

Transportation Improvement Program

Fox Cities Transportation Management Area

2021-2024



Fox Cities
Transportation Management Area
Approved October 30, 2020



East Central Wisconsin
Regional Planning Commission

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TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE FOX CITIES (APPLETON) TRANSPORTATION MANAGEMENT AREA

2021 - 2024

Approved October 30, 2020

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FOX CITIES (APPLETON) TRANSPORTATION
MANAGEMENT AREA - 2021

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

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The *Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2021-2024 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 2023 through 2024; for transit assistance programs, 2021 and 2024.

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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 2021 to 2024. 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 2024 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, FTA 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 5339 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 to transit providers requesting candidate projects to be identified. On September 27, 2020, a legal notice was published in the Appleton daily paper identifying a review and comment period from September 27 to October 26, 2020. The Transportation Committee would meet October 6, 2020 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO at its October 30, 2020 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	FLX
Safety	HSIP
Transportation Alternatives	TA
Office of the Commissioner of Railroads	OCR
Transit	
Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310	
Elderly & Disabled	Section 5310
Section 5339	
Bus and Bus Facilities	Section 5339

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, 2021-2024, itemized in the listing this year includes the 2025 through 2026 projects that were submitted by the local entities.

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 2025-2026 project candidates, as part of the 2021 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

2023-2024 allocations resulted in staff recommending funding for four projects in the Fox Cities area. These tentative projects were selected by action of the Fox Cities (Appleton) Technical Advisory Committee for the Fox Cities area on September 18, 2019, and will final funding will be determined as communities move the selections through their committees for approval.

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, 2025-2026. 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 2025+.

2021 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 (252-21-001). 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: 2021, 2022, 2023 and 2024.

Table 1: Fox Cities Transportation Management Area - Project Listing (2021-2024)
(\$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	2021				2022				2023				2024				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	1728 991 380 3099	1728 1109 0 2837	1749 1527 95 3371	5205 3627 475 9307	1780 1020 1640 4440	1780 1143 0 2923	1818 2390 410 4618	5378 4553 2050 11981	1833 1051 2480 5364	1833 1177 0 3010	1890 2461 620 4971	5556 4689 3100 13345	1888 1083 8440 11411	1888 1212 0 3100	1964 2535 2110 6609	5740 4830 10550 21120	
WisDOT Outagamie	WIS 15, Greenville - New London RCNST, expansion, R/R Crossings 1146-75-00,10,21,52,53,71,72,73 STP - Majors (E)	DESIGN RR CONST TOTAL				0 0 54460 54460				0 1367 0 1367				0 0 16306 16306				0 0 0 0	
252-11-061																			
WisDOT V of Sherwood Calumet	USH 10 Village of Sherwood Menasha - Hilbert 4580-10-00, 71 FLX 3.14 miles (P)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 0 0				0 0 3091 3091				0 0 0 0	
252-14-015																			
WisDOT	STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 4670-10-00, 71 FLX 5.48 miles (P)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 0 0				0 0 1042 1042				0 0 0 0	
252-14-012																			
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 5500 5500				0 0 0 0				0 0 0 0	
252-16-009																			
WisDOT Outagamie	WIS 55 / Kaukauna-Seymour MISC/Hwy JJ Intersection Mod 6560-08-71 FLX 0.02 miles (P)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 3170 3170				0 0 0 0				0 0 0 0	
252-18-015																			
WisDOT T of Buchanan Outagamie	Emons Rd. / CTH N - Pinecrest Reconstruction 4656-06-71 URB 0.98 miles (P)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 2606 2606				0 0 0 0				0 0 0 0	
252-19-009																			
WisDOT	Regional Safe Routes to School 1009-01-09, 10 TAP (P)	DESIGN ROW CONST TOTAL				0 0 295 295				0 0 0 0				0 0 0 0				0 0 0 0	
252-19-015																			
WisDOT Fox Cities	WIS 55 / Kaukauna - Seymour I 41 - WIS 54 6570-09-71 Resurface FLX 12.99 mi. (P)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 7505 7505				0 0 0 0				0 0 0 0	
252-19-062																			
WisDOT Winnebago	WIS 441 / Menasha-Appleton USH 41-CTH KK 4685-33-00 BRIDGE REHAB FLX 1.93 miles (P)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 1196 1196				0 0 0 0				0 0 0 0	
252-19-067																			
WisDOT Outagamie	IH 41/Appleton-Green Bay STH 15-CTH J 1130-72-30,60 REHAB NHPP 11.99 miles (P)	DESIGN ROW CONST TOTAL				0 0 0 0				0 0 4686 4686				0 0 0 0				0 0 0 0	
252-19-070																			

WisDOT C of Appleton Outagamie 252-19-072	East Franklin Street CN Xing Signal 179942A 4984-15-51 RECST HSIP 0.07 miles (P)	DESIGN ROW CONST TOTAL	0 0 173 19 0 192 173 19 0 192	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT C of Appleton Outagamie 252-19-073	North Appleton Street CN Xing Signal 179945V 4984-14-51 RECST HSIP 0.08 miles (P)	DESIGN ROW CONST TOTAL	0 0 173 19 0 192 173 19 0 192	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT C of Appleton Outagamie 252-19-074	Memorial Drive CN Xing Signal 1799398 4984-13-51 RECST HSIP 0.05 miles (P)	DESIGN ROW CONST TOTAL	0 0 173 19 0 192 173 19 0 192	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT 252-20-009	Valley Transit Mobility Management Section 5310	DESIGN ROW CONST TOTAL	0 0 15 0 13 28 15 0 13 28	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT 252-20-010	Valley Transit Operating Assistance Section 5310	DESIGN ROW CONST TOTAL	0 0 80 0 45 125 80 0 45 125	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT 252-20-011	Valley Transit Mobility Coordinator Section 5310	DESIGN ROW CONST TOTAL	0 0 45 0 45 90 45 0 45 90	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT 252-20-012	Valley Transit Travel Trainer Section 5310	DESIGN ROW CONST TOTAL	0 0 45 0 45 90 45 0 45 90	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT 252-20-013	Making the Ride Happen Mobility Management Program Section 5310	DESIGN ROW CONST TOTAL	0 0 41 0 12 53 41 0 12 53	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT 252-20-014	Making the Ride Happen Operating Assistance Section 5310	DESIGN ROW CONST TOTAL	0 0 41 0 43 84 41 0 43 84	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT Outagamie 252-20-037	WIS 76 / School Road Intersection WIS 96- WIS 15 6430-20-71 HSIP 0.031 miles (P)	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
WisDOT Winnebago 252-20-038	IH 41/Neenah-Appleton Breezewood=STH 15 1120-57-60 REHAB FLX 9.65 miles (P)	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

WisDOT Outagamie	Appleton, STH 441 WIS 441/USH 10 - N Jct I-41 4685-29-60 REHAB FLX 5.74 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3344 3344	836 836	0 0	4180 4180	
252-20-039			0	0	0	0	0	0	0	0	
WisDOT Appleton Calumet County	WIS 114/Canadian National RR Crossing Village of Sherwood 4580-10-50 FLX 3.79 mi. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	128 128	8 8	24 24	160 160	0 0	0 0	0 0	
252-20-053			0	0	0	0	0	0	0	0	
WisDOT C of Appleton	C Appleton/Olde Oneida St South Mill Race Bridge 4984-01-78, 79 BRRPL STBG .0 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1641 1641	0 0	410 410	2051 2051	Design 9/25/20. Construction 12/10/2024.
252-20-054			0	0	0	0	0	0	0	0	
WisDOT Outagamie	Buchanan-East County Line Kavanugh Rd. ot Outagamie Rd. 4679-02-00, 72 RECST STBG .91 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	2859 2859	0 0	1608 1608	4467 4467	Design 9/25/20. Construction 12/10/2024.
252-20-055			0	0	0	0	0	0	0	0	
WisDOT C Menasha	CTH P STH 47 to Midway Rd 4646-02-00, 71 RECST STBG 1.45 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	4578 4578	0 0	1880 1880	6458 6458	Design 9/25/20. Construction 12/10/2024.
252-20-056			0	0	0	0	0	0	0	0	
WisDOT C of Menasha	Racine St Third St to Ninth St 4992-00-59, 60 RECST STBG .74 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3120 3120	0 0	1212 1212	4332 4332	Design 9/25/20. Construction 12/10/2024.
252-20-057			0	0	0	0	0	0	0	0	
WisDOT Outagamie	T Buchanan/CTH N CTH KK to CTH CE 4676-04-00, 71 RECST STBG .896 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3094 3094	0 0	1201 1201	4295 4295	Design 9/25/20. Construction 12/10/2024.
252-20-058			0	0	0	0	0	0	0	0	
WisDOT Winnebago	C Neenah, Commercial St Stanley St to Tyler St 4993-01-00, 01 RECST STBG 1.47 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	5669 5669	0 0	2201 2201	7870 7870	Design done by City of Neenah. Construction 1/14/2025.
252-20-059			0	0	0	0	0	0	0	0	
WisDOT Outagamie	T Buchanan, County Line Rd Branch of Plum Creek Bridge 4656-07-71 BRRPL STBG .091 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	317 317	0 0	79 79	396 396	0 0	Construction 1/10/2023.
252-20-060			0	0	0	0	0	0	0	0	
WisDOT Outagamie	T Buchanan, New Road Branch of Plum Creek Bridge 4656-08-71 BRRPL STBG .096 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	344 344	0 0	86 86	430 430	0 0	Construction 1/10/2023.
252-20-061			0	0	0	0	0	0	0	0	

WisDOT Winnebago	USH 10/Waupaca-Menasha NCL - STH 441 1150-48-60 PSRS20 252-21-009 FLX 16.55 miles (P)	DESIGN ROW CONST TOTAL	0 0 5530 1382 0 6912 5530 1382 0 6912	0 0 0 0 0 0	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	STH 55/Fond du Lac-Sherwood USH 151 - STH 114 4050-27-00, 71 BRRPL 252-21-010 STBG 11.44 miles (P)	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	1086 271 0 1357 1086 271 0 1357	0 0 0 0 0 0	Design is State funded only but could get Fed funds. Construction is scheduled for 11/12/2024.
WisDOT Outagamie	STH 96/Kaukauna - Wrightstown Claribel St. - CTH JJ 4075-35-71 RESURF 252-21-011 STBG 1.86 miles (P)	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	605 151 0 756 605 151 0 756	0 0 0 0 0 0	Design has a TIP# and Construction is scheduled for 11/12/2024.
WisDOT Outagamie	WIS 96 / Kaukauna - Wrightstown CTH JJ - CTH D 4075-35-72 RESURF 252-21-012 STBG 3.09 miles (P)	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	1710 427 0 2137 1710 427 0 2137	0 0 0 0 0 0	Design has a TIP# and Construction is scheduled for 11/12/2024.
WisDOT Outagamie	STH 125/T. Grand Chute IH41 - Bluemound Dr. 6526-00-71 BRRPL 252-21-013 STBG 0 miles (P)	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	1748 437 0 2185 1748 437 0 2185	0 0 0 0 0 0	Design has a TIP # and construction is scheduled for 11/24/2024.
WisDOT T of Grand Chute	Wisconsin Ave / I 41-Badger Ave Casaloma Dr - N Badger Ave 4075-40-71 RESURF 252-21-014 NHPP 2 miles (P)	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	3925 981 0 4906 3925 981 0 4906	0 0 0 0 0 0	Advanceable to 11/23/2024.
WisDOT Outagamie	STH 15/STH 76 - New London CTH JJ - CTH T/Givens Rd. 1146-75-80 BRPVT 252-21-015 NHPP 10.82 miles (P)	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	368 92 0 460 368 92 0 460	0 0 0 0 0 0	
WisDOT C of Menasha	STH 114/Plank Rd. CNRR Xing Surface 4065-17-50 MISC 252-21-016 NHPP 0 miles (P)	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	154 38 0 192 154 38 0 192	0 0 0 0 0 0	
WisDOT C of Menasha	STH 114/Plank Rd. CNRR Signals & Gates 4065-17-51 MISC 252-21-017 NHPP 0 miles (P)	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	242 61 0 303 242 61 0 303	0 0 0 0 0 0	
WisDOT Calumet	Appleton We Energies Trail Phase I C of Appleton 4984-01-80, 81 MISC 252-21-040 TAP 3.0 miles (P)	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	516 0 516 1032 516 0 516 1032	0 0 0 0 0 0	0 0 0 0 0 0	
WisDOT	Regional Safe Routes to School 1009-01-15,16 252-21-041 TAP (P)	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	476 0 119 595 476 0 119 595	0 0 0 0 0 0	0 0 0 0 0 0	
WisDOT TMA	Regional Safe Routes to School 1009-01-17,18 252-21-042 TAP (P)	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	233 0 131 364 233 0 131 364	0 0 0 0 0 0	0 0 0 0 0 0	
		DESIGN ROW CONST TOTAL	0 0 0 0 0 0 0 0 51185 12597 262 64044 51185 12597 262 64044	0 0 0 0 1094 273 0 1367 15655 8620 548 24823 16749 8893 548 26190	0 0 0 0 0 0 0 0 20450 4342 931 25723 20450 4342 931 25723	0 0 0 0 0 0 0 0 7410 1076 931 9417 7410 1076 931 9417	0 0 0 0 0 0 0 0 42311 5227 8512 56050 42311 5227 8512 56050	0 0 0 0 0 0 0 0 56050 56050 56050 56050	
	Preservation Subtotal		7350 1705 59 9114	15655 3120 548 19323	7410 1076 931 9417	42311 5227 8512 56050	56050 56050 56050 56050		
	Expansion Subtotal		43568 10892 0 54460	1094 5773 0 6867	13040 3266 0 16306	0 0 0 0	0 0 0 0		

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

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

Table 2: Fox Cities Transportation Management Area, 2021-2024
Summary of Federal Funds Programmed and Available
(\$000)

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2021	2022	2023	2024	2021	2022	2023	2024
Federal Highway Administration								
National Highway Performance Program	0	3,749	0	5,333	0	3,749	0	5,333
Surface Transportation Program								
Fox Cities Urbanized Area	1,065	2,084	661	20,961	1,065	2,084	661	20,961
Surface Transportation Program								
State Flexibility	5,530	9,822	834	17,658	5,530	9,822	834	17,658
Highway Safety Improvement Program	519	0	2,202	0	519	0	2,202	0
Transportation Alternatives Program	236	0	1,225	0	236	0	1,225	0
Programmed Expenditures	7,350	15,655	4,922	43,952	7,350	15,655	4,922	43,952
* Annual Inflation Factor 1.78%	131	279	88	782	131	279	88	782
Estimated Need with Inflation Factor	7,481	15,934	5,010	44,734	7,481	15,934	5,010	44,734
Federal Transit Administration								
Section 5307 Operating	\$1,728	\$1,780	\$1,833	\$1,888	\$1,728	\$1,780	\$1,833	\$1,888
Section 5307 Capital	380	1,640	2,460	8,440	380	1,640	2,460	8,440
Programmed Expenditures	2,108	3,420	4,293	10,328	2,108	3,420	4,293	10,328
* Annual Inflation Factor 1.78%	38	61	76	184	38	61	76	184
Estimated Need with Inflation Factor	2,146	3,481	4,369	10,512	2,146	3,481	4,369	10,512
Section 5310	267	0	-not yet programmed-		267	0	-not yet programmed-	

* FAST Act requires that the financial elements of the TIP include inflation factors that estimate the costs of projects in their construction years. This is a summary of TIP projects with the inflation factor applied.

**Table 3: Implementation Status of 2020
Fox Cities Transportation Management Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2020				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Outagamie	WIS 96 / Washington - Clairbel Reconstruct	DESIGN				0			
	4075-33-00,21,71	ROW				0		X	
252-11-045	FLX (P)	CONST	1900	460	198	2558			
		TOTAL	1900	460	198	2558			
WisDOT Winnebago	Racine St. Bridge C of Menasha	DESIGN				0			
	4992-03-00, 21, 71 BRRPL	ROW				0		X	
252-13-038	BR 0.1 miles (E)	CONST	24861	6215	450	31526			
		TOTAL	24861	6215	450	31526			
WisDOT Outagamie	CTH CA / CTH CB - Casaloma Dr Reconstruction	DESIGN				0			
	4657-25-02, 03	ROW				0		X	
252-16-010	URB 1.4 miles (P)	CONST	5282	0	5524	10806			
		TOTAL	5282	0	5524	10806			
WisDOT Winnebago	T Vinland, CTH A Indian Point - CTH GG	DESIGN				0			
	4627-02-00,71	ROW				0		X	
252-17-010	STP Rural RECST (E)	CONST	1835	0	462	2297			
		TOTAL	1835	0	462	2297			
WisDOT C. of Kaukauna	WIS 96/ Green Bay Rd Bicycle Lane Extension Lawe St - Claribel St.	DESIGN				0			
	4075-33-71	ROW				0		X	
252-19-016	TA (P)	CONST	1900	460	198	2558			
		TOTAL	1900	460	198	2558			
WisDOT Fox Cities	I 41 / WIS 15-WIS 47 Gillett St & RXR Bridges	DESIGN				0			
	1130-59-71	ROW				0		X	
252-19-061	FLX .268 mi. (P)	CONST	2336	259	0	2595			
		TOTAL	2336	259	0	2595			
WisDOT T of Grand Chute	Wisconsin Ave / I 41-Badger Ave Casaloma Dr - N Badger Ave	DESIGN	160	40	0	200			
	4075-40-00 RESURF	ROW				0		X	
252-19-063	FLX 1.438 miles (P)	CONST				0			
		TOTAL	160	40	0	200			
WisDOT C of Menasha	WIS 114 / Menasha-Sherwood PAVEMENT REPL	DESIGN	338	112	0	450			
	4065-17-00	ROW				0		X	
252-19-064	FLX 1.048 miles (P)	CONST				0			
		TOTAL	338	112	0	450			
WisDOT Winnebago	WIS 76 / Oshkosh-Greenville CTH JJ-CTH BB	DESIGN	120	30	0	150			
	6430-22-00 RESURF	ROW				0		X	
252-19-066	FLX 5.59 miles (P)	CONST				0			
		TOTAL	120	30	0	150			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2021-2025+)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2021				2022				2023				2024				2025+ 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	Grand Chute Blvd/ Victory-Capitol Dr Underpass	DESIGN				0				0	0	0	180	180				0				0
	New Construction	ROW				0				0				0				0				0
	Local 0.3 m. (E)	CONST				0				0	0	0	1399	1399				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	1579	1579	0	0	0	0	0	0	0	0
Grand Chute Outagamie Illustrative	Rifle Range Rd/ Capitol-Grand Chute Blvd Reconstruct to Urban, 2-lane with bike&ped	DESIGN				0				0	0	0	366	366				0				0
	Local 0.6m. (E)	ROW				0				0				0				0				0
		CONST				0				0	0	0	2806	2806				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	3172	3172	0	0	0	0	0	0	0	0
Grand Chute Outagamie Illustrative	Casaloma/Waterstone Ct-Spencer Reconstruction, 2-lane urban	DESIGN	0	0	247	247				0				0				0				0
	Local .74 m. (P)	ROW	0	0	25	25				0				0				0				0
		CONST	0	0	5000	5000				0				0				0				0
		TOTAL	0	0	5272	5272	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Chute Outagamie Illustrative	College Ave. at Mall Dr./Nicolet int. Intersection improvements	DESIGN				0				0				0				0	0	0	150	150
	Local 0.00 m. (E)	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-Casaloma Reconstruction, urban	DESIGN				0	0	0	306	306				0				0				0
	Local 1.71 m. (P)	ROW				0				0				0				0				0
		CONST				0	0	0	2351	2351				0				0				0
		TOTAL	0	0	0	0	0	0	2657	2657	0	0	0	0	0	0	0	0	0	0	0	0
Grand Chute Outagamie Illustrative	Capitol Drive/USH41-Lynndale Reconstruction, urban	DESIGN				0				0				0				0	0	0	500	500
	Local 0.86 m. (P)	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3830	3830
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4330	4330
Grand Chute Outagamie Illustrative	Spencer St/Wittman-Nicolet Reconstruction, 2 lane urban w/bike/ped	DESIGN				0				0				0				0	0	0	982	982
	Local 0.99 m. (P)	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	7525	7525
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8507	8507
Grand Chute Outagamie Illustrative	N. Bluemound/W. College-W. Wisconsin Reconstruction, urban	DESIGN				0				0				0				0	0	0	485	485
	Local 0.79 m. (P)	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3716	3716
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4201	4201
Grand Chute Outagamie Illustrative	N. Bluemound/W. Northland-W. Capitol Reconstruction, urban	DESIGN				0				0				0				0	0	0	307	307
	Local 0.50 m. (P)	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2353	2353
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2660	2660
Grand Chute Outagamie Illustrative	S. Nicolet/S. Van Dyke-W. College Reconstruction, urban	DESIGN				0				0				0				0	0	0	718	718
	Local 1.17 m. (P)	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	5504	5504
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6222	6222
Greenville Outagamie Illustrative	Greenwood Rd./Parkview-Everglade Reconstruction, urban	DESIGN				0				0				0				0	0	0	174	174
	Local 0.49 m. (P)	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1624	1624
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1798	1798
Greenville Outagamie Illustrative	Greenwood Rd./School-WIS 15 Reconstruction, urban	DESIGN				0				0				0				0	0	0	61	61
	Local 0.17 m. (P)	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	565	565
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	626	626
Little Chute Outagamie Illustrative	Evergreen / French - Holland Reconstruction	DESIGN				0				0				0	0	0	300	300				0
	Local 1.00 m. (E)	ROW				0				0				0				0				0
		CONST				0				0				0	0	0	3451	3451				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3751	3751	0	0	0	0
Little Chute Outagamie Illustrative	Evergreen / Holland- Vandenbroek Reconstruction	DESIGN				0				0				0				0	0	0	185	185
	Local 1.00 m. (E)	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1978	1978
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2163	2163

Little Chute Outagamie Illustrative	French Rd / Main - CTH OO 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
	Local 1.00 m. (E)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 2053 2053	0 0 2053 2053
V Combined Loc Outagamie Illustrative	Prospect St / CTH N - Park 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
	Local 1.20 m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 40 40	0 0 3460 3460
V of Kimberly Outagamie Illustrative	Kimberly Trl/CE Trl - Railroad 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
	Local (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 392 392	0 0 392 392
V of Kimberly Outagamie Illustrative	Railroad St/3rd - Maes 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
	Local (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 170 170	0 0 170 170
V. Fox Crossing Winnebago Illustrative	Airport Rd/Racine - STH 47 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
	Local 1.0m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 61 61	0 0 1091 1091
V. Fox Crossing Winnebago Illustrative	Clayton Rd/East Shady - Fairview 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
	Local 1.0m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 120 120	0 0 2800 2800
V. Fox Crossing Winnebago Illustrative	Cold Spring/East Shady - American Resurface	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
	Local .75 m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 90 90	0 0 1287 1287
V. Fox Crossing Winnebago Illustrative	East Shady/CTH CB - Cold Spring 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
	Local .5 m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 241 241	0 0 2260 2260
V. Fox Crossing Winnebago Illustrative	East Shady/CTH CB - Irish 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
	Local .46 m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 667 667	0 0 667 667
V. Fox Crossing Winnebago Illustrative	Circle Drive / Harold-Harold 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
	Local 0.4m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 663 663	0 0 663 663
V. Fox Crossing Winnebago Illustrative	Irish Rd/Jacobsen - East Shady 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
	Local 1.0m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 2260 2260	0 0 2260 2260
V. Fox Crossing Winnebago Illustrative	Irish Rd/Jacobsen - CTH II 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
	Local .7 m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 100 100	0 0 2848 2848
V. Fox Crossing Winnebago Illustrative	Jacobsen/Irish - CTH CB 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
	Local .5m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1467 1467	0 0 1467 1467
V. Fox Crossing Winnebago Illustrative	Stroebe Rd./Butte des Morts - Harrys 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
	Local .2 m. (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 53 53	0 0 990 990

C of Menasha Winnebago <i>Illustrative</i>	Racine St/First - Third Reconstruction Local .13 m. (P)	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	0 0 0 0	0 0 0 0	146 0 829 975	146 0 829 975
T Harrison Calumet Co.	Eisenhower Dr./ CTH AP-USH 10/STH 114 Reconstruction Local 1.5 m. (P)	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	0 0 0 0	0 0 0 0	617 420 6550 7587	617 420 6550 7587
T of Buchanan Outagamie <i>Illustrative</i>	Eisenhower Dr/ CTH KK - Cornell Bike/ Ped Trail Local .75 m. (E)	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	0 0 0 0	0 0 0 0	500 500 500 500	500 500 500 500
Outagamie Co. Outagamie <i>Illustrative</i>	CTH CA/Casaloma-141 Reconstruction, urban, 4-lane Local 1.25 m. (E)	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	0 0 0 0	0 0 0 0	440 2440 2880	440 2440 2880
Outagamie Co. Outagamie <i>Illustrative</i>	CTH CE/Eisenhower - CTH N Reconstruction, Urban Local 1.5 m	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	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Outagamie Co. Outagamie <i>Illustrative</i>	CTH EE/AppleCreek Rd - Applehill Blvd Reconstruction, Urban, 4-lane Local 0.6 m	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	0 0 0 0	0 0 0 0	280 1800 2080	280 1800 2080
Outagamie Co. Outagamie <i>Illustrative</i>	CTH JJ/CTH A - WIS 47 Reconstruction, Urban Local 0.6 m	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	0 0 0 0	0 0 0 0	4600 4600 4600	4600 4600 4600
Outagamie Co. Outagamie <i>Illustrative</i>	CTH OO/Holland Rd Intersection Reconstruction, Urban Local 0.5 m	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	0 0 0 0	0 0 0 0	170 2000 2170	170 2000 2170
Outagamie Co. Outagamie <i>Illustrative</i>	CTH N/Third - Maes Reconstruction, Urban Local 0.45 m	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	0 0 0 0	0 0 0 0	1500 1500 1500	1500 1500 1500
Outagamie Co. Outagamie <i>Illustrative</i>	CTH OO/Mason - WIS 47 Reconstruction, Urban Local 0.52 m	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	0 0 0 0	0 0 0 0	1600 1600 1760	1600 1600 1760
Outagamie Co. Outagamie <i>Illustrative</i>	CTH JJ/Lightning - French Reconstruction, Urban Local 0.75 m	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	0 0 0 0	0 0 0 0	4600 4600 4600	4600 4600 4600

[illegible]

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2025-2026 biennium)
Fox Cities Transportation Management Area
Project Evaluation - Performance Measures (Criteria)/Score

Jurisdiction	2025 & 2026 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 = NA														
Outagamie Co.	CTH CA (Casaloma - I41)	3	PC(4)	5	1.30	5	100	5	VTBP	5	1	1	24	\$2,440,000
	CTH JJ (CTH A - WIS 47)	3	PC(5)	3	0.72	3	36	5	VtBP	3	1	1	18	\$4,600,000
	CTH JJ (Lightning - French)	3	PC(7)	1	0.47	2	4	0	Vtbp	1	1	1	8	\$4,600,000
C. Menasha	Racine (First-Third)	3	PC(7)	1	1.14	5	48	5	VTBP	5	1	1	20	\$975,000
T. Neenah	Larsen Rd. (Clayton-Town Limits)	3	PC(5)	3	0.46	2	139	0	VtBP	3	1	1	12	\$3,565,000
	Tullar Rd. (Winneconne-Oakridge Rd)	3	PC(7)	1	0.63	3	16	0	VtBP	3	1	1	11	\$3,210,000
	Oakridge Rd. (Town line-Larsen Rd)	3	PC(7)	1	0.28	1	0	0	VtBP	3	1	1	9	\$3,380,000
T. Grand Chute	N. Bluemound (College-Wisconsin)	3	PC(5)	3	0.77	3	93	5	VTBP	5	1	1	20	\$4,201,300
	Capitol Drive(I41-Lyndale)	3	PC(6)	3	0.27	1	11	0	VTBP	5	4	4	16	\$4,330,220
	N Bluemound(Northland-Capitol)	3	PC(4)	5	0.28	1	4	0	VTBP	5	1	1	15	\$2,659,600
	S Nicolet(Van Dyke-College)	3	PC(5)	3	AR	3	80	5	VTBP	5	1	1	20	\$6,221,400
	Spencer(Nicolet-Whitman)	3	PC(4)	5	0.73	3	114	5	VTBP	5	1	1	22	\$7,525,800
V. Little Chute	Evergreen (Holland-Vandenbroek)	3	PC(6)	3	0.10	0	5	5	VtBP	3	5	5	19	\$2,163,000
	Evergreen (French - Holland)	3	PC(6)	3	0.05	0	5	5	VtBP	3	5	5	19	\$3,008,000
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 II (WIS 76 - Clayton Ave.)	3	PC(3)	5	0.44	2	5	5	VtBP	3	4	4	22	\$4,650,000
	CTH CB & CTH JJ Roundabout	3	PC(7)	1	0.90	4	5	5	VTBP	5	3	3	21	\$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
T. Greenville	Greenwood Rd(School - WIS 15)	5	PC(4)	5	0.12	0	28	0	VtBP	3	1	1	14	\$625,685
	Greenwood Rd(Parkview - Everglade)	5	PC(4)	5	0.01	0	12	0	VtBP	3	1	1	14	\$1,797,750
Total														\$71,015,755



APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

The Federal Transit Administration (FTA) provides public transportation operating assistance to the Appleton Urbanized Area through an annual allocation of Section 5307 funding. Further operating assistance (Wis. Stat. 85.21) is provided by the Wisconsin Department of Transportation (WisDOT). WisDOT distributes 85.21 funding to urbanized areas so that each recipient/transit system within the state defined tier receives a combined equal percentage of federal and state funds as a share of each transit system's operating costs. For purposes of this document, a 28% federal share and 28% state share of operating expenses is assumed for both 2021 and outlying years.

Under recent funding authorization bills (MAP-21 and FAST Act), the FTA's bus and bus facilities capital formula program (Section 5339) provides an annual apportionment of funds directly to the Appleton Urbanized Area each year. This amount is not sufficient enough to maintain all capital in a state of good repair. The Section 5339 program also provides annual competitive grant opportunities separate from the direct apportionment. However, these competitive grants are limited and oftentimes tailored to only fund specific projects that meet certain criteria, for example, the Low or No Emission Grant Program. Valley Transit will continue to apply for competitive grants when projects fit competitive grant criteria with the goal of maintaining transit's infrastructure in a state of good repair.

The following tables list the operating assistance and capital projects proposed for the 2021-2025 period.

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

PROJECT DESCRIPTION	RECIPIENT	Jan-Dec 2021 (000)	Jan-Dec 2022 (000)	Jan-Dec 2023 (000)	Jan-Dec 2024 (000)	Jan-Dec 2025 (000)
Operating Assistance/Section 5307	VT					
Operating - Fixed Route						
Expenses		\$6,064	\$6,246	\$6,433	\$6,626	\$6,825
Revenues		\$859	\$868	\$876	\$885	\$894
Deficit		\$5,205	\$5,378	\$5,557	\$5,741	\$5,931
Federal Share	252-21-020	\$1,728	\$1,780	\$1,833	\$1,888	\$1,945
State Share		\$1,728	\$1,780	\$1,833	\$1,888	\$1,945
Other Local		\$79	\$79	\$79	\$79	\$79
Municipal Local Share		\$1,670	\$1,739	\$1,811	\$1,885	\$1,962
Preventative Maintenance - Fixed Route	VT					
Expenses		\$968	\$997	\$1,027	\$1,058	\$1,089
Federal Share (80%)	252-21-021	\$774	\$798	\$822	\$846	\$872
Municipal Local Share		\$194	\$199	\$205	\$212	\$218
Purchased Transp. - Paratransit	VT					
Expenses		\$4,330	\$4,460	\$4,594	\$4,732	\$4,873
Revenues		\$703	\$724	\$745	\$768	\$791
Deficit		\$3,627	\$3,736	\$3,848	\$3,964	\$4,083
Federal Share (Capital Cost of Contract)	252-21-022	\$198	\$204	\$210	\$217	\$223
Federal Share (Operating)	252-21-023	\$793	\$816	\$841	\$866	\$892
State Share		\$1,109	\$1,143	\$1,177	\$1,212	\$1,249
Contract Local		\$1,527	\$2,390	\$2,461	\$2,535	\$2,611
Enhance Mobility of Seniors/Section 5310	VT					
Expenses		\$573	\$590	\$608	\$626	\$645
Revenues		\$83	\$85	\$88	\$90	\$93
Deficit		\$490	\$505	\$520	\$536	\$552
Federal Share		\$185	\$191	\$196	\$202	\$208
State Share		\$119	\$122	\$126	\$129	\$133
Contract Local		\$187	\$193	\$198	\$204	\$210
Capital Projects	VT	2021	2022	2023	2024	2025
VW Transit Capital Assistance Grant Program			Illustrative			
New & Replacement Buses	252-21-024	\$2,500	\$2,500			
Section 5339*						
New & Replacement Buses				\$550		
Transit Center Upgrades	252-21-025	\$75				
Support Vehicle Replacement	252-21-026	\$50	\$50	\$50	\$50	
Bus Stop Sign Replacement	252-21-027	\$50				
Demand Response Vehicle Fleet (5/yr)				\$500	\$500	\$500
Transit Center Replacement					\$10,000	
Section 5307						
Operations & Maint Facility Remodel	252-21-028	\$300	\$2,000	\$2,000		
Total Cost:		\$475	\$2,050	\$3,100	\$10,550	\$500
Federal Share:		\$380	\$1,640	\$2,480	\$8,440	\$400
Local Share:		\$95	\$410	\$620	\$2,110	\$100

* All federally funded capital projects are planned for 80% federal and 20% local share split.

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

2021		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		115,000	3,500	1,000	7,500	700	27,000	1,400	10,780	21,500		188,380
Trip Costs		\$2,052,750	\$62,480	\$17,850	\$272,303	\$11,900	\$564,054	\$26,100	\$150,920	\$553,625	\$30,379	\$3,742,361
Administrative Costs		<u>\$250,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$250,000</u>
Total Costs		\$2,302,750	\$62,480	\$17,850	\$272,303	\$11,900	\$564,054	\$26,100	\$150,920	\$553,625	\$30,379	\$3,992,361
TIP #		252-21-029	252-21-030	252-21-031	252-21-032	252-21-033	252-21-034	252-21-035	252-21-036	252-21-037	252-21-038	
Federal Share (5307)	28.0%	\$644,770	\$17,490	\$5,000	\$0	\$3,330	\$157,940	\$7,310	\$0	\$155,020	\$8,510	\$999,370
Federal Share (5310)		\$0	\$0	\$0	\$51,742	\$0	\$0	\$0	\$28,678	\$0	\$0	\$80,420
State Share	28.0%	\$644,770	\$17,490	\$5,000	\$76,240	\$3,330	\$157,940	\$7,310	\$42,260	\$155,020	\$8,510	\$1,117,870
Farebox Revenues		\$460,000	\$14,000	\$11,000	\$45,000	\$0	\$0	\$16,800	\$37,730	\$118,000	\$0	\$702,530
Other support		<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$56,000</u>	<u>\$13,359</u>	<u>\$69,359</u>
Total support/revenue		\$1,749,540	\$48,980	\$21,000	\$172,982	\$6,660	\$315,880	\$31,420	\$108,668	\$484,040	\$30,379	\$2,969,549
Surcharge		<u>\$0</u>	<u>\$11,660</u>	<u>\$3,333</u>	<u>\$27,230</u>	<u>\$3,330</u>	<u>\$157,940</u>	<u>\$7,310</u>	<u>\$15,092</u>	<u>\$0</u>	<u>\$0</u>	<u>\$225,895</u>
Deficit/Local Share		\$553,210	\$25,160	\$183	\$126,551	\$8,570	\$406,114	\$1,990	\$57,344	\$69,585	\$0	\$1,248,707
Outagamie County	38%	\$210,220	\$23,902	\$164	\$126,551	\$8,570						\$369,407
Winnebago County	18%	\$99,578	\$0	\$13					\$4,147			\$103,738
Calumet County	3%	\$16,596	\$1,258	\$6				\$1,990				\$19,850
Family Care	41%	\$226,816					\$406,114					\$632,930
Fox Crossing									\$10,639			\$10,639
Neenah									\$42,558			\$42,558
Municipal contributions										\$70,785	\$0	<u>\$70,785</u>
Total paratransit local		\$553,210	\$25,160	\$183	\$126,551	\$8,570	\$406,114	\$1,990	\$57,344	\$70,785	\$0	\$1,249,907

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

	2021	2022	2023	2024	2025
Operating Expenses					
Fixed Route (DO)	\$7,032	\$7,243	\$7,460	\$7,684	\$7,915
Paratransit (DR)	\$4,330	\$4,460	\$4,594	\$4,732	\$4,873
Total Operating Expenses	\$11,362	\$11,703	\$12,054	\$12,416	\$12,788
Revenue					
Farebox Revenue					
Fixed Route (DO)	\$859	\$868	\$876	\$885	\$894
Paratransit (DR)	\$703	\$710	\$717	\$724	\$731
Other Revenue	\$79	\$80	\$81	\$81	\$82
Total Revenue	\$1,641	\$1,657	\$1,674	\$1,690	\$1,707
Deficit					
Federal	\$2,722	\$2,813	\$2,907	\$3,003	\$3,103
State	\$2,722	\$2,813	\$2,907	\$3,003	\$3,103
Local	\$4,277	\$4,420	\$4,567	\$4,719	\$4,876
Total Deficit	\$9,721	\$10,046	\$10,380	\$10,725	\$11,081
Capital					
Federal	\$380	\$1,640	\$2,480	\$8,440	\$400
Local	\$95	\$410	\$620	\$2,110	\$100
Total Capital Expenses	\$475	\$2,050	\$3,100	\$10,550	\$500
5310 Program ¹					
Expenses	\$573	\$590	\$608	\$626	\$645
Revenue	\$83	\$85	\$88	\$90	\$93
Federal	\$185	\$191	\$196	\$202	\$208
State	\$119	\$122	\$126	\$129	\$133
Local	\$187	\$193	\$198	\$204	\$210
OPERATING STATISTICS					
No. of Revenue Vehicles	31	30	30	30	30
No. of Employees ²	38	38	38	38	38
Revenue Hours	61	61	61	61	61
Revenue Miles	921	921	921	921	921
Fixed-Route Passengers	900	927	955	983	1,013
Paratransit Passengers	175	180	186	191	197
Total Passengers	1,075	1,107	1,140	1,175	1,210
Fixed Route Statistics					
Average Fare	0.95	0.94	0.92	0.90	0.88
Operating Ratio (Rev/Exp)	12%	12%	12%	12%	11%
Cost per Vehicle Mile	7.64	7.86	8.10	8.34	8.59
Cost per Passenger	7.81	7.81	7.81	7.81	7.81
Cost per Vehicle Hour	115.28	118.74	122.30	125.97	129.75
Passengers Per Mile	0.98	1.01	1.04	1.07	1.10
Passengers per Hour	14.75	15.20	15.65	16.12	16.61

NOTES:

1. Section 5310 program contains VT expenses included in 'Total Operating Expenses' as well as subrecipient expenses, if applicable.
2. 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.
Equipment	Allow less than 30% of equipment to meet or exceed ULB.
Facilities	Allow 0% of facilities to fall below a condition rating of 3.

*ULB is useful life benchmark. The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB ranges from 8 -10 years.

Asset Condition Summary

Asset Category/Class	Description	Count	Avg Age	Condition Rating*	2020 Performance	2021 Target
Revenue Vehicles	Buses	29	9.38		38%	21%
Revenue Vehicles	Cutaways	1	3		67%	0%
Equipment	Non-Revenue Service Auto	2	7		0%	100%
Equipment	Staff and Maintenance Vehicles	6	11.38		50%	42%
Equipment	Bus Wash	1	25	4		
Equipment	Fare Collection System	1	10	3		
Equipment	ITS	1	2	5		
Equipment	Floor Scrubber	1	1	5		
Facility	Transit Center	1	30	3		
Facility	Operations & Maintenance	1	39	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 Appleton Urbanized Area/Fox Cities, capital project brief descriptions are listed below. These projects total \$2,975,000 in 2021. Project costs are found in Table B-1. An explanation of each project follows.

Appleton Urbanized Area

2021 Projects

35' and 40' Bus Replacement. Eleven of Valley Transit's twenty-eight buses have surpassed their 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 VW Mitigation Transit Capital Assistance Grant funding under this project to replace up to 5 buses. This funding was awarded to Valley Transit by the Wisconsin Department of Administration. This award and previous federal competitive grant awards have allowed Valley Transit to implement a staggered replacement schedule. This will help avoid a high number of replacements in any single year.

Operations and Maintenance Facility Remodel. Valley Transit's main office, maintenance and bus storage facility located at 801 S. Whitman was built in 1983 and requires upgrades, repairs and remodel. This project would provide funds for A&E and phased construction. A master plan is being developed in 2020 to guide future work. This comprehensive facility plan will likely include previously planned projects, like a locker room remodel, maintenance bay HVAC upgrades, office space expansion, security improvements, etc.

Support Vehicle. Valley Transit owns several support vehicles which perform various support/staff functions including transporting 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. This project contains funds to replace one model year 2006 SUV that has exceeded its useful life. Additional staff vehicle replacements are planned over the 4-year planning horizon as several support vehicles have exceeded or are approaching useful life.

Transit Center Upgrades. Valley Transit's downtown transit center was built in 1990. The facility is utilized by staff and transit customers during daily service. This project would use funds to implement HVAC, lighting and security improvements.

Bus Stop Sign Replacement. Valley Transit's current bus stop signs were installed approximately 10 years ago. Valley Transit refreshed its brand in 2020, which resulted in a new logo and a redesigned bus stop sign. This project will support purchase of signs, hardware and install costs. Additionally, Valley Transit intends to label newly installed signs with ID markers to help inventory and replace missing signs in the future.

**2021-2025 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 system's financial capacity to assure that it has the ability to continue to effectively utilize federally-assisted equipment and facilities. It is understood, however, that the review of compliance regarding financial capacity is made by the Federal Transit Administration during the triennial review process of each transit system. Valley Transit's 2019 triennial review identified no deficiencies pertaining to financial capacity.

The assessment of transit financial capacity in the Fox Cities 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.

Appleton Urbanized Area

Cost Trends. Valley Transit's fixed route operating expenses 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 Transit's 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 costs are driven by contractor per trip rates and ridership. An increase in ridership has resulted in a corresponding increase to 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 changed since 2010. Agreements with Family Care providers are covering the costs no longer being paid by the counties.

Cost-Efficiency and Effectiveness Trends. Valley Transit's fixed route costs per mile and per hour ratios have crept up slowly over the past several years. The 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. As new replacement buses are introduced, a leveling off or slight decrease is expected to some maintenance expense lines items that had been impacted by older buses.

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. VT II fares increased to \$4.00 and Sunday fares remained at \$11.00.

The ability of passenger revenues to support the system is limited. Any potential fare increase must be weighed against an inevitable loss in ridership. Valley Transit strives to provide affordable transportation given that survey information indicates about 83% of the riders reported household income under \$30,000. Historically, fare increases are followed by a drastic decrease in ridership and a reduction in the economic impact of providing mobility.

Ridership Trends. Fixed route ridership had declined gradually since the 2015 fare increase. Over the same time period, paratransit ridership has grown slightly each year. At current service levels, ridership for 2021 through 2025 is expected to remain relatively flat.

Over the past year, Valley Transit has added a mobility manager and travel trainer position. These positions are primarily focused on community mobility, partnerships and ridership. This effort will be trigger new ways to approach mobility and are expected to positively impact ridership moving forward.

Level of Service Trends. Valley Transit has been operating relatively the same overall 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. Since this change, many other route modifications and changes have been made, but the overall level of service has remained relatively stable.

Valley Transit's 2020 Transit Development Plan contains recommendations to increase frequency along popular corridors, create new routes and significantly change existing routes serving primarily northern Appleton. Many of these changes would result in higher levels of service. Valley Transit intends to study these recommendations more fully in 2021 and 2022 to determine what is feasible from many perspectives.

Beyond the fixed-route service, Valley Transit provides: basic transportation to people with disabilities in Valley Transit's service area to comply with the Americans with Disabilities Act (Valley Transit II); a first-mile, last mile service called the Connector; and various ancillary services serving individuals with disabilities and seniors in different portions of the service areas. Each paratransit program is listed in table B-2.

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 2019 percentage was approximately 27.3 percent.

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 Regional Transit Authority 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 local choice enabling legislation to allow Fox Cities residents the ability to decide if there should be a local revenue alternative to fund transit operations. The effort will continue in 2020.

Valley Transit's participating municipalities have seen local share increases over time. 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. Stable funding sources are critical to future planning efforts. Previous efforts have recommended that the State of Wisconsin pass enabling legislation to allow the formation of regional transit authorities and the imposition of a sales tax to make up the loss of federal, state and local operating support. As of mid-2020, the state enabling legislation (local choice) has not been passed for the Fox Cities.

The 2020 Census will have a significant impact on Valley Transit. It is likely that the Oshkosh and Appleton Urbanized Areas will merge. This would require significant changes in funding distribution and require new agreements between the two communities and two transit systems. Valley Transit and GO Transit have had preliminary discussions on impacts and potential partnerships to help in the transition. Significant planning must be undertaken in 2021 and 2022 to prepare for this change in Census designation.

Contracted Demand Response Service. Valley Transit relies on contractors to provide several demand response transportation programs, including VTII (required ADA paratransit). Recent procurements have resulted in few responsive and responsible firms able to provide these services. Given reduced competition for these services statewide, it is very likely future procurements will result in a single bid or potentially no response. Valley Transit's 2020 Transit Development Plan and 2019 State Management Review have both included discussions around this topic and recommended planning to purchase demand response vehicles to increase contractor interest or provide the services in-house. Valley Transit already owns the demand

response system scheduling and dispatch software, so an investment in vehicle capital would increase capable firms or ease the transition to in-house service provision. To this end, Valley Transit has begun to include demand response vehicles in the illustrative table of the TIP and will look for capital grant opportunities toward this investment.

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. Lamers operates a sales and ticketing office out of Valley Transit's downtown Appleton transit center.

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.

Amtrak Thruway Service: In 2019, Amtrak, in partnership with WisDOT, began to operate daily bus service north to Green Bay and south to Milwaukee. While the service provides intercity transportation, it is also designed to connect riders with the Amtrak rail station in Milwaukee for seamless travel to Chicago or other destinations served nationally by Amtrak.

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 targets 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 28, 2020

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2021. 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 26, 2020.

<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

Todd Romenesko, Calumet County Administrator
Tom Nelson, Outagamie County Executive
Mark Harris, Winnebago County Executive

City Mayors

Jake Woodford, Appleton
Anthony Penterman, Kaukauna
Don Merkes, Menasha
Dean Kaufert, Neenah

Village Presidents

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

Town Board Chairmen

Mark McAndrews, Buchanan
David Schowalter, Grand Chute
Joel Gregozeski, Administrator - Greenville
Kevin Hietpas, Harrison
Dale Youngquist, Fox Crossing
Bob Schmeichel, Neenah
Jason Wegand, Vandenbroek

Federal Officials

Mary Forlenza, Planning & Program Development Engineer
Kelley Brookins, Region Director, FTA

State Officials

Colleen Harris, Director, WisDOT Northeast Region

Other

Bob Buckingham, 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 Van de Hey, City of Appleton
Chris Murawski, City of Little Chute
John Sundelius, City of Kaukauna
Adam Alix, City of Menasha
Gerry Kaiser, City of Neenah
Allyn Dannhoff, 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, Fox Crossing
Chris Haese, City of Neenah
Dena Mooney, Calumet County
Jason Pausma, 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 28, 2020

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 – 2021.

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 - 2021*** (TIP). This document will be under a 30-day public review period from September 27, to October 26, 2020. 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
Menasha Public Library, 440 First Street, Menasha, WI 54952
Monday, March 2, 2020

Committee Members

Gerry Kaiser	City of Neenah
James Merten	City of Neenah
Karen Heyrman	Town of Grand Chute
Katie Schwartz	Town of Grand Chute
Kara Homan	Outagamie County
Joe Zellmer	Outagamie County
Dean Steingraber	Outagamie County
Matt Payette	Calumet County
Brian Glaeser	Calumet County
Josh Gerrits	City of Menasha
Adam Alix	City of Menasha
Bob Jakel ..	City of Kaukauna
John Neumeier	City of Kaukauna
Chris Murawski	Village of Little Chute
Travis Parish	Village of Harrison
Laura Jungwirth	Village of Harrison
Kevin Hietpas	Village of Harrison
George Dearborn	Village of Fox Crossing
Michael Brown	Town of Greenville
Dave Vickman	Valley Transit
Matt Halada	WisDOT, NE Region
Matt Spiel ..	FHWA, Wisconsin
Holly Keenan	Lutheran Social Services

MPO Staff

Dave Moesch	ECWRPC
Nick Musson	ECWRPC
Mike Zuege	ECWRPC
Kolin Erickson	ECWRPC

The meeting was called to order by Mr. Moesch at 10:03 AM.

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 summary of proceedings from September 18, 2019

Mr. Steingraber motioned to approve minutes; Mr. Kaiser seconded the motion; motion carried.

4. Discussion on 2020 US Census

Mr. Moesch presented information on the 2020 US Census and reviewed upcoming timeline for later this year. Information gathered from the census has impacts on the Appleton Transportation Management Area planning boundaries as well as the road designations for the functional classification system, among other federal programs.

5. Discussion on purpose and need for Long Range Transportation/Land Use Plan

Mr. Moesch briefly discussed the plan goals and reviewed overview of Appleton TMA dashboard of data. A timeline of the next steps was discussed, noting final plan approval by October 2020.

6. Discussion on Long Range Transportation/Land Use Plan and recommended projects from local communities

Mr. Moesch stated candidate (wish list) transportation projects should be documented in the long range plan in order to be eligible for future funding in the Transportation Improvement Program. The committee participated in a projects mapping exercise to note the local communities' long range transportation needs (5+ year planning/build timeline).

7. Discussion on Specialized Transportation Coordination/Transit Update

Mr. Musson noted staff completed and recently approved Valley Transit's Transit Development Plan in February. This plan will guide Valley Transit for the next 5+ years. Staff also completed an Interstate 41 Commuter Service Feasibility Study with regional transit agencies in 2019. This effort looked at commuter transportation options from approximately Fond du Lac to Green Bay on the I-41 corridor. Staff will coordinate plan recommendations this year and look to convene another steering committee to implement relevant recommendations.

8. Local Project Updates

Staff worked with the committee on the long range transportation projects/mapping exercise.

9. Adjourn

The committee adjourned at 11:20 AM, after completing the Long Range Transportation Plan mapping exercise.

SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
Virtual Meeting/Conference Call
Tuesday, October 6, 2020

Committee Members Present

Dick Koeppen	Waupaca County
Donna Kalata	Waushara County
Jeff Nooyen.....	Outagamie County
Kara Homan.....	Outagamie County
Steve Gueths	Shawano County
John Zorn (Alt. for Martin Farrell)	Fond du Lac County
Brian Kolstad.....	Fond du Lac County
Robert Keller	Winnebago County
Tom Kautza	Shawano County
Ron McDonald	Valley Transit
Jill Michaelson	WisDOT – NE Region

Others Present

Matt Halada.....	WisDOT – NE Region
Alex Gramovot.....	WisDOT – Central Office
Holly Keenan.....	Making the Ride Happen
Robert Sivick	Waushara County

Staff Members Present

Dave Moesch	ECWRPC
Melissa Kraemer Badtke	ECWRPC
Tanner Russell	ECWRPC
Walt Raith.....	ECWRPC
Kim Biedermann.....	ECWRPC
Ashley Tracy	ECWRPC

The meeting was called to order by Mr. Nooyen at 1:30 pm.

1. *Welcome and 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*
4. *Motion to approve agenda/motion to deviate*

Mr. Kautza motioned to approve summary of proceedings, Mr. Kolstad seconded; all approved.

5. *Election of Chair and Vice-Chair*

Ms. Kalata motioned to nominate Mr. Nooyen as chair, Mr. McDonald seconded; all approved Mr. Kolstad seconded; all approved. Mr. Gueths motioned to nominate Mr. Kautza as vice-chair, Ms. Kalata seconded; all approved.

6. *Discussion and action on July 7, 2020 Transportation Committee Summary of Proceedings*

Mr. Kautza motioned to approve summary of proceedings, Ms. Kalata seconded; Ms. Homan abstained, all others approved.

7. *Discussion and action on Proposed Resolution 25-20: Approval of the Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area (TMA) 2021.*

Mr. Moesch explained that the draft document of the Transportation Improvement Program for the Appleton TMA was posted online. Mr. Moesch briefly went through the chapters for the committee members. The TIPs, Long Range Transportation Land Use Plans and the Title VI plans are on a 30 - day public review period through October. With no other discussion, Mr. McDonald motioned to approve Proposed Resolution 25-20, Ms. Homan seconded; all approved.

8. *Discussion and action on Proposed Resolution 26-20: Approval of the Transportation Improvement Program for the Oshkosh Urbanized Area- 2021*

Mr. Moesch explained that the draft document of the Transportation Improvement Program for the Oshkosh Urbanized Area was posted online. Mr. Moesch briefly went through the chapters for the committee members.

With no other discussion, Ms. Kalata motioned to approve Proposed Resolution 26-20, Mr. Kautza seconded; all approved.

9. *Discussion and action on Proposed Resolution 29-20: Approval of the Long Range Transportation/Land Use Plan for the Appleton Transportation Management Area (TMA) – 2020*

Mr. Moesch explained that this is a draft document and briefly went through the chapters for the committee members and explained that this plan was an interim update, as well as the fact that this is a “living” document and is meant to be updated when changes are needed. Transportation projects were included and are meant to be the first step in possibly getting STP-Urban funding. Mr. Raith stated that after the U.S. Census data is revealed staff will begin preparing for the full update to the plan, with update to socio-economic data, functional class system and travel demand updates. Ms. Kalata motioned to approve Proposed Resolution 29-20, Mr. Gueths seconded; all approved.

10. *Discussion and action on Proposed Resolution 30-20: Approval of the Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area - 2020*

Mr. Moesch explained that this also a draft document and is put together similarly to the Appleton plan and worked with local communities to put the plan together. Mr. Raith stated that this plan was an interim update and that there will be another major update in 5 years. Ms. Kraemer Badtke also noted the new Health in Transportation Chapter, as well as the fact that the document is a “living” document and is meant to be updated when changes are needed. Mr. Kautza motioned to approve Proposed Resolution 30-20, Mr. Keller seconded; all approved.

11. *Discussion and action on Proposed Resolution 31-20: Adopting of the 2020 Updated Title VI Non-Discrimination and Americans with Disabilities Act Plan for the East Central Wisconsin Regional Planning Commission as a Sub-recipient of the Wisconsin Department of Transportation*

Ms. Biedermann explained that as a subrecipient of federal funds, ECWRPC is required to update the Title VI/Americans with Disabilities plan every three years. This plan covers how ECWRPC will ensure that no person is excluded from, participation in, denied the benefits of, or otherwise subjected to discrimination on the basis of race, color, national origin, disability, sex, age, religion, income status or limited English proficient (LEP) in any and all programs, activities or services in accordance with Title VI of the Civil Rights Act of 1964, related nondiscrimination authorities, and the Americans with Disabilities Act.

This plan covers all three MPOs in the region; the Fond du Lac MPO will vote on this plan at their own Policy Board meeting. This plan is still under the public comment period; so far the only feedback has been from WisDOT, which gave minor revisions and provided positive feedback on the content and details of the plan. Ms. Kalata motioned to approve Proposed Resolution 31-20, Mr. Koeppen seconded; all approved.

12. *Discussion and action on Proposed Resolution 23-20: Adopting the 2021 Unified Transportation Work Program and the Annual MPO Self Certification and the Regional Transportation Program Self Certification for the East Central Wisconsin Regional Planning Commission.*

Ms. Kraemer Badtke went through the spreadsheet explaining each Transportation Work Program Number and talked about what the budget will be for each program in 2021. Mr. Zorn motioned to approve Proposed Resolution 23-20, Mr. Kautza seconded; all approved.

13. *WisDOT Regional Projects Update*

Matt Halada updated the committee on numerous regional transportation projects in the MPO areas, as well as major projects on state highways.

14. *Transit & Specialized Transportation Update*

Mr. Bellcorelli noted staff is working with Oshkosh GO Transit and continues to work with project partners with the Winnebago Catch-A-Ride employment transportation program.

15. *Bicycle and Pedestrian Plan Program Update*

Ms. Biedermann noted staff collaborated with regional entities at a Fox Valley Bike/Pedestrian Trails Summit in February and continue to map the existing trails network and plan recommendations for filling in the gaps. She also noted more people are using the regional trails network and they continue to count trails in the region.

16. *Regional Safe Routes to School Program Updates*

Ms. Tracy stated that staff has been working to prepare for the virtual walk to school day for the fall with participating schools, but many districts have not determined what will be possible seeing as many schools are not attending class.

17. *ECWRPC Steering Committee Report*

Ms. Badtke informed the committee that Outagamie has passed a resolution agreeing to stay in the Commission based on the reorganization plan into the next two years. Staff is continuing to develop the Strategic Plan and also will work on the Regional Comprehensive Plan.

18. *County Roundtable Discussion / Updates (None)*

19. *Adjourn*

Ms. Homan motioned to adjourn, Ms. Kalata seconded; all approved.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 25-20

**APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FOX CITIES
(APPLETON) TRANSPORTATION MANAGEMENT AREA-2021**

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 metropolitan planning organization (MPO) must work with Valley Transit to establish 2020 calendar year targets for transit performance measures addressed in the Transit Asset Management Plan (TAM) and incorporate them into the TIP; and

WHEREAS, metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five HSIP performance measures by either adopting their State DOT targets or commit to establishing quantifiable HSIP target(s) for the metropolitan planning area. Adopting the WisDOT 2021 targets means agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP target(s) and incorporate into the TIPs; 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

RESOLUTION NO. 25-20

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

Section 1: That the Commission, as the designated MPO, approve the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2021.

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

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

Effective Date: October 30, 2020

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

Martin F Farrell

Martin F Farrell (Oct 30, 2020 12:39 CDT)

Martin Farrell, Chair – Fond du Lac Co.



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES



POST-CRESCENT
media

A GANNETT COMPANY



**STATE OF WISCONSIN
BROWN COUNTY**

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA

WI

549523388

**NOTICE OF OPPORTUNITY TO
REVIEW METROPOLITAN PLANNING
ORGANIZATION
2021 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 - 2021. 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 2021 - 2024. 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- 2021 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 27, and end on October 26, 2020. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy of this document and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100.

Run: September 27, 2020 WNAXLP

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

Account Number: GWM-N5251

Order Number: 0004388315

Total Ad Cost: \$40.49

Published Dates: 09/27/2020

Legal Clerk

State of Wisconsin

County of Brown

Subscribed and sworn to before on September 27, 2020

Notary Public State of Wisconsin, County of Brown

5.15.23

My Commission Expires

of Affidavits 1

This is not an invoice

NANCY HEYRMAN
Notary Public
State of Wisconsin

IT CENTRAL WI PLANNING COMM

Re: Appleton - TIP



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 – 2021*.

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

<https://www.ecwrpc.org/about-ecwrpc/title-vi/>

Map G-1 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included, are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2021 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2018 households making less than \$25,000 (low-income) for the area. In addition to the MPO boundaries, there are 2021 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2021 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 2018 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 2018 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 2018 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2021 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.

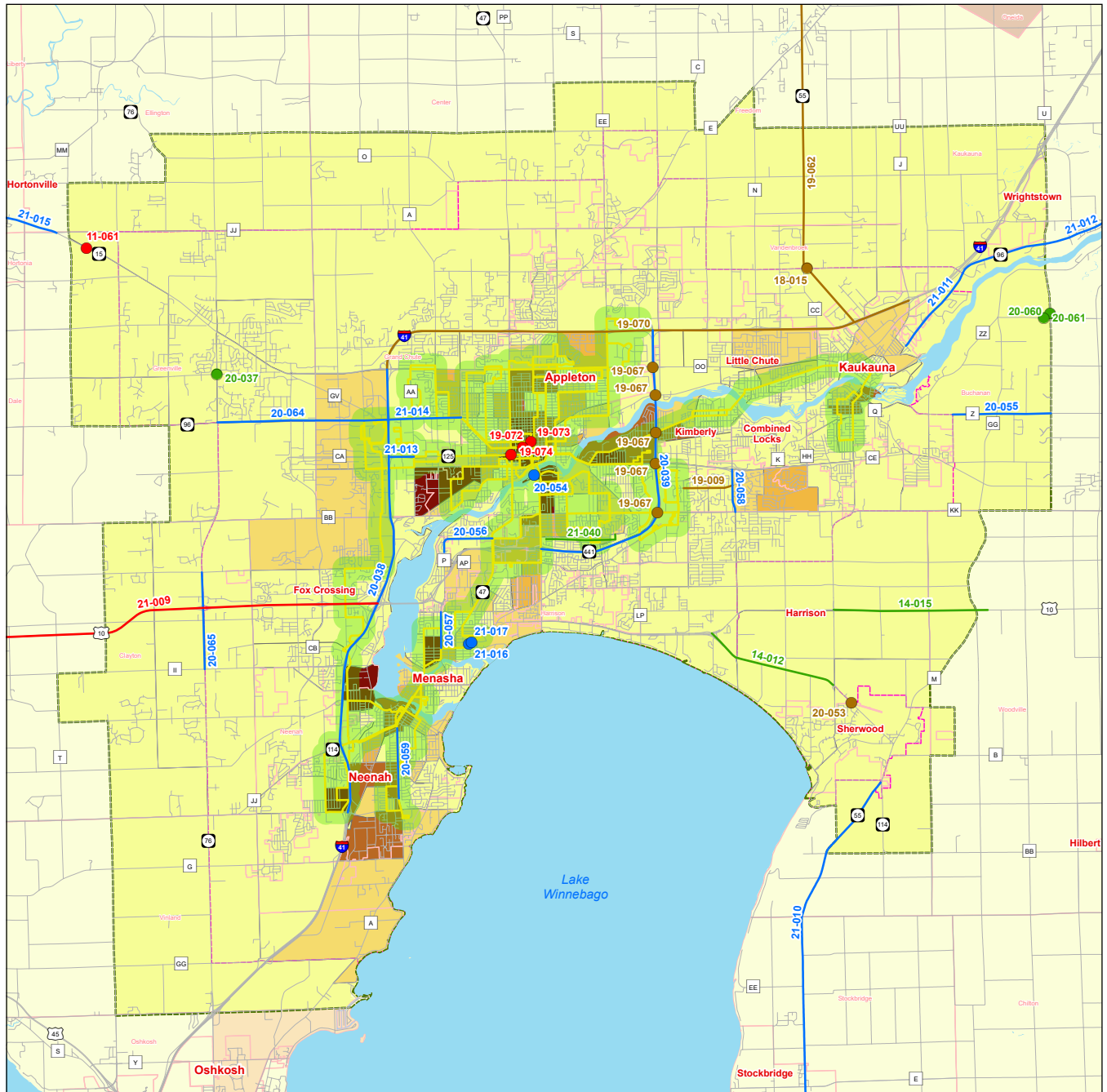
Map G-6 depicts 2018 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2021 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

Map G-7 depicts 2018 distribution of households with no car in the Fox Cities MPO area by census tract. This analysis is included with transit fixed routes and 2021 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 2018 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 2021 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 (2021 - 2024) and
Population Below Poverty Level (American Community Survey 2018)



- Transit Routes
- 1/4 mile transit buffer
- Population Below Poverty Level**
- < 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25.00%
- 2019 Metropolitan Planning Boundary
- 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

TIP Intersection Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**



0 1.5 3
 Scale in Miles

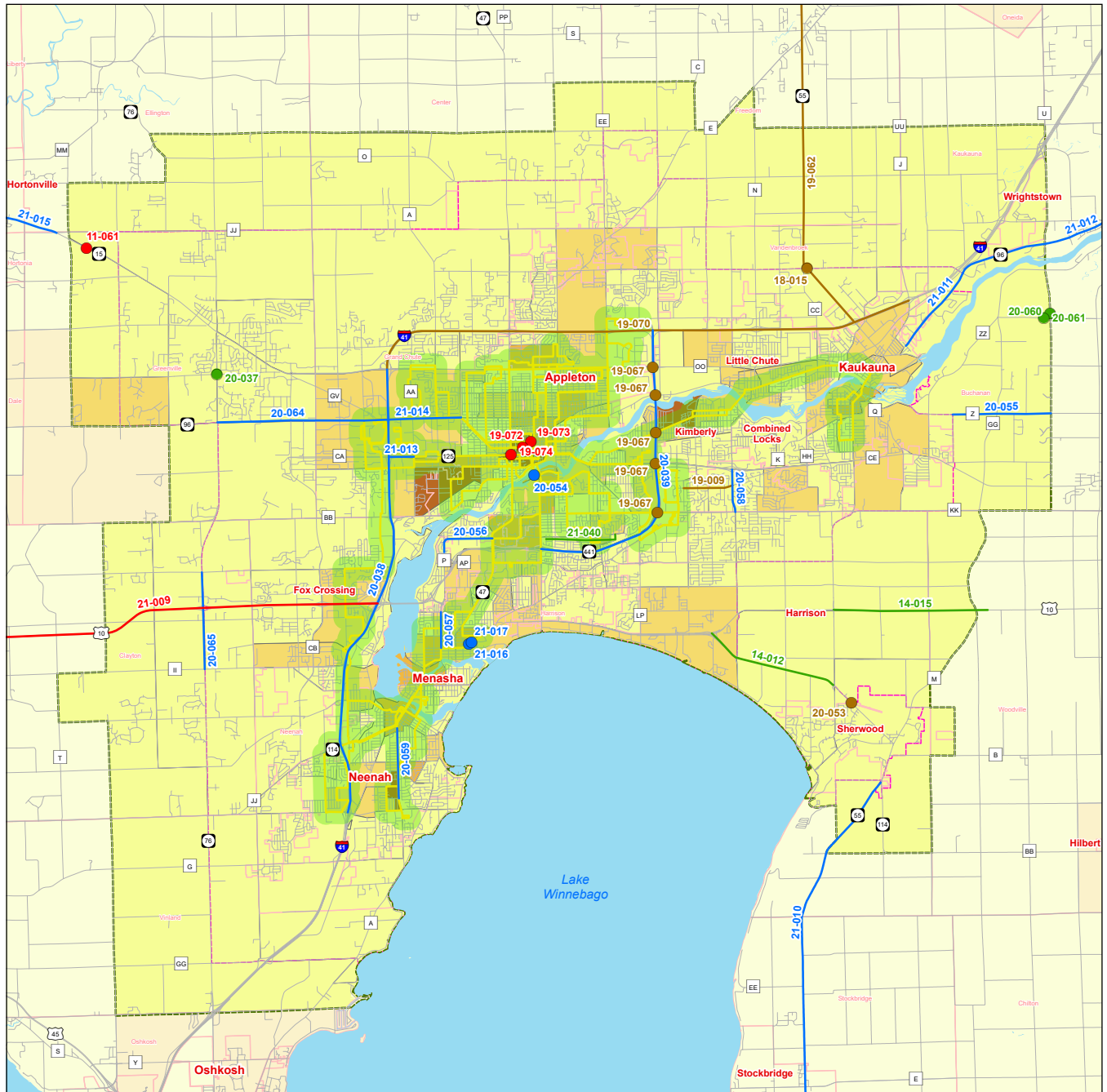
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Prepared SEPTEMBER 2020:



Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet County provided 2019 centerline and 2019 hydrology.

Figure G-2
Appleton Transportation Management Area TIP Projects (2021 - 2024) and
Household Income Less than \$25,000 per Year (American Community Survey 2018)



- 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%
- 2019 Metropolitan Planning Boundary
- 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

TIP Intersection Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**



Scale in Miles

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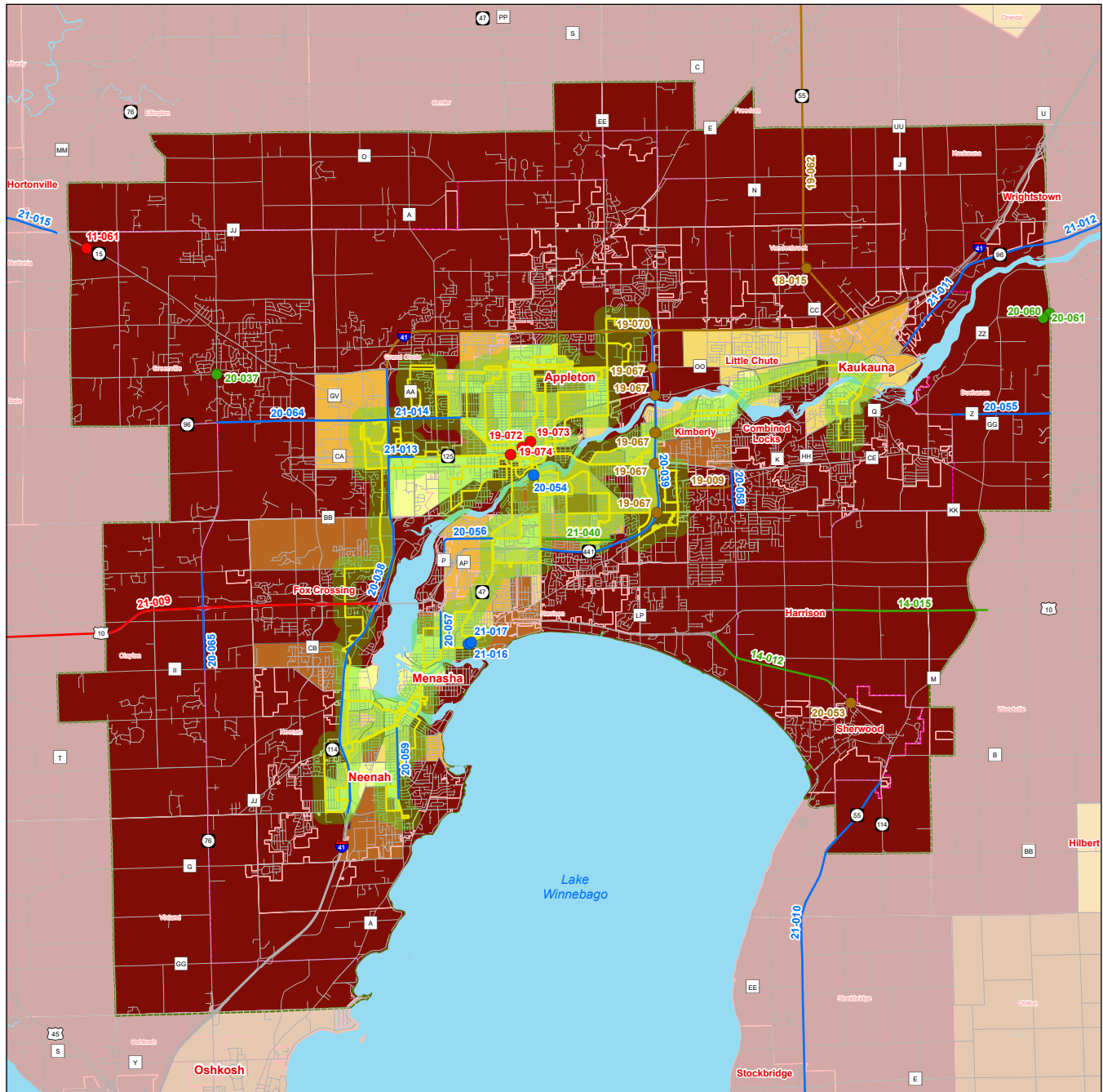
Prepared SEPTEMBER 2020:



Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet County provided 2019 centerline and 2019 hydrology.

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Figure G-3
Appleton Transportation Management Area TIP Projects (2021 - 2024) and
Household Income Greater than \$100,000 per Year (American Community Survey 2018)



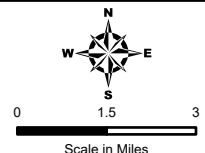
- Transit Routes
- 1/4 mile transit buffer
- Household Income Greater than \$100,000**
- < 10.00%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25%
- 2019 Metropolitan Planning Boundary
- 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

TIP Intersection Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**



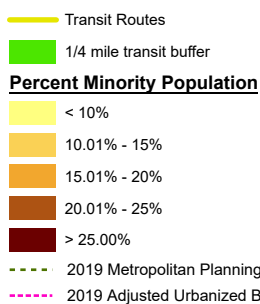
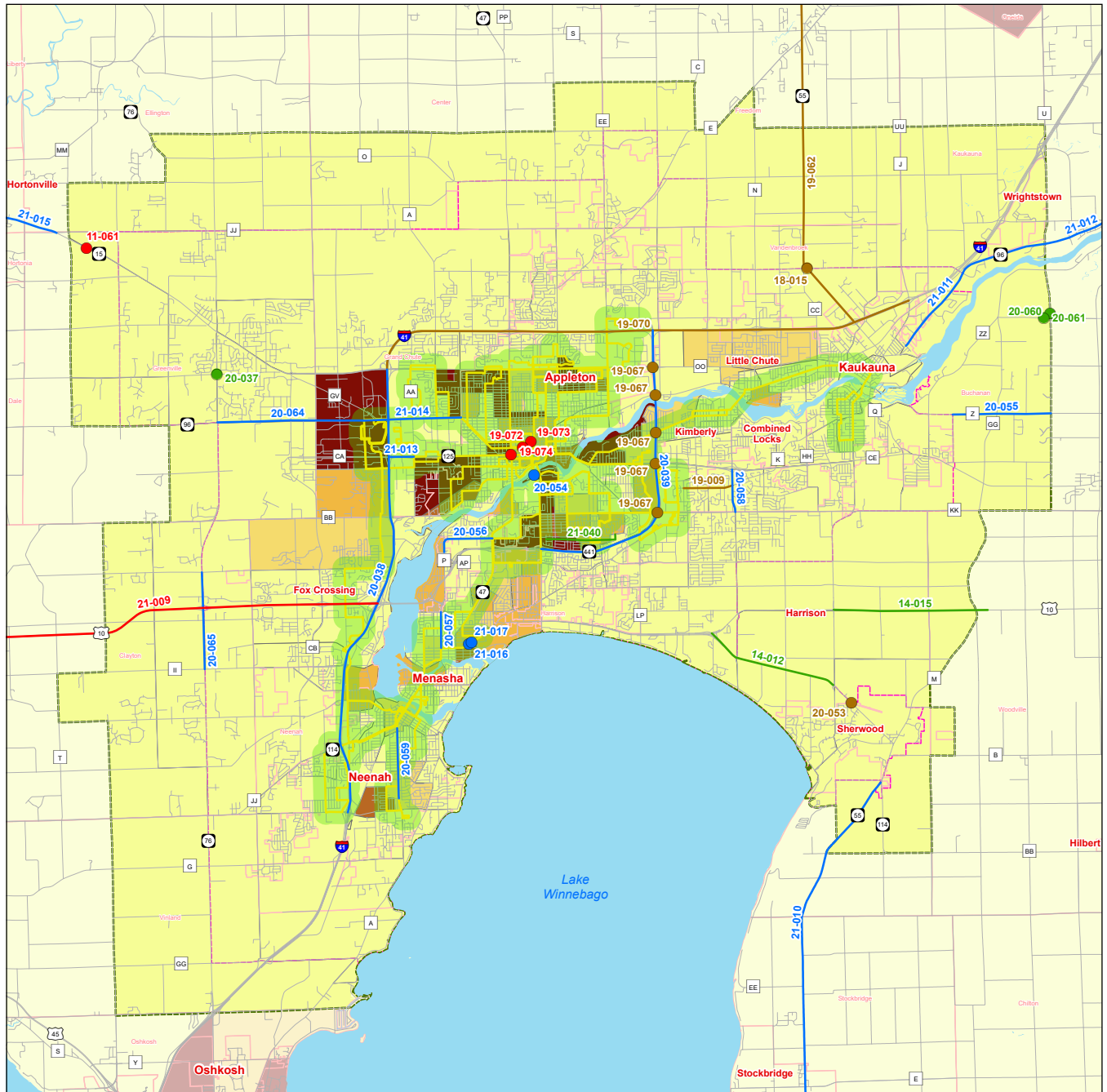
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Prepared SEPTEMBER 2020:



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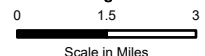
**Figure G-4
Appleton Transportation Management Area TIP Projects (2021 - 2024) and
Minority Population (American Community Survey 2018)**



TIP Project Year and Number



TIP Intersection Project Year and Number



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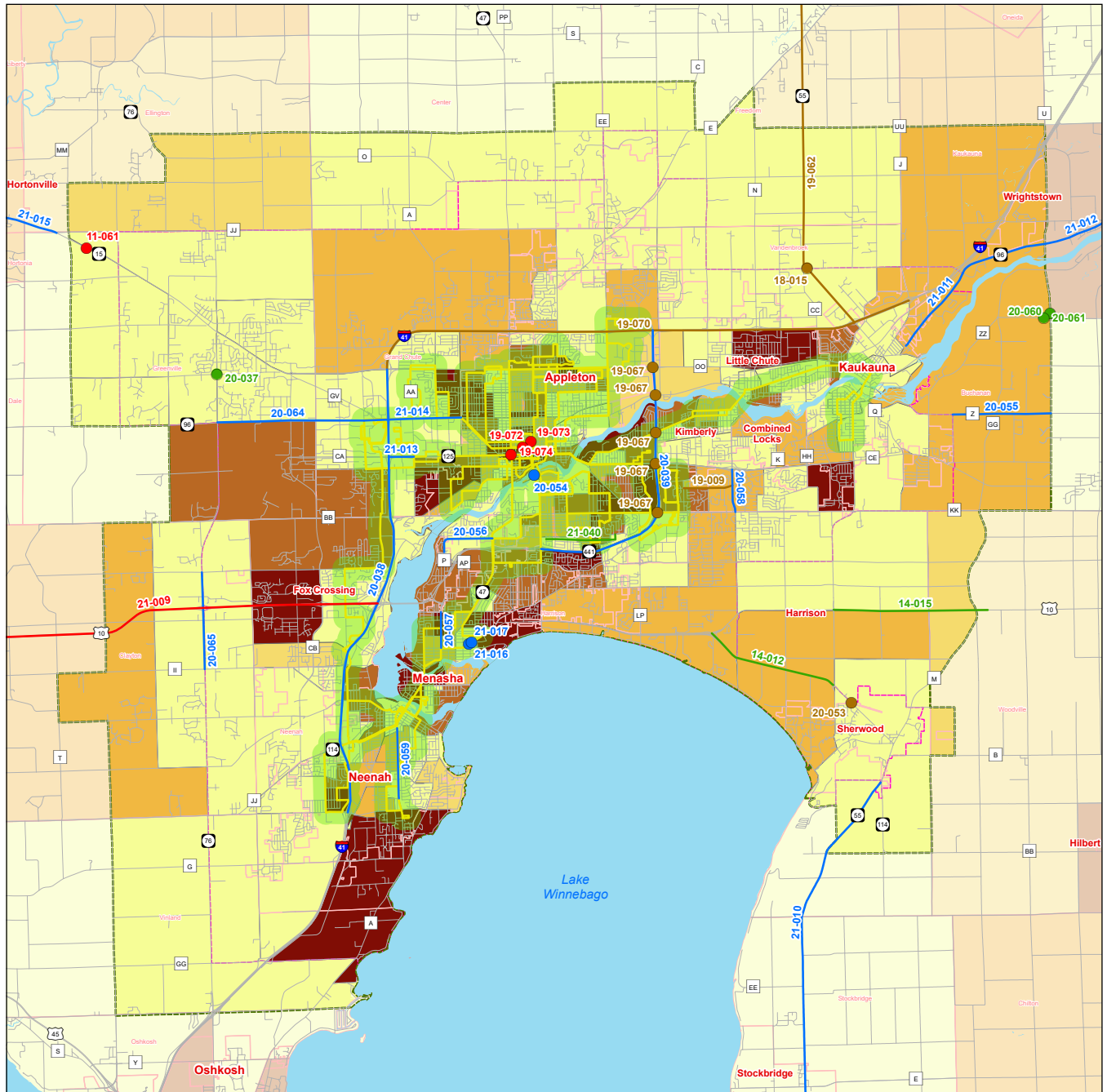
Prepared SEPTEMBER 2020:



Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet County provided 2019 centerline and 2019 hydrology.

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Figure G-5
Appleton Transportation Management Area TIP Projects (2021 - 2024) and
Hispanic Population (American Community Survey 2018)



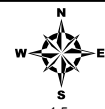
- Transit Routes
- 1/4 mile transit buffer
- Percent Hispanic Population**
- < 2.00%
- 2.01% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- > 10.00%
- 2019 Metropolitan Planning Boundary
- 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

TIP Intersection Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**



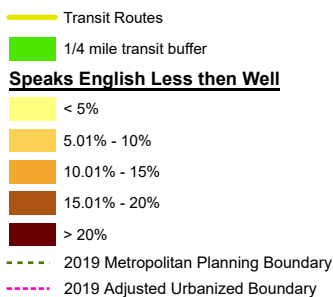
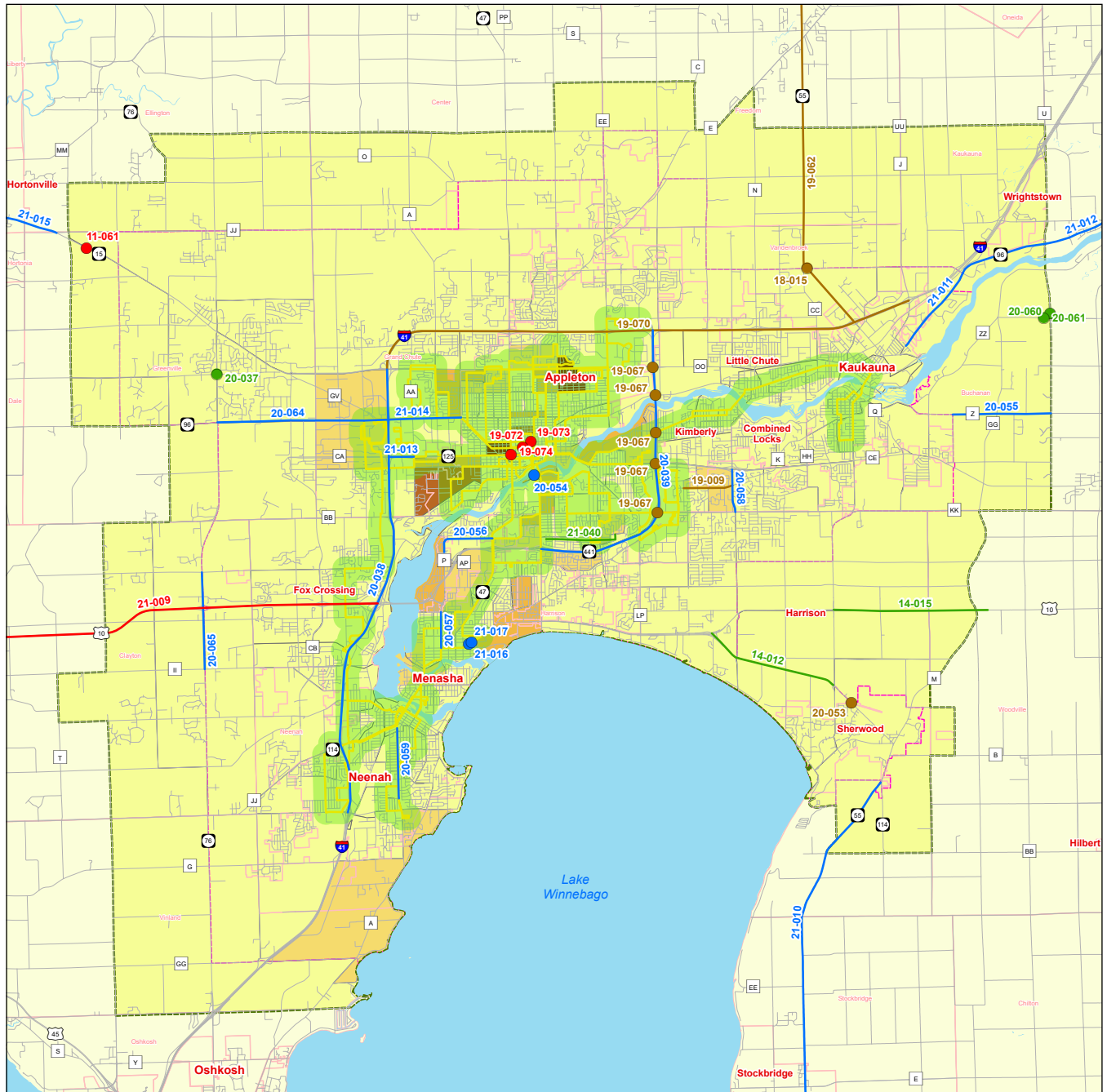
Scale in Miles

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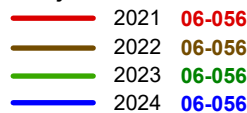
Prepared SEPTEMBER 2020:



Figure G-6
Appleton Transportation Management Area TIP Projects (2021 - 2024) and
"Speaks English Less than Well" (American Community Survey 2018)



TIP Project Year and Number



TIP Intersection Project Year and Number



0 1.5 3
 Scale in Miles

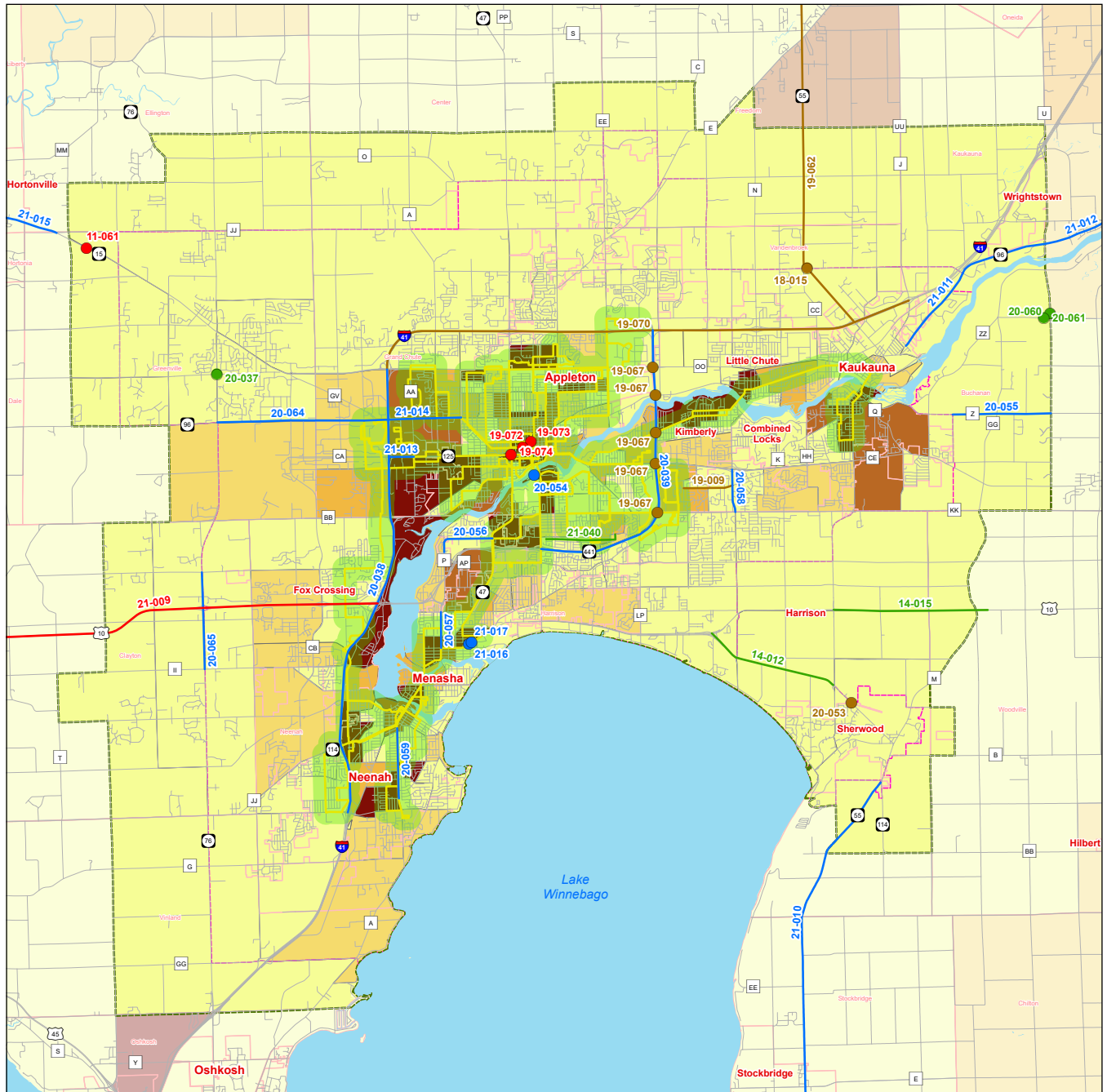
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Prepared SEPTEMBER 2020:



Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet County provided 2019 centerline and 2019 hydrology.

Figure G-7
Appleton Transportation Management Area TIP Projects (2021 - 2024) and
Household No Access to a Car (American Community Survey 2018)



- Transit Routes
- 1/4 mile transit buffer
- Household No Access to a Car**
- < 2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- > 10.00%
- 2019 Metropolitan Planning Boundary
- 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

TIP Intersection Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**



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 Scale in Miles

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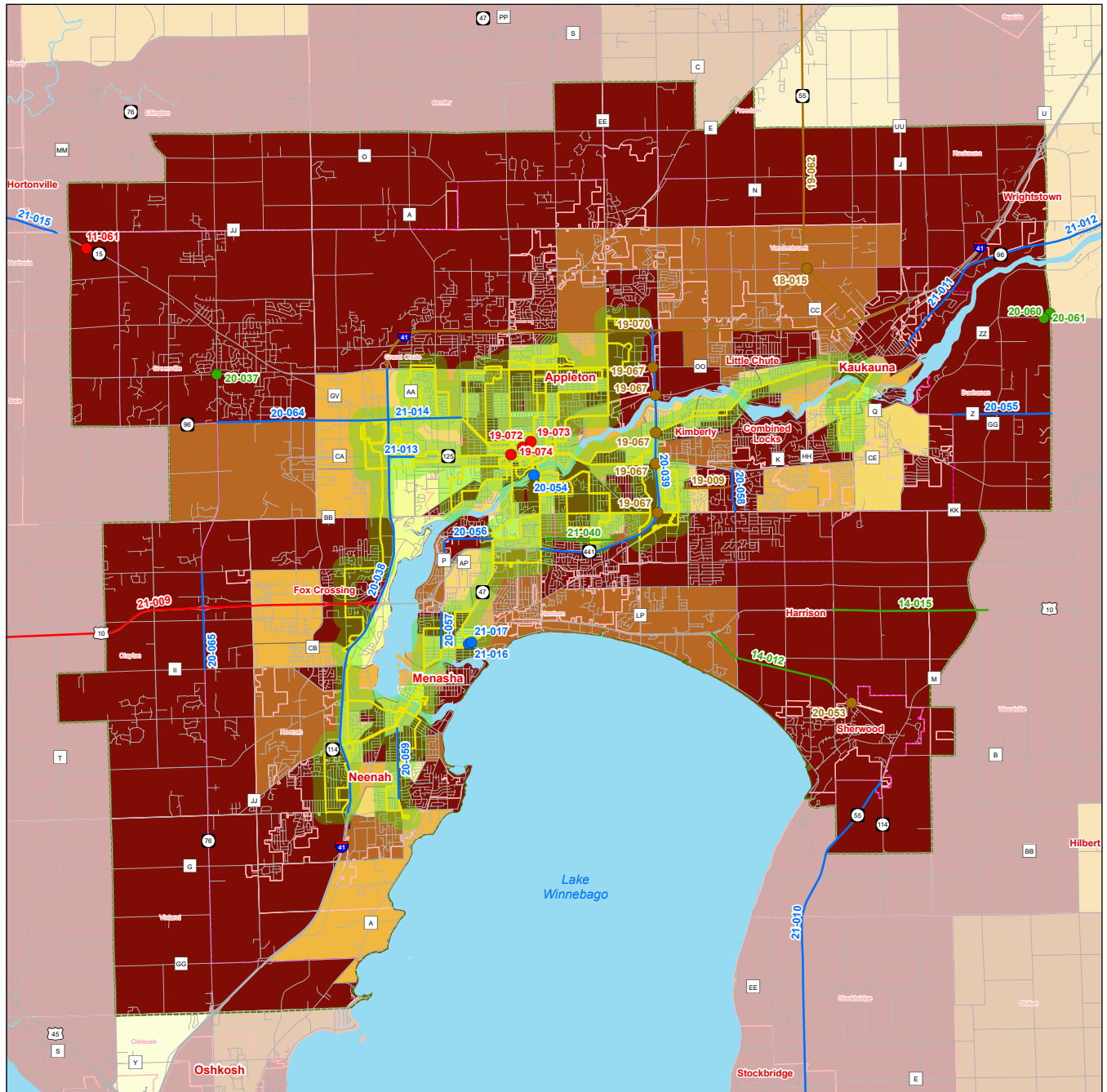
Prepared SEPTEMBER 2020:



Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet County provided 2019 centerline and 2019 hydrology.

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Figure G-8
Appleton Transportation Management Area TIP Projects (2021 - 2024) and
Household Access to a Car (American Community Survey 2018)



- Transit Routes**
- 1/4 mile transit buffer**
- Household Access to a Car**
- < 85%
 - 85% - 94%
 - 94.01% - 96%
 - 96.01% - 98%
 - 98.01% - 100%
 - 2019 Metropolitan Planning Boundary
 - 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 06-056
- 2022 06-056
- 2023 06-056
- 2024 06-056

TIP Intersection Project Year and Number

- 2021 06-056
- 2022 06-056
- 2023 06-056
- 2024 06-056



0 1.5 3
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Prepared SEPTEMBER 2020:



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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

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

Figure H - 1 shows the Fox Cities urbanized area.

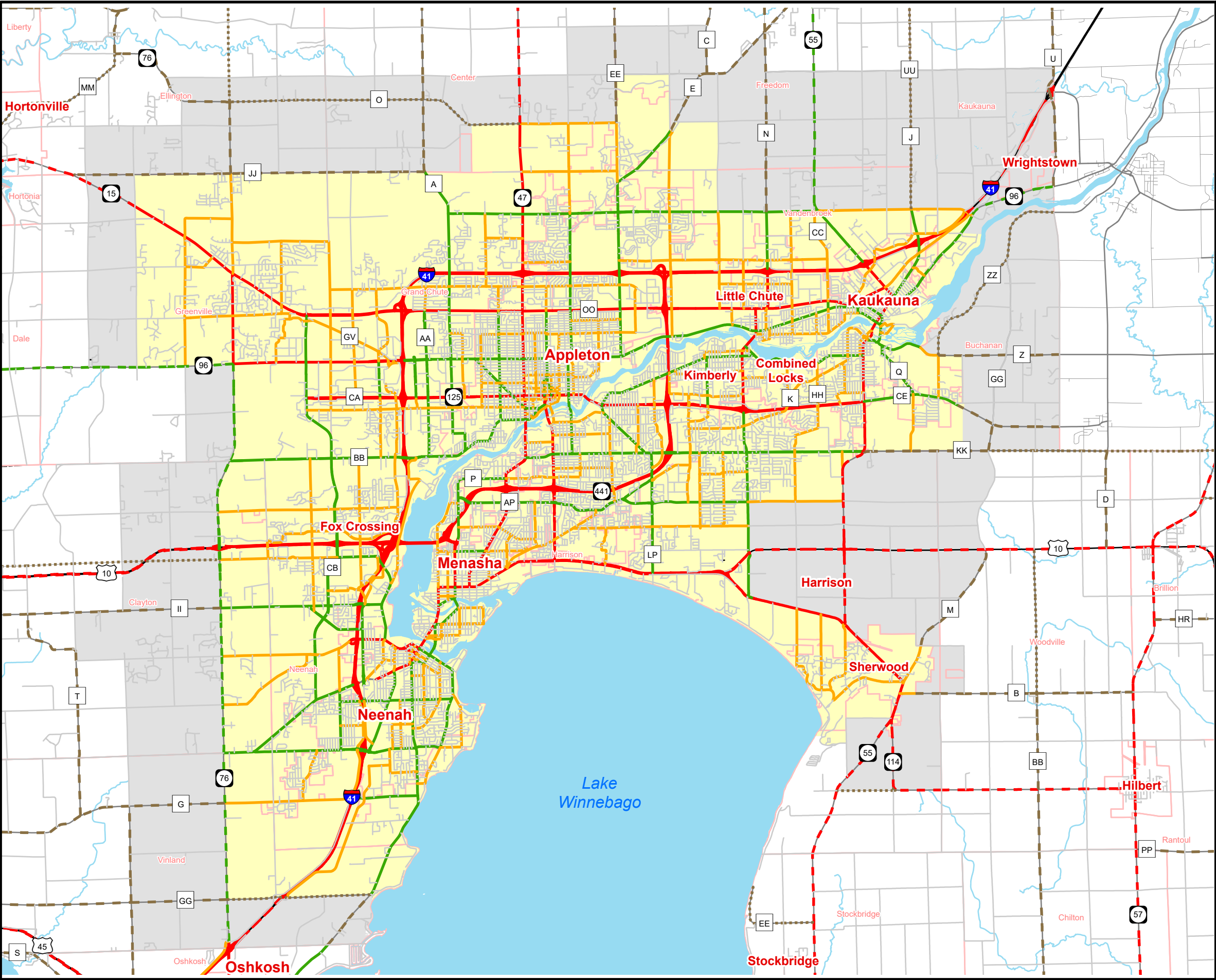
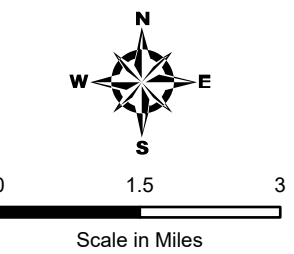


Figure H-1
Appleton Transportation
Management Area
Functional Classification
System 2020

- 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 Urbanized Planning Area
- Fox Cities Metropolitan Planning Area



Source:
Base data provided by Outagamie, Winnebago, and
Calumet Counties 2019.
Functional Classification System provided by WisDOT/
ECWRPC 2019.
MPO data provided by WisDOT/ECWRPC 2019.

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use other than for East Central Wisconsin Regional Planning Commission
business.



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 – 2021 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 2021 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, 2020. The WisDOT targets are:

- Number of fatalities < 576.0 (587.8 - 2015-'19 averages)
- Rate of fatalities < 0.890 per 100 million vehicle miles traveled (VMT) (0.908 - 2015-'19 averages)
- Number of serious injuries < 2,897.9 (3,050.4 - 2015-'19 averages)
- Rate of serious injuries < 4.482 per 100 million VMT (4.718 - 2015-'19 averages)
- Number of non-motorized fatalities and non-motorized serious injuries < 350.2 (368.6 - 2015-'19 averages)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they were approved by formal resolution on October 30, 2020. 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 2021 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 are three Highway Safety Improvement Program project programmed in the Appleton Transportation Management Area.

- The Memorial Drive intersection, East Franklin Street intersection, and North Appleton Street Railroad crossing intersections will be reconstructed in 2021. These projects will improve the crossing gates and upgrade railroad circuitry.
- WIS 76 and School Road intersection will be reconfigured with a roundabout to alleviate safety concerns.

Major Infrastructure Projects

The 2021-2024 TIP contains one major infrastructure project that will add capacity and improve safety to the transportation system.

- 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 2021-2024 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 2021 performance measures for capital assets. Assets are categorized by Rolling Stock, Equipment and Facilities. Valley Transit is a tier II provider.

Performance Measures and 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.
Equipment	Allow less than 30% of equipment to meet or exceed ULB.
Facilities	Allow 0% of facilities to fall below a condition rating of 3.

*ULB is useful life benchmark. The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB ranges from 8 -10 years.

Asset Category/Class	Description	Count	Avg. Age	Condition Rating*	2020 Performance	2021 Target
Revenue Vehicles	Buses	29	9.38		38%	21%
Revenue Vehicles	Cutaways	1	3		67%	0%
Equipment	Non-Revenue Service Auto	2	7		0%	100%
Equipment	Staff and Maintenance Vehicles	6	11.38		50%	42%
Equipment	Bus Wash	1	25	4		
Equipment	Fare Collection System	1	10	3		
Equipment	ITS	1	2	5		
Equipment	Floor Scrubber	1	1	5		
Facility	Transit Center	1	30	3		
Facility	Operations & Maintenance	1	39	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 30, 2020. 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. The WIS 15 Majors reconstruction project will have significantly improved pavement conditions and should help to achieve set targets in future years. Also, the CTH CA 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 30, 2020. 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.



APPENDIX J

OPERATIONS AND MAINTENANCE

OPERATIONS AND MAINTENANCE

INTRODUCTION

Current federal transportation law requires that the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, state(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53) (See Table 2 – Summary of Federal Funds Programmed) . In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, state(s), and public transportation operator(s).

To complete a financial analysis of local expenditures for the Fox Cities (Appleton) MPO, financial expenditures data was used as part of the published report from the Wisconsin Department of Revenue’s (DOR) County and Municipal Revenues and Expenditures reports. State and federal transportation expenditures and revenues were taken from ECWRPC’s annual Transportation Improvement Program (TIP) from 2021 – 2024.
23 USC 150: National performance measure goals are:

Local Financial Analysis

Local expenditures were gathered for the Appleton (Fox Cities) TMA municipalities from 2014 to 2018 at the following local transportation expenditures which are defined by the DOR:

- **Highway Maintenance and Administration:** includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. In counties, this entry will include depreciation for equipment and buildings.
- **Highway Construction:** includes the operating expenditures and capital outlay for constructing highways.

- **Road Related Facilities:** include operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.
- **Other Transportation:** includes operating expenditures and capital outlays for airports, mass transit, docks and harbors, and other transportation facilities.

State and Federal Financial Analysis

State (WisDOT) and federal (FHWA and FTA) expenditures were gathered from ECWRPC's short range Transportation Improvement Program (TIP) for the five year period from 2010-2014 using the year of expenditure dollar amounts. WisDOT expenditures included both preservation and expansion project dollars. Federal funding expenditures included the following sources:

- National Highway System
- Bridge Replacement/Rehab
- Surface Transportation Program Fond du Lac Urbanized Area
- Surface Transportation Program State Flexibility
- Surface Transportation Program (Highway Safety Improvement Program)
- Surface Transportation Program Enhancements
- Section 5307 Operating Funds
- Section 5307 Capital Funds

ESTIMATED LONG RANGE FINANCIAL NEED

Local Expenditures/Revenues

The estimated long range financial need for local TMA expenditures was calculated using the following steps:

1. Gathered local expenditures for Highway Maintenance and Administration, Highway Construction, Road Related Facilities and Other Construction for the local municipalities (2014-2018) provided by the DOR. Please reference **Table J-1**.
2. To account for a degree of variation in local transportation spending projects in a given year by municipalities, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of local transportation expenditures.

To account for projected revenues needed over the life of this plan, it was assumed that local transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2 percent (provided by WisDOT) was applied to the 2014-2018 annual average expenses for each municipality and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table J-2**.

Table J-1: Historic Expenditures for Appleton TMA Municipalities (2014 – 2018)

Municipality	2018	2017	2016	2015	2014	5-Year Average
T Harrison						
Highway Maintenance & Adm.	0	886,000	832,100	721,500	842,000	
Highway Construction	0	670,500	921,200	554,000	1,133,800	
Road Related Facilities	0	214,200	20,700	8,600	321,800	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	0	1,770,700	1,774,000	1,284,100	2,297,600	1,425,280
V Sherwood						
Highway Maintenance & Adm.	230,037	264,600	108,400	145,300	365,800	
Highway Construction	1,142,430	827,500	80,300	497,200	14,100	
Road Related Facilities	52,885	58,600	60,900	80,300	65,900	
Other Transportation	0	0	0	28,800	0	
Total Local Transportation Expenditures	1,425,352	1,150,700	249,600	751,600	445,800	804,610
Calumet County						
Highway Maintenance & Adm.	2,929,375	2,797,400	2,500,400	3,002,600	4,166,600	
Highway Construction	510,892	146,400	72,300	10,500	36,500	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	3,440,267	2,943,800	2,572,700	3,013,100	4,203,100	3,234,593
C Appleton						
Highway Maintenance & Adm.	8,357,702	6,675,700	7,307,400	6,439,800	7,045,300	
Highway Construction	2,517,409	4,648,000	5,570,400	7,057,600	10,552,400	
Road Related Facilities	3,640,485	2,103,100	2,500,000	2,496,700	2,181,500	
Other Transportation	0	0	162,800	0	0	
Total Local Transportation Expenditures	14,515,596	13,426,800	15,540,600	15,994,100	19,779,200	15,851,259
C Kaukauna						
Highway Maintenance & Adm.	2,337,808	1,657,300	1,748,500	1,769,100	1,654,600	
Highway Construction	1,503,253	1,812,900	1,501,500	2,862,400	1,428,700	
Road Related Facilities	995,139	973,200	770,000	606,100	1,142,500	
Other Transportation	36,815	25,800	20,000	72,700	1,900	
Total Local Transportation	4,873,015	4,469,200	4,040,000	5,310,300	4,227,700	4,584,043
T Buchanan						
Highway Maintenance & Adm.	128,096	113,200	148,600	127,200	139,800	

Municipality	2018	2017	2016	2015	2014	5-Year Average
Highway Construction	691,920	135,300	211,900	179,500	175,400	
Road Related Facilities	47,692	34,900	76,300	164,100	69,600	
Other Transportation	71,847	58,900	14,200	12,900	19,100	
Total Local Transportation Expenditures	939,555	342,300	451,000	483,700	403,900	524,091
T Center						
Highway Maintenance & Adm.	393,271	182,100	203,800	275,100	288,200	
Highway Construction	10,213	1,600	50,900	166,000	0	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	403,484	183,700	254,700	441,100	288,200	314,237
T Freedom						
Highway Maintenance & Adm.	1,466,273	265,500	272,900	236,500	333,700	
Highway Construction	0	7,500	0	555,900	764,700	
Road Related Facilities	37,059	37,000	31,000	35,600	35,000	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	1,503,332	310,000	303,900	828,000	1,133,400	815,726
T Grand Chute						
Highway Maintenance & Adm.	1,335,488	1,788,600	1,186,100	1,196,400	1,260,900	
Highway Construction	5,260,315	3,081,400	2,695,700	3,791,800	2,563,400	
Road Related Facilities	1,219,322	287,000	275,600	254,000	1,741,300	
Other Transportation	652,176	527,200	603,100	599,100	560,800	
Total Local Transportation Expenditures	8,467,301	5,684,200	4,760,500	5,841,300	6,126,400	6,175,940
T Greenville						
Highway Maintenance & Adm.	1,012,096	495,700	549,300	455,800	480,600	
Highway Construction	423,635	1,530,500	442,100	394,700	335,500	
Road Related Facilities	130,129	72,100	71,000	79,100	79,600	
Other Transportation	2,539	0	0	0	0	
Total Local Transportation Expenditures	1,568,399	2,098,300	1,062,400	929,600	895,700	1,310,880
T Kaukauna						
Highway Maintenance & Adm.	45,801	35,800	23,600	37,500	64,600	
Highway Construction	212,065	379,600	329,300	562,400	109,600	
Road Related Facilities	5,536	5,700	5,500	5,500	4,700	

Municipality	2018	2017	2016	2015	2014	5-Year Average
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	263,402	421,100	358,400	605,400	178,900	365,440
T Vandebroek						
Highway Maintenance & Adm.	92,901	75,400	88,400	137,700	173,600	
Highway Construction	0	0	0	0	0	
Road Related Facilities	5,440	5,700	5,000	3,000	2,500	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	98,341	81,100	93,400	140,700	176,100	117,928
V Combined Locks						
Highway Maintenance & Adm.	485,936	311,300	479,600	423,400	560,700	
Highway Construction	776,085	603,100	11,800	171,300	275,100	
Road Related Facilities	78,503	73,800	114,800	88,100	79,400	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	1,340,524	988,200	606,200	682,800	915,200	906,585
V Kimberly						
Highway Maintenance & Adm.	1,054,718	724,500	879,400	793,800	844,100	
Highway Construction	1,128,701	836,400	2,520,900	134,500	307,500	
Road Related Facilities	140,485	137,300	162,600	191,200	179,000	
Other Transportation	81,478	65,200	73,500	69,100	68,400	
Total Local Transportation Expenditures	2,405,382	1,763,400	3,636,400	1,188,600	1,399,000	2,078,556
V Little Chute						
Highway Maintenance & Adm.	440,849	1,279,300	1,171,800	1,071,900	1,214,100	
Highway Construction	918,198	1,365,200	1,599,100	548,600	469,100	
Road Related Facilities	180,850	129,300	500,100	239,200	518,100	
Other Transportation	23,751	34,800	28,100	16,900	18,900	
Total Local Transportation Expenditures	1,563,648	2,808,600	3,299,100	1,876,600	2,220,200	2,353,630
Outagamie County						
Highway Maintenance & Adm.	5,680,203	5,154,700	4,256,100	4,009,300	4,378,600	
Highway Construction	8,892,146	10,180,900	6,872,400	6,083,800	4,921,800	
Road Related Facilities	1,134,250	945,800	2,187,500	1,254,500	2,610,900	
Other Transportation	77,045	50,300	3,800	10,800	145,700	
Total Local Transportation Expenditures	15,783,644	16,331,700	13,319,800	11,358,400	12,057,000	13,770,109

Municipality	2018	2017	2016	2015	2014	5-Year Average
C Menasha						
Highway Maintenance & Adm.	1,469,999	1,431,800	1,761,700	1,304,900	1,660,900	
Highway Construction	1,157,426	540,500	210,100	143,300	826,000	
Road Related Facilities	750,470	312,300	400,100	410,200	362,400	
Other Transportation	212,847	173,600	198,300	198,200	184,300	
Total Local Transportation Expenditures	3,590,742	2,458,200	2,570,200	2,056,600	3,033,600	2,741,868
C Neenah						
Highway Maintenance & Adm.	3,104,099	2,948,800	2,753,000	2,230,000	2,461,000	
Highway Construction	2,745,738	2,493,700	1,116,600	3,926,700	365,400	
Road Related Facilities	1,081,431	760,500	860,800	1,247,000	595,700	
Other Transportation	455,118	377,200	400,700	405,200	319,100	
Total Local Transportation Expenditures	7,386,386	6,580,200	5,131,100	7,808,900	3,741,200	6,129,557
T Clayton						
Highway Maintenance & Adm.	468,429	462,000	241,000	504,100	509,200	
Highway Construction	230,465	263,100	102,400	100,600	191,700	
Road Related Facilities	10,762	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	709,656	725,100	343,400	604,700	700,900	616,751
T Neenah						
Highway Maintenance & Adm.	169,537	314,600	282,900	356,800	303,600	
Highway Construction	409,792	0	0	0	0	
Road Related Facilities	23,634	21,900	21,800	21,100	21,700	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	602,963	336,500	304,700	377,900	325,300	389,473
T Vinland						
Highway Maintenance & Adm.	160,221	128,900	112,600	118,000	143,100	
Highway Construction	0	0	0	0	0	
Road Related Facilities	4,729	4,500	4,700	3,700	4,400	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	164,950	133,400	117,300	121,700	147,500	136,970

Municipality	2018	2017	2016	2015	2014	5-Year Average
V Fox Crossing						
Highway Maintenance & Adm.	2,053,993	1,664,600	1,723,200	1,702,200	1,395,400	
Highway Construction	682,757	2,233,700	343,700	218,900	642,300	
Road Related Facilities	224,225	201,900	214,400	205,700	200,200	
Other Transportation	0	0	225,400	201,600	204,700	
Total Local Transportation Expenditures	2,960,975	4,100,200	2,506,700	2,328,400	2,442,600	2,867,775
Winnebago County						
Highway Maintenance & Adm.	7,392,298	3,020,500	3,261,000	3,636,500	2,919,600	
Highway Construction	94,760	5,274,600	4,457,500	2,471,700	6,261,800	
Road Related Facilities	460,011	443,300	484,500	682,700	283,300	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	7,947,069	8,738,400	8,203,000	6,790,900	9,464,700	8,228,814
MPO total	81,953,983	77,845,800	71,499,100	70,818,500	76,603,200	
5-Year Average Total						75,744,117

Source: Wisconsin Department of Revenue (2014 – 2017)

Table J-2: Total Local Expenditures and Projected Local Revenues

	2008-2012 Annual Average	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2050
T Harrison	1,748,440	9,364,232	10,491,808	11,755,159	13,170,634	14,756,551	16,533,432	22,488,638
V Sherwood	696,080	3,728,040	4,176,945	4,679,904	5,243,426	5,874,803	6,582,206	8,953,062
Calumet County	3,076,540	16,477,223	18,461,296	20,684,277	23,174,935	25,965,500	29,092,086	39,570,814
C Appleton	16,525,060	88,504,325	99,161,403	111,101,732	124,479,833	139,468,833	156,262,704	212,547,238
C Kaukauna	4,786,320	25,634,401	28,721,118	32,179,517	36,054,351	40,395,766	45,259,945	61,562,203
T Buchanan	443,980	2,377,852	2,664,177	2,984,978	3,344,409	3,747,119	4,198,322	5,710,522
T Center	306,700	1,642,613	1,840,405	2,062,014	2,310,307	2,588,498	2,900,187	3,944,811
T Freedom	683,560	3,660,986	4,101,817	4,595,729	5,149,115	5,769,136	6,463,815	8,792,028
T Grand Chute	5,312,860	28,454,425	31,880,710	35,719,565	40,020,667	44,839,679	50,238,962	68,334,621
T Greenville	1,311,380	7,023,442	7,869,156	8,816,706	9,878,352	11,067,835	12,400,547	16,867,122
T Kaukauna	364,320	1,951,212	2,186,163	2,449,406	2,744,347	3,074,802	3,445,048	4,685,926
T Vandenbroek	122,860	658,009	737,242	826,016	925,479	1,036,919	1,161,777	1,580,240
V Combined Locks	773,380	4,142,041	4,640,797	5,199,609	5,825,710	6,527,202	7,313,163	9,947,303
V Kimberly	2,010,020	10,765,193	12,061,463	13,513,821	15,141,062	16,964,244	19,006,960	25,853,110
V Little Chute	2,685,080	14,380,655	16,112,274	18,052,403	20,226,148	22,661,641	25,390,399	34,535,810
Outagamie County	12,914,620	69,167,659	77,496,350	86,827,924	97,283,141	108,997,303	122,122,004	166,109,340
C Menasha	2,769,780	14,834,289	16,620,531	18,621,860	20,864,176	23,376,495	26,191,331	35,625,232
C Neenah	5,804,200	31,085,927	34,829,079	39,022,955	43,721,829	48,986,509	54,885,125	74,654,293
T Clayton	629,840	3,373,275	3,779,461	4,234,557	4,744,453	5,315,748	5,955,833	8,101,075
T Menasha	2,819,600	15,101,113	16,919,484	18,956,811	21,239,459	23,796,968	26,662,434	36,266,022
T Neenah	325,400	1,742,766	1,952,617	2,187,738	2,451,170	2,746,323	3,077,017	4,185,333
T Vinland	130,700	699,998	784,287	878,726	984,536	1,103,087	1,235,913	1,681,079
Winnebago County	7,792,480	41,734,685	46,760,087	52,390,613	58,699,128	65,767,270	73,686,510	100,227,781
Total Local Expenditures	74,033,200	396,504,361	444,248,671	497,742,020	557,676,667	624,828,230	700,065,719	952,223,604
Projected Local Revenues	74,033,200	396,504,361	444,248,671	497,742,020	557,676,667	624,828,230	700,065,719	952,223,604

Source: ECWRPC (2020)

WisDOT Expenditures/Revenues

The estimated long range financial need for WisDOT TMA expenditures was calculated using the following steps:

1. Gathered preservation and expansion project expenditures from the TMA's TIP (2021-2024-year of expenditure dollars) provided by ECWRPC. Please reference **Table 1**.
2. To account for a degree of variation in local transportation spending projects in a given year by WisDOT, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of WisDOT MPO transportation expenditures.

To account for projected revenues needed over the life of this plan, it was assumed that WisDOT transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2 percent (provided by WisDOT) was applied to the 2021-2024 annual average expenses and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table J-3**.

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Expenditures/Revenues

The estimated long range financial need for FHWA and FTA TMA expenditures was calculated using the following steps:

1. Gathered federal expenditures from the TMA's TIP (2010-2014) provided by ECWRPC. Please reference **Table 2**.
2. To account for a degree of variation in local federal transportation spending projects in a given year by FHWA and FTA, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of FHWA and FTA MPO transportation expenditures.

Table J-3: Total Local, State and Federal Expenditures and Projected Revenues

	2010-2014 Annual Average	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2050
WisDOT	20,909,200	111,984,745	125,469,172	140,577,301	157,504,646	176,470,265	197,719,592	268,936,555
FHWA	31,734,000	163,494,046	171,833,885	180,599,140	189,811,512	199,493,806	209,669,995	265,769,289
FTA	1,851,200	9,537,410	10,023,914	10,535,234	11,072,637	11,637,453	12,231,080	15,503,627
Total Expenditures	54,494,400	285,016,201	307,326,972	331,711,676	358,388,795	387,601,525	419,620,668	550,209,471
Total Projected Revenues	54,494,400	285,016,201	307,326,972	331,711,676	358,388,795	387,601,525	419,620,668	550,209,471

Source: Transportation Improvement Program (2010 – 2014)

Note: Using the assumptions outlined within this chapter, the Appleton (Fox Cities) TMA (over the life of this plan at a 35 year horizon) will utilize approximately **\$1.5 billion** in funding sources/revenues from local municipalities (\$952,223,604), (\$268,936,555) from WisDOT,

(\$265,769,289) from FHWA and (\$15,503,627) from FTA. As forecasting needs into the future are relatively uncertain, it will be important to revisit funding calculations when this plan is updated on a five year basis (2020 will be the next update to this plan).

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