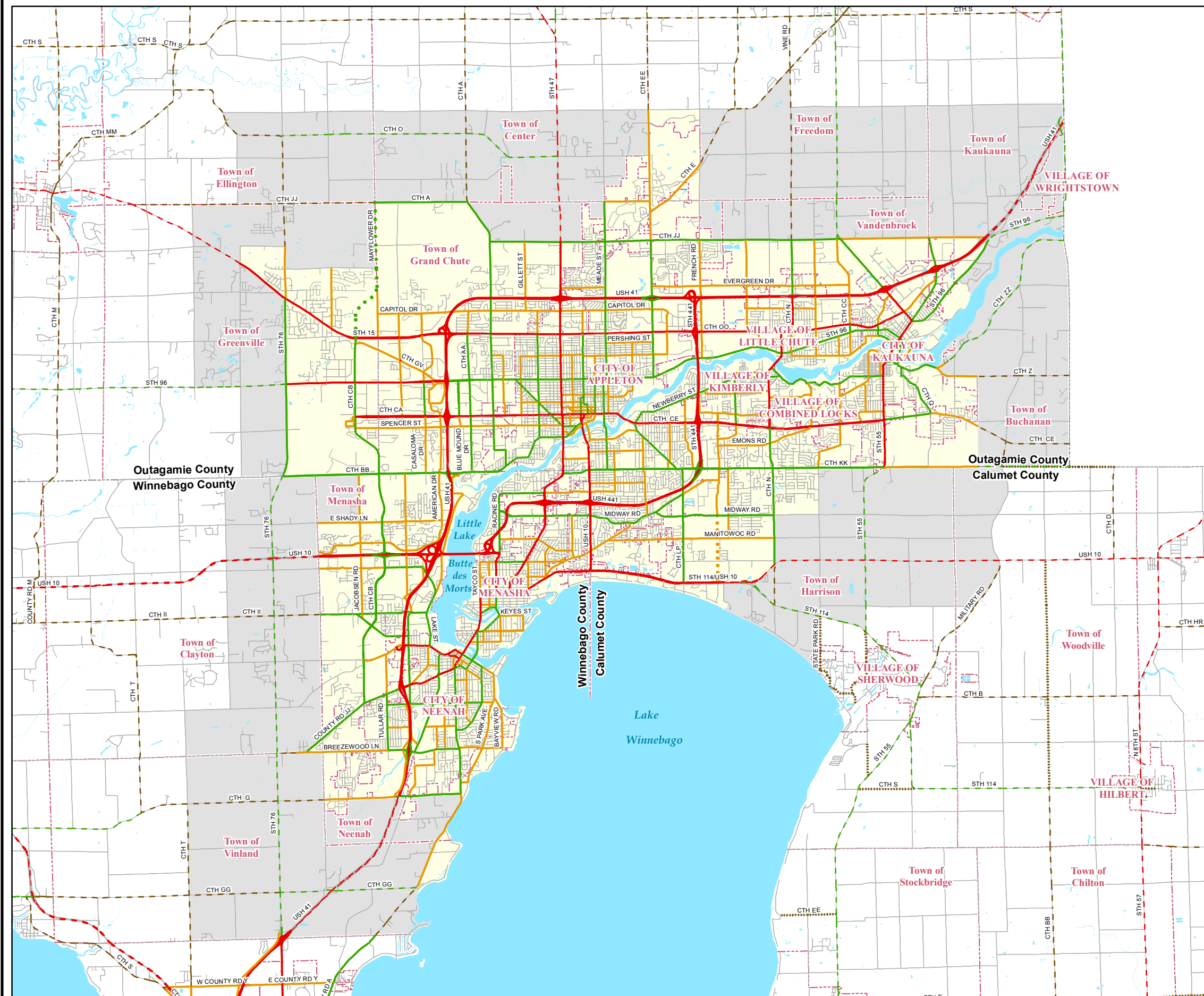
The following map identifies the urbanized area functional classification system and the roadways that are eligible for STP-Urban funding in the Fox Cities urbanized area. Projects must meet federal and state requirements. Counties, towns, cities, villages and certain public authorities located within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

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

Figure H - 1 shows the Fox Cities urbanized area.

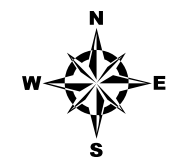


**Figure H-1  
Fox Cities Urbanized Area  
Functional Classification  
System and STP-Urban  
Eligible Roadways  
2012**



- 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
- - - Municipality Boundaries
- Adjusted Urbanized Boundary
- 2000 Metropolitan Planning Area

Sources: U.S. Census Bureau - 2000 TIGER ECWRPC, 2005. WisDOT and ECWRPC provided the 2000 metropolitan planning and 2000 adjusted urbanized boundaries. Centerline, hydrology, and municipality boundaries provided by Calumet, Outagamie, and Winnebago Counties.



0 1 2 3  
Scale in Miles

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Prepared By  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION - SEPTEMBER 2012

APPENDIX I  
TIP AMENDMENTS



## **RESOLUTION NO. 01-13**

### **AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2013.**

**WHEREAS**, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Fox Cities Transportation Management Area, adopted the *2013 Transportation Improvement Program for the Fox Cities Transportation Management Area*, at the October 26, 2012 quarterly Commission meeting; and

**WHEREAS**, the Transportation Improvement Program was prepared to meet the requirements of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act: (MAP-21), as prescribed by federal regulations; and

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

**WHEREAS**, the Wisconsin Department of Transportation has requested the MPO advance these attached WETAP (Wisconsin Employment Transportation Assistance Program) grant projects in the Fox Cities Area:

- Advocap - Federal Funding = \$249,440, Local Match = \$128,727  
FC TIP # 252-13-036
- City of Appleton, Valley Transit – Federal Funding = \$192,000,  
Local Match = \$192,000  
FC TIP # 252-13-037

**Now Therefore;**

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

**SECTION 1.** That the Commission approves the amendment as presented to include the proposed projects in the adopted 2013 Transportation Improvement Program for the Fox Cities Transportation Management Area.

Effective Date: January 25, 2013

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

  
Robert G. Hermes, Chair

## RESOLUTION NO. 07-13

### AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2013.

**WHEREAS**, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Fox Cities Transportation Management Area, adopted the *2013 Transportation Improvement Program for the Fox Cities Transportation Management Area*, at the October 26, 2012 quarterly Commission meeting; and

**WHEREAS**, the Transportation Improvement Program was prepared to meet the requirements of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act: (MAP-21), as prescribed by federal regulations; and

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

**WHEREAS**, the Wisconsin Department of Transportation has requested the MPO advance the attached transportation projects in the Fox Cities Area: **Now Therefore;**

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

**SECTION 1.** That the Commission approves the amendment as presented to include the proposed projects in the adopted 2013 Transportation Improvement Program for the Fox Cities Transportation Management Area.

Effective Date: April 26, 2013

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

  
Robert G. Hermes, Chair

TABLE 1, cont.  
FOX CITIES PROJECT LISTING

**TABLE 1**  
**FOX CITIES URBANIZED AREA - PROJECT LISTING (2013-2017)**  
**(\$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	2013				2014				2015				2016				2017+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	Racine St Bridge	PE	2880	720	0	3600				0				0				0				0
C of Menasha	Design	ROW				0				0				0				0				0
Winnebago	4992-03-00	CONST				0				0				0				0				0
252-13-038	BR (E)	TOTAL	2880	720	0	3600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Lutheran Social Services					0				0				0				0				0
Winnebago	New Freedom / Sect 5317					0				0				0				0				0
		Capital	59	0	15	74				0				0				0				0
252-13-039		TOTAL	59	0	15	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Lutheran Social Services					0				0				0				0				0
Winnebago	New Freedom / Sect 5317					0				0				0				0				0
		Operating	23	0	25	48				0				0				0				0
252-13-040		TOTAL	23	0	25	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

**\*Amended 4/26/13\***