

Transportation Improvement Program

Fox Cities Transportation Management Area

2019



Fox Cities
Transportation Management Area
Approved on October 26, 2018



East Central Wisconsin
Regional Planning Commission

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TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE FOX CITIES (APPLETON) TRANSPORTATION MANAGEMENT AREA

- 2019 -

Final October 26, 2018

Prepared by the

East Central Wisconsin Regional Planning Commission

The East Central Wisconsin Regional Planning Commission's CY 2018 planning program is supported by federal assistance. Specific funding for this report was provided by the Federal Highway Administration, Federal Transit Administration, the Wisconsin Department of Transportation, the Economic Development Administration, the Wisconsin Department of Administration and the Wisconsin Department of Natural Resources. The contents of this document do not necessarily reflect the official views and policies of the U.S. Department of Transportation, Federal Highway Administration

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FOX CITIES (APPLETON) TRANSPORTATION
MANAGEMENT AREA - 2019

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SUBJECT: A five-year transportation improvement program of operating
and capital projects.

DATE: Final October 26, 2018

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

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The Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2019-2022 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for STP-Urban Projects from 2021 through 2022; for transit assistance programs, 2019 and 2020.

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INTRODUCTION

INTRODUCTION

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2019 to 2022. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the urbanized area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

REPORT FORMAT

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

The Fox Cities MPO Public Participation Plan (PPP) and Annual Listing of Obligated Projects can be viewed on the Fox Cities and Oshkosh MPO website.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/obligated-projects/>

CERTIFICATIONS

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

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

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



**TRANSPORTATION IMPROVEMENT
PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

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

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

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

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

THE TIP PROCESS

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2023 are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to proceed with projects not scheduled in the first year of the TIP, the MPO agrees that projects from the second, third or fourth year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

TIP Amendments

No Amendment Required

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

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

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

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

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

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

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided by direct letter, dated July 2, 2018, requesting candidate projects to be identified. On September 26, 2018, a legal notice was published in the Appleton daily paper identifying a review and comment period from September 26 to October 25, 2018. The Transportation Committee would meet October 10, 2017 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO at its October 26, 2018 quarterly Commission Meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

Project Review for Eligibility

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

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

Flexibility of Funding Sources

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

Federal-Aid Highway Programs

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

Federal-Aid Transit Programs

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

Following is a list of the categorical programs included in the FAST Act legislation as they apply to the Fox Cities Transportation Management Area:

<u>Categorical Program</u>	<u>Acronym</u>
National Highway Performance Program	
State	NHPP
Bridge Replacement & Rehabilitation	
State	BR, BH
Local	BR-Local
Surface Transportation Block Grant	STBG
Urban	URB
Rural	RU
State	STP
Safety	HSIP
Transportation Alternatives	TAP
Office of the Commissioner of Railroads	OCR
Transit	
Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310	
Elderly & Disabled	Section 5310

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

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2019-2022, itemized in the listing this year includes the 2023 through 2024 projects that were submitted by the local entities. In developing this 2019 TIP, one project was selected for the 2021 – 2022.

The anticipated allocation of STP-Urban funds for 2021-2022 is approximately \$2,385,031 in the Fox Cities area.

STP-Urban Project Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the *Transportation Improvement Program*. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2019-2022 project candidates, as

part of the 2019 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fox Cities TMA. The MPO will promote the Complete Streets concept and consider adopting a policy. The MPO will require that any project receiving federal funding will adhere to this policy. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

1. **Plan Consistency.** This criterion establishes project legitimacy within the overall transportation network. It rates projects higher when they conform in scope and timing to appropriate comprehensive or modal transportation plan element (local comprehensive plans, arterial plans, transit development and other transit plans, bicycle/pedestrian plans, regional long range plan and related elements) and evidence good regional coordination.

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

2. **Preserves Existing System.** This criterion emphasizes the goal of maximizing the efficiency of present infrastructure. A project is rated using only the most appropriate of the alternative rating categories. For instance, a project which adds lanes to an arterial could be rated by pavement condition, showing project timeliness, or as a new facility showing functional need.

Highway applications. Alternative ratings are available by project type based on pavement condition, new facilities, or traffic operations improvements.

- a. **Pavement Condition.** For existing highways, an indicator of pavement surface condition is based on the *Pavement Surface Evaluation and Rating Manual* (PASER). Pavements with lower ratings have greater pavement distress and are scored higher.

Score	5	Rating of 1-2 (in very poor condition, reconstruction necessary)
	5	Rating of 3-4 (significant aging, would benefit from an overlay)
	3	Rating of 5-6 (surface aging, sealcoat or overlay warranted)
	1	Rating of 7-8 (slight wearing, routine maintenance)
	0	Rating of 9-10 (no visible distress)

- b. **New Facilities.** For new streets and highways, an evaluation is made of the criticality of the project to the overall functionality and efficiency of the existing network.

Score	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

- c. **Traffic Operations Improvements.** Principally intersection channelization or signalization projects or improvements to corridor performance through access management.

Score	5	Very critical, eliminates major hindrance to system performance and safety
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

Non-highway applications. An assumption is made that an increase in travel options improves the efficiency of the existing infrastructure.

- d. **Freight Operations.**

Score	5	A project that improves operations of the existing freight transportation system
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

- e. **Transit Improvements.**

Score	5	A project that provides, or is an integral factor in providing, a transit or paratransit option
	3	A project that enhances a transit or paratransit option, thereby making a transit mode more attractive or paratransit needs, but does not impact the demand for SOV (single-occupant vehicle) travel
	0	A project that inappropriately addresses transit or paratransit needs

- f. **Bicycle and Pedestrian Improvements.** Projects can be categorized as either barrier crossing or corridor improvements and rated using the appropriate set of criteria.

- i. **Barrier Crossing Improvements.** Provides facility over/under non-compatible transportation route or natural feature. (Scores of criteria a), b) and c) are averaged and rounded to the nearest integer.)

1. **Spacing.** (distance between facilities)

Score	5	2.01 miles or greater
	4	1.51 to 2 miles
	3	1.01 to 1.50 miles
	2	0.76 to 1 mile
	1	0.51 to 0.75 miles
	0	0.5 miles or less

2. **Level of Use.** (origin/destination pairs)

Score	5	Residential to multimodal transfer locations
	5	Residential to employment centers/schools/colleges
	3	Residential to commercial/recreational
	1	Residential to residential
	0	Recreational to recreational

3. **User Safety.** (Is at-grade crossing possible?)

Score	5	No potential for at-grade crossing
	3	At-grade crossing possible; safety concerns remain
	0	Safe at-grade crossing is possible

ii. **Corridor Improvements.** Provides a bicycle and pedestrian route on or along a transportation route or natural feature. (Scores of criteria a), b), and c) are averaged and rounded to the nearest integer.)

1. **Spacing.**

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

2. **Level of Use.** (origin/destination pairs)

Score	5	Residential to multimodal transfer locations
	5	Residential to employment centers/schools/colleges
	3	Residential to commercial/recreational
	1	Residential to residential
	0	Recreational to recreational

3. **User Safety.**

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

3. **Capacity.** This criterion is an indicator of corridor or intersection capacity problems. A higher existing volume to capacity ratio reflects greater capacity deficiency. Highway capacity standards developed by the Federal Highway Administration and WisDOT are used to determine the volume to capacity ratio. For new facilities the non-existent V/C ratio is replaced by the long-range plan projection year V/C ratio on the designed facility for rating purposes. Corridor based non-highway projects, those directly involving travel in a highway corridor, would be rated identically to highway projects using the highway V/C ratio. Non-corridor based projects would use the alternate rating based on the appropriateness of their location, magnitude and size, and projected usage.

Score	5	> 1.00
	4	0.80 - 1.00
	3	0.60 - 0.79
	2	0.40 - 0.59
	1	0.20 - 0.39
	0	< .20

Alternate Rating (non-corridor based projects)

Score	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

4. **Safety.** This criterion emphasizes a goal of eliminating or minimizing corridor or intersection safety problems on the system. Alternative ratings are available by project type based on segment crash rates, high accident locations, and new facilities.

- a. **Segment Crash Rates.** WisDOT determines average crash rates per 100 million vehicle miles driven by facility type or functional classification. These crash rates can be determined for segments of urban streets.

Score	5	> 280
	3	150-279
	0	< 149

- b. **High Accident Locations.** Intersections defined as any location with crashes ≥ 5 in any one year.

Score	5	≥ 5
	3	1 - 4
	0	0

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

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

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

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

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

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

STP-Urban Project Selection Procedure

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

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

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

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

STP-Urban Projects Recommended for Funding

2021-2022 allocations resulted in staff recommending funding for one project in the Fox Cities area. This project was selected by action of the Technical Advisory Committee for the Fox Cities area on April 4, 2017:

Fox Cities Projects: Available Funding Allocation of \$2,385,031

- The Town of Buchanan's Emons Road, CTH N to Pinecrest Boulevard.

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, 2023-2024. Table A-1 is a listing of projects that can be considered for possible future funding but are listed as illustrative, meaning that no funds are programmed out beyond the 4 year program for 2019 through 2022.

2019 TIP PROJECT LISTING

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

Primary Jurisdiction

This column lists the primary implementing jurisdiction on the top line of each project listing. The second line contains the county within which the project is located. The fourth line is the TIP number, for example (252-19-001). The first number is the federal designated number for the Fox Cities MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

Project Description

The first line of the project description lists the highway segment (segment termini a/termini b), the intersection or interchange (highway/highway), or a non-highway project characterization. The second line characterizes the type of improvement to be undertaken. The third line lists the WisDOT project number, if known. The fourth line contains the federal acronym, if federal funds are being used, the length of the project in miles, and a categorization as a preservation (P) or expansion (E) project.

Estimated Cost

Estimated cost figures are always shown in thousands of dollars except for some transit and planning categories, which should be evident. They are subcategorized by federal, state, and local sources and totaled by project for each of the following time periods: 2019, 2020, 2021 and 2022.

Table 1: Fox Cities Transportation Management Area - Project Listing (2019-2022)
(\$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	2019				2020				2021				2022				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Appleton Valley Transit Outagamie	Fixed Route Bus Paratransit Capital Projects Section 5307	Oper. Contr. Purch. TOTAL	1609 971 4972 7552	1609 1076 0 2685	1484 1046 1243 3773	4702 3093 6215 14010	1657 1000 1436 4093	1657 1109 0 2766	1548 1877 359 3784	4862 3986 1795 10643	1707 1030 4216 6953	1707 1142 0 2849	1613 1933 1054 4600	5027 4105 5270 14402	1758 1061 1268 4087	1758 1176 0 2934	1681 1991 317 3989	5197 4228 1585 11010	
WisDOT Winn, Out	WIS 76 / I 41 - CTH JJ Reconstruct 6430-12-00, 21, 71 STP 3.72 miles (P)	DESIGN ROW CONST TOTAL				0 0 9011 2253 0 11264 9011 2253 0 11264				0 0 0 0				0 0 0 0				0 0 0 0	
WisDOT Outagamie	WIS 96 / Washington - Clairbel Reconstruct 4075-33-00,21,71 STP (P)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 2050 512 183 2745 2050 512 183 2745				0 0 0 0				0 0 0 0	
WisDOT Winnebago	USH 10, I 41 - Oneida Street Reconst, exp 1517-75-70 to 88 1517-07-03, 04, 10, 21, 22, 40, 41, 71-95 STP (E)	DESIGN ROW CONST TOTAL				0 0 3026 766 1 3793 3026 766 1 3793				0 0 0 0				0 0 0 0				0 0 0 0	
WisDOT Outagamie	WIS 15, Greenville - New London RCNST, expansion, R/R Crossings 1146-75-00,10,21,50-54,71,72,73 STP - Majors (E)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 34408 8602 0 43010 34408 8602 0 43010				0 0 444 112 0 556 444 112 0 556				0 0 13744 3436 0 17180 13744 3436 0 17180	
WisDOT Winnebago	Racine St. Bridge C of Menasha 4992-03-00, 21, 71 BRRPL BR 0.1 miles (E)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 29427 7357 0 36784 29427 7357 0 36784				0 0 0 0				0 0 0 0	
WisDOT T of Grand Chute	W. Spencer St/Mayflower-Casaloma 4657-25-00,01 RECST URB 1.04 miles (P)	DESIGN ROW CONST TOTAL				0 0 2384 0 1543 3927 2384 0 1543 3927				0 0 0 0				0 0 0 0				0 0 0 0	
WisDOT Calumet Co.	CTH LP/ USH 10 - CTH AP 4992-00-56,57 RECST URB 1.5 miles (P)	DESIGN ROW CONST TOTAL				0 0 3887 0 1347 5234 3887 0 1347 5234				0 0 0 0				0 0 0 0				0 0 0 0	
WisDOT C of Menasha	Broad St / Tayco - Racine 4992-00-55, 58 RECST URB .3 miles (P)	DESIGN ROW CONST TOTAL				0 0 855 0 215 1070 855 0 215 1070				0 0 0 0				0 0 0 0				0 0 0 0	
WisDOT T of Neenah	CTH CB & Oakridget Rd. Intersection Reconstruct Intersect as RAB 4682-01-00,21,73 HSIP RECST (P)	DESIGN ROW CONST TOTAL				0 0 1349 0 216 1565 1349 0 216 1565				0 0 0 0				0 0 0 0				0 0 0 0	
WisDOT Outagamie	WIS 15/WIS 76 - New London CTH T / Givens Rd. - USH 45 1146-75-74 STP Majors (E)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 0 0				0 0 0 0				0 0 0 0	

WisDOT Outagamie	CTH CA / CTH CB - Casaloma Dr Reconstruction 4657-25-02, 03	DESIGN ROW CONST	0 0 0	0 5282 0	0 2999 8281	0 0 0	0 0 0	0 0 0	0 0 0
252-16-010	URB 1.4 miles (P)	TOTAL	0 0 0 0	5282 0 2999 8281	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT Winnebago	T Vinland, CTH A Indian Point - CTH GG 4627-02-00,71	DESIGN ROW CONST	0 0 0	0 2992 0	0 748 3740	0 0 0	0 0 0	0 0 0	0 0 0
252-17-010	STP Rural RECST (E)	TOTAL	0 0 0 0	2992 0 748 3740	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT T. of Greenville	CTH CB / WIS 96 - Levi Drive Bike to work trail 4682-02-00,71	DESIGN ROW CONST	0 0 717	0 0 0	0 0 896	0 0 0	0 0 0	0 0 0	0 0 0
252-17-011	TAP (P)	TOTAL	717 0 179 896	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	WIS 114/Sherwood-Hilbert RDMTN Mill/Pave 4580-11-60	DESIGN ROW CONST	0 0 0	0 0 0	0 1693 1693	0 0 0	0 0 0	0 0 0	0 0 0
252-17-046	STP 6.38 miles (P)	TOTAL	0 1693 0 1693	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	Regional Safe Routes to School	DESIGN ROW CONST	0 0 53	0 0 0	0 0 12	0 0 65	0 0 0	0 0 0	0 0 0
252-18-009	TAP (P)	TOTAL	53 0 12 65	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	Regional Safe Routes to School	DESIGN ROW CONST	0 0 0	0 50 0	0 12 62	0 0 0	0 0 0	0 0 0	0 0 0
252-18-010	TAP (P)	TOTAL	0 0 0 0	50 0 12 62	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT Outagamie	WIS 55 / Kaukauna-Seymour MiSC/Hwy JJ Intersection Mod 6560-08-71	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	1906 264 0	2170 0 0	0 0 0
252-18-015	STP 0.02 miles (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1906 264 0 2170	0 0 0 0	0 0 0 0
WisDOT T of Kaukauna	WIS 96 / Kaukauna-Wrightstown Clairibel St - Wrightstown/Resurface 4075-35-00	DESIGN ROW CONST	124 0 0	31 0 0	0 0 0	155 0 0	0 0 0	0 0 0	0 0 0
252-18-047	STP 5.09 miles (P)	TOTAL	124 31 0 155	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	Safety Funds Grouped Projects	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
252-19-001	STP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	Rail/Hwy Xing Safety Grouped Projects	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
252-19-002	STP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	Hwy Safety Improv Prog (HSIP) Grouped Projects	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
252-19-003	STP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	RR Xing STP protective Devices Grouped Projects	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
252-19-004	STP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	Preventative Maint. National Highway Grouped Projects	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
252-19-005	NHPP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0

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

Table 2: Fox Cities Transportation Management Area, 2019-2022
Summary of Federal Funds Programmed and Available
(\$000)

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2019	2020	2021	2022	2019	2020	2021	2022
Federal Highway Administration								
National Highway Performance Program	0	0	0	0	0	0	0	0
Surface Transportation Program								
Fox Cities Urbanized Area	7,125	5,282	2,084	0	7,125	5,282	2,084	0
Surface Transportation Program								
State Flexibility	12,161	39,450	444	18,650	12,161	39,450	444	18,650
Highway Safety Improvement Program	3,484	0	0	0	3,484	0	0	0
Transportation Alternatives Program	770	50	232	168	770	50	232	168
Programmed Expenditures	23,540	44,782	2,760	18,818	23,540	44,782	2,760	18,818
* Annual Inflation Factor 1.7%	419	761	47	320	400	761	47	320
Estimated Need with Inflation Factor	23,959	45,543	2,807	19,138	23,940	45,543	2,807	19,138
Federal Transit Administration								
Section 5307 Operating	\$1,609	\$1,657	\$1,707	\$1,759	\$1,609	\$1,657	\$1,707	\$1,759
Section 5307 Capital	4,972	1,436	4,216	1,268	4,972	1,436	4,216	1,268
Programmed Expenditures	6,581	3,093	5,923	3,027	6,581	3,093	5,923	3,027
* Annual Inflation Factor 1.7%	112	53	101	51	112	53	101	51
Estimated Need with Inflation Factor	6,693	3,146	6,024	3,078	6,693	3,146	6,024	3,078
Section 5310	417	0	-not yet programmed-		417	0	-not yet programmed-	

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

**Table 3: Implementation Status of 2018
Fox Cities Transportation Management Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2018				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Outagamie 252-07-028	WIS 76/WIS 15 - CTH JJ	DESIGN				0			
	Recondition	ROW	0	313	0	313			X
	6517-10-00, 21, 71	CONST	5025	1238	73	6336			
	STP 1.43 m. (P)	TOTAL	5025	1551	73	6649			
WisDOT Outagamie 252-14-040	USH 10, I 41 - Oneida Street	DESIGN				0			
	RR WCL Xing Surface/Signal/Gate	ROW				0	X		
	1517-75-52,53	CONST	389	81	18	488			
	STP (P)	TOTAL	389	81	18	488			
WisDOT C. of Kaukauna 252-16-011	Veteran's Memorial Lift Bridge	DESIGN				0			
	US Government Canal Fox River	ROW				0	X		X
	4988-00-18	CONST	880	0	452	1332			Cancelled
	URB Bridge Rehi (P)	TOTAL	880	0	452	1332			
WisDOT Outagamie 252-17-040	WIS 55 /Kaukauna-Seymour	DESIGN	0	225	0	225			
	Resurface	ROW				0	X		
	6570-09-00	CONST				0			
	STP 13.99 miles (P)	TOTAL	0	225	0	225			
WisDOT Outagamie 252-17-041	I 41 / Capital Dr Overpass	DESIGN				0			
	Bridge Deck Overlay	ROW				0	X		
	1120-60-71	CONST	156	0	39	195			
	STP 0.03 miles (P)	TOTAL	156	0	39	195			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2019-2023)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2019				2020				2021				2022				2023+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Grand Chute Outagamie Illustrative	McCarthy/ Brookview-CTH GV Reconstruct to Urban, 4lane Local 0.25 m. (E)	DESIGN				0				0				0				0	0	0	25	25
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	225	225
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	250
Grand Chute Outagamie Illustrative	McCarthy/ CTH GV-STH 15 Reconstruct to Urban, 4lane Local 0.5 m. (E)	DESIGN				0				0				0				0	0	0	100	100
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	900	900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Grand Chute Outagamie Illustrative	McCarthy/ STH 15-Capitol Reconstruct to Urban, 4lane Local 0.9 m. (E)	DESIGN				0				0				0				0	0	0	90	90
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1310	1310
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1400	1400
Grand Chute Outagamie Illustrative	Grand Chute Blvd/ Victory-Capitol Dr Underpass New Construction Local 0.3 m. (E)	DESIGN				0				0				0				0	0	0	60	60
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	690	690
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750	750
Grand Chute Outagamie Illustrative	Rifle Range Rd/ Capitol-Grand Chute Bvd Reconstruct to Urban, 2-lane with bike&ped Local 0.6m. (E)	DESIGN				0				0				0				0	0	0	60	60
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	750	750
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	810	810
Grand Chute Outagamie Illustrative	Casaloma/Waterstone Ct-Spencer Reconstruction, 2-lane urban Local .74 m. (P)	DESIGN				0				0				0				0	0	0	155	155
		ROW				0				0				0				0	0	0	25	25
		CONST				0				0				0				0	0	0	1900	1900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2080	2080
Grand Chute Outagamie Illustrative	Casaloma/Converters Dr.-Capitol Reconstruction, urban Local 0.68 m. (E)	DESIGN				0				0				0				0	0	0	100	100
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1400	1400
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Grand Chute Outagamie Illustrative	College Ave. at Mall Dr./Nicolet int. Intersection improvements Local 0.00 m. (E)	DESIGN				0				0				0				0	0	0	150	150
		ROW				0				0				0				0	0	0	100	100
		CONST				0				0				0				0	0	0	2550	2550
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800	2800
Grand Chute Outagamie Illustrative	Capitol Dr./McCarthy-USH 41 Reconstruction, urban Local 1.71 m. (P)	DESIGN				0				0				0				0	0	0	85	85
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1435	1435
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520	1520
Grand Chute Outagamie Illustrative	Capitol Drive/USH41-Lynndale Reconstruction, urban Local 0.86 m. (P)	DESIGN				0				0				0				0	0	0	80	80
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1240	1240
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320	1320
Grand Chute Outagamie Illustrative	Spencer Sv/ Lynndale-USH 41 Reconstruction, 2 lane urban w/bike/ped Local 0.99 m. (P)	DESIGN				0				0				0				0	0	0	145	145
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1575	1575
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1720	1720
Grand Chute Outagamie Illustrative	McCarthy/ S of Edgewood - Edgewood Resurface Local 0.74 m. (E)	DESIGN				0				0				0				0	0	0	100	100
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	900	900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Little Chute Outagamie Illustrative	Evergreen / French - Holland Reconstruction Local 1.00 m. (E)	DESIGN				0				0				0	0	0	300	300				0
		ROW				0				0				0								0
		CONST				0				0				0	0	0	3451	3451				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3751	3751	0	0	0	0
Little Chute Outagamie Illustrative	Evergreen / Holland- Vandenbroek Reconstruction Local 1.00 m. (E)	DESIGN				0				0				0					0	0	185	185
		ROW				0				0				0					0			0
		CONST				0				0				0					0	0	1978	1978
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2163	2163
Little Chute Outagamie Illustrative	French Rd / Main - CTH OO Reconstruction Local 1.00 m. (E)	DESIGN				0				0				0								0
		ROW				0				0				0					0			0
		CONST				0				0				0					0	0	2053	2053
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2053	2053
V Combined Loc Outagamie Illustrative	Prospect St / CTH N - Park Reconstruction Local 1.20 m. (P)	DESIGN				0				0				0					0	0	40	40
		ROW				0				0				0					0			0
		CONST				0				0				0					0	0	3460	3460
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3500	3500

[illegible]

T Harrison Calumet Co.	Eisenhower Dr./ CTH AP-USH 10/STH 114 Reconstruction	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	617 420 6550 7587	617 420 6550 7587
T of Buchanan Outagamie Illustrative	Eisenhower Dr/ CTH KK - Cornell Bike/ Ped Trail	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	500 500 500 500	500 500 500 500
T. Buchanan Outagamie Illustrative	CTH CE & Buchanan Intersection Intersection Improvements	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	85 85 85	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
T. Buchanan Outagamie Illustrative	CTH N/CTH CE to CTH KK Widening	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	275 275 275	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	2300 2300 2300	2300 2300 2300
Outagamie Co. Outagamie Illustrative	CTH E/CTH EE-CTH JJ Reconstruction, urban, 4-lane	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	575 575 575	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	200 200 4600	200 200 4600
Outagamie Co. Outagamie Illustrative	CTH BB/USH 41-Seminole Reconstruction, Urban, 4-lane	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	550 300 4600	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	550 300 4600	550 300 4600
C. Of Neenah Winnebago Illustrative	Winneconne/USH 41 - Neenah Slough Reconstruction	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	1660 1660 1660	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	1660 1660 1660	1660 1660 1660
C. Of Neenah Winnebago Illustrative	Green Bay Rd/Fox Point-Shopko Reconstruction	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	1000 1000 1000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	1000 1000 1000	1000 1000 1000
C. Of Neenah Winnebago Illustrative	Bell St/Marathon - Harrison Resurface	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	300 300 300	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	300 300 300	300 300 300
C. Of Neenah Winnebago Illustrative	Nicolet/First - Ninth Resurface	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	120 120 120	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	120 120 120	120 120 120
Winnebago Co. Winnebago Illustrative	CTH A / CTH GG - Park Ave Reconstruction, urban	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	3000 3000 3000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	3000 3000 3000	3000 3000 3000
Winnebago Co. Winnebago Illustrative	CTH P / WIS 47 - WIS 441 ramps Reconstruction, urban	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	500 500 500	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	500 500 500	500 500 500
Winnebago Co. Winnebago Illustrative	CTH II / WIS 76 - Clayton Ave Reconstruction, urban	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	450 100 4100	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	450 100 4100	450 100 4100
Winnebago Co. Winnebago Illustrative	CTH CB & CTH JJ Roundabout Reconstruction	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	150 1000 1150	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	150 1000 1150	150 1000 1150
WisDOT Winnebago	Racine St. Bridge C of Menasha 4992-03-00, 21, 71 BRRPL BR 0.1 miles (E)	DESIGN ROW CONST TOTAL	0 0 0 0	1200 1200 1200	0 0 0	29427 7357 36784	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	29427 7357 36784	29427 7357 36784
WisDOT V of Sherwood Calumet	USH 10 Village of Sherwood Menasha - Hilbert 4580-09-00, 71 RESUR STP 3.14 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	3006 752 3758	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	3006 752 3758	3006 752 3758
WisDOT V of Sherwood Calumet	USH 10 Village of Sherwood Menasha - Hilbert 4580-10-00, 71 RECON STP 3.14 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	3019 755 3774	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	3019 755 3774	3019 755 3774
WisDOT	STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 4670-10-00, 71 RESURF STP 5.48 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0	944 248 1192	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	944 248 1192	944 248 1192

[illegible]

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2023-2024 biennium)
Fox Cities Transportation Management Area
Project Evaluation - Performance Measures (Criteria)/Score

Jurisdiction	2023 & 2024 STP Projects	Plan Consis- tency	Preserve Existing System	Capacity V/C		Safety		Multi- Modal		Planned Pro- gramming		Total Score	Rank	Project Cost	Max. STP Funding
Fox Cities Allocation = \$4,000,000															
Outagamie Co.	CTH N (CTH CE - CTH KK)	3	PC(4)	5	0.95	4	183	3	VTBP	5	1	1	21		\$2,300,000
	CTH BB (USH 41 - Seminole)	3	PC(6)	3	1.30	5	3	0	VTBP	5	5	5	21		\$5,450,000
	CTH E (CTH EE - CTH JJ)	3	PC(7)	1	0.49	2	3	0	Vtbp	1	5	5	12		\$5,575,000
C. Menasha	Racine (Third-Ninth)	3	PC(4)	5	1.20	5	260	3	VTBP	5	5	5	26		\$2,399,000
	Manitowoc (Oneida-Plank)	3	PC(7)	1	0.43	1	135	0	vTBP	3	1	1	9		\$735,718
C. Neenah	S. Commercial (Wright-Winneconne)	3	PC(4)	5	1.20	5	260	3	VTBP	5	5	5	26		\$2,070,000
T. Grand Chute	Capitol Drive	3	PC(6)	3	0.18	0	28	0	VtBP	3	3	3	12		\$286,000
V. Little Chute	Evergreen (Holland-Vandenbroek)	3	PC(6)	3	0.10	0	5	5	VtBP	3	4	4	18		\$2,163,000
	Evergreen (French - Holland)	3	PC(6)	3	0.05	0	5	5	VtBP	3	4	4	18		\$3,008,000
	French (Main-CTH OO)	5	PC(4)	5	0.10	0	373	5	VtBP	4	4	5	24		\$2,053,000
Winnebago Co.	CTH A (CTH GG - Park Ave.)	5	PC(4)	5	0.76	3	85	0	VTBP	5	5	5	23		\$3,300,000
	CTH P (CTH GG - Park Ave.)	5	PC(3)	5	0.51	2	260	3	VTBP	5	3	3	23		\$4,500,000
	CTH II (WIS 76 - Clayton Ave.)	3	PC(3)	5	0.44	2	5	5	VtBP	3	3	3	21		\$4,650,000
	CTH CB & CTH JJ Roundabout	3	PC(7)	1	0.90	4	5	5	VTBP	5	2	2	20		\$1,150,000
T. Harrison	Eisenhower(CTH AP-USH 10)	5	NF	3	NA	3	NF	5	VtBP	3	5	5	24		\$7,587,000
V. Fox Crossing	Jacobsen Rd. (Irish-CTH CB)	3	PC(4)	5	0.25	1	4	0	VtBP	3	5	5	17		\$1,466,000
V. Combined Locks	Prospect(CTH N-Park)	5	PC(3)	5	0.25	1	AR	3	VtBP	3	5	5	21		\$3,460,000
Valley Transit	Heavy Duty Buses	5	TI	3	AR	3	NF	3	vTBP	3	2	2	19		\$1,425,000
Total														\$51,277,718	



APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fox Cities urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. With the passage of MAP-21, the federal funds are distributed directly to Appleton, Green Bay and Waukesha. MAP-21 allows Valley Transit and other small systems with a population of greater than 200,000 and operating fewer than 100 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 2019 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 2019 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 working to obtain the necessary capital funds to maintain and enhance transit's infrastructure.

The following tables list the operating assistance and capital projects proposed for the 2019-2023 period.

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

PROJECT DESCRIPTION	RECIPIENT	Jan-Dec 2019 (000)	Jan-Dec 2020 (000)	Jan-Dec 2021 (000)	Jan-Dec 2022 (000)	Jan-Dec 2023 (000)
Operating Assistance/Section 5307	VT					
Operating - Fixed Route						
Expenses		\$5,645	\$5,814	\$5,988	\$6,168	\$6,353
Revenues		\$943	\$952	\$962	\$972	\$981
Deficit		\$4,702	\$4,862	\$5,026	\$5,196	\$5,372
Federal Share	252-19-017	\$1,609	\$1,657	\$1,707	\$1,758	\$1,811
State Share		\$1,609	\$1,657	\$1,707	\$1,758	\$1,811
Other Local		\$69	\$69	\$69	\$69	\$69
Municipal Local Share		\$1,415	\$1,479	\$1,544	\$1,612	\$1,682
Preventative Maintenance - Fixed Route	VT					
Expenses		\$950	\$979	\$1,008	\$1,038	\$1,069
Federal Share (80%)	252-19-018	\$760	\$783	\$806	\$830	\$855
Municipal Local Share		\$190	\$196	\$202	\$208	\$214
Purchased Transp. - Paratransit	VT					
Expenses		\$3,844	\$3,960	\$4,079	\$4,201	\$4,327
Revenues		\$751	\$774	\$797	\$821	\$846
Deficit		\$3,093	\$3,186	\$3,281	\$3,380	\$3,481
Federal Share (Capital Cost of Contract)	252-19-019	\$194	\$200	\$206	\$212	\$219
Federal Share (Operating)	252-19-020	\$777	\$800	\$824	\$849	\$874
State Share		\$1,076	\$1,109	\$1,142	\$1,176	\$1,212
Contract Local		\$1,046	\$1,877	\$1,933	\$1,991	\$2,051
Enhance Mobility of Seniors/Section 5310	VT					
Expenses		\$521	\$537	\$553	\$570	\$587
Revenues		\$83	\$85	\$88	\$90	\$93
Deficit		\$439	\$452	\$465	\$479	\$494
Federal Share	252-19-021	\$175	\$180	\$186	\$191	\$197
State Share		\$105	\$109	\$112	\$115	\$119
Contract Local		\$158	\$163	\$168	\$173	\$178
Capital Projects/Section 5339 & 5307	VT	2019	2020	2021	2022	2023
			Illustrative			
New & Replacement Buses (10)	252-19-022	\$5,000	\$1,500	\$1,500	\$1,500	\$1,500
Bus Shelter Replacement	252-19-023	\$50	\$50		\$40	\$40
Support Vehicle Replacement	252-19-024	\$50	\$45	\$45	\$45	\$45
Paratransit ITS Replacement	252-19-025	\$250				
Transit Center Furniture	252-19-026	\$25				
Diesel Fueling Station	252-19-027	\$100				
Locker Room Remodel	252-19-028	\$200				
Generator Replacement	252-19-029	\$145				
Bus Hoist Replacement	252-19-030	\$100				
Operations & Maint Facility: Remodel - A&E	252-19-031	\$100				
Maint Facility: HVAC Upgrades	252-19-032	\$120				
Transit Center: HVAC Upgrades	252-19-033	\$75				
Floor Scrubber			\$50			
Maint Facility: Recoat Floors			\$50			
Above Ground Fuel Tanks			\$100			
Operations & Maint Facility: Air Quality Improvements				\$125		
Operations & Maint Facility: Heaters & Controls				\$20		
Operations & Maint Facility: Renovation/Construction				\$3,500		
Operations & Maint Facility: Lighting Upgrades				\$40		
Total Cost:		\$6,215	\$1,795	\$5,270	\$1,585	\$1,585
Federal Share:		\$4,972	\$1,436	\$4,216	\$1,268	\$1,268
Local Share:		\$1,243	\$359	\$1,054	\$317	\$317

Table B-2: 2019 Paratransit Projects
Fox Cities Transportation Management Area

2019		ADA	Outagamie Elderly	Sunday	Outagamie Rural	Outagamie OCHS	FC Sheltered Workshop	Calumet Van Service	NW Dial-A-Ride	Connector	Downtown Trolley	Total
Annual Estimated Trips		102,000	3,500	1,200	7,500	700	27,000	1,400	10,780	24,000		178,080
Trip Costs		\$1,975,740	\$64,120	\$21,984	\$251,700	\$12,824	\$547,625	\$34,650	\$150,920	\$603,941	\$30,379	\$3,693,883
Administrative Costs		\$207,179	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$207,179
Total Costs		\$2,182,919	\$64,120	\$21,984	\$225,406	\$12,824	\$547,625	\$34,650	\$150,920	\$603,941	\$30,379	\$3,874,768
TIP #		252-19-034	252-19-035	252-19-036	252-19-037	252-19-038	252-19-039	252-19-040	252-19-041	252-19-042	252-19-043	
Federal Share (5307)	28.0%	\$611,220	\$17,950	\$6,160	\$0	\$3,590	\$153,340	\$9,700	\$0	\$169,100	\$8,510	\$979,570
Federal Share (5310)		\$0	\$0	\$0	\$43,125	\$0	\$0	\$0	\$28,875	\$0	\$0	\$72,000
State Share	28.0%	\$611,220	\$17,950	\$6,160	\$63,110	\$3,590	\$153,340	\$9,700	\$42,260	\$169,100	\$8,510	\$1,084,940
Farebox Revenues		\$491,640	\$14,000	\$13,200	\$45,000	\$0	\$0	\$16,800	\$37,730	\$133,000	\$0	\$751,370
Other support		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,800	\$13,204	\$68,004
Total support/revenue		\$1,714,080	\$49,900	\$25,520	\$151,235	\$7,180	\$306,680	\$36,200	\$108,865	\$526,000	\$30,224	\$2,955,884
Surcharge		\$0	\$11,967	\$4,107	\$0	\$3,590	\$102,227	\$9,700	\$0	\$0	\$0	\$131,591
Deficit/Local Share		\$468,839	\$26,187	\$571	\$74,171	\$9,234	\$343,172	\$8,150	\$42,055	\$77,941	\$155	\$1,050,475
Outagamie County	40%	\$187,536	\$24,877	\$514	\$74,171	\$9,234						\$296,332
Winnebago County	18%	\$84,391	\$0	\$40					\$3,041			\$87,472
Calumet County	4%	\$18,754	\$1,310	\$17				\$8,150				\$28,231
Family Care	38%	\$178,159					\$343,172					\$521,331
Fox Crossing									\$7,802			\$7,802
Neenah									\$31,212			\$31,212
Municipal contributions										\$77,941	\$155	\$78,096
Total paratransit local		\$468,839	\$26,187	\$571	\$74,171	\$9,234	\$343,172	\$8,150	\$42,055	\$77,941	\$155	\$1,050,475

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

	2019	2020	2021	2022	2023
Operating Expenses					
Fixed Route (DO)	\$6,595	\$6,792	\$6,996	\$7,206	\$7,422
Paratransit (DR)	\$3,844	\$3,960	\$4,079	\$4,201	\$4,327
Enhanced Mobility of Seniors	\$521	\$537	\$553	\$570	\$587
Total Operating Expenses	\$10,960	\$11,289	\$11,628	\$11,977	\$12,336
Revenue					
Farebox Revenue					
Fixed Route (DO)	\$943	\$952	\$962	\$972	\$981
Paratransit (DR)	\$751	\$759	\$766	\$774	\$782
Enhanced Mobility of Seniors	\$83	\$84	\$84	\$85	\$86
Other Revenue	\$69	\$70	\$70	\$71	\$72
Total Revenue	\$1,846	\$1,865	\$1,883	\$1,902	\$1,921
Deficit					
Federal	\$2,552	\$2,639	\$2,728	\$2,821	\$2,916
State	\$2,552	\$2,639	\$2,728	\$2,821	\$2,916
Local	\$4,010	\$4,147	\$4,288	\$4,433	\$4,583
Total Deficit	\$9,114	\$9,425	\$9,745	\$10,075	\$10,415
Capital					
Federal	\$4,972	\$1,436	\$4,216	\$1,268	\$1,268
Local	\$1,243	\$359	\$1,054	\$317	\$317
Total Capital Expenses	\$6,215	\$1,795	\$5,270	\$1,585	\$1,585
OPERATING STATISTICS					
No. of Revenue Vehicles	31	31	31	31	31
No. of Employees (1*)	38	38	38	38	38
Revenue Hours	61	61	61	61	61
Revenue Miles	921	921	921	921	921
Fixed-Route Passengers	1,010	1,040	1,072	1,104	1,137
Paratransit Passengers	178	183	189	195	200
Total Passengers	1,188	1,224	1,260	1,298	1,337
Fixed Route Statistics					
Average Fare	0.93	0.92	0.90	0.88	0.86
Operating Ratio (Rev/Exp)	14%	14%	14%	13%	13%
Cost per Vehicle Mile	7.16	7.38	7.60	7.82	8.06
Cost per Passenger	6.53	6.53	6.53	6.53	6.53
Cost per Vehicle Hour	108.11	111.35	114.69	118.13	121.68
Passengers Per Mile	1.10	1.13	1.16	1.20	1.23
Passengers per Hour	16.56	17.05	17.57	18.09	18.64

NOTES:

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

Table B-4: Asset Goals and Condition

Transit Asset Management Goals

Category	Target
Revenue Vehicles	Allow less than 30% of vehicles to meet or exceed ULB.
Non-Revenue Vehicles	Allow less than 30% of vehicles to meet or exceed ULB.
Equipment & Facilities	Maintain a condition rating above 2 (marginal).

*ULB is useful life benchmark. The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years.

Asset Condition Summary

Asset Category/Class	Description	Count	Avg Age	Condition Rating*	% at or past ULB
Revenue Vehicles	Buses	28	13		89%
Revenue Vehicles	Cutaways	3	3.5		0%
Non-Revenue Vehicles	Staff and Maintenance Vehicles	7	8.75		42%
Equipment	Bus Wash	1	1	4	
Equipment	Fareboxes	31	9	3	
Equipment	ITS	1	0	5	
Facility	Transit Center	1	29	3	
Facility	Operations & Maintenance	1	38	3	

* Condition Rating Scale

- 5, Excellent, No visible defects, new or near new condition, may still be under warranty, if applicable
 - 4, Good, Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
 - 3, Adequate, Moderately deteriorated or defective; but has not exceeded useful life
 - 2, Marginal, Defective or deteriorated in need of replacement; exceeded useful life
 - 1, Poor, Critically damaged or in need of immediate repair; well past useful life
- An asset is not in good repair if it is rated 1 or 2

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fox Cities Urbanized Area, capital projects are listed below. These projects total \$6,215,000 in 2019. Project costs are found in Table B-1. An explanation of each project follows.

Fox Cities Urbanized Area

2019 Projects

35' & 40' Bus Replacement. Twenty-five of Valley Transit's twenty-eight buses have surpassed the useful life standard of 12 years and have begun to require major component replacement as well as increased maintenance costs. Valley Transit will use available funding under this project to replace up to 10 buses. When Valley Transit's fleet returns to a state of good repair, Valley Transit intends to move toward a staggered replacement schedule (2 buses per year).

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. This project will use funding to replace current shelters with ADA accessible shelters.

Support Vehicle. Valley Transit has a number of support vehicles which perform various support/staff functions including transporting some of the drivers to and from the transit center and ferrying passengers to destinations when transfers are missed due to a Valley Transit problem. The vehicles are also used by the operations supervisors to respond to accidents, manage detours, perform ride checks, and travel between the Administration building and the Transit Center. Valley Transit is adding this vehicle because we frequently do not have enough vehicles to match the need for staff vehicles.

Paratransit ITS System. Valley Transit's current paratransit ITS system features software that is used to schedule over 130,000 demand response rides annually and track individual rider's data. The current software was last upgraded in 2008 and is in need of replacement. Valley Transit does not have computer aided dispatch (CAD) or automatic vehicle location (AVL) features, which are significant elements of a modern demand response transportation system. A replacement system will allow access to more data by Valley Transit and riders, improve overall service efficiency and improve reporting. Valley Transit will also use these funds to purchase a system that can accommodate new demand response services, provide a rider app and integrate with the fixed-route ITS system's app.

Transit Center Furniture. Valley Transit intends to use capital funds to replace some of the furniture at the Transit Center. Much of the furniture was purchased in 2008 or earlier, and is deteriorating. Many pieces have been broken and have become unsafe for customers to utilize.

Diesel Fueling Station. Valley Transit was made aware of regulation changes related to the fueling system. The fueling system was installed when the Administration/Maintenance facility

was built in 1983. New regulations require an update and renovation to the present system.

Locker Room Remodel. The Valley Transit Administration and Maintenance building was built in 1983 and is in need of significant repair and remodel. This project includes a remodel of the employee locker room facilities to bring them into ADA compliance and improve conditions for employees.

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

Bus Hoist Replacement. The Valley Transit maintenance repair bays including two floor hoists. Both are in need of significant rebuild or replacement. This project includes the funding to complete this work.

Operations & Maintenance Facility Remodel – A&E. Valley Transit's main office, maintenance and bus storage facility located at 801 S. Whitman was built in 1983 and requires remodel. This project would provide funds for A&E in preparation for construction work planned in 2020.

Maintenance Area HVAC Upgrades. Valley Transit's maintenance building was built in 1983. This project will fund a new venting system and the addition of an air condition system to improve working conditions for maintenance staff.

Transit Center HVAC Upgrades. Valley Transit's downtown transit center was built in 1990. The HVAC system was replaced in 2002 and now requires work to replace major components that have surpassed their useful life, upgrade controls and improve air movement. This facility is utilized by staff and transit customers during daily service. This project would use funds to implement HVAC improvements.

**2020-2023 capital projects (illustrative) are found in Table B-1.*

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 have increased slightly over the past three years. The costs of insurance, fuel and utilities remain unpredictable, while personnel expenses continue to increase annually. As Valley Transits assets age, the available capital funding is not keeping pace with the deterioration of the assets. Increases in operating expenses and lack of capital awards can be attributed to higher maintenance costs of assets.

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

Increased rates per trip are expected when a RFP for the service is released in late 2018 with the new contract start date of July 1, 2019.

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 2018, the projected cost per trip for ADA paratransit is \$18.90 including overhead and other administrative costs. The financial capacity table reflects operating statistics based on fixed route costs only. Increases in costs are mostly attributed to rising insurance costs, growing maintenance costs and increases in personnel and contractor expenses.

Revenue Trends. Valley Transit implemented a fare increase for fixed route service in 2015. The last time fares were increased was in 2009 as a result of dramatically increased diesel fuel and health insurance costs. In 2015, the fares were raised to a basic cash fare of \$2.00 and senior/disabled fare of \$1.00. Ten-ride tickets increased to \$17.00 for basic and \$10.00 for senior/disabled. Thirty (30) day passes were increased to \$60 for regular and remained at \$40 for senior/disabled. Day passes were decreased from \$5.00 to \$4.00 in an effort to provide some relief to riders who needed to take multiple trips on the same day. Basic VT II fares increased to \$4.00 with premium fares remaining unchanged at \$6.00. Sunday fares remained at \$11.00.

The ability of passenger revenues to support the system is limited. The revenue-to-cost ratio in recent years has been approximately 17 percent. Complicating the potential to increase the fare revenue portion of system costs is the fragility of ridership levels. Valley Transit strives to

provide affordable transportation given that survey information indicates about 83% of the riders that provided income information reported household income under \$30,000. Historically, fare increases are followed by a drastic decrease in ridership.

Ridership Trends. The 2009 fare increase along with a “soft” economy at the time resulted in a ridership decrease over 10 percent from 2007. Ridership rebounded during 2010 and steadily increased until 2013, when it leveled off. Fixed route ridership peaked in 2012 at 1,095,650 rides; the highest it had been since 1995. Paratransit ridership grows approximately 4-6% annually. In both 2013 and 2014, ridership of all services leveled off with only a slight increase in rides. Ridership for 2019 through 2023 is expected remain relatively flat.

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

In January 2010, Valley Transit and Appleton Area School District became partners in a pilot project that allowed Appleton area public and parochial middle school and high school students to ride Valley Transit by showing their student identification card. Students are allowed to ride any regular fixed bus route during any time of the day or day of the week that Valley Transit operates. In addition to helping to ease the financial burden and stress on families to get their kids to and from school, after-school programs and other activities, Valley Transit believes by giving kids a positive transit experience early in life, they are more likely to be transit users when they are older and will gain an appreciation for the role public transportation plays in our community and the environment. More than 136,000 rides were taken during 2017. 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 (Route 9: The Link) serving downtown Appleton and the

Eagle Flats area. Providing service to the residents of Eagle Flats with a regular bus route provided more frequent, reliable and convenient service that was significantly cheaper for both Valley Transit and the customers than demand responsive service. Outagamie County and the City of Appleton provided the local share funding for the service. In 2017, the ridership was 36,744 trips.

Because the Appleton Area School District project has been very successful, Valley Transit and Fox Valley Technical College became partners in 2015 reflecting a similar project where their students show their student identification card to ride the fixed route. The rides are paid for by Fox Valley Technical College based on a negotiated amount. Total ridership as of the end of 2017 was 95,272.

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

Besides Valley Transit II, Valley Transit continues to coordinate with Outagamie, Winnebago and Calumet Counties, the cities of Neenah and Menasha and the Village of Fox Crossing to help fund other specialized transportation services. In Outagamie County, a special fixed-route specialized transportation brings developmentally disabled individuals in both the urban and rural areas of the county to urban worksites. Community Care funds the local share of this program. The cities of Neenah and Menasha, as well as the Village of Fox Crossing 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.

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. 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 2017 percentage was approximately 27.4%.

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 100 buses that are in areas where the population exceeded 200,000 to continue to receive federal transit operating funds. However, because of the decrease in state funding and the pressure on the property tax for local municipalities, Valley Transit needs to find a sustainable dedicated source of funding for the transit system operation. In 2006, a Fox Cities RTA Study Committee was formed and coordinated by East Central Wisconsin Regional

Planning Commission to look at alternative funding sources to replace the potential loss of state and federal operating support and to potentially relieve some of the pressure on the property tax. The Study Committee looked at alternative structures and determined that forming a regional transit authority was the best alternative for the Fox Cities. Valley Transit and its local funding partners have been working with state legislators to pass RTA enabling legislation to allow Valley Transit to receive a small local sales tax to fund transit operations. The effort will continue in 2019.

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

Likelihood of Trends Continuing. Valley Transit constantly strives to provide the most safe, reliable, cost efficient service possible while trying to meet the needs of those it serves. Funding changes at the state and federal level in terms of operating assistance always threaten the service level stability. The manner in which funding cutbacks would be dealt with is unknown at this time. Some mix of service changes, fare changes, and local share increases would likely result. Fare increases help to increase the percentage of costs covered by farebox revenue, but come at the cost of less ridership. 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-2018, 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.

Neenah – Oshkosh Service: Kobussen Bus, a private transportation company, operates route 10, which provides service between Oshkosh and Neenah. Public funding and oversight of this route is provided by GO Transit, Oshkosh, WI

Greyhound Service: Greyhound, a private transportation company, operates daily bus service north to Green Bay and south to Milwaukee. Greyhound operates a sales and ticketing office out of Valley Transit's downtown Appleton transit center.

Asset Management

Valley Transit is required by the Federal Transit Administration to develop and maintain a Transit Asset Management (TAM) Plan. In order to coordinate this plan with the TIP, listed in Table B-4 are the asset goals and condition summary areas of the plan. Valley Transit uses the TAM Plan to prioritize capital projects and support funding decisions.

Program of Projects

Valley Transit relies on the annual TIP, TIP public notice and ECWRPC's public participation process to comply with Section 5307 public involvement requirements for the Program of Projects (POP).

WINNEBAGO/OUTAGAMIE COUNTIES TRANSPORTATION PROVIDERS

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

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

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

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

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

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

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

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

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

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

September 26, 2018

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2019. 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 25, 2018.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure



APPENDIX C

MPO POLICY BOARD, TECHNICAL ADVISORY COMMITTEE & ENVIRONMENTAL CONSULTATION CONTACTS

FOX CITIES TRANSPORTATION POLICY ADVISORY COMMITTEE

County Officials

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

City Mayors

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

Village Presidents

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

Town Board Chairmen

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

Federal Officials

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

State Officials

Will Dorsey, Director, WisDOT Northeast Region

Other

Kyle Lobner, Chairman, Fox Cities Transit Commission

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

County Highway Commissioners

Brian Glaeser, Calumet
Dean Steingraber, Outagamie
Ray Palonen, Winnebago

Public Works Director/Engineers

Paula Vandehey, City of Appleton
Chris Murawski, City of Little Chute
John Sundelius, City of Kaukauna
Josh Radomski, City of Menasha
Gerry Kaiser, City of Neenah
Dave Vandervelden, Village of Kimberly
Katie Schwartz, Town of Grand Chute

Planners

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

ENVIRONMENTAL CONSULTATION ORGANIZATIONS

Members

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

September 26, 2018

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Fox Cities Metropolitan Planning Organization (MPO) Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area – 2019.

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

Enclosed is a link to the draft ***Transportation Improvement Program for the Fox Cities Transportation Management Area - 2019*** (TIP). This document will be under a 30-day public review period from September 26, to October 25, 2018. Your comments are an important part of this planning process and will be incorporated into the document.

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

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Please direct any comments or concerns to:

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

Sincerely,

David Moesch
Associate Transportation Planner



APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS

Appleton (Fox Cities) Transportation Management Area (TMA)
Transportation Policy Advisory Committee
Outagamie County Highway Department (1313 Holland Rd, Appleton, WI 54911)
Tuesday, April 3, 2018

Committee Members

Paula Vandehey.....	City of Appleton
James Merten	City of Neenah
Karen Heyrman	Town of Grand Chute
Mike Patza	Town of Grand Chute
Kara Homan.....	Outagamie County
Dave Johnson	Outagamie County
Dean Steingraber	Outagamie County Highway Commissioner
Mary Dorn.....	Outagamie County Public Health
Matt Payette	Calumet County
Brian Glaeser	Calumet County
Tim Montour	City of Menasha
Josh Radomski.....	City of Menasha
Bob Jakel	City of Kaukauna
John Sundelius.....	City of Kaukauna
Kurtis Geiger	Village of Little Chute
Chris Murawski.....	Village of Little Chute
Travis Parish	Village of Harrison
George Dearborn	Village of Fox Crossing
Randy Friday	Village of Sherwood
Joel Gregozeski	Town of Greenville
Brian Rickert	Town of Greenville
Dave Vickman.....	Valley Transit
Thad Majkowski	Cedar Corp
Matt Halada.....	WisDOT, NE Region
Sandy Carpenter	WisDOT, NE Region

MPO Staff

Melissa Kraemer Badtke	ECWRPC
Dave Moesch	ECWRPC
Nick Musson.....	ECWRPC
Kim Biedermann.....	ECWRPC
Kolin Erickson.....	ECWRPC
Tyler Debruin.....	ECWRPC

The meeting was called to order by Ms. Kraemer Badtke at 10:00 A.M.

1. Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec.19.84 regarding Open Meetings and introductions were made.
2. Public Comment (None)
3. Discussion and action on Appleton TMA Transportation Alternatives Program (TAP) Projects

Ms. Kraemer Badtke noted the Appleton TMA has an allocation of \$585,876 for the 2018-2021 TAP cycle. Five projects were submitted of which two were eligible for funds in this cycle. The eligible projects were the City of Kaukauna – STH 96/Green Bay Road bicycle lane extension (\$94,300) and the Regional Safe Routes to School Program – Appleton TMA only (\$402,800). The Appleton TMA TAP selection team was made up of members from the Appleton TPAC, Bicycle and Pedestrian Committee and local Safe Routes to School coalitions. The TAP selection committee recommended these two projects receive funds for this cycle. There was a general discussion and clarification regarding projects submitted by the Town of Grand Chute and Town of Buchanan for future funding eligibility. Ms. Vandehey made a motion to approve the TAP funds for the City of Kaukauna and the Regional SRTS Program; Mr. Jakel seconded the motion; motion passed unanimously.

4. Discussion on Public Participation Plan Update

Ms. Kraemer Badtke noted as part of the Appleton TMA planning process, staff is required to develop and periodically update a public participation plan (PPP). The PPP was last updated in 2013 and this plan guides the public engagement strategies and techniques to implementing transportation programs/plans within the TMA. A draft plan will be available by mid-April with a 45 day comment period. The final plan will go to ECWRPC's Transportation Committee and Commission for approval in July.

5. Discussion and update on the incorporation of performance measures

Ms. Kraemer Badtke and Mr. Moesch noted the federal transportation legislation (FAST Act) requires all urbanized areas to coordinate on the incorporation of performance measures and targets into its Long Range Transportation Plan and Transportation Improvement Program. The primary performance measures categories include Safety, Pavement, Bridge, Traffic/Freight and Transit Asset Management. These measures will be approved at the state level (WisDOT) and the TMA will have 180 days to approve these same measures or set their own.

6. Discussion and update on the Long Range Transportation Plan (LRTP)

Ms. Kraemer Badtke stated staff is starting the update process for the LRTP for the TMA. Work will involve including the performance measures and targets and streamlining chapters and text to include more visuals (charts/tables).

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

Mr. Moesch stated he will be sending out a memo to the local communities to submit their transportation projects to be included in future funding cycles for the TIP. Both implementable and long-term "wish list" projects should be included. Wish list candidate projects are also included in the LRTP.

8. Discussion on I-41 corridor

Ms. Kraemer Badtke noted ECWRPC and Outagamie County have coordinated conversations to promote the expansion of I-41 on the remaining 2-lane stretch from Appleton to De Pere. Currently WisDOT does not have any plans or funds committed to

expanding this segment of the Interstate. Ms. Homan and Mr. Steingraber noted they are working the Transportation Development Association and in the beginning phases of trying to discuss this issue with businesses located along and near the I-41 corridor. The initial goals are to encourage WisDOT to study the corridor and plan/design for expansion. There was a discussion on crashes along this corridor regarding speed and traffic volume issues.

9. Regional Bicycle & Pedestrian Update

Ms. Biedermann noted staff has developed a draft document of Complete Streets Policies to implement at the regional and MPO levels. Regional complete streets policies are advisory and are to be a guide for the rural portions; at the MPO level these policies could be helpful when applying for federal transportation funds. The regional complete streets policies/document will go for approval at the April Transportation Committee and Commission meetings and the MPO policies/document will go for approval in July. Ms. Biedermann also noted staff developed wayfinding guidance for suggestions on regional bicycle and pedestrian facilities. ECWRPC also has a bicycle/pedestrian counter program and can deploy infrared and pneumatic tube counters for member counties and communities at no cost. There is a request form available on the ECWRPC website and counters are deployed on a first-come-first-serve basis.

10. Regional Safe Routes to School Update

Ms. Kraemer Badtke stated 70 local schools in the area have activities planned for National Walk to School Day on May 9th. Staff will be out and about in the region for events this spring.

11. WisDOT Northeast Region Local Project Updates

Mr. Halada reviewed the WisDOT 511 Project webpage for the US 10/441 project. He reviewed project timelines for various components for this mega project.

12. Transit & Specialized Transportation Update

Mr. Musson noted staff is working with Valley Transit to update their Transit Development Plan. The second committee meeting is April 5th. As part of this process, a consultant was hired to help and develop recommendations. SRF Consulting from the Twin Cities is the chosen consultant. Staff is also working to update the Transportation Human Service Coordination Plan for Outagamie County. The Coordination Plan is a five year plan to help coordination transportation for those entities which apply for and receive federal/state funds for elderly and disabled transportation. The coordination meeting is August 1st from 1:00-3:00 PM at the Outagamie County Administration Building (ADRC). Also, staff will submit a request for proposal for a commuter feasibility study along I-41 from approximately Fond du Lac to Green Bay. This is a planning grant through WisDOT.

13. Adjourn

Mr. Gregozeski motioned to adjourn; Mr. Murawski seconded the motion; motion passed unanimously.

SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Office
Tuesday, October 9, 2018

Committee Members Present

Neal Strehlow, Chair	Waushara County
Ken Robl, Vice Chair.....	Winnebago County
Dick Koeppen	Waupaca County
Jerry Erdmann	Shawano County
Donna Kalata	Waushara County
David Albrecht.....	Winnebago County
Craig Moser (Alternate for Jeff Nooyen)	Outagamie County
Matt Halada	WisDOT – NE Region
Ron McDonald	Valley Transit
Jill Michaelson.....	WisDOT – NE Region
Matt Spiel (via phone)...	FHWA-Wisconsin

Staff Members Present

Walt Raith.....	ECWRPC
Melissa Kraemer Badtke.....	ECWRPC
David Moesch.....	ECWRPC
Kolin Erickson	ECWRPC

The meeting was called to order by Mr. Strehlow at 1:32 p.m.

Mr. Strehlow welcomed the group and began introductions.

1. *Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings*
2. *Public Comment (None)*
3. *Pledge of Allegiance & Moment of Silence*
4. *Discussion and action on July 10, 2018 Transportation Committee Summary of Proceedings*

Mr. Strehlow stated the Summary of Proceedings from the July 10, 2018 meeting for the transportation committee meeting was included in the committee's meeting packet. Mr. Strehlow asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve the summary of proceedings, Mr. Robl seconded the motion and the motion passed unanimously.

5. *Discussion and reaffirmation of Resolution 23-18: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area (TMA) 2018*

Mr. Moesch noted an amendment was needed to approve the Transit Asset Management (TAM) state-wide performance measures for capital assets of transit agencies, specifically for Valley Transit (Fox Cities). These new yearly performance measures are grouped by rolling stock, equipment and facilities and are included in the current Transportation Improvement Program (TIP). Additionally, these projects were asked to be advanced in the TIP (for design funds only):

- I-41/STH 125 Interchange/Ramp Widening
- I-41/CTH J Interchange/Modification
- I-41/CTH N Interchange/Modification
- I-41/CTH CE Interchange/Extend Ramp
- WIS 96/Kaukauna-Wrightstown Resurface

Mr. Moesch noted the steering committee approved this amendment on behalf of the Commission to meet an October 1 deadline.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 23-18. Hearing none, Mr. Strehlow asked the committee for a motion. Ms. Kalata made a motion to reaffirm Resolution 23-18, Mr. McDonald seconded the motion and the motion passed unanimously.

6. *Discussion and reaffirmation of Proposed Resolution 24-18: Amending the Transportation Improvement Program for the Oshkosh Urbanized Area 2018*

Mr. Moesch noted an amendment was needed to approve the Transit Asset Management (TAM) state-wide performance measures for capital assets of transit agencies, specifically for GO Transit (Oshkosh). These new yearly performance measures are grouped by rolling stock, equipment and facilities and are included in the current Transportation Improvement Program (TIP). Mr. Moesch noted the steering committee approved this amendment on behalf of the Commission to meet an October 1 deadline.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 24-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to reaffirm Resolution 24-18, Mr. Koeppen seconded the motion and the motion passed unanimously.

7. *Discussion and action on Proposed Resolution 31-18: Adoption of Highway Safety Improvement Program, Second Performance Rule (PM 2), and Third Performance Rule (PM 3) for the Fox Cities Transportation Management Area (TMA) 2019*

Mr. Moesch noted per the federal FAST Act, the urbanized areas and WisDOT agree to establish performance measures and targets, specifically for the Highway Safety Improvement Program (HSIP) or PM2. These WisDOT targets include: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and non-motorized serious injuries. Additional performance measures (for PM3) will be used to assess the conditions of the National Highway System for pavement, bridges and travel/freight reliability rates. These performance measures will be included in both the TIP and Long Range Transportation Plans for the Fox Cities urbanized area.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 31-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made the motion to approve Resolution 31-18, Mr. Robl seconded the motion and the motion passed unanimously.

8. *Discussion and action on Proposed Resolution 32-18: Adoption of Highway Safety Improvement Program, Second Performance Rule (PM 2), and Third Performance Rule (PM 3) for the Oshkosh Urbanized Area (TMA) 2019*

Mr. Moesch noted per the federal FAST Act, the urbanized areas and WisDOT agree to establish performance measures and targets, specifically for the Highway Safety Improvement Program (HSIP) or PM2. These WisDOT targets include: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and non-motorized serious injuries. Additional performance measures (for PM3) will be used to assess the conditions of the National Highway System for pavement, bridges and travel/freight reliability rates. These performance measures will be included in both the TIP and Long Range Transportation Plans for the Oshkosh urbanized area.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 32-18. Hearing none, Mr. Strehlow asked the committee for a motion. Ms. Kalata made a motion to approve Resolution 32-18 and Mr. McDonald seconded the motion and the motion passed unanimously.

9. *Discussion and action on Proposed Resolution 28-18: Approval of the Transportation Improvement Program for the Fox Cities Transportation Management Area (TMA) 2019*

Mr. Moesch noted the 2019-2022 TIP for the Fox Cities is under a 30-day public review period, was properly noticed in the Appleton Post-Crescent and is on track to be adopted by the full commission at the October 26 quarterly meeting. Local officials have provided feedback for their projects; however, no public comments have been received to date. The programmed/funded projects and wish list (illustrative/un-funded candidate projects) for highways and transit (Valley Transit) were reviewed with the committee.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 28-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made the motion to approve Resolution 28-18. Mr. Erdmann seconded the motion and the motion passed unanimously.

10. *Discussion and action on Proposed Resolution 29-18: Approval of the Transportation Improvement Program for the Oshkosh Urbanized Area (TMA) 2019*

Mr. Moesch noted the 2019-2022 TIP for Oshkosh is under a 30-day public review period, was properly noticed in the Northwestern and is on track to be adopted by the full commission at the October 26 quarterly meeting. Local officials have provided feedback for their projects; however, no public comments have been received to date. The programmed/funded projects and wish list (illustrative/un-funded candidate projects) for highways and transit (GO Transit) were reviewed with the committee.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 29-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made the motion to approve Resolution 29-18. Mr. Robl seconded the motion and the motion passed unanimously.

11. *Discussion and action on the Proposed Resolution 27-18: Adopting the 2019 Unified Transportation Work Program and the Annual MPO Self Certification and Regional Transportation Program Self Certification for the East Central Wisconsin Regional Planning Commission*

Ms. Kraemer Badtke reviewed the 2019 work program with the committee. New for this document is that the urbanized areas (MPO's) transportation elements were separated out from the regional work program elements. Approximately \$25,000 additional funds were allocated to the urbanized areas (Appleton, Fond du Lac and Oshkosh). Each transportation work program element was briefly reviewed.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 27-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made the motion to approve Resolution 27-18. Mr. Koeppen seconded the motion and the motion passed unanimously.

12. *Discussion and action on Proposed Resolution 26-18: Adoption of the Public Participation Plan for the Appleton (Fox Cities) Transportation Management Area and the Oshkosh Metropolitan Planning Organization (MPO)*

Ms. Kraemer Badtke noted the Public Participation Plan is under a 45-day public review period until October 23. This document is updated before the start of the Long Range Transportation Plans of the three urbanized areas. The plan outlines the engagement techniques staff will use to gather feedback/input for the Long Range Transportation Plans.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 26-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made the motion to approve Resolution 26-18. Mr. Robl seconded the motion and the motion passed unanimously.

13. *Discussion and action on Proposed Resolution 30-18: Adoption of the Appleton (Fox Cities) Transportation Management Area and Oshkosh Metropolitan Planning Organization Complete Streets*

Ms. Kraemer Badtke noted similar to the regional complete streets policy recently adopted by the commission, staff wanted to develop a specific complete streets policy framework for the urbanized areas. Successful transportation projects will also tie into the Surface Transportation Block Grant program funds as another way to increase funding for local projects. Staff hosted webinars and created an online feedback form to gather feedback on these policies.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 30-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made the motion to approve Resolution 30-18. Mr. Robl seconded the motion and the motion passed unanimously.

14. *Update on Long Range Transportation Land Use Plan*

Mr. Raith noted the current Long Range Transportation Plans for the urbanized areas have a number of performance measures. These plans will need to be updated to include the federal FAST Act performance measures and targets which have been rolled out and for future measures and targets yet to be approved.

15. *WisDOT Regional Projects Update*

Mr. Halada stated there are a number of projects happening in the region and gave a general overview and highlighted the following projects:

- **WIS 55 (Delanglade Street) Kaukauna Reconstruction** (WIS 55/Delanglade Street in city of Kaukauna from I-41 to Lawe Street)
- **WIS 441 Fox River Bridge Painting** (WIS 441 bridge that crosses the Fox River, Canadian National Railroad and WIS 96 (E College Ave. to E Northland Ave); city of Appleton)
- **WIS 44 Resurfacing** (South Fond du Lac/Winnebago County line near Pickett to WIS 91 in the city of Oshkosh)
- **WIS 116 Reconstruction, Omro** (WIS 116 in city of Omro (West of Spruce Street to north city limits)
- **WIS 116 Reconstruction, Village of Winneconne** (WIS 116 in city of Omro (West of Spruce Street to north city limits)
- **WIS 116, Wolf River Bridge and Approaches** (WIS 116 bridge and approaches, village of Winneconne 2nd Street to 2nd Avenue)
- **WIS 441 Tri-County Expansion Project: US 10/WIS 441 Midway Interchange Mainline** (US 10/WIS 441 at the Midway Road Interchange)
- **WIS 441 Tri-County Expansion Project: US10/WIS 441 Mainline/Oneida Street Interchange** (City of Appleton/Village of Fox Crossing/City of Menasha)

16. *Transit and Specialized Transportation Update*

Mr. Erickson noted staff is working with both Oshkosh (GO Transit) and Appleton (Valley Transit) to help them update their strategic plans (Transit Development Plans). GO Transit's plan is in the public comments phase and will be looking to approve the document in November. Valley Transit's steering committee has met seven times and is working through preliminary route change/recommendations. Valley Transit's document will be approved in 2019. SRF Consulting has been working as part of both strategic plans.

17. *Bicycle and Pedestrian Plan Program Update*

Ms. Kraemer Badtke noted staff assisted local planning/parks officials to help with wayfinding signage for the Loop the Lake bicycle/pedestrian trails edition in Neenah and Menasha. Staff also organized/hosted a League of American Bicyclists certified instructor course for bicycle safety.

18. *Regional Safe Routes to School Program Updates*

Ms. Kraemer Badtke noted October 10, 2018 is International Walk to School Day. Across the area, 75 schools will be participating this year. ECWRPC staff have participated/promoted this event for the past ten years. Staff is also working with the Appleton School District to complete bike/walk audits at all schools; many will be completed in fall 2018 and the remainder in spring 2019.

19. *Adjourn*

Mr. Stehlow asked if there was any other business. Hearing none, Mr. McDonald made a motion to adjourn and Ms. Michaelson seconded the motion. The motion passed unanimously and the Committee adjourned at 2:52 p.m.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 28-18

**APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FOX CITIES
(APPLETON) TRANSPORTATION MANAGEMENT AREA-2019**

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

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

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

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

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

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

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

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

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

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

Section 1: That the Commission, as the designated MPO, adopt the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2019.

RESOLUTION NO. 28-18

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

Section 3: That the Commission further certifies that the TIP contains only projects that are consistent with the metropolitan plans for the urbanized areas.

Effective Date: October 26, 2018

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner



Martin Farrell, Chair – Fond du Lac Co.



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

**STATE OF WISCONSIN
BROWN COUNTY**

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA

WI 549523388

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

Account Number: GWM-N5251
Order Number: 0003166957
No. of Affidavits: 1
Total Ad Cost: \$39.97
Published Dates: 09/26/18

(Signed) Kevin Yang (Date) 10-3-18
Legal Clerk



Signed and sworn before me

Vicky Felty
My commission expires 9/19/21

**NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING
ORGANIZATION
2019 TRANSPORTATION IMPROVEMENT
PROGRAM**
The Fox Cities (Appleton) Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Fox Cities Transportation Management Area - 2019. 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 2019 - 2022. The MPO's public participation satisfies Valley Transit's public participation requirements for the Program of Projects. This document also establishes performance measure targets from WisDOT and the MPO. The draft Transportation Improvement Program (TIP) for the Fox Cities Transportation Management Area- 2019 can be viewed on the internet at:
<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>
A 30-day public review and comment period for this document will commence on September 26, and end on October 25, 2018. 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. 26, 2018 WNAXLP

EAST CENTRAL WI PLANNING COMM
Re: RMPOApPoCr



APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE

TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

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

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

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

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

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

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

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

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Fox Cities Transportation Management Area – 2019*.

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

<http://www.ecwrpc.org/2017/08/22/now-accepting-comments-draft-title-vi-non-discrimination-plan/>

Map G-1 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included, are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2019 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2016 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2019 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2019 TIP projects allows the MPO to determine the potential for disproportionately high adverse impacts to individuals classified as in poverty or making less than \$25,000 per household. Further analysis of the TIP projects in relation to

individuals classified as in poverty or making less than \$25,000 per household do not propose a disproportionately high adverse impact compared to the general population.

Map G-3 depicts 2016 households making more than \$100,000 for the area. Further analysis of the TIP projects in relation to households making more than \$100,000 per household do not propose a disproportionately high adverse impact compared to the general population. Typically, households in this class have more resources in their ability to access all modes of transportation.

Minority populations make up a fairly small percentage of the population within the Fox Cities area. 7.5 percent of the population of Winnebago County, 8.7 percent for Outagamie County, and 5.7 percent in Calumet County consider themselves to be a minority population. **Map G-4** illustrates the 2016 distribution of white and minority population by U.S. Census block group for MPO area. Further analysis of the TIP projects in relation to the minority population do not propose a disproportionately high adverse impact compared to the general population.

Persons of Hispanic Ethnicity make up 3.5 percent of the total population of Winnebago County, 3.6 percent for Outagamie County, and 3.5 percent in Calumet County. **Map G-5** illustrates the 2016 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2019 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to the Hispanic or Latino population. Further analysis of the TIP projects in relation to the Hispanic or Latino population do not propose a disproportionately high adverse impact compared to the general population.

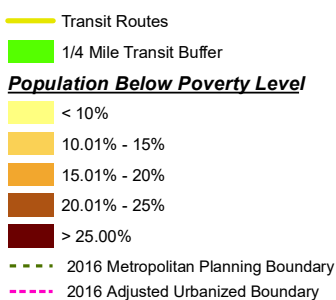
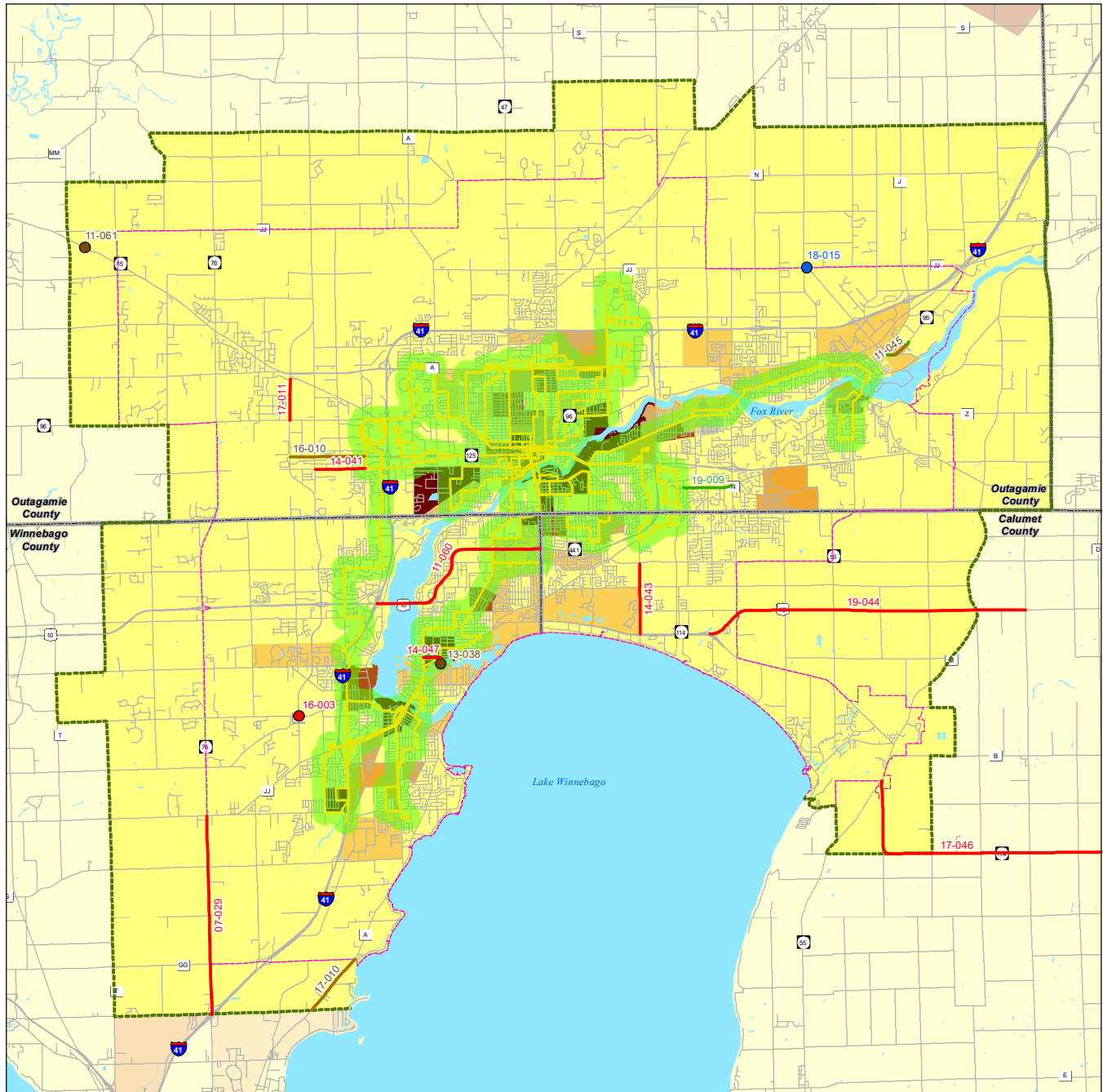
Map G-6 depicts 2016 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2019 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

Map G-7 depicts 2016 distribution of households with no car in the Fox Cities MPO area by census tract. This analysis is included with transit fixed routes and 2019 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population. The majority of these households are served by fixed transit or other modes of transportation in the area.

Map G-8 depicts 2016 distribution of households with at least one car in the Fox Cities MPO area by census tract. This analysis is included with transit fixed routes and 2019 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

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

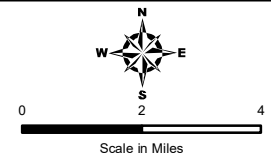
Figure G-1
Appleton Transportation Management Area TIP Projects (2019 - 2022) and
Population Below Poverty Level (American Community Survey 2016)



TIP Project Year and Number

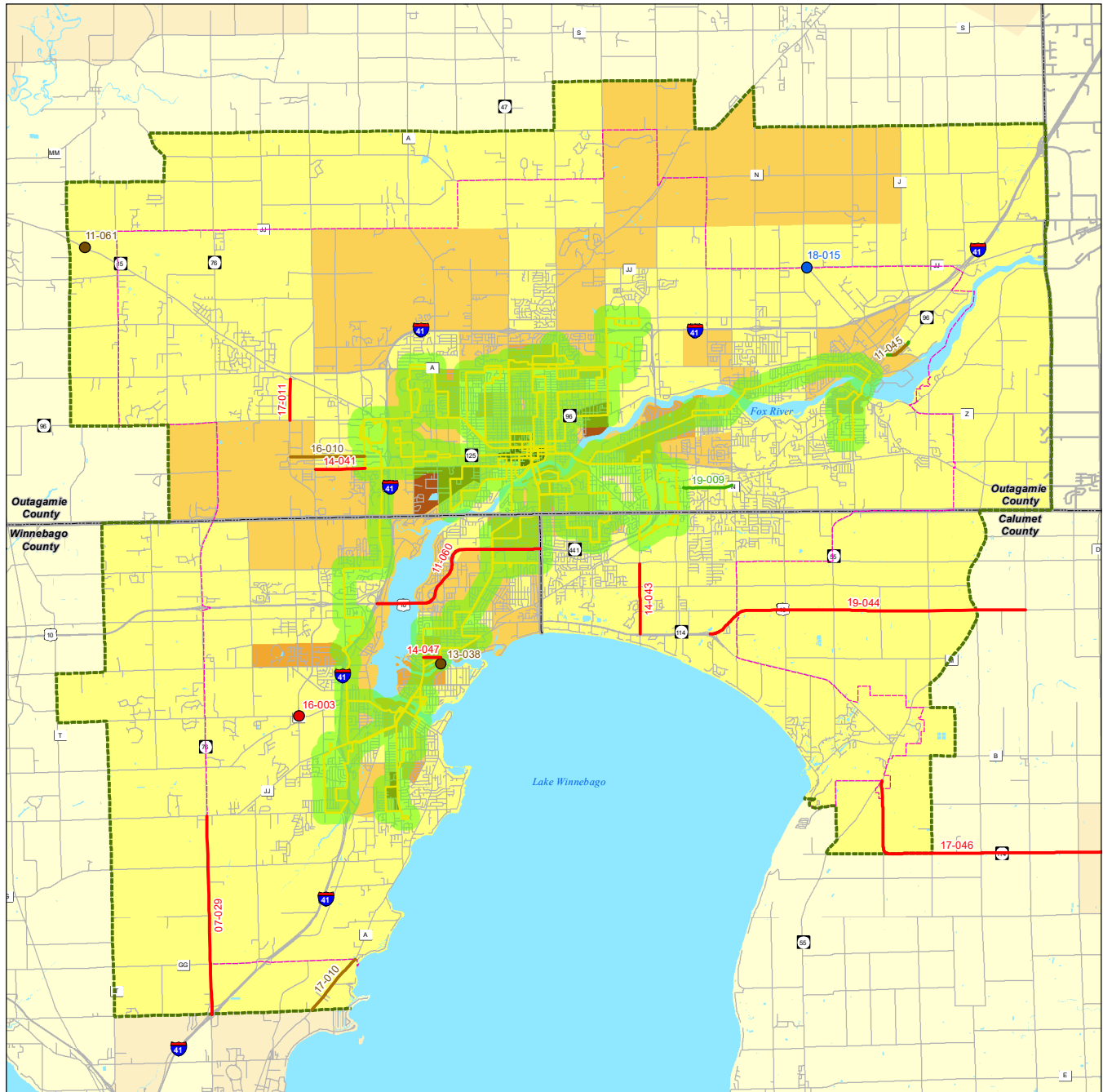


TIP Intersection Project Year and Number



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Figure G-2
Appleton Transportation Management Area TIP Projects (2019 - 2022) and
Household Income Less than \$25,000 per Year (American Community Survey 2016)



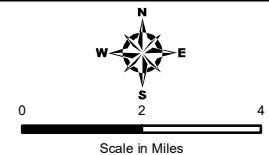
- Transit Routes**
- 1/4 Mile Transit Buffer**
- Household Income Less than \$25,000**
- < 15%
 - 15.01% - 30%
 - 30.01% - 45%
 - 45.01% - 60%
 - > 60.00%
 - 2016 Metropolitan Planning Boundary
 - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

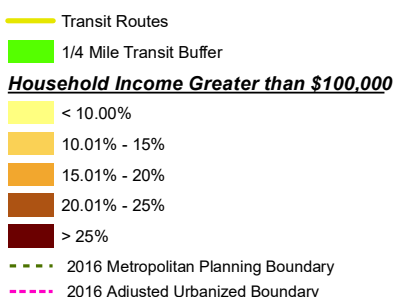
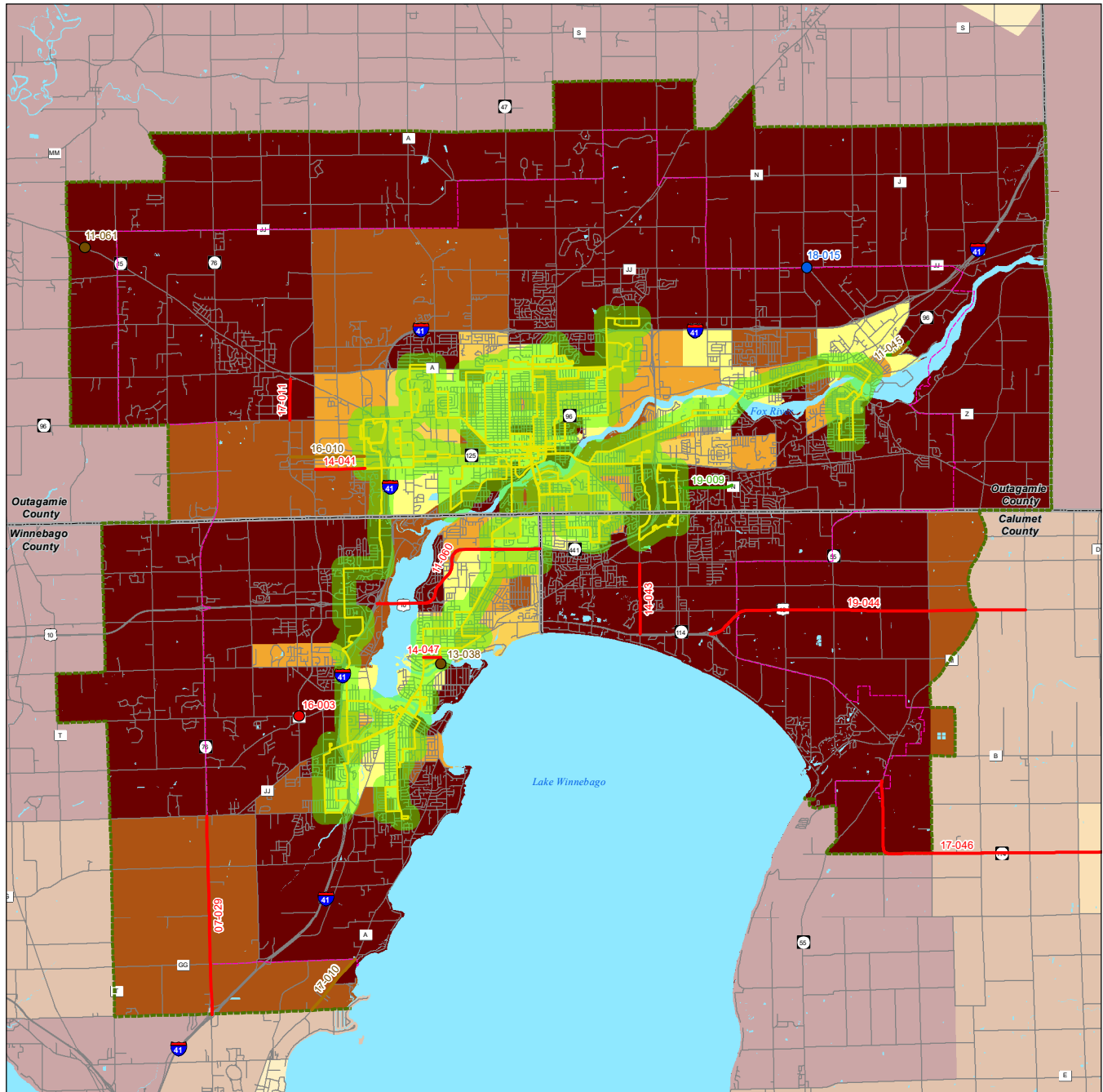
TIP Intersection Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**



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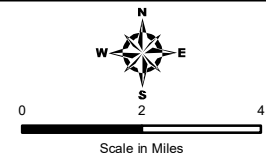
Figure G-3
Appleton Transportation Management Area TIP Projects (2019 - 2022) and
Household Income Greater than \$100,000 per Year (American Community Survey 2016)



TIP Project Year and Number

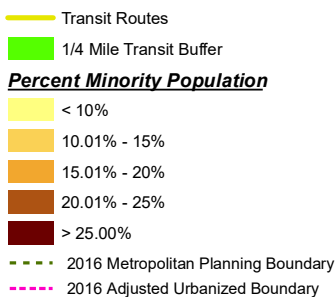
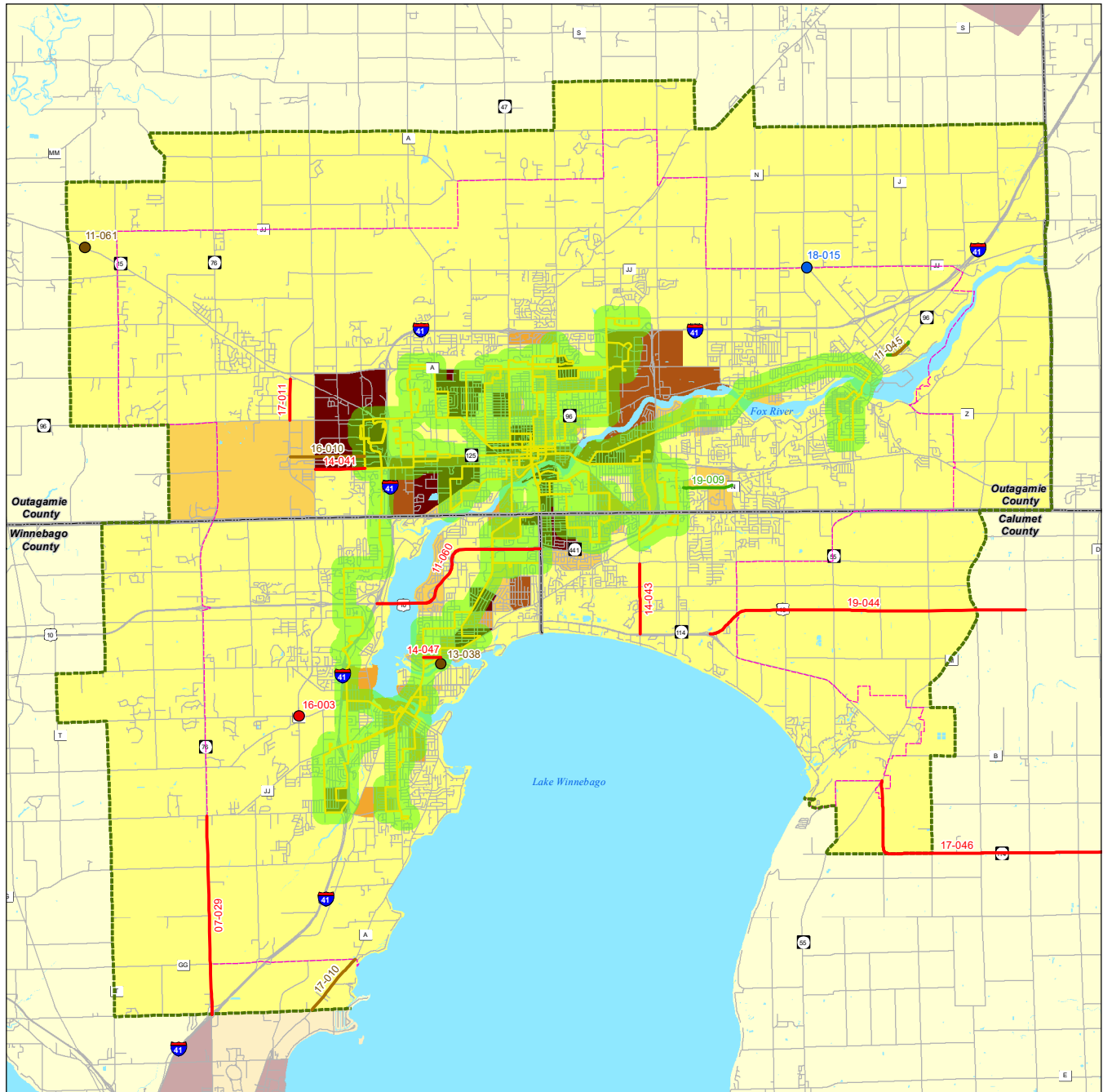


TIP Intersection Project Year and Number



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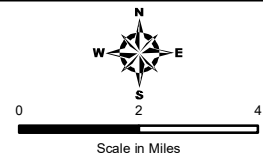
**Figure G-4
Appleton Transportation Management Area TIP Projects (2019 - 2022) and
Minority Population (American Community Survey 2016)**



TIP Project Year and Number

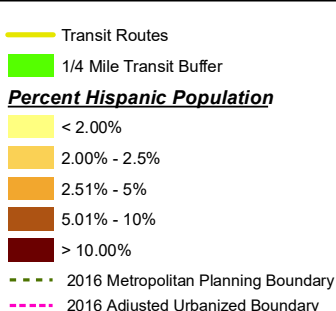
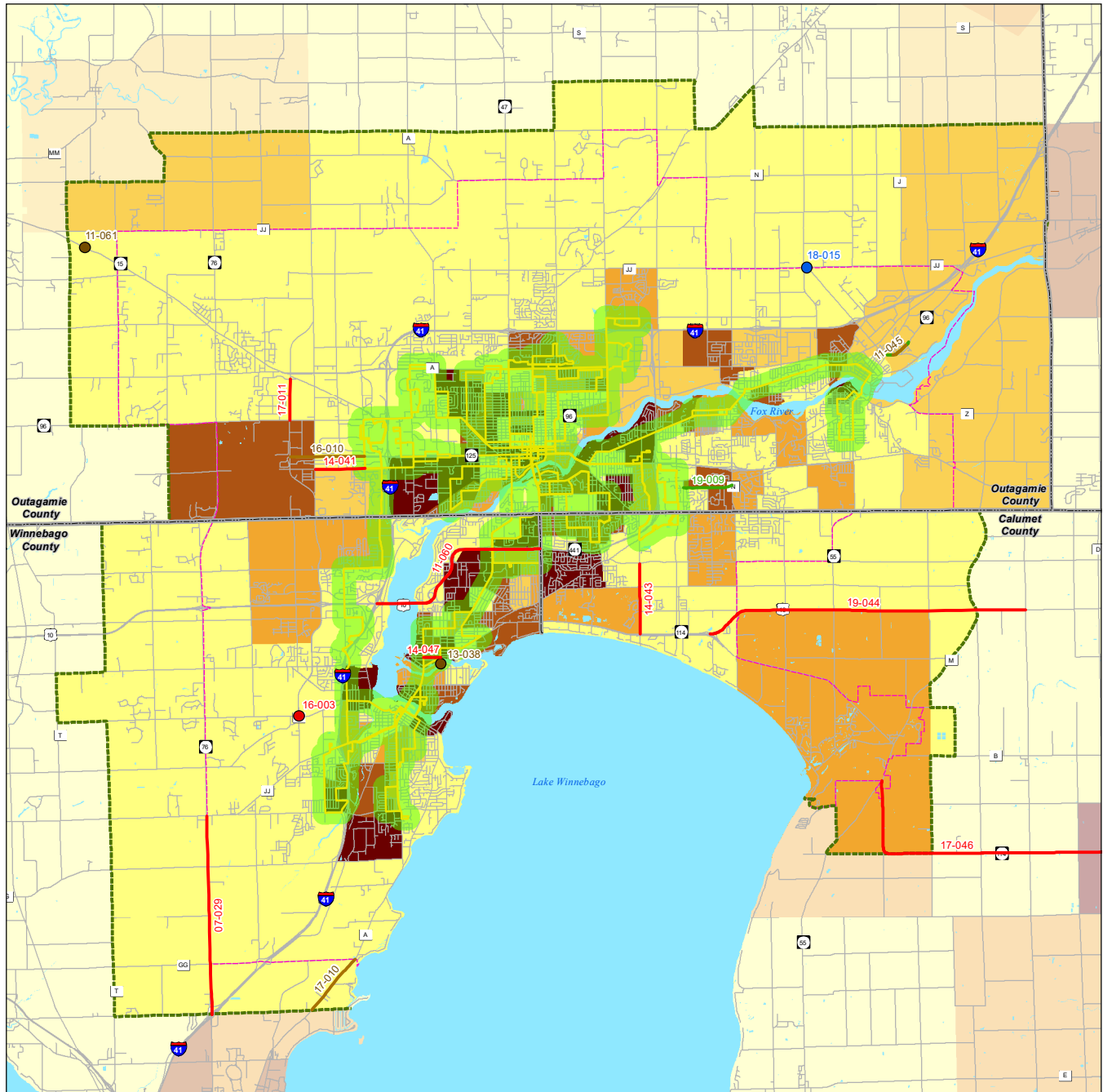


TIP Intersection Project Year and Number



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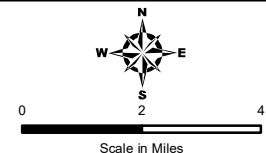
**Figure G-5
Appleton Transportation Management Area TIP Projects (2019 - 2022) and
Hispanic Population (American Community Survey 2016)**



TIP Project Year and Number

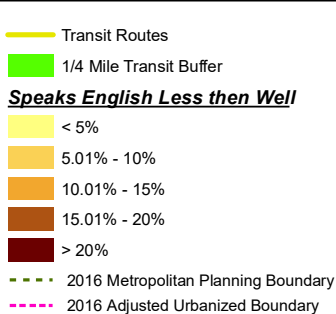
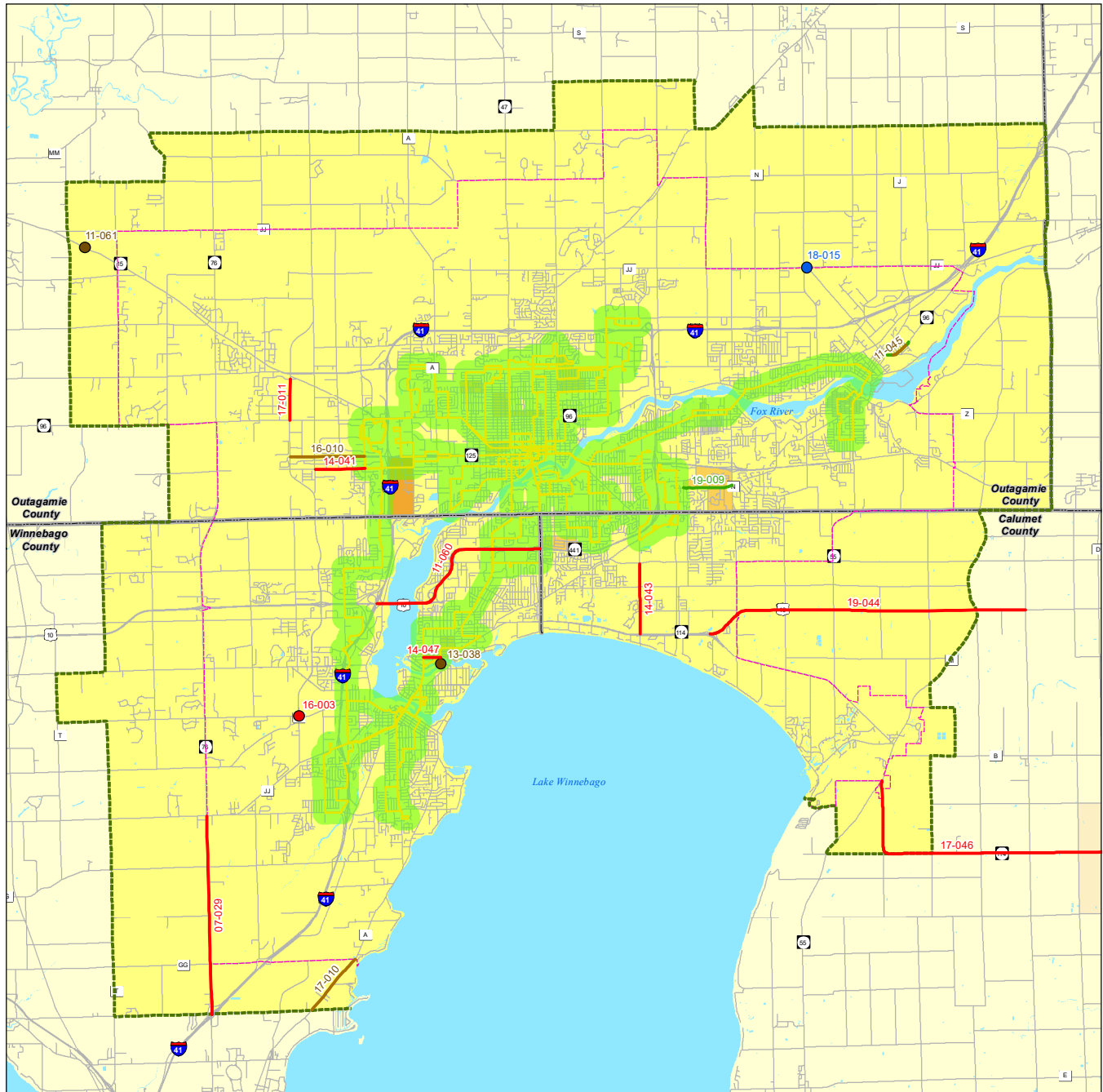


TIP Intersection Project Year and Number



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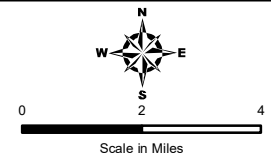
Figure G-6
Appleton Transportation Management Area TIP Projects (2019 - 2022) and
"Speaks English Less than Well" (American Community Survey 2016)



TIP Project Year and Number

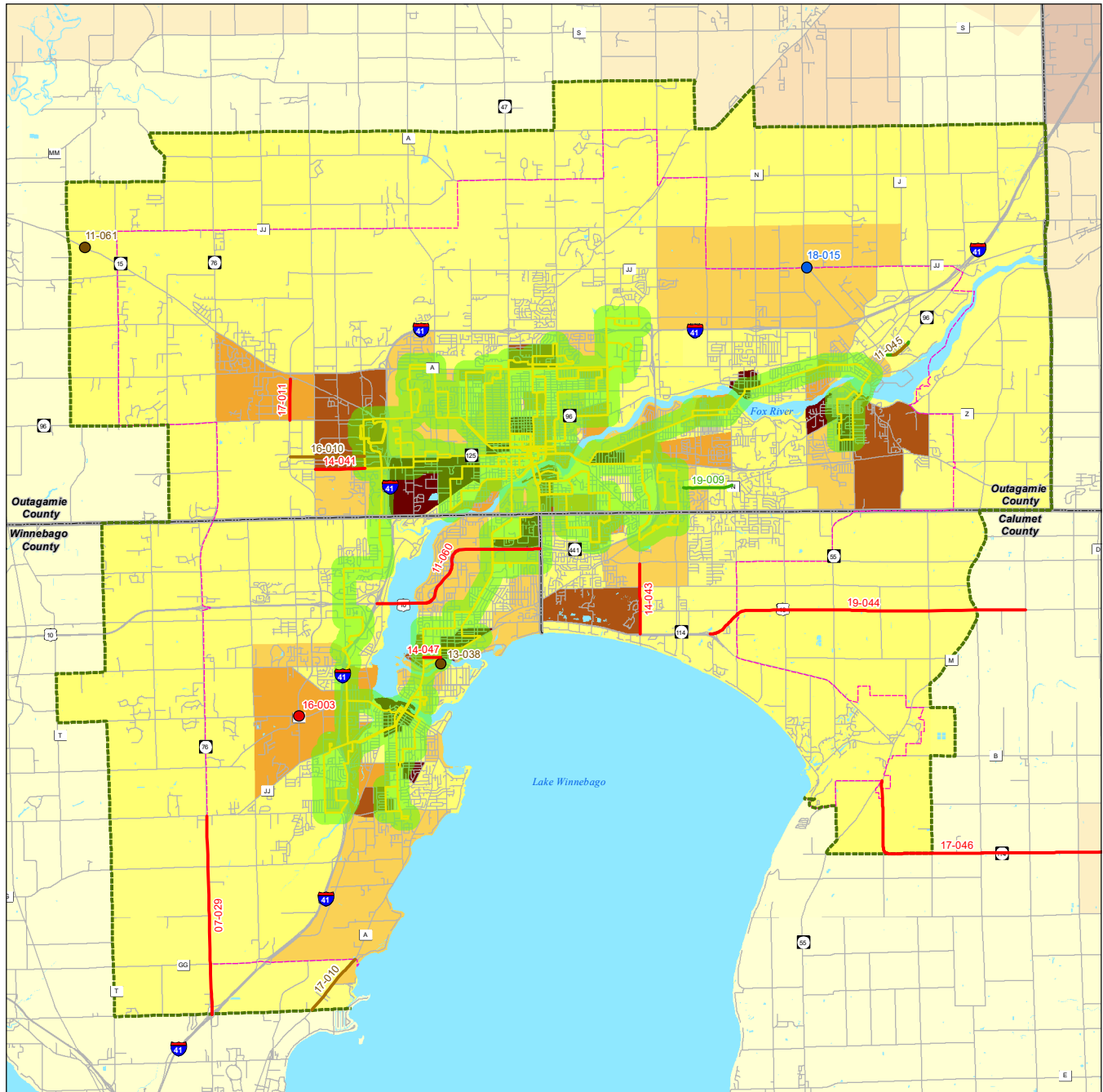


TIP Intersection Project Year and Number



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Figure G-7
Appleton Transportation Management Area TIP Projects (2019 - 2022) and
Household No Access to a Car (American Community Survey 2016)



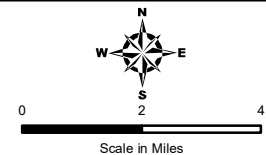
- Transit Routes**
- 1/4 Mile Transit Buffer**
- Households No Access To A Car**
- < 2.5%
 - 2.51% - 5%
 - 5.01% - 7.5%
 - 7.51% - 10%
 - > 10.00%
 - 2016 Metropolitan Planning Boundary
 - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2019 06-056
- 2020 06-056
- 2021 06-056
- 2022 06-056

TIP Intersection Project Year and Number

- 2019 06-056
- 2020 06-056
- 2021 06-056
- 2022 06-056

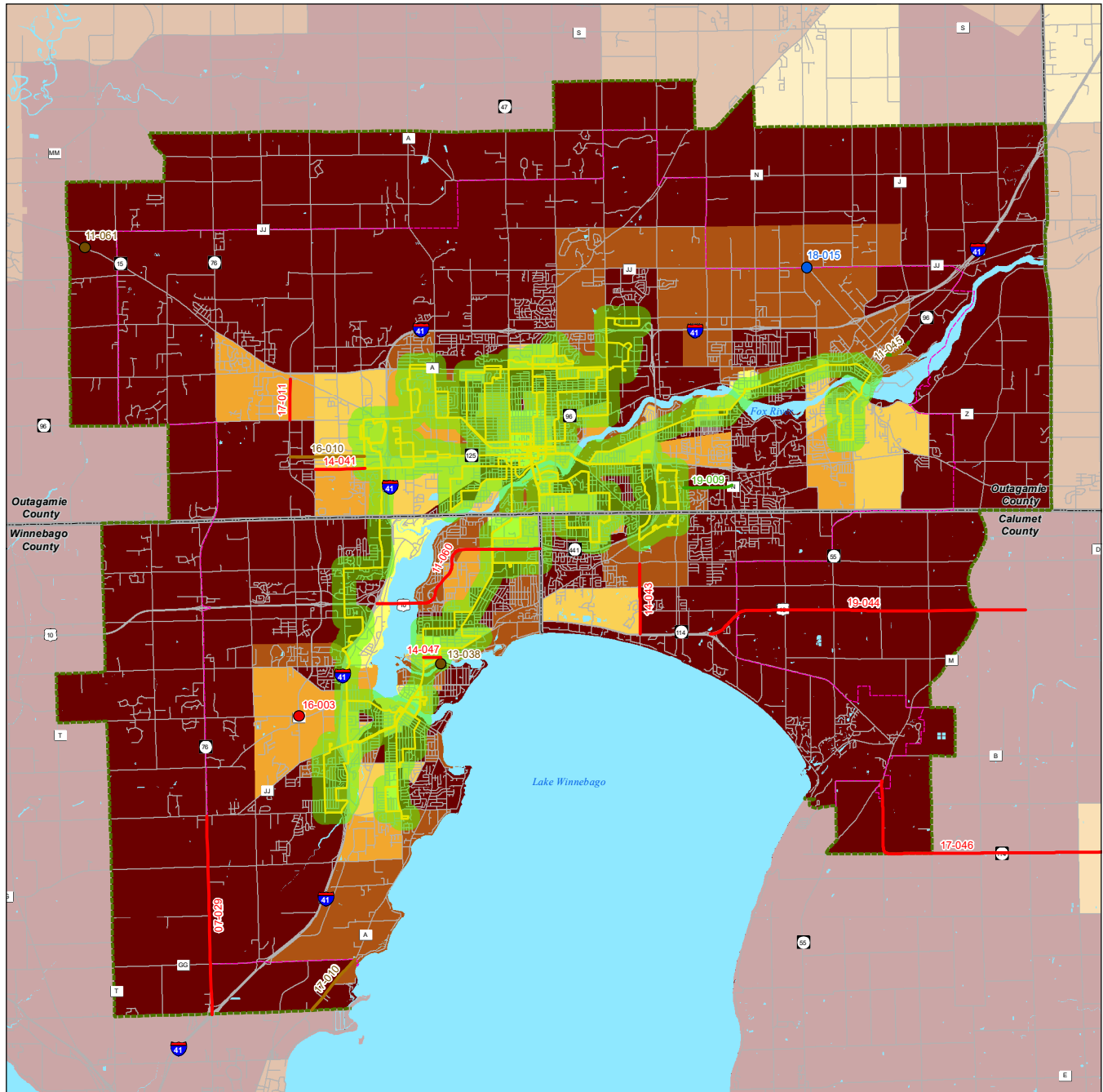


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Sources: American Community Survey 2016 Census Block Groups. 2016 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2017 centerline and 2017 hydrology.

Figure G-8
Appleton Transportation Management Area TIP Projects (2019 - 2022) and
Household Access to a Car (American Community Survey 2016)



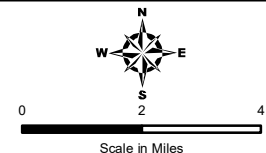
- Transit Routes**
- 1/4 Mile Transit Buffer**
- Access to a Car**
- Below 85%
 - 85% - 90%
 - 91% - 95%
 - 96% - 98%
 - Above 98%
 - 2016 Metropolitan Planning Boundary
 - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

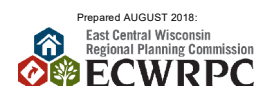
- 2019 06-056
- 2020 06-056
- 2021 06-056
- 2022 06-056

TIP Intersection Project Year and Number

- 2019 06-056
- 2020 06-056
- 2021 06-056
- 2022 06-056



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Sources: American Community Survey 2016 Census Block Groups. 2016 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2017 centerline and 2017 hydrology.



APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

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

Figure H - 1 shows the Fox Cities urbanized area.

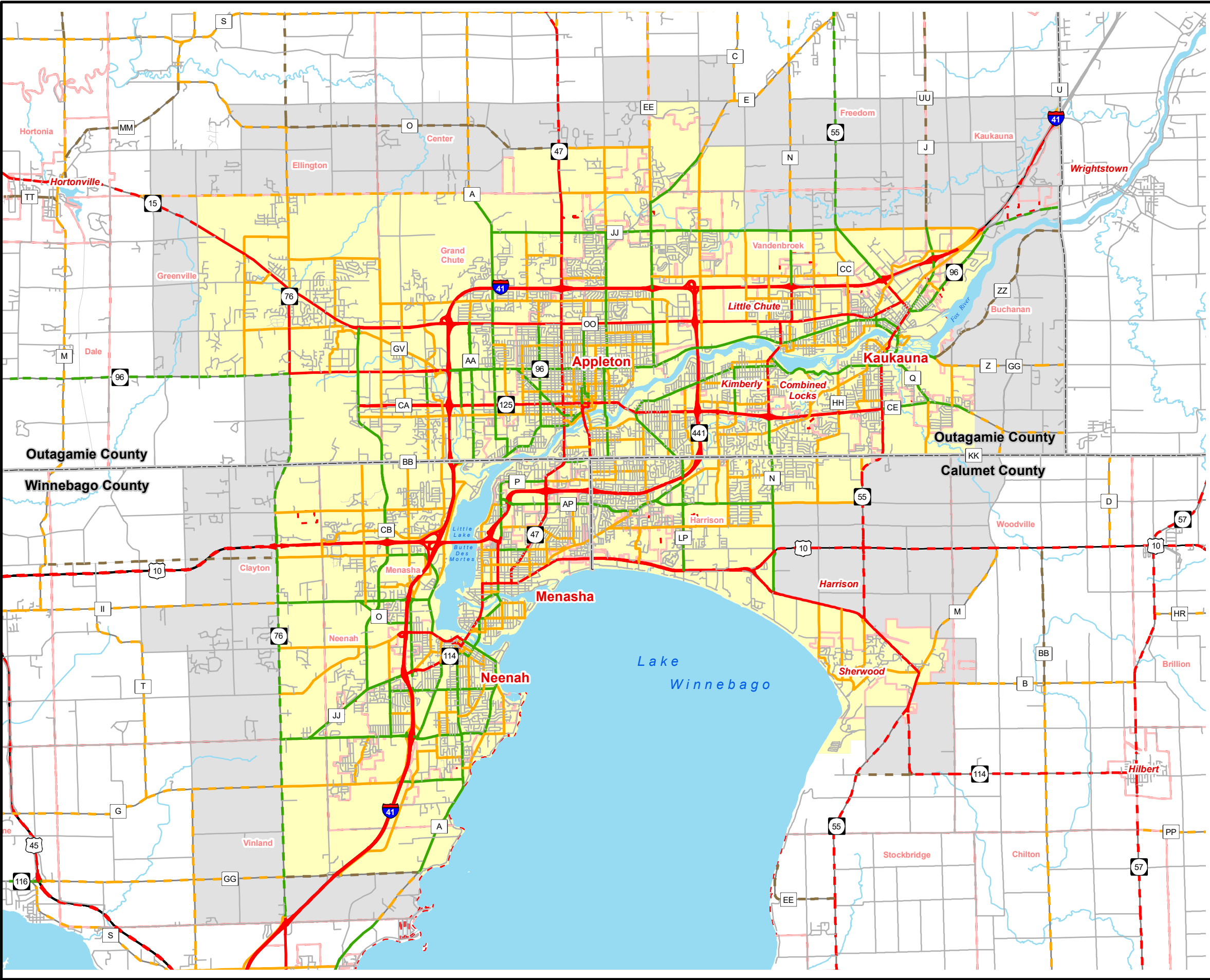


Figure H-1

Appleton Transportation Management Area Functional Classification System 2018

Urban Principal Arterial

Urban Minor Arterial

Urban Collector

Rural Principal Arterial

Rural Minor Arterial

Rural Major Collector

Rural Minor Collector

Local

Municipal Boundary

Fox Cities Adjusted Urbanized Area

Fox Cities Metropolitan Planning Boundary

N

W

E

S

0

1

2

Scale in Miles

Source:

Base data provided by Outagamie, Winnebago, and Calumet Counties 2017.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC.
Functional Classification System provided by WisDOT/ECWRPC 2017.

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 SEPTEMBER 2018 by:

East Central Wisconsin Regional Planning Commission

ECWRPC



APPENDIX I

PERFORMANCE MEASURES

PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

As part of the latest federal transportation bills, MAP-21 and the FAST ACT, it is a requirement to incorporate performance based planning and programming into the development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

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

23 USC 150: National performance measure goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

More information on the National performance measure goals can be viewed at the Federal Highway Administration website link listed below.

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

East Central Wisconsin Regional Planning Commission being the designated Metropolitan Planning Organization (MPO) for the Fox Cities (Appleton) Transportation Management Area has been planning using performance measures in one way or another for many years. The Long Range Transportation/Land Use Plan for 2050 addressed performance measures as a new requirement as a part of the federal MAP-21 transportation legislation. Staff at the MPO has been tracking and updating data as it becomes available. The goals identified above have been incorporated into the policies and performance measures monitored in the LRTP. The Long Range Transportation/Land Use Plan was adopted on October 30, 2015 and can be viewed at the following link to the MPO website.

<http://www.ecwrpc.org/wp-content/uploads/2017/01/2015-2050-FC-LRTP.pdf>

Performance measures for the MPO Area were also in part developed out of recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. There are strong similarities between the objectives outlined in the CMP to that of the TIP and LRTP for the Fox Cities which naturally facilitate its integration into the larger transportation planning process. It is also important that there be an agreed upon level of consistency of the goals and objectives between the CMP, TIP and LRTP. The CMP as a stand-alone document provides guidance in the selection of projects for the 4 year TIPs. The TIPs consequently impact which projects are initiated in both the short and long term future, which ultimately impacts the status of the LRTP. It is vital that these plans work together to meet the demands of the regional transportation network.

Performance measurements are a powerful set of tools for building accountability of the CMP. They also provide a means of identifying priorities by creating a roadmap to address them. More specifically, these priorities recognize, assess, and communicate the importance of congestion within the region. Performance measures allow the Appleton TMA to adequately gauge the system performance in order to identify congestion related problems and communicate this information to the public and effectively engage residents of the Appleton TMA. Performance measures use statistical evidence to determine current congestion conditions and assist the TMA advance their identified vision, goals and objectives within the larger CMP. It is important to note that performance measures can adapt or change over time to better reflect the needs of the TMA.

In addition, the CMP document will be incorporated in the development of future versions of the LRTP and TIP for the Appleton TMA by calling upon the performance measures explicitly described within the plan and concepts presented throughout the document. Specifically, the performance measures and targets within the CMP will assist ECWRPC staff in the development of appropriate actions and recommendations/policies for the Appleton TMA on behalf of the LRTP and TIP documents. The CMP will also be utilized by the Appleton TMA Technical Policy Advisory Committees for decision-making purposes. More broadly, ECWRPC staff hopes that the data gathered will be useful to other area municipalities when making transportation related decisions. East Central completed the Congestion Management Process Plan in 2013 and the full document can be viewed at the website link listed below.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/congestion-management-process/>

East Central has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant – Urban Program (STBG-U) in the Transportation

Improvement Program and for the Transportation Alternatives Program (TAP). The ranking criteria for these federal programs use scoring systems that are tied to the LRTP goals and policies. The TIP evaluates short range projects based on criteria that include: plan consistency, preservation of existing systems, pavement condition, capacity needs, safety, multimodality, freight, transit improvements, bike/pedestrian improvements and planned capital improvement programming. Projects will be scored on a set number of points for each category, resulting in a project ranking and recommendation list for the TIP. The Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area – 2019 can be viewed at the following link.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

SETTING TARGETS FOR PERFORMANCE MEASURES

According to the requirement for the federal performance measure management process, targets are set for national performance measures on a schedule based on when the measures were finalized. In this case, the Wisconsin Department of Transportation must report to the USDOT on the progress in achieving the targets for each measure. The Wisconsin Department of Transportation is the first to set their performance measure targets in coordination with MPOs, from there the MPOs can choose to set their own targets or support the measures WisDOT have adopted. In Wisconsin, most MPOs have chosen to follow and support WisDOT and their performance measure targets.

The U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The Wisconsin Department of Transportation (WisDOT) established statewide calendar year 2018 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and that was approved at the state level on August 31, 2018. The WisDOT targets are:

- Number of fatalities < 555.7 (567.0 - 2013-'17 averages)
- Rate of fatalities < 0.915 per 100 million vehicle miles traveled (VMT) (0.934 - 2013-'17 averages)
- Number of serious injuries < 2,967.6 (3,123.8 - 2013-'17 averages)
- Rate of serious injuries < 4.785 per 100 million VMT (5.037 - 2013-'17 averages)

Number of non-motorized fatalities and non-motorized serious injuries < 342.0 (360.0 - 2013-'17 averages)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they were approved by formal resolution on October 26, 2018. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2019 HSIP targets.

LINK OF INVESTMENTS TO PERFORMANCE MEASURES

Federal planning requirements for metropolitan planning organizations for the long range transportation plan (LRTP) and transportation improvement programs (TIPs) are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established. The next section outlines projects with investment priorities to those with safety benefits to the transportation system. Projects are programmed in the first 4 years of the TIP will assist WisDOT in achieving the safety performance measure targets. As more performance measures are developed a more thorough analysis will be adopted.

ANALYSIS OF SAFETY PROJECTS IN THE TIP

Highway Safety Improvement (HSIP) Projects

There is one Highway Safety Improvement Program project programmed in the Appleton Transportation Management Area.

- The County Trunk Highway CB and Oakridge Road intersection will be reconstructed as a roundabout in 2019. There were 3 reported fatalities and numerous crashes in recent years that prompted the local officials to get this project approved for improvement. This project will improve sight distance and slow traffic from higher speeds. This project will also reduce the number of conflict points between motorized and non-motorized cyclists and pedestrians. Roundabouts typically reduce the rate of angle and injury crashes, and the lower speeds will likely result in less severe crashes.

Major Infrastructure Projects

The 2019-2022 TIP contains two major infrastructure projects that will add capacity and improve safety to the transportation system.

- The USH 10/I41/WIS 441 project expansion is the largest in the existing program. The project spans 6 miles and the limits of this project are from CTH CB on the west and Oneida Street Interchange on the east. This project began in 2012 with design and will continue through 2019 with construction of the diverging diamond interchange being built at the Oneida Street Interchange with USH10/WIS 441. Also, the project included the addition of a new parallel bridge south of the Roland Campo bridge, finishing all possible movements at the I41 interchange, the reconstruction of 5 interchanges, 4 roundabouts, and adding 15 traffic cameras for operations.
- The WIS 15 Majors project is an important regional route that connects the Appleton metropolitan area with Greenville, Hortonville, New London, and other local communities. Traffic forecasts along the corridor exceed the threshold for a 4-lane facility and analysis shows that without an expansion, WIS 15 has a failing level of service by 2040. In addition, heavy regional traffic currently conflicts with local traffic through the village of Hortonville. Studies show 75% of eastbound traffic and 52% of westbound traffic have destinations beyond Hortonville. A WIS 15 bypass of Hortonville is needed to separate the regional and local traffic. Expansion of existing WIS 15 through the village is not an option due to narrow

corridor and severe business/property impacts. Safety is a major concern along the corridor as crash data shows the WIS 15 segments east and west of Hortonville both have a crash rate higher than the statewide average for a rural 2-lane highway. Roughly 300 existing access points along WIS 15 and growing traffic volumes contribute to increasing conflicts along the corridor. Changes in the roadway design will help to reduce safety and crash related issues.

Surface Transportation Block Grant Program – Urban Projects

The 2019-2022 TIP contains five projects that are programmed for construction. These projects use ranking criteria to prioritize for funding. The criteria include plan consistency, preservation of the system, capacity needs, safety, and multimodality. Improvements can include adding more lanes at intersections, maximizing total width of roadways to add bicycle lanes. Use frontage roads to direct local traffic to major intersections. Also, reduce the number of conflict points between motorized and non-motorized transit and pedestrians, and install safe, highly visible crosswalks.

Pedestrian/Bicycle Safety Education Programs

East Central Wisconsin Regional Planning Commission also runs a federally funded regional Safe Routes to School Program that has 157 schools that participate. This program is funded through the Transportation Alternatives Program (TAP) and has an extensive pedestrian and bicycle safety education curriculum.

SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES

MAP-21/Fast Act Performance Measures for transit as established in 49 USC 625 and 23 CFR 490 are:

- Transit
 - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
 - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Valley Transit Asset Management Plan

Introduction

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), Valley Transit has developed the following 2017 performance measures for capital assets. Assets are categorized by Rolling Stock, Equipment and Facilities. Valley Transit is a tier II provider.

Performance Measures & Targets

Performance measure of vehicles will be based on the percentage of vehicles that have either met or exceeded their established useful life benchmark (ULB). The established ULB for heavy

and medium duty buses is 12 years. For support vehicles, the ULB is 10 years.

For equipment and facilities, performance will be measured by condition rating of each individual asset.

The following targets have been established:

Transit Asset Management Goals

Category	Target
Revenue Vehicles	Allow less than 30% of vehicles to meet or exceed ULB.
Non-Revenue Vehicles	Allow less than 30% of vehicles to meet or exceed ULB.
Equipment & Facilities	Maintain a condition rating above 2 (marginal).

*ULB is useful life benchmark. The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years.

Asset Condition Summary

Asset Category/Class	Description	Count	Avg Age	Condition Rating*	% at or past ULB
Revenue Vehicles	Buses	28	13		89%
Revenue Vehicles	Cutaways	3	3.5		0%
Non-Revenue Vehicles	Staff and Maintenance Vehicles	7	8.75		42%
Equipment	Bus Wash	1	1	4	
Equipment	Fareboxes	31	9	3	
Equipment	ITS	1	0	5	
Facility	Transit Center	1	29	3	
Facility	Operations & Maintenance	1	38	3	

* Condition Rating Scale

5, Excellent, No visible defects, new or near new condition, may still be under warranty, if applicable

4, Good, Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional

3, Adequate, Moderately deteriorated or defective; but has not exceeded useful life

2, Marginal, Defective or deteriorated in need of replacement; exceeded useful life

1, Poor, Critically damaged or in need of immediate repair; well past useful life

An asset is not in good repair if it is rated 1 or 2

The methodology used to establish targets is based on staff input, empirical data and comparisons to other plans developed by peers. Targets set above may be adjusted as needed.

The East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 26, 2018. The MPO will continue to work cooperatively with Valley Transit to monitor targets and maximize federal funding to improve vehicles and facilities throughout the system.

SETTING TARGETS FOR 2019 – 2021 NATIONAL PERFORMANCE MANAGEMENT MEASURES – SECOND PERFORMANCE RULE (PM2) – 23 CFR Part 490

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS). The 2019 and 2021 NHS pavement condition targets are identified in Exhibit A. The 2019 and 2021 NHS bridge condition targets are identified in Exhibit B.

Comments for FHWA on the PM2 Rule Calculations

WisDOT would like to provide the following comments about the calculations for the pavement condition performance measure:

The FHWA pavement rating metrics of “good”, “fair”, and “poor” allow national comparisons of NHS condition, using data all states can reasonably collect. While WisDOT understands the utility a simplified measure provides for broad national comparisons, the department cautions that these newly created measures provide only a rudimentary assessment that does not precisely correlate with the more comprehensive condition assessment measure used by the department for establishing condition of state highways. WisDOT uses the Pavement Condition Index (PCI) method to assess state highway conditions. PCI is an American Society of Testing and Materials standard (ASTM D6433-11) that has been widely accepted and used by transportation agencies since its development in the 1970s. PCI is a comprehensive pavement condition measure that involves the identification and measurement of unique distress types for developing accurate condition ratings. PCI provides key information about the causative factors creating the distresses defining pavement condition, and that information is essential to the development of cost-effective improvement plans.

Exhibit A

Wisconsin Department of Transportation NHS Pavement Condition Targets

Measure	2-Year Target (2019)	4-Year Target (2021)
Interstate – Percentage pavements in “Good” condition	NA	> 45%
Interstate – Percentage pavements in “Poor” condition	NA	< 5%
Non-Interstate NHS – Percentage pavements in “Good” condition	≥ 20%	≥ 20%
Non-Interstate NHS – Percentage pavements in “Poor” condition	≤ 12%	≤ 12%

Exhibit B

Wisconsin Department of Transportation NHS Bridge Condition Targets

Measure	2-Year Target (2019)	4-Year Target (2021)
Percentage of NHS bridges by deck area in “Good” condition	≥ 50%	≥ 50%
Percentage of NHS bridges by deck area in “Poor” condition	≤ 3%	≤ 3%

Numerous projects in the Fox Cities (Appleton) TMA are programmed for improvements on the NHS system that will improve pavement conditions. Both the USH 10 and WIS 15 Majors reconstruction projects will have significantly improved pavement conditions and should help to achieve set targets in future years. Also, the CTH CB STP Urban project from CTH CB to Casaloma Drive will be a complete reconstruction and is currently on the National Highway System.

SETTING TARGETS FOR 2019 – 2021 NATIONAL PERFORMANCE MANAGEMENT MEASURES – THIRD PERFORMANCE RULE (PM3) – 23 CFR Part 490

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System, freight movement on the Interstate System. The 2019 and 2021 targets for the performance measures are identified in Exhibit C.

Comments for FHWA on the PM3 Rule Calculations

WisDOT is supplying the data as required, but the department cautions its use. While the reliability measures may be useful for describing reliability of individual urban areas or individual states, these measures are not practical to use for inter-state comparisons. The following reliability metric calculations use the “normal” or 50th percentile travel time in the denominator. Comparisons should not be drawn between states with greater prevalence of recurring congestion with “normal” travel times that are significantly higher than free-flow travel times, and states with “normal” travel times that are close to the posted or free-flow speed.

The reliability measures are based on the following metrics:

- **Travel Reliability Metric:** *Level of Travel Time Reliability (LOTTR) = 80th percentile travel time / 50th percentile travel time*
- **Freight Reliability Metric:** *Truck Travel Time Reliability (TTTR) = 95th percentile travel time / 50th percentile travel time*

These reliability metrics do not allow for meaningful comparison between states because urbanized areas with higher levels of recurring congestion may have 50th percentile travel times well above the free-flow travel times, while other urbanized areas with lower levels of recurring congestion have 50th percentile speeds that are closer to the free-flow travel times. For example, it is difficult to compare two 10-mile freeway corridors with a posted speed of 60 mph, when one route has an 80th and 50th percentile travel times of 20 minutes (30 mph) and 10 minutes (60 mph) respectively, while the other route with higher levels of recurring congestion has 80th and 50th percentile travel times of 30 minutes (20 mph) and 15 minutes (40 mph) respectively. While the reliability measures show that these two routes have the same reliability index, the route with the lower 50th percentile travel time has significantly better traffic flow and throughput. For these reasons, these reliability measures should not be used to make simple comparisons between states.

Exhibit C

Wisconsin Department of Transportation

Measure	2017 Results	2-Year Target (2019)	4-Year Target (2021)
Travel Reliability 1) Percent of person-miles traveled that are reliable on the Interstate	97.9%	94.0%	90.0%
2) Percent of person-miles traveled that are reliable on Non-Interstate NHS	93.9%	NA	86.0%
Freight Reliability 3) Truck Travel Time Reliability Index on the Interstate	1.16	1.40	1.60

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 26, 2018. Staff within the MPO will work closely with the Wisconsin Department of Transportation Northeast Region and Central Office to plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2019 and 2021 PM2 and PM3 performance measures. Further analysis and mapping will be developed and used to better understand how these measures can influence decision making for the MPO area.

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