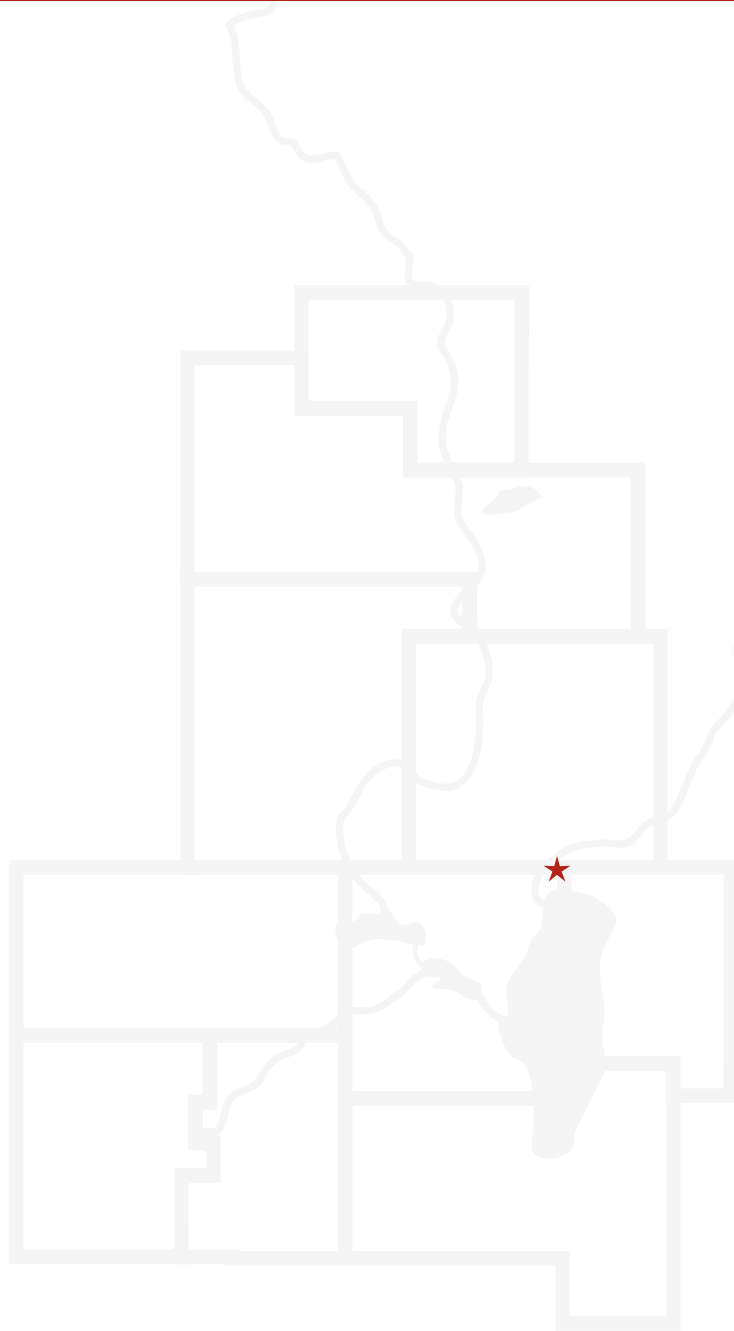


Transportation Improvement Program Fox Cities Transportation Management Area 2014



Fox Cities
Metropolitan Planning Organization
Final
Amended January 31, 2014



East Central Wisconsin
Regional Planning Commission
ECWRPC

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TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA

- 2014 -

Prepared by the
EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Adopted
October 25, 2013

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX
CITIES TRANSPORTATION MANAGEMENT AREA - 2014

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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 2014-2018 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, 2014 and 2015.

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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 21st Century Act (MAP-21) administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central has worked with 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 2014 to 2018. 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 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

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

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; and
- reduced project delivery delays.

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, and MAP-21 have reconfirmed the role of a cooperative planning institution, the MPO, to guarantee that all aspects of the urbanized area will be represented in the plan's development and that planning will be conducted on a continuing basis. As the designated MPO for the Fox Cities (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 2018 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, 2013, requesting candidate projects to be identified. On September 22, 2013, a legal notice was published in Fox Cities daily paper, identifying a review and comment period, from September 22 to October 21, 2013. The notice indicated that the TC would meet October 15, 2013 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 25, 2013 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:

Federal-aid Highway Programs

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

Federal-aid Transit Programs

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

Following is a list of the categorical programs included in the MAP-21 legislation as they apply to the Fox Cities 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, 2014-2018, 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 2014 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 2014 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 ≥ 5 in any one year.

Score	5	≥ 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 jurisdiction's 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.

2014 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 (252-14-001). 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: 2014, 2015, 2016, 2017, and 2018.

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**TABLE 1
FOX CITIES URBANIZED AREA - PROJECT LISTING (2014-2018)**
(\$'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	2014			2015			2016			2017+			2018+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Appleton Valley Transit Outagamie	Fixed Route Bus	Oper.	1435	1435	1386	4256	1478	1478	1427	4383	1522	1522	1470	4514	1568	1568	1514	4650
	Paratransit	Contr.	1003	1003	1072	3078	1033	1033	1104	3170	1064	1064	1137	3265	1096	1096	1171	3363
	Capital Projects	Purch.	897	0	224	1121	869	0	217	1086	457	0	114	571	509	0	127	636
	Section 5307	TOTAL	3335	2438	2682	8455	3380	2511	2748	8639	3043	2586	2721	8350	3173	2664	2812	8649
WisDOT Winnebago	US 41/US 45-Breezewood Reconstruction	PE	0	0	0	0	0	5418	0	5418	0	0	0	0	0	0	0	0
	1120-09-21.49.72.76-90	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CONST	9385	2346	0	11731	0	5418	0	5418	0	0	0	0	0	0	0	0	
	TOTAL	9385	2346	0	11731	0	5418	0	5418	0	0	0	0	0	0	0	0	
252-07-017 WisDOT Outagamie	US 41/STH 47 Interchange	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Reconstruct	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CONST	2944	736	0	3680	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	2944	736	0	3680	0	0	0	0	0	0	0	0	0	0	0	0	
252-07-009 WisDOT Outagamie	NHS 0.01 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	STH 55 / Laws St - USH 41 Reconstruction	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4650-08-00. 21.50.51. 71	CONST	0	0	0	0	0	0	0	0	122	26	4	152	5164	1144	147	
	STP 1.01 m. (E)	TOTAL	0	0	0	0	0	0	0	0	122	26	4	152	5164	1144	147	
252-07-027 WisDOT Winn. Out	STH 76 / USH 41 - CTH JJ	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Reconstruct	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6430-12-00. 21. 71	CONST	0	0	0	0	0	0	0	0	0	375	0	375	0	0	0	
	STP 3.72 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	375	0	375	0	0	0	
252-07-029 WisDOT Outagamie	STH 125/USH 41 - STH 47	PE	31	8	0	39	0	0	0	0	0	0	0	0	0	0	0	
	Resurface	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4659-15-00. 71	CONST	0	0	0	0	0	0	0	0	0	0	0	0	5223	1306	0	
	STP 2.61 m. (P)	TOTAL	31	8	0	39	0	0	0	0	0	0	0	0	5223	1306	0	
252-09-009 WisDOT Outagamie	STH 76/STH 15 - CTH JJ	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Recondition	ROW	0	0	0	0	0	0	0	0	0	313	0	313	0	0	0	
	6517-10-00. 21. 71	CONST	0	0	0	0	0	0	0	0	0	0	0	0	7052	1745	73	
	STP 1.43 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	313	0	313	0	7052	1745	73
252-07-028 WisDOT Iron County	STH 441, USH 41 - USH 41	PE	0	150	0	150	0	0	0	0	0	0	0	0	0	0	0	
	Road Maintenance	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4685-19-30. 60	CONST	0	0	0	0	0	0	0	0	2855	714	0	3569	0	0	0	
	STP 11 m. (P)	TOTAL	0	150	0	150	0	0	0	0	2855	714	0	3569	0	0	0	
252-10-013 WisDOT T of Center	CTH O	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	WCL Crossing Signals & Gates	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1009-93-40	CONST	0	0	0	0	0	0	0	0	131	71	0	202	0	0	0	
	OCR (P)	TOTAL	0	0	0	0	0	0	0	0	131	71	0	202	0	0	0	
252-10-041 WisDOT Grand Chute	Safe Routes to School, Grand Chute Intersection & sidewalk improvements	PE	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	
	4657-24-00. 71	ROW	158	0	0	158	0	0	0	0	0	0	0	0	0	0	0	
	SRTS (P)	CONST	172	0	0	172	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	172	0	0	172	0	0	0	0	0	0	0	0	0	0	0	0	
252-11-036 WisDOT Outagamie	STH 15/New London - Appleton	PE	0	0	0	0	0	0	0	0	400	100	0	500	0	0	0	
	Access Management Plan	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1146-40-00	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	STP 3.24 m. (P)	TOTAL	0	0	0	0	0	0	0	0	400	100	0	500	0	0	0	
252-11-042 WisDOT Winnebago	US 10/STH 441 - STH 114	PE	29	7	0	36	0	0	0	0	0	0	0	0	0	0	0	
	C of Menasha (Onelda St)	ROW	0	0	0	0	0	0	0	0	0	225	0	225	0	0	0	
	1500-44-00.21.71	CONST	0	0	0	0	0	0	0	0	0	0	0	0	1656	414	0	
	Resurface (P)	TOTAL	29	7	0	36	0	0	0	0	0	225	0	225	1656	414	0	
252-11-043 WisDOT Out & Cal Co	STH 55 / Sherwood NWL - USH 10	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Resurface	ROW	0	0	0	0	0	0	0	0	0	0	0	0	865	216	0	
	4050-15-71. 00	CONST	0	0	0	0	0	0	0	0	0	0	0	0	865	216	0	
	STP 0.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	865	216	0	

TABLE 1
FOX CITIES URBANIZED AREA - PROJECT LISTING (2014-2018)
(\$'000)

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017+			2018+			
			Fed	State	Local Total	Fed	State	Local Total	Fed	State	Local Total	Fed	State	Local Total	Fed	State	Local Total	
WisDOT Outagamie 252-11-045	STH 96 / Washington - Clairbrel Reconstruct 4075-33-00,21,71 (P)	PE	317	0	106	423	0			0			0			0		0
		ROW				0	125	0	125	0			0			1828	457	185
		CONST				0		0		0			0			1828	457	185
		TOTAL	317	0	106	423	0	125	0	125	0	0	0	0	0	0	1828	457
WisDOT Outagamie 252-11-049	Onelda Street Fox River Bridge Resurface 4984-07-00, 71 (P)	PE				0			0			0			0		0	0
		ROW				0			0			0			0		0	0
		CONST				0	2856	0	2856	0			0			0		0
		TOTAL	0	0	0	0	0	2856	0	2856	0	0	0	0	0	0	0	0
WisDOT C of Menasha 252-11-052	Provinces Terrace Trail 4992-02-00, 71 (P)	PE				0			0			0			0		0	0
		ROW				0			0			0			0		0	0
		CONST				292	0	88	380	0			0			0		0
		TOTAL	0	0	0	0	292	0	88	380	0	0	0	0	0	0	0	0
WisDOT T of Greenville 252-11-053	CTH CB, Bike to Work Trail 1146-30-01, 72 (P)	PE				0			0			0			0		0	0
		ROW				648	0	162	810	0			0			0		0
		CONST				648	0	162	810	0			0			0		0
		TOTAL	648	0	162	810	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT V of Little Chute 252-11-054	Little Chute Canal Bridge Ped/Bike over Little Chute Lock 4990-03-00, 71 (P)	PE				0			0			0			0		0	0
		ROW				1296	0	499	1795	0			0			0		0
		CONST				1296	0	499	1795	0			0			0		0
		TOTAL	1296	0	499	1795	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT ECWRPC 252-11-054	FC and Oshkosh Bike/Ped Plan 4984-11-00 (P)	PE				130	0	30	160	0			0			0		0
		ROW				0			0			0			0		0	0
		CONST				0			0			0			0		0	0
		TOTAL	130	0	30	160	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Menasha 252-11-055	E, Shady Ln / American - CTH CB 4992-00-52, 53 (P)	PE				0			0			0			0		0	0
		ROW				903	0	1379	2282	0			0			0		0
		CONST				903	0	1379	2282	0			0			0		0
		TOTAL	903	0	1379	2282	0	0	0	0	0	0	0	0	0	0	0	0
252-11-058	USH 10, USH 41 - Onelda Street Reconst. exp 1517-75-71 to 80 Winneshago 1517-07-03, 04,10,21,22,40,41,71-92 STP (E)	PE	7170	25231	0	32401	0	3000	0	3000	400	1600	0	2000	0	400	1600	0
		ROW	0	11000	0	11000	0	22250	0	22250	0	11250	0	11250	0	0	0	0
		CONST	14080	3520	0	17600	0	74800	18700	0	93500	74800	25154	0	124770	79464	21551	0
		TOTAL	21250	39751	0	61001	0	25250	0	25250	75200	31550	0	106750	99616	25154	0	124770
WisDOT Outagamie 252-11-061	STH 15, Greenville - New London RCNST, expansion, R/R Crossings 1146-75-00,21,50-54,71 STP - Majors (E)	PE				0			0			0			0		0	0
		ROW				0			0			0			0		0	0
		CONST				162	24	16	202	444	112	0	556	0	0	73840	18460	0
		TOTAL	0	0	0	0	162	24	16	202	444	112	0	556	0	0	73840	18460
WisDOT Outagamie 252-11-063	STH 47 / CTH OO Roundabout 6240-26-00, 21, 71 STP (P)	PE				0			0			0			0		0	0
		ROW	0	125	0	125	0			0			0		0	2899	877	0
		CONST				0	0	0	0	0	0	0	0	0	3776	0	0	0
		TOTAL	0	125	0	125	0	0	0	0	0	0	0	0	3776	2899	877	0
WisDOT Appleton 252-12-009	STH 441, USH 41 - USH 41 Fox River Bridge, City of Appleton 4685-24-30, 60 BR (P)	PE				0			0			0			0		0	0
		ROW				0			0			0			0		0	0
		CONST				0			0			0			0		0	0
		TOTAL	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 Lake Winneshago Slough & Appr 4992-01-00, 71 BR (P)	PE	60	0	15	75			0			0			0		0	0
		ROW				0			0			0			0		0	0
		CONST				145	0	36	181	0			0		0	0	0	0
		TOTAL	60	0	15	75	145	0	36	181	0	0	0	0	0	0	0	0
WisDOT Outagamie 252-12-012	STH 47, Appleton - Bonduel CTH JJ - NCL Resurface (P)	PE				0			0			0			0		0	0
		ROW				0			0			0			0		0	0
		CONST				0			0			0			0		0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**TABLE 1
FOX CITIES URBANIZED AREA - PROJECT LISTING (2014-2018)**
(\$'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	2014		2015		2016		2017+		2018+		
			Fed	State Local Total	Fed	State Local Total	Fed	State Local Total	Fed	State Local Total	Fed	State Local Total	
WisDOT Neenah 252-12-013	CTH G, City of Neenah Neenah Slough Bridge & Appr BRBPL (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0	410 102 0	512	0	512	0	0	0	0	0	0
		TOTAL	0	0 0 0	410 102 0	512	0	0 0 0	0	0 0 0	0	0 0 0	
WisDOT Outagamie 252-12-036	USH 41/Appleton - Green Bay Resurfacing 1130-44-00, 71 STP 12.45 m. (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0	0	0	0	0	21370 5343 0	26713	0	21370 5343 0	26713	0
		TOTAL	0	0 0 0	0	0 0 0	0	0 0 0	21370 5343 0	26713	0	21370 5343 0	26713
WisDOT Outagamie 252-12-038	CTH CE/College & Eisenhower Reconstruct 4160-05-71, 72 HSIP (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0	1350 0 341	1691	0	1691	0	0	0	0	0	0
		TOTAL	0	0 0 0	1350 0 341	1691	0	0 0 0	0	0 0 0	0	0 0 0	
WisDOT Outagamie 252-13-011	WIS 15 & Casaloma Drive Turn Lane Adjustment 1146-44-71 STP (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0	0	0	0	0	492 55 0	547	0	492 55 0	547	0
		TOTAL	0	0 0 0	0	0 0 0	0	492 55 0	547	0	492 55 0	547	0
WisDOT Winnebago 252-13-012	USH 41 - Hwy Rehab 1120-54-30, 60 1120-57-30,60, 1120-58-00,71 STP (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	3692 923 0	4615	0	0	0	0	0	0	389 97 0	486	0
		TOTAL	3692 923 0	4615	0	0 0 0	0	0 0 0	0	0 0 0	389 97 0	486	0
WisDOT Outagamie 252-13-013	USH 41 / WIS 15 - CTH J Road Maintenance 1130-43-60, 1130-48-71 STP (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	
WisDOT Calumet & Out. 252-13-014	USH 41 / USH 10 - USH 41 Resurface 4685-28-00, 71 STP (P)	PE	320 80 0	400	0	0	0	0	0	0	0	0	
		ROW	0		0		0		0		0		
		CONST	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	320 80 0	400	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	
WisDOT Multiple WPOs 252-13-015	USH 41 Interstate Conversion Plan Out. & Wfnn. Milwaukee - Green Bay 1113-00-00 STP (P)	STUDY	600 150 0	750	0	0	0	0	0	0	0	0	
		ROW	0		0		0		0		0		
		CONST	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	600 150 0	750	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	
WisDOT Winnebago 252-13-035	Regional Safe Routes to School STP (P)	STUDY	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	193 0 0	193	0	0	0	0	0	0	0	0	0
		TOTAL	193 0 0	193	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	
WisDOT Winnebago 252-13-038	Racine St. Bridge C of Menasha 4992-03-00, 21, 71 BRBPL (E)	PE	2880 720 0	3600	0	0	0	0	0	0	0	0	
		ROW	0		0		0		0		0		
		CONST	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	2880 720 0	3600	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	
WisDOT Winnebago 252-13-041	I-41 Conversion / State Line - Green Bay SCL Dodge Co - I-43 Signing 1130-03-76 STP (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	1989 497 0	2486	0	0	0	0	0	0	0	0	0
		TOTAL	1989 497 0	2486	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	
WisDOT Grouped Projects 252-14-001	Safety Funds Grouped Projects STP (P)	PE	16 4 0	20	16 4 0	20	16 4 0	20	16 4 0	20	16 4 0	20	
		ROW	0		0		0		0		0		
		CONST	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	16 4 0	20	16 4 0	20	16 4 0	20	16 4 0	20	16 4 0	20	

**TABLE 1
 FOX CITIES URBANIZED AREA - PROJECT LISTING (2014-2018)**
 ** Funds are obligated to projects approximately 6 weeks prior to LET date.

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017+			2018+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT 252-14-002	Rail/Hwy Xing Safety Grouped Projects	PE				0				0								
		ROW																
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
		TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
WisDOT 252-14-003	Hwy Safety Improv Prog (HSIP) Grouped Projects	PE				0				0								
		ROW																
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
		TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
WisDOT 252-14-004	RR Xing STP protective Devices Grouped Projects	PE				0				0								
		ROW																
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT 252-14-005	Preventative Maint. National Highway Grouped Projects	PE				0				0								
		ROW																
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT 252-14-006	NHS	PE				0				0								
		ROW																
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT 252-14-007	STN Preventative Maint. Connecting Highway Grouped Projects	PE				0				0								
		ROW																
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT 252-14-008	Enhancements Grouped Projects	PE				0				0								
		ROW																
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
		TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
OCR 252-14-009	OCR Rail-Highway Xing Safety Grouped Projects	PE				0				0								
		ROW																
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT 252-14-010	USH 41 Construction Wrap Up	PE				0				0								
		ROW																
		CONST	0	1000	0	1000	0	1000	0	1000	0	1000	0	1000	0	1000	0	1000
		TOTAL	0	1000	0	1000	0	1000	0	1000	0	1000	0	1000	0	1000	0	1000
WisDOT 252-14-011	USH 10 Waupaca - Menasha	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-012	NCL - STH 441	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-013	RDMTN	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-014	RDMTN	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-015	STP - 0.86 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-016	STP - 5.48 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-017	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-018	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-019	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-020	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-021	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-022	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-023	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-024	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-025	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-026	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-027	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-028	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-029	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-030	STP - 4.55 miles	PE				0				0								
		ROW																
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 252-14-031	STP - 4.55 miles	PE				0				0								
		ROW																

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

2013 TIP Project Implementation Status

Table 2 provides a summary of federal funds programmed and available for the 2014-2018 time period for the Fox Cities urbanized area. Table 3 presents the current status of projects previously approved for the Fox Cities area in 2013. The table provides the project description and type, the funding program, the implementing jurisdiction, and the current implementation status.

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TABLE 2
FOX CITIES URBANIZED AREA, 2014-2018
SUMMARY OF FEDERAL FUNDS PROGRAMMED AND AVAILABLE
(\$000)

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

Agency/Program	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
Federal Highway Administration										
Interstate Highway Maintenance	\$0	\$0	\$0	\$0	\$0					
National Highway System	12,729	400	400	400	400					
Bridge Replacement/Rehab	2,940	555	0	0	0					
Congestion Mitigation & Air Quality	0	0	0	0	0					
Surface Transportation Program										
Fox Cities Urbanized Area	903	0	0	0	0					
Surface Transportation Program										
State Flexibility	29,587	1,448	83,518	130,432	281,227					
Surface Transportation Program										
Safety	0	1,350	0	0	0					
Surface Transportation Program										
Enhancements	2,074	0	0	0	0					
Programmed Expenditures	48,233	3,753	83,918	130,832	281,627					
* Annual Inflation Factor 2.5%	1,206	94	2,098	3,271	7,041					
Estimated Need with Inflation Factor	49,439	3,847	86,016	134,103	288,668					
Federal Transit Administration										
Section 5307 Operating	\$1,435	\$1,478	\$1,522	\$1,568	\$1,615					
Section 5307 Capital	897	869	457	509	393					
Programmed Expenditures	2,332	2,347	1,979	2,077	2,008					
* Annual Inflation Factor 2.5%	58	59	49	52	50					
Estimated Need with Inflation Factor	2,390	2,406	2,028	2,129	2,058					
Section 5310	0	0	-not yet programmed-							

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

**TABLE 3
 IMPLEMENTATION STATUS OF 2013
 FOX CITIES URBANIZED AREA PROJECTS**

Primary Jurisdiction	Project Description	Type of Cost	2013				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Outagamie	STH 96/Main Street (Lt. Chute) Reconstruct 4075-20-00, 21, 71, 72, 73	PE ROW CONST				0 0 3512 880 298 4690	X		
252-03-068	STP 1.48 m. (P)	TOTAL	3512	880	298	4690			
WisDOT Winnebago	North Lake Street Bike/Ped Trail T. of Menasha/ C. of Neenah 4619-05-00, 71, 1120-55-00	PE ROW CONST				0 0 303 0 76 379	X		
252-09-021	EN 0.5 m. (P)	TOTAL	303	0	76	379			
WisDOT Calumet/Outagamie	STH 441 & CTH KK Interchange Intersection Improvements 4685-12-01, 21, 71	PE ROW CONST				0 0 1769 273 75 2117	X		
252-09-022	HSIP 0.0 m. (P)	TOTAL	1769	273	75	2117			
WisDOT Outagamie	Fox River Locks Restoration Enhancement Project 4988-01-00, 71	PE ROW CONST				0 0 725 0 400 1125	X		
252-09-018	EN 0.0 m. (P)	TOTAL	725	0	400	1125			
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	X		
252-10-038	STP (P)	TOTAL	640	160	0	800			
WisDOT Calumet	Northshore Ext of Friendship Trail 4992-00-46	PE ROW CONST				0 0 281 0 70 351	X		
252-07-002	EN (E)	TOTAL	281	0	70	351			
WisDOT Outagamie	STH 96/WCL-STH 76 Resurface 4075-31-71	PE ROW CONST				0 0 4886 1222 3 6111	X		
252-11-010	STP 10.04 mi. (P)	TOTAL	4886	1222	3	6111			
WisDOT Winnebago Co	Tayco Street Bridge Bridge Rehab 4065-15-00, 71	PE ROW CONST				0 0 184 46 0 230	X		
252-11-035	STP (P)	TOTAL	184	46	0	230			
WisDOT Outagamie	Capitol / Richmond - Oneida Reconstruction, urban w bike/ped 4984-01-71/22	PE ROW CONST				0 0 996 0 452 1448	X		
252-11-051	URB (P)	TOTAL	996	0	452	1448			
WisDOT Outagamie	CTH CE, USH 41 - USH 41 STH 441 NB Ramp & CTH CE 4685-26-00, 71	PE ROW CONST				0 0 229 80 0 309	X		
252-12-010	HSIP (P)	TOTAL	229	80	0	309			
WisDOT C of Appleton	Coop Road Intersection HSIP Reconstruct Signalization 4494-06-71	PE ROW CONST				0 0 774 0 86 860	X		
252-13-009	HSIP (P)	TOTAL	774	0	86	860			
WisDOT OCR Outagamie	CN RR Xing Wisconsin Avenue 4075-34-50	PE ROW CONST				0 0 0 102 18 120	X		
252-13-010	OCR (P)	TOTAL	0	102	18	120			

APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

**TABLE A-1
FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)**
(\$'000)

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017			2018+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Appleton Outagamie <i>Illustrative</i>	Onelda/Olde Onelda-Foster Reconstruction, urban/bike&ped Local 0.53 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	200
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	200
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2900	2900
Grand Chute Outagamie <i>Illustrative</i>	Onelda/Capitol-Northland Reconstruct to Urban Local 0.60 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	75
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900	900
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	975	975
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	125
Grand Chute Outagamie <i>Illustrative</i>	W. Spencer/Mayflower-Casaloma Reconstruction, urban/bike&ped Local 1.04 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2075	2075
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2200	2200
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2200
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/Brookview-CTH GV Reconstruct to Urban, 4lane Local 0.25 m. (E)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	225
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	250
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900	900
Grand Chute Outagamie <i>Illustrative</i>	McCarthy/CTH GV-STH 15 Reconstruct to Urban, 4lane Local 0.5 m. (E)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	90
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1310	1310
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1400	1400
Grand Chute Outagamie <i>Illustrative</i>	Grand Chute Blvd/ Victory-Capitol Dr Underpass New Construction Local 0.3 m. (E)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	60
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	690	690
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750	750
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	60
Grand Chute Outagamie <i>Illustrative</i>	Rifle Range Rd/ Capitol-Grand Chute Blvd Reconstruct to Urban, 2 lane with bike&ped Local 0.6m. (E)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750	750
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	810	810
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1400	1400
Grand Chute Outagamie <i>Illustrative</i>	S. Bluemound Rd./Prospect-Spencer Reconstruction, 4-lane, urban Local 1.0 m. (E)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1400	1400
		TOTAL	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 Local 1.00 m. (E)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1400	1400
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
Grand Chute Outagamie <i>Illustrative</i>	Casaloma/Converters Dr.-Capitol Reconstruction, urban Local 0.68 m. (E)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	150
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2550	2550
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800	2800
Grand Chute Outagamie <i>Illustrative</i>	College Ave. at Mall Dr./Nicolet Int. Intersection Improvements Local 0.00 m. (E)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	85
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1435	1435
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520	1520
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520	1520
Grand Chute Outagamie <i>Illustrative</i>	Capitol Dr./McCarthy-USH 41 Reconstruction, urban Local 1.71 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	85
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1435	1435
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520	1520
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520	1520

**TABLE A-1
FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
(\$'000)**

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017			2018+			
			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-Lyndale Reconstruction, urban	PE															80	
		ROW																
		CONST																
	Local 0.86 m. (P)	TOTAL	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															80	
		ROW																
		CONST																
	Local 1.25 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320	1320
Grand Chute Outagamie <i>Illustrative</i>	Spencer St/ Lyndale-USH 41 Reconstruction, 2 lane urban w/bike/ped	PE															145	
		ROW																
		CONST																
	Local 0.99 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1575	1575
Little Chute Outagamie <i>Illustrative</i>	Lincoln Ave./Wilson-Vandenbroek Extension of Lincoln Ave.	PE								0	0	15	15					
		ROW																
		CONST								0	0	80	80					
	Local 0.05 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	95	95				0	0
Little Chute Outagamie <i>Illustrative</i>	Main St./Vandenbroek Intersection Realignment	PE								0	0	20	20					
		ROW																
		CONST								0	0	200	200					
	Local 0.00 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	220	220				0	0
Little Chute Outagamie <i>Illustrative</i>	French Rd/STH 96 - CTH OO Reconstruction	PE															80	
		ROW																
		CONST																
	Local 0.50 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700	700
Little Chute Outagamie <i>Illustrative</i>	Randolph /Buchanan - Evergreen Reconstruction	PE															70	
		ROW																
		CONST																
	Local 0.63 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	940	940
V of Combined Lock Outagamie <i>Illustrative</i>	CE Bike/Ped Trail Connection Coonen Park to CE Underpass	PE															18	
		ROW																
		CONST																
	Local 0.68m (P)	TOTAL	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															40	
		ROW																
		CONST																
	Local 1.20 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3460	3500
V of Kimberly Outagamie <i>Illustrative</i>	Kimberly Ave/ Railroad - Marcella Reconstruction	PE								0	0	118	118					
		ROW																
		CONST								0	0	1184	1184					
	Local 0.85m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	1302	1302				0	0
V of Kimberly Outagamie <i>Illustrative</i>	Kimberly Trl/CE Trl - Railroad Bike/ Ped Trail	PE																
		ROW																
		CONST															392	
	Local (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	392	392
V of Kimberly Outagamie <i>Illustrative</i>	Railroad St/3rd - Maes Bike/ Ped Trail	PE																
		ROW																
		CONST																
	Local (P)	TOTAL	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	PE															213	
		ROW																
		CONST																
	Local 1.0m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2134	2134

**TABLE A-1
FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)**
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017			2018+		
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Total
T. Menasha Winnebago <i>Illustrative</i>	Airport Rd/Racine - STH 47 Reconstruction Local 1.0m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1038
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1142
T. Menasha Winnebago <i>Illustrative</i>	Clayton Rd/East Shady - Fairview Reconstruction Local 1.0m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2250
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	89
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1020
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	149
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1337
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1486
T. of Menasha Winnebago <i>Illustrative</i>	Gold Spring/Jacobsen - American Resurface Local .75 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	138
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1238
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1376
T. Menasha Winnebago <i>Illustrative</i>	East Shady/American - Cold Spring Reconstruction Local 1.0m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	206
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1854
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2060
T. Menasha Winnebago <i>Illustrative</i>	East Shady/Irish - Cold Spring Reconstruction Local 1.5m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1022
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1135
T. Menasha Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - CTH II Reconstruction Local 1.0m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1844
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2049
T. Menasha Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - East Shady Reconstruction Local 1.5m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1022
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1135
T. Menasha Winnebago <i>Illustrative</i>	Jacobson/ Cold Spring - CTH CB Reconstruction Local .5m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1103
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1226
T. Menasha Winnebago <i>Illustrative</i>	Jacobson/Irish - CTH CB Reconstruction Local .5m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1319
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1466
C. of Menasha Winnebago <i>Illustrative</i>	Broad St/Tayco - Racine Reconstruction Local .3 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500

**TABLE A-1
 FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
 (\$'000)**

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017			2018+ Illustrative		
			Fed	State	Local	Fed	State	Local	Fed	State	Local	Fed	State	Local	Fed	State	Local
C of Menasha Winnebago <i>Illustrative</i>	London St/Plank - Ninth Resurface Local (P)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240
T Harrison Calumet Co.	Eisenhower Dr / CTH AP-USH 10/STH 1 Reconstruction Local 1.5 m (P)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	532
T of Buchanan Outagamie <i>Illustrative</i>	Eisenhower Dr / CTH KK - Cornell Bike/ Ped Trail Local .75 m (E)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2132
T Buchanan Outagamie	CTH CE & Buchanan Intersection Intersection Improvements Local .03 m (P)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500
T Buchanan Outagamie	CTH N/CTH CE to CTH KK Widening Local .05 m (P)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
T Buchanan Outagamie	CTH CE/CTH HH/Debrulin Intersection Improvements Local .02 m (P)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
Calumet Co. Calumet <i>Illustrative</i>	CTH LP/CTH AP-USH 10 Reconstruction, 4-lane, urban Local 2 mi (E)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3605
Calumet Co. Calumet <i>Illustrative</i>	CTH KK/CTH N-STH 55 Reconstruction, 4-lane, urban Local 2.35m (E)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4135
Calumet Co. Calumet <i>Illustrative</i>	CTH AP/CTH N-Kernan Local 3 mi (E)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
Calumet Co. Calumet <i>Illustrative</i>	Friendship Trail Local 2.7m (E)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	591
Outagamie Co. Outagamie <i>Illustrative</i>	CTH N/CTH KK-CTH CE Reconstruction Local .75 m (E)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
Outagamie Co. Outagamie <i>Illustrative</i>	CTH E/EE/CTH JJ-Apple Hill Reconstruction, urban, 4-lane Local 1.25 m (E)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1988
Outagamie Co. Outagamie <i>Illustrative</i>	CTH HH/CTH CE-CTH Z Intersection Improvement CE/HH Local 1.0 m (E)	PE ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3232

**TABLE A-1
FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)**
(\$'000)

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017			2018+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Outagamie Co. Outagamie <i>Illustrative</i>	CTH CB/CTH BB-Spencer Reconstruction Local 1.25 m. (E)	PE			0	0												0
		ROW	0	0	360	360												0
		CONST			0	0												0
		TOTAL	0	0	360	360	0	0	0	0	0	0	0	0	0	0	0	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
		ROW			0	0												0
		CONST			0	0												0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
		ROW			0	0												0
		CONST			0	0												0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1750
Outagamie Co. Outagamie <i>Illustrative</i>	CTH E/Wisconsin-Longview Reconstruction, urban, 4-lane Local 0.9 m	PE			0	0												0
		ROW			0	0												0
		CONST	0	0	2060	2060												1500
		TOTAL	0	0	2060	2060	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
		ROW			0	0												0
		CONST			0	0												0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2715
Outagamie Co. Outagamie <i>Illustrative</i>	CTH BB/Coldspring Rd-USH 41 Reconstruction, Urban, 4-lane Local .8 m	PE			0	0												0
		ROW			0	0												0
		CONST			0	0												0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
		ROW			0	0												0
		CONST	0	0	3500	3500												1000
		TOTAL	0	0	3500	3500	0	0	0	0	0	0	0	0	0	0	0	1616
Outagamie Co. Outagamie <i>Illustrative</i>	CTH KK/Bantia Ct.-Fidells St Reconstruction, Urban, 4-lane Local 1.25 m	PE			0	0												0
		ROW			0	0												0
		CONST			0	0												0
		TOTAL	0	0	200	200	0	0	0	0	0	0	0	0	0	0	0	800
Outagamie Co. Outagamie <i>Illustrative</i>	CTH JJ/French Road - CTH N Reconstruction Local 2.0 m. (P)	PE			0	0												0
		ROW			0	0												0
		CONST			0	0												0
		TOTAL	0	0	50	50	0	0	1500	1775	0	0	1775	1775	0	0	0	8000
Outagamie Co. Outagamie <i>Illustrative</i>	CTH JJ/STH 47-French Rd Reconstruction, urban, 4-lane Local 3 m. (E)	PE			0	0												0
		ROW			0	0												0
		CONST			0	0												0
		TOTAL	0	0	250	250	0	0	0	0	0	0	0	0	0	0	0	9000
Outagamie Co. Outagamie <i>Illustrative</i>	CTH CA/CTH CB-Mall Drive Reconstruction, urban Local 1.86 m. (E)	PE			0	0												0
		ROW			0	0												0
		CONST			0	0												0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350
C. Of Neenah Winnebago <i>Illustrative</i>	S. Commercial/Wright-Winneconne 4-lane, urban Local 0.94 m. (P)	PE			0	0												0
		ROW			0	0												0
		CONST			0	0												0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150

**TABLE A-1
 FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
 (\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017			2018+ Illustrative		
			Fed	State	Local	Fed	State	Local	Fed	State	Local	Fed	State	Local	Fed	State	Local
C. Of Neenah Winnnebago <i>Illustrative</i>	Winneconne/USH 41 - Neenah Slough Reconstruction Local 0.25 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1660
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1660
C. Of Neenah Winnnebago <i>Illustrative</i>	Green Bay Rd/Fox Point-Shopko Reconstruction Local 0.23 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000
C. Of Neenah Winnnebago <i>Illustrative</i>	Bell St/Marathon - Harrison Resurface Local 0.57 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
C. Of Neenah Winnnebago <i>Illustrative</i>	Nicolet/First - Ninth Resurface Local 0.47 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120
Winnnebago Co. Winnnebago <i>Illustrative</i>	CTH A / Indian Pt - Neenah Reconstruction, urban Local 4.5 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4950
Winnnebago Co. Winnnebago <i>Illustrative</i>	CTH G / CTH A - WIS 76 Reconstruction, urban Local 4.25 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4300
WisDOT Winnnebago	USH 41/USH 45-Breszewood Reconstruction 1120-09-21,49,72,76-90 NHS 15.9 m. (E)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	9385	2346	0	11731	0	5418	0	5418	0	0	0	0	0	0	0
		TOTAL	9385	2346	0	11731	0	5418	0	5418	0	0	0	0	0	0	0
WisDOT Outagamie	USH 41/STH 47 Interchange Reconstruct 1130-33-00,21,40, 70, 71 NHS 0.01 m. (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	64	4231	0	4295	0	0	0	0	0	0	0
		TOTAL	0	0	0	0	64	4231	0	4295	0	0	0	0	0	0	0
WisDOT Outagamie	STH 55 / Lawe St - USH 41 Reconstruction 4650-08-00, 21,50,51, 71 STP 1.01 m. (E)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	122	26	4	5164	1144	147	0	0	0
		TOTAL	0	0	0	0	0	0	122	26	4	5164	1144	147	0	0	0
WisDOT Winm, Out	STH 76 / USH 41 - CTH JJ Reconstruct 6430-12-00, 21, 71 STP 3.72 miles (P)	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	375	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	5223	1306	0
		TOTAL	0	0	0	0	0	0	0	375	0	0	0	0	5223	1306	0
WisDOT Outagamie	STH 125/USH 41 - STH 47 Resurface 4659-15-00, 71 STP 2.61 m. (P)	PE	31	8	0	39	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	4840	1210	0
		TOTAL	31	8	0	39	0	0	0	0	0	0	0	0	4840	1210	0

**TABLE A-1
FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2014		2015		2016		2017		2018+	
			Fed	State Local Total	Fed	State Local Total	Fed	State Local Total	Fed	State Local Total	Fed	State Local Total
WisDOT Outagamie	STH 76/STH 15 - CTH JJ Recondition	PE	0	0	0	0	0	0	0	0	0	0
	6517-10-00, 21, 71	ROW	0	0	0	0	0	313	0	313	0	0
	STP 1.43 m.	CONST	0	0	0	0	0	0	0	0	7052	1745
252-07-028	STP 1.43 m.	TOTAL	0	0	0	0	0	313	0	313	7052	1745
WisDOT Outagamie	STH 441, USH 41 - USH 41 Road Maintenance	PE	0	150	0	150	0	0	0	0	0	0
	4685-19-30, 60	ROW	0	0	0	0	2855	714	0	3569	0	0
	STP 11 m.	CONST	0	0	0	0	2855	714	0	3569	0	0
252-10-013	STP 11 m.	TOTAL	0	150	0	150	2855	714	0	3569	0	0
WisDOT T of Center	CTH O WCL Crossing Signals & Gates	PE	0	0	0	0	0	0	0	0	0	0
	1009-93-40	ROW	0	0	0	0	131	71	0	202	0	0
	1009-93-40	CONST	0	0	0	0	131	71	0	202	0	0
252-10-041	1009-93-40	TOTAL	0	0	0	0	131	71	0	202	0	0
WisDOT Grand Chute	Safe Routes to School, Grand Chute Intersection & sidewalk improvements	PE	14	0	0	14	0	0	0	0	0	0
	4657-24-00, 71	ROW	158	0	0	158	0	0	0	0	0	0
	STP 1.43 m.	CONST	172	0	0	172	0	0	0	0	0	0
252-11-036	STP 1.43 m.	TOTAL	29	0	0	29	0	0	0	0	0	0
WisDOT Outagamie	STH 15/New London - Appleton Access Management Plan	PE	0	0	0	0	400	100	0	500	0	0
	1146-40-00	ROW	0	0	0	0	0	0	0	0	0	0
	STP 3.24 m.	CONST	0	0	0	0	400	100	0	500	0	0
252-11-042	STP 3.24 m.	TOTAL	0	0	0	0	400	100	0	500	0	0
WisDOT Winnebago	USH 10/STH 441 - STH 114 C of Menasha (Onelda St)	PE	29	7	0	36	0	0	0	0	0	0
	1500-44-00, 21, 71	ROW	0	0	0	0	0	225	0	225	0	0
	STP 1.43 m.	CONST	29	7	0	36	0	0	0	0	1656	414
252-11-043	STP 1.43 m.	TOTAL	29	7	0	36	0	225	0	225	1656	414
WisDOT Out & Cal Co	STH 55 / Sherwood NWL - USH 10 Resurface	PE	0	0	0	0	0	0	0	0	0	0
	4050-15-71, 00	ROW	0	0	0	0	0	0	0	0	865	216
	STP 0.0 m.	CONST	0	0	0	0	0	0	0	0	865	216
252-11-044	STP 0.0 m.	TOTAL	0	0	0	0	0	0	0	0	865	216
WisDOT Outagamie	STH 96 / Washington - Clabell Reconstruct	PE	317	0	106	423	0	0	0	0	0	0
	4075-33-00, 21, 71	ROW	0	0	125	125	0	0	0	0	1828	457
	STP 1.43 m.	CONST	317	0	106	423	0	0	0	0	1828	457
252-11-045	STP 1.43 m.	TOTAL	317	0	106	423	0	0	0	0	1828	457
WisDOT Outagamie	Onelda Street Fox River Bridge Resurface	PE	0	0	0	0	0	0	0	0	0	0
	4984-07-00, 71	ROW	0	0	0	0	0	0	0	0	0	0
	BR	CONST	0	0	0	0	0	0	0	0	0	0
252-11-049	BR	TOTAL	0	0	0	0	0	0	0	0	0	0
WisDOT C of Menasha	Province Terrace Trail	PE	0	0	0	0	0	0	0	0	0	0
	4992-02-00, 71	ROW	0	0	0	0	0	0	0	0	0	0
	EN	CONST	0	0	0	0	0	0	0	0	0	0
252-11-052	EN	TOTAL	0	0	0	0	0	0	0	0	0	0
WisDOT T of Greenville	CTH CB Bike to Work Trail	PE	0	0	0	0	0	0	0	0	0	0
	1146-30-01, 72	ROW	648	0	162	810	0	0	0	0	0	0
	EN	CONST	648	0	162	810	0	0	0	0	0	0
252-11-053	EN	TOTAL	648	0	162	810	0	0	0	0	0	0
WisDOT V of Little Chute	Little Chute Canal Bridge Ped/Bike over Little Chute Lock	PE	0	0	0	0	0	0	0	0	0	0
	4990-03-00, 71	ROW	1296	0	499	1795	0	0	0	0	0	0
	EN	CONST	1296	0	499	1795	0	0	0	0	0	0
252-11-054	EN	TOTAL	1296	0	499	1795	0	0	0	0	0	0
WisDOT ECWRPC	FC and Oshkosh Bike/Ped Plan	PE	130	0	30	160	0	0	0	0	0	0
	4984-11-00	ROW	0	0	0	0	0	0	0	0	0	0
	EN	CONST	0	0	0	0	0	0	0	0	0	0
252-11-055	EN	TOTAL	130	0	30	160	0	0	0	0	0	0
WisDOT T of Menasha	E. Shady Ln / American - CTH CB	PE	0	0	0	0	0	0	0	0	0	0
	4992-00-52, 53	ROW	903	0	1379	2282	0	0	0	0	0	0
	URB	CONST	903	0	1379	2282	0	0	0	0	0	0
252-11-058	URB	TOTAL	903	0	1379	2282	0	0	0	0	0	0

**TABLE A-1
 FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
 (\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017			2018+ Illustrative				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT Winnebago	USH 10, USH 41 - Oneida Street	PE	7170	25231	0	32401	0	3000	0	3000	400	1600	0	2000	0	400	1600	0	2000
	Reconst, exp 1517-75-71 to 80	ROW	0	11000	0	11000	0	22250	0	22250	0	11250	0	11250	0	0	0	0	0
	1517-07-30, 04, 10, 21, 22, 40, 41, 71-92	CONST	14080	3520	0	17600	0	0	0	74800	18700	0	93500	99616	25154	0	124770	79464	21551
	STP (E)	TOTAL	21250	39751	0	61001	0	25250	0	25250	75200	31550	0	106750	99616	25154	0	124770	79864
WisDOT Outagamie	STH 15, Greenville - New London	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	RCNST, expansion, R/R Crossings	ROW	0	125	0	125	0	0	0	0	0	0	0	0	0	0	0	0	0
	1146-75-00, 21-50-54, 71	CONST	0	0	0	0	162	24	16	202	444	112	0	556	0	0	0	0	0
	STP - Majors (E)	TOTAL	0	0	0	0	162	24	16	202	444	112	0	556	0	0	0	0	0
WisDOT Outagamie	STH 47 / CTH OO Roundabout	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6240-26-00, 21, 71	ROW	0	125	0	125	0	0	0	0	0	0	0	0	0	0	0	0	0
	STP (P)	CONST	0	125	0	125	0	0	0	0	0	0	0	0	2899	877	0	3776	
	TOTAL	0	250	0	250	0	0	0	0	0	0	0	0	0	2899	877	0	3776	
WisDOT Appleton	STH 441, USH 41 - USH 41	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Fox River Bridge, City of Appleton	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4685-24-30, 60	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	BR (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Menasha	3rd Street, City of Menasha	PE	60	0	15	75	0	0	0	0	0	0	0	0	0	0	0	0	0
	Lake Winnebago Slough & Appr	ROW	0	0	0	0	145	0	36	181	0	0	0	0	0	0	0	0	0
	4992-01-00, 71	CONST	0	0	0	0	145	0	36	181	0	0	0	0	0	0	0	0	0
	BR (P)	TOTAL	60	0	15	75	145	0	36	181	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	STH 47, Appleton - Bonduel	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CTH JJ - NCL	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6240-22-00, 71	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Neenah	CTH G, City of Neenah	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Neenah Slough Bridge & Appr	ROW	0	0	0	0	410	102	0	512	0	0	0	0	0	0	0	0	0
	BRBPL	CONST	0	0	0	0	410	102	0	512	0	0	0	0	0	0	0	0	0
	BR (P)	TOTAL	0	0	0	0	820	202	0	1024	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	USH 41/Appleton - Green Bay	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Resurfacing	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1130-44-00, 71	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	STP 12.45 m (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	CTH CE/College & Eisenhower	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Reconstruct	ROW	0	0	0	0	1350	0	341	1691	0	0	0	0	21370	5343	0	26713	0
	4160-05-71, 72	CONST	0	0	0	0	1350	0	341	1691	0	0	0	0	21370	5343	0	26713	0
	HSIP (P)	TOTAL	0	0	0	0	2700	0	682	3382	0	0	0	0	42740	10686	0	53426	0
WisDOT Outagamie	WIS 15 & Casaloma Drive	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Turn Lane Adjustment	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1146-44-71	CONST	0	0	0	0	0	0	0	0	492	55	0	547	0	0	0	0	0
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	492	55	0	547	0	0	0	0	0
WisDOT Winnebago	USH 41 - Hwy Rehab	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1120-54-30, 60	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1120-57-30-60, 1120-58-00, 71	CONST	3692	923	0	4615	0	0	0	0	0	0	0	0	24860	6215	0	31075	24860
	STP (P)	TOTAL	3692	923	0	4615	0	0	0	0	0	0	0	0	24860	6215	0	31075	24860
WisDOT Outagamie	USH 41 / WIS 15 - CTH J	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Road Maintenance	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1130-43-60, 1130-48-71	CONST	0	0	0	0	0	0	0	0	0	0	0	0	389	97	0	486	24320
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	389	97	0	486	24320
WisDOT Calumet & Out	USH 41 / USH 10 - USH 41	PE	320	80	0	400	0	0	0	0	0	0	0	0	0	0	0	0	0
	Resurface	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4685-28-00, 71	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	STP (P)	TOTAL	320	80	0	400	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Out & Winn	USH 41 Interstate Conversion Plan	STUDY	320	80	0	400	0	0	0	0	0	0	0	0	0	0	0	0	0
	Out - Milwaukee - Green Bay	ROW	600	150	0	750	0	0	0	0	0	0	0	0	0	0	0	0	0
	Multiple MPOs	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	STP (P)	TOTAL	600	150	0	750	0	0	0	0	0	0	0	0	0	0	0	0	0

**TABLE A-1
FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017			2018+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	Regional Safe Routes to School	STUDY				0				0				0				0
		ROW				0				0				0				0
		CONST	193	0	0	193				0				0				0
252-13-035	STP (P)	TOTAL	193	0	0	193	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Racine St. Bridge	PE	2880	720	0	3600				2880	720	0	3600					0
Winnebago	C of Menasha	ROW				0				0				0				0
	4992-03-00, 21, 71	CONST				0								0				0
252-13-038	BR 0.1 miles (E)	TOTAL	2880	720	0	3600	0	0	0	2880	720	0	3600	0	0	0	26400	6600
WisDOT	I-41 Conversion / State Line - Green Bay	PE				0				0				0			26400	7800
Winnebago	SCL Dodge Co - I-43 Signing	ROW				0				0				0			0	0
	1133-09-76	CONST	1989	497	0	2486				0				0			0	0
252-13-041	STP (P)	TOTAL	1989	497	0	2486	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
	Grouped Projects	ROW				0				0				0			0	0
		CONST				0				0				0			0	0
252-14-001	STP (P)	TOTAL	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
	Grouped Projects	ROW				0				0				0				0
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
252-14-002	STP (P)	TOTAL	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
	Grouped Projects	ROW				0				0				0				0
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
252-14-003	STP (P)	TOTAL	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
	Grouped Projects	ROW				0				0				0				0
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
252-14-004	STP (P)	TOTAL	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
	Grouped Projects	ROW				0				0				0				0
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
252-14-005	NHS (P)	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT	STN Preventative Maint. Connecting Highways	PE				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
252-14-006	STP (P)	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT	Enhancements	PE				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
252-14-007	STP (P)	TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
OCR	OCR Rail-Highway Xing Safety	PE				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
252-14-008	OCR (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT	USH 41 Construction Wrap Up	PE				0				0				0				0
	STH 26 - Breezewood Ln	ROW				0				0				0				0
	1120-11-09, 10-16	CONST				0				0				0				0
252-14-009	STP (P)	TOTAL	0	1000	0	1000	0	1000	0	1000	0	1000	0	1000	0	0	0	0

**TABLE A-1
 FOX CITIES URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
 (\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2014		2015		2016		2017		2018+ Illustrative	
			Fed	State Local Total	Fed	State Local Total	Fed	State Local Total	Fed	State Local Total	Fed	State Local Total
WisDOT	USH 10 Waupaca - Menasha	PE	0	0	0	0	0	0	0	0	0	0
	NCL - STH 441	ROW	0	0	0	0	0	0	0	0	0	0
	1500-48-30, 60	CONST	0	0	0	0	0	0	0	0	3629	907 4536
252-14-010	STP	TOTAL	0	0	0	0	0	0	0	0	3629	907 4536
	STH 55 / STH 114 - CTH M	PE	0	0	0	0	0	0	0	0	0	0
	V of Sherwood	ROW	0	0	0	0	0	0	0	0	0	0
252-14-011	4050-11-00, 71	CONST	0	0	0	0	0	0	0	0	1697	424 2121
	STP 0.86 miles (P)	TOTAL	0	0	0	0	0	0	0	0	1697	424 2121
WisDOT	STH 114 / USH 10 - S. Jct STH 55	PE	0	0	0	0	0	0	0	0	0	0
	Menasha - Hilbert	ROW	0	0	0	0	0	0	0	0	0	0
	4670-10-00, 71	CONST	0	0	0	0	0	0	0	0	1610	403 2013
252-14-012	STP 5.48 miles (P)	TOTAL	0	0	0	0	0	0	0	0	1610	403 2013
	STH 114 / USH 10 - S. Jct STH 55	PE	0	0	0	0	0	0	0	0	0	0
	Menasha - Sherwood	ROW	0	0	0	0	0	0	0	0	0	0
252-14-013	4670-11-30, 60	CONST	0	0	0	0	0	0	0	0	0	1069
	STP 4.55 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	1069
WisDOT	WIS 15 & Casaloma Drive	PE	0	0	0	0	0	0	0	0	0	0
	Turn Lane Adjustment	ROW	0	0	0	0	0	0	0	0	0	0
	1146-44-71	CONST	0	0	0	0	0	0	30	8 38	0	0
252-13-011	STP	TOTAL	0	0	0	0	0	0	30	8 38	0	0
	USH 41 / Breezewood - WIS 15	PE	0	0	0	0	0	0	0	0	0	0
	Road Maintenance	ROW	0	0	0	0	0	0	0	0	0	0
252-13-012	1120-54-60	CONST	0	0	0	0	0	0	0	0	3612	903 4515
	STP	TOTAL	0	0	0	0	0	0	0	0	3612	903 4515
WisDOT	USH 41 / WIS 15 - CTH J	PE	0	0	0	0	0	0	0	0	0	0
	Road Maintenance	ROW	0	0	0	0	0	0	0	0	0	0
	1130-43-60	CONST	0	0	0	0	0	0	0	0	389	97 486
252-13-013	STP	TOTAL	0	0	0	0	0	0	0	0	389	97 486
	USH 41 / USH 10 - USH 41	PE	0	0	0	0	0	0	0	0	0	0
	Resurface	ROW	0	0	0	0	0	0	0	0	0	0
252-13-014	4685-28-00	CONST	0	0	0	0	0	0	0	0	0	0
	STP	TOTAL	0	0	0	0	0	0	0	0	0	0
	USH 41 Interstate Conversion Plan	STUDY	160	40 200	160	40 200	160	40 200	160	40 200	0	0
WisDOT	Out. & Winn.	ROW	0	0	0	0	0	0	0	0	0	0
	Multiple MPOs	CONST	0	0	0	0	0	0	0	0	0	0
	STP	TOTAL	160	40 200	160	40 200	160	40 200	160	40 200	0	0

**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
Fox Cities	Allocation = \$2,570,679			2010 - 2011 Balance						
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)	Van Roy/Eisenhower	1,118,000	894,400	285,600	0.48
T. Buchanan	3.49	1.33	34,309	367,723	425,464	W. Spencer (Mayflower - Casalorr McCarthy (Brookview-CTH GV)	2,200,000 250,000	1,760,000 200,000	440,000 50,000	0.24 (6.73)
T. Grand Chute	15.78	6.03	155,131		414,649					
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)					
Total	261.49	100.00		(2,057,611)	548,475		\$39,169,647			

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 Consistency	Preserve Existing System	Capacity V/C	Safety	Multi-Modal	Planned Programming	Funding Availability	Total Score	Rank	Project Cost	Max. STP Funding
Fox Cities Allocation = \$2,570,679												
Calumet Co.	CTH LP (USH 10-CTH AP)	3	PC(6)	0.18	931	5	3	5	0	19	\$3,715,000	
	CTH AP (CTH N-Kernan)	5	NF	NA	3	3	5	4	0	23	\$5,450,000	
	CTH KK (CTH N-STH 55)	5	PC(7)	0.39	1	478	5	5	0	20	\$4,265,000	
Outagamie Co.	CTH BB (USH 41 - Seminole)	3	PC(6)	1.30	5	3	0	5	0	21	\$2,715,000	
C. Menasha	Broad (Tayco-Racine)	3	PC(3)	0.11	0	1	0	3	0.79	19	\$482,000	
C. Appleton	Onelda (Olde Onelda-Foster)	3	PC(1)	0.80	4	3	0	1	0.62	21	\$2,900,000	
T. Grand Chute	W. Spencer (Mayflower - Casaloma)	3	PC(4)	0.21	1	93	0	5	0.10	20	\$2,200,000	
T. Buchanan	Van Roy/Eisenhower	5	PC(5)	0.68	3	1	0	3	0.48	21	\$1,118,000	
V. Little Chute	French(Main - CTH OO)	5	PC(4)	0.10	0	373	5	3	0	21	\$700,000	
T. Harrison	Eisenhower(CTH AP-USH 10)	5	NF	NA	3	NF	5	5	0.01	24	\$2,662,679	
T. Menasha	Lake St. (RR-CTH II)	3	PC(3)	0.52	2	0	0	5	0.19	20	\$1,058,000	
V. Kimberly	Kimberly Ave. (Railroad-Marcella)	5	PC(6)	0.66	3	1	0	5	0.15	22	\$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 funds are distributed directly to Appleton, Green Bay and Waukesha. MAP-21 allows Valley Transit and other small systems with a population of greater than 200,000 and operating fewer than 75 peak hour buses to use 75% of the allocated federal funds for operations. For purposes of this document a federal funding level of 28% is assumed for both 2014 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 2014 is assumed to be 28% of eligible expenses. A 28% state share has been assumed for the outlying years also.

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

The following tables list the operating assistance and capital projects proposed for the 2014-2018 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2014 (000)	Jan-Dec 2015 (000)	Jan-Dec 2016 (000)	Jan-Dec 2017 (000)	Jan-Dec 2018 (000)
Operating Assistance/Section 5307	VT						
Directly Operated - Fixed Route							
Expenses			\$5,124	\$5,278	\$5,436	\$5,599	\$5,767
Revenues			\$869	\$895	\$922	\$950	\$978
Deficit			4,255	4,383	4,514	4,650	4,789
Federal Share		252-14-014	1,435	1,478	1,522	1,568	1,615
State Share			1,435	1,478	1,522	1,568	1,615
Other Local			135	135	135	135	135
Municipal Local Share			1,251	1,292	1,335	1,379	1,424
Purchased Transp. - Paratransit	VT						
Expenses			\$3,582	\$3,689	\$3,800	\$3,914	\$4,032
Revenues			656	676	696	717	738
Deficit			2,926	3,014	3,104	3,197	3,293
Federal Share		252-14-015	1,003	1,033	1,064	1,096	1,129
State Share			1,003	1,033	1,064	1,096	1,129
Contract Local			1,072	1,104	1,137	1,171	1,207
Municipal Local Share			(152)	(156)	(161)	(166)	(171)
Capital Projects/Section 5339	VT						
Enhanced Vehicle Monitoring/AVL							
Bus Replacement		252-14-016	850	850	425	425	425
Bus Shelter Replacement		252-14-017	16	16	16	16	16
Facility Renovation/Ext. Improv.		252-14-018	100		60	125	
Floor Hoist Replacement							
Bus Wash Replacement				150			
Maintenance Equip. Replacement							
Parts Component Replacement		252-14-019	50	50	50	50	50
Support Vehicle Replacement		252-14-020	40	20	20	20	
Mobile Data Terminals (MDT's)							
Facility Camera System							
Vending Machines							
TDP update		252-14-021	65				
Total Cost:			\$1,121	\$1,086	\$571	\$636	\$491
Federal Share:			\$897	\$869	\$457	\$509	\$393
Local Share:			\$224	\$217	\$114	\$127	\$98

Table B-1, cont.
2014 PARATRANSIT PROJECTS
FOX CITIES (APPLETON) URBANIZED AREA

2014	ADA	Outagamie Elderly	Sunday	Outagamie Rural	Develop. Disabled	Calumet Van Service	Neen./Men. Dial-A-Ride	Heritage Dial-A-Ride	Town Menasha Elderly	Darby Call-A-Ride	New Hope	Connector Ext. Area	Connector Ext. Hours	Downtown Trolley	TOTAL
Annual Estimated Trips		3,500	1,200	7,200	29,000	1,600	12,000	710	2,350	1,200	24,000	6,000	11,000		198,760
Trip Costs	\$99,000	\$52,680	\$18,060	\$219,312	\$477,968	\$46,750	\$162,000	\$9,585	\$31,725	\$18,000	\$115,941	\$120,000	\$275,000	\$29,580	\$3,117,041
Administrative Costs/Fuel	\$431,078	\$7,000	\$2,400	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,606	\$27,125	\$0	\$486,608
Total Costs	\$1,971,518	\$59,680	\$20,460	\$223,712	\$477,968	\$46,750	\$162,000	\$9,585	\$31,725	\$18,000	\$115,941	\$134,606	\$302,125	\$29,580	\$3,603,649
TIP #	252-14-022	252-14-023	252-14-024	252-14-025	252-14-026	252-14-027	252-14-028	252-14-029	252-14-030	252-14-031	252-14-032	252-14-034	252-14-035	252-14-036	
Federal Share	0.28	\$552,025	\$5,729	\$62,639	\$133,831	\$13,090	\$45,360	\$2,684	\$8,883	\$5,040	\$32,463	\$37,690	\$84,595	\$8,282	\$1,009,022
State Share	0.28	\$552,025	\$5,729	\$62,639	\$133,831	\$13,090	\$45,360	\$2,684	\$8,883	\$5,040	\$32,463	\$37,690	\$84,595	\$8,282	\$1,009,022
Farebox Revenues		\$449,460	\$13,200	\$43,200	\$0	\$9,300	\$42,000	\$2,490	\$8,230	\$1,980	\$0	\$18,000	\$55,000	\$0	\$655,460
Other support		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total support/revenue		\$11,553,510	\$24,658	\$168,479	\$267,662	\$35,480	\$132,720	\$7,858	\$25,996	\$12,060	\$64,927	\$93,379	\$224,190	\$16,565	\$2,673,503
Surcharge		\$0	\$3,819	\$62,639	\$89,221	\$13,090	\$30,240	\$1,789	\$5,922	\$3,360	\$32,463	\$0	\$0	\$0	\$253,684
Deficit/Local Share		\$418,008	\$-378	\$117,873	\$299,527	\$24,360	\$59,520	\$3,517	\$11,651	\$9,300	\$83,478	\$41,226	\$77,935	\$13,015	\$1,183,830
Outagamie County	0.44	\$183,923	\$-342	\$117,873											\$325,014
Winnebago County	0.17	\$71,061	\$-26												\$71,035
Calumet County	0.05	\$20,900	\$-10			\$24,360									\$46,489
Family Care	0.34	\$142,123			\$299,527				\$11,651	\$9,300					\$441,649
Town of Menasha															\$11,651
Appleton/Buchanan															\$9,300
Neenah							\$59,520	\$3,517							\$63,037
New Hope															\$83,478
Other															\$132,176
Total paratransit local		\$418,008	\$-378	\$117,873	\$299,527	\$24,360	\$59,520	\$3,517	\$11,651	\$9,300	\$83,478	\$41,226	\$77,935	\$13,015	\$1,183,830

TABLE B-2
TRANSIT FINANCIAL CAPACITY ANALYSIS
Valley Transit

	2014	2015	2016	2017	2018
Operating Expenses					
Fixed Route (DO)	\$5,124	\$5,278	\$5,436	\$5,599	\$5,767
Paratransit (DR)	\$3,582	\$3,689	\$3,800	\$3,914	\$4,032
Total Operating Expenses	\$8,706	\$8,967	\$9,236	\$9,513	\$9,799
Revenue					
Farebox Revenue					
Fixed Route (DO)	\$869	\$895	\$922	\$950	\$978
Paratransit (DR)	\$656	\$676	\$696	\$717	\$738
Other Revenue	\$135	\$135	\$135	\$135	\$135
Total Revenue	\$1,660	\$1,706	\$1,753	\$1,801	\$1,851
Deficit					
Federal (2*)	\$2,438	\$2,511	\$2,586	\$2,664	\$2,744
State (2*)	\$2,438	\$2,511	\$2,586	\$2,664	\$2,744
Other Local	\$1,019	\$1,049	\$1,081	\$1,113	\$1,147
Local (% of deficit)	\$2,171	\$2,236	\$2,303	\$2,372	\$2,443
Total Deficit	\$8,065	\$8,307	\$8,556	\$8,813	\$9,077
Capital					
Federal	\$897	\$869	\$457	\$509	\$393
Local	\$224	\$217	\$114	\$127	\$98
Total Capital Expenses (3*)	\$1,121	\$1,086	\$571	\$636	\$491
OPERATING STATISTICS					
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	1,120	1,154	1,188	1,224	1,261
Paratransit Passengers	177	182	188	193	199
Total Passengers	1,297	1,336	1,376	1,417	1,460
Fixed Route Statistics					
Average Fare	0.78	0.78	0.78	0.78	0.78
Operating Ratio (Rev/Exp)	17%	17%	17%	17%	17%
Cost per Vehicle Mile	5.56	5.73	5.90	6.08	6.26
Cost per Passenger	4.58	4.58	4.58	4.58	4.58
Cost per Vehicle Hour	84.00	86.52	89.12	91.79	94.54
Passengers Per Mile	1.22	1.25	1.29	1.33	1.37
Passengers per Hour	18.36	18.91	19.48	20.06	20.67

NOTES:

1. This is the total number of drivers only (FT & PT)

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fox Cities Urbanized Area, capital projects for 2014-2018 include routine maintenance and support equipment, bus replacement, passenger waiting shelter replacements, facility renovation and replacement of the bus washer. These projects total \$1,121,000 in 2014 and \$1,086,000 in 2015. An explanation of specific requests for each area follows.

Fox Cities Urbanized Area

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 2014, Valley Transit is requesting two buses to replace two of the 1995 – 40 foot buses with 40 foot buses. The buses have exceeded their useful life with mileage between 650,000 and 750,000. The buses are needed to accommodate peak hour ridership on several Valley Transit 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. Valley Transit is replacing the current shelters with ADA accessible shelters.

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

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.

Support Vehicle Replacement. Aside from its revenue vehicles, Valley Transit has a number of support vehicles, which perform a number of support/staff functions. Two of these vehicles, a 1995 pick-up truck and a 1989 pick-up truck, routinely used by the maintenance department, have exceeded their expected life span and need to be replaced.

2015 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 2015, Valley Transit is requesting two buses to replace two of the 1995 – 40 foot buses with 40 foot buses to accommodate peak hour 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 are not ADA accessible.

Bus Wash Replacement. Valley Transit's bus washer was purchased in 1995 and is nearing the end of its useful life.

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

Support Vehicle Replacement. Aside from its revenue vehicles, Valley Transit has a number of support vehicles which perform a number of support/staff functions including transporting some of the drivers to and from the transit center. One of these vehicles (a 1997 Chevrolet van) will exceed its expected life span in 2015 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 triennial reviews of these transit systems. No significant problems pertaining to financial capacity were identified during the last triennial review.

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

Fox Cities Urbanized Area

Cost Trends. Valley Transit's fixed route operating expense increases have fluctuated over the past three years. 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 \$19.91 including overhead and other administrative costs. The financial capacity table reflects operating statistics based on fixed route costs only. Increases in costs are mostly attributed to rising fuel and insurance costs and increases in personnel and contractor expenses.

Revenue Trends. The last time fares were increased was 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 2014.

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 and has been steadily increasing since. The ridership in 2012 was the highest it had been since 1995. 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. In both 2011 and 2012, ridership remained relatively flat but due to the aging population, ridership is expected to continue to increase in 2013 and 2014.

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 continued during 2012 with more than 203,000 riders taken. During the first half of 2013, over 118,000 rides were given under this program. The rides will continue to be paid for by the Appleton Area School District (AASD) based on a negotiated amount.

In July 2012, the Appleton Housing Authority moved residents of low income senior/disabled housing from a location across the street from the Transit Center to a new housing development in Eagle Flats on the Fox River in Downtown Appleton. Many of the residents were transit dependent and relied on Valley Transit's services to get to work, shopping, medical appointments and social activities. There was no fixed route bus service to Eagle Flats prior to July 2012. The only transit service was demand responsive ADA paratransit service. In July 2012, Valley Transit added a bus route (The Link) serving downtown Appleton and the Eagle Flats area. Providing service to the residents of Eagle Flats with a regular bus route provided more frequent, reliable and convenient service that was significantly cheaper for both Valley Transit and the customers than demand responsive service. Outagamie County and the City of Appleton provided the local share funding for the service. From July – December 2012, The Link ridership was 6,405 trips. In the first six months of 2013, the ridership was 9,854 trips.

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 2012 percentage was 28.02%. State funding levels are somewhat uncertain but trending downward.

Working with our members of Congress and other transit systems across the country, Valley Transit was successful in getting language added to MAP-21 that allowed systems operating fewer than 75 buses that are in areas where the population exceeded 200,000 to continue to receive federal transit operating funds. However, because of the decrease in state funding and the pressure on the property tax for local municipalities, Valley Transit needs to find a sustainable dedicated source of funding for the transit system operation. In 2006, a Fox Cities RTA Study Committee was formed and coordinated by East Central Wisconsin Regional Planning Commission to look at alternative funding sources to replace the potential loss of 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 2014.

Valley Transit's participating municipalities have seen local share increases in the recent past. The funding partnerships with the counties have helped to control these local share increases.

Likelihood of Trends Continuing. Valley Transit constantly strives to provide the most safe, reliable, cost efficient service possible while trying to meet the needs of those it serves. Funding changes at the state and federal level in terms of operating assistance always threaten the service level stability. The manner in which funding cutbacks would be dealt with is

unknown at this time. Some mix of service changes, fare changes, and local share increases would likely result. 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 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-2013, the state enabling legislation has not been passed for the Fox Cities.

Intercity Bus Service

Green Bay – Madison Service

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

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 service 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 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. 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. 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 and 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. 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. 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.

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September 22, 2013

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2014. 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 21, 2013.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure

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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

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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
John Alley, 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
Amy Brooks, Green Lake
Randy Ravenscroft, Marquette
Al Geurts, Outagamie
Grant Bystol, Shawano
Dean Steingraber, Waupaca
Tom Dahlke, Waushara
Ernest Winters, Winnebago
Jeremy Weso, 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 Schmelzer, Calumet County
Mike Hendrick, Outagamie County
Jerry Bougie, Winnebago County

Airport Managers

Abe Weber, Outagamie County
Peter Moll, 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, Go Transit
Deborah Wetter, Valley Transit
Lynn M. Gilles, Fond du Lac Transit
Don Davies, Oshkosh City Cab
Mark Stenz, Huettl Coaches

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Metropolitan Planning Organization
Transportation Advisory Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Wednesday, April 3, 2013

Committee Members Present

Travis Parish..... Town of Harrison
George DearbornTown of Menasha
Gerry Kaiser........ City of Neenah
Paula Vandehey City of Appleton
Dena Mooney Calumet County
Andrew Rowell..........Outagamie County Highway Dept.

Mary RobbWisDOT
Derek Weyer.....WisDOT, NE Region
Alexis KuklenskiFHWA

Walt RaithECWRPC
Dave MoeschECWRPC
Melissa Kraemer BadtkeECWRPC
Nick MussonECWRPC

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

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

No members of the public were present.

3. Discussion and action on the June 27, 2012 Summary of Proceedings.

Mr. Raith stated the summary of proceedings from the June 27, 2012 meeting was enclosed in the meeting materials. 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.

Mr. Parish made a motion to approve the summary of proceedings, Mrs. Vandehey seconded the motion and the motion passed unanimously.

4. Discussion and action on 2010 Fox Cities and Oshkosh Urbanized Area Boundary and Metropolitan Planning Area Boundary update.

Mr. Raith explained that they have been working on urbanized and planning area boundary since the US Census released it. He noted that they had an opportunity to adjust the boundary or smooth it out and the DOT has commented as well. WisDOT's comment was to include the entire corporate limits for the Village of Sherwood. Mr. Raith showed the committee the two maps of the Fox Cities and Oshkosh Urbanized Area Boundary and Metropolitan Planning Area Boundary. Mrs. **Kuklenski noted that FHWA's goal is to have all TMA boundaries approved by May. Mr. Raith explained that after FHWA signs off on it, it will go to the governor's office. There are so many federal programs that use the boundary as a criteria for funding eligibility.**

Mr. Raith noted that he has worked with Oshkosh on changes to the urbanized boundary.

Mr. Raith stated that he is looking for approval of the 2010 Fox Cities and Oshkosh Urbanized Area Boundary and Metropolitan Planning Area Boundary. Mr. Raith asked the committee if there was any discussion or comments on Urbanized Area Boundary and Metropolitan Planning Area Boundary. Hearing none, Mr. Raith asked the committee for a motion.

Mrs. Vandehey made a motion to approve the 2010 Fox Cities and Oshkosh Urbanized Area Boundary and Metropolitan Planning Area Boundary, Mr. Kaiser seconded the motion and the motion passed unanimously.

5. Public Participation Plan (PPP) for the Fox Cities and Oshkosh Metropolitan Planning Organization (MPO).

Mr. Moesch explained that updating the PPP is the first step in updating the Long Range Transportation Plan's (LRTP). **The update to the PPP includes MAP-21 language.** He noted in addition to the MAP-21 update, he added 2010 race data. Mr. Moesch also noted that they have a new website for the Appleton and Oshkosh MPOs. It is www.fcompo.org and it contains all the meeting notices, dates and public review periods. Also included in the PPP is the timeline, outreach efforts and methods for addressing comments. This document is in draft form and he is accepting comments.

Mrs. Vandehey asked if he could show race from ten years ago to see the changes. Mr. Moesch stated that he has the data and can add it. Mrs. Kuklenski noted that the document is general asked about engagement of the public. Mr. Moesch noted that it is defined in the timeline. Mrs. Kuklenski noted that you have to have reference to public engagement in the plan. She asked Mr. Moesch to include reference specific outreach for the TIP and work program in the PPP.

6. Discussion on the Appleton Transportation Management Area (TMA) Congestion Management Process.

Mr. Musson explained that a Congestion Management Plan (CMP) is now required of the Appleton MPO as a result of becoming a TMA. A CMP is a systematic approach to effectively improve the transportation system congestion with management strategies. He explained further that the CMP uses a number of analytic tools to define and identify congestion within a region and to develop and select appropriate strategies to reduce congestion or mitigate the impacts of congestion. He noted that reduced congestion is achieved by a balanced multi-modal approach to transportation. Transportation efficiency is tracked through a number of performance measures and performance targets set by the TMA, the State and Federal Highway Administration (FHWA). He stated that they are currently in the process of collecting **data to evaluate the region's transportation network and to set performance measures. They are looking** at modal counts, travel demand model analysis, crash data, Intelligent Transportation System, freight, rail, transit, air quality, density, accessibility and connectivity. He asked the committee if they are using different performance measures that he should include the CMP. Mr. Raith noted that we want data that we can track. Mr. Dearborn asked what happens when there needs to be improvement to the system to reduce congestion. Mr. Musson explained that there will be congestion management strategies within the plan to reduce congestion. Mr. Dearborn asked about timeline. Mr. Raith stated that we want this document to stay current so will be updated on an annual basis. Mrs. Kuklenski asked if document will **guide expansion projects. Mr. Raith we don't have much in the way of expansion projects. He can't think** of anything that can be done to avoid expansion projects. He noted that the CMP needs to be completed by fall. Mrs. Vandehey asked if congestion is defined by level of service. Mr. Raith stated that congestion is defined by level of service and travel times.

7. Discussion on the Transportation Improvement Program (TIP) schedule and amendments.

Mr. Moesch stated that it is TIP planning process time and he will be sending out memos for new projects. He will be adding new candidate projects in the near future. He explained that the TIP will be

up for approval in October. Mr. Raith noted that they will know the funding levels in July. Mr. Moesch noted that there is a public review period in affect now for the Racine St. Bridge project and funding for Lutheran Social Services for the Appleton area and for Oshkosh the Jackson st. bridge project and funding **for a floor scrubber for "Go Transit"**. Mrs. Kuklenski reminded them to add the projects for the expanded area. Mr. Raith stated that the obligated projects are posted on the Fox Cities and Oshkosh website.

8. Discussion on the Fox Cities and Oshkosh Long Range Transportation/Land Use Plans.

Mr. Raith explained that they are starting the planning process right now. They are getting comprehensive plans from local municipalities to update the LRTP. They are also in the process of updating existing land use. They are looking at a horizon year of 2045. They are getting their employment projections from Woods & Poole for the travel demand model. In the next month or so they will control totals for the model.

9. Discussion on the Transportation Alternative Program (TAP).

Mr. Raith explained that MAP-21 lumped a number of the previous programs like Safe Routes To School and Transportation Enhancement under one program called TAP. Now that Appleton is a TMA they compete for TAP funds from within. Mrs. Kraemer Badtke explained that the funding allocation all depends on what happens with the State budget. She noted that she will be working on a work group that will help develop the application. Mrs. Vandehey asked if the funds can be rolled over to the next year. Mrs. Kuklenski explained that it is possible, but would have to be decided by WisDOT. She also asked if the TAP application would be part of the STP-Urban process or standalone. Mr. Raith explained that it would most likely be a standalone process.

10. Discussion on the Regional Safe Routes to School Program

Mrs. Kraemer Badtke went over the Regional Safe Routes To School initiatives with the committee. In January of 2012 the Transportation Committee adopted the 2012-2016 Regional Safe Routes To School strategic plan. She explained that they have a regional advisory committee that meets quarterly and they developed the vision and focus areas for the strategic plan. In addition to the strategic plan they have an annual action plan. Mrs. Kraemer Badtke went over the strategic plan status report that highlights programs and activities they are working on with the committee. They were funded in December for the **next two years. One of the highlights she covered was the work they've done with rural schools** establishing a walking program. She announced that the Youth Engagement Project was officially kicked off. Woodworth Middle School in Fond du Lac and Omro Middle School have volunteered to be the two pilot schools for the program. This summer the City of Appleton will be offering bicycle safety courses to students. East Central Staff is continuing to work with stake holders within the Shawano Area School District on developing recreation use agreements to increase physical activity opportunities within their communities under Transform Wisconsin. They did some webinars with America Walks and the Safe Routes To School Partnership. The Weight of the Fox Valley Summit took place a few weeks ago which had a lot of constituents and discussions on initiatives to tackle obesity. They are also working on the school recognition program to encourage them to move up the ladder.

11. Adjourn

Mr. Raith asked if there was any other business. Hearing none, Mrs. Mooney made a motion to adjourn and Mr. Dearborn seconded the motion. The motion passed unanimously and the Committee adjourned at 10:55 A.M.

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SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Metropolitan Planning Organization
Transportation Advisory Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Tuesday, October 8, 2013

Committee Members Present

Mark Mommaerts Town of Harrison
George Dearborn Town of Menasha
Dean Schiller... Town of Greenville
Paula Vandehey City of Appleton
Dena Mooney Calumet County
Al Guerts..... Outagamie County Highway Dept.
Mary Robb WisDOT
Natalie Robb Student
Matt Halada WisDOT, NE Region
Sal LaPuma Valley Transit
Frank Frassetto Town of Black Wolf

Walt Raith ECWRPC
Dave Moesch ECWRPC
Melissa Kraemer Badtke ECWRPC

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

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

No members of the public were present.

3. Discussion on the Long Range Transportation/Land Use planning process.

Mr. Raith explained that staff has updated the existing 2010 land use and 2050 future land use maps from comprehensive plans from local municipalities as part of the LRTP. Staff has completed the mapping, WisDOT and FHWA has approved the urbanized area boundaries and metropolitan planning area boundaries for the Appleton and Oshkosh areas. Mr. Raith presented maps of the major recommended projects for both the Appleton and Oshkosh MPO areas that will likely be completed over the life of the plan. Mr. Raith mentioned that this mapping and lists of projects will be updated to reflect what projects are listed in the transportation improvement programs before the final plans are completed. Mr. Raith also noted that staff will incorporate possible freight facilities and strategies into the next plan as well.

4. Discussion on the draft Appleton Congestion Management Plan.

Mr. Raith explained that a Congestion Management Plan (CMP) is now required of the Appleton MPO as a result of becoming a TMA. A CMP is a systematic approach to effectively improve the transportation system congestion with management strategies. He explained further that the CMP uses a number of analytic tools to define and identify congestion within a region and to develop and select appropriate strategies to reduce congestion or mitigate the impacts of congestion. He noted that reduced congestion

is achieved by a balanced multi-modal approach to transportation. Transportation efficiency is tracked through a number of performance measures and performance targets set by the TMA, the State and Federal Highway Administration (FHWA). He stated that the document displays modal counts, travel demand model analysis, crash data, Intelligent Transportation System, freight, rail, transit, air quality, density, accessibility and connectivity. Mr. Raith noted that this document needs to be completed by February of 2014, and **will be up for adoption at this month's quarterly commission meeting.**

5. Discussion on the Transportation Alternative Program (TAP).

Ms. Kraemer Badtke mentioned that because the Fox Cities is now a TMA, ECWRPC will now be the designated agency to select local projects for TAP and administer available allocated TAP funding. ECWRPC is working closely with WisDOT to develop this selection process. She noted that there will probably be a two-step selection process: a pre-scoping application selection process to find eligible projects in October and, the selection process taking place in June of 2014 by the Governor. She noted that the Appleton TMA will have approximately \$314,000 in TAP funding to award.

She also explained that the Transportation Policy Advisory Committee for the Fox Cities and Oshkosh are considering adding members who have experience/work in the healthcare and law enforcement fields to their committee. These individuals could add to the discussion of their group and be able to provide important perspectives to transportation related issues in their respective fields. She asked the committee if they had any questions.

6. Discussion on the development of the Fox Cities and Oshkosh MPO Bike/Pedestrian Plan

Ms. Kraemer Badtke noted that staff conducted a series of extensive bicycle and walk audits for the Fox Cities and Oshkosh MPOs this fall. She stated that staff visited a number of intersections and documented the condition of bicycle and pedestrian facilities; took pictures and videos, developed maps, and provided recommendations for improvements. Ms. Kraemer Badtke also noted that the steering committee is also looking into the regional network connections for the bicycle and pedestrian facilities. She stated that the steering committee plans to have a draft plan developed by January. Ms. Kraemer Badtke noted that staff plan on talking with local municipalities to review this document and identify any gaps in the recommendations. There will be public information meetings scheduled as the process continues.

7. Discussion on the Transportation Improvement Program (TIP) for the Fox Cities Transportation Management Area - 2014

Mr. Moesch reviewed the full TIP document for the Fox Cities Transportation Management Area of programmed funding for 2014. He explained that Table 1 of this document contains projects within the Fox Cities TMA which are programmed for federal and state funding; Table A-1, shows those projects that are candidate projects that are not yet funded, as well as projects that are in the programmed list. He noted that Appendix B is the request for capital and operating expenses from Valley Transit.

8. Discussion on the Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area - 2014

Mr. Moesch noted that the Oshkosh TIP is a stand-alone document now since the Fox Cities was designated as a transportation management area. This document has the same format, but with only the Oshkosh project information pertaining to it. Mr. Moesch noted that both documents underwent a 30-day public review period and both were properly posted in their respective newspapers and on the fcompo website. No public comments were received.

9. Adjourn

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

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SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Tuesday, October 15, 2013

Committee Members Present

Ken Robl, Vice Chair.....	Winnebago County
Kevin Sturn.....	Outagamie County
Dick Koeppen.....	Waupaca 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
Melissa Kraemer Badtke.....	ECWRPC
Nick Musson.....	ECWRPC
Kolin Erickson	ECWRPC

The meeting was called to order by Mr. Robl at 1:30 P.M.

Mr. Robl welcomed the group and began introductions.

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

2. Public Comment

No comments.

3. Discussion and action on July 16, 2013 Transportation Committee meeting Summary of Proceedings

Mr. Robl stated the summary of proceedings from the July 16, 2013 meeting was 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. Mr. Erdmann made a motion to approve the summary of proceedings, Mr. Koeppen seconded the motion and the motion passed unanimously.

4. Discussion and action on Proposed Resolution 21-13: Adopting the 2014 Unified Transportation Work Program and Annual MPO Certification for the East Central Wisconsin Regional Planning Commission

Mr. Raith reviewed the full 2014 Unified Transportation Work Program with the committee. He noted that this document is similar to past work programs; the major addition however, was the new designation of the Fox Cities as a Transportation Management Area (TMA). Mr. Raith

explained that the TMA designation required the creation of a Congestion Management Process (CMP) plan for the Fox Cities. Mr. Raith reviewed the new planning area boundaries and urbanized area boundaries of the three MPOs (Fox Cities, Oshkosh and Fond du Lac) with the committee.

Mr. Raith also stated that ECWRPC is now designated as a 'Transportation Authority' under MAP-21 guidance allowing the Commission to have more direct control over how funding projects can be chosen within the region. He noted that ECWRPC will not need to request a sponsor to apply for grants and the Commission will be able to apply for funding on its own. Mr. Raith asked the group if they had any questions regarding the Unified Work Program.

The group had a brief discussion regarding the Highway 41 to Interstate 41 conversion. Mr. Raith noted that the project is going forward as scheduled, with implementation in early 2014. Mr. Koeppen asked about the new weight limits for Interstate 41. Mr. Raith noted that the current Highway 41 weight standards will be applied to the new Interstate 41.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 21-13: Adopting the 2014 Unified Transportation Work Program and Annual MPO Certification for the East Central Wisconsin Regional Planning Commission. Hearing none, Mr. Robl asked the committee for a motion. Mr. Sturn made a motion to adopt Resolution 21-13, Mr. Koeppen seconded the motion and the motion passed unanimously.

5. Discussion on Resolution 22-13: Authorizing the Commission to enter into a contract for professional services between the East Central Wisconsin Regional Planning Commission and Outagamie County, Wisconsin for the administration of the 85.21 county elderly and disabled transportation assistance program

Mr. Moesch explained that since 2007, Outagamie County has contracted with ECWRPC for the administration of the 85.21 county elderly and disabled transportation assistance program/funding. He noted that this current contract is valid from September through the end of December 2013; it is a 97 hour contract valued at \$5,500. Mr. Moesch stated that no action was necessary from the committee members but that he wanted to update the group on its progress.

6. Discussion on Resolution 23-13: Authorizing the Commission to enter into a contract for professional services between the East Central Wisconsin Regional Planning Commission and Waupaca County, Wisconsin for the administration of the 85.21 county elderly and disabled transportation assistance program

Mr. Moesch explained that Waupaca County has contracted with ECWRPC for the administration of the 85.21 county elderly and disabled transportation assistance program/funding. He noted that this current contract is valid from September through the end of December 2013; it is a 97 hour contract valued at \$5,500. Mr. Moesch stated that no action was necessary from the committee members but that he wanted to update the group on its progress.

7. Discussion and action on Proposed Resolution 33-13: Adoption of the Fox Cities (Appleton) Transportation Management Area Congestion Management Process Plan

Mr. Musson provided a brief overview of the Congestion Management Process Plan to the committee. He noted that the CMP is a requirement for the Fox Cities now that it is classified

as a TMA (areas exceeding 200,000 in population). Mr. Musson shared survey results from the plan. He explained that the goal is to keep the CMP document and data current on a yearly basis. He also explained that the CMP emphasizes a multi-modal approach to congestion management within the system. He noted that staff followed the '8 Action' steps to mitigate congestion which was provided by federal guidance. Mr. Musson explained that many of the performance measures within the CMP will be updated on a more regular basis.

Ms. Kraemer Badtke stated that in addition to analyzing traffic congestion, the CMP addresses linkages to health and wellness and health outcomes. She mentioned the importance of bringing more health officials into the discussion of transportation related projects.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 33-13: Adoption of the Fox Cities (Appleton) Transportation Management Area Congestion Management Process Plan. Hearing none, Mr. Robl asked the committee for a motion. Mr. Sturn made a motion to adopt Resolution 33-13, Mr. Erdmann seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 27-13: Amending the Transportation Improvement Program for the Oshkosh Urbanized Area-2013

Mr. Moesch noted the amendment to the 2013 TIP is to start processing the funding for the Highway 41 to Interstate 41 conversion/signage project in January 2014 for the 90 mile stretch of the corridor from the Wisconsin-Illinois line to Green Bay. He noted that this entire project will receive approximately \$1.9 million; this Amendment is for the portion of Highway 41 through the Oshkosh Urbanized Area. He asked the committee if they had any questions about this project.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 27-13: Amending the Transportation Improvement Program for the Oshkosh Urbanized Area-2013. Hearing none, Mr. Robl asked the committee for a motion. Mr. Koeppen made a motion to amend Resolution 27-13, Mr. Erdmann seconded the motion and the motion passed unanimously.

9. Discussion and action on Proposed Resolution 28-13: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area-2013

Mr. Moesch noted the amendment to the 2013 TIP is to start processing the funding for the Highway 41 to Interstate 41 conversion/signage project in January 2014 for the 90 mile stretch of the corridor from the Wisconsin-Illinois line to Green Bay. He noted that this entire project will receive approximately \$1.9 million; this Amendment is for the portion of Highway 41 through the Fox Cities TMA. He asked the committee if they had any questions about this project.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 28-13: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area-2013. Hearing none, Mr. Robl asked the committee for a motion. Mr. Erdmann made a motion to amend Resolution 28-13, Mr. Sturn seconded the motion and the motion passed unanimously.

10. Discussion and action on Proposed Resolution 29-13: Adoption of the Transportation Improvement Program for the Oshkosh Urbanized Area-2014

Mr. Moesch reviewed the full TIP document for the Oshkosh Urbanized Area of programmed funding for 2014. He explained that Table 1 of this document contains projects within the Oshkosh MPO which are eligible for federal and state funding; Table A-1, conversely shows those projects that are candidate projects that are not yet funded, but could be incorporated into the programmed list. He asked the committee if they had any questions about this document.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 29-13: Adopting the Transportation Improvement Program for the Oshkosh Urbanized Area-2014. Hearing none, Mr. Robl asked the committee for a motion. Mr. Erdmann made a motion to adopt Resolution 29-13, Mr. Koeppen seconded the motion and the motion passed unanimously.

11. Discussion and action on Proposed Resolution 30-13: Adoption of the Transportation Improvement Program for the Fox Cities Transportation Management Area-2014

Mr. Moesch reviewed the full TIP document for the Fox Cities Transportation Management Area of programmed funding for 2014. He explained that Table 1 of this document contains projects within the Fox Cities TMA which are eligible for federal and state funding; Table A-1, conversely shows those projects that are candidate projects that are not yet funded, but could be incorporated into the programmed list. He asked the committee if they had any questions about this document.

Mr. Raith mentioned that they decided to separate the Oshkosh and Fox Cities TIP plans because of the Fox Cities designation as a TMA. He noted that the Fox Cities TMA will eventually have a committee to select projects for the Transportation Alternatives Program; separating the TIP projects from each respective MPO will better facilitate the selection and ranking of transit projects for the TMA.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 30-13: Adopting the Transportation Improvement Program for the Fox Cities Transportation Management Area-2014. Hearing none, Mr. Robl asked the committee for a motion. Mr. Koeppen made a motion to adopt Resolution 30-13, Mr. Sturn seconded the motion and the motion passed unanimously.

12. Discussion on the development of the Fox Cities and Oshkosh MPO Bike/Pedestrian Plan

Ms. Kraemer Badtke noted that staff conducted a series of extensive bicycle and walk audits for the Fox Cities and Oshkosh MPOs this fall. She stated that staff visited a number of intersections and documented the condition of bicycle and pedestrian facilities; took pictures and videos, developed maps, and provided recommendations for improvements. Ms. Kraemer Badtke also noted that the steering committee is also looking into the regional network connections for the bicycle and pedestrian facilities. She stated that the steering committee plans to have a draft plan developed by January. Ms. Kraemer Badtke noted that staff plan on talking with local municipalities to review this document and identify any gaps in the recommendations. She asked the committee if they had any questions.

No questions were asked from the group.

13. Discussion on the Regional Safe Routes to School Strategic Plan Status Report – 3rd Quarter

Ms. Kraemer Badtke went over the 3rd Quarter Report for the Regional SRTS, noting a number of highlights such as: Student Engagement (International Walk to School Day [with over 80 local schools in participation], Walking School Bus/Frequent Walker Program, Youth Engagement Projects and the Fire Up Your Feet Wisconsin Program), Policy Planning/Infrastructure, Local Partnerships, Communication, and Regional Sustainability. She asked the committee if they had any questions.

No questions were raised by the group.

14. Discussion and action on Proposed Resolution 32-13: Adoption of the Youth Engagement Guidebook for the Regional Safe Routes to School Program

Ms. Kraemer Badtke stated that ECWRPC worked with Toole Design Group and Active Transportation Alliance to help them develop the Youth Engagement Guidebook for the Regional Safe Routes to School Program for middle school aged students. She reviewed the document with the committee and talked about the major highlights of the program on youth engagement. Ms. Kraemer Badtke also demoed a short video on the youth engagement program at Omro Middle School. She asked the committee if they had any questions.

No questions were brought up by the group.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 32-13: Adopting the Youth Engagement Guidebook for the Regional Safe Routes to School Program. Hearing none, Mr. Robl asked the committee for a motion. Mr. Sturn made a motion to adopt Resolution 32-13, Mr. Erdmann seconded the motion and the motion passed unanimously.

15. Discussion on the Transportation Alternatives Program (TAP)

Ms. Kraemer Badtke mentioned that because the Fox Cities are a TMA, ECWRPC will now be the designated agency to select local projects for TAP and administer available allocated TAP funding. ECWRPC is working closely with WisDOT to develop this selection process. She noted that there will probably be a two-step selection process: 1) a pre-scoping application selection process to find eligible projects in October and 2) the selection process taking place in June of 2014 by the Governor. She noted that the Appleton TMA will have approximately \$314,000 in TAP funding to award.

She also explained that the Transportation Policy Advisory Committee for the Fox Cities and Oshkosh are considering adding members who have experience/work in the healthcare and law enforcement fields to their committee. These individuals could add to the discussion of their group and be able to provide important perspectives to transportation related issues in their respective fields. She asked the committee if they had any questions.

16. Discussion on the RPC Transportation Authority Designation

Mr. Raith noted that under federal legislation (MAP-21), ECWRPC is now designated as a Transportation Authority. With this designation, he explained that as the MPO for the Fox Cities, the Commission could only administer funding for the SRTS Program; however, now that

the RPC is a Transportation Authority, the Commission can both apply and administer this funding without needing to require a sponsor for the RPC.

17. Discussion on Implements of Husbandry Study

Mr. Raith stated that the Implements of Husbandry Study was conducted and available for review on the WisDOT website. He noted that this group researched and provided a number of recommendations to WisDOT and the Department of Agriculture, Trade and Consumer Protection (DATCP) on the impacts of agriculture equipment on the states roadways. Mr. Raith stated that the state needs to find a balance between the types of agricultural implements used and reducing their potentially negative impacts on state and local roads. He noted that this study is a first attempt at getting the conversation started between the state and farmers.

Mr. Sturn reiterated the need to find a fair balance for the agricultural implements. He also noted that vehicle height considerations should be considered in this discussion. Mr. Raith asked if the group had any other questions regarding the Implements of Husbandry Study. No questions were asked of the committee. Mr. Raith noted he would keep the committee updated on this study.

18. Adjourn

Mr. Robl asked if there was any other business. Hearing none, Mr. Erdmann made a motion to adjourn and Mr. Koeppen seconded the motion. The motion passed unanimously and the Committee adjourned at 2:55 P.M.

RESOLUTION NO. 30-13

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA-2014

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

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

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

Section 1: That the Commission, as the designated MPO, adopt the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2014.

RESOLUTION NO. 30-13

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 25, 2013

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner


Robert G. Hermes, Chair – Menominee Co.

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2014 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 – 2014. 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 2014 – 2018. **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 – 2014 can be viewed on the internet at:

www.fcompo.org

A 30-day public review and comment period for this document will commence on Sunday, September 22, and end on Monday, October 21, 2013. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy of this document and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100.

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(Date)

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Sal Dunsier

Notary Public, Outagamie County, Wisconsin

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3-27-16

NOTICE OF
OPPORTUNITY
TO REVIEW
METROPOLITAN
PLANNING
ORGANIZATION
2014
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 - 2014. 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 2014 - 2018. 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 - 2014 can be viewed on the internet at: www.fcmpo.org. A 30-day public review and comment period for this document will commence on Sunday, September 22, and end on Monday, October 21, 2013. Please contact East Central Wisconsin Regional Planning Commission at (920) 751-4770 for more information or a copy of this document and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100. RUN: Sept. 22, 2013 WNAXLP

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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*.

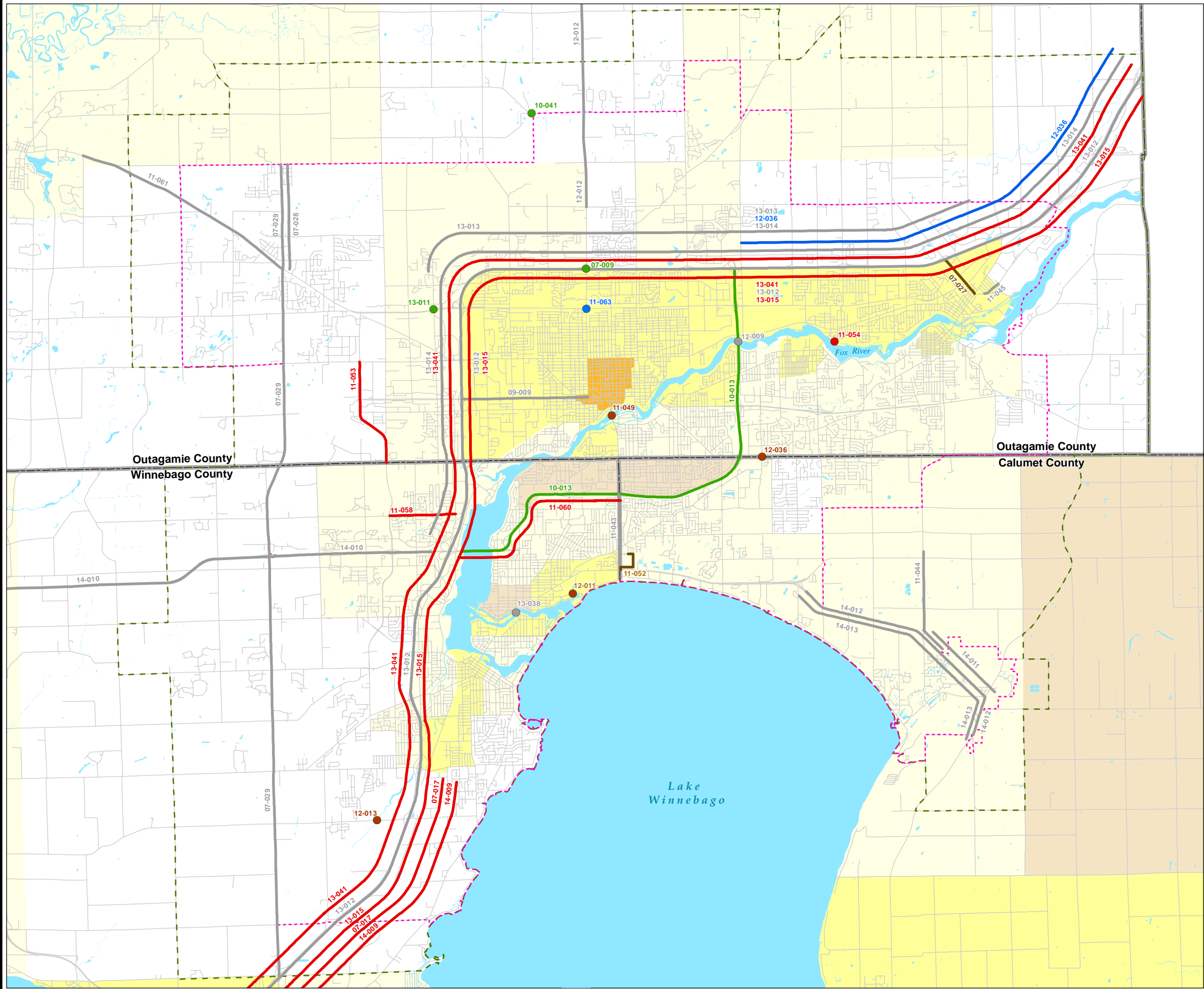
Efforts were made to include all individuals within the planning process. Public information meetings were held during all phases of the planning process. Advertisements were published in the local newspapers (*The Appleton Post-Crescent*) prior to public information meetings held throughout the entire 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 – 2014***. 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.

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Figure G-1
Fox Cities Urbanized Area
TIP Projects (2014-2018)
and Percent Households
by Census Tract with Low
to Extremely Low Income
(2006 - 2010)



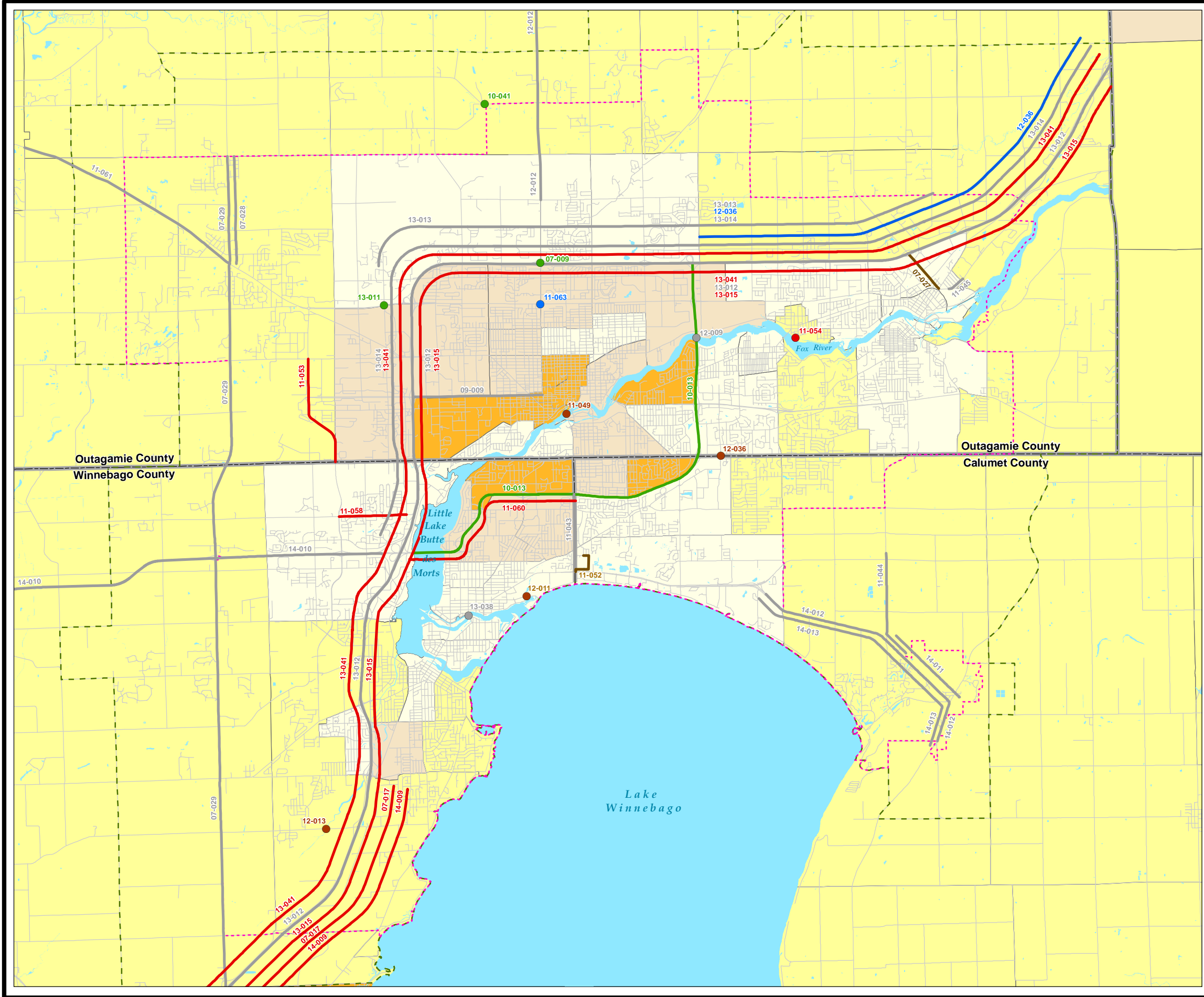
Sources: American Communities Survey 2006 - 2010 TIGER ECWRPC, 2005. WisDOT and ECWRPC provided the 2010 metropolitan planning and 2010 adjusted urbanized boundaries. Centerline, hydrology, and municipality boundaries provided by Calumet, Outagamie, and Winnebago Counties.

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

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



Figure G-2
Fox Cities Urbanized Area
TIP Projects (2014-2018)
and Non-White Population
Concentration (2010)



TIP Project Year and Number

- | | | |
|--|------|---------------|
| | 2014 | 06-056 |
| | 2015 | 06-056 |
| | 2016 | 06-056 |
| | 2017 | 06-056 |
| | 2018 | 06-056 |

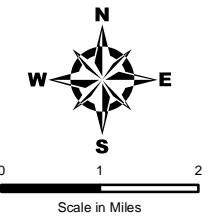
TIP Intersection Project Year and Number

- | | | |
|--|------|---------------|
| | 2014 | 06-056 |
| | 2015 | 06-056 |
| | 2016 | 06-056 |
| | 2017 | 06-056 |
| | 2018 | 06-056 |

Percent Minority by Census Tracts

- | | | | |
|--|--------------|--|--------------|
| | Less than 5% | | 10% - 14.99% |
| | 5% - 9.99% | | 15% or More |

- 2010 Metropolitan Planning Boundary
 2010 Adjusted Urbanized Boundary



Sources:
U.S. Census Bureau - 2010. ECWRPC, 2013. WisDOT and ECWRPC provided the 2010 metropolitan planning and 2010 adjusted urbanized boundaries. Centerline, hydrology, and

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Prepared By:
EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION-SEPTEMBER 2013



APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM

FUNCTIONAL CLASSIFICATION SYSTEM

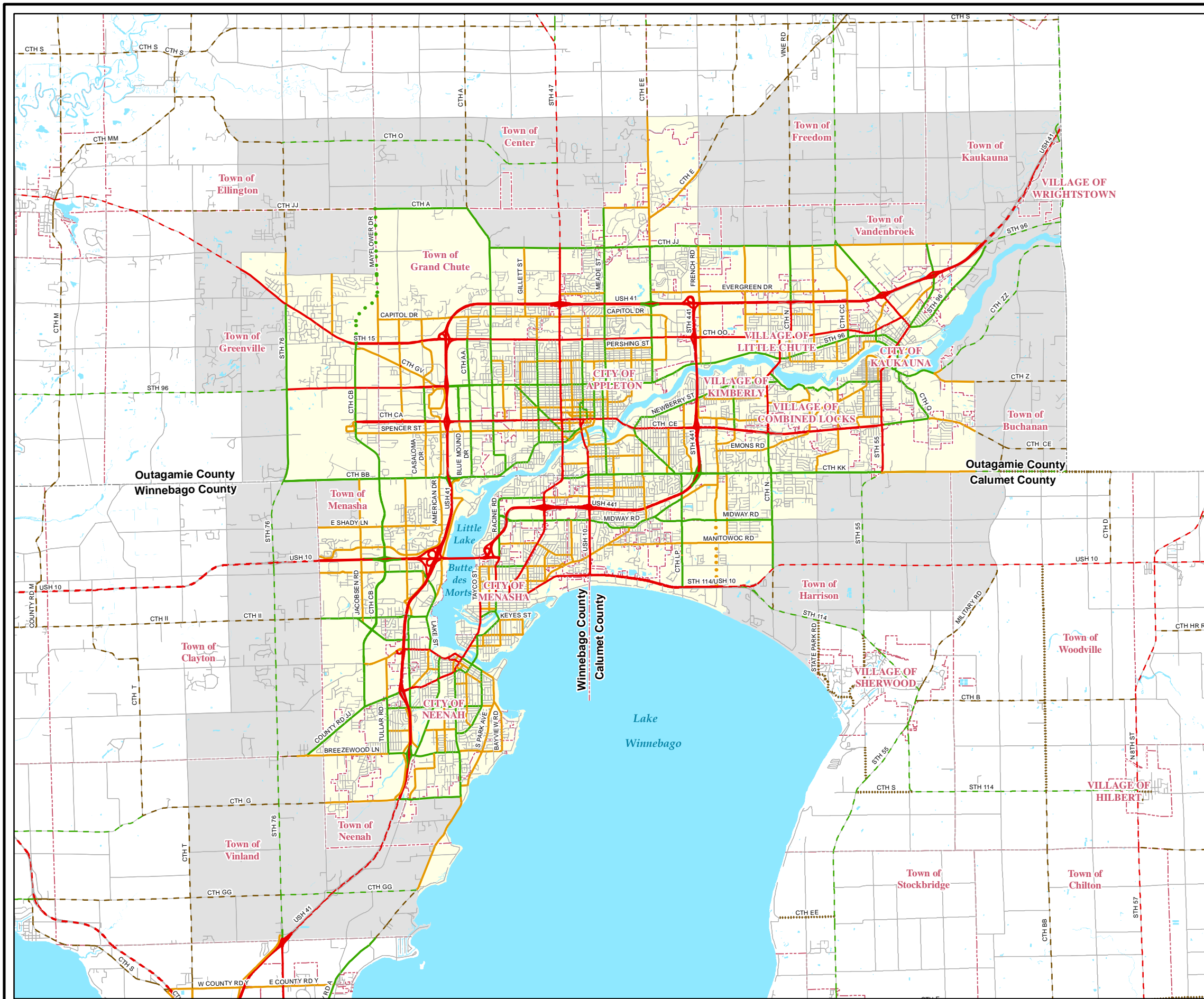
The following map identifies the urbanized area functional classification system and the roadways that are eligible for STP-Urban funding in the Fox Cities urbanized area. Projects must meet federal and state requirements. Counties, towns, cities, villages and certain public authorities located within 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 21st Century Act: (MAP-21).

Figure H - 1 shows the Fox Cities urbanized area.

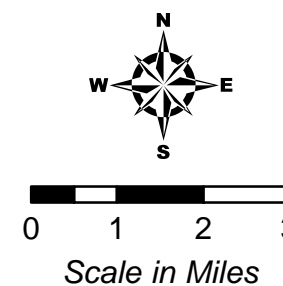
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**Figure H-1
Fox Cities Urbanized Area
Functional Classification
System and STP-Urban
Eligible Roadways
2012**



- 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.



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Prepared By
EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION - SEPTEMBER 2012

APPENDIX I
AMENDMENTS

RESOLUTION NO. 02-14

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2014.

WHEREAS, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Fox Cities Transportation Management Area, adopted the *2014 Transportation Improvement Program for the Fox Cities Transportation Management Area*, at the October 25, 2013 quarterly Commission meeting; and

WHEREAS, the Transportation Improvement Program was prepared to meet the requirements of the Moving Ahead for Progress in the 21st 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 following transportation project in the Fox Cities Area to 2014 from 2015:

- USH 41 / WIS 47 Interchange Reconstruction
Fox Cities TIP # 252-07-009 WisDOT ID # 1130-33-00,21,40,70,71
Federal - \$2,944,000, State - \$736,000, Total - \$3,680,000

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

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

SECTION 1. That the Commission approves the amendment as presented to include the proposed projects in the adopted 2014 Transportation Improvement Program for the Fox Cities Transportation Management Area.

Effective Date: January 31, 2014

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner



Robert G. Hermes, Chair – Menominee County

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**TABLE 1
FOX CITIES URBANIZED AREA - PROJECT LISTING (2014-2018)**
** Funds are obligated to projects approximately 6 weeks prior to LET date.

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

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017+				2018+			
			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.	1435	1435	1386	4256	1478	1478	1427	4383	1522	1522	1470	4514	1568	1568	1514	4650	1615	1615	1559	4789
	Paratransit	Contr.	1003	1003	1072	3078	1033	1033	1104	3170	1064	1064	1137	3265	1096	1096	1171	3363	1129	1129	1207	3465
	Capital Projects	Purch.	897	0	224	1121	869	0	217	1086	457	0	114	571	509	0	127	636	393	0	98	491
	Section 5307	TOTAL	3335	2438	2682	8455	3380	2511	2748	8639	3043	2586	2721	8350	3173	2664	2812	8649	3137	2744	2864	8745
WisDOT	USH 41/USH 45-Breezewood	PE				0			0	5418			0	5418			0					0
Winneshago	Reconstruction	ROW				0			0	5418			0	5418			0					0
252-07-017	1120-09-21, 49-72, 76-90	CONST	9385	2346	0	11731											0					0
	NHS 15.9 m. (E)	TOTAL	9385	2346	0	11731				0	5418			0	5418			0				0
	USH 41/STH 47 Interchange	PE				0				0				0			0					0
	Reconstruct	ROW				0				0				0			0					0
Outagamie	1130-33-00, 21-40, 70, 71	CONST	2944	736	0	3680				0			0				0					0
252-07-009	NHS 0.01 m. (P)	TOTAL	2944	736	0	3680				0			0				0					0
	STH 55 / Lawe St. - USH 41	PE				0				0				0			0					0
	Reconstruction	ROW				0				0				0			0					0
	4650-08-00, 21-50, 51, 71	CONST				0				0				0			0					0
252-07-027	STP 1.01 m. (E)	TOTAL				0				0				0			0					0
	STH 76 / USH 41 - CTH JJ	PE				0				0				0			0					0
	Reconstruct	ROW				0				0				0			0					0
	6430-12-00, 21, 71	CONST				0				0				0			0					0
252-07-029	STP 3.72 miles (P)	TOTAL				0				0				0			0					0
	STH 125/USH 41 - STH 47	PE	31	8	0	39				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4659-15-00, 71	CONST				0				0				0			0					0
252-09-009	STP 2.61 m. (P)	TOTAL	31	8	0	39				0				0			0					0
	STH 76/STH 15 - CTH JJ	PE				0				0				0			0					0
	Recondition	ROW				0				0				0			0					0
	6517-10-00, 21, 71	CONST				0				0				0			0					0
252-07-028	STP 1.43 m. (P)	TOTAL				0				0				0			0					0
	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				0			0					0
252-10-013	STP 11 m. (P)	TOTAL				0				0				0			0					0
	CTH O	PE				0				0				0			0					0
	WCL Crossing Signals & Gates	ROW				0				0				0			0					0
	1009-93-40	CONST				0				0				0			0					0
252-10-041	OCR (P)	TOTAL				0				0				0			0					0
	Safe Routes to School, Grand Chute	PE	14	0	0	14				0				0			0					0
	Intersection & sidewalk improvements	ROW				0				0				0			0					0
	4657-24-00, 71	CONST	158	0	0	158				0				0			0					0
252-11-036	SRTS (P)	TOTAL	172	0	0	172				0				0			0					0
	STH 15/New London - Appleton	PE				0				0				0			0					0
	Access Management Plan	ROW				0				0				0			0					0
	1146-40-00	CONST				0				0				0			0					0
252-11-042	STP 3.24 m. (P)	TOTAL				0				0				0			0					0
	USH 10/STH 441 - STH 114	PE	29	7	0	36				0				0			0					0
	C of Menasha (Onelda St)	ROW				0				0				0			0					0
	1500-44-00, 21, 71	CONST				0				0				0			0					0
252-11-043	STP (P)	TOTAL	29	7	0	36				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0				0			0					0
	4050-15-71, 00	CONST				0				0				0			0					0
252-11-044	STP 0.0 m. (P)	TOTAL				0				0				0			0					0
	STH 55 / Sherwood NWL - USH 10	PE				0				0				0			0					0
	Resurface	ROW				0				0												

**TABLE 1
 FOX CITIES URBANIZED AREA - PROJECT LISTING (2014-2018)**
 (\$'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	2014		2015		2016		2017+		2018+	
			Fed	State	Fed	State	Fed	State	Fed	State	Fed	State
WisDOT Outagamie	STH 96 / Washington - Clairbel Reconstruct	PE	317	0	106	423	0	0	0	0	0	0
	4075-33-00.21.71	ROW	0	0	0	125	0	0	0	0	1828	457
		CONST	0	0	0	0	0	0	0	0	1828	457
252-11-045	STP (P)	TOTAL	317	0	106	423	0	0	0	0	1828	457
WisDOT Outagamie	Onelda Street	PE	0	0	0	0	0	0	0	0	0	0
	Fox River Bridge Resurface	ROW	0	0	0	0	0	0	0	0	0	0
	4984-07-00.71	CONST	0	0	0	2856	0	0	0	0	0	0
252-11-049	BR (P)	TOTAL	0	0	0	2856	0	0	0	0	0	0
WisDOT C of Menasha	Provinces Terrace Trail	PE	0	0	0	0	0	0	0	0	0	0
	4992-02-00.71	ROW	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	88	380	0	0	0	0	0
252-11-052	EN (P)	TOTAL	0	0	0	88	380	0	0	0	0	0
WisDOT T of Greenville	CTH CB Bike to Work Trail	PE	0	0	0	0	0	0	0	0	0	0
	1146-30-01.72	ROW	648	0	162	810	0	0	0	0	0	0
252-11-053	EN (P)	TOTAL	648	0	162	810	0	0	0	0	0	0
WisDOT V of Little Chute	Little Chute Canal Bridge	PE	0	0	0	0	0	0	0	0	0	0
	Ped/Bike over Little Chute Lock	ROW	0	0	0	0	0	0	0	0	0	0
	4990-03-00.71	CONST	1296	0	499	1795	0	0	0	0	0	0
252-11-054	EN (P)	TOTAL	1296	0	499	1795	0	0	0	0	0	0
WisDOT ECWRPC	FC and Oshkosh Bike/Ped Plan	PE	130	0	30	160	0	0	0	0	0	0
	4984-11-00	ROW	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0
252-11-055	EN (P)	TOTAL	130	0	30	160	0	0	0	0	0	0
WisDOT T of Menasha	E. Shady Ln / American - CTH CB	PE	0	0	0	0	0	0	0	0	0	0
	4992-00-52.53	ROW	903	0	1379	2282	0	0	0	0	0	0
252-11-058	URB (P)	TOTAL	903	0	1379	2282	0	0	0	0	0	0
WisDOT Winnebago	USH 10, USH 41 - Onelda Street	PE	7170	25231	0	32401	0	400	1600	0	400	1600
	Reconst. exp - 1517-75-71 to 80	ROW	0	11000	0	11000	0	11250	0	11250	0	0
	1517-07-03.04.10.21.22.40.41.71-92	CONST	14080	3520	0	17600	0	74800	18700	0	99616	25154
252-11-060	STP (E)	TOTAL	21250	39751	0	61001	0	75200	31550	0	99616	25154
WisDOT Outagamie	STH 15, Greenville - New London	PE	0	0	0	0	0	0	0	0	0	0
	RCNST, expansion, R/R Crossings	ROW	0	0	0	0	0	0	0	0	0	0
	1146-75-00.21.50.54.71	CONST	162	24	16	202	444	112	0	556	73840	18460
252-11-061	STP - Majors (E)	TOTAL	162	24	16	202	444	112	0	556	73840	18460
WisDOT Outagamie	STH 47 / CTH OO Roundabout	PE	0	0	0	0	0	0	0	0	0	0
	6240-26-00.21.71	ROW	0	125	0	125	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	2899	877	0	3776
252-11-063	STP (P)	TOTAL	0	125	0	125	0	0	2899	877	0	3776
WisDOT Appleton	STH 441, USH 41 - USH 41	PE	0	0	0	0	0	0	0	0	0	0
	Fox River Bridge, City of Appleton	ROW	0	0	0	0	0	0	0	0	0	0
	4685-24-30.60	CONST	0	0	0	0	0	0	0	0	3520	880
252-12-009	BR (P)	TOTAL	0	0	0	0	0	0	0	0	3520	880
WisDOT Menasha	3rd Street, City of Menasha	PE	60	0	15	75	0	0	0	0	0	0
	Lake Winnebago Slough & Apr	ROW	0	0	0	0	0	0	0	0	0	0
	4992-01-00.71	CONST	145	0	36	181	0	0	0	0	0	0
252-12-011	BR (P)	TOTAL	60	0	15	75	0	0	0	0	0	0
WisDOT Outagamie	STH 47, Appleton - Bonduel	PE	0	0	0	0	0	0	0	0	0	0
	CTH JJ - NCL	ROW	0	0	0	0	0	0	0	0	0	0
	6240-22-00.71	CONST	0	0	0	0	0	0	0	0	7797	1949
252-12-012	STP (P)	TOTAL	0	0	0	0	0	0	0	0	7797	1949

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Primary Jurisdiction	Project Description	Type of Cost	2014		2015		2016		2017+		2018+		
			Fed	State Local Total	Fed	State Local Total	Fed	State Local Total	Fed	State Local Total	Fed	State Local Total	
WisDOT Neenah 252-12-013	CTH G, City of Neenah Neenah Slough Bridge & Appr BRBPL (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	6468	02-71	410	102 0 512	0		0		0		
		TOTAL	0	0 0 0 0	410	102 0 512	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	
WisDOT Outagamie 252-12-036	USH 41/Appleton - Green Bay Resurfacing 1130-44-00, 71 (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0		0		0		21370	5343 0 26713	0	21370	5343 0 26713
		TOTAL	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	21370	5343 0 26713	0	21370	5343 0 26713
WisDOT Outagamie 252-12-038	CTH CE/College & Eisenhower Reconstruct 4160-05-71, 72 (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	4160	05-71, 72	1350	0 341 1691	0		0		0		
		TOTAL	0	0 0 0 0	1350	0 341 1691	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	
WisDOT Outagamie 252-13-011	WIS 15 & Casaloma Drive Turn Lane Adjustment 1146-44-71 (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0		0		492	55 0 547	0		492	55 0 547	
		TOTAL	0	0 0 0 0	0	0 0 0 0	492	55 0 547	0	0 0 0 0	492	55 0 547	
WisDOT Winnebago 252-13-012	USH 41 - Hwy Rehab 1120-54-30, 60 1120-57-30-60, 1120-58-00, 71 (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	3692	923 0 4615	0		0		0		0		
		TOTAL	3692	923 0 4615	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	
WisDOT Outagamie 252-13-013	USH 41 / WIS 15 - CTH J Road Maintenance 1130-43-60, 1130-48-71 (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0		0		0		0		0		
		TOTAL	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	
WisDOT Calumet & Out. 252-13-014	USH 41 / USH 10 - USH 41 Resurface 4685-28-00, 71 (P)	PE	320	80 0 400	0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0		0		0		0		0		
		TOTAL	320	80 0 400	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	
WisDOT Out. & Winn. Multiple MPOs 252-13-015	USH 41 Interstate Conversion Plan Milwaukee - Green Bay 1113-00-00 (P)	STUDY	600	150 0 750	0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0		0		0		0		0		
		TOTAL	600	150 0 750	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	
WisDOT 252-13-035	Regional Safe Routes to School (P)	STUDY	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	193	0 0 193	0		0		0		0		
		TOTAL	193	0 0 193	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	
WisDOT Winnebago 252-13-038	Racine St. Bridge C of Menasha 4992-03-00, 21, 71 BRRPL (E)	PE	2880	720 0 3600	0		2880	720 0 3600	0		0		
		ROW	0		0		0		0		0		
		CONST	4992	03-00, 21, 71	0		0		0		0		
		TOTAL	2880	720 0 3600	0	0 0 0 0	2880	720 0 3600	0	0 0 0 0	0	0 0 0 0	
WisDOT Winnebago 252-13-041	I-41 Conversion / State Line - Green Bay SCL Dodge Co - I-43 Signing 1130-03-76 (P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	1989	497 0 2486	0		0		0		0		
		TOTAL	1989	497 0 2486	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	
WisDOT 252-13-041	Safety Funds Grouped Projects (P)	PE	16	4 0 20	16	4 0 20	16	4 0 20	16	4 0 20	16	4 0 20	
		ROW	0		0		0		0		0		
		CONST	0		0		0		0		0		
		TOTAL	16	4 0 20	16	4 0 20	16	4 0 20	16	4 0 20	16	4 0 20	
WisDOT 252-14-001	(P)	PE	0		0		0		0		0		
		ROW	0		0		0		0		0		
		CONST	0		0		0		0		0		
		TOTAL	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0	

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(\$'000)

Primary Jurisdiction	Project Description	Type of Cost	2014			2015			2016			2017+			2018+				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
MSDOT 252-14-002	Rail/Hwy Xing Safety Grouped Projects (P)	PE																	
		ROW																	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
		TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
MSDOT 252-14-003	Hwy Safety Improv Prog (HSIP) Grouped Projects (P)	PE																	
		ROW																	
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
		TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
MSDOT 252-14-004	RR Xing STP protective Devices Grouped Projects (P)	PE																	
		ROW																	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
MSDOT 252-14-005	Preventative Maint. National Highway Grouped Projects (P)	PE																	
		ROW																	
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
MSDOT 252-14-006	STN Preventative Maint. Connecting Highway Grouped Projects (P)	PE																	
		ROW																	
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
MSDOT 252-14-007	Enhancements Grouped Projects (P)	PE																	
		ROW																	
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	
		TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	
OCR 252-14-008	OCR Rail-Highway Xing Safety Grouped Projects (P)	PE																	
		ROW																	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
MSDOT 252-14-009	USH 41 Construction Wrap Up STH 26 - Brezewood Ln 11/20-11-09, 10-16 (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-010	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-011	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-012	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-013	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-014	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-015	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-016	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-017	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-018	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-019	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-020	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-021	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-022	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-023	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-024	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-025	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-026	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-027	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-028	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-029	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	
MSDOT 252-14-030	STP 55 / STH 114 - CTH M V of Sherwood RECST STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 46/70-10-00, 71 0.86 miles (P)	PE																	
		ROW																	
		CONST																	
		TOTAL																	

TABLE 2
FOX CITIES URBANIZED AREA, 2014-2018
SUMMARY OF FEDERAL FUNDS PROGRAMMED AND AVAILABLE
(\$000)

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

Agency/Program	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
Federal Highway Administration										
Interstate Highway Maintenance	\$0	\$0	\$0	\$0	\$0	-----Not Eligible-----	-----Not Eligible-----	-----Not Eligible-----	-----Not Eligible-----	-----Not Eligible-----
National Highway System	12,729	400	400	400	400	12,729	400	400	400	400
Bridge Replacement/Rehab	2,940	555	0	0	0	2,940	555	0	0	0
Congestion Mitigation & Air Quality	0	0	0	0	0	-----Not Eligible-----	-----Not Eligible-----	-----Not Eligible-----	-----Not Eligible-----	-----Not Eligible-----
Surface Transportation Program										
Fox Cities Urbanized Area	903	0	0	0	0	903	0	0	0	0
Surface Transportation Program										
State Flexibility	29,587	1,448	83,518	130,432	281,227	29,587	1,448	83,518	130,432	281,227
Surface Transportation Program										
Safety	0	1,350	0	0	0	0	1,350	0	0	0
Surface Transportation Program										
Enhancements	2,074	0	0	0	0	2,074	0	0	0	0
Programmed Expenditures	48,233	3,753	83,918	130,832	281,627	48,233	3,753	83,918	130,832	281,627
* Annual Inflation Factor 2.5%	1,206	94	2,098	3,271	7,041	1,206	94	2,098	3,271	7,041
Estimated Need with Inflation Factor	49,439	3,847	86,016	134,103	288,668	49,439	3,847	86,016	134,103	288,668
Federal Transit Administration										
Section 5307 Operating	\$1,435	\$1,478	\$1,522	\$1,568	\$1,615	\$1,435	\$1,478	\$1,522	\$1,568	\$1,615
Section 5307 Capital	897	869	457	509	393	897	869	457	509	393
Programmed Expenditures	2,332	2,347	1,979	2,077	2,008	2,332	2,347	1,979	2,077	2,008
* Annual Inflation Factor 2.5%	58	59	49	52	50	58	59	49	52	50
Estimated Need with Inflation Factor	2,390	2,406	2,028	2,129	2,058	2,390	2,406	2,028	2,129	2,058
Section 5310	0	0	-not yet programmed-	-not yet programmed-	-not yet programmed-	0	0	-not yet programmed-	-not yet programmed-	-not yet programmed-

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

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**NOTICE OF
PUBLIC REVIEW
OPPORTUNITY
AMENDMENT
TO THE
TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)
FOR THE
FOX CITIES**

**TRANSPORTATION
MANAGEMENT
AREA U 2014**

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Fox Cities Transportation Management Area, is preparing to amend the adopted 2014 Transportation Improvement Program (TIP). The amended TIP would include projects that will receive federal or state funding to complete the projects. The amendment will coordinate local, state and federal programs to meet federal metropolitan planning regulations that include provisions for a formal TIP amendment process. The Amendment includes projects located within the Fox Cities Transportation Management Area.

Comments regarding the 2014 TIP amendment will be accepted until January 27, 2014. If you would like more information about the 2014 Transportation Improvement Program for the Fox Cities Transportation Management Area, and a detailed listing of projects, please visit our Web Site at <http://www.fcompo.org> or contact the East Central Wisconsin Regional Planning Commission (920) 751-4770.

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