

Transportation Improvement Program Fox Cities Transportation Management Area 2022



Approved - October 29, 2021

Amended - January 28, 2022



East Central Wisconsin
Regional Planning Commission

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TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE APPLETON (FOX CITIES) TRANSPORTATION MANAGEMENT AREA

2022 - 2025

Approved October 29, 2021

Amended - January 28, 2022

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
APPLETON (FOX CITIES) TRANSPORTATION
MANAGEMENT AREA - 2022

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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 Appleton (Fox Cities) Transportation Management Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2022-2025 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 2022 through 2025; for transit assistance programs, 2022 and 2023.

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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 Appleton (Fox Cities) Transportation Management Area (TMA). It has been developed by the East Central Wisconsin Regional Planning Commission as the designated Metropolitan Planning Organization (MPO). The TMA 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 2022 to 2025. 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 TMA 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 Appleton (Fox Cities) TMA Public Participation Plan (PPP) and Annual Listing of Obligated Projects can be viewed on the following websites.

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

Public Participation Plan: <https://www.ecwrpc.org/wp-content/uploads/2019/04/Appleton-Fox-Cities-and-Oshkosh-MPO-2018-Public-Participation-Plan.pdf>

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 TMA certifies that the TIP contains only projects that are consistent with the metropolitan plans for the urbanized areas.

In addition, the Appleton (Fox Cities) Transportation Management Area's public participation and certification process satisfies Valley Transit's public participation requirements for the programming of projects.

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 the FAST Act include:

- Improving mobility on America's highways;
- Creating jobs and promoting economic growth; and
- Accelerates project delivery and promotes innovation.

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, MAP-21, and the FAST Act have reconfirmed the role of a cooperative planning institution, the TMA, 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 staff for the TMA for the Appleton (Fox Cities) urbanized area, the East Central Wisconsin Regional Planning Commission is responsible for carrying out these transportation planning responsibilities.

The Appleton (Fox Cities) urbanized area encompasses portions of Calumet, Outagamie and Winnebago counties; includes all or parts of the eight towns of Buchanan, Center, Clayton, Freedom, Grand Chute, Kaukauna, Neenah and Vandenbroek; the four cities of Appleton, Kaukauna, Menasha and Neenah; and the seven villages of Combined Locks, Fox Crossing, Greenville, Harrison, Kimberly, Little Chute and Sherwood. The 2010 census figures show the population is 216,154, and is now designated a transportation management area (TMA). The 2020 U.S. Census Bureau data has not been released at this time.

THE TIP PROCESS

One of the objectives of TEA-21, SAFETEA-LU, MAP-21 and subsequently the FAST Act 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 TMA 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 2026 are considered future year projects (illustrative). The TMA 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 TMA 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 TMA.

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 TMA 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 TMA 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 TMA 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 TMA, 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 TMA 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 TMA in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307, 5309, 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 5, 2021, a legal notice was published in the Appleton daily paper identifying a review and comment period from September 5, 2021 to October 5, 2021. The Transportation Committee would meet October 12, 2021 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the TMA at its October 29, 2021 quarterly Commission Meeting. Documentation of the TIP published public involvement notice is included in Appendix F.

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 Appleton (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 Program	Section 5339

Of these categorical programs, the majority are programmed by WisDOT. The forum of the TIP will serve to provide comment from the TMA 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 TMA prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2022-2025, itemized in the listing this year will include the 2026 through 2027 projects that are submitted by the local entities.

The allocation of STBG funds for (fiscal year) 2023-2027 is approximately \$2,066,464 in the Appleton (Fox Cities) urbanized area.

STP-Urban Project Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the *Transportation Improvement Program*. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2026-2027 project candidates, as part of the 2022 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Appleton (Fox Cities) TMA. The TMA will promote the Complete Streets concept and consider adopting a policy. The TMA 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. Special considerations will be discussed at the committee level in determining non-highway applications.

- 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 1), 2) and 3) 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 1), 2), and 3) are averaged and rounded to the nearest integer.)

1. **Spacing.**

Score	5	No alternative parallel route available
	3	Adjacent parallel routes 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. (Scores of criteria a), b), and c) are averaged and rounded to the nearest integer.)
- 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

STBG 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.

STBG Projects Recommended for Funding

A full listing of the candidate STBG projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STBG 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 2022 through 2025. The current STBG Program Cycle for 2023-2027 is in process and this section will be amended once the project(s) is selected.

2022 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 Appleton (Fox Cities) TMA, 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: 2022, 2023, 2024 and 2025.

Table 1: Appleton (Fox Cities) Transportation Management Area - Project Listing (2022-2025)
(\$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	2022				2023				2024				2025				2026+				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Appleton Valley Transit Outagamie	Fixed Route Bus Paratransit Capital Projects Section 5307	Oper. Contr. Purch. TOTAL	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	1888 1083 8440 11411	1888 1212 0 3100	1964 2535 2110 6609	5740 4830 10550 21120	1888 1083 8440 11411	1888 1212 0 3100	1964 2535 2110 6609	5740 4830 10550 21120	
WisDOT Outagamie	WIS 15, STH 76 - New London RCNST, expansion, R/R Crossings 1146-75-00, 10, 21, 71, 72, 73 STP - Majors 3.26 miles (E)	DESIGN RR CONST TOTAL				0 0 0 0			13040 3260 0 16300	0 0 0 16300			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-11-061			0	0	0	0	13040	3260	0	16300	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT V of Sherwood Calumet	USH 10 Village of Sherw ood Menasha - Hilbert 4580-10-00, 71 RECON STP Flex 3.79 miles (P)	DESIGN ROW CONST TOTAL				0 0 2488 2488			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-14-015			2488	603	0	3091	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 114 / USH 10 - S. Jct STH 55 Menasha - Hilbert 4670-10-00, 71 RESURF STP 1.39 miles (P)	DESIGN ROW CONST TOTAL				0 0 834 834			0 0 208 208	0 0 30 1072			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-14-012			834	208	30	1072	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	WIS 15/WIS 76 - New London CTH T / Givens Rd. - USH 45 1146-75-74 STP Majors 10.82 miles (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	
252-16-009			0	5650	0	5650	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	WIS 55 / Kaukauna-Seymour MISC/Hwy JJ Intersection Mod 6560-08-71 HSIP/STBG 0.02 miles (P)	DESIGN ROW CONST TOTAL				0 0 2712 2712			0 0 466 466	0 0 0 3178			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-18-015			2712	466	0	3178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Buchanan Outagamie	Emons Rd. / CTH N - Pinecrest Reconstruction 4656-06-71 URB 0.748 miles (P)	DESIGN ROW CONST TOTAL				0 0 2085 2085			0 0 0 0	0 0 1283 3368			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-19-009			2085	0	1283	3368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fox Cities	WIS 55 / Kaukauna - Seymour I41 - WIS 54 6570-09-71 Resurface STP 12.99 mi. (P)	DESIGN ROW CONST TOTAL				0 0 6019 6019			0 0 1469 1469	0 0 0 7488			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-19-062			6019	1469	0	7488	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	WIS 441 / Menasha-Appleton USH 41-CTH KK 4685-33-00, 71 BRIDGE REHAB NHPP 1.93 miles (P)	DESIGN ROW CONST TOTAL				0 0 957 957			0 0 239 239	0 0 0 1196			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-19-067			957	239	0	1196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 2925 2925			0 0 731 731	0 0 0 3656			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-19-070			2925	731	0	3656	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Appleton Outagamie	East Franklin Street CN Xing Signal 179942A 4984-15-51 RECST HSIP 0.07 miles (P)	DESIGN ROW CONST TOTAL				0 0 173 173			0 0 19 19	0 0 0 192			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-19-072			173	19	0	192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Appleton Outagamie	North Appleton Street CN Xing Signal 179945V 4984-14-51 RECST HSIP 0.08 miles (P)	DESIGN ROW CONST TOTAL				0 0 173 173			0 0 19 19	0 0 0 192			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-19-073			173	19	0	192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Appleton Outagamie	Memorial Drive CN Xing Signal 1799398 4984-13-51 RECST HSIP 0.05 miles (P)	DESIGN ROW CONST TOTAL				0 0 173 173			0 0 19 19	0 0 0 192			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0			0 0 0 0	0 0 0 0	
252-19-074			173	19	0	192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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WisDOT Outagamie	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	0 0 0 0	
252-20-037			0	0	0	0	0	0	0	0
WisDOT Winnebago	IH 41/Neenah-Appleton Breezewood=STH 15 1120-57-60 REHAB NHPP 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	0 0 0 0	
252-20-038			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 NHPP 5.74 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	
252-20-039			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 .152 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	Design 5/25/21. Construction 12/10/2024.
252-20-054			0	0	0	0	0	0	0	0
WisDOT Outagamie	Buchanan-East County Line Kavanaugh Rd. to Outagamie Rd. 4679-02-00, 71 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	0 0 0 0	0 0 0 0	0 0 0 0	Design 6/25/21. 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	0 0 0 0	0 0 0 0	0 0 0 0	Design 3/25/21. 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	0 0 0 0	0 0 0 0	0 0 0 0	Design 2/25/21. 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	0 0 0 0	0 0 0 0	0 0 0 0	Design 11/25/20. 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	0 0 0 0	0 0 0 0	0 0 0 0	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	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Design done by Town of Buchanan 1/25/21. 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	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Design done by Town of Buchanan 1/25/21. Construction 1/10/2023.
252-20-061			0	0	0	0	0	0	0	0
WisDOT Outagamie	WIS 96 / Cleary Crt - Tower View Drive STH 76-Casaloma Dr. 4075-41-00,71 RESURF NHPP 3.03 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	Design 6/25/21. Construction scheduled for 5/14/2024.
252-20-064			0	0	0	0	0	0	0	0
WisDOT Winnebago	WIS 76 / Oshkosh - Greenville CTH II-Shady Lane 6430-22-00,71 RESURF STBG .79 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	Design 3/25/21. Construction advanceable to 11/12/2024.
252-20-065			0	0	0	0	0	0	0	0
WisDOT	Safety Funds Grouped Projects FLX (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	
252-21-001			0	0	0	0	0	0	0	0

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WisDOT C of Menasha	STH 114/Plank Rd. CNRR Signals & Gates 4065-17-51 MSC 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	242 242	61 61	303 0 303	Construction moved out to 7/25/2026.
252-21-017			0 0 0 0	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	I-41, Appleton-De Pere STH 96-CTH F 1130-63-01 Design, Reconstruct NHPP 23.596 miles (P)	DESIGN ROW CONST TOTAL	28000 0 0 28000	7000 0 0 7000	35000 0 0 35000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-21-046			0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	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	CTH CE, V Kimberly-CTH N S. Railroad St. Intersection 4160-06-00, 71 MSC HSIP .062 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	1367 0 1367	0 152 1519	1519 0 1519	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-21-060			0 0 0 0	0 0 0 0	0 0 0 0	1367 0 1367	0 152 1519	1519 0 1519	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT Outagamie	CTH OO, T Chand Chute-V Little Chute French Rd. Intersection 4677-10-00, 71 MSC HSIP .101 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	602 0 602	0 67 669	669 0 669	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-21-061			0 0 0 0	0 0 0 0	0 0 0 0	602 0 602	0 67 669	669 0 669	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
WisDOT Outagamie	STH 76, STH 15 - CTH JJ CN RR Xing 1818837Y 6517-16-50 MSC NHPP 1.42 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	104 104	26 26	130 130	0 0 0 0
252-22-001			0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	104 104	26 26	130 130	0 0 0 0
WisDOT Outagamie	STH 76, STH 15 - CTH JJ Evergalade Rd - CTH JJ 6517-16-71 RECST STBG 1.42 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	6474 6474	1618 1618	0 0	8092 8092
252-22-002			0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	6474 6474	1618 1618	0 0	8092 8092
WisDOT Calumet	STH 55, Sherwood-Kaukauna USH 10-Ridgecrest Lane 4050-21-71 RESURF STP 2.85 miles (P)	DESIGN RR 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	1435 1435	359 359	0 0	1794 1794
252-22-003			0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1435 1435	359 359	0 0	1794 1794
WisDOT Appleton	STH 441, Appleton I41/USH 10-S. Onedia St. 4685-34-00, 71 NHPP	DESIGN ROW CONST TOTAL	600 0 0 600	150 0 0 150	0 0 0 0	750 0 0 750	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-22-004			600 0 0 600	150 0 0 150	0 0 0 0	750 0 0 750	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 Appleton	Calumet County Operating Assistance	DESIGN RR CONST TOTAL	0 0 0 11	0 0 0 11	0 0 0 22	0 0 0 22	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-22-005			11 0 11 11	0 0 0 11	22 0 22 22	22 0 22 22	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 Appleton	Calumet County Vehicle Replacement	DESIGN RR CONST TOTAL	0 0 0 32	0 0 0 8	0 0 0 40	0 0 0 40	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-22-006			32 0 32 32	8 0 8 8	40 0 40 40	40 0 40 40	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 Appleton & Winnebago	Lutheran Social Services Mobility Management	DESIGN ROW CONST TOTAL	0 0 0 53	0 0 0 13	0 0 0 66	0 0 0 66	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-22-007			53 0 53 53	0 0 0 13	66 0 66 66	66 0 66 66	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 Appleton & Winnebago	Lutheran Social Services Mobility Management	DESIGN ROW CONST TOTAL	0 0 0 25	0 0 0 25	0 0 0 50	0 0 0 50	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-22-008			25 0 25 25	0 0 0 25	50 0 50 50	50 0 50 50	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 Appleton	New Hope Center, Inc. Mobility Management	DESIGN ROW CONST TOTAL	0 0 0 44	0 0 0 11	0 0 0 55	0 0 0 55	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-22-009			44 0 44 44	0 0 0 11	55 0 55 55	55 0 55 55	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 Appleton	New Hope Center, Inc. Operating Assistance	DESIGN ROW CONST TOTAL	0 0 0 42	0 0 0 42	0 0 0 84	0 0 0 84	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-22-010			42 0 42 42	0 0 0 42	84 0 84 84	84 0 84 84	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 Appleton	New Hope Center, Inc. Vehicle-Replacement	DESIGN ROW CONST TOTAL	0 0 0 35	0 0 0 9	0 0 0 44	0 0 0 44	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
252-22-011			35 0 35 35	0 0 0 9	44 0 44 44	44 0 44 44	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 Appleton	USH 41, Appleton-Green Bay Wrightstown Safety/Weight Facility 1130-44-73	DESIGN ROW CONST	1680 420 0 2100 0 0		0 0 0		0 0 0		0 0 0		0 0 0	
252-22-012	NHPP .22 miles (P)	TOTAL	1680 420 0 2100	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0		
WisDOT Appleton	Valley Transit Operating Assistance	DESIGN ROW CONST	0 0 80 45 125		0 0 0		0 0 0		0 0 0		0 0 0	
252-22-013	Section 5310 (P)	TOTAL	80 0 45 125	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0		
WisDOT Appleton Calumet County	Valley Transit Mobility Management	DESIGN RR CONST	0 0 20 5 25		0 0 0		0 0 0		0 0 0		0 0 0	
252-22-014	Section 5310 (P)	TOTAL	20 0 5 25	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0		
WisDOT Appleton Calumet County	Making the Ride Happen Mobility Management	DESIGN RR CONST	0 0 43 11 54		0 0 0		0 0 0		0 0 0		0 0 0	
252-22-015	Section 5310 (P)	TOTAL	43 0 11 54	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0		
WisDOT Appleton & Winnebago	Making the Ride Happen Operating Assistance	DESIGN ROW CONST	0 0 43 43 86		0 0 0		0 0 0		0 0 0		0 0 0	
252-22-016	Section 5310 (P)	TOTAL	43 0 43 86	0 0 0 0	0	0 0 0 0	0	0 0 0 0	0	0 0 0 0		
		DESIGN ROW CONST TOTAL	30280 7570 0 37850 0 0 0 18967 9423 1536 29926 49247 16993 1536 67776	0 0 0 0 0 0 0 0 0 0 37276 8376 615 46267 37276 8376 615 46267	0 0 0 0	0 0 0 0 0 0 0 0 0 0 18664 843 6311 25818 18664 843 6311 25818	0 0 0 0	0 0 0 0 0 0 0 0 0 0 17775 3014 2596 23385 17775 3014 2596 23385	0 0 0 0	0 0 0 0 0 0 0 0 0 0 5728 1404 29 7161 5728 1404 29 7161		0 0 0 0
	Preservation Subtotal		18539 3773 1313 23625	22267 5116 396 27779	18664 843 6311 25818	9762 1011 2596 13369	395 71 29 495					
	Expansion Subtotal		0 5650 0 5650	13040 3260 0 16300	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0			

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

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

Table 2: Appleton (Fox Cities) Transportation Management Area, 2022-2025
Summary of Federal Funds Programmed and Available
(\$000)

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2022	2023	2024	2025	2022	2023	2024	2025
Federal Highway Administration								
National Highway Performance Program	\$ 3,885	\$ 14,435	\$ 4,911	\$ 104	\$ 3,885	\$ 14,435	\$ 4,911	\$ 104
Surface Transportation Program								
Fox Cities Urbanized Area	\$ 2,085	\$ -	\$ -	\$ -	\$ 2,085	\$ -	\$ -	\$ -
Surface Transportation Block Grant								
State Flexibility	\$ 9,341	\$ 5,422	\$ 17,436	\$ 13,578	\$ 9,341	\$ 5,422	\$ 17,436	\$ 13,578
Majors	\$ -	\$ 13,040	\$ -	\$ -	\$ -	\$ 13,040	\$ -	\$ -
Highway Safety Improvement Program	\$ 3,231	\$ 2,410	\$ -	\$ -	\$ 3,231	\$ 2,410	\$ -	\$ -
Transportation Alternatives Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed Expenditures	\$ 18,542	\$ 35,307	\$ 22,347	\$ 13,682	\$ 18,542	\$ 35,307	\$ 22,347	\$ 13,682
* Annual Inflation Factor 1.74%	\$ 323	\$ 614	\$ 389	\$ 238	\$ 323	\$ 614	\$ 389	\$ 238
Estimated Need with Inflation Factor	\$ 18,865	\$ 35,921	\$ 22,736	\$ 13,920	\$ 18,865	\$ 35,921	\$ 22,736	\$ 13,920
Federal Transit Administration								
Section 5307 Operating	\$ 1,780	\$ 1,833	\$ 1,888	\$ 1,888	\$ 1,780	\$ 1,833	\$ 1,888	\$ 1,888
Section 5307 Capital	\$ 1,640	\$ 2,480	\$ 8,440	\$ 8,440	\$ 1,640	\$ 2,480	\$ 8,440	\$ 8,440
Programmed Expenditures	\$ 3,420	\$ 4,313	\$ 10,328	\$ 10,328	\$ 3,420	\$ 4,313	\$ 10,328	\$ 10,328
* Annual Inflation Factor 1.74%	\$ 60	\$ 75	\$ 180	\$ 180	\$ 60	\$ 75	\$ 180	\$ 180
Estimated Need with Inflation Factor	\$ 3,480	\$ 4,388	\$ 10,508	\$ 10,508	\$ 3,480	\$ 4,388	\$ 10,508	\$ 10,508
Section 5310	0	0	-not yet programmed-		0	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 2021
Appleton (Fox Cities) Transportation Management Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2020				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Winnebago	Racine St. Bridge C of Menasha	DESIGN ROW				0 0		X	
252-13-038	4992-03-00, 21, 71 BRRPL BR 0.1 miles (E)	CONST TOTAL	24861 24861	6215 6215	450 450	31526 31526			
WisDOT Outagamie	WIS 15, Greenville - New London RCNST, expansion, R/R Crossings	DESIGN ROW				0 0		X	
252-11-061	1146-75-00,10,21,51,71,72,73 STP - Majors (E)	CONST TOTAL	43568 43568	10892 10892	0 0	54460 54460			
WisDOT C of Appleton Outagamie	East Franklin Street CN Xing Signal 179942A	DESIGN ROW				0 0	X		
252-19-072	4984-15-51 RECST HSIP 0.07 miles (P)	CONST TOTAL	173 173	19 19	0 0	192 192			
WisDOT C of Appleton Outagamie	North Appleton Street CN Xing Signal 179945V	DESIGN ROW				0 0	X		
252-19-073	4984-14-51 RECST HSIP 0.08 miles (P)	CONST TOTAL	173 173	19 19	0 0	192 192			
WisDOT C of Appleton Outagamie	Memorial Drive CN Xing Signal 1799398	DESIGN ROW				0 0	X		
252-19-074	4984-13-51 RECST HSIP 0.05 miles (P)	CONST TOTAL	173 173	19 19	0 0	192 192			
WisDOT Fox Cities	Epoxy Pavement Marking - STH / USH FY21 Location on STN per Annual Plan	DESIGN ROW				0 0	X		
252-20-062	1009-34-33 TOPM STBG 336.4 miles (P)	CONST TOTAL	1065 1065	266 266	0 0	1331 1331			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE
PROJECT TABLES

Table A-1: Appleton (Fox Cities) Transportation Management Area - Candidate Project Listing (2022-2026+)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2022				2023				2024				2025				2026+ 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	DESIGN				0				0	0	0	180	180				0				0
	Dr Underpass	ROW				0				0				0				0				0
	New Construction	CONST				0				0	0	0	1399	1399				0				0
	Local 0.3 m. (E)	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	DESIGN				0				0	0	0	366	366				0				0
	Reconstruct to Urban, 2-lane w/ bike&ped	ROW				0				0				0				0				0
		CONST				0				0	0	0	2806	2806				0				0
	Local 0.6m. (E)	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	DESIGN	0	0	247	247				0				0				0				0
	Reconstruction, 2-lane urban	ROW	0	0	25	25				0				0				0				0
		CONST	0	0	5000	5000				0				0				0				0
	Local .74 m. (P)	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.	DESIGN				0				0				0				0	0	0	150	150
	Intersection improvements	ROW				0				0				0				0	0	0	100	100
		CONST				0				0				0				0	0	0	2550	2550
	Local 0.00 m. (E)	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	DESIGN				0	0	0	306	306				0				0				0
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0	0	0	2351	2351				0				0				0
	Local 1.71 m. (P)	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	DESIGN				0				0				0				0	0	0	500	500
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3830	3830
	Local 0.86 m. (P)	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	DESIGN				0				0				0				0	0	0	982	982
	Reconstruction, 2 lane urban w /bike/ped	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	7525	7525
	Local 0.99 m. (P)	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	DESIGN				0				0				0				0	0	0	485	485
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3716	3716
	Local 0.79 m. (P)	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	DESIGN				0				0				0				0	0	0	307	307
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2353	2353
	Local 0.50 m. (P)	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	DESIGN				0				0				0				0	0	0	718	718
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	5504	5504
	Local 1.17 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6222	6222

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Grand Chute Outagamie <i>Illustrative</i>	N. Casaloma/W. College-W. Wisconsin Reconstruction, urban	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	336 2587 2923 2923	336 2587 2923 2923
Grand Chute Outagamie <i>Illustrative</i>	N. McCarthy/W. College-W. Brookview Recondition, urban	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	236 1928 2164 2164	236 1928 2164 2164
Greenville Outagamie <i>Illustrative</i>	Greenwood Rd./Parkview - Everglade Reconstruction, urban	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	174 1624 1798 1798	174 1624 1798 1798
Greenville Outagamie <i>Illustrative</i>	Greenwood Rd./School-WIS 15 Reconstruction, urban	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	61 565 626 626	61 565 626 626
Little Chute Outagamie <i>Illustrative</i>	Evergreen / French - Holland Reconstruction	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Little Chute Outagamie <i>Illustrative</i>	Evergreen / Holland- Vandenbroek Reconstruction	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	185 1978 2163 2163	185 1978 2163 2163
Little Chute Outagamie <i>Illustrative</i>	French Rd / Main - CTH 00 Reconstruction	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	2053 2053 2053 2053	2053 2053 2053 2053
V Combined Lock Outagamie <i>Illustrative</i>	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	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	40 3460 3500 3500	40 3460 3500 3500
V of Kimberly Outagamie <i>Illustrative</i>	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	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	392 392 392 392	392 392 392 392
V of Kimberly Outagamie <i>Illustrative</i>	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	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	170 170 170 170	170 170 170 170
V. Fox Crossing Winnebago <i>Illustrative</i>	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	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	61 1091 1152 1152	61 1091 1152 1152

V. Fox Crossing Winnebago <i>Illustrative</i>	Clayton Rd/East Shady - Fairview Reconstruction Local 1.0m. (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	120 2800 2920 2920	120 2800 2920 2920
V. Fox Crossing Winnebago <i>Illustrative</i>	Cold Spring/East Shady - American Resurface Local .75 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	90 1287 1377 1377	90 1287 1377 1377
V. Fox Crossing Winnebago <i>Illustrative</i>	East Shady/CTH CB - Cold Spring Reconstruction Local .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	241 2260 2501 2501	241 2260 2501 2501
V. Fox Crossing Winnebago <i>Illustrative</i>	East Shady/CTH CB - Irish Reconstruction Local .46 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	667 667 667 667	667 667 667 667
V. Fox Crossing Winnebago <i>Illustrative</i>	Circle Drive / Harold-Harold Reconstruction Local 0.4m. (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	663 663 663 663	663 663 663 663
V. Fox Crossing Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - East Shady Reconstruction Local 1.0m. (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	2260 2260 2260 2260	2260 2260 2260 2260
V. Fox Crossing Winnebago <i>Illustrative</i>	Irish Rd/Jacobsen - CTH II Reconstruction Local .7 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	100 2848 2948 2948	100 2848 2948 2948
V. Fox Crossing Winnebago <i>Illustrative</i>	Jacobsen/Irish - CTH CB Reconstruction Local .5m. (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	1467 1467 1467 1467	1467 1467 1467 1467
V. Fox Crossing Winnebago <i>Illustrative</i>	Stroebe Rd./Butte des Morts - Harrys Reconstruction Local .2 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	53 990 1043 1043	53 990 1043 1043
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	146 829 975 975	146 829 975 975
T Harrison Calumet Co.	Eisenhow er 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	617 420 6550 7587	617 420 6550 7587

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[illegible]

C. Of Neenah Winnebago <i>Illustrative</i>	Green Bay Rd/Fox Point-Shopko 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
	Local 0.23 m. (P)		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1000 1000	0 0 1000 1000
C. Of Neenah Winnebago <i>Illustrative</i>	Bell St/Marathon - Harrison 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
	Local 0.57 m. (P)		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 300 300	0 0 300 300
C. Of Neenah Winnebago <i>Illustrative</i>	Nicolet/First - Ninth 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
	Local 0.47 m. (P)		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 0 120 120
T. Of Neenah Winnebago <i>Illustrative</i>	Larsen/Clayton Ave - Tow n Limits Reconstruction, urban	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
	Local 1.50 m. (P)		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 3565 3565	0 0 3565 3565
T. Of Neenah Winnebago <i>Illustrative</i>	Tullar/Winneconne - Oakridge Rd Reconstruction, urban	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
	Local 0.85 m. (P)		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 250 250	0 0 2960 2960
T. Of Neenah Winnebago <i>Illustrative</i>	Oakridge Rd W/Tow n Line - Larsen Rd Reconstruction, urban hybrid	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
	Local 1.00 m. (P)		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 3110 3110	0 0 3380 3380
Winnebago Co. Winnebago <i>Illustrative</i>	CTH A / CTH GG - Park Ave Reconstruction, urban	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
	Local 2.4 m. (P)		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 3000 3000	0 0 3300 3300
Winnebago Co. Winnebago <i>Illustrative</i>	CTH II / WIS 76 - Clayton Ave Reconstruction, urban	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
	Local 1.0 m. (P)		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 450 450	0 0 100 100
Winnebago Co. Winnebago <i>Illustrative</i>	CTH CB & CTH JJ Roundabout 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
	Local 0.1 m. (P)		0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 150 150	0 0 1000 1000
WisDOT Winnebago 252-21-043	USH 10/Waupaca-Menasha NCL - STH 441 1500-4£ PSRS20 STP 16.55 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 0	0 0 0 0	0 0 0 0	0 0 0 0	5530 1382 0 6912	5530 1382 0 6912

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2026-2027 biennium)

Fox Cities Transportation Management Area

Project Evaluation - Performance Measures (Criteria/Score)

Jurisdiction	2026 & 2027 STP Projects	Plan Consistency	Preserve Existing System		Capacity V/C		Safety		Multi- Modal	Planned Programm ing		Total Score	Rank	Project Cost	Max. STP Funding
Fox Cities Allocation = \$2,066,464															
T of Grand Chute	W. Spencer St (Nicolet Rd-Bluemound Dr)	5	PC(4-5)	4	0.46	2	5.00	5	5	5	5	26	1	\$3,699,650	\$2,066,464
C of Menasha	Nicolet Blvd (Commercial St-3rd/Ahnaip St)	5	PC(3)	5	0.13	0	4.33	4	5	5	5	24	2	\$1,578,278	\$1,262,622
T of Neenah	Larson Rd (Clayton Ave-County CB)	5	PC(3-5)	4	0.24	1	5.00	5	4	2	2	21	3	\$3,255,200	\$2,066,464
	Oakridge Rd (County CB-East Town Line Rd)	5	PC(3-5)	4	0.29	1	5.00	5	4	2	2	21	4	\$2,415,200	\$1,932,160
V of Greenville	Greenwood Rd (School Rd-STH 15)	5	PC(4)	5	0.15	0	3.67	4	5	2	2	21	5	\$1,290,265	\$1,032,212
	Greenwood Rd (Parkview Rd-Everglade Rd)	5	PC(4)	5	0.15	0	2.67	3	5	2	2	20	6	\$3,146,790	\$2,066,464
V of Fox Crossing	Jacobson Rd (County CB-Irish Rd)	0	PC(5)	3	0.13	0	4.33	4	2	5	5	14	7	\$1,820,400	\$1,456,320
	E. Shady Ln (Cold Spring Rd-Old Buggy Dr)	0	PC(4)	3	0.14	0	3.67	4	2	5	5	14	8	\$2,540,400	\$2,032,320
Total														\$19,746,183	\$13,915,026



APPENDIX B

FEDERAL TRANSIT OPERATING & CAPITAL ASSISTANCE

TRANSIT OPERATING AND CAPITAL ASSISTANCE

Operating: 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.

Capital: Under recent funding authorization bills (MAP-21 and FAST Act), the FTA's Bus and Bus Facilities 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.

During COVID, the federal government provided emergency assistance to transit systems through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and American Rescue Plan Act of 2021 (ARP). Valley Transit has utilized COVID grant funding apportioned to the Appleton urbanized area to support operations and capital projects related to the local COVID response. CARES Act funds are also programmed to provide much needed renovations at the Whitman Ave Facility. CARES Act funds provide a 100% federal share, which allows much needed investment without burdening local funding partners.

The following tables list the operating assistance and capital projects proposed for the 2022-2026 period.

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

PROJECT DESCRIPTION	RECIPIENT	Jan-Dec 2022 (000)	Jan-Dec 2023 (000)	Jan-Dec 2024 (000)	Jan-Dec 2025 (000)	Jan-Dec 2026 (000)
Operating Assistance/Section 5307	VT					
Operating - Fixed Route						
Expenses		\$6,529	\$6,725	\$6,927	\$7,134	\$7,348
Revenues		\$859	\$868	\$876	\$885	\$894
Deficit		\$5,670	\$5,857	\$6,050	\$6,249	\$6,455
Federal Share	252-22-017	\$1,861	\$1,917	\$1,974	\$2,033	\$2,094
State Share		\$1,861	\$1,917	\$1,974	\$2,033	\$2,094
Other Local		\$79	\$79	\$79	\$79	\$79
Municipal Local Share		\$1,869	\$1,945	\$2,023	\$2,104	\$2,187
Preventative Maintenance - Fixed Route	VT					
Expenses		\$1,013	\$1,043	\$1,075	\$1,107	\$1,140
Federal Share (80%)	252-22-018	\$810	\$835	\$860	\$886	\$912
Municipal Local Share		\$203	\$209	\$215	\$221	\$228
Purchased Transp. - Paratransit	VT					
Expenses		\$4,194	\$4,320	\$4,449	\$4,583	\$4,720
Revenues		\$703	\$724	\$745	\$768	\$791
Deficit		\$3,491	\$3,596	\$3,704	\$3,815	\$3,930
Federal Share (Capital Cost of Contract)	252-22-019	\$220	\$227	\$233	\$240	\$248
Federal Share (Operating)	252-22-020	\$880	\$907	\$934	\$962	\$991
State Share		\$1,139	\$1,173	\$1,209	\$1,245	\$1,282
Contract Local		\$1,252	\$2,196	\$2,262	\$2,330	\$2,400
Enhance Mobility of Seniors/Section 5310	VT					
Expenses		\$613	\$631	\$650	\$670	\$690
Revenues		\$83	\$85	\$88	\$90	\$93
Deficit		\$530	\$546	\$563	\$579	\$597
Federal Share		\$190	\$196	\$202	\$208	\$214
State Share		\$130	\$134	\$138	\$142	\$146
Contract Local		\$210	\$216	\$223	\$230	\$237
Capital Projects	VT	2022	2023	2024	2025	2026
VW Transit Capital Assistance Grant Program			Illustrative			
New & Replacement Buses	252-22-021	\$2,500				
Section 5339						
Transit Center Upgrades						
Support Vehicle Replacement	252-22-022	\$50	\$50	\$50	\$50	
New & Replacement Buses			\$550			
Demand Response Vehicle Fleet (5/yr)				\$500	\$500	\$500
Transit Center Replacement				\$10,000		
Section 5307 - STBG Urban						
New & Replacement Buses			\$375			
Section 5307 - CARES Act						
Whiman Facility Renovation*	252-22-023	\$5,130				
Section 5307 - ARP Act						
Whiman Facility Renovation*	252-22-024	\$3,370				
Total Cost:		\$11,050	\$975	\$10,550	\$550	\$500
Federal Share:		\$10,540	\$780	\$8,440	\$440	\$400
Local Share:		\$510	\$195	\$2,110	\$110	\$100

*CARES & ARP Act projects are federally funded at 100%

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

2022	ADA	Outagamie Elderly	Sunday	Outagamie Rural	Outagamie OCHS	FC Employment Transport	Calumet Van Service	NW Dial-A-Ride	Connector	Downtown Trolley	Total
Annual Estimated Trips	115,000	3,500	1,000	7,500	700	17,000	1,400	10,780	21,500		178,380
Trip Costs	\$2,052,750	\$62,480	\$17,850	\$270,607	\$11,900	\$613,360	\$27,666	\$192,423	\$553,625	\$32,554	\$3,835,215
Administrative Costs	<u>\$264,000</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>\$264,000</u>
Total Costs	\$2,316,750	\$62,480	\$17,850	\$270,607	\$11,900	\$613,360	\$27,666	\$192,423	\$553,625	\$32,554	\$4,099,215
TIP #	252-22-025	252-22-026	252-22-027	252-22-028	252-22-029	252-22-030	252-22-031	252-22-032	252-22-033	252-22-034	
Federal Share	\$648,690	\$17,490	\$5,000	\$53,640	\$3,330	\$171,740	\$7,750	\$37,532	\$155,020	\$9,120	\$1,109,312
State Share	\$648,690	\$17,490	\$5,000	\$76,240	\$3,330	\$171,740	\$7,750	\$53,880	\$155,020	\$9,120	\$1,148,260
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	\$1,757,380	\$48,980	\$21,000	\$174,880	\$6,660	\$343,480	\$32,300	\$129,142	\$484,040	\$31,599	\$3,029,461
Surcharge	<u>\$0</u>	<u>\$11,660</u>	<u>\$3,333</u>	<u>\$27,501</u>	<u>\$3,330</u>	<u>\$171,740</u>	<u>\$7,750</u>	<u>\$19,242</u>	<u>\$0</u>	<u>\$0</u>	<u>\$244,556</u>
Deficit/Local Share	\$559,370	\$25,160	\$183	\$123,228	\$8,570	\$441,620	\$3,116	\$82,523	\$69,585	\$955	\$1,314,310
Outagamie County	\$212,561	\$23,902	\$164	\$123,228	\$8,570						\$368,425
Winnebago County	\$100,687	\$0	\$13					\$4,147			\$104,847
Calumet County	\$16,781	\$1,258	\$6				\$3,116				\$21,161
Family Care	\$229,342					\$441,620					\$670,962
Fox Crossing								\$10,639			\$10,639
Neenah								\$42,558			\$42,558
Municipal contributions									\$70,785	\$0	<u>\$70,785</u>
Total paratransit local	\$559,370	\$25,160	\$183	\$123,228	\$8,570	\$441,620	\$3,116	\$57,344	\$70,785	\$0	\$1,289,376

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

	2022	2023	2024	2025	2026
Operating Expenses					
Fixed Route (DO)	\$7,542	\$7,768	\$8,001	\$8,241	\$8,489
Paratransit (DR)	\$4,194	\$4,320	\$4,449	\$4,583	\$4,720
Total Operating Expenses	\$11,736	\$12,088	\$12,451	\$12,824	\$13,209
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	\$2,827	\$2,921	\$3,018	\$3,118	\$3,221
State	\$2,827	\$2,921	\$3,018	\$3,118	\$3,221
Local	\$4,442	\$4,590	\$4,742	\$4,899	\$5,061
Total Deficit	\$10,095	\$10,431	\$10,777	\$11,134	\$11,502
Capital					
Federal	\$10,540	\$780	\$8,440	\$440	\$400
Local	\$510	\$195	\$2,110	\$110	\$100
Total Capital Expenses	\$11,050	\$975	\$10,550	\$550	\$500
5310 Program ¹					
Expenses	\$613	\$631	\$650	\$670	\$690
Revenue	\$83	\$85	\$88	\$90	\$93
Federal	\$190	\$196	\$202	\$208	\$214
State	\$130	\$134	\$138	\$142	\$146
Local	\$210	\$216	\$223	\$230	\$237
Fixed-Route Operating Data					
No. of Revenue Vehicles	30	30	30	30	30
No. of Employees ²	38	38	38	38	38
Fixed-Route Revenue Hours	60	60	60	60	60
Fixed-Route Revenue Miles	905	905	905	905	905
Fixed-Route Passengers	900	927	955	983	1,013
Paratransit Passengers	178	183	189	195	200
Total Passengers	1,078	1,110	1,144	1,178	1,213
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	8.33	8.58	8.84	9.11	9.38
Cost per Passenger	8.38	8.38	8.38	8.38	8.38
Cost per Vehicle Hour	125.70	129.47	133.36	137.36	141.48
Passengers Per Mile	0.99	1.02	1.06	1.09	1.12
Passengers per Hour	15.00	15.45	15.91	16.39	16.88

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*	2021 Performance	2022 Target
Revenue Vehicles	Buses	29	4.7		21%	3%
Revenue Vehicles	Cutaways	1	4		0%	0%
Equipment	Non-Revenue Service Auto	2	8		0%	0%
Equipment	Trucks & Other Rubber Tire Vehicles	7	11		43%	14%
Equipment	Bus Wash	1	26	4		
Equipment	Fare Collection System	1	11	3		
Equipment	ITS	1	3	4		
Equipment	Floor Scrubber	1	1	5		
Facility	Transit Center	1	31	3		
Facility	Operations & Maintenance	1	40	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 \$11,050,000 in 2022. Project costs are found in Table B-1. An explanation of each project follows.

Appleton Urbanized Area

2022 Projects

35' & 40' Bus Replacement. Six of Valley Transit's twenty-nine heavy duty buses have surpassed their useful life benchmark 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 & 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 phased construction. A master plan was developed in 2020 and A&E is currently being completed. This comprehensive facility renovation will combine previously planned projects, like a locker room remodel, HVAC upgrades, office space expansion, vehicle storage expansion, ADA improvements, 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, travel for training and ferrying passengers to destinations when transfers are missed due to a service interruption. 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 staff vehicle 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.

**2022-2026 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 expense have increased slightly over the past three years. The costs of insurance, fuel and utilities remain unpredictable, while personnel expenses continue to increase annually.

Valley Transit's paratransit costs are driven by contractor per trip rates and ridership. An increase rates after recent procurements 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 few 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 2022 through 2026 is expected to remain relatively flat. The COVID pandemic had a significant impact on ridership in 2020 and 2021. As the region adjusts to the new normal, we continue to monitor ridership trends to determine mobility solutions to meet changing needs.

Valley Transit has added a mobility manager and travel trainer position over the past 2 years. 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 2023 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 2021 percentage was approximately 27.2 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 2022.

Valley Transit's participating municipalities have seen modest local share increases over time. The funding partnerships with the counties and other entities have helped to support 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 local funding options 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 2022 and 2023 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 and regional planning, the asset targets and condition summary areas of the TAM Plan are listed in Table B-4. Valley Transit uses the TAM Plan to prioritize capital projects and support funding decisions.

PTASP

The Moving Ahead for Progress in the 21st Century (MAP-21) Act granted the Federal Transit Administration (FTA) with authority to establish and enforce a comprehensive regulatory framework to oversee the safety of public transportation throughout the United States. As a component of this safety oversight framework, Valley Transit was required to develop and implement a Public Transit Agency Safety Plan (PTASP).

As part of the PTASP requirement, Valley Transit established safety performance targets. The target data is shared with the MPO (ECWRPC) to integrate into the TIP and other planning processes. Valley Transit's performance targets related to safety are shown in Table B-5.

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).

Table B-5: Public Transportation Agency Safety Plan - Targets

Valley Transit's Annual Safety Performance Targets based on the safety performance measures established under the National Public Transportation Safety Plan							
Service Mode	Fatalities (Total)	Fatalities (per 100K VRM)	Injuries (Total)	Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	System Reliability (VRM / failures)
Fixed Route	0	0	5	0.2	7	0.28	9,240
ADA & Paratransit	0	0	1	0.1	1	0.1	68,456

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

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 20, 2021

Dear Transportation Provider:

Enclosed is a link to the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE APPLETON (FOX CITIES) TRANSPORTATION MANAGEMENT AREA (TMA) - 2022. 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 Appleton (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 6, 2021. The document can be viewed at the following website:

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

Sincerely,



Tanner Russell
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
Jon Doemel, Winnebago County Executive

City Mayors

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

Village Presidents

John Neumeier, Combined Locks
Dale Youngquist, Fox Crossing
Travis Parish, Administrator - Greenville
Kevin Hietpas, Harrison
Chuck Kuen, Kimberly
Charles Fischer, Little Chute
Randy Friday, Administrator - Sherwood

Town Board Chairmen

Greg Sprangers, Buchanan
Toby Paltzer, Center
Russ Geise, Clayton
Charles Kramer, Freedom
Jason Van Eperen, Grand Chute
Mike Van Asten, Kaukauna
Bob Schmeichel, Neenah
Don O'Connell, Vinland
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

George Dearborn, Chairman, Fox Cities Transit Commission

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

County Highway Commissioners

Brian Glaeser, Calumet
Dean Steingraber, Outagamie
Bob Doemel, Winnebago

Public Works Director/Engineers

Paula Van de Hey, City of Appleton
Chris Murawski, City of Little Chute
John Sundelius, City of Kaukauna
Laura Jungwirth, City of Menasha
Gerry Kaiser, City of Neenah
Allyn Dannhoff, Village of Kimberly
Katie Schwartz, Town of Grand Chute

Planners

Mike Patza, Town of Grand Chute
Allyson Brunette, City of Kaukauna
Samuel Schroeder, City of Menasha
George Dearborn, Fox Crossing
Chris Haese, City of Neenah
Chris Meuer, Calumet County
Kara Homan, 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 3, 2021

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 – 2022.

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 - 2022*** (TIP). This document will be under a 30-day public review period from September 5, to October 5, 2021. 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:

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

Please direct any comments or concerns to:

Matthew Halada
East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
Email: mhalada@ecwrpc.org

Sincerely,

Matthew Halada
Principal Transportation Planner



APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS

TRANSPORTATION COMMITTEE MEETING

East Central Wisconsin Regional Planning Commission

COMMITTEE MEMBERS: *Dick Koeppen, Jeff Nooyen, Kara Homan, Steve Gueths, Brian Kolstad, Thomas Kautza, Donna Kalata, Robert Keller, Ron McDonald, Jill Michaelson, John Zorn (Alternate for Martin Farrell)*

Place: Virtual Meeting
Date: Tuesday, January 12, 2021
Time: 1:30 p.m.

Committee Members Present:

Jeff Nooyen..... Outagamie County
Kara Homan..... Outagamie County
John Zorn (Alt. for Martin Farrell) Fond du Lac County
Robert Keller Winnebago County
Tom Kautza Shawano County
Ron McDonald Valley Transit

Committee Members Excused:

Dick Koeppen Waupaca County
Donna Kalata Waushara County

Committee Members Unexcused:

Steve Gueths Shawano County
Brian Kolstad Fond du Lac County
Jill Michaelson..... WisDOT – NE Region

ECWRPC Staff and Guests Present:

Dave Moesch Associate Planner
Matt Halada Principal Planner, Transportation
Melissa Kraemer Badtke..... Executive Director
Tanner Russell..... Transportation Planner
Kim Biedermann Associate Planner, Regional Bicycle & Pedestrian Coordinator
Ashley Tracy Associate Planner, Safe Routes to School
Hannah Keckeisen..... Safe Routes to School Planner
Adam Bellcorelli Associate Planner
Mike Zuege GIS Manager
Sandy Carpenter..... Department of Transportation

AGENDA

1) WELCOME AND INTRODUCTIONS

Chair Nooyen welcomed attendees to the meeting and called the meeting to order at 1:30 p.m.

2) ROLL CALL

A. Introduction of Alternates, Staff and Guests

Ms. Biedermann took roll call and introduced the ECWRPC staff and guests in attendance.

3) STATEMENT OF COMPLIANCE WITH WIS. STATS. SEC. 19.84 REGARDING OPEN MEETING REQUIREMENTS

Ms. Kraemer Badtke stated the meeting was posted in compliance with Wis. Stats. Sec. 19.84 regarding the Open Meetings requirement and that it was a legal meeting.

4) PLEDGE OF ALLEGIANCE

5) MOMENT OF SILENT MEDITATION

6) APPROVAL OF AGENDA / MOTION TO DEVIATE

Mr. Kautza motioned to approve the agenda, Mr. Zorn seconded the motion. The motion passed unanimously.

7) PUBLIC COMMENT

There was no public comment.

8) APPROVAL OF THE MINUTES OF THE OCTOBER 6, 2020 TRANSPORTATION COMMITTEE MEETING SUMMARY OF PROCEEDINGS

Mr. Zorn motioned to approve the summary of proceedings, Ms. Homan seconded the motion. The motion passed unanimously.

9) ANNOUNCEMENTS AND UPDATES

A. Staffing Updates

Ms. Kraemer Badtke provided staff updates to the committee which included new staff hires, staff promotions, changes in staff positions, and current open positions.

10) INFORMATIONAL/DISCUSSION ITEMS

A. County Roundtable Discussion

There was no county roundtable discussion.

B. Draft - ECWRPC 2021-2023 Strategic Plan

Ms. Kraemer Badtke provided an update of the draft strategic plan. The strategic plan aligns with the reorganization plan, the intergovernmental agreement with Outagamie

County and aligns with the 2021 work program. Ms. Kraemer Badtke briefly overviewed the background section of the document along with information for each of the core program areas: regional comprehensive planning, economic development, SSA, transportation, information on the NR-135 program and the open space recreation program, GIS program, and local contracts. Ms. Kraemer Badtke also discussed the implementation tables: outline of committee responsibility for the action steps, staff member program leads, state or federal laws that need to be referenced for the programs, and actions to guide the work of the Commission. Ms. Kraemer Badtke also described the approval process for the plan.

C. Review of the 2021 Transportation Work Program and Budget

Ms. Kraemer Badtke noted projects that have carried over into 2021 and the extension of the period of funding availability for the Fox Cities Oshkosh MPO due to staff transitions. The work program and budget will be going to the Commission Board for their review and potential approval in January.

11) BUSINESS / ACTION ITEMS

A. New Business

i. Discussion and action on Proposed Resolution 05-21: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area (TMA) - 2021

Mr. Moesch noted that the resolution was for the Transportation Improvement Program (TIP) for the Appleton area. The WisDOT Northeast Region requested a project advancement for US Highway 10, a concrete pavement repair and replace bridge approaches, which is a major amendment. There was a 30 day public review period. No public comment was received. The second project is along Highway 10 as well, near Cold Spring Road, this project is for the replacement of a noise wall. Design will be done in 2021 and construction will begin in 2024.

Mr. Kautza made a motion to approve, Mr. McDonald seconded and the motion passed unanimously.

ii. Discussion and action on Proposed Resolution 06-21: Amending the Transportation Improvement Program for the Oshkosh Urbanized Area - 2021

Mr. Moesch noted that the resolution was for the Oshkosh Urbanized Area and the amendment was for a railroad crossing surface improvement at Wisconsin 91 and Clairville Road which was advanced to 2024. Construction would begin May 25, 2024.

Mr. Keller made a motion to approve, Mr. Kautza seconded and the motion passed unanimously.

iii. Technical Assistance Projects

Ms. Kraemer Badtke provided an overview of the technical assistance projects and noted the changes made to the program this year. This year staff have built technical assistance into the work program and budget. A couple of communities submitted projects and staff will be working on these projects. A few of these include: bicycle and pedestrian counts, PASER/WISLR Updates, and Miovision Counts.

Ms. Kraemer Badtke also noted the work being done with Outagamie County regarding best practices to look at some of the work being done in the MPO area.

12) ESTABLISH TIME AND PLACE FOR NEXT COMMISSION MEETING

A. Commission Meeting: *The next Commission meeting will be held on Friday, January 29, 2021 at 10:00 a.m. An agenda and meeting materials will be forthcoming.*

B. Transportation Committee Meeting: *The next Transportation Committee Meeting will take place Tuesday, April 13, 2021 at 1:30 p.m. Further details will be forthcoming.*

13) ADJOURN

Mr. Kautza motioned to adjourn, Ms. Homan seconded the motion. The motion passed unanimously.

The meeting adjourned at 1:55 p.m.

SUMMARY OF PROCEEDINGS

TRANSPORTATION COMMITTEE MEETING

East Central Wisconsin Regional Planning Commission

COMMITTEE MEMBERS: *Dick Koeppen, Jeff Nooyen, Kara Homan, Steve Gueths, Brian Kolstad, Thomas Kautza, Donna Kalata, Robert Keller, Ron McDonald, Jill Michaelson, John Zorn (Alternate for Martin Farrell)*

Place: Virtual Meeting
Date: Tuesday, April 13, 2021
Time: 1:30 p.m.

Committee Members Present:

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

ECWRPC Staff and Guests Present:

Melissa Kraemer Badtke.....	Executive Director
Dave Moesch.....	Associate Planner
Matt Halada	Principal Planner, Transportation
Erin Bonnin	Administrative Coordinator
Tanner Russell.....	Transportation Planner
Kim Biedermann	Associate Planner, Regional Bicycle & Pedestrian Coordinator
Ashley Tracy	Associate Planner, Safe Routes to School
Wilhelmina Paustian	Associate Transportation/Safe Routes to School Planner
Adam Bellcorelli	Associate Planner
Mike Zuege	GIS Manager
Sandy Carpenter.....	Department of Transportation
Alex Gramovot	Wisconsin Department of Transportation

AGENDA

1) Welcome and Introductions

Chair Nooyen welcomed attendees to the meeting and called the meeting to order at 1:30 p.m.

2) Statement of Compliance with Wis. State Statutes §19.84 regarding Open Meeting Requirements

Ms. Kraemer Badtke stated the meeting was posted in compliance with Wis. Stats. Sec. 19.84 regarding the Open Meetings requirement and that it was a legal meeting.

3) Pledge of Allegiance

4) Moment of Silent Meditation

5) Approval of Agenda/ Motion to Deviate

Ms. Kalata motioned to approve the agenda, Mr. Koeppen seconded the motion. The motion passed unanimously.

6) Public Comment

There was no public comment.

7) Approval of the January 12, 2021 Transportation Committee Meeting Minutes

Mr. Kautza motioned to approve the meeting minutes, Ms. Homan seconded the motion. The motion passed unanimously.

8) Informational Items

A. Staff Report

Ms. Kraemer Badtke provided an overview of the staff report. Ms. Kraemer Badtke highlighted the projects that staff were currently working on which included: U.S. Census Urban Areas and Metropolitan Planning Organization/Transportation Management Area (MPO/TMA) Designation, COVID-19 vaccination clinic map and transportation to the clinics, High Cliff Connection, and Safe Routes to School update with the increase in activity with students returning to school. Staff are also working with Valley Transit and GO Transit on a commuter service study as it relates to the I-41 Corridor. Ms. Carpenter also provided an update on the transportation projects that were in progress in the region.

9) New Business

A. Discussion and action on Proposed Resolution 08-21: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area (TMA) - 2021

Mr. Moesch provided a background of the resolution. A 30 day public review period is required which is currently underway. This is a three-part amendment and is a large amendment. Mr. Moesch provided an overview of the projects that were provided in the supplemental materials of the resolution. Mr. Moesch also noted that Valley Transit requested capital project requests be amended for 2021. The project being amended is a data management systems software upgrade. Valley Transit is required to put together a public transportation agency safety plan and in order to receive federal funding, this is a requirement for Valley Transit. Mr. Moesch provided an overview of the performance measures for the plan.

Ms. Homan motioned to approve, Mr. Kolstad seconded the motion. The motion passed unanimously.

B. Discussion and action on Proposed Resolution 09-21: Amending the Transportation Improvement Program for the Oshkosh Urbanized Area - 2021

Mr. Moesch provided an overview of the resolution and noted that this is considered a minor amendment. There are a number of projects that the Wisconsin Department of Transportation central office requested for amendment. Mr. Moesch provided an overview of the projects available for amendment and the GO Transit public transportation agency safety plan. The performance measures for the plan were outlined and Mr. Moesch noted these will be updated with the Transportation Improvement Programs (TIPs) every year. There are 180 days to amend the TIPs once the performance measures have been selected for amendment, these items are for 2021.

Mr. Gueths motioned to approve, Mr. Zorn seconded the motion. The motion passed unanimously.

10) Next Meeting

A. Commission Meeting: *The next Commission meeting will be held on Friday, April 30, 2021 at 10:00 a.m. An agenda and meeting materials will be forthcoming.*

B. Annual Meeting: *The Commission's Annual Meeting will be held immediately following the Quarterly Commission meeting on Friday, April 30, 2021.*

C. Transportation Committee Meeting: *The next Transportation Committee Meeting will take place Tuesday, July 13, 2021 at 1:30 p.m. Further details will be forthcoming.*

Items of discussion prior to the close of the meeting were as follows: date of the next Steering Committee meeting, possible federal funding eligibility for transportation projects, and Highway 15 project update. Ms. Paustian was also introduced to the committee as the new Associate Transportation/Safe Routes to School Planner.

11) Adjournment

Kalata motioned to adjourn, Mr. Koeppen seconded the motion. The motion passed unanimously. The meeting adjourned at 1:57 p.m.

Any person wishing to attend this meeting or hearing, who, because of a disability, requires special accommodations should contact the East Central Wisconsin Regional Planning Commission at (920) 751-4770 at least three business days prior to the meeting or hearing so that arrangements, within reason, can be made.

SUMMARY OF PROCEEDINGS

TRANSPORTATION COMMITTEE MEETING

East Central Wisconsin Regional Planning Commission

COMMITTEE MEMBERS: Dick Koeppen, Jeff Nooyen, Kara Homan, Steve Gueths, Kay Miller, Thomas Kautza, Donna Kalata, Robert Keller, Ron McDonald, Jill Michaelson, John Zorn (Alternate for Martin Farrell)

Place: Virtual Meeting
Date: Thursday, July 22, 2021
Time: 1:30 p.m.

AGENDA

1) Welcome and Introductions

Chair Nooyen welcomed attendees to the meeting and called the meeting to order at 1:31 p.m.

2) Roll Call

Committee Members Present:

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

Committee Members Absent (Unexcused):

Steve Gueths	Shawano County
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ECWRPC Staff and Guests Present:

Melissa Kraemer Badtke	Executive Director
Katie Livernash	Associate Planner
Matt Halada	Principal Planner, Transportation
Erin Bonnin	Administrative Coordinator
Kim Biedermann	Associate Planner, Regional Bicycle & Pedestrian Coordinator
Ashley Tracy	Associate Planner, Safe Routes to School

Mike ZuegeGIS Manager
Sandy CarpenterDepartment of Transportation

A. Introduction of Alternates, Staff and Guests

Roundtable introductions were provided and Ms. Livernash was introduced to the committee.

3) Statement of Compliance with Wis. State Statutes §19.84 regarding Open Meeting Requirements

Ms. Kraemer Badtke stated the meeting was posted in compliance with Wis. Stats. Sec. 19.84 regarding the Open Meetings requirement and that it was a legal meeting.

4) Pledge of Allegiance/Moment of Silent Meditation

5) Approval of Agenda/Motion to Deviate

Ms. Kalata motioned to approve the agenda as distributed, Mr. Koeppen seconded the motion. The motion passed unanimously.

6) Public Comment

There was no public comment.

7) Election of Chair and Vice-Chair

Ms. Kalata nominated Kara Homan for the position of Chair. No other nominations were made, nominations were closed. A unanimous vote was taken, Ms. Homan abstained. Ms. Homan was elected as Chair.

Ms. Homan called for nominations for Vice Chair. Mr. Nooyen nominated Mr. Kautza for the position of Vice Chair. Mr. Kautza declined and the nomination was withdrawn. Ms. Kalata nominated Mr. McDonald for the position of Vice Chair. Ms. Homan asked if Mr. McDonald could serve in the capacity of Vice Chair. Mr. Koeppen was nominated by Mr. Nooyen for the position of Vice Chair. Mr. Koeppen declined and nominated Ms. Kalata, who declined. Ms. Homan asked Mr. Keller if he would accept the position of Vice Chair. Mr. Keller said he would accept. Mr. Kautza motioned to close nominations, Mr. Nooyen seconded the motion. The motion carried unanimously. The nomination was voted on, Ms. Homan motioned to approve, Mr. McDonald seconded the motion. There was no discussion. The motion passed unanimously.

8) Approval of the April 13, 2021 Transportation Committee Meeting Minutes

Mr. Zorn motioned to approve the minutes, Mr. Koeppen seconded the motion. The motion passed unanimously.

9) Informational Items

A. Staff Report

Ms. Kraemer Badtke provided an overview of the staff report, items included were as follows: congestion management plan for the Appleton Transportation Management Area, work program and transportation budget, and staff transitions. Ms. Biedermann provided a bicycle/pedestrian and active transportation program update which included the economic impact study of bicycle and pedestrian facilities, data factoring project, and bicycle and pedestrian plans.

Ms. Tracy provided a Safe Routes to School (SRTS) update which included new staff, Bike Safety Month participation, Bike Rodeo participation, Walking School Bus program update, Omro School District local SRTS action plan, and the Menasha School District installation of a bicycle playground.

Ms. Kraemer Badtke noted the surface block transportation program grant cycle is open and applications will be reviewed once funding amounts are known. Ms. Kraemer Badtke also noted regarding the commuter service study that modeling is being examined for the commuter service route along the I-41 Corridor.

10) New Business

A. Discussion and progress update on the High Cliff Connection Project

Ms. Biedermann provided an overview of the project which included a brief background history of the project, formal announcement of funding, request for proposals, selection of consultant: HKGi, and Steering Committee approval of proceeding with the contract for HKGi pending full Commission Board approval.

B. Re-affirmation of Resolution 13-21: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area – 2021

Ms. Kraemer Badtke stated the Steering Committee took action on behalf of the full Commission for the Appleton Transportation Management Area in order for projects to proceed regarding the Transportation Improvement Program. An overview of projects listed in the memo materials was provided and briefly described. This item was brought back to the Transportation Committee as they serve as the Policy Board for the Appleton and Oshkosh Transportation Management Area.

Mr. Nooyen motioned to reaffirm the resolution, Mr. McDonald seconded the motion. The motion carried.

11) Next Meeting

- A. **Commission Meeting:** *The next Commission meeting will be held on Friday, July 30, 2021 at 10:00 a.m. at the City of New London City Hall. An agenda and meeting materials will be forthcoming.*
- B. **Transportation Committee Meeting:** *The next Transportation Committee Meeting will take place Tuesday, October 12th at 1:30pm.*

12) Adjourn

There was brief discussion regarding a quorum for the July Quarterly Meeting.

Mr. Koeppen motioned to adjourn, Mr. Zorn seconded the motion. The motion passed unanimously. The meeting adjourned at 1:56 p.m.

Any person wishing to attend this meeting or hearing, who, because of a disability, requires special accommodations should contact the East Central Wisconsin Regional Planning Commission at (920) 751-4770 at least three business days prior to the meeting or hearing so that arrangements, within reason, can be made.

SUMMARY OF PROCEEDINGS

TRANSPORTATION COMMITTEE MEETING

East Central Wisconsin Regional Planning Commission

COMMITTEE MEMBERS: *Dick Koeppen, Jeff Nooyen, Kara Homan, Steve Gueths, Brian Kolstad, Thomas Kautza, Donna Kalata, Robert Keller, Ron McDonald, Jill Michaelson, John Zorn (Alternate for Martin Farrell)*

Place: Virtual Meeting
Date: Tuesday, October 12, 2021
Time: 1:30 p.m.

AGENDA

1. Welcome and Introductions

Vice Chair Keller welcomed attendees to the meeting and called the meeting to order at 1:40 p.m.

2. Roll Call

Committee Members Present:

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

Committee Members Absent (Unexcused):

Donna Kalata Waushara County

ECWRPC Staff and Guests Present:

Melissa Kraemer Badtke Executive Director
Matt Halada Principal Planner, Transportation
Kim Biedermann Senior Planner, Regional Bicycle & Pedestrian Coordinator
Ashley Tracy Senior Planner, Safe Routes to School

Wilhelmina Paustian Senior Planner, Sewer Service Area
Tanner Russell Associate Transportation Planner
Lily Paul..... Associate Transportation Planner
Mike Zuege GIS Manager
Alex Gramovot..... Wisconsin Department of Transportation

3. Statement of Compliance with Wis. State Statutes §19.84 regarding Open Meeting Requirements

Ms. Kraemer Badtke stated the meeting was posted in compliance with Wis. Stats. Sec. 19.84 regarding the Open Meetings requirement and that it was a legal meeting.

4. Pledge of Allegiance

5. Moment of Silent Meditation

6. Approval of Agenda/ Motion to Deviate

Mr. Zorn motioned to approve the agenda, Mr. Nooyen seconded the motion. The motion passed unanimously.

7. Public Comment

There was no public comment.

8. Approval of the July 22, 2021 Transportation Committee Meeting Minutes

Mr. Kautza motioned to approve the meeting minutes, Mr. Koeppen seconded the motion. The motion passed unanimously.

9. Informational Items

A. Staff Report

Ms. Kraemer Badtke provided an overview of the staff report. Ms. Kraemer Badtke introduced Lily Paul as a new Associate Transportation Planner. Ms. Kraemer Badtke then highlighted the projects that staff were currently working on which included the High Cliff Connection Feasibility Study with HKGI, Kim Biedermann working on outreach efforts, and working with local communities for the Economic Impact Study with E Consult Solutions. Staff is also working with Federal Highway Administration and Toole Design Group on Safe Transportation for Every Pedestrian (STEP) Action Plan developed for the entire region. Safe Routes to School – National Walk to School Day and working with Valley Transit for awarding 5310 project funds along with staff support for the counties.

10. New Business

1. Discussion and action on Proposed Resolution 24-21: Adopting the 2022 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

Mr. Koeppen motioned to approve, Mr. Zorn seconded the motion. The motion passed unanimously.

2. Discussion and action on Proposed Resolution 25-21: Approval of the Transportation Improvement Program for Fox Cities (Appleton) Transportation Management Area – 2022

Mr. Russell provided an over view of the Oshkosh Transportation Improvement Plan

Mr. Nooyen motioned to approve, Mr. Koeppen seconded the motion. The motion passed unanimously.

3. Discussion and action on Proposed Resolution 26-21: Approval of the Transportation Improvement Program for Oshkosh Urbanized Area- 2022

Mr. Russell provided an over view of the Oshkosh Transportation Improvement Plan

Ms. Miller motioned to approve, Mr. Nooyen seconded the motion. The motion passed unanimously.

4. Discussion and action on Proposed Resolution 27-21: Approval of the Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan – 2021

Ms. Biedermann stated that East Central adopted a bicycle and pedestrian plan for the Appleton (Fox Cities) and Oshkosh for the Metropolitan Planning Organization and prior to that there was a plan approved in the 1994.

Mr. Kautza motioned to approve, Mr. Gueths seconded the motion. The motion passed unanimously.

5. Discussion and action on Proposed Resolution 28-21: Approval of the Appleton (Fox Cities) Transportation Management Area Congestion Management Process Plan

Mr. Halada provided overview for this. The CMP is designed to provide systematic planning solutions to the transportation needs of the Appleton (Fox Cities) TMA. A primary goal of the plan is to develop a balanced transportation network by increasing opportunities for walking, bicycling, and public transit, along with automobiles. Public comment period ended in October. Ms. Homan asked if this is

tied back to the Federal Clean Air Act. Mr. Halada will follow up with Ms. Homan privately.

Ms. Miller motioned to approve, Mr. Nooyen seconded the motion. The motion passed unanimously.

6. Discussion on Title VI Assurances and Agreements

Ms. Biedermann provided overview for this. She outlined how it will be implemented as well as how the data would be collected.

7. Regional Plan 2045 Visioning Exercise and Discussion

Ms. Nau was present to guide the committee through the visioning exercise. She explained where the Commission was at in the process for completing the regional plan. Discussion of regional issues and opportunities as well as ECWRPC's role in supporting the counties pursued. The discussion collected information around funding options, how transportation is changing, and how the counties can best work together with their municipalities. Communication with highway commissioners and having a presence at the Town Association meetings will help guide future transportation efforts. ECWRPC should be a clearinghouse of data and a resource to provide guidance making sure the land use matches transportation initiatives with development.

11. Next Meeting

- A. ***Transportation Committee Meeting:*** *The next Transportation Committee Meeting will take place January 11, 2022 at 1:30 p.m. Further details will be forthcoming.*
- B. ***Commission Meeting:*** *The next Commission meeting will be held on Friday, October 29, 2021 at 10:00 a.m. Further details will be forthcoming.*

12. Adjournment

Mr. Koeppen motioned to adjourn, Mr. Kautza seconded the motion. The motion passed unanimously. The meeting adjourned at 2:40 p.m.

Any person wishing to attend this meeting or hearing, who, because of a disability, requires special accommodations should contact the East Central Wisconsin Regional Planning Commission at (920) 751-4770 at least three business days prior to the meeting or hearing so that arrangements, within reason, can be made.

MEETING MINUTES
TRANSPORTATION COMMITTEE MEETING
East Central Wisconsin Regional Planning Commission

COMMITTEE MEMBERS: *Dick Koeppen, Jeff Nooyen, Kara Homan, Steve Gueths, Brian Kolstad, Thomas Kautza, Donna Kalata, Robert Keller, Ron McDonald, Jill Michaelson, John Zorn (Alternate for Martin Farrell)*

Date: Tuesday, January 11, 2022

Time: 1:30 p.m.

1. Welcome and Introductions – Ms. Homan welcomed attendees to the meeting and called the meeting to order at 1:31 p.m.

2. Roll Call

Committee Members Present:

Jeff Nooyen	Outagamie County
Kara Homan	Outagamie County
Donna Kalata.....	Waushara County
Robert Keller	Winnebago County
John Zorn (Alt. for Martin Farrell)	Fond du Lac County
Dave Vickman (Alt. for Ron McDonald)	Valley Transit
Dick Koeppen	Waupaca County
Kay Miller.....	Fond du Lac County
Scott Nelson	WisDOT – NE Region

Committee Members Absent

Tom Kautza	Shawano County
Steve Gueths.....	Shawano County

ECWRPC Staff and Guests Present:

Melissa Kraemer Badtke.	Executive Director
Matt Halada.....	Principal Planner, Transportation
Kim Biedermann	Senior Planner, Regional Bicycle & Pedestrian Coordinator
Wilhelmina Paustian.....	Senior Planner, Sewer Service Area
Tanner Russell.....	Associate Transportation Planner
Lily Paul	Associate Transportation Planner
Mike Zuege	GIS Manager
Casey Peters	Associate Planner
Jennie Meyers.....	Associate Planner
Leann Buboltz	Administrative Coord

3. Approval of Agenda/ Motion to Deviate

Mr. Zorn motioned to approve the agenda, Mr. Koeppen seconded the motion. The motion passed unanimously.

4. Public Comment - There was no public comment.

5. **Approval of the October 12, 2021 Transportation Committee Meeting Minutes**

Mr. Nooyen motioned to approve the meeting minutes, Mr. Koeppen seconded the motion. The motion passed unanimously.

6. **Announcements and Updates – Ms. Homan turned the meeting over to Mr. Halada**

A. Staff Report

- **Economic Impact Study:** A survey will be released soon, and this can be taken by any community member; we will send a link to this survey out to communities to share out on their websites and social media pages. The project is on track to have a product by June 30, 2022. The contract was recently amended to include the Fond du Lac MPO in the study.
- **High Cliff Connection:** This project is underway, with a communitywide survey just wrapping up as of December 1, 2021. The consultant (HKGi) will be reviewing community feedback and input, analyzing data and maps, and will be working to wrap up the feasibility study portion of this project in early 2022. From the feasibility study, a number of routes will be explored and considered to devise a master plan. During the master plan phase of this study, there will be additional opportunities for public engagement and input. This project will be completed by June 30, 2022. The project website can be found at <https://hkgi.mysocialpinpoint.com/high-cliff-connection>. The contract was recently amended (at no additional cost) to acquire data for this study through an online platform, Streetlight Data.
- **Bicycle and Pedestrian Plans**
 - City of Shawano: The Shawano Bicycle and Pedestrian Plan was formally adopted as part of the City of Shawano Comprehensive Plan 2040 Update on November 10, 2021.
 - City of Waupaca: East Central staff is continuing to work with a steering committee and City of Waupaca staff on the City of Waupaca Bicycle and Pedestrian Plan, which is anticipated to be completed by June 30, 2022.

Safe Routes to School (SRTS)

- **New Staff:** Jennie Mayer and Casey Peters are joining our team as Safe Routes to School/ Transportation Planners. We are excited for them to be joining our staff.
- **Strategic Plan Update:** Staff is working with Toole Design Group to update the Strategic Plan for the next five years (2022-2027). This plan will provide programming focus areas and goals to achieve our mission of engaging and empowering schools and communities to foster healthy lifestyles through environmental changes and safe walking and bicycling.
- **Winter Walk to School Month:** Forty-one schools throughout the region will be celebrating Winter Walk to School Month in February. Students are encouraged to walk to and at school each week throughout the month. Four schools have reserved the snowshoe fleet and curriculum to use throughout the winter months.
- **Local SRTS Action Plans:** Staff is working with New London and Menasha School Districts to update their local SRTS Action Plans. The coalitions will meet to discuss recommendations and drafts plans will be completed by March.

Transit and Specialized Transportation

- **Specialized Transportation:** Staff provides technical support to County Human Services Aging & Disability Resource Centers (ADRC) by helping to complete the 85.21 funding requests to WisDOT and providing guidance as to best practices for delivering safe specialized transportation. Regionwide, ridership numbers began to recover from the lowest ridership during the initial Covid outbreak with requests for rides beginning to tick upwards, but those trends have plateaued with colder weather and new Covid concerns.
- **Specialized Transportation Coordination:** East Central staff continues to partner with UW Extension, healthcare agencies, and transportation nonprofits to build community partnerships

including working to expand specialized transportation services into Waupaca County and the New London area.

- **Valley Transit Title VI Program:** ECWRPC staff has begun looking at resources and U.S. Census data needed to complete the Title VI update in 2022.
- **Regional Comprehensive Plan:** Staff has been compiling and creating content for the Regional Comprehensive Plan update, including demographic, land use, and programmatic updates from across the region.

7. Business/Action Items

A. New Business

1. Review of the Approved 2022 Work Program & Budget - 1300 Element – Transportation Program – The Work Program was approved in October and amended for carry over funds in November by the Steering Committee. Two contracts are under review in Steering Committee. They are Transportation Technical Assistance Program and Equity in Community Engagement Toolkit and Guidebook. This is for informational purposes to the Transportation Committee as all contracts will be reviewed at next week's Steering Committee meeting.

Mr. Russell presented the Proposed Resolutions

2. **Proposed Resolution 03-22:** Amending the Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area - 2022
<https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Mr. Nooyen motioned to approve, Mr. McDonald seconded the motion. The motion passed unanimously.

3. **Proposed Resolution 04-22:** Amending the Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area - 2022
<https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Ms. Kalata motioned to approve, Mr. Zorn seconded the motion. The motion passed unanimously.

4. **Proposed Resolution 05-22:** Amending the Transportation Improvement Program for Oshkosh Urbanized Area- 2022 <https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Mr. Keller motioned to approve, Mr. Koeppen seconded the motion. The motion passed unanimously.

5. **Proposed Resolution 06-22:** Approving the Surface Transportation Block Grant Project for the Appleton (Fox Cities) Transportation Management Area for Fiscal Years 2022-2027

Mr. Nooyen motioned to approve, Ms. Kalata seconded the motion. The motion passed unanimously.

Note: Vice Chair Mr. Keller took over at 1:55 p.m.

6. **Proposed Resolution 07-22:** Approving the Surface Transportation Block Grant Project for the Oshkosh Urbanized Area for Fiscal Years 2022-2027

Mr. Koeppen motioned to approve, Ms. Kalata seconded the motion. The motion passed unanimously.

Note – Chair Homan resumed duties at 1:57 p.m

8. Informational/Discussion Items

- A. County Roundtable Discussion (*as time permits*) – Mr. Koeppen inquired about the starting point/location of reconstruction of Hwy 15. Mr. Nelson stated to the west of STH 76/15 near Julius Drive. He noted that he will send the Project information to East Central staff. A link to the construction project website: <https://wisconsindot.gov/Pages/projects/by-region/ne/wis15/default.aspx>
- B. North Central WisDOT Updates - <https://projects.511wi.gov/weeklyupdates-nc/> No one in attendance today
- C. Northeast WisDOT Updates - <https://projects.511wi.gov/weeklyupdates-ne/> Scott Nelson stated that staff gets updated on a weekly basis

9. Next Meeting

- A. **Transportation Committee Meeting:** *The next Transportation Committee Meeting will take place April 12, 2022 at 1:30 p.m. Further details will be forthcoming.*
- B. **Commission Meeting:** *The next Commission meeting will be held on Friday, January 27 at 10:00 a.m. Further details will be forthcoming.*

10. Adjournment - Mr. Zorn motioned to adjourn, Mr. Koeppen seconded the motion. The motion passed unanimously. The meeting adjourned at 2:04 p.m.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 25-21

APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FOX CITIES (APPLETON) TRANSPORTATION MANAGEMENT AREA-2022

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 Appleton (Fox Cities) Transportation Management Area (TMA); and

WHEREAS, in the FAST Act in §450.326 and §450.334(a) requires that the Appleton (Fox Cities) TMA prepare a Transportation Improvement Program with federally funded projects; and

WHEREAS, all transportation projects in the Appleton (Fox Cities) TMA 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 2021 calendar year targets for transit performance measures addressed in the Transit Asset Management Plan (TAM) and Public Transportation Agency Safety Plan (PTASP) and incorporate them into the TIP; and

WHEREAS, metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five Highway Safety Improvement Program (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 2022 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 staff, 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

RESOLUTION NO. 25-21

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

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

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

Section 1: That the Commission, as the designated MPO, approve the Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area - 2022.

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 29, 2021

Prepared for: Transportation Committee

Prepared By: Tanner Russell, Associate Transportation Planner

Jeff Nooyen

Jeff Nooyen (Nov 2, 2021 08:16 CDT)

Jeff Nooyen, Chair – Outagamie Co.

RESOLUTION NO. 03-22

**AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE APPLETON
(FOX CITIES) TRANSPORTATION MANAGEMENT AREA - 2022**

WHEREAS, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) Transportation Management Area, approved the *2022 Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area*, at the October 29, 2021 quarterly Commission meeting; and

WHEREAS, the Transportation Improvement Program was prepared to meet the requirements of the Fixing America's Surface Transportation Act: (FAST), as prescribed by federal regulations; and

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

WHEREAS, WisDOT has requested the MPO advance the attached WisDOT projects in the Appleton (Fox Cities) TMA Area:

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

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

SECTION 1. That the Commission approves the amendment as presented to include the proposed projects in the approved 2022 Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area.

Effective Date: January 28, 2022

Prepared for: Transportation Committee

Prepared By: Tanner Russell, Associate Transportation Planner



Jeff Nooyen (Jan 31, 2022 09:26 CST)

Jeff Nooyen, Chair – Outagamie Co.

RESOLUTION NO. 04-22

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE APPLETON (FOX CITIES) TRANSPORTATION MANAGEMENT AREA - 2022.

WHEREAS, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) Transportation Management Area, approved the *2022 Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area*, at the October 29, 2021 quarterly Commission meeting; and

WHEREAS, the Transportation Improvement Program was prepared to meet the requirements of the Fixing America's Surface Transportation Act: (FAST), as prescribed by federal regulations; and

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

WHEREAS, WisDOT has requested the MPO advance the attached WisDOT projects in the Fox Cities Area:

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

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

SECTION 1. That the Commission approves the amendment as presented to include the proposed projects in the approved 2022 Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area.

Effective Date: January 28, 2022

Prepared for: Transportation Committee

Prepared By: Tanner Russell, Associate Transportation Planner



Jeff Nooyen (Jan 31, 2022 09:26 CST)

Jeff Nooyen, Chair – Outagamie Co.

RESOLUTION NO. 12-22

**AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE APPLETON
(FOX CITIES) TRANSPORTATION MANAGEMENT AREA - 2022**

WHEREAS, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) Transportation Management Area, approved the *2022 Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area*, at the October 29, 2021 quarterly Commission meeting; and

WHEREAS, the Transportation Improvement Program was prepared to meet the requirements of the Fixing America's Surface Transportation Act: (FAST), as prescribed by federal regulations; and

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

WHEREAS, Valley Transit was awarded Section 5310 funds from the Federal Transit Administration (FTA) for projects in the Appleton (Fox Cities) TMA Area; and

WHEREAS, Valley Transit has selected projects to receive the Section 5310 funds; and

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

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

SECTION 1. That the Commission approves the amendment as presented to include the proposed projects in the approved 2022 Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area.

Effective Date: January 28, 2022

Prepared for: Steering Committee

Prepared By: Tanner Russell, Associate Transportation Planner



Jeff Nooyen (Jan 31, 2022 09:26 CST)

Jeff Nooyen, Chair – Outagamie Co.



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

THE REPORTER

www.fdlreporter.com

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA WI 549523388

I, being duly sworn, doth depose and say I am an authorized representative of The Reporter, a daily newspaper published in the city of Fond du Lac, Wisconsin, in said county, and that a notice of which the annexed is a printed copy, taken from said paper, which published therein on:

Account Number: GWM-N5251
Order Number: 0004355592
Total Ad Cost: \$31.02
Published Dates: 09/06/2020

Martha Steinbart

Legal Clerk

State of Wisconsin
County of Brown
Subscribed and sworn to before on September 6, 2020

Nancy Heyrman

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

NOTICE OF OPPORTUNITY TO
REVIEW
METROPOLITAN PLANNING
ORGANIZATION
LONG RANGE
TRANSPORTATION/LAND USE PLAN
UPDATE

The Metropolitan Planning Organization (MPO) for the Fond du Lac Urbanized Area, has prepared a Long Range Transportation/Land Use Plan (LRTP) update. The LRTP has been developed in consultation with various federal, state and local agencies in an effort to improve public involvement and interaction in the transportation and land use planning process.

This update will provide the necessary information in the interim of the major update that will take place when the 2020 decennial U.S. Census is released. The update is in accordance to the requirements of the Fixing America's Surface Transportation Act (FAST Act) for long-range transportation and land use planning in metropolitan areas. The Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area can be viewed on the internet at:

<https://www.ecwrpc.org/programs/fond-du-lacmpo/long-range-transportation-planning/>

A 30-day public review and comment period for the LRTP update will commence on Sunday, September 6, and end on Monday, October 5, 2020. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3311.
09/06/20 wnaxlp

EAST CENTRAL WI PLANNING COMM
Re: 0004355592

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

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ECWRPC
2183081773

STATE OF WISCONSIN
BROWN COUNTY

NOTICE OF PUBLIC REVIEW OPPOR-
TUNITY
AMENDMENT TO THE
TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
FOR THE APPLETON (FOX CITIES)
TRANSPORTATION MANAGEMENT
AREA - 2022

RECEIVED
DEC 18 2021

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA WI 549523388

East Central Wisconsin Regional Plan-
ning Commission, the Metropolitan Plan-
ning Organization (MPO) for the
Appleton Transportation Management
Area (TMA), is preparing to amend the
adopted 2022 Transportation Improve-
ment Program (TIP). The amended TIP
would include projects that will receive
federal or state funding to complete the
projects. The amendment will coordinate
local, state and federal programs to meet
federal metropolitan planning regulations
that include provisions for a formal TIP
amendment process. The Amendment
includes projects located within the
Appleton Transportation Management
Area.

Comments regarding the 2022 TIP
amendment will be accepted until Janu-
ary 10, 2021. If you would like more in-
formation about the 2022 Transportation
Improvement Program for the Appleton
Transportation Management Area, and a
detailed listing of projects, please visit
our Web Site at [https://www.ecwrpc.org/
public-review/](https://www.ecwrpc.org/public-review/) or contact the East Central
Wisconsin Regional Planning Commis-
sion (920)751-4770
Run Dec 12, 2021 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: 0005041758
Total Ad Cost: \$35.42
Published Dates: 12/12/2021

Legal Clerk

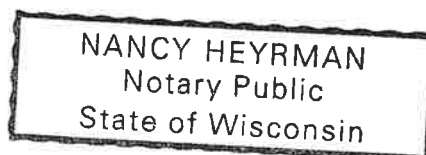
State of Wisconsin
County of Brown
Subscribed and sworn to before on December 12, 2021

Notary Public State of Wisconsin, County of Brown

5.15.23

My Commission Expires

of Affidavits 1
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APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE

TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

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

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

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

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

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

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

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

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Fox Cities Transportation Management Area – 2022*.

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/>

Figure 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 2022 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Figure G-2 depicts 2019 households making less than \$25,000 (low-income) for the area. In addition to the MPO boundaries, there are 2022 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2022 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.

: **II i fY G-3** depicts 2019 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. : **II i fY G-4** illustrates the 2019 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. : **II i fY G-5** illustrates the 2019 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2022 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.

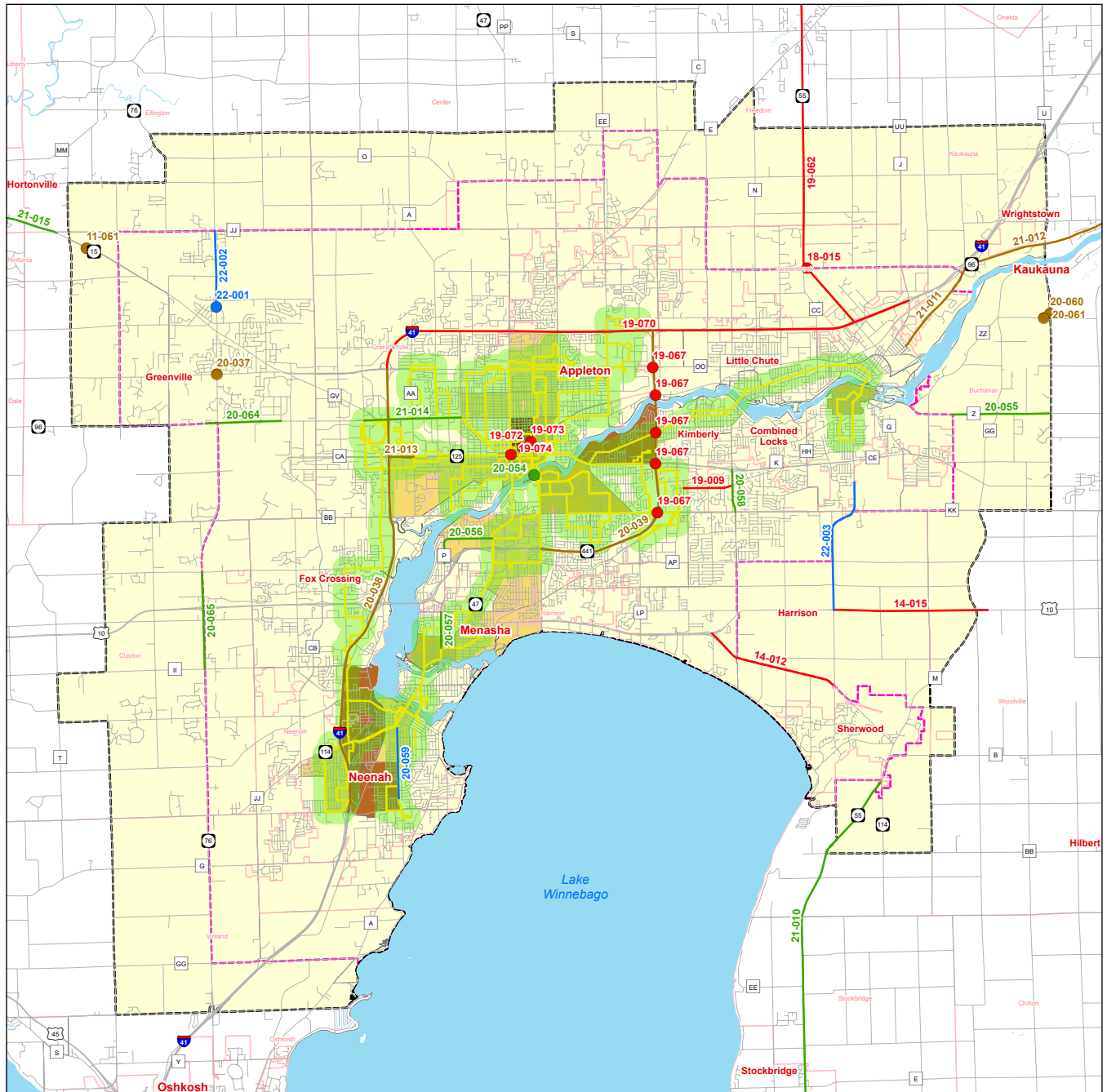
: **II i fY G-6** depicts 2019 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2022 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

: **II i fY G-7** depicts 2019 distribution of households with no car in the Fox Cities MPO area by census tract. This analysis is included with transit fixed routes and 2022 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.

: **II i fY G-8** depicts 2019 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 2022 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 (2022 - 2025) and
Population Below Poverty Level (American Community Survey 2019)



Transit Routes
 1/4 Mile Transit Buffer
 Planning Area Boundary
 Urbanized Area Boundary
Households Below Poverty Level

< 10%
 10.01% - 15%
 15.01% - 20%
 20.01% - 25%
 > 25.01%

TIP Project Year and Number

2022 06-056
 2023 06-056
 2024 06-056
 2025 06-056

TIP Intersection Project Year and Number

• 2022 06-056
 • 2023 06-056
 • 2024 06-056
 • 2025 06-056



0 1.5 3
 Scale in Miles

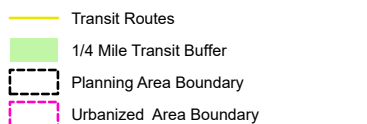
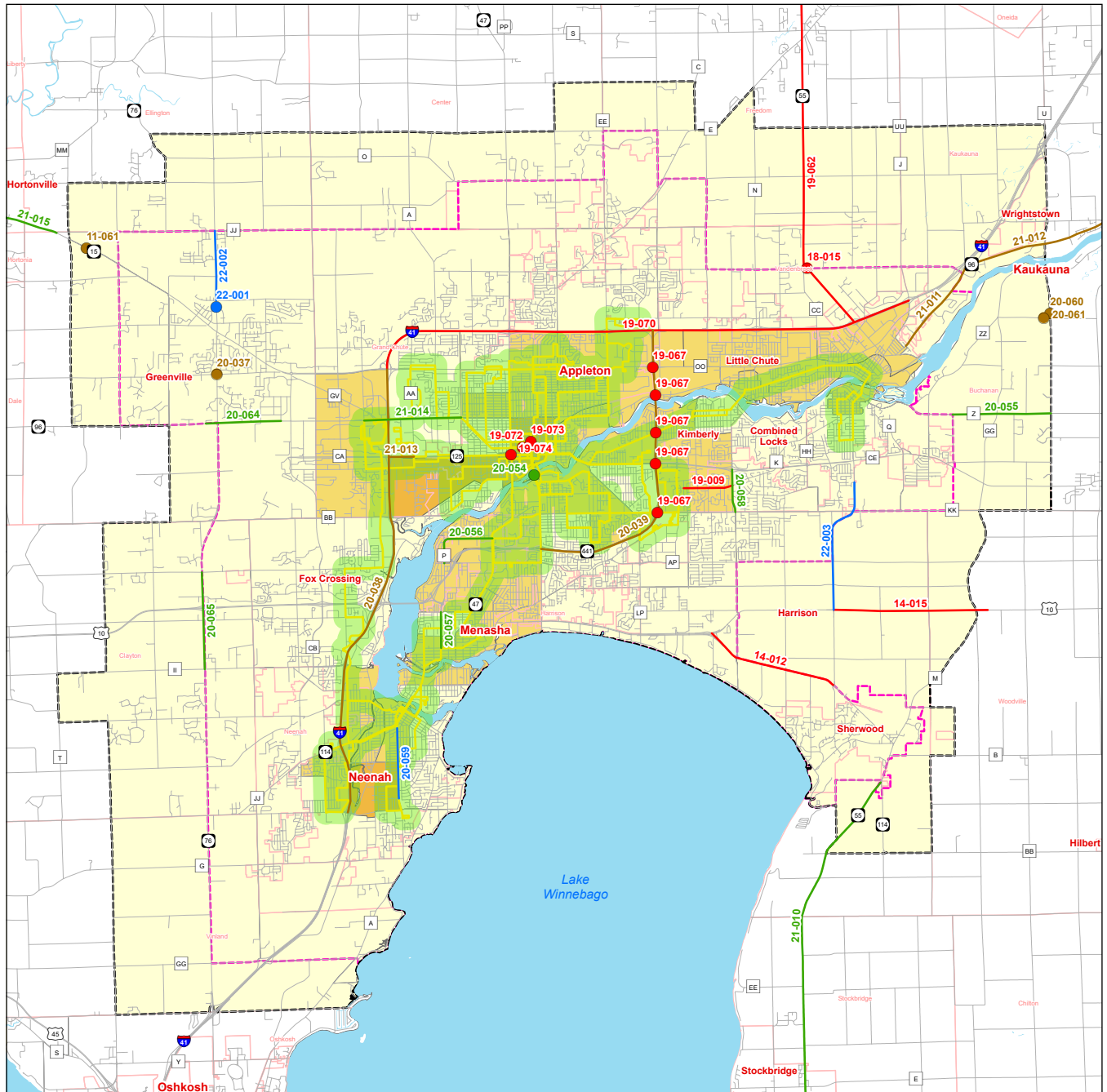
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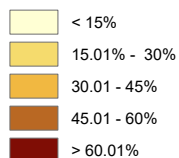


Sources: American Community Survey 2019 Census Tracts, 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet County provided 2021 centerline and hydrology.

Appleton Transportation Management Area TIP Projects (2022 - 2025) and Household Income Less than \$25,000 per Year (American Community Survey 2019)



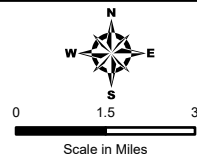
Household Income Less than \$25,000



TIP Project Year and Number



TIP Intersection Project Year and Number



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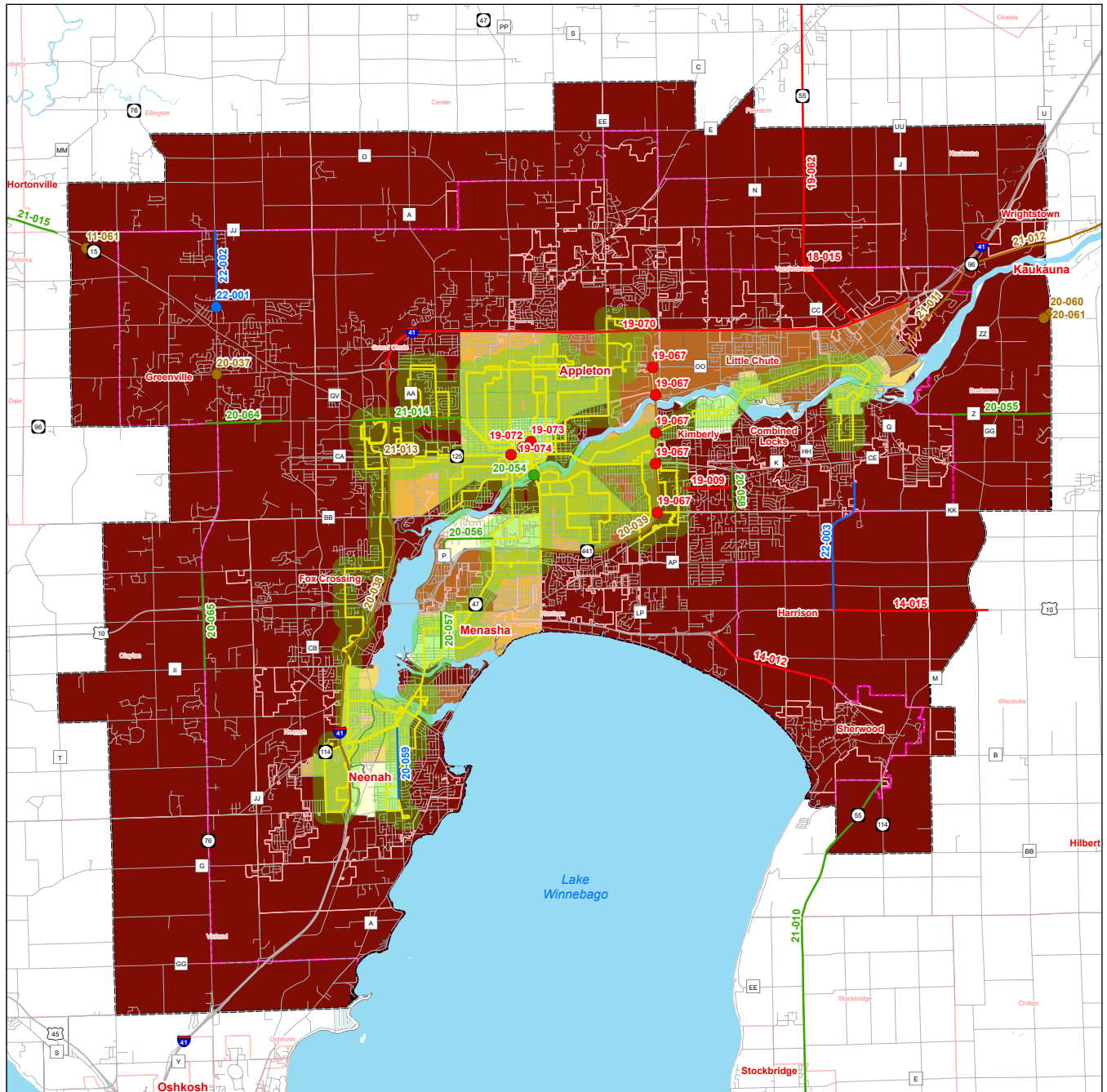
PREPARED NOVEMBER 2021 BY:



East Central Wisconsin
Regional Planning Commission
ECWRPC

Sources: American Community Survey 2019 Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet County provided 2021 centerline and hydrology.

Figure G-3
Appleton Transportation Management Area TIP Projects (2022 - 2025) and
Household Income Greater than \$100,000 per Year (American Community Survey 2019)



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Household Income Greater than \$100,000

- <10 %
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- >25%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**



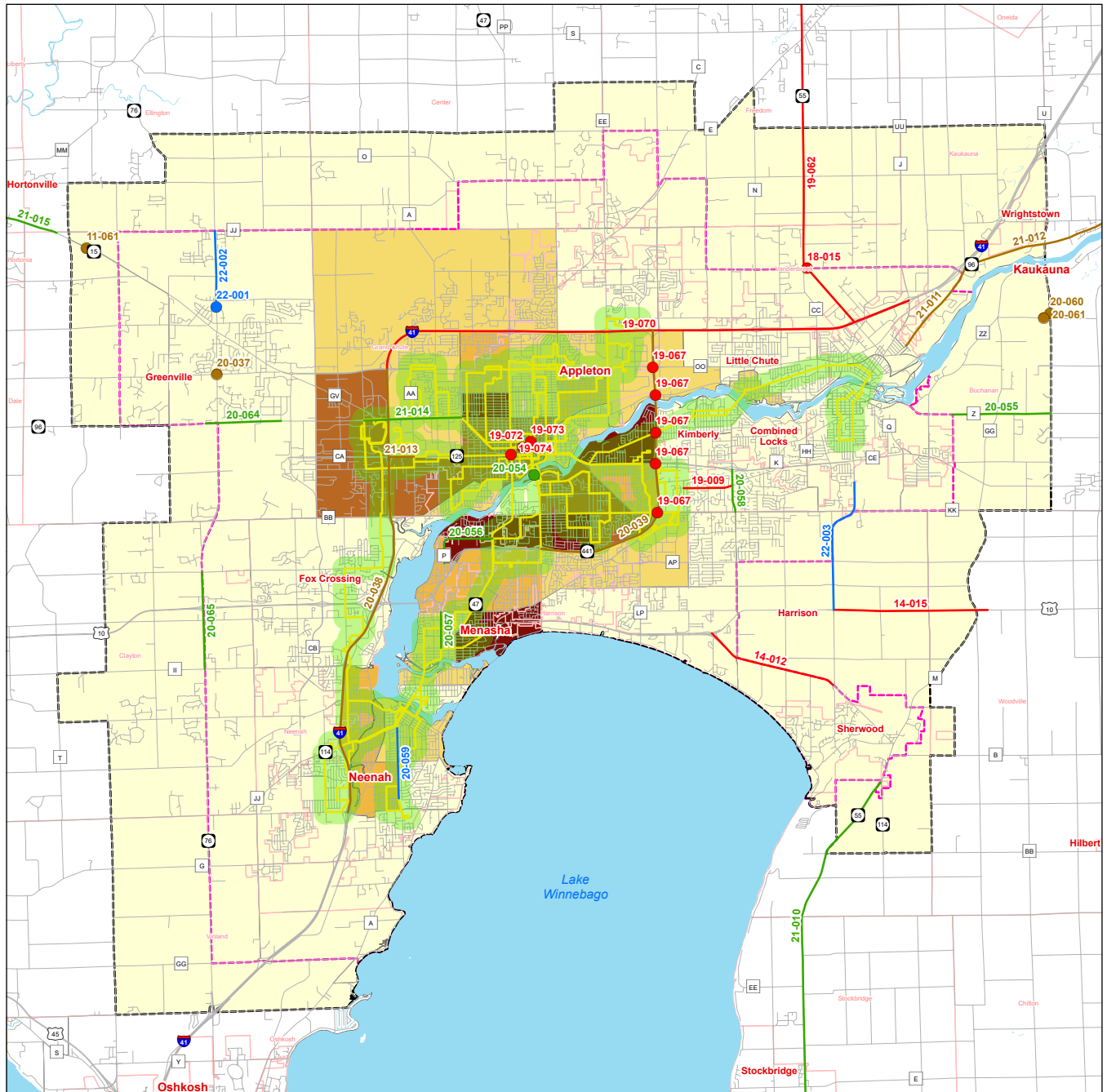
0 1.5 3
 Scale in Miles

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PREPARED NOVEMBER 2021 BY:



Figure G-4
Appleton Transportation Management Area TIP Projects (2022 - 2025) and
Minority Population (American Community Survey 2019)



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Percent Minority Population

- < 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**



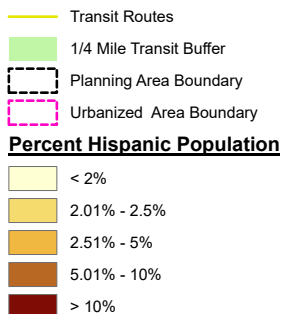
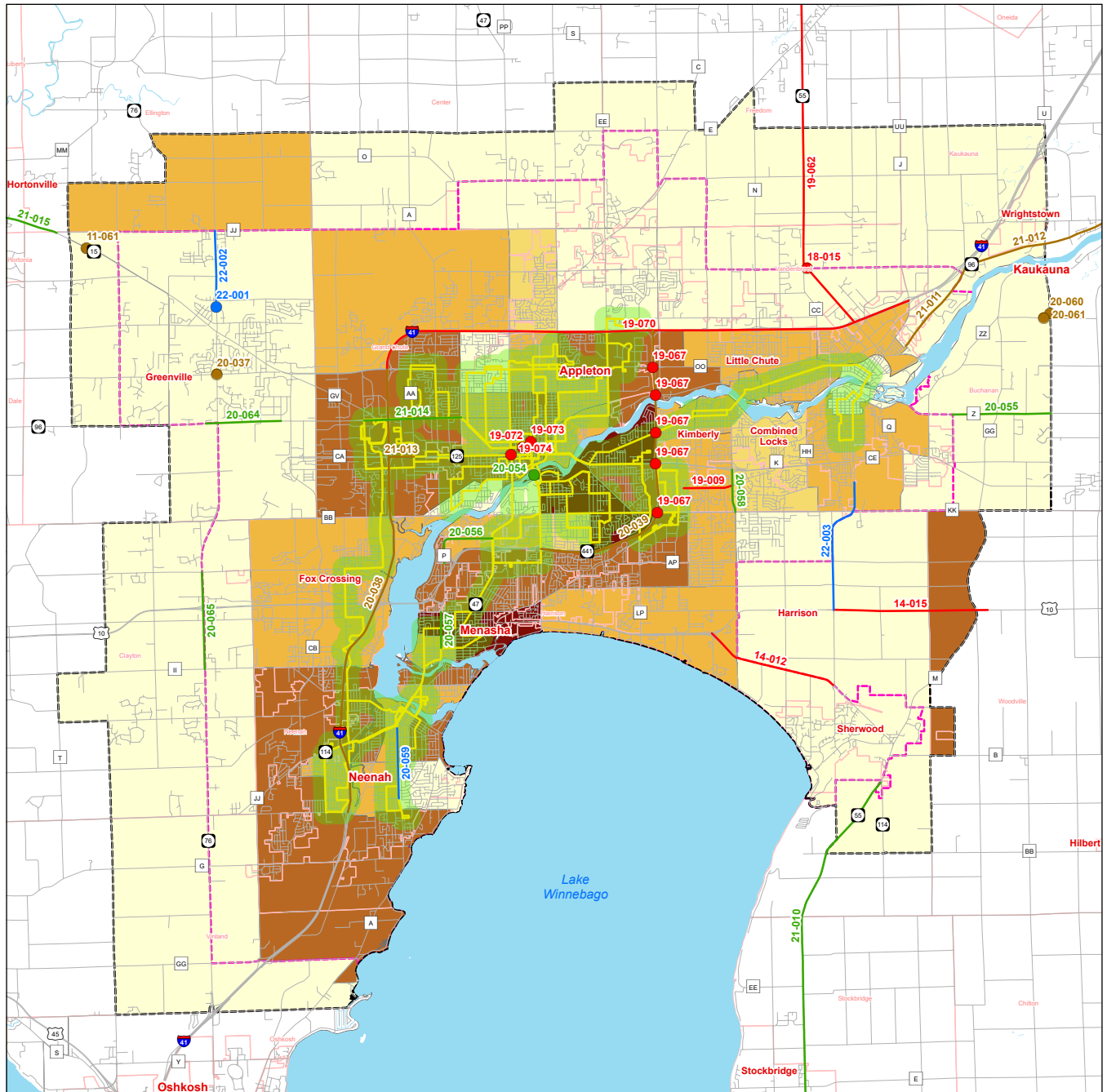
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 Scale in Miles

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PREPARED NOVEMBER 2021 BY:



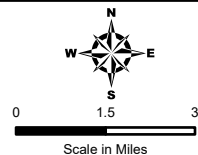
Figure G-5
Appleton Transportation Management Area TIP Projects (2022 - 2025) and
Hispanic Population (American Community Survey 2019)



TIP Project Year and Number

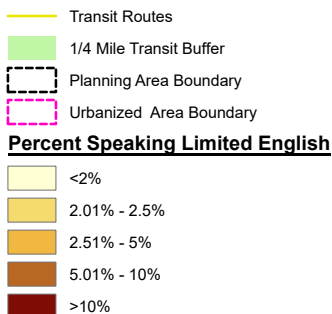
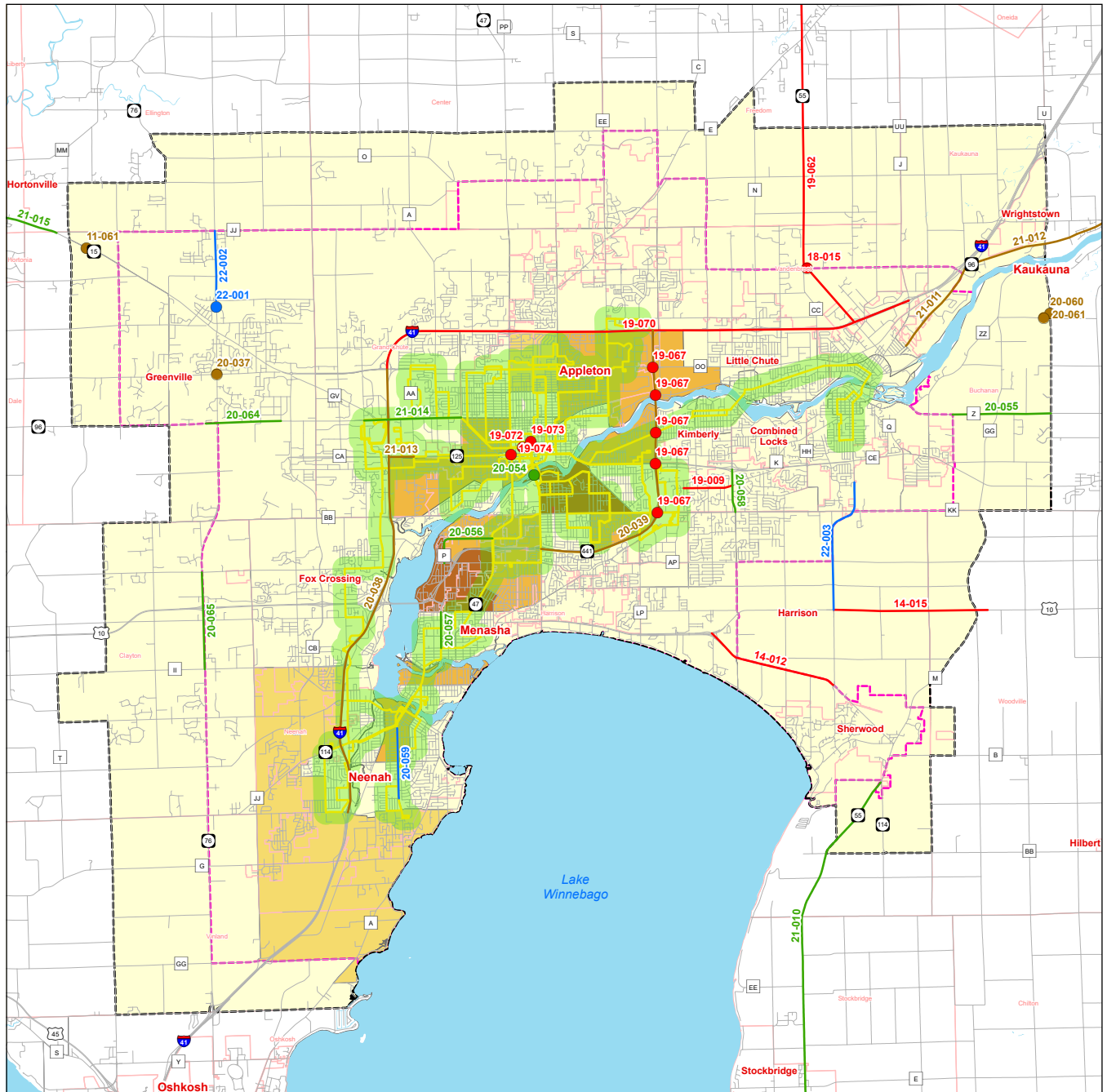


TIP Intersection Project Year and Number



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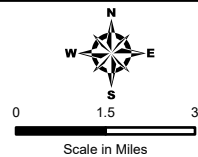
Figure G-6
Appleton Transportation Management Area TIP Projects (2022 - 2025) and
Speaks Limited English (American Community Survey 2019)



TIP Project Year and Number



TIP Intersection Project Year and Number

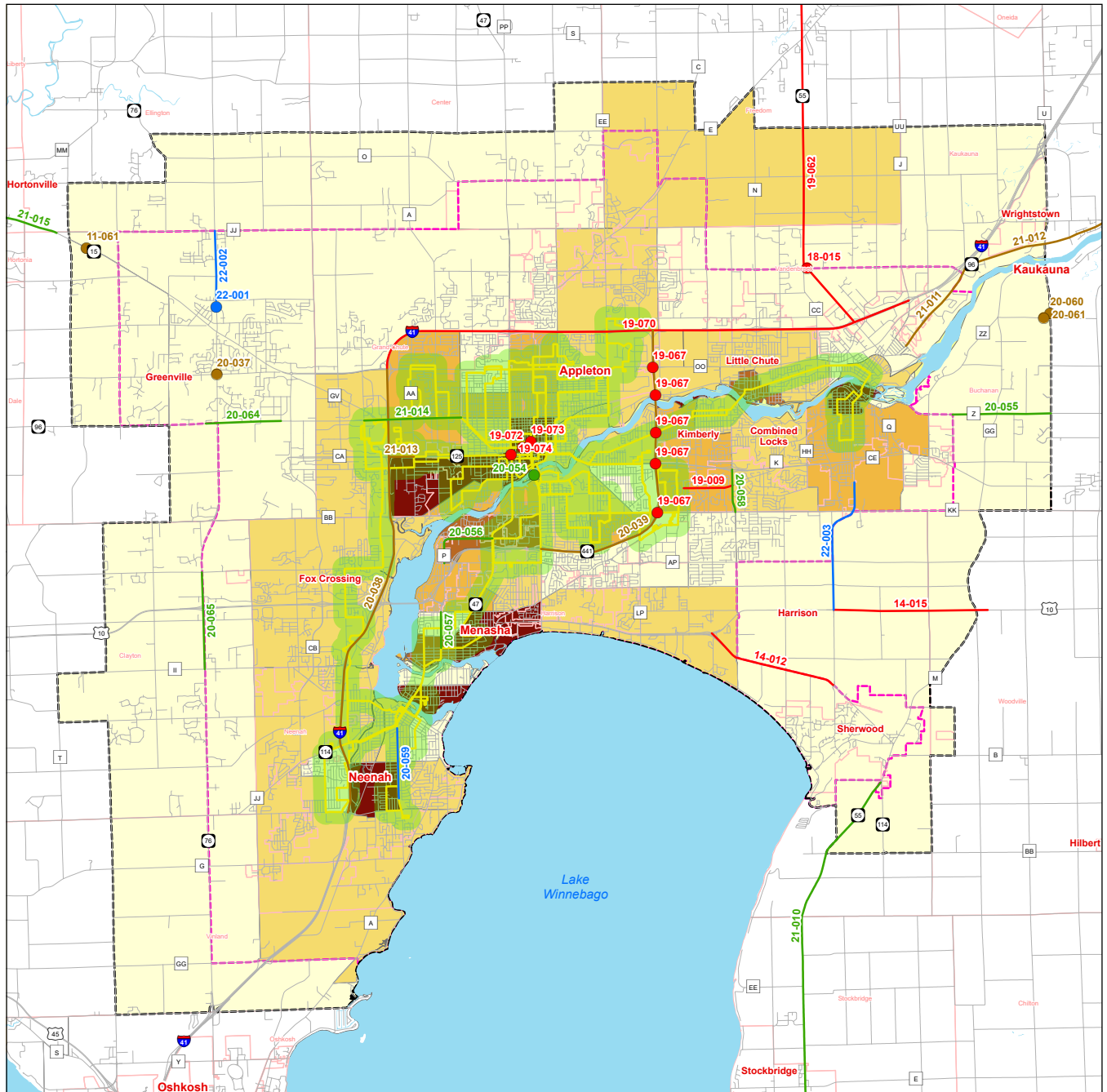


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PREPARED NOVEMBER 2021 BY:



Figure G-7
Appleton Transportation Management Area TIP Projects (2022 - 2025) and
Household No Access to a Car (American Community Survey 2019)



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Household No Access to a Car

- < 2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- > 10%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**



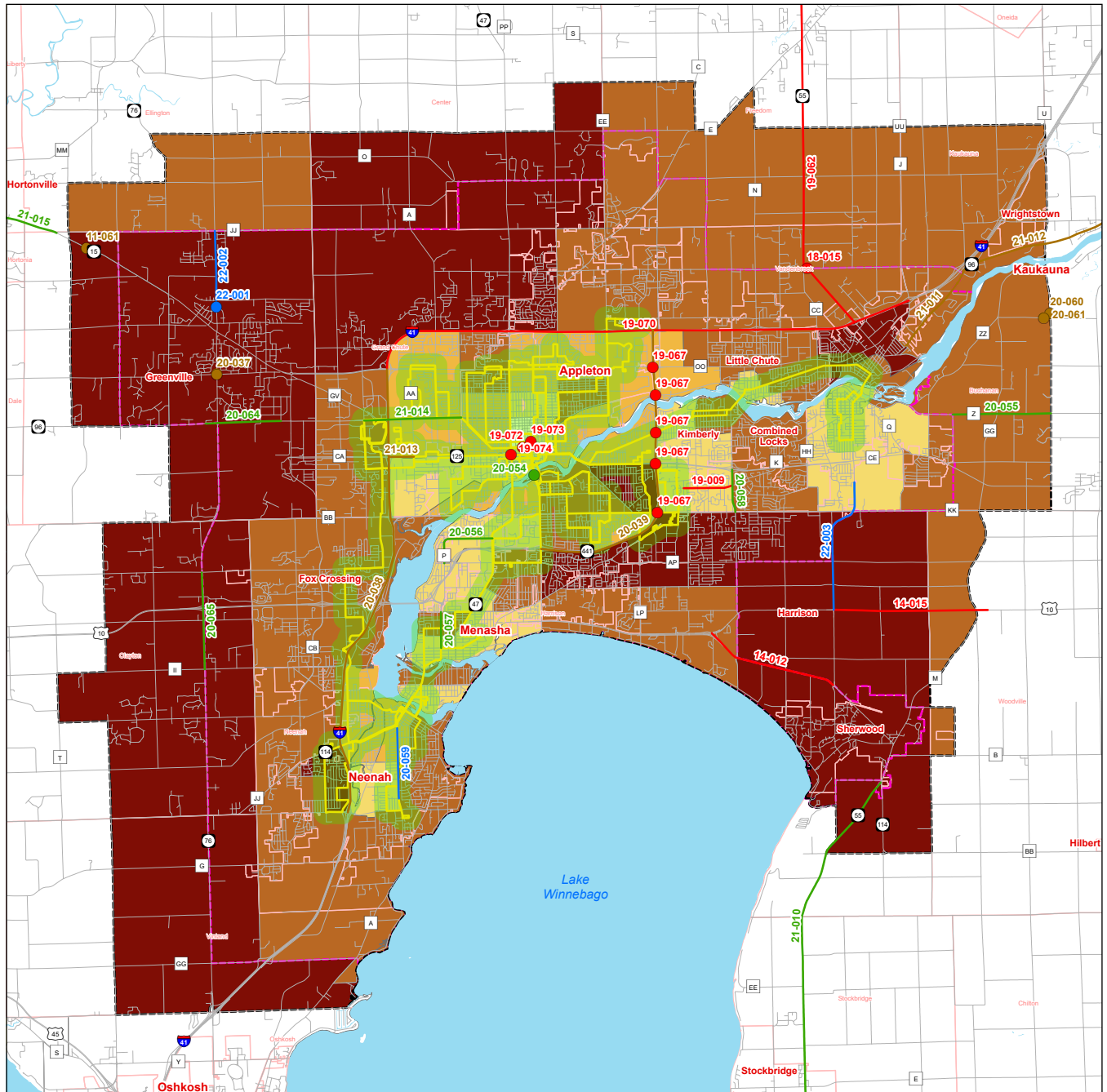
0 1.5 3
 Scale in Miles

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Figure G-8
Appleton Transportation Management Area TIP Projects (2022 - 2025) and
Household Access to a Car (American Community Survey 2019)



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Household Access to a Car

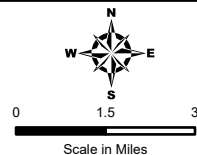
- <85%
- 85.01% - 94%
- 94.01% - 96%
- 96.01% - 98%
- 98.01% - 100%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**



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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM & 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.

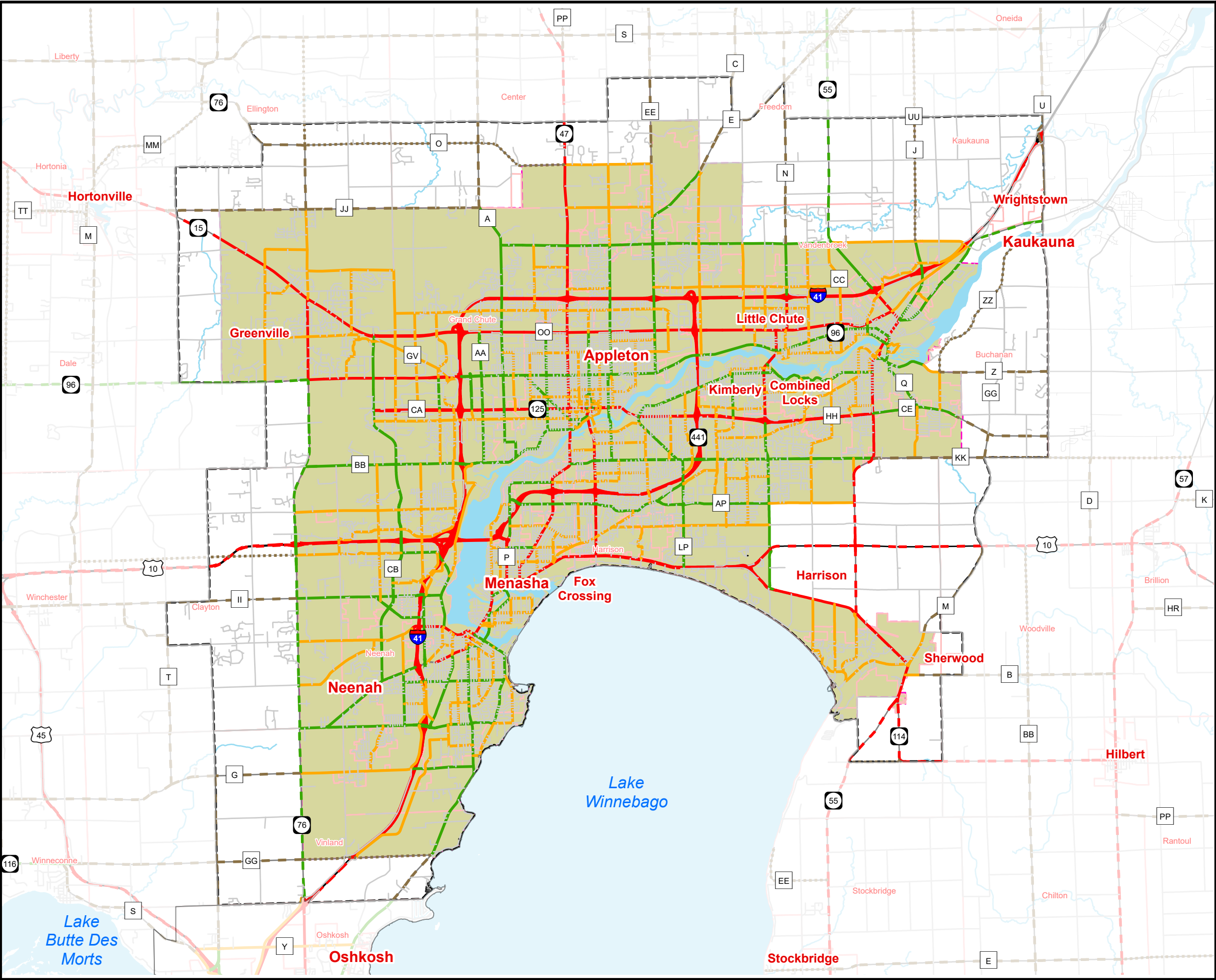
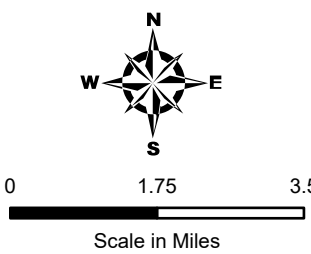


Figure H-1
Appleton Transportation
Management Area
Functional Classification
System 2021

- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Local
- Municipal Boundary
- Planning Area Boundary
- Urbanized Area Boundary



Source:
Base data provided by Outagamie, Winnebago, and
Calumet Counties 2021.
Functional Classification System provided by WisDOT/
ECWRPC 2021.
MPO data provided by WisDOT/ECWRPC 2010.

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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 Appleton (Fox Cities) 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, 2020 and can be viewed at the following link to the MPO website.

<https://www.ecwrpc.org/wp-content/uploads/2021/07/LRTP-Appleton-2020.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 Appleton (Fox Cities) Transportation Management Area 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 (Fox Cities) 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 (Fox Cities) 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 (Fox Cities) 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 (Fox Cities) TMA on behalf of the LRTP and TIP documents. The CMP will also be utilized by the Appleton (Fox Cities) 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. The Congestion Management Process (CMP) document was adopted on October 12, 2021 and can be viewed at the following link to the MPO website.

<https://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 Appleton (Fox Cities) Transportation Management Area – 2022* 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 2022 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, 2021. The WisDOT targets are:

- Number of fatalities < 584.7 (566 – current conditions)
- Rate of fatalities < 0.919 per 100 million vehicle miles traveled (VMT) (0.85 – current conditions)
- Number of serious injuries < 2,995.5 (2938 – current conditions)
- Rate of serious injuries < 4.712 per 100 million VMT (4.43 – current conditions)
- Number of non-motorized fatalities and non-motorized serious injuries < 358.5 (368 – current conditions)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they were approved by formal resolution on October 29, 2021. 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 2022 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 2022. These projects will improve the crossing gates and upgrade railroad circuitry.
- WIS 55 and STH JJ intersection will be modified to alleviate safety concerns.
- WIS 76 and School Road intersection will be reconfigured with a roundabout to alleviate safety concerns.

Major Infrastructure Projects

The 2022-2025 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 2022-2025 TIP will contain projects that will be programmed for construction after the application process currently ongoing. 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 2022 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:

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*	2021 Performance	2022 Target
Revenue Vehicles	Buses	29	4.7		21%	3%
Revenue Vehicles	Cutaways	1	4		0%	0%
Equipment	Non-Revenue Service Auto	2	8		0%	0%
Equipment	Trucks & Other Rubber Tire Vehicles	7	11		43%	14%
Equipment	Bus Wash	1	26	4		
Equipment	Fare Collection System	1	11	3		
Equipment	ITS	1	3	4		
Equipment	Floor Scrubber	1	1	5		
Facility	Transit Center	1	31	3		
Facility	Operations & Maintenance	1	40	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

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 and regional planning, the asset targets and condition summary areas of the TAM Plan are listed in Table B-4. Valley Transit uses the TAM Plan to prioritize capital projects and support funding decisions.

PTASP

The Moving Ahead for Progress in the 21st Century (MAP-21) Act granted the Federal Transit Administration (FTA) with authority to establish and enforce a comprehensive regulatory framework to oversee the safety of public transportation throughout the United States. As a component of this safety oversight framework, Valley Transit was required to develop and implement a Public Transit Agency Safety Plan (PTASP).

As part of the PTASP requirement, Valley Transit established safety performance targets. The target data is shared with the MPO (ECWRPC) to integrate into the TIP and other planning processes. Valley Transit's performance targets related to safety are shown in Table B-5.

Table B-5: Public Transportation Agency Safety Plan - Targets

Valley Transit's Annual Safety Performance Targets based on the safety performance measures established under the National Public Transportation Safety Plan							
Service Mode	Fatalities (Total)	Fatalities (per 100K VRM)	Injuries (Total)	Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	System Reliability (VRM / failures)
Fixed Route	0	0	5	0.2	7	0.28	9,240
ADA & Paratransit	0	0	1	0.1	1	0.1	68,456

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 29, 2021. 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 Appleton (Fox Cities) 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 were 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. East Central Wisconsin Regional Planning Commission agreed to update and adopt the targets and is anticipated they will be approved by formal resolution on October 29, 2021

Group	Federal Performance Measures	Agency	Target	Current Condition	Goal Met
Safety	Number of Fatalities / Traffic Fatalities	Fed/State	< 584.7	566	Y
Safety	Fatalities per 100 million VMT	Fed	< 0.919 per 100 million VMT	0.85	Y
Safety	Number of Serious Injuries / Serious Traffic Injuries	Fed	< 2,995.5	2938	N
Safety	Rate of Serious Injuries (per 100 million VMT)	Fed/State	< 4.712 per 100 million VMT	4.43	Y
Safety	Number of Non-motorized fatalities and number of Non-motorized serious injuries combined	Fed	< 358.5	368	N
MAPSS - Safety	Traffic Crashes	State	Annual target is 129,207	114,697 (2020) 57,761 (through June '21)	N
MAPSS - Safety	Safety Belt Use	State	% vehicle occupants wearing a seat belt (92%)	89.20%	N
Infrastructure	Interstate Pavement in Good Condition	Fed	> 45% (4 year target)	68%	Y
Infrastructure	Interstate Pavement in Poor Condition	Fed	< 5% (4 year target)	3% (US Interstate Total)	Y
Infrastructure	Non-Interstate NHS Pavement in Good Condition	Fed	≥ 20% (4 year target)	37%	Y
Infrastructure	Non-Interstate NHS Pavement in Poor Condition	Fed	≤ 12% (4 year target)	3%	Y
Infrastructure	National Highway System (NHS) Bridges in Good Condition	Fed	≥ 50% (4 year target)	53%	Y
Infrastructure	National Highway System (NHS) Bridges in Poor Condition	Fed	≤ 3% (4 year target)	3%	Holding
System Performance	Interstate Highway Reliable Person - Miles Traveled	Fed	90.0% (4 year target)	95%	Y
System Performance	Non-Interstate NHS Reliable Person - Miles Traveled	Fed	86.0% (4 year target)	91%	Y
System Performance	Freight Reliability Measure: Truck Travel Time Reliability (TTR) Index	Fed	1.60 (4 year target)	1.25	N
System Performance	% Interstate System mileage uncongested - Average truck speed > 50 mph (uncongested)	Fed	Increase over previous data, National Average 53%	66%	Y
System Performance	CMAQ Traffic Congestion: Annual Hours of Peak Hour Excessive Delay Per Capita	Fed	Milwaukee only in WI		
System Performance	CMAQ Traffic Congestion: Percent of Non-Single Occupancy Vehicle (SOV) travel	Fed	Milwaukee only in WI		
System Performance	CMAQ On-Road Mobile Source Emissions: Total Emission Reduction	Fed	Milwaukee only in WI		

Sources: <https://wisconsindot.gov/Documents/about-wisdot/performance/mapss/scorecard.pdf>
https://tripnet.org/wp-content/uploads/2021/06/TRIP_Interstate_Report_Appendix_June_2021.pdf
<https://www.fhwa.dot.gov/tpm/reporting/state/reliability.cfm?state=Wisconsin>

Group	State of Wisconsin Performance Measure	Agency	Target	Current Condition	Goal Met
MAPSS - Mobility	Delay (Hours of Vehicle Delay)	State	Reduce from previous year	7,676,333 hrs (trending downward)	Y
MAPSS - Mobility	Reliability (Planning Time Index)	State	Improve on reliability from previous year	1.16 PTI (Planning Trip Index)	Y
MAPSS - Mobility	Transit Availability	State	Increase % of Wisconsites Served by Transit (Current Goal: 55%)	53 % of Wisconsites Served by Transit	Holding
MAPSS - Mobility	Bicycling Conditions on Rural Highways	State	% rural highway miles with favorable bicycling conditions	State hwy: 57.9; County roads: 92.1	Holding
MAPSS - Mobility	Incident Response	State	% incidents cleared within a specific timeframe (Interm: 90%, Major 80%)	Intermed incidents: 89.0; Major incidents 87.4	Y
MAPSS - Mobility	Winter Response	State	% bare-wet within a specific timeperiod after a storm (Current Goal: 70%)	74 for 24-hr roads	N
MAPSS - Accountability	Transportation Facilities Economic Assistance and Development Grants (TEA Grants)	State	Capital investment dollars achieved per grant dollar awarded (Current Goal: \$50)	\$74.47	Holding
MAPSS - Accountability	Timely Scheduling of Contracts	State	% highway prog funding scheduled during the 1ST 6 mnth of fiscal year (54%)	42.50%	N
MAPSS - Accountability	On-Time Performance	State	% highway projects completed on-time (100)	90%	N
MAPSS - Accountability	On-Budget Performance	State	Final highway project cost as % of original contract amount (103%)	102%	Y
MAPSS - Accountability	Surplus Property Management	State	\$ value of surplus land sold (\$2.75 mil)	\$3.01 mil	Y
MAPSS - Preservation	Program Effectiveness	State	% Scheduled improvement projects compared to modeled roadway needs (Location: 80; Scope: 65; Time: 65)	Location: 90; Scope: 88; Time: 67	Holding
MAPSS - Preservation	State Highway Pavement Condition (Backbone)	State	% state highway pavement rated fair or above (90 %)	99%	Holding
MAPSS - Preservation	State Highway Pavement Condition (Non-Backbone)	State	% state highway pavement rated fair or above (80%)	80%	Holding
MAPSS - Preservation	State Bridge Condition	State	% state bridges rated fair or above (95%)	97.70%	Y
MAPSS - Preservation	State-Owned Rail Line Condition	State	% state-owned rail line meeting FRA Class 2 Standard (>10 mph) (95%)	74.70%	Holding
MAPSS - Preservation	Airport Pavement Condition	State	% core airport pavement area rated fair or above for each functional type (RWY 90, TXWY 85, Apron 80)	RWY 89.0; TXWY 84.0; Apron 77.0	N
MAPSS - Preservation	State Highway Roadside Maintenance	State	Grade point average for the maintenance condition of state highways (3.0)	2.55	N
MAPSS - Preservation	Material Recycling	State	% newly produced materials replaced with recycled materials (10%)	13.33%	N
MAPSS - Service	DMV Wait Times	State	% DMV service center customers served within 20 minutes (80%)	95%	N
MAPSS - Service	DMV Electronic Services	State	Number of self-serve electronic transactions (225,661)	705,757	Y
MAPSS - Service	DMV Driver License Road Test Scheduling	State	Available tests % estimated demand (90%)	100%	Holding
MAPSS - Service	DMV Phone Service	State	% DMV phone calls answered within three minutes (80%)	46.90%	N
MAPSS - Service	DMV Email Service	State	% DMV emails answered within 24 hours (80%)	70.10%	N

Sources: WisDOT MAPSS <https://wisconsin.gov/Documents/about-wisdot/performance/mapss/scorecard.pdf>

Group	Performance Measure	Agency	Target	Current Condition	Goal Met
CMP - Infrastructure	PASER Paved (Structurally Deficient, PASER 1-4)	ECWRPC	Decrease from previous year (18.7% roads deficient) Decrease percentage of bridges below 80+ SR, 28% (2012)	2019 : 18.3% roads deficient	Y
CMP - Infrastructure	Bridge Sufficiency Rating (SR)	ECWRPC		5.7% below 80+ SR	Y
CMP - Mode Share	% of Workers Who Commute Alone to Work	ECWRPC	Decrease from previous data Calumet 87%, Outagamie 81%, Winnebago 82% (2018)	Calumet 86%, Outagamie 80%, Winnebago 82% (2019)	Y
CMP - Transit	Bus - Average Annual Unlinked Passenger Trips per Vehicle Revenue Mile	ECWRPC	Increase Ridership; Decrease From Previous Year 0.93 (2019)	0.6 (2020*)	Y
CMP - Transit	Demand Response - Average Annual Unlinked Passenger Trips per Vehicle Revenue Mile	ECWRPC	Increase Efficiency; Increase From Previous Year 0.17 (2019)	.13 (2020*)	Y
CMP - Transit	Whole System On-time Performance - Fixed Route	ECWRPC	Increase Over Previous Year 90% (2019)	95% (2020)	Y
CMP - Rail	Highway Railroad Crossing crashes	ECWRPC	Decrease from previous data Calumet 3, Outagamie 2, Winnebago 3 (2019)	Calumet 0, Outagamie 1, Winnebago 2 (2020)	Y
CMP - Rail	Highway Railroad Crossing fatalities	ECWRPC	Decrease from previous data Calumet 0, Outagamie 0, Winnebago 0 (2019)	Calumet 0, Outagamie 0, Winnebago 1 (2020)	Y
CMP - Air Quality	Particulate Matter (PM) 2.5 micrometer diameter or less	ECWRPC	Decrease averages from previous data, 8.0 micrograms/cubic meter of air (2019)	Calumet 8.4, Outagamie 6.7, Winnebago 8.5, average 7.2 (2020) National benchmark 8.0	Y
CMP - Air Quality	Ground Ozone (GO) - parts per billion	ECWRPC	Decrease from previous data, 0.037 (2019), Remain below EPA standard 0.075	0.033 appb (2020)	Y
CMP - Safety	Total annual vehicle crashes within Appleton Fox Cities TMA	ECWRPC	Decrease from previous data, 5,841 (2019)	4,109 (2020)	Y
CMP - Safety	Total annual bicycle crashes	ECWRPC	Decrease from previous data, 51 (2019)	49 (2020)	Y
CMP - Safety	Total annual pedestrian crashes within Appleton Fox Cities TMA	ECWRPC	Decrease from previous data, 47 (2019)	25 (2020)	Y
CMP - Safety	Total annual crashes with	ECWRPC	Decrease from previous data, 9 (2019)	8 (2020)	Y
CMP - Northeast WI TDM	Congestion Status by Miles	ECWRPC	Accurately record potentially congested road miles,	580.2 (2045 model)	Y
CMP - Northeast WI TDM	Congestion Status by Miles	ECWRPC	Accurately record deficient/severely deficient road	86.4 (2045 model)	Y

Sources: WISLR <https://wisconsin.gov/Pages/doing-bus/local-gov/wislr/default.aspx>
WisDOT Bureau of Structures <https://wisconsin.gov/Pages/doing-bus/eng-consultants/cnsit-rsrcs/strct/inv-forms.aspx>
American Community Survey (ACS) <https://www.census.gov/programs-surveys/acs>
National Transit Database <https://www.transit.dot.gov/ntd/transit-agency-profiles>
Federal Railroad Administration <https://railroads.dot.gov/safety-data>
WisDNR <https://dnr.wisconsin.gov/topic/AirQuality/Particles.html>
ECWRPC Transportation Hub <https://transportation-ecwrpc.opendata.arcgis.com/>
Northeast Wisconsin Travel Demand Model



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 Appleton (Fox Cities) TMA, 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 2022 – 2025.

Local Financial Analysis

Local expenditures were gathered for the Appleton (Fox Cities) TMA municipalities from 2015 to 2019 to provide a historic pattern of local transportation expenditures. This analysis looked at the following local transportation expenditures which are defined by the DOR¹:

- **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.

¹ <https://www.revenue.wi.gov/Pages/Report/county-municipal-revenues-expenditures.aspx>. (9/23/21)

- **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 2022-2025 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 (2015-2019) 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.
3. 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 2015-2019 annual average expenses for each municipality and compounded for each year out to 2025. This data is shown in **Table J-2**.

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

Municipality	2019	2018	2017	2016	2015	5-Year Average
V Harrison						
Highway Maintenance & Adm.	\$ 1,165,457	\$ -	\$ 886,000	\$ 832,100	\$ 721,500	
Highway Construction	\$ 1,741,916	\$ -	\$ 670,500	\$ 921,200	\$ 554,000	
Road Related Facilities	\$ 63,674	\$ -	\$ 214,200	\$ 20,700	\$ 8,600	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 2,971,047	\$ -	\$ 1,770,700	\$ 1,774,000	\$ 1,284,100	\$ 1,559,969

V Sherwood						
Highway Maintenance & Adm.	\$ 230,348	\$ 230,037	\$ 264,600	\$ 108,400	\$ 145,300	
Highway Construction	\$ 1,428,507	\$ 1,142,430	\$ 827,500	\$ 80,300	\$ 497,200	
Road Related Facilities	\$ 67,877	\$ 52,885	\$ 58,600	\$ 60,900	\$ 80,300	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ 28,800	
Total Local Transportation Expenditures	\$ 1,726,732	\$ 1,425,352	\$ 1,150,700	\$ 249,600	\$ 751,600	\$ 1,060,797

Calumet County						
Highway Maintenance & Adm.	\$ 5,362,953	\$ 2,929,375	\$ 2,797,400	\$ 2,500,400	\$ 3,002,600	
Highway Construction	\$ 45,371	\$ 510,892	\$ 146,400	\$ 72,300	\$ 10,500	
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 5,408,324	\$ 3,440,267	\$ 2,943,800	\$ 2,572,700	\$ 3,013,100	\$ 3,475,638

C Appleton						
Highway Maintenance & Adm.	\$ 9,963,731	\$ 8,357,702	\$ 6,675,700	\$ 7,307,400	\$ 6,439,800	
Highway Construction	\$ 13,200,878	\$ 2,517,409	\$ 4,648,000	\$ 5,570,400	\$ 7,057,600	
Road Related Facilities	\$ 5,913,054	\$ 3,640,485	\$ 2,103,100	\$ 2,500,000	\$ 2,496,700	
Other Transportation	\$ -	\$ -	\$ -	\$ 162,800	\$ -	
Total Local Transportation Expenditures	\$ 29,077,663	\$ 14,515,596	\$ 13,426,800	\$ 15,540,600	\$ 15,994,100	\$ 17,710,952

C Kaukauna						
Highway Maintenance & Adm.	\$ 2,564,008	\$ 2,337,808	\$ 1,657,300	\$ 1,748,500	\$ 1,769,100	
Highway Construction	\$ 2,906,861	\$ 1,503,253	\$ 1,812,900	\$ 1,501,500	\$ 2,862,400	
Road Related Facilities	\$ 1,146,231	\$ 995,139	\$ 973,200	\$ 770,000	\$ 606,100	
Other Transportation	\$ 29,418	\$ 36,815	\$ 25,800	\$ 20,000	\$ 72,700	
Total Local Transportation	\$ 6,646,518	\$ 4,873,015	\$ 4,469,200	\$ 4,040,000	\$ 5,310,300	\$ 5,067,807

T Buchanan						
Highway Maintenance & Adm.	\$ 292,497	\$ 128,096	\$ 113,200	\$ 148,600	\$ 127,200	
Highway Construction	\$ 883,462	\$ 691,920	\$ 135,300	\$ 211,900	\$ 179,500	
Road Related Facilities	\$ 35,331	\$ 47,692	\$ 34,900	\$ 76,300	\$ 164,100	
Other Transportation	\$ 68,607	\$ 71,847	\$ 58,900	\$ 14,200	\$ 12,900	
Total Local Transportation Expenditures	\$ 1,279,897	\$ 939,555	\$ 342,300	\$ 451,000	\$ 483,700	\$ 699,290

T Center						
Highway Maintenance & Adm.	\$ 460,361	\$ 393,271	\$ 182,100	\$ 203,800	\$ 275,100	
Highway Construction	\$ -	\$ 10,213	\$ 1,600	\$ 50,900	\$ 166,000	
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 460,361	\$ 403,484	\$ 183,700	\$ 254,700	\$ 441,100	\$ 348,669

Municipality	2019	2018	2017	2016	2015	5-Year Average
T Freedom						
Highway Maintenance & Adm.	\$ 831,657	\$ 1,466,273	\$ 265,500	\$ 272,900	\$ 236,500	
Highway Construction	\$ 271,027	\$ -	\$ 7,500	\$ -	\$ 555,900	
Road Related Facilities	\$ 38,917	\$ 37,059	\$ 37,000	\$ 31,000	\$ 35,600	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 1,141,601	\$ 1,503,332	\$ 310,000	\$ 303,900	\$ 828,000	\$ 817,367

T Grand Chute						
Highway Maintenance & Adm.	\$ 1,595,204	\$ 1,335,488	\$ 1,788,600	\$ 1,186,100	\$ 1,196,400	
Highway Construction	\$ 7,559,892	\$ 5,260,315	\$ 3,081,400	\$ 2,695,700	\$ 3,791,800	
Road Related Facilities	\$ 1,021,308	\$ 1,219,322	\$ 287,000	\$ 275,600	\$ 254,000	
Other Transportation	\$ 670,316	\$ 652,176	\$ 527,200	\$ 603,100	\$ 599,100	
Total Local Transportation Expenditures	\$ 10,846,720	\$ 8,467,301	\$ 5,684,200	\$ 4,760,500	\$ 5,841,300	\$ 7,120,004

T Greenville						
Highway Maintenance & Adm.	\$ 1,495,263	\$ 1,012,096	\$ 495,700	\$ 549,300	\$ 455,800	
Highway Construction	\$ 2,113,060	\$ 423,635	\$ 1,530,500	\$ 442,100	\$ 394,700	
Road Related Facilities	\$ 131,406	\$ 130,129	\$ 72,100	\$ 71,000	\$ 79,100	
Other Transportation	\$ 1,568	\$ 2,539	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 3,741,297	\$ 1,568,399	\$ 2,098,300	\$ 1,062,400	\$ 929,600	\$ 1,879,999

T Kaukauna						
Highway Maintenance & Adm.	\$ 108,183	\$ 45,801	\$ 35,800	\$ 23,600	\$ 37,500	
Highway Construction	\$ 313,588	\$ 212,065	\$ 379,600	\$ 329,300	\$ 562,400	
Road Related Facilities	\$ 5,414	\$ 5,536	\$ 5,700	\$ 5,500	\$ 5,500	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 427,185	\$ 263,402	\$ 421,100	\$ 358,400	\$ 605,400	\$ 415,097

T Vandenbroek						
Highway Maintenance & Adm.	\$ 108,910	\$ 92,901	\$ 75,400	\$ 88,400	\$ 137,700	
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
Road Related Facilities	\$ 5,463	\$ 5,440	\$ 5,700	\$ 5,000	\$ 3,000	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 114,373	\$ 98,341	\$ 81,100	\$ 93,400	\$ 140,700	\$ 105,583

V Combined Locks						
Highway Maintenance & Adm.	\$ 977,801	\$ 485,936	\$ 311,300	\$ 479,600	\$ 423,400	
Highway Construction	\$ -	\$ 776,085	\$ 603,100	\$ 11,800	\$ 171,300	
Road Related Facilities	\$ 71,463	\$ 78,503	\$ 73,800	\$ 114,800	\$ 88,100	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 1,049,264	\$ 1,340,524	\$ 988,200	\$ 606,200	\$ 682,800	\$ 933,398

V Kimberly						
Highway Maintenance & Adm.	\$ 1,287,691	\$ 1,054,718	\$ 724,500	\$ 879,400	\$ 793,800	
Highway Construction	\$ 1,719,229	\$ 1,128,701	\$ 836,400	\$ 2,520,900	\$ 134,500	
Road Related Facilities	\$ 355,778	\$ 140,485	\$ 137,300	\$ 162,600	\$ 191,200	
Other Transportation	\$ 83,744	\$ 81,478	\$ 65,200	\$ 73,500	\$ 69,100	
Total Local Transportation Expenditures	\$ 3,446,442	\$ 2,405,382	\$ 1,763,400	\$ 3,636,400	\$ 1,188,600	\$ 2,488,045

Municipality	2019	2018	2017	2016	2015	5-Year Average
V Little Chute						
Highway Maintenance & Adm.	\$ 1,398,690	\$ 440,849	\$ 1,279,300	\$ 1,171,800	\$ 1,071,900	
Highway Construction	\$ 2,143,301	\$ 918,198	\$ 1,365,200	\$ 1,599,100	\$ 548,600	
Road Related Facilities	\$ 133,000	\$ 180,850	\$ 129,300	\$ 500,100	\$ 239,200	
Other Transportation	\$ 379,245	\$ 23,751	\$ 34,800	\$ 28,100	\$ 16,900	
Total Local Transportation Expenditures	\$ 4,054,236	\$ 1,563,648	\$ 2,808,600	\$ 3,299,100	\$ 1,876,600	\$ 2,720,437

Outagamie County						
Highway Maintenance & Adm.	\$ 5,689,948	\$ 5,680,203	\$ 5,154,700	\$ 4,256,100	\$ 4,009,300	
Highway Construction	\$ 10,804,872	\$ 8,892,146	\$ 10,180,900	\$ 6,872,400	\$ 6,083,800	
Road Related Facilities	\$ 1,264,570	\$ 1,134,250	\$ 945,800	\$ 2,187,500	\$ 1,254,500	
Other Transportation	\$ 81,946	\$ 77,045	\$ 50,300	\$ 3,800	\$ 10,800	
Total Local Transportation Expenditures	\$ 17,841,336	\$ 15,783,644	\$ 16,331,700	\$ 13,319,800	\$ 11,358,400	\$ 14,926,976

C Menasha						
Highway Maintenance & Adm.	\$ 1,773,029	\$ 1,469,999	\$ 1,431,800	\$ 1,761,700	\$ 1,304,900	
Highway Construction	\$ 1,732,450	\$ 1,157,426	\$ 540,500	\$ 210,100	\$ 143,300	
Road Related Facilities	\$ 1,326,293	\$ 750,470	\$ 312,300	\$ 400,100	\$ 410,200	
Other Transportation	\$ 218,399	\$ 212,847	\$ 173,600	\$ 198,300	\$ 198,200	
Total Local Transportation Expenditures	\$ 5,050,171	\$ 3,590,742	\$ 2,458,200	\$ 2,570,200	\$ 2,056,600	\$ 3,145,183

C Neenah						
Highway Maintenance & Adm.	\$ 3,163,826	\$ 3,104,099	\$ 2,948,800	\$ 2,753,000	\$ 2,230,000	
Highway Construction	\$ 1,458,492	\$ 2,745,738	\$ 2,493,700	\$ 1,116,600	\$ 3,926,700	
Road Related Facilities	\$ 889,737	\$ 1,081,431	\$ 760,500	\$ 860,800	\$ 1,247,000	
Other Transportation	\$ 473,647	\$ 455,118	\$ 377,200	\$ 400,700	\$ 405,200	
Total Local Transportation Expenditures	\$ 5,985,702	\$ 7,386,386	\$ 6,580,200	\$ 5,131,100	\$ 7,808,900	\$ 6,578,458

T Clayton						
Highway Maintenance & Adm.	\$ 635,098	\$ 468,429	\$ 462,000	\$ 241,000	\$ 504,100	
Highway Construction	\$ 217,494	\$ 230,465	\$ 263,100	\$ 102,400	\$ 100,600	
Road Related Facilities	\$ 10,593	\$ 10,762	\$ -	\$ -	\$ -	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 863,185	\$ 709,656	\$ 725,100	\$ 343,400	\$ 604,700	\$ 649,208

T Neenah						
Highway Maintenance & Adm.	\$ 100,487	\$ 169,537	\$ 314,600	\$ 282,900	\$ 356,800	
Highway Construction	\$ 309,200	\$ 409,792	\$ -	\$ -	\$ -	
Road Related Facilities	\$ 21,254	\$ 23,634	\$ 21,900	\$ 21,800	\$ 21,100	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 430,941	\$ 602,963	\$ 336,500	\$ 304,700	\$ 377,900	\$ 410,601

Transportation Improvement Program - 2022
Appleton (Fox Cities) TMA

Municipality	2019	2018	2017	2016	2015	5-Year Average
T Vinland						
Highway Maintenance & Adm.	\$ 206,668	\$ 160,221	\$ 128,900	\$ 112,600	\$ 118,000	
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
Road Related Facilities	\$ 4,284	\$ 4,729	\$ 4,500	\$ 4,700	\$ 3,700	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 210,952	\$ 164,950	\$ 133,400	\$ 117,300	\$ 121,700	\$ 149,660

V Fox Crossing						
Highway Maintenance & Adm.	\$ 2,938,446	\$ 2,053,993	\$ 1,664,600	\$ 1,723,200	\$ 1,702,200	
Highway Construction	\$ 1,125,123	\$ 682,757	\$ 2,233,700	\$ 343,700	\$ 218,900	
Road Related Facilities	\$ 226,371	\$ 224,225	\$ 201,900	\$ 214,400	\$ 205,700	
Other Transportation	\$ -	\$ -	\$ -	\$ 225,400	\$ 201,600	
Total Local Transportation Expenditures	\$ 4,289,940	\$ 2,960,975	\$ 4,100,200	\$ 2,506,700	\$ 2,328,400	\$ 3,237,243

Winnebago County						
Highway Maintenance & Adm.	\$ 2,379,932	\$ 7,392,298	\$ 3,020,500	\$ 3,261,000	\$ 3,636,500	
Highway Construction	\$ 8,057,676	\$ 94,760	\$ 5,274,600	\$ 4,457,500	\$ 2,471,700	
Road Related Facilities	\$ 495,681	\$ 460,011	\$ 443,300	\$ 484,500	\$ 682,700	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 10,933,289	\$ 7,947,069	\$ 8,738,400	\$ 8,203,000	\$ 6,790,900	\$ 8,522,532

MPO total	117,997,176	81,953,983	77,845,800	71,499,100	70,818,500	
5-Year Average Total	84,022,912					

Note: Portions of Jurisdiction may be located outside of the Appleton (Fox Cities) TMA boundary.

Definitions:

Highway Construction = Operating revenues and expenditures for constructing roads.

Highway Maint/Admin = Operating revenues and expenditures for engineering, highway equipment and buildings, and road maintenance.

Road-Related Facilities – Operating revenues and expenditures for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.

Other Transportation = Operating revenues and expenditures for airports, mass transit, docks & harbors, & other transportation facilities.

Source: Wisconsin Department of Revenue (2015 – 2019)

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

Municipality	2015-2019 Annual Average	2022 Projection	2023 Projection	2024 Projection	2025 Projection
V Harrison	\$ 1,559,969	\$ 1,655,452	\$ 1,688,561	\$ 1,722,332	\$ 1,756,778
V Sherwood	\$ 1,060,797	\$ 1,125,726	\$ 1,148,241	\$ 1,171,206	\$ 1,194,630
Calumet County	\$ 3,475,638	\$ 3,688,375	\$ 3,762,142	\$ 3,837,385	\$ 3,914,133
C Appleton	\$ 17,710,952	\$ 18,795,004	\$ 19,170,904	\$ 19,554,322	\$ 19,945,409
C Kaukauna	\$ 5,067,807	\$ 5,377,997	\$ 5,485,557	\$ 5,595,268	\$ 5,707,174
T Buchanan	\$ 699,290	\$ 742,092	\$ 756,934	\$ 772,073	\$ 787,514
T Center	\$ 348,669	\$ 370,010	\$ 377,411	\$ 384,959	\$ 392,658
T Freedom	\$ 817,367	\$ 867,396	\$ 884,744	\$ 902,439	\$ 920,488
T Grand Chute	\$ 7,120,004	\$ 7,555,805	\$ 7,706,921	\$ 7,861,060	\$ 8,018,281
T Greenville	\$ 1,879,999	\$ 1,995,070	\$ 2,034,971	\$ 2,075,671	\$ 2,117,184
T Kaukauna	\$ 415,097	\$ 440,504	\$ 449,314	\$ 458,301	\$ 467,467
T Vandenbroek	\$ 105,583	\$ 112,046	\$ 114,286	\$ 116,572	\$ 118,904
V Combined Locks	\$ 933,398	\$ 990,529	\$ 1,010,340	\$ 1,030,547	\$ 1,051,158
V Kimberly	\$ 2,488,045	\$ 2,640,333	\$ 2,693,140	\$ 2,747,003	\$ 2,801,943
V Little Chute	\$ 2,720,437	\$ 2,886,950	\$ 2,944,688	\$ 3,003,582	\$ 3,063,654
Outagamie County	\$ 14,926,976	\$ 15,840,626	\$ 16,157,439	\$ 16,480,588	\$ 16,810,199
C Menasha	\$ 3,145,183	\$ 3,337,693	\$ 3,404,447	\$ 3,472,536	\$ 3,541,987
C Neenah	\$ 6,578,458	\$ 6,981,112	\$ 7,120,735	\$ 7,263,149	\$ 7,408,412
T Clayton	\$ 649,208	\$ 688,945	\$ 702,724	\$ 716,778	\$ 731,114
T Neenah	\$ 410,601	\$ 435,733	\$ 444,448	\$ 453,337	\$ 462,403
T Vinland	\$ 149,660	\$ 158,820	\$ 161,997	\$ 165,237	\$ 168,541
V Fox Crossing	\$ 3,237,243	\$ 3,435,388	\$ 3,504,096	\$ 3,574,178	\$ 3,645,661
Winnebago County	\$ 8,522,532	\$ 9,044,179	\$ 9,225,063	\$ 9,409,564	\$ 9,597,755
Total Local Expenditures	\$ 84,022,913	\$ 89,165,787	\$ 90,949,103	\$ 92,768,085	\$ 94,623,447
Projected Local Revenues	\$ 84,022,913	\$ 89,165,787	\$ 90,949,103	\$ 92,768,085	\$ 94,623,447

Source: ECWRPC (2021)

WisDOT Expenditures/Revenues

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

1. Gathered preservation and expansion project expenditures from the MPO's TIP (2022-2025-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.
3. 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 1.74 percent (provided by WisDOT) was applied to the 2022-2025 programmed projects. This data is shown in **Table 3**.
4. To account for projected revenues needed over the life of this plan, it was assumed that FHWA and FTA 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 1.74 percent (provided by WisDOT) was applied to the 2022-2025 programmed projects. This data is shown in **Table 3**.

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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Jeff Nooyen, Vice-Chair
Melissa Kraemer Badtke, Secretary-Treasurer

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