

Transportation Improvement Program Fox Cities Transportation Management Area 2024



Approved
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Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization 2024 - 2027

Approved October 27, 2023

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization – 2024-2027

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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 2024-2027 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Block Grant Program (STBP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for STBG-Urban Projects from 2024 through 2027; for transit assistance programs, 2024 and 2027.

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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) Metropolitan Planning Area. It has been developed by the East Central Wisconsin Regional Planning Commission (ECWRPC) as the designated Metropolitan Planning Organization (MPO). The MPO works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for preparing a State Transportation Improvement Program (STIP) programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by the Bipartisan Infrastructure Law (BIL), which carries forward many of the programs found in its preceding infrastructure bill, the Fixing America's Surface Transportation Act (FAST Act). BIL is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, ECWRPC worked with the WisDOT Northeast Region office, 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 2024 to 2027. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the urbanized area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

REPORT FORMAT

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

The Appleton (Fox Cities) MPO Public Participation Plan (PPP) and Annual Listing of Obligated Projects can be viewed in the following links:

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

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

The Public Participation Plan will be updated and considered by the Appleton (Fox Cities) Technical Advisory Committee and Policy Board in October, 2023.

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 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in 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 Appleton (Fox Cities) MPO certifies that the TIP contains only projects that are consistent with the metropolitan plans for the urbanized areas.

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



**TRANSPORTATION
IMPROVEMENT PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

The Bipartisan Infrastructure Law (BIL) was signed into law on November 15, 2021 and supersedes the Fixing America's Surface Transportation (FAST) Act. The BIL, FAST Act, 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. BIL 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 MAP-21, TEA-21, SAFETEA-LU, and FAST Act.

High Points of BIL Highway Provisions:

- Funds highway programs for five years (FY 22-26)
- \$350.8 B (FY 22-26) for highway programs
 - o \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - o +\$47.3 B in advance appropriations from the General Fund (GF)
- More than a dozen new highway programs, including—
 - o Formula: resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - o Discretionary: bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- More opportunities for local governments and other non-traditional entities to access new funding
- \$90 B transfer (GF->HTF) to keep the HTF Highway Account solvent for years

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, MAP-21, FAST Act, and BIL have reconfirmed the role of a cooperative planning institution, the MPO, to guarantee that all aspects of the urbanized area will be represented in the plan's development and that planning will be conducted on a continuing basis. As the designated MPO for the 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 U.S. Census Bureau figures show the population as 251,755 and was designated as a transportation management area (TMA). Following the 2020 U.S. Census Bureau, the MPO's population climbed to 258,645, maintaining TMA status.

THE TIP PROCESS

One of the objectives of SAFETEA-LU, MAP-21, FAST Act, and subsequently BIL 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 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 2028 are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed-to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to proceed with projects not scheduled in the first year of the TIP, the MPO agrees that projects from the second, third or fourth year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

TIP Amendments

Administrative Modification

1. Schedule

- Changing the implementation schedule for projects within the first four years of the TIP. Provided the change does not trigger redemonstration of fiscal restraint.

2. Scope

- Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.

3. Funding

- Changing the source (federal, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

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

1. 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.

2. 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).

3. Funding

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

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

1. 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.

2. 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).

3. 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 MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP. Valley Transit, the Appleton (Fox Cities) MPO, the City of Appleton, and WisDOT rely on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307, 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 local units of government, including transit agencies, municipalities, counties, and the Wisconsin Department of Transportation, requesting candidate projects to be identified. On September 17, 2023, a legal notice was published in the Appleton daily paper identifying a review and comment period from September 17, 2023 to October 18, 2023. The Transportation Committee will meet on October 17, 2023 to consider the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the ECWRPC Commission board, acting as the policy board for the Appleton (Fox Cities) MPO, at its October 27, 2023 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 Improvement 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. In addition to federally funded project, “regionally significant” projects scheduled for implementation with state and local funds must also be included for informational and coordination purposes; all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source.

Flexibility of Funding Sources

The BIL retains the majority of the highway program structure from the FAST Act legislation, while retaining the 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

BIL	FAST Act	MAP-21
National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)
Surface Transportation Program (STP)	Surface Transportation Block Program (STBG)	Surface Transportation Program (STP)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing	Railway-Highway Grade Crossing	Railway Highway Grade Crossing
Transportation Alternatives Program (TAP)	Transportation Alternatives	Transportation Alternatives
Carbon Reduction Program (CRP)		

Federal-Aid Transit Programs

BIL	FAST Act	MAP-21
Urbanized Area Formula Grants (5307)	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)	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
Rural Area Formula Grants (5311)	Rural Area Formula Grants (5311)	Rural Area Formula Grants (5311)
State of Good Repair Program (5337) (Formula)	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)	Bus and Bus Facilities Formula Program (5339)
Fixed Guideway Capital Investment Grants (5309)	Fixed Guideway Capital Investment Grants (5309)	Fixed Guideway Capital Investment Grants (5309)

Following is a list of the categorical programs included in the BIL legislation as they apply to the Appleton (Fox Cities) MPO:

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

Prioritization of Surface Transportation Block Grant (STBG)-Urban Projects

The only categorical program that the MPO prioritizes is the STBG-Urban program in each of the urbanized areas. The four-year program, 2024-2027 is an itemized listing projects that are submitted by the local entities and Wisconsin Department of Transportation.

The allocation of STBG funds for (fiscal year) 2022-2027 was \$2,705,250 in the Appleton (Fox Cities) urbanized area. In addition, the BIL STBP-Urban funding for federal fiscal years 2023-2027 is \$5,504,155 for the Appleton (Fox Cities) urbanized area.

The 2024-2029 Surface Transportation Block Grant Program – Urban Cycle is currently open and final applications are due to the Commission on October 27, 2023. As part of this program cycle, communities applying for STBG-Urban Program funding will need to have a pre-scoping meeting with East Central and the WisDOT – NE Region staff. If the roadway project has a transit route, the community will also need to inform and work with Valley Transit to include any infrastructure improvements that will assist with pedestrian crossings, transit shelter locations, and ADA accessible curb cuts. East Central staff will rank the STBG Urban projects based on the criteria below and provide a recommendation to the Appleton (Fox Cities) Technical Advisory Committee, the East Central Transportation Committee, and the Commission Board, which serves as the Policy Board for the Appleton (Fox Cities) MPO.

STBG-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. The 2023-2026 project candidates are evaluated using the project approval prioritization system created for the TIP and continued in the 2024 TIP. The MPO will promote the Complete Streets policy that was adopted in 2018. The MPO will require that any project receiving federal funding will adhere to this policy. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

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

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship
- 2. Preserves Existing System.** This criterion emphasizes the goal of maximizing the efficiency of present infrastructure. A project is rated using only the most appropriate of the alternative rating categories. For instance, a project which adds lanes to an arterial could be

rated by pavement condition, showing project timeliness, or as a new facility showing functional need.

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

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

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

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

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

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

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

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

1. 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.
2. 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.
3. 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

The STBG Urban funds for the 2022-2025 biennium resulted in staff recommending one project to the Technical Advisory Committee and Commission Board.

Appleton (Fox Cities) MPO Projects: Available Funding Allocation of \$2,705,250

1. Town of Grand Chute's Spencer Street, Nicolet Rd. to Bluemound Dr.

In addition, the BIL STBG-Urban funding for federal fiscal years 2023-2026 resulted in staff recommending two projects to the Technical Advisory Committee and Commission Board.

Appleton (MPO) Projects: Available Funding Allocation of \$5,504,155

2. City of Appleton's Lawe Street, College Ave. to Wisconsin Ave. \$2,985,748
3. Village of Fox Crossing's E. Shady Lane, CTH CB to Cold Spring Rd. \$2,518,407

Table 1: Evaluation and Ranking of Proposed STBG Projects, 2026-2027 is provided below and demonstrates how the STBG-Urban Program selection criteria was utilized to rank projects submitted by the communities.

The STBG-Urban Program Cycle for 2024-2029 is currently open for communities to submit applications. Once the STBG-Urban Program Cycle for 2024-2029 is completed and projects are selected by the Appleton MPO Technical Advisory Committee and Policy Board, the Transportation Improvement Program for the Appleton MPO Urbanized Area – 2024-2027 will be amended to include those projects.

A full listing of the candidate STBG projects can be found in Appendix A, Table A-1. 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 2024 through 2027.

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

Fox Cities BIL FFY 23-26 Available Federal Funds for the Fox Cities TMA: \$4,570,436													
Municipality	Roadway	To	From	Plan Consistency Score	Preserves Existing System Score	Capacity Score	Safety Average Score	Multimodal Score	Planned Programming Score	Total Score	Total Project Cost	Federal Dollars Awarded	Local Match Required
Outagamie County	CTH JJ	CTH A	STH 47	5	4	2	5	5	2	23	\$9,802,600	-	-
C. of Appleton	Lawe St	College Ave	Wisconsin Ave	5	5	2	5	5	0	22	\$4,248,385	\$2,793,634 (65.8%)	\$1,249,735
V. of Fox Crossing	E Shady Ln	Cold Spring Rd	CTH CB	5	3	0	4	2	5	22	\$2,702,050	\$1,776,802 (65.8%)	\$794,854
T. of Grand Chute	Spencer	Bluemound	Whitman	5	3	1	4	5	5	22	\$7,447,274	-	-
Outagamie County	CTH E	CTH JJ	CTH EE	5	1	2	4	4	5	22	\$4,581,800	-	-
V. of Greenville	Greenwood Road	School Road	STH 15	5	5	0	4	5	2	21	\$1,515,170	-	-
C. of Appleton	French Rd	Evergreen Dr.	CTH JJ	5	5	1	4	5	0	21	\$3,623,967	-	-
V. of Fox Crossing	Jacobson Road	County CB	Irish Road	5	3	0	4	2	5	21	\$3,006,454	-	-
Outagamie County	CTH E & EE Int.	-	-	5	3	3	4	5	0	20	\$2,537,360	-	-
C. of Appleton	Linwood Ave	College Ave	Wisconsin Ave	5	5	0	5	5	0	20	\$4,248,385	-	-
V. of Greenville	Greenwood Road	Parkview Drive	Everglade Road	5	5	0	3	5	2	20	\$3,140,790	-	-
V. of Kimberly	Kennedy Ave (west)	Railroad St	Marcella	5	5	1	4	3	0	19	\$2,415,310	-	-
Outagamie County	CTH EE	CTH E	Apple Hill Blvd	5	1	1	4	4	2	18	\$2,786,800	-	-
T. of Buchanan	Block/Debruin Rd	State Park Rd	Martineau	5	4	0	4	4	0	18	\$3,205,395	-	-
Outagamie County	CTH JJ	Lightning Dr	Cherryvale Ave.	5	3	1	3	5	2	16	\$7,361,800	-	-
V. of Harrison	Manitowoc Rd	Lake Park Rd	CTH N	5	1	0	4	5	0	16	\$7,347,992	-	-
T. of Neenah	Oakridge Rd	CTH CB	E Town Line Rd.	5	5	1	2	3	2	16	\$2,865,200	-	-
V. of Kimberly	Kennedy Ave (east)	Railroad St	CTH N	5	3	1	4	2	0	16	\$849,840	-	-
C. of Kaukauna	Kenneth Ave/3rd	Reaume Ave	W. 10th St	5	5	0	3	2	0	15	\$4,157,166	-	-
T. of Grand Chute	McCarthy	Brookview	Michaels	5	3	0	4	1	1	15	\$4,936,080	-	-
V. of Harrison	Midway Rd.	N Coop Rd	CTH N	0	3	1	4	4	0	11	\$2,589,782	-	-
C. of Kaukauna	Elm St	Schultheis	Thilmany	5	3	1	1	1	0	10	\$658,835	-	-

CARBON REDUCTION PROGRAM (CRP) PROJECTS

The Carbon Reduction program was established in the Bipartisan Infrastructure Law (BIL), which was signed into law in November of 2021. This new federal program provides funding for projects that reduce transportation-associated emissions and requires states to develop comprehensive carbon reduction strategies. The purpose of this program is to provide funding for projects that reduce transportation emissions and requires states to develop comprehensive carbon reduction strategies.

Each Metropolitan Planning Organization (MPO) receives its own allocation, and each MPO is responsible for awarding funding to eligible projects. The Carbon Reduction Program (CRP) for the FFY 2023 cycle opened on March 10, 2023 and closed on April 7, 2023. Carbon Reduction projects are funded up to 80 percent federal and 20 percent local. The funding allocation for the Appleton (Fox Cities) MPO is \$1,183,818 for this cycle, which includes FFY 2022 and FFY 2023 funding. There were five applications submitted for the Appleton (Fox Cities) MPO and three that were determined by WisDOT to be eligible for CRP FFY 2023 funding. Outagamie County has since removed the intersection upgrade project at CTH OO and CTH N from the application cycle due to the PS&E date. Given that all remaining projects could be funded at the 80% federal funding threshold, project ranking was not required for this CRP funding cycle. The recommended funding levels are shown below and will use \$828,466.80 of the Appleton (Fox Cities) MPO allocation.

Carbon Reduction Project Description

City of Kaukauna: LED Street Lighting Conversion (664 fixtures)

Federal Funding - \$253,913.60

Local Match – \$63,478.40

Total Project Cost - \$317,392.00

City of Menasha: LED Street Lighting Conversion (156 fixtures)

Federal Funding - \$167,792.80

Local Match - \$41,948.20

Total Project Cost - \$209,741.00

Outagamie County: Smart arrow boards and PCMS

Federal Funding - \$36,000.00

Local Match - \$9,000.00

Total Project Cost - \$45,000.00

2024 TIP PROJECT LISTING

The project listing is presented in Table 2 (Fox Cities). An explanation of the structure for Table 2 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 (252-23-001). The first number is the federal designated number for the Appleton (Fox Cities) MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

Project Description

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

Estimated Cost

Estimated cost figures are always shown in thousands of dollars except for some transit and planning categories, which should be evident. They are subcategorized by federal, state, and local sources and totaled by project for each of the following time periods: 2024, 2025, 2026 and 2027.

Table 2: Appleton (Fox Cities) Transportation Management Area - Project Listing (2024-2027)
(\$000)

** Funds are listed in Year of Expenditure S.
** Funds are obligated to projects approximately 6 weeks prior to LET date.

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
Appleton Valley Transit Outagamie	Fixed Route Bus Paratransit Capital Projects Section 5307	Oper. Contr. Purch. TOTAL	2121 1038 40 3197	2121 1025 0 3146	2332 1829 10 4171	6574 3890 50 10514	2184 1007 440 3691	2184 1055 0 3240	2419 1884 110 4413	6787 4007 550 11344	2250 1099 2040 5389	2250 1088 0 3338	2509 1941 510 4960	7009 4120 2550 13687	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0		
WisDOT Outagamie	WIS 76 / School Road Intersection WIS 96- WIS 15 6430-20-71	DESIGN ROW CONST				0 0 3231				0 0 0				0 0 0					0 0 0	Construction is scheduled for 11/12/30.
252-20-037	HSIP .372 miles (P)	MISC TOTAL	2770	407	54	3231	2770	407	54	3231	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	IH 41/Neenah-Appleton Breezewood=STH 15 1120-57-60	DESIGN ROW CONST				0 0 16570				0 0 0				0 0 0					0 0 0	Construction is scheduled for 11/12/30.
252-20-038	NHPP 7.915 miles (P)	REHAB TOTAL	14913	1657	0	16570	14913	1657	0	16570	0	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	DESIGN ROW CONST				0 0 2051				0 0 0				0 0 0					0 0 0	Design 5/25/21, Construction 12/10/2024.
252-20-054	STBG .182 miles (P)	BRRPL TOTAL	1841	0	410	2051	1841	0	410	2051	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie	Buchanan-East County Line Kavanaugh Rd. to Outagamie Rd. 4879-02-00, 71	DESIGN ROW CONST				0 0 4467				0 0 0				0 0 0					0 0 0	Design 6/25/21, Construction 12/10/2024.
252-20-055	STBG .91 miles (P)	RECST TOTAL	2859	0	1608	4467	2859	0	1608	4467	0	0	0	0	0	0	0	0	0	
WisDOT C Menasha	CTH P STH 47 to Midway Rd 4646-02-00, 71	DESIGN ROW CONST				0 0 9215				0 0 0				0 0 0					0 0 0	Design 3/25/21, Construction moved to 2025 from 12/10/2024.
252-20-056	STBG 1.45 miles (P)	RECST TOTAL	0	0	0	0	7372	0	1843	9215	0	0	0	0	0	0	0	0	0	
WisDOT C of Menasha	Racine St Third St to Ninth St 4992-00-09, 00	DESIGN ROW CONST				0 0 4181				0 0 0				0 0 0					0 0 0	Design 2/25/21, Construction 12/10/2024.
252-20-057	STBG .74 miles (P)	RECST TOTAL	3345	0	836	4181	3345	0	836	4181	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie	T Buchanan/CTH N CTH KK to CTH CE 4676-04-00, 71	DESIGN ROW CONST				0 0 5805				0 0 0				0 0 0					0 0 0	Design 11/25/20, Construction moved to 2025 from 12/10/2024.
252-20-058	STBG 896 miles (P)	RECST TOTAL	0	0	0	0	4644	0	1161	5805	4644	0	1161	5805	0	0	0	0	0	
WisDOT Winnebago	C Neenah, Commercial St Stanley St to Tyler St 4993-01-00, 01	DESIGN ROW CONST				0 0 9363				0 0 0				0 0 0					0 0 0	Design done by City of Neenah. Construction moved to 2024 from 1/14/2025.
252-20-059	STBG 1.47 miles (P)	RECST TOTAL	7490	0	1873	9363	7490	0	1873	9363	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie	WIS 96 / Cleary Cr - Tower View Drive STH 76-Casaloma Dr. 4075-41-00,71	DESIGN ROW CONST				0 0 1518				0 0 0				0 0 0					0 0 0	Design 6/25/21, Construction scheduled for 5/14/2024.
252-20-064	NHPP 3.03 miles (P)	RESURF TOTAL	1214	304	0	1518	1214	304	0	1518	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	WIS 76 / Oshkosh - Greenville CTH II-Shady Lane 6430-22-00,71	DESIGN ROW CONST				0 0 1553				0 0 0				0 0 0					0 0 0	Design 3/25/21, Construction advanceable to 11/12/2024.
252-20-065	STBG .79 miles (P)	RESURF TOTAL	0	0	0	0	1242	311	0	1553	1242	311	0	1553	0	0	0	0	0	

TABLE 2, cont.
FOX CITIES PROJECT LISTING

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				Comments
			Fed	State	Local	Total													
WisDOT	Safety Funds Grouped Projects	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	
252-21-001	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Rail/Hwy Xing Safety Grouped Projects	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	
252-21-002	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Hwy Safety Improv Prog (HSIP) Grouped Projects	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	
252-21-003	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	RR Xing STP protective Devices Grouped Projects	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	
252-21-004	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Preventative Maint. National Highway Grouped Projects	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	
252-21-005	NHP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	STN Preventative Maint. Connecting Highway Grouped Projects	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	
252-21-006	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Enhancements Grouped Projects	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	
252-21-007	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
OCR	OCR Rail-Highway Xing Safety Grouped Projects	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	
252-21-008	OCR (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	STH 55/Fond du Lac-Sherwood	DESIGN				0				0				0				0	
Calumet	USH 151 - STH 114	ROW				0				0				0				0	
	4050-27-00, 71 BRRPL	CONST	0	0	0	0	3504	876	0	4380				0				0	Design is State funded only but could get Fed funds. Construction is scheduled for 2/11/2025.
252-21-010	STBG 11.44 miles (P)	TOTAL	0	0	0	0	3504	876	0	4380	0	0	0	0	0	0	0	0	
WisDOT	STH 96/Kaukauna - Wrightstown	DESIGN				0				0				0				0	
Outagamie	Claribel St. - CTH JJ	ROW				0				0				0				0	
	4075-35-71 RESURF	CONST	764	191	0	955				0				0				0	Construction moved up to 2/13/24
252-21-011	STBG 1.809 miles (P)	TOTAL	764	191	0	955	0	0	0	0	0	0	0	0	0	0	0	0	

TABLE 2, cont.
FOX CITIES PROJECT LISTING

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				Comments				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total					
WisDOT Outagamie	WIS 96 / Kaukauna - Wrightstown CTH JJ - CTH D 4075-35-72	DESIGN ROW RESURF CONST				0				0				0				0	Construction moved up to 2/13/24				
252-21-012	STBG 3.081 miles (P)	TOTAL	2058	514	47	2619	0	0	0	0	0	0	0	0	0	0	0	0					
WisDOT T of Grand Chute	Wisconsin Ave / 141-Badger Ave Casaloma Dr - N Badger Ave 4075-40-71	DESIGN ROW RESURF CONST				0	4550	1262	939	6751				0				0	Advanceable to 2/13/2024.				
252-21-014	NHPP 2 miles (P)	TOTAL	0	0	0	0	4550	1262	939	6751	0	0	0	0	0	0	0	0					
WisDOT Outagamie	STH 15/STH 76 - New London CTH JJ - CTH TrGivens Rd. 1146-75-80	DESIGN ROW CONST BRPVTV				0				0				0				0					
252-21-015	NHPP 10.82 miles (P)	TOTAL	354	88	0	442	0	0	0	0	0	0	0	0	0	0	0	0					
WisDOT C of Menasha	STH 114/Plank Rd. CNRR Xing Surface 4065-17-50	DESIGN ROW CONST MISC				0				0	153	10	29	192				0	Construction moved out to 7/25/2026.				
252-21-016	NHPP 0 miles (P)	TOTAL	0	0	0	0	0	0	0	0	153	10	29	192	0	0	0	0					
WisDOT C of Menasha	STH 114/Plank Rd. CNRR Signals & Gates 4065-17-51	DESIGN ROW CONST MISC				0				0	242	61	0	303				0	Construction moved out to 7/25/2026.				
252-21-017	NHPP 0 miles (P)	TOTAL	0	0	0	0	0	0	0	0	242	61	0	303	0	0	0	0					
WisDOT Outagamie	STH 76, STH 15 - CTH JJ CN RR Xing 181883TY 6517-16-50	DESIGN ROW CONST MISC				0	0	111	19	130				0				0					
252-22-001	NHPP 1.42 miles (P)	TOTAL	0	0	0	0	0	111	19	130	0	0	0	0	0	0	0	0					
WisDOT Outagamie	STH 76, STH 15 - CTH JJ Everglade Rd - CTH JJ 6517-16-71	DESIGN ROW CONST RECST				0	8162	2040	0	10202				0				0					
252-22-002	STBG 1.42 miles (P)	TOTAL	0	0	0	0	8162	2040	0	10202	0	0	0	0	0	0	0	0					
WisDOT Calumet	STH 55, Sherwood-Kaukauna USH 10-Ridgecrest Lane 4050-21-71	DESIGN RR CONST RESURF				0				0	1781	427	0	2208				0	Construction scheduled for 7/14/2026				
252-22-003	STP 2.85 miles (P)	TOTAL	0	0	0	0	0	0	0	0	1781	427	0	2208	0	0	0	0					
WisDOT Appleton	IH 41, Appleton-Green Bay Wrightstown SWEF 34/Post-Bldg 1130-44-74	DESIGN ROW CONST				0	17528	4382	0	21910				0				0					
252-22-012	NHPP 22 miles (P)	TOTAL	17528	4382	0	21910	0	0	0	0	0	0	0	0	0	0	0	0					
WisDOT Outagamie	IH 41 Expansion Appleton - De Pere 1130-63-71,80/1130-64- 71,77,81,87/1130-65- 80,81,82,83,84/1130-67- 71,72,76,86	DESIGN ROW CONST RECST				0	19707	4927	0	24634	106820	26705	0	133525	21713	5428	0	27141	0	3924	0	3924	Project scheduled for 2/13/29
252-22-052	NHPP 23.596 miles (E)	TOTAL	19707	4927	0	24634	106820	26705	0	133525	21713	5428	0	27141	0	3924	0	27141	0	3924	0	3924	

TABLE 2, cont.
FOX CITIES PROJECT LISTING

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				Comments		
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total			
WisDOT Outagamie	STH 441, Appleton-DePere 1130-65-77 RECST	DESIGN ROW CONST				0				0				0				0			Construction is scheduled for 7/14/26.
252-23-015	NHPP 0.059 miles (P)	TOTAL	0	0	0	0	0	0	0	0	46739	11685	0	58424	0	0	0	0			
WisDOT Outagamie	STH 441, Appleton-DePere CTH OO Intchg B440127, B4400128 1130-65-78 RECST	DESIGN ROW CONST				0	2703	676	0	3379				0				0			Construction is scheduled for 7/8/25.
252-23-016	NHPP 0.399 miles (P)	TOTAL	0	0	0	0	2703	676	0	3379	0	0	0	0	0	0	0	0			
WisDOT Outagamie	CTH N, Appleton-DePere CTHN Intchg B440179 1130-66-76 RECST	DESIGN ROW CONST				0	2622	656	0	3277				0				0			Construction is scheduled for 7/8/25.
252-23-017	NHPP 0.507 miles (P)	TOTAL	2622	656	0	3277	0	0	0	0	0	0	0	0	0	0	0	0			
WisDOT Outagamie	IH 41, Appleton-DePere STH 55 Intchg B440334, B440335 1130-66-77 RECST	DESIGN ROW CONST				0	1308	327	0	1635				0				0			Construction is scheduled for 7/8/25.
252-23-018	NHPP 0.349 miles (P)	TOTAL	0	0	0	0	1308	327	0	1635	0	0	0	0	0	0	0	0			
WisDOT Outagamie	IH 41, Appleton-DePere Maloney Rd B440336, B440337 1130-66-84 RECST	DESIGN ROW CONST				0				0	436	109	0	545				0			Construction is scheduled for 7/14/26.
252-23-019	NHPP 0.203 miles (P)	TOTAL	0	0	0	0	0	0	0	0	436	109	0	545	0	0	0	0			
WisDOT Outagamie	V Kimberly, Marcella St, Trail Cobblestone Ln - W Kimberly Ave 4989-02-00/71 MPO selected TAP funds	DESIGN ROW CONST				0	882	0	207	889				0				0			Construction is scheduled for 11/12/25.
252-23-020	TAP/TA Set-aside 1.03 miles (P)	TOTAL	882	0	207	889	0	0	0	0	0	0	0	0	0	0	0	0			
WisDOT TMA	Regional Safe Routes to School 1009-01-06, 07, 09, 10, 17, 18	DESIGN ROW CONST				0	228	0	57	285	342	0	85	427	346	0	87	433			
252-23-042	TAP/TA Set-aside (P)	TOTAL	228	0	57	285	342	0	85	427	346	0	87	433	0	0	0	0			
WisDOT Calumet	Calumet Co, CTH B STH 55 - STH 32 4482-00-00, 01 FVRPLA	DESIGN ROW CONST				0	0	0	0	0	3194	0	799	3993				0			
252-22-059	STBG 4.8 miles (P)	TOTAL	0	0	0	0	3194	0	799	3993	0	0	0	0	0	0	0	0			
WisDOT Outagamie	T Ellington, Grandview Rd. North Rd. to Inmel Rd. 6908-01-01, 71 RECST	DESIGN ROW CONST				0	2474	0	618	3092				0			0				
252-22-060	STBG 1.0 miles (P)	TOTAL	0	0	0	0	2474	0	618	3092	0	0	0	0	0	0	0	0			

TABLE 2, cont.
FOX CITIES PROJECT LISTING

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT Winnebago	V Fox Crossing, E. Shady Ln Cold Spring Rd-CTH CB 4619-11-71, 72 MPO selected - BIL 23-26 STP-U funds	DESIGN ROW CONST				0				0				0				0	Construction moved to 2028.
252-22-061	STBG .5 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2518	0	630	3148	
WisDOT Outagamie	C Appleton, Lawe St College Ave to Wisconsin Ave 4984-24-74, 75 MPO selected - BIL 23-26 STP-U funds	DESIGN ROW CONST				0				0				0				0	Construction scheduled for 7/14/26
252-22-064	STBG .76 miles (P)	TOTAL	0	0	0	0	0	0	0	0	2986	0	747	3733	0	0	0	0	
WisDOT Outagamie	IH 41 Expansion Appleton - De Pere Ballard Rd. (CTH E) Interchange 1130-65-76	DESIGN ROW CONST				0				0				0				0	Construction scheduled for 7/18/25
252-23-045	NHPP .741 miles (P)	TOTAL	0	0	0	0	17876	4469	0	22345	0	0	0	0	0	0	0	0	
WisDOT Outagamie	IH 41 Expansion Appleton - De Pere Railroad Structures 1130-64-87	DESIGN ROW CONST				0				0				0				0	Construction scheduled for 2/10/26
252-23-046	NHPP 4.02 miles (P)	TOTAL	0	0	0	0	6889	1722	0	8611	0	0	0	0	0	0	0	0	
WisDOT Outagamie	IH 41 Expansion Appleton - De Pere French Rd. Overpass B440329 1130-65-81	DESIGN ROW CONST				0				0				0				0	Construction scheduled for 7/14/26
252-23-047	NHPP .067 miles (P)	TOTAL	0	0	0	0	9505	2376	0	11881	0	0	0	0	0	0	0	0	
WisDOT Outagamie	STH 114, Menasha-Shenwood Melissa St. - USH 10 4065-18-71	DESIGN ROW CONST				0				0				0				0	Construction moved to 11/9/27 (Project is tied to 4065-17-71)
252-23-048	NHPP 1.048 miles (P)	TOTAL	0	0	0	0	0	0	0	0	2995	749	0	3744	0	0	0	0	
WisDOT Winnebago	C Menasha, Racine Street Racine WCL RR Xing Sig/Gate 690283C 4992-00-60	DESIGN ROW CONST				0				0				0				0	Construction scheduled for 7/25/24
252-23-053	STBG 0 miles (P)	TOTAL	3120	0	1212	4332	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Calumet	Appleton, STH 441 I 41/USH 10-S. Onedia St. 4685-34-71 Majors Project	DESIGN ROW CONST				0				0				0				0	Construction scheduled for 2/11/2025.
252-23-070	NHPP .62 miles (P)	TOTAL	0	0	0	0	6104	1526	0	7630	0	0	0	0	0	0	0	0	

TABLE 2, cont.
FOX CITIES PROJECT LISTING

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				Comments			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total				
WisDOT Outagamie	IH 41, Appleton-Green Bay IH 41 Wrightstown SWEF 34/Post-Site 1130-44-75	DESIGN ROW CONST				0				0				0				0			0	Construction scheduled for 2/11/25
252-23-071	N+PP 22 miles (P)	TOTAL	0	0	0	0	9766	2442	0	12208	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie	T Buchanan, Eisenhower Drive Trail CTH KK - Theater Way 4858-09-00, 70	DESIGN ROW CONST				0	644	0	161	805				0				0			0	Construction schedule for 3/25/2025
252-23-072	MPO Selected TA Set-aside 2023 TAP/TA Set-aside .961 miles (P)	TOTAL	0	0	0	0	644	0	161	805	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie	T Grand Chute, 5TH 96/W Wisconsin Ave - Sidewalk N Casaloms Dr. - N Badger Ave.	DESIGN ROW CONST				0	410	0	115	525				0				0			0	
252-23-073	MPO Selected TA Set-aside 2023 TAP/TA Set-aside .21 miles (P)	TOTAL	0	0	0	0	410	0	115	525	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie	T Center, Quarry Road Bear Creek Bridge 6504-.00-00,70	DESIGN ROW CONST				0	154	0	0	154				0				0			0	Schedule date of 1/12/27
252-24-001	Local Bridges .066 miles (P)	TOTAL	0	0	0	0	154	0	0	154	0	0	0	0	0	0	0	728	0	0	728	
WisDOT Outagamie	T Kaukauna, CTH U Apple Creek Bridge 6003-00-00,70	DESIGN ROW CONST	347	0	87	434				0				0				2407	0	637	3044	Schedule date of 2/9/27
252-24-002	Local Bridges .07 miles (P)	TOTAL	347	0	87	434	0	0	0	0	0	0	0	0	0	0	0	2407	0	637	3044	
		DESIGN	347	0	87	434	154	0	0	154	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	13400	0	13400	0	13400	0	13400	0	13400	0	13400	0	13400	0	0	0	0	0	
		CONST	110220	20079	7272	137571	253554	80277	5843	319674	354855	87597	862	443315	20688	7007	1943	29638	20688	7007	1943	29638
		TOTAL	110567	33479	7359	151405	253708	73677	5843	333228	354855	100997	862	456715	20688	7007	1943	29638	20688	7007	1943	29638
	Preservation Subtotal		63043	8198	7359	78600	91254	18138	5843	115235	55236	12692	862	68791	20688	3083	1943	25714	20688	3083	1943	25714
	Expansion Subtotal		47524	25281	0	72805	162454	55539	0	217993	299819	86305	0	387924	0	3924	0	3924	0	3924	0	3924

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

**Table 3: Appleton (Fox Cities) Transportation Management Area, 2024-2027
Summary of Federal Funds Programmed and Available
(\$000)**

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2024	2025	2026	2027	2024	2025	2026	2027
Federal Highway Administration								
National Highway Performance Program (NHPP)	\$ 84,155	\$ 221,155	\$ 347,189	\$ 12,330	\$ 84,155	\$ 221,155	\$ 347,189	\$ 12,330
Surface Transportation Block Grant (STBG)	\$ 22,385	\$ 31,003	\$ 2,986	\$ 5,223	\$ 22,385	\$ 31,003	\$ 2,986	\$ 5,223
Surface Transportation Program (STP)	\$ -	\$ -	\$ 1,781	\$ -	\$ -	\$ -	\$ 1,781	\$ -
State Flexibility (FLX)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Program (HSIP)	\$ 2,770	\$ -	\$ 2,307	\$ -	\$ 2,770	\$ -	\$ 2,307	\$ -
Office of the Commissioner of Railroads (OCR)	\$ -	\$ -	\$ 246	\$ -	\$ -	\$ -	\$ 246	\$ -
Transportation Alternatives (TAP/TA Set Aside)	\$ 910	\$ 1,396	\$ 346	\$ -	\$ 910	\$ 1,396	\$ 346	\$ -
Carbon Reduction Program (CRP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Bridge	\$ 347	\$ 154	\$ -	\$ 3,135	\$ 347	\$ 154	\$ -	\$ 3,135
Programmed Expenditures	\$ 110,567	\$ 253,708	\$ 354,855	\$ 20,688	\$ 110,567	\$ 253,708	\$ 354,855	\$ 20,688
* Annual Inflation Factor 2.48%	\$ 2,742	\$ 6,292	\$ 8,800	\$ 513	\$ 2,742	\$ 6,292	\$ 8,800	\$ 513
Estimated Need with Inflation Factor	\$ 113,309	\$ 260,000	\$ 363,656	\$ 21,201	\$ 113,309	\$ 260,000	\$ 363,656	\$ 21,201
Federal Transit Administration								
Section 5307 Operating	\$ 2,121	\$ 2,184	\$ 2,250	\$ -	\$ 2,121	\$ 2,184	\$ 2,250	\$ -
Section 5307 Capital	\$ 40	\$ 440	\$ 2,040	\$ -	\$ 40	\$ 440	\$ 2,040	\$ -
Programmed Expenditures	\$ 2,161	\$ 2,624	\$ 4,290	\$ -	\$ 2,161	\$ 2,624	\$ 4,290	\$ -
* Annual Inflation Factor 2.48%	\$ 54	\$ 65	\$ 106	\$ -	\$ 54	\$ 65	\$ 106	\$ -
Estimated Need with Inflation Factor	\$ 2,215	\$ 2,689	\$ 4,396	\$ -	\$ 2,215	\$ 2,689	\$ 4,396	\$ -
Section 5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

*BIL 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 4: Implementation Status of 2023
Appleton (Fox Cities) Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2023				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Outagamie	WIS 15, STH 76 - New London RCNST, expansion, R/R Crossings 1146-75-00,10,21,71,72,73	DESIGN ROW CONST				0 0 16300		X	
252-11-061	STP - Majors 3.26 miles (E)	TOTAL	13040	3260	0	16300			
WisDOT Outagamie	Appleton, STH 441 WIS 441/UJSH 10 - N Jct I-41 4685-29-60 REHAB	DESIGN ROW CONST				0 0 8771		X	
252-20-039	NHPP 5.74 miles (P)	TOTAL	6956	1739	76	8771			
WisDOT Outagamie	T Buchanan, County Line Rd Branch of Plum Creek Bridge 4656-07-71 BRRPL	DESIGN ROW CONST				0 0 381		X	
252-20-060	STBG .091 miles (P)	TOTAL	304	0	77	381			
WisDOT Outagamie	T Buchanan, New Road Branch of Plum Creek Bridge 4656-08-71 BRRPL	DESIGN ROW CONST				0 0 380		X	
252-20-061	STBG .096 miles (P)	TOTAL	303	0	77	380			
WisDOT Outagamie	CTH CE, V Kimberly-CTH N S. Railroad St. Intersection 4160-06-00, 71 MISC	DESIGN ROW CONST				0 0 1513		X	
252-21-060	HSIP .062 miles (P)	TOTAL	1362	0	151	1513			
WisDOT Outagamie	CTH OO, T Grand Chute-V Little Chute French Rd. Intersection 4677-10-00, 71 MISC	DESIGN ROW CONST				0 0 746		X	
252-21-061	HSIP .101 miles (P)	TOTAL	602	0	144	746			
WisDOT City of Kaukauna	C. Kaukauna - Installation of Light Emitting Diode (LED) Street Lights Carbon Reduction Program MPO Selected - CRP FFY 2023	DESIGN ROW CONST				0 0 317		X	
252-23-059	CRP Fed. Funded at 80%	TOTAL	254	0	63	317			
WisDOT City of Menasha	C. Menasha - Installation of Light Emitting Diode (LED) Street Lights Carbon Reduction Program MPO Selected - CRP FFY 2023	DESIGN ROW CONST				0 0 210		X	
252-23-060	CRP Fed. Funded at 80%	TOTAL	168	0	42	210			
WisDOT Town of Grand Chute	T. Grand Chute - Installation of Light Emitting Diode (LED) Street Lights Carbon Reduction Program MPO Selected - CRP FFY 2023	DESIGN ROW CONST				0 0 464		X	
252-23-061	CRP Fed. Funded at 80%	TOTAL	371	0	93	464			
WisDOT Outagamie	Outagamie County - Smart Arrow Boards & Portable Charging Message Signs (PCMS) Carbon Reduction Program MPO Selected - CRP FFY 2023	DESIGN ROW CONST				0 0 45		X	
252-23-062	CRP Fed. Funded at 80%	TOTAL	36	0	9	45			
WisDOT City of Menasha	C. Menasha - High Cliff State Trail Corridor Feasibility Study: Along 114 Transportation Set-aside Program MPO Selected - 2023	DESIGN ROW CONST				0 0 60		X	
252-23-068	TAP/TA Set-aside Fed. Funded at 80%	TOTAL	48	0	12	60			
WisDOT Village of Harrison	V. Harrison - High Cliff State Trail Corridor Feasibility Study: Along Local Roads Transportation Set-aside Program MPO Selected - 2023	DESIGN ROW CONST				0 0 82		X	
252-23-069	TAP/TA Set-aside Fed. Funded at 80%	TOTAL	66	0	16	82			
WisDOT Outagamie	STH 125/ T. Grand Chute IH 41 - Bluemound Dr. 6526-00-71 BRRPL	DESIGN ROW CONST				0 0 2175	X		
252-21-014	STGB 1 miles (P)	TOTAL	1748	427	0	2175			

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. 85.20) is provided by the Wisconsin Department of Transportation (WisDOT). WisDOT distributes 85.20 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 2024 and outlying years.

Capital: Under recent funding authorization bills (MAP-21, FAST Act, and BIL), the FTA’s capital formula program (Section 5339) provides an annual apportionment of funds directly to the Appleton (Fox Cities) Transportation Management Area each year. This amount is not sufficient 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 or the Carbon Reduction Grant. Valley Transit has submitted applications under this grant in 2022 and 2023 for critical facility projects. While highly rated by evaluators, these applications have not been selected for funding. The majority of the awarded projects nationally under Section 5339 competitive funds have been electric buses and related equipment. This environment creates uncertainty for Valley Transit as it strives to maintain a state of good repair for basic transit infrastructure. Valley Transit is not a position to consider the purchase of low or no emission vehicles until facilities are renovated, charging stations are added in these facilities and electric/battery infrastructure is built within the facility.

Valley Transit will continue follow its TAM Plan investment priorities and apply for competitive grants when facility projects fit competitive grant criteria.

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. Any remaining CARES Act funds will be used to provide support much needed renovations at the Whitman Ave Facility Phase 1. CARES Act funds provide a 100% federal share, which allows investment in public transportation without burdening local funding partners.

The following tables list the operating assistance and capital projects proposed for the 2024-2028 period.

**Table 5: Transit Projects
Fox Cities Transportation Management Area**

PROJECT DESCRIPTION	RECIPIENT	Jan-Dec	Jan-Dec	Jan-Dec	Jan-Dec	Jan-Dec
		2024 (000)	2025 (000)	2026 (000)	2027 (000)	2028 (000)
Operating Assistance/Section 5307	VT					
Operating - Fixed Route						
Expenses		\$7,371	\$7,592	\$7,820	\$8,054	\$8,296
Revenues		\$859	\$868	\$876	\$885	\$894
Deficit		\$6,512	\$6,725	\$6,944	\$7,169	\$7,402
Federal Share	252-24-003	\$2,101	\$2,164	\$2,229	\$2,296	\$2,364
State Share		\$2,101	\$2,164	\$2,229	\$2,296	\$2,364
Other Local		\$73	\$73	\$73	\$73	\$73
Municipal Local Share		\$2,238	\$2,324	\$2,413	\$2,505	\$2,600
Preventative Maintenance - Fixed Route	VT					
Expenses		\$1,233	\$1,270	\$1,308	\$1,347	\$1,388
Federal Share (80%)	252-24-004	\$986	\$1,016	\$1,046	\$1,078	\$1,110
Municipal Local Share		\$247	\$254	\$262	\$269	\$278
Purchased Transp. - Paratransit	VT					
Expenses		\$3,909	\$4,026	\$4,147	\$4,271	\$4,400
Revenues		\$655	\$675	\$695	\$716	\$737
Deficit		\$3,254	\$3,351	\$3,452	\$3,555	\$3,662
Federal Share (Capital Cost of Contract)	252-24-005	\$208	\$214	\$221	\$228	\$234
Federal Share (Operating)	252-24-006	\$833	\$858	\$884	\$910	\$938
State Share		\$1,058	\$1,090	\$1,122	\$1,156	\$1,191
Contract Local		\$1,155	\$2,047	\$2,109	\$2,172	\$2,237
Enhance Mobility of Seniors/Section 5310	VT					
Expenses		\$728	\$750	\$772	\$795	\$819
Revenues		\$98	\$101	\$104	\$107	\$110
Deficit		\$630	\$649	\$669	\$689	\$709
Federal Share		\$277	\$285	\$294	\$303	\$312
State Share		\$162	\$167	\$172	\$177	\$182
Contract Local		\$191	\$197	\$203	\$209	\$215
Capital Projects	VT	2024	2025	2026	2027	2028
Section 5339		(000)	(000)	(000)	Illustrative (000) (000)	
Whitman Facility Renovation - Phase 2					\$15,000	
Whitman Facility - Furniture & Fixtures	252-24-007	\$250				
Whitman Facility - AV Equipment	252-24-008	\$100				
Demand Response Disptach Software & Hardware*	252-24-009	\$150				
Shelter replacements	252-24-010	\$60				
Fare Collection System	252-24-011	100				
Land (Transit Center)	252-24-012	\$175				
Neenah Transit Center	252-24-013	\$100				
Support Vehicle Replacement			\$50	\$50		
Demand Response Vehicle Fleet (5/yr)			\$500	\$500	\$500	\$500
Electric Trolley Acquisition				\$2,000		
Appleton Transit Center Joint Development					\$20,000	
Section 5310						
Demand Response Disptach Software & Hardware*	252-24-014	\$150				
Total Cost:		\$1,085	\$550	\$2,550	\$35,500	\$500
Federal Share:		\$868	\$440	\$2,040	\$28,400	\$400
Local Share:		\$217	\$110	\$510	\$7,100	\$100

*If CARES or ARP Act funding is required, these federal sources cover 100% of costs. Total facility cost is estimated at \$18 M. Funding mixture allocated to the facility is contingent upon a pending competitive grant.

**Table 6: Paratransit Projects
Fox Cities Transportation Management Area**

2024	ADA	Outagamie Elderly	Sunday	Outagamie Rural	Outagamie OCHS	Calumet Van Service	NW Dial-A-Ride	Connector	Downtown Trolley	Total
Annual Estimated Trips	100,000	3,000	800	10,000	500	1,700	10,780	21,500		148,280
Trip Costs	\$2,142,500	\$64,275	\$17,140	\$385,500	\$9,820	\$28,800	\$192,423	\$553,625	\$32,554	\$3,426,637
Administrative Costs	\$384,393	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$384,393
Total Costs	\$2,526,893	\$64,275	\$17,140	\$385,500	\$9,820	\$28,800	\$192,423	\$553,625	\$32,554	\$3,811,030
TIP #	252-24-015	252-24-016	252-24-017	252-24-018	252-24-019	252-24-020	252-24-021	252-24-022	252-24-023	
Federal Share	\$707,530	\$18,000	\$4,800	\$91,172	\$2,750	\$8,060	\$53,880	\$155,020	\$9,120	\$1,050,332
State Share	\$707,530	\$18,000	\$4,800	\$107,940	\$2,750	\$8,060	\$53,880	\$155,020	\$9,120	\$1,067,100
Farebox Revenues	\$400,000	\$12,000	\$8,800	\$60,000	\$0	\$18,700	\$37,730	\$118,000	\$0	\$655,230
Other support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$13,359	\$69,359
Total support/revenue	\$1,815,060	\$48,000	\$18,400	\$259,112	\$5,500	\$34,820	\$145,490	\$484,040	\$31,599	\$2,842,021
Surcharge	\$0	\$12,000	\$3,200	\$99,556	\$2,750	\$8,060	\$19,242	\$0	\$0	\$144,808
Deficit/Local Share	\$711,833	\$28,275	\$1,940	\$225,944	\$7,070	\$2,040	\$66,175	\$69,585	\$955	\$1,113,817
Outagamie County	\$263,378	\$26,861	\$1,746	\$125,944	\$7,070					\$424,999
Winnebago County	\$99,657	\$0	\$136				\$4,785			\$104,578
Calumet County	\$21,355	\$1,414	\$58			\$2,040				\$24,867
Family Care	\$327,443			\$100,000						\$427,443
Fox Crossing							\$12,270			\$12,270
Neenah							\$49,120			\$49,120
Municipal contributions								\$69,585	\$955	\$70,540
Total paratransit local	\$711,833	\$28,275	\$1,940	\$225,944	\$7,070	\$2,040	\$66,175	\$69,585	\$955	\$1,113,817

**Table 7: Transit Financial Capacity Analysis
Valley Transit**

	2024	2025	2026	2027	2028
Operating Expenses	(000)	(000)	(000)	(000)	(000)
Fixed Route (DO)	\$8,604	\$8,862	\$9,128	\$9,402	\$9,684
Paratransit (DR)	\$3,909	\$4,026	\$4,147	\$4,271	\$4,400
Total Operating Expenses	\$12,513	\$12,888	\$13,275	\$13,673	\$14,083
Revenue					
Farebox Revenue					
Fixed Route (DO)	\$859	\$868	\$876	\$885	\$894
Paratransit (DR)	\$655	\$662	\$668	\$675	\$682
Other Revenue	\$73	\$74	\$74	\$75	\$76
Total Revenue	\$1,587	\$1,603	\$1,619	\$1,635	\$1,652
Deficit					
Federal	\$3,059	\$3,160	\$3,264	\$3,371	\$3,481
State	\$3,059	\$3,160	\$3,264	\$3,371	\$3,481
Local	\$4,807	\$4,966	\$5,129	\$5,297	\$5,470
Total Deficit	\$10,926	\$11,285	\$11,656	\$12,038	\$12,432
Capital					
Federal	\$868	\$440	\$2,040	\$28,400	\$400
Local	\$217	\$110	\$510	\$7,100	\$100
Total Capital Expenses	\$1,085	\$550	\$2,550	\$35,500	\$500
5310 Program ¹					
Expenses	\$728	\$750	\$772	\$795	\$819
Revenue	\$98	\$101	\$104	\$107	\$110
Federal	\$277	\$285	\$294	\$303	\$312
State	\$162	\$167	\$172	\$177	\$182
Local	\$191	\$197	\$203	\$209	\$215
Fixed-Route Operating Data					
No. of Revenue Vehicles	28	30	30	30	30
No. of Employees ²	38	38	38	38	38
	(000)	(000)	(000)	(000)	(000)
Fixed-Route Revenue Hours	58	58	58	58	58
Fixed-Route Revenue Miles	877	877	877	877	877
Fixed-Route Passengers	750	773	796	820	844
Paratransit Passengers	115	118	122	126	129
Total Passengers	865	891	918	945	974
Fixed-Route Statistics					
Average Fare	1.15	1.12	1.10	1.08	1.06
Operating Ratio (Rev/Exp)	11%	11%	10%	10%	10%
Cost per Vehicle Mile	9.81	10.11	10.41	10.72	11.04
Cost per Passenger	11.47	11.47	11.47	11.47	11.47
Cost per Vehicle Hour	148.34	152.80	157.38	162.10	166.96
Passengers Per Mile	0.86	0.88	0.91	0.93	0.96
Passengers per Hour	12.93	13.32	13.72	14.13	14.55

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-1: 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	2021 Baseline	2023 Performance/Condition Rating*	2024 Target
Revenue Vehicles	Buses	28	3.2	21%	0%	0%
Equipment	Non-Revenue Service Auto	2	10	0%	100%	100%
Equipment	Trucks & Other Rubber Tire Vehicles	6	9.67	43%	33%	14%
Equipment	Bus Wash	1	28	0% / 3	0% / 3	0% / 3
Equipment	Fare Collection System	1	13	0% / 3	100% / 2	0% / 5
Equipment	AVL System	1	0	0% / 3	0% / 5	0% / 5
Equipment	Floor Scrubber	1	3	0% / 5	0% / 5	0% / 5
Facility	Transit Center	1	33	0% / 3	100% / 2	100% / 1
Facility	Operations & Maintenance	1	40	100% / 2	100% / 1	100% / 1

* Performance % is percentage of category exceeding ULB. Condition Rating Scale is below.

- 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 (Fox Cities) Urbanized Area, capital project brief descriptions are listed below. Project costs are found in Table 5. An explanation of each project follows.

Appleton Urbanized Area

2024 Projects

Operations & Maintenance Facility Remodel – Phase 2. Valley Transit’s main office, maintenance and bus storage facility located at 801 S. Whitman was built in 1983. The “Whitman Facility” requires upgrades, component repairs, remodel, and expansion for current and future service needs. This project would provide funds for complete construction. A master plan was developed in 2020 and A&E was completed in 2022. 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.

This project was broken into phases to begin critical updates in 2023. Phase 1 is currently underway and will renovate the office and public facing portion of the facility. Phase 2 includes the maintenance, bus wash and bus storage portions of the facility. Valley Transit continues to seek funding for this phase.

Upon completion of Phase 1 construction, Valley Transit has included **AV Equipment and Furniture & Fixtures** as separate items with the 2024 TIP.

Bus Shelter Replacement. Most of Valley Transit’s passenger waiting shelters and shelter accessories were purchased and installed between 1986 and 1991. Some have been moved several times to accommodate changing needs. A replacement program was established to systematically replace two to four shelters each year. This project will use funding to replace current shelters with ADA accessible shelters. Solar lighting kits will be purchased and considered at a few locations where lighting improvements are necessary for customers.

Demand Response Dispatch Software Replacement. Valley Transit purchased its current dispatch software in 2019. This system is provided by Ecolane and consisted of onboard hardware (tablets, mounting and charging equipment) and cloud-based software. The current contract expires in 2024, so Valley Transit plans to re-procure the current system.

The software enables efficient scheduling of riders and dispatch of vehicles for several demand response programs management by Valley Transit. It is a key component for federally required service data, oversight of daily service and reporting necessary to improve the experience for all riders.

Fare Collection System. Valley Transit installed fareboxes onboard all vehicles in 2010. This fare collection system also includes locally hosted software, farebox probing equipment, a ticket vending machine and hardware to securely pull revenue from buses each day. The farebox model

used by Valley Transit has been discontinued by the manufacturer (Genfare). Valley Transit is researching modern fare collections systems that would increase fare payment options for riders, allow for reduced reliance upon or phase out of the existing farebox and move all required software/data to the cloud.

Transit Center Land Acquisition. Valley Transit is researching steps necessary to purchase property adjacent to the current downtown Appleton transit center. This property is required to expand the facility footprint and meet needs identified in the completed Master Plan. A Class of Action Request was submitted to the FTA in 2023 to begin the acquisition process.

Neenah Transit Center. At the request of the City of Neenah, the transit center in downtown Neenah was temporarily moved to Doty Ave & Walnut St in 2023. The City of Neenah and Valley Transit have undertaken a planning effort to select a permanent location with the assistance of ECWRPC. The study results are expected to be completed in 2023. If the study recommendations are agreeable to all parties, preparations for the new permanent facility will begin in 2024.

**2025-2029 capital projects (illustrative) are found in Table 5.*

Electric Trolley Buses. Valley Transit currently contracts the operation of a trolley bus that supplants the existing route 9 service during the summer season (Thursday – Saturday). This service is well received by the community because it is a part of Appleton’s history of hydro-electric power, which was used to power an electric trolley earlier last century. Due to recent contractual issues and lack of provider competition, Valley Transit planned to transition the service in-house. Valley Transit has secured funding to purchase 2 electric trolley buses. However, this purchase has been postponed until 2026. Prior to purchase, the Phase 2 Whitman Facility Renovation requires funding and completion. Phase 2 includes the ability to charge and properly maintain these vehicles.

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. Current supply chain issues and inflation have had drastic impacts on most expenses.

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.

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, fuel costs and increases in personnel and contractor expenses.

Beyond recent high inflation, Valley Transit continues to struggle with the labor market shortage and talent acquisition. New driver hires have not kept pace with openings. Valley Transit has put added resources into recruitment to avoid impacting service.

Revenue Trends. Valley Transit implemented a fare increase for fixed route service in 2015. The previous fare increase 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. In 2022, ridership has begun to return after COVID with the opening of business and schools to more in-person activity. Valley Transit’s fixed-route ridership increased 7.8% through June 2023 when compared to the same period in 2022.

Valley Transit’s mobility manager and travel trainer positions have been focused on community mobility, partnerships and ridership. This effort will continue to trigger new ways to approach mobility and have positively impacted ridership and will continue to do so 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. Any proposals to add service have been tabled considering the current driver shortage. As recruitment of drivers improves, Valley Transit will quickly shift focus toward improved service plans, which may include new service and/or improved route frequency.

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 6.

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 declined over the past several years. In 2000, just over 40 percent of eligible expenses were funded with state operating assistance. The 2023 percentage was approximately 25.5 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 2024.

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.

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: Coach USA/Megabus (private carrier) operates the service. Intermediate stops will include Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, and Appleton. The service will connect with other intercity services such as Greyhound, Badger in Madison, Amtrak Empire Builder in Columbus, and other services provided by Lamers Bus.

Neenah – Oshkosh Service: In 2023, GO Transit moved from regular intercity bus service between Oshkosh and Neenah to a demand response, micro-transit service called GO Connect. This new service will be monitored and assessed moving forward to understand its effectiveness.

Wausau – Milwaukee Service: Lamers Bus Lines (private carrier) operates a service called Lamers Connect. It provides service from Wausau to Appleton to Milwaukee. Additionally, Lamers operates a sales and ticketing office out of Valley Transit’s downtown Appleton transit center.

Green Bay – Milwaukee Service: 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

Table B-1: 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	2021 Baseline	2023 Performance/Condition Rating*	2024 Target
Revenue Vehicles	Buses	28	3.2	21%	0%	0%
Equipment	Non-Revenue Service Auto	2	10	0%	100%	100%
Equipment	Trucks & Other Rubber Tire Vehicles	6	9.67	43%	33%	14%
Equipment	Bus Wash	1	28	0% / 3	0% / 3	0% / 3
Equipment	Fare Collection System	1	13	0% / 3	100% / 2	0% / 5
Equipment	AVL System	1	0	0% / 3	0% / 5	0% / 5
Equipment	Floor Scrubber	1	3	0% / 5	0% / 5	0% / 5
Facility	Transit Center	1	33	0% / 3	100% / 2	100% / 1
Facility	Operations & Maintenance	1	40	100% / 2	100% / 1	100% / 1

* Performance % is percentage of category exceeding ULB. Condition Rating Scale is below.

- 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

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-1. 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-2.

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-2: 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

2024 Targets							
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

2021 Baseline Targets							
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

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

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

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

Uber
1455 Market St. Ste 400
San Francisco, CA 94103

Lyft
185 Berry St. Ste 5000
San Francisco, CA 94103

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

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

Oshkosh City Cab/Cabulance
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

Aloha Taxi
5710 W Sandra Dr.
Appleton, WI 54913



APPENDICES



APPENDIX A
URBAN AREA CANDIDATE
PROJECT TABLES

Table A-1: Appleton (Fox Cities) Transportation Management Area - Candidate Project Listing (2024-2028+)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total												
Grand Chute Outagamie Illustrative	Rifle Range Rd/ Capitol-Grand Chute Bvd	DESIGN				0				0	0	0	366	366				0				0
	Reconstruct to Urban, 2-lane with	ROW				0				0				0				0				0
	bike&ped	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	College Ave. at Mall Dr./Nicolet Int.	DESIGN				0				0				0				0				150
	Intersection improvements	ROW				0				0				0				0				100
		CONST				0				0				0				0				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	0	2800
Grand Chute Outagamie Illustrative	Capitol Dr./McCarthy-Casaloma	DESIGN	0	0	306	306				0				0				0				0
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST	0	0	2351	2351				0				0				0				0
	Local 1.71 m. (P)	TOTAL	0	0	2657	2657	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Chute Outagamie Illustrative	Capitol Drive/USH41-Lyndale	DESIGN				0				0				0				0				500
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0				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	0	4330
Grand Chute Outagamie Illustrative	Spencer St/Wittman-Bluemound	DESIGN				0				0				0				0				982
	Reconstruction, 2 lane urban w/bike/ped	ROW				0				0				0				0				0
		CONST				0				0				0				0				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	0	8507
Grand Chute Outagamie Illustrative	N. Bluemound/W. College-W. Wisconsin	DESIGN				0				0	0	0	485	485				0				0
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0	0	0	3716	3716				0				0
	Local 0.79 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	4201	4201	0	0	0	0	0	0	0	0
Grand Chute Outagamie Illustrative	N. Bluemound/W. Northland-W. Capitol	DESIGN				0	0	0	307	307				0				0				0
	Recondition, urban	ROW				0				0				0				0				0
		CONST				0	0	0	2353	2353				0				0				0
	Local 0.50 m. (P)	TOTAL	0	0	0	0	0	0	2660	2660	0	0	0	0	0	0	0	0	0	0	0	0
Grand Chute Outagamie Illustrative	N. Casaloma/W. College-W. Greenville Dr	DESIGN				0				0				0				0				338
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0				2587
	Local 1.00 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2923
Greenville Outagamie Illustrative	Greenwood Rd./Parkview-Everglade	DESIGN				0				0				0				0				174
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0				1624
	Local 0.49 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1798
Greenville Outagamie Illustrative	Greenwood Rd./School-WIS 15	DESIGN				0				0				0				0				61
	Reconstruction, urban	ROW				0				0				0				0				0
		CONST				0				0				0				0				565
	Local 0.17 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	626
Greenville Outagamie Illustrative	Parkview Dr./STH 76 - Ridgeway Dr	DESIGN				0				0				0				0				138
	Reconstruction, urban	ROW				0				0				0				0				100
		CONST				0				0				0				0				2350
	Local 0.46 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2589

TABLE A-1, cont.
FOX CITIES ILLUSTRATIVE PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+ Illustrative				
			Fed	State	Local	Total	Fed	State	Local	Total													
Greenville Outagamie Illustrative	Moon Shadow/Greenwood Rd- Star Dust Dr. Reconstruction, urban 0.25 m. (P)	DESIGN				0				0				0				0				82	82
		ROW				0				0				0				0					0
		CONST				0				0				0				0				1730	1730
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1812	1812
Little Chute Outagamie Illustrative	Evergreen / French - Holland Reconstruction 1.00 m. (E)	DESIGN				0				0	0	0	300	300				0					0
		ROW				0				0				0				0					0
		CONST				0				0	0	0	3451	3451				0					0
		TOTAL	0	0	0	0	0	0	0	0	0	0	3751	3751	0	0	0	0	0	0	0	0	0
Little Chute Outagamie Illustrative	Evergreen / Holland- Vandebroek Reconstruction 1.00 m. (E)	DESIGN				0				0				0				0				185	185
		ROW				0				0				0				0					0
		CONST				0				0				0				0				1978	1978
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2163	2163
Little Chute Outagamie Illustrative	French Rd / Main - CTH 00 Reconstruction 1.00 m. (E)	DESIGN				0				0				0				0					0
		ROW				0				0				0				0					0
		CONST				0				0				0				0				2053	2053
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2053	2053
V Combined Lock Outagamie Illustrative	Prospect St / CTH N - Park Reconstruction 1.20 m. (P)	DESIGN				0				0				0				0				40	40
		ROW				0				0				0				0					0
		CONST				0				0				0				0				3460	3460
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3500	3500
V of Kimberly Outagamie Illustrative	Kimberly Tr/CE Tr - Railroad Bike/ Ped Trail (P)	DESIGN				0				0				0				0					0
		ROW				0				0				0				0					0
		CONST				0				0				0				0				392	392
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	392	392
V of Kimberly Outagamie Illustrative	Railroad St/3rd - Maes Bike/ Ped Trail (P)	DESIGN				0				0				0				0					0
		ROW				0				0				0				0					0
		CONST				0				0				0				0				170	170
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	170
V. Fox Crossing Winnebago Illustrative	Airport Rd/Racine - STH 47 Reconstruction 1.0m. (P)	DESIGN				0				0				0				0				81	81
		ROW				0				0				0				0					0
		CONST				0				0				0				0				1091	1091
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1152	1152
V. Fox Crossing Winnebago Illustrative	Clayton Rd/East Shady - Fairview Reconstruction 1.0m. (P)	DESIGN				0				0				0				0				120	120
		ROW				0				0				0				0					0
		CONST				0				0				0				0				2800	2800
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2920	2920
V. Fox Crossing Winnebago Illustrative	Cold Spring/East Shady - American Resurface .75 m. (P)	DESIGN				0				0				0				0				90	90
		ROW				0				0				0				0					0
		CONST				0				0				0				0				1287	1287
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1377	1377
V. Fox Crossing Winnebago Illustrative	East Shady/CTH CB - Cold Spring Reconstruction .5 m. (P)	DESIGN				0				0				0				0				241	241
		ROW				0				0				0				0					0
		CONST				0				0				0				0				2280	2280
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2501	2501

TABLE A-1, cont.
FOX CITIES ILLUSTRATIVE PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total												
V. Fox Crossing Winnebago Illustrative	East Shady/CTH CB - Irish Reconstruction Local 46 m (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				667
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	667
V. Fox Crossing Winnebago Illustrative	Circle Drive / Harold-Harold Reconstruction Local 0.4m (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				663
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	663
V. Fox Crossing Winnebago Illustrative	Irish Rd/Jacobsen - East Shady Reconstruction Local 1.0m (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				2260
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2260
V. Fox Crossing Winnebago Illustrative	Irish Rd/Jacobsen - CTH II Reconstruction Local .7 m (P)	DESIGN				0				0				0				0				100
		ROW				0				0				0				0				0
		CONST				0				0				0				0				2848
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2948
V. Fox Crossing Winnebago Illustrative	Jacobsen/Irish - CTH CB Reconstruction Local .5m (P)	DESIGN				0				0				0				0				200
		ROW				0				0				0				0				0
		CONST				0				0				0				0				1285
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1485
V. Fox Crossing Winnebago Illustrative	Stroebe Rd/Butte des Morts - Harrys Reconstruction Local 2 m (P)	DESIGN				0				0				0				0				53
		ROW				0				0				0				0				0
		CONST				0				0				0				0				990
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1043
C of Menasha Winnebago Illustrative	Racine St/First - Third Reconstruction Local 13 m (P)	DESIGN				0				0				0				0				146
		ROW				0				0				0				0				0
		CONST				0				0				0				0				829
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	975
V Harrison Calumet Co.	Eisenhower Dr./ CTH AP-USH 10/STH 114 Reconstruction Local 1.5 m (P)	DESIGN				0				0				0				0				200
		ROW				0				0				0				0				350
		CONST				0				0				0				0				8000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8550
V Harrison Calumet Co.	Midway Rd/ CTH N - N Coop Rd Reconstruction Local 1.0 m (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
V Harrison Calumet Co.	Manitowoc Rd/Lake Park Rd-CTH N Reconstruction Local 2.0 m (P)	DESIGN				0				0				0				0				200
		ROW				0				0				0				0				175
		CONST				0				0				0				0				7348
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7723
V Harrison Calumet Co.	State Park Rd/ CTH KK - STH 114 Reconstruction Local 3.3 m (P)	DESIGN				0				0				0				0				200
		ROW				0				0				0				0				200
		CONST				0				0				0				0				4573
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4973

TABLE A-1, cont.
FOX CITIES ILLUSTRATIVE PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+ Illustrative				
			Fed	State	Local	Total	Fed	State	Local	Total													
V Harrison Calumet Co.	Hearthstone Dr/ Noe Rd-CTH N Reconstruction Local 1.0 m (P)	DESIGN				0				0				0				0				100	100
		ROW				0				0				0				0				0	0
		CONST				0				0				0				0				1900	1900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	2000
V Harrison Calumet Co.	N Coop Rd/Manitowoc Rd-Midway Rd Reconstruction Local 0.5 m (P)	DESIGN				0				0				0				0				75	75
		ROW				0				0				0				0				0	0
		CONST				0				0				0				0				967	967
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1042	1042
Calumet Co. Calumet	CTH KK/CTH N - 5TH 55 Reconstruction Local 2.4 m (P)	DESIGN				0				0				0				0				0	0
		ROW				0				0				0				0				0	0
		CONST				0				0				0				0				0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Calumet Co. Calumet	CTH AP (Midway Rd)/E. Plank Rd- Coop Rd Reconstruction Local 1.5 m (P)	DESIGN				0				0				0				0				0	0
		ROW				0				0				0				0				0	0
		CONST				0				0				0				0				0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
T of Buchanan Outagamie Illustrative	Eisenhower Dr/ CTH KK - Cornell Biker/ Ped Trail Local 0.75 m (E)	DESIGN				0				0				0				0				0	0
		ROW				0				0				0				0				0	0
		CONST				0				0				0				0				500	500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500	500
Outagamie Co. Outagamie Illustrative	CTH CA/Casabona-141 Reconstruction, urban, 4-lane Local 1.25 m (E)	DESIGN				0				0				0				0				440	440
		ROW				0				0				0				0				0	0
		CONST				0				0				0				0				2440	2440
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2880	2880
Outagamie Co. Outagamie Illustrative	CTH CE/Railroad St. Intersection Local 0.1 m	DESIGN			50	50				0				0				0				0	0
		ROW				0				0				0				0				0	0
		CONST			1457	1457	0	0	0	0				0				0				0	0
		TOTAL	0	0	1507	1507	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Outagamie Co. Outagamie Illustrative	CTH EE/AppleCreek Rd - Applehill Blvd Reconstruction, Urban, 3-lane Local 0.5 m	DESIGN				0				0				0				0				280	280
		ROW				0				0				0				0				0	0
		CONST				0				0				0				0				1800	1800
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2080	2080
Outagamie Co. Outagamie Illustrative	CTH JJ/CTH A - WIS 47 Reconstruction, Urban Local 0.6 m	DESIGN			250	250				0				0				0				250	250
		ROW				0				0				0				0				0	0
		CONST				0	5655		5655				0				0				5655	5655	
		TOTAL	0	0	250	250	0	5655	0	5655	0	0	0	0	0	0	0	0	0	0	0	5905	5905
Outagamie Co. Outagamie Illustrative	CTH OO/Holland Rd Intersection Reconstruction, Urban Local 0.5 m	DESIGN				0				0				0				0				170	170
		ROW				0				0				0				0				0	0
		CONST				0				0				0				0				2000	2000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2170	2170
Outagamie Co. Outagamie Illustrative	CTH N/Third - Mees Reconstruction, Urban Local 0.45 m	DESIGN				0				0				0				0				0	0
		ROW				0				0				0				0				0	0
		CONST				0			300	300				0	0	0	1500	1500				0	0
		TOTAL	0	0	0	0	0	0	300	300	0	0	0	0	0	0	1500	1500	0	0	0	0	0

TABLE A-1, cont.
FOX CITIES ILLUSTRATIVE PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+ Illustrative				
			Fed	State	Local	Total	Fed	State	Local	Total													
Outagamie Co. Outagamie Illustrative	CTH OO/Mason - WIS 47 Reconstruction, Urban 0.52 m	DESIGN				0				0				0				0				160	160
		ROW				0				0				0				0					0
		CONST				0				0				0				0				1600	1600
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1760	1760
Outagamie Co. Outagamie Illustrative	CTH JJ/Lightning - French Reconstruction, Urban 0.75 m	DESIGN				0				0				0				0					0
		ROW				0				0				0				0					0
		CONST				0				0				0				0				4600	4600
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4600	4600
Outagamie Co. Outagamie Illustrative	CTH EE/CTH JJ - Apple Creek Rd. Reconstruction, Urban 0.52 m	DESIGN				0				0				0				0					0
		ROW				0				0				0				0					0
		CONST				0				0				0				0				4600	4600
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4600	4600
Outagamie Co. Outagamie Illustrative	CTH CB/Neubert - CTH JJ Reconstruction, Rural, 4-lane 2.85 m	DESIGN				0				0				0				0					0
		ROW				0				0				0				0					0
		CONST				0				0				0	0			0				6000	6000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6000	6000
Outagamie Co. Outagamie Illustrative	CTH E/ CTH JJ-CTH E Reconstruction, Urban 0.64 m	DESIGN				0				0				0				0				150	150
		ROW				0				0				0				0				150	150
		CONST				0				0				0	0			0				4000	4000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4300	4300
Outagamie Co. Outagamie Illustrative	CTH EE/ CTH E-Apple Hill Blvd Reconstruction, Urban 0.51 m	DESIGN				0				0				0				0				150	150
		ROW				0				0				0				0				150	150
		CONST				0				0				0				0				2000	2000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2300	2300
Outagamie Co. Outagamie Illustrative	CTH E & CTH EE Intersection/Roundabout .01 m	DESIGN				0				0				0				0				150	150
		ROW				0				0				0				0				200	200
		CONST				0				0				0				0				2000	2000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2350	2350
Outagamie Co. Outagamie Illustrative	CTH CE & NB 441 Ramp Intersection/On Ramp .01 m	DESIGN				0				0				0				0				100	100
		ROW				0				0				0				0					0
		CONST				0	0	0	0	0				0				0				300	300
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	400
Outagamie Co. Outagamie Illustrative	Bongers Creek Bridge rehabilitation .01 m	DESIGN				0				0				0				0				25	25
		ROW				0				0				0				0					0
		CONST				0	0	0	0	0				0				0				300	300
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	325	325
Outagamie Co. Outagamie Illustrative	Soo Line RR Bridge rehabilitation .01 m	DESIGN				0				0				0				0				50	50
		ROW				0				0				0				0					0
		CONST				0	0	0	0	0				0				0				1150	1150
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1200	1200
C. Of Neenah Winnebago Illustrative	Winneconne/USH 41 - Neenah Slough Reconstruction 0.25 m (P)	DESIGN				0				0				0				0					0
		ROW				0				0				0				0					0
		CONST				0				0				0				0				1660	1660
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1660	1660

TABLE A-1, cont.
FOX CITIES ILLUSTRATIVE PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total												
C. Of Neenah Winnebago Illustrative	Green Bay Rd/Fox Point-Shopko Reconstruction Local 0.23 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0			1000	1000
TOTAL				0				0				0				0				0		
C. Of Neenah Winnebago Illustrative	Bell St/Marathon - Harrison Resurface Local 0.57 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0			300	300
TOTAL				0				0				0				0				300		
C. Of Neenah Winnebago Illustrative	Nicola/Fist - Ninth Resurface Local 0.47 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0			120	120
TOTAL				0				0				0				0				120		
T. Of Neenah Winnebago Illustrative	Larsen/Clayton Ave - Town Limits Reconstruction, urban Local 1.50 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0			3565	3565
TOTAL				0				0				0				0				3565		
T. Of Neenah Winnebago Illustrative	Tullar/Winneconne - Oakridge Rd Reconstruction, urban Local 0.65 m. (P)	DESIGN				0				0				0				0				250
		ROW				0				0				0				0				0
		CONST				0				0				0				0			2960	2960
TOTAL				0				0				0				0				3210		
T. Of Neenah Winnebago Illustrative	Oakridge Rd W/Town Line - Larsen Rd Reconstruction, urban hybrid Local 1.00 m. (P)	DESIGN				0				0				0				0				270
		ROW				0				0				0				0				0
		CONST				0				0				0				0			3110	3110
TOTAL				0				0				0				0				3380		
Winnebago Co. Winnebago Illustrative	CTH A / CTH GG - Park Ave Reconstruction, urban Local 2.4 m. (P)	DESIGN				0				0				0				0				300
		ROW				0				0				0				0				0
		CONST				0				0				0				0			3000	3000
TOTAL				0				0				0				0				3300		
Winnebago Co. Winnebago Illustrative	CTH II / WIS 76 - Clayton Ave Reconstruction, urban Local 1.0 m. (P)	DESIGN				0				0				0				0				450
		ROW				0				0				0				0			100	100
		CONST				0				0				0				0			4100	4100
TOTAL				0				0				0				0				4650		
Winnebago Co. Winnebago Illustrative	CTH CB & CTH JJ Roundabout Reconstruction Local 0.1 m. (P)	DESIGN				0				0				0				0				150
		ROW				0				0				0				0				0
		CONST				0				0				0				0			1000	1000
TOTAL				0				0				0				0				1150		
WisDOT Winnebago	USH 10/Waupaca-Menasha NCL - STH 441 1500-48-80 PSRS20 Previously in TIP as #252-21-043 STP 16.55 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0	5530	1382	0	6912				0
TOTAL				0				0				0	5530	1382	0	6912				0		
WisDOT Appleton	STH 441, Appleton 141/USH 10-S. Onedis St. 4685-34-00, 71 Design in 2022 - TIP # 252-22-004 NHPP	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0	5333	1333	0	6666				0
TOTAL				0				0				0	5333	1333	0	6666				0		

TABLE A-1, cont.
FOX CITIES ILLUSTRATIVE PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total												
WisDOT Outagamie	STH 96, Appleton-Little Chute Ballard Rd. - Adams St. 4620-02-00 Design in 2022 - TIP # 252-22-036 RESURF STBG 2.63 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL				0				0				0				0				0
WisDOT Outagamie	STH 76, Oshkosh - Stephenville STH 15 - S Junction CTH S 6517-17-00 Design in 2022 - TIP # 252-22-037 RESURF STBG 5.77 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL				0				0				0				0				0
WisDOT Outagamie	T Vandebroek, Buchanan Rd. Apple Creek Bridge 4657-26-00, 71 Design in 2022 - TIP # 252-22-054 BRRPL STBG .043 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0	0	0	0	0	1889	0	1886	3775				0
		TOTAL				0				0	0	0	0	0	1889	0	1886	3775	0	0	0	0
C. Of Appleton Outagamie Illustrative	Linwood Ave / College Ave - Wisconsin Ave Reconstruction Local .072 m.	DESIGN				0				0				0				0				50
		ROW				0				0				0				0				50
		CONST				0				0				0				0				2500
		TOTAL				0				0				0				0	0	0	0	2600
C. Of Appleton Winnebago Illustrative	Perkins St / Prospect Ave - RR Tracks Reconstruction Local .27 m.	DESIGN				0				0				0				0				50
		ROW				0				0				0				0				50
		CONST				0				0				0				0				835
		TOTAL				0				0				0				0	0	0	0	935
C. Of Appleton Outagamie Illustrative	Badger Ave / Spencer St - Pierce Ave Reconstruction Local .23 m.	DESIGN				0				0				0				0				50
		ROW				0				0				0				0				50
		CONST				0				0				0				0				1052
		TOTAL				0				0				0				0	0	0	0	1152
C. Of Appleton Outagamie Illustrative	Rankin St / Commercial St - Wisconsin Ave Reconstruction Local .33 m.	DESIGN				0				0				0				0				50
		ROW				0				0				0				0				50
		CONST				0				0				0				0				1027
		TOTAL				0				0				0				0	0	0	0	1127
WisDOT C of Appleton	STH 125, W. College Ave. IH 41-N, Linwood Ave. 4659-17-00 RESURF NHPP 1.54 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL				0				0				0				0	0	0	0	0
WisDOT Calumet	USH 10, Appleton-Billion CTH N - STH 32/57 1500-50-00 RESURF NHPP 8.39 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL				0				0				0				0	0	0	0	0
WisDOT Calumet	USH 10, Appleton-Billion STH 32/57 - CTH HR 1500-69-00 RESURF NHPP 11.94 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL				0				0				0				0	0	0	0	0
WisDOT C of Appleton	STH 47, C Appleton S, Memorial Dr. Calumet St - Fox River 6240-33-00 RESURF NHPP .516 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL				0				0				0				0	0	0	0	0

TABLE A-1, cont.
FOX CITIES ILLUSTRATIVE PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total												
WisDOT C of Menasha	STH 47, DePere/Appleton Rd, C Menasha 3rd St - 9th St 4660-09-00 PVRPLA NHPP 88 miles (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	C Menasha, Washington/Tayco St Nicollet Blvd-3rd St 4065-20-00 RSRF20 NHPP 79 miles (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie	STH 78, Oshkosh - Greenville USH 10 - USH 15 6430-25-00 RECST STBG 11,252 m (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie Corridor Task	Appleton - De Pere USH 96 - CTH F 1130-63-10 Plan & Admin NHPP 23,596 m (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	IH 41, Oshkosh - Appleton CTH Y - Brezewood Lane 1120-65-00, 70 PSRS30 NHPP 5,477 m (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	STH 47, Appleton Rd., City of Menasha 9th St - CTH AP 4660-08-00 RSRF20 NHPP 1.11 m (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Appleton Illustrative	French Rd, Evergreen Dr - CTH JJ Reconstruction Local	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT V of Kimberly Illustrative	W Kennedy Ave, Railroad St - Marcella St Reconstruction Local	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Buchanan Illustrative	Block/Debrun Rd, State Park Rd - Martineau Reconstruction Local	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Outagamie Illustrative	CTH JJ, Lightning Dr - Cherryvale Ave Reconstruction Local	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT V of Kimberly Illustrative	E Kennedy Ave, Railroad St - CTH N Reconstruction Local	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TABLE A-1, cont.
FOX CITIES ILLUSTRATIVE PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total												
WisDOT C of Kaukauna Illustrative	Kenneth Ave/3rd, Resume Ave - 10th St Reconstruction	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Grand Chute Illustrative	McCarthy, Brookview - Michael's Reconstruction	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Kaukauna Illustrative	Elm St, Schultzes - Thimary Reconstruction	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



**APPENDIX B
CERTIFICATION
DOCUMENTATION**

APPLETON MPO SELF-CERTIFICATION DOCUMENTATION

The East Central Wisconsin Regional Planning Commission as the Policy Board for the Appleton (Fox Cities) MPO, is charged with implementing the metropolitan planning process in accordance with applicable requirements of federal transportation legislation, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. All agencies involved in the transportation planning process must also be held accountable to these federal requirements.

By federal law, agencies providing transportation services and/or receiving federal funding must adhere to the requirements listed in the MPO’s adoption/self-certification resolution.

With the approval of the Self-Certification, the policy board is certifying that regulations and policies of the MPO as a sub-recipient of federal aid are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities, and transportation services. The Transportation Planning Work Program includes documentation that as an agency and in partnership with its members, the MPO policy board adheres to the applicable requirements of federal transportation legislation and the Clean Air Act.

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart. These citations summarize the metropolitan planning organization requirements. This MPO is currently certified and has an approved Transportation Improvement Program, Long-Range Transportation Land Use Plan, Transportation Planning Work Program, and Public Participation Plan. This MPO also has the required interagency agreements approved metropolitan area boundaries, and annual listings of obligated projects.

Appleton MPO Compliance: The MPO complies with this requirement because it currently has an approved TIP, Long-Range Transportation Land Use Plan, Bicycle and Pedestrian Plan, a Unified Planning Work Program and a Public Participation Plan. The MPO also has all of its required agreements, approved boundaries, and listings of obligated projects.

Long Range Transportation Plan	Appleton (Fox Cities) Metropolitan Planning Organization (MPO) 2050 Long Range Land Use Transportation Plan, adopted October 30, 2020
Transportation Improvement Program	Appleton (Fox Cities) Metropolitan Planning Area 2023 Transportation Improvement Program - Approved October 28, 2022 Appleton (Fox Cities) Metropolitan Planning Area Transportation Improvement Program – 2024-2027 (Anticipated approval October 27, 2023)
Unified Planning Work Program	2024 Planning Work Program for the Appleton (Fox Cities)/Oshkosh Metropolitan Planning Organization— Anticipated approval October 27, 2023

Public Participation Plan	Public Participation Plan Appleton (Fox Cities) Metropolitan Planning Organization Adopted October, 2018; Amended July 13, 2022 (Anticipated approval October 27, 2023)
MPO Cooperative Agreement	Executed November 14, 2017 https://www.ecwrpc.org/wp-content/uploads/2017/01/CooperativeAgreementGOTransit.pdf
Metropolitan Planning Area Boundary	Approved by MPO & WisDOT
Annual Listing of Obligated Projects	2022 annual listing posted on website https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/obligated-projects/
Title VI & LEP Plan	Adopted - October, 2020 (Anticipated approval October 27, 2023)
Performance Resolutions	All resolutions are current; various dates.

(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. State and local transportation officials take part in 3C planning process to determine which planning elements will be implemented to improve air quality.

Appleton (Fox Cities) MPO Compliance: This requirement does not currently apply to the Appleton (Fox Cities) MPO because it is not within a non-attainment or maintenance area.

(3) Title VI of Civil Rights Act of 1964, as amended (42 U.S. C. 20000d-1) and 49 CFR Part 21. Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally-assisted programs on the grounds of race, color or national origin.

Appleton (Fox Cities) MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan that was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27, 2023.

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.

Appleton (Fox Cities) MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved on October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27, 2023.

(5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

Appleton (Fox Cities) MPO Compliance: The Appleton (Fox Cities) MPO will follow WisDOT's DBE policy if outside contracts are hired to complete MPO projects using federal MPO planning funds.

(6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

Appleton (Fox Cities) MPO Compliance: This requirement does not directly apply to the Appleton (Fox Cities) MPO because it is not involved in federal and federal-aid highway construction contracts. However, the MPO follows East Central Wisconsin Regional Planning Commission's equal employment opportunity policy because the Appleton (Fox Cities) MPO are housed within the East Central Wisconsin Regional Planning Commission.

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38. Programs and activities funded with federal dollars are prohibited from discrimination based on disability.

Appleton (Fox Cities) MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27, 2023.

(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.

Appleton (Fox Cities) MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan that was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27, 2023.

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.

Appleton (Fox Cities) MPO Compliance: The MPO complies with this requirement through the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved October 30, 2020. In

2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27,2023.

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Appleton (Fox Cities) MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27,2023.



APPENDIX C
MPO POLICY BOARD,
TECHNICAL ADVISORY COMMITTEE
& ENVIRONMENTAL
CONSULTATION CONTACTS

FOX CITIES TRANSPORTATION POLICY ADVISORY COMMITTEE

County Officials

Todd Romenesko, Calumet County Administrator
Thomas Nelson, Outagamie County Executive
Jon Doemel, Winnebago County Executive

City Mayors

Jake Woodford, Appleton
Anthony Penterman, Kaukauna
Don Merkes, Menasha
Jane Lang, Neenah

Village Presidents

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

Town Board Chairs

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

Tom Bucholz, WisDOT Northeast Region - Director

Scott Nelson, WisDOT NE Region – Systems Planning and Operations Manager

Nick Weber, WisDOT NE 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

Dani Block, City of Appleton
Chris Murawski, City of Little Chute
John Neumeier, 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

Kara Homan, City of Appleton
Vacant, Village of Harrison
Mike Patza, Town of Grand Chute
Joe Stephenson, City of Kaukauna
Samuel Schroeder, City of Menasha
George Dearborn, Village of Fox Crossing
Mark Mommaerts, Village of Greenville
Chris Haese, City of Neenah
Chris Meuer, Calumet County
Kara Homan, Outagamie County
Jerry Bougie, Winnebago County

Valley Transit

Ron McDonald, General Manager
Dave Vickman, Project & Planning Manager

Wisconsin Department of Transportation

Scott Nelson, WisDOT NE Region – Systems Planning and Operations Manager
Nick Weber, WisDOT NE Region – Urban Planner
Matt Schreiber, WisDOT

Federal Highway Administration

Mary Forlenza, Planning & Program Development Team Leader

Federal Transit Administration

Bill Wheeler, Community Planner

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
U.S. Army Corps of Engineers
U.S. Coast Guard
Wisconsin Bureau of Aeronautics

WINNEBAGO/OUTAGAMIE COUNTIES TRANSPORTATION PROVIDERS

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

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

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

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

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

Uber
1455 Market St. Ste 400
San Francisco, CA 94103

Lyft
185 Berry St. Ste 5000
San Francisco, CA 94103

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

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

Oshkosh City Cab/Cabulance
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

Aloha Taxi
5710 W Sandra Dr.
Appleton, WI 54913



September 15, 2023

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Transportation Improvement Program for the Appleton (Fox Cities) Urbanized Area – 2024-2027.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. The Bipartisan Infrastructure Law (BIL) and 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 Appleton (Fox Cities) Urbanized Area– 2024-2027**. This document will be under a 30-day public review period from September 17, 2023 to October 17, 2023. Your comments are an important part of this planning process and will be incorporated into the document.

For further information on the Appleton (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:

Casey Peters
East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
Email: cpeters@ecwrpc.org

Sincerely,

Melissa Kraemer Badtke
Executive Director/MPO Director



APPENDIX D
SUMMARY OF PROCEEDINGS

PLACEHOLDER

August/Sept. 2023 Summary of Proceedings will be inserted at later date.

Summary of proceedings from Aug/Sept. Technical Advisory Committee – Recommend Draft TIP for public review

October 2023 Summary of Proceedings will be inserted at later date.

Summary of proceedings from October Technical Advisory Committee & Policy Board – Approval of the 2024 Appleton (Fox Cities) MPO TIP



APPENDIX E
MPO RESOLUTION OF ADOPTION

RESOLUTION 41-23

**ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
APPLETON (FOX CITIES) METROPOLITAN PLANNING ORGANIZATION 2024-2027**

WHEREAS, the East Central Wisconsin Regional Planning Commission has been designated by the Governor as the Appleton (Fox Cities) Metropolitan Planning Organization (MPO) for the purpose of meeting federal requirements for cooperative, comprehensive, and continuing urban transportation planning in the Appleton (Fox Cities) urbanized area, and;

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

WHEREAS, the Transportation Improvement Program identifies transit, pedestrian/bicycle, and highway improvement projects and programs consistent with current transportation plans, and;

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

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

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

WHEREAS, in accordance with the Bipartisan Infrastructure Law (BIL) and 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, adopts the Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization – 2024-2027.

Section 2: In accordance with 23 CFR 450.336, the Commission as the Metropolitan Planning Organization for the Appleton (Fox Cities) MPO certifies that the metropolitan planning process is addressing major transportation issues facing the metropolitan planning area and is being conducted in conformance with all applicable requirements.

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

Section 4: That the Commission certifies that the TIP contains only projects that are consistent with the transportation plans for the urban area and recommends that this document be submitted to the appropriate federal and state agencies for approval.

Effective Date: October 27, 2023

Submitted By: Transportation Committee

Prepared By: Melissa Kraemer Badtke, Executive Director/MPO Director, East Central Wisconsin


Jeff Mooyen, Chair – Outagamie Co.


Attest: Melissa Kraemer-Badtke-ECWRPC Executive Director

10-27-2023 Date Approved



APPENDIX F
DOCUMENTATION OF PUBLIC
INVOLVEMENT NOTICES

**NOTICE OF PUBLIC REVIEW OPPORTUNITY
TO REVIEW THE TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
FOR THE APPLETON (FOX CITIES) METROPOLITAN PLANNING ORGANIZATION
– 2024-2027**

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities), has prepared a draft Transportation Improvement Program (TIP) for the Appleton (Fox Cities) Metropolitan Planning Organization – 2024-2027. This publication of the TIP includes projects that will receive federal or state funding to complete the projects and are located within the Appleton (Fox Cities) Metropolitan Planning Organization. The TIP will coordinate local, state and federal programs to meet federal metropolitan planning regulations that include provisions for a formal TIP amendment process.

Comments regarding the 2024 TIP will be accepted until October 17, 2023. If you would like more information about the 2024 Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization, and a detailed listing of projects, please visit our Web Site at <https://www.ecwrpc.org/public-review/> or contact the East Central Wisconsin Regional Planning Commission (920)751-4770.



PO Box 630848 Cincinnati, OH 45263-0848

PROOF OF PUBLICATION

NING COMM EAST CENTRAL WI PLAN
Commission
East Central Wi Planning Comm
400 Ahnaip St Ste 100
Menasha WI 54952-3388

STATE OF WISCONSIN, COUNTY OF BROWN

I being duly sworn, doth depose and say that 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, has been published in said newspaper in the issues dated:

09/17/2023

That said newspaper was regularly issued and circulated on those dates and that the fees charged are legal.

Sworn to and subscribed before on 09/17/2023

Nicole Jacobs

Legal Clerk
Denise Roberts

Notary, State of WI, County of Brown
9-6-27

My commission expires
Publication Cost: \$35.34
Order No: 9283665 # of Copies:
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PO #:

THIS IS NOT AN INVOICE!
Please do not use this form for payment remittance.

DENISE ROBERTS
Notary Public
State of Wisconsin

NOTICE OF PUBLIC REVIEW OPPORTUNITY TO REVIEW THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE APPLETON (FOX CITIES) METROPOLITAN PLANNING ORGANIZATION – 2024-2027

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) Urbanized Area, has prepared a draft Transportation Improvement Program (TIP) for the Appleton (Fox Cities) Urbanized Area – 2024-2027. This publication of the TIP includes projects that will receive federal or state funding to complete the projects and are located within the Appleton (Fox Cities) MPO. The TIP will coordinate local, state and federal programs to meet federal metropolitan planning regulations that include provisions for a formal TIP amendment process.

Comments regarding the 2024 TIP will be accepted until October 17, 2023. If you would like more information about the Transportation Improvement Program for the Appleton (Fox Cities) Urbanized Area, and a detailed listing of projects, please visit our Website at <https://www.ecwrpc.org/public-review/> or contact the East Central Wisconsin Regional Planning Commission (920)751-4770.

Run: September 17, 2023 WNAXLP



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. According to the 2023 ESRI Business Analyst data, about the Appleton (Fox Cities) MPO, 5.7% of households make less than \$15,000 per year and another 6.4% receive between \$15,000 and \$24,999 in annual income. 14.86% of the Appleton (Fox Cities) MPO identifies as non-white and 5.96% identifies as Hispanic.

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 Appleton (Fox Cities) MPO'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 disproportionate 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 Appleton (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 Appleton (Fox Cities) MPO – 2024*.

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

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

Map G-1 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor.

Inclusion of 2024 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2017-2021 average households making less than \$25,000 (low-income) for the area. In addition to the MPO boundaries, there are the 2024 TIP projects. Inclusion of 2024 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. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact individuals classified as in poverty or making less than \$25,000 per household.

Map G-3 depicts 2017-2021 average 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.

Map G-4 illustrates the 2020 distribution of white and minority population by U.S. Census tract for the Appleton (Fox Cities) MPO. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact minority populations. 14.86% of the Appleton (Fox Cities) MPO identifies as non-white.

Map G-5 illustrates the 2017-2021 average distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2024 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to the Hispanic or Latino population. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact Hispanic or Latino populations. 5.96% of the Appleton (Fox Cities) MPO population identifies as Hispanic.

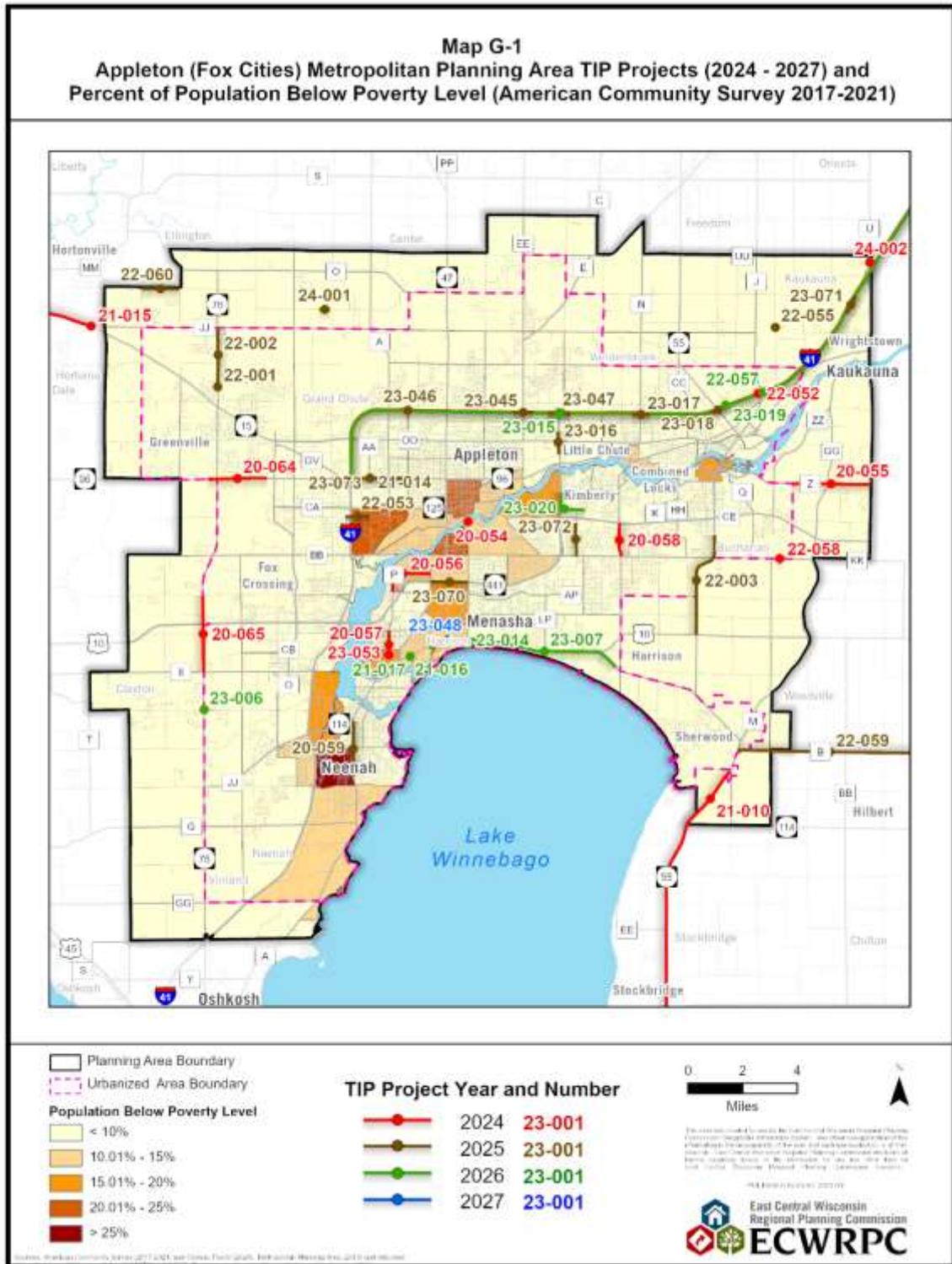
Map G-6 depicts 2017-2021 average households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with 2024 TIP projects. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact these households.

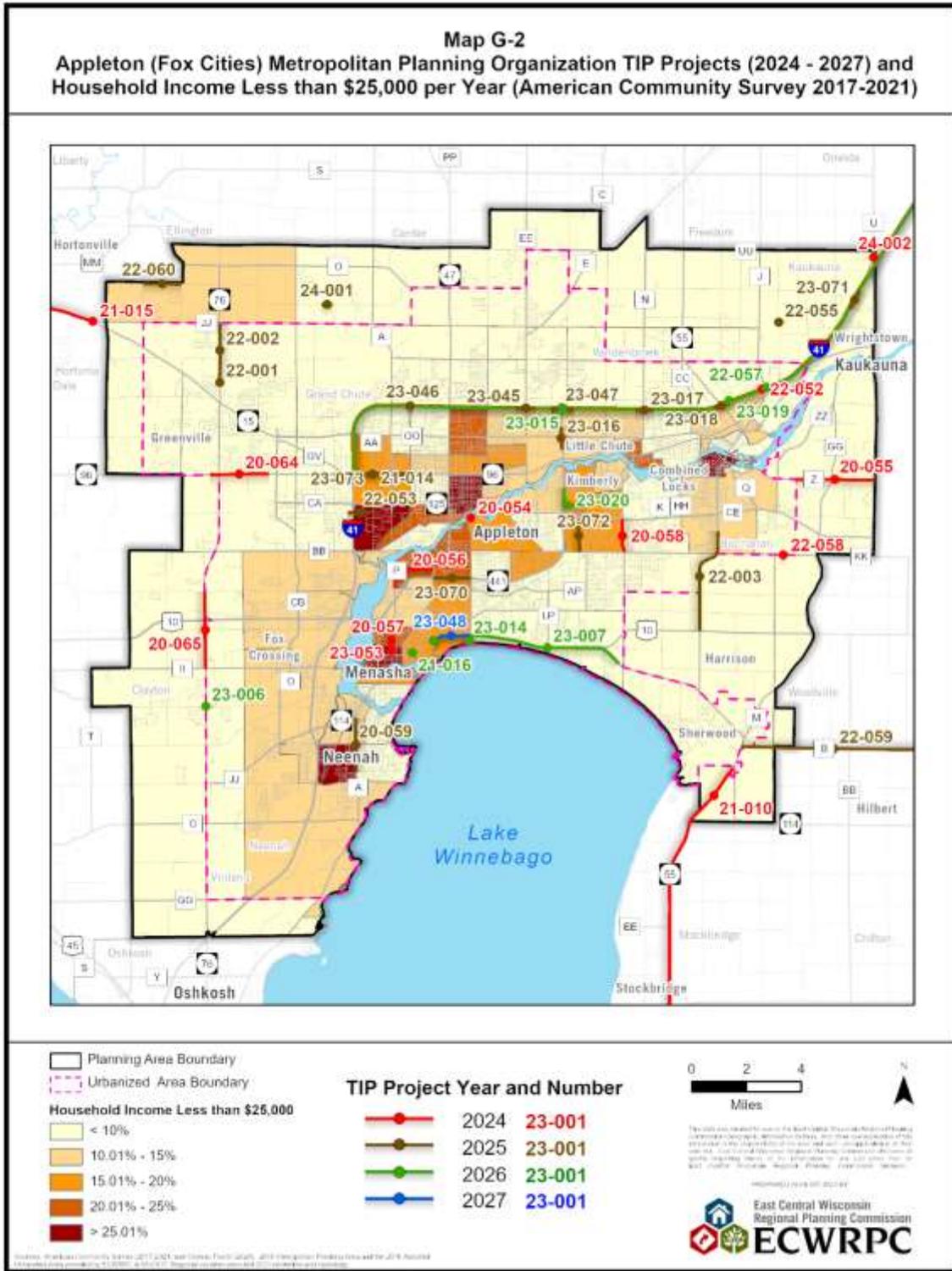
Map G-7 depicts 2017-2021 average distribution of households with no car in the Appleton (Fox Cities) MPO area by census tract. This analysis is included with 2024 TIP projects. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact households without access to a vehicle. The majority of these households are served by fixed transit or other modes of transportation in the area.

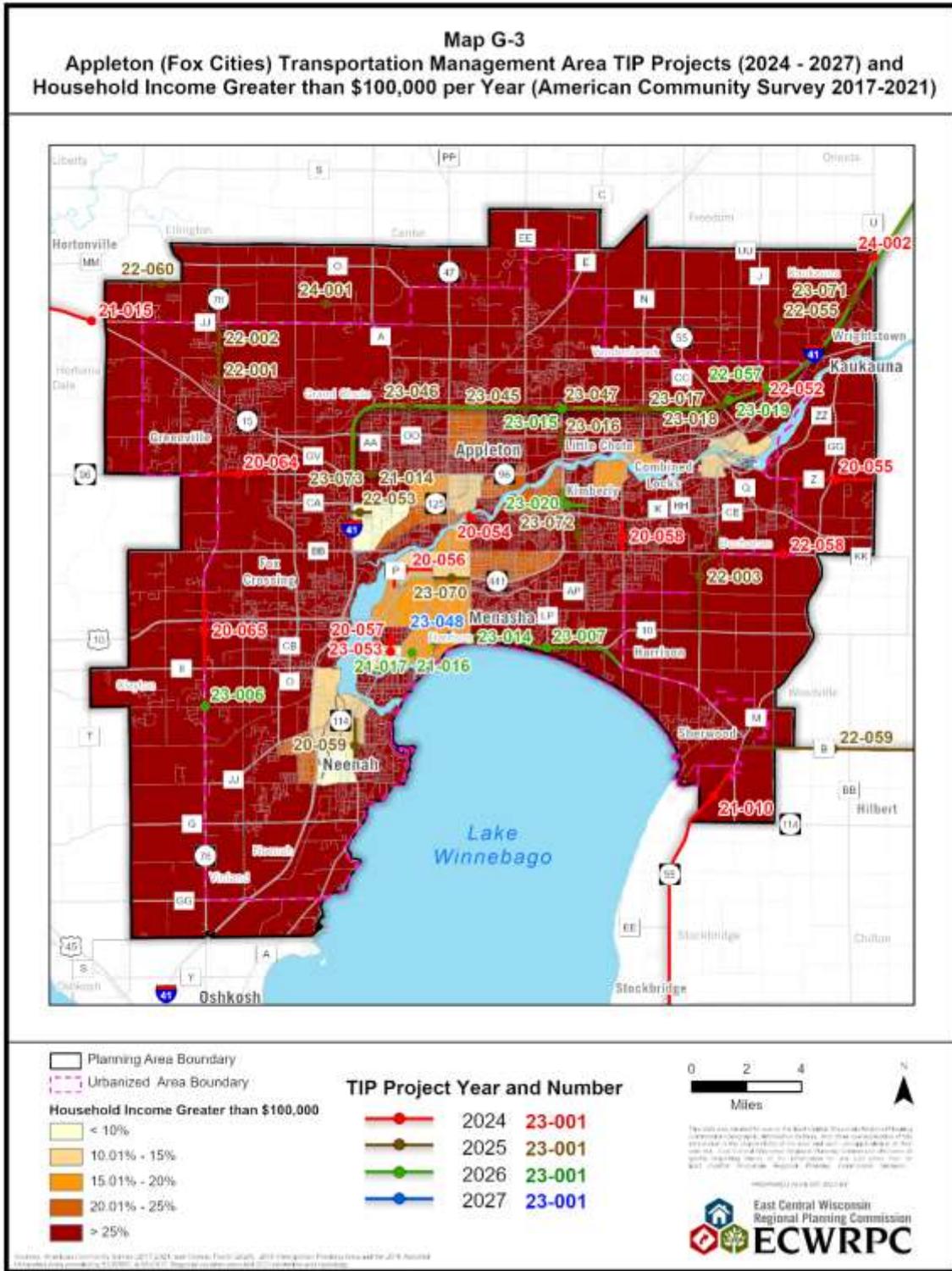
Map G-8 depicts 2017-2021 average distribution of households with at least one car in the Appleton (Fox Cities) MPO by census tract. This analysis is included with 2024 TIP projects.

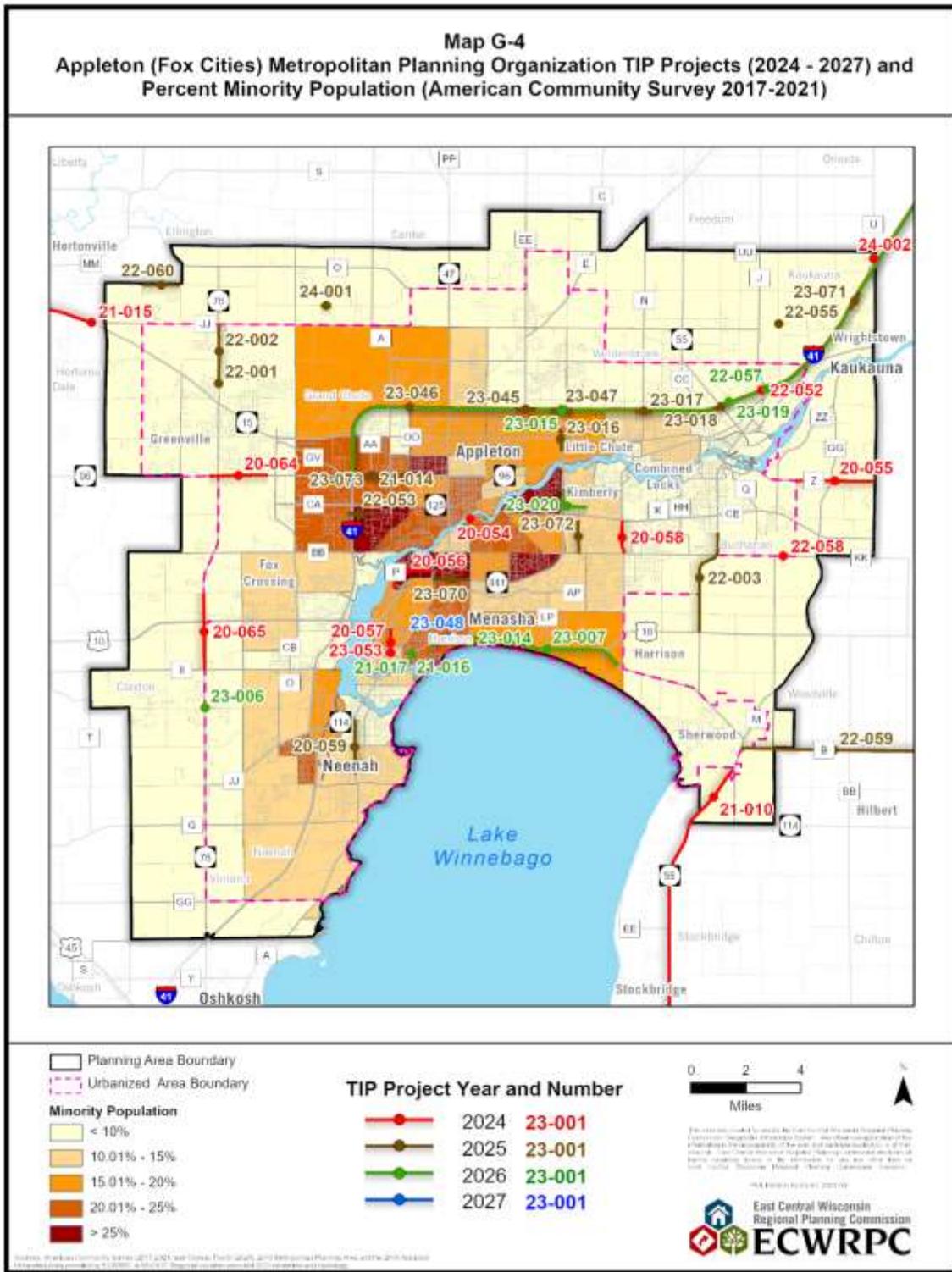
Additional analysis is conducted to ensure TIP projects do not disproportionately impact these households.

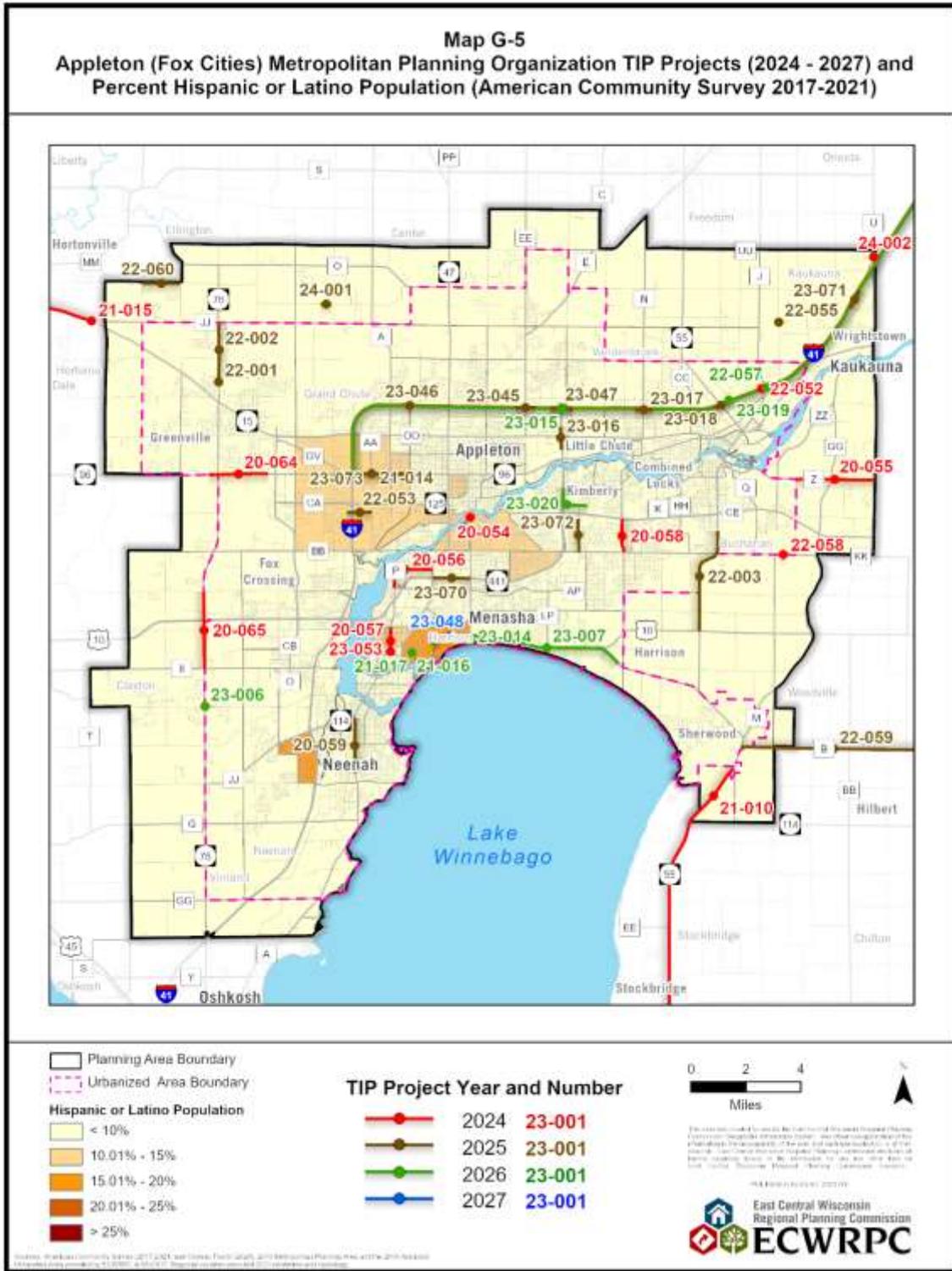
Analysis has concluded that none of the programmed projects disproportionately affect any certain population concentration in the Appleton (Fox Cities) MPO. Also, the concentration of populations near the city center, allows for optimal access to a number of modes, including the radial route design of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

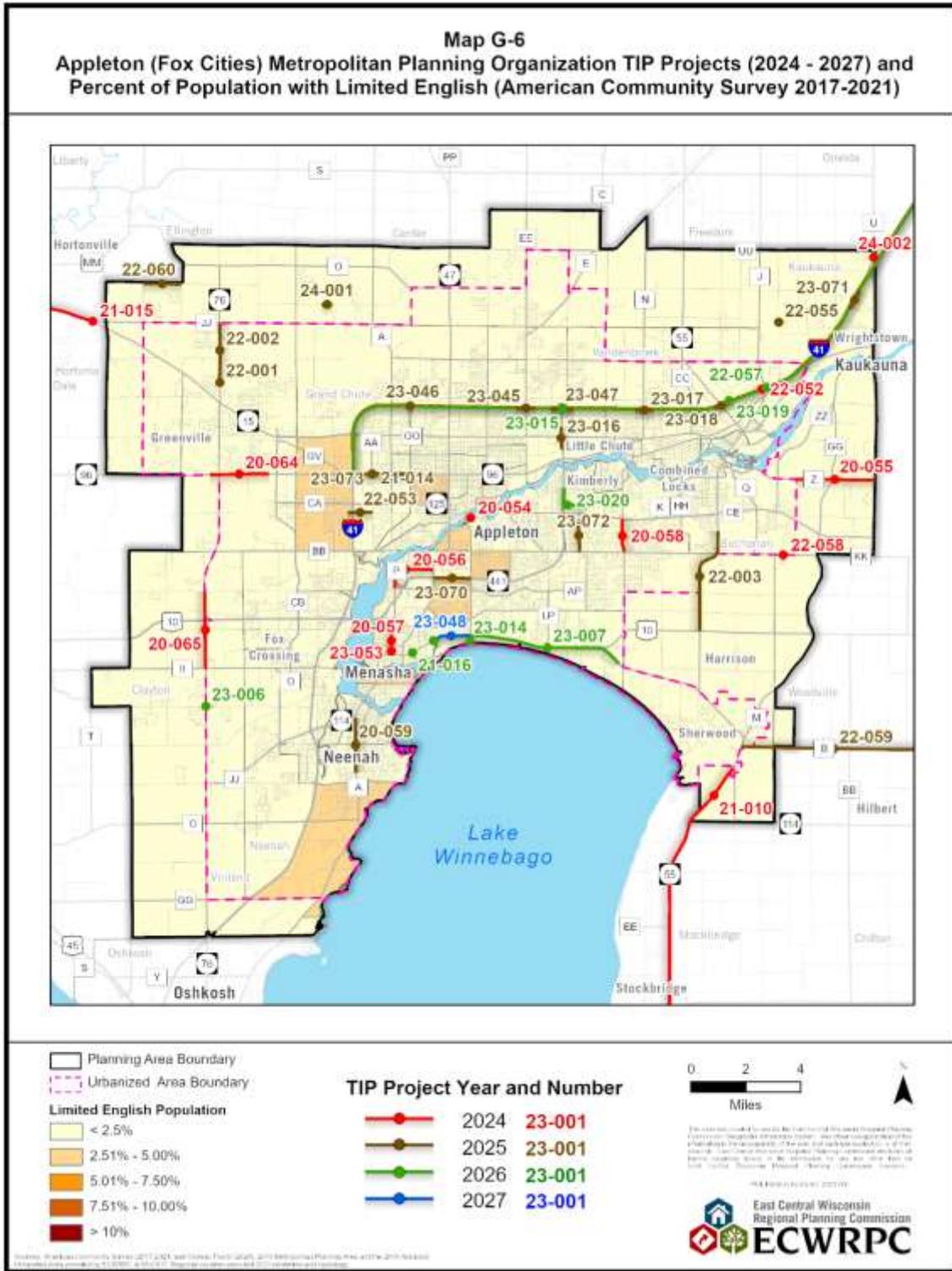


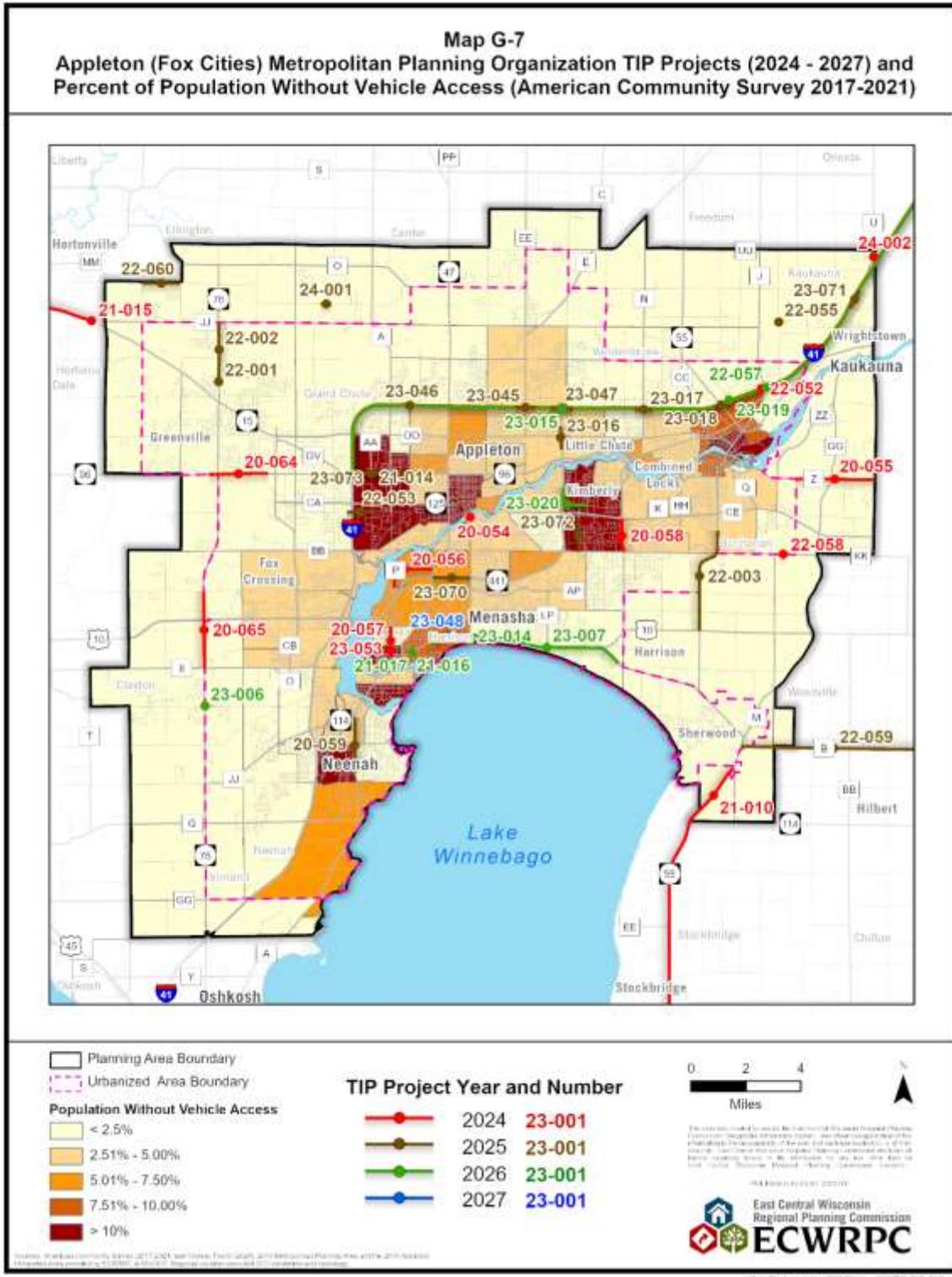


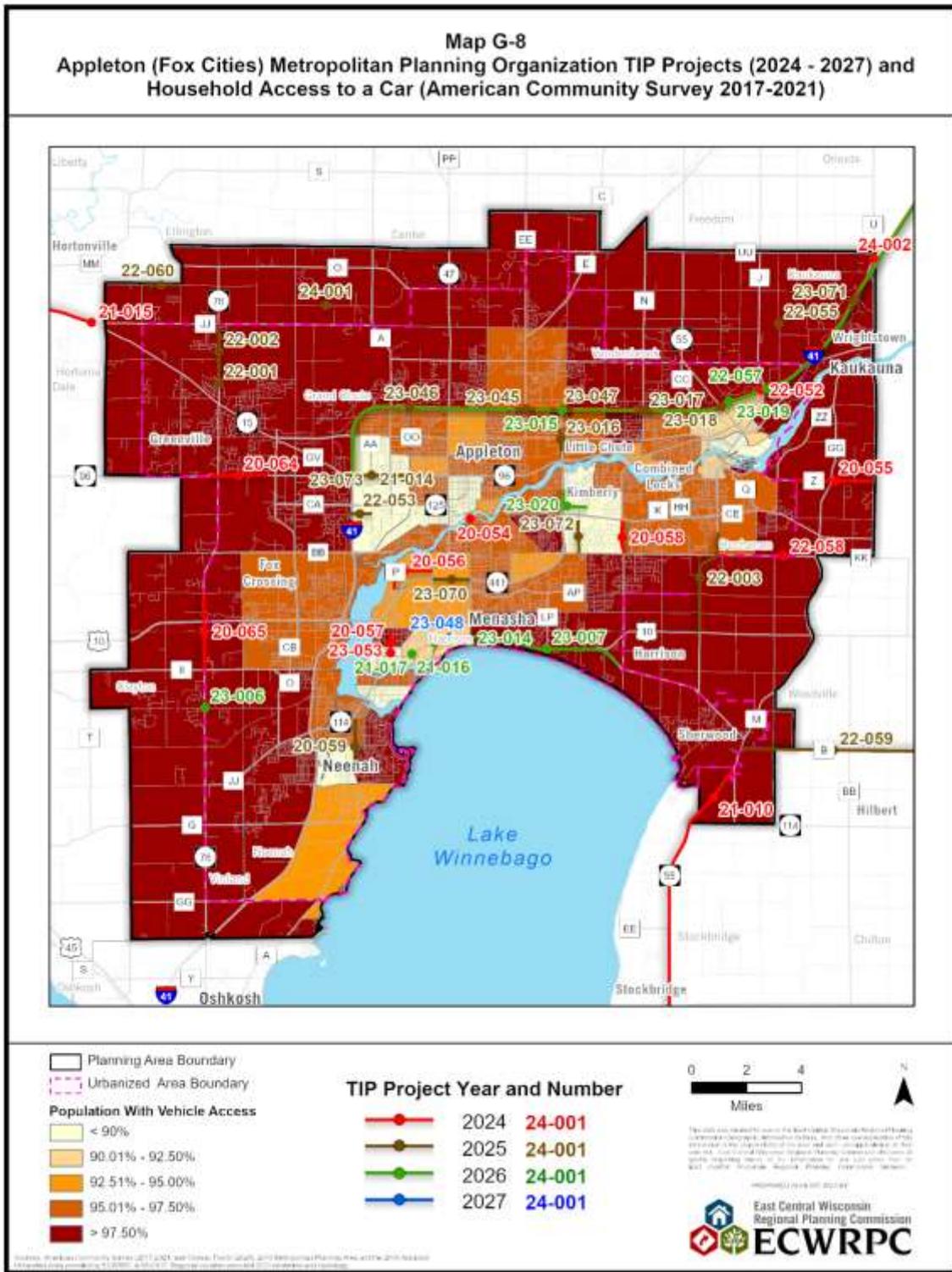














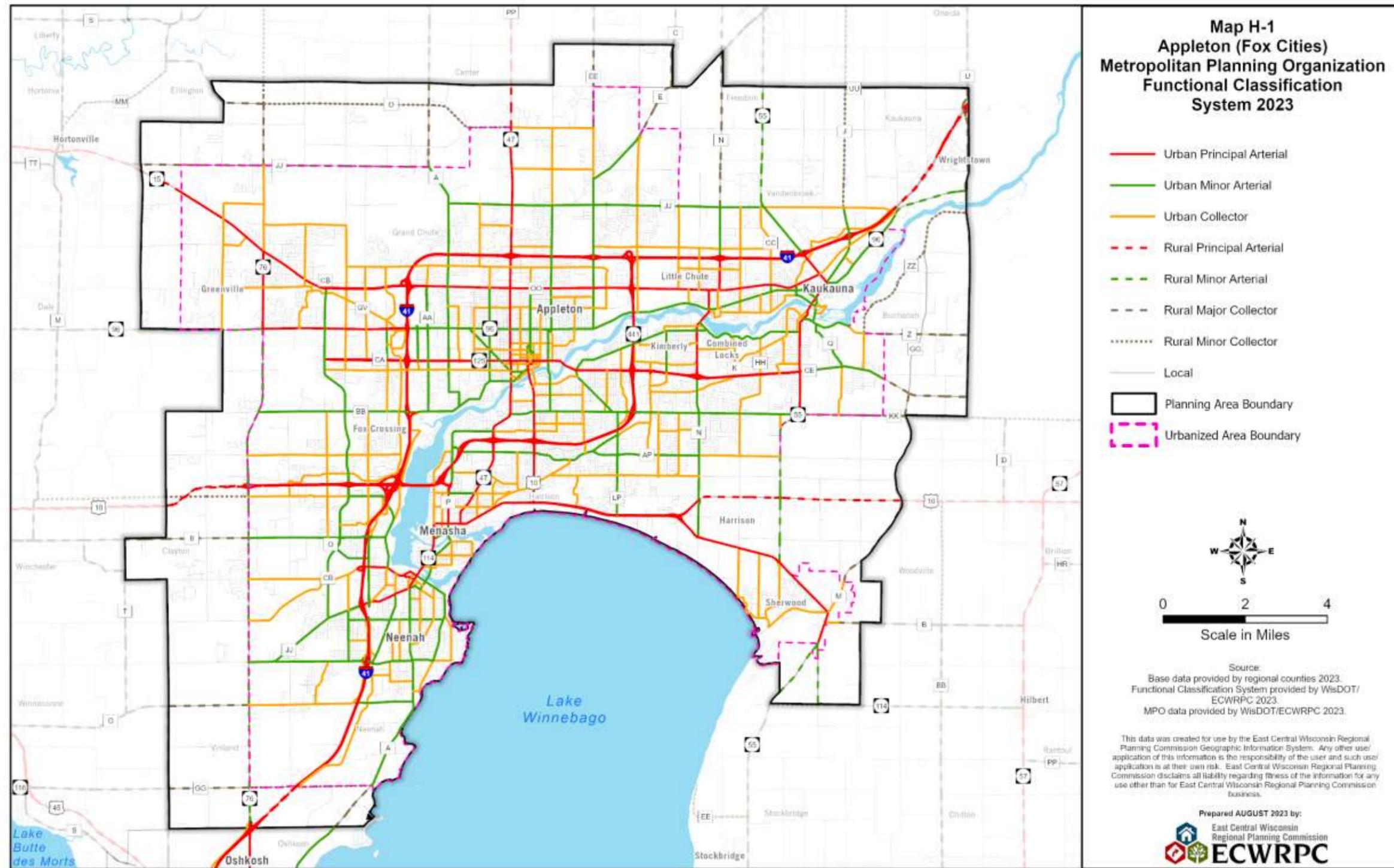
APPENDIX H FUNCTIONAL CLASSIFICATION SYSTEM & STBG-URBAN ELIGIBLE ROADWAYS

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 Appleton (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 Bipartisan Infrastructure Law (BIL).

Map H - 1 shows the Appleton (Fox Cities) urbanized area.





APPENDIX I PERFORMANCE MEASURES

PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

As part of the latest federal transportation bills, MAP-21, FAST Act, and BIL, 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 Bipartisan Infrastructure Law (BIL).

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) 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 ECWRPC 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) MPO 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) MPO. Performance measures use statistical evidence to determine current congestion conditions and assist the MPO 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 MPO.

In addition, the CMP document will be incorporated in the development of future versions of the LRTP and TIP for the Appleton (Fox Cities) MPO 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) MPO on behalf of the LRTP and TIP documents. The CMP will also be utilized by the Appleton (Fox Cities) MPO 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 29, 2021 and can be viewed at the following link to the ECWRPC website.

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

East Central has 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) Metropolitan Planning Organization – 2024* 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 2023 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, 2022. The WisDOT targets are:

- Number of fatalities < 587.2 (599.2– 2017-2021 baseline average)
- Rate of fatalities < 0.937 per 100 million vehicle miles traveled (VMT) (0.956 – 2017-2021 baseline average)
- Number of serious injuries < 3044.3 (3,107.2 – 2017-2021 baseline average)
- Rate of serious injuries < 4.857 per 100 million VMT (4.956 – 2017-2021 baseline average)
- Number of non-motorized fatalities and non-motorized serious injuries < 364.0 (371.4 – 2017-2021 baseline average)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 28, 2022. 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 2024 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 two Highway Safety Improvement Program project programmed in the Appleton (Fox Cities) Metropolitan Planning Organization.

- The State Highway 76 and School Road intersection will be reconfigured with a roundabout to alleviate safety concerns in 2024.
- The State Highway 76 and Larsen Road Intersection will be reconstructed in 2026 to alleviate safety concerns.

Major Infrastructure Projects

The 2024-2027 TIP contains two major infrastructure project that will add capacity and improve safety to the transportation system.

- The I-41 corridor between Appleton is Green Bay is also programmed to be expanded. This nearly 24 mile stretch between STH 96 and Scheuring Rd. will be expanded from four lanes to six lanes. Expanding the roadway capacity in this corridor is expected to alleviate safety concerns on the roadway which stem from the large volume of vehicles. Improvements to the ramp designs on this stretch of roadway is also expected to improve safety entering and existing I-41.
- The State Highway 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 2024-2027 TIP will contain six projects that are programmed for construction. These projects use ranking criteria to prioritize for funding. The criteria include plan consistency, preservation of the system, capacity needs, safety, and multimodality. Improvements can include adding more lanes at intersections, maximizing total width of roadways to add bicycle lanes. Use frontage roads to direct local traffic to major intersections. Also, reduce the number of conflict points between motorized and non-motorized transit and pedestrians, and install safe, highly visible crosswalks.

Pedestrian/Bicycle Safety Education Programs

East Central Wisconsin Regional Planning Commission also runs a federally funded regional Safe Routes to School Program that has over 150 schools that participate across the eight counties. This program is funded through the Transportation Alternatives Program (TAP). Funding is used to provide pedestrian and bicycle safety education and programs. Staff worked with 32 schools in the Appleton (Fox Cities) MPO Area in the last year on various events and programs. Staff spent time in classrooms and provided educational materials, toolkits, and resources. The educational campaign is “Child safety starts with you #ActLikeIt”. Currently, there are 21 area schools participating in the educational campaign.

SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES

MAP-21/Fast Act/BIL 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 2024 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-1: 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	2021 Baseline	2023 Performance/Condition Rating*	2024 Target
Revenue Vehicles	Buses	28	3.2	21%	0%	0%
Equipment	Non-Revenue Service Auto	2	10	0%	100%	100%
Equipment	Trucks & Other Rubber Tire Vehicles	6	9.67	43%	33%	14%
Equipment	Bus Wash	1	28	0% / 3	0% / 3	0% / 3
Equipment	Fare Collection System	1	13	0% / 3	100% / 2	0% / 5
Equipment	AVL System	1	0	0% / 3	0% / 5	0% / 5
Equipment	Floor Scrubber	1	3	0% / 5	0% / 5	0% / 5
Facility	Transit Center	1	33	0% / 3	100% / 2	100% / 1
Facility	Operations & Maintenance	1	40	100% / 2	100% / 1	100% / 1

* Performance % is percentage of category exceeding ULB. Condition Rating Scale is below.

- 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

Progress Narrative

The investment priority for Valley Transit has shifted from revenue vehicles to facility renovation & improvement projects. Both facilities are below a condition rating of 3.0. Valley Transit has completed all required preparation for a major renovation of the Whitman Facility Phase 2 (bus storage and maintenance facility). Structural components in these areas of the facility require immediate repair. There are several facility component replacements on hold as Valley Transit seeks grant funds to complete the entire renovation. Valley Transit's Bus and Bus Facility applications for this project in 2022 and 2023 were not selected for funding. The lack of capital funds for renovation will continue to strain operating fund resources. Valley Transit has also postponed the purchase of electric trolley buses until the facility can be upgraded for charging and maintenance. Valley Transit has completed the master planning phase for replacement of the existing Downtown Appleton Transit Center facility. The project is planned as a joint development with housing built above the first story transit center. This project was also not selected for federal competitive funds. Valley Transit has the same concerns about the operating

resources needed to maintain and temporarily repair this outdated facility. The legal, environmental, economic, planning, regulatory, A&E and other project efforts completed to date have progressed as far as possible prior to federal investment. Beyond facilities, Valley Transit is currently researching modern fare collection options to purchase in 2024 or 2025. The current fare system utilizes outdated and discontinued technology. Valley Transit intends to purchase additional non-revenue vehicles in 2024. The current heavy-duty maintenance truck will be replaced and a new wheelchair accessible van will be added for staff transport, training and auxiliary transport. The existing two staff cars recently surpassed their ULB, but are both in good condition. We will monitor and consider replacement in 2025. Valley Transit's only cutaway bus was disposed of in 2023 and removed from active revenue vehicle inventory/planning data.

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-1. 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 (carried over in BIL programs) 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-2.

Table B-2: 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

2024 Targets							
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

2021 Baseline Targets							
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 plans to adopt the targets and approve them by formal resolution on October 28, 2022. 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.

Progress & Activity Summary

The following safety-related activities and projects were completed in support of PTASP targets. 1. Monthly safety committee meetings; 2. Standing safety talks/posters/electronic messaging/rewards; 3. Development and training of a safety & compliance specialist position; 4. De-escalation training for supervisors and staff; and 5. Deployed a system to review and respond to anonymous feedback from employees.

SETTING TARGETS FOR 2022 – 2025 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 2023 and 2025 NHS pavement condition targets are identified in Exhibit A. The 2023 and 2025 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.

NHS Travel Reliability Targets: (New targets are to be made available in by the Appleton (Fox Cities) Metropolitan Planning Organization Policy Board on April 23, 2023.

Exhibit A

Wisconsin Department of Transportation NHS Pavement Condition Targets

Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
Interstate – Percentage pavements in “Good” condition	65.9%	> 60.0%	> 60.0%
Interstate – Percentage pavements in “Poor” condition	0.3%	< 4.0%	< 4.0%
Non-Interstate NHS – Percentage pavements in “Good” condition	36.3%	> 30.0%	> 30.0%
Non-Interstate NHS – Percentage pavements in “Poor” condition	4.2%	< 10.0%	< 10.0%

Exhibit B

Wisconsin Department of Transportation NHS Bridge Condition Targets

Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
Percentage of NHS bridges by deck area in “Good” condition	51.3%	> 49.0%	> 48.0%
Percentage of NHS bridges by deck area in “Poor” condition	2.6%	< 3.0%	< 3.0%

Numerous projects in the Appleton (Fox Cities) MPO are programmed for improvements on the NHS system that will improve pavement conditions. The I-41 Corridor Project and the State Highway 15 reconstruction project will have significantly improved pavement conditions and should help to achieve set targets in future years. Also, the CTH CA STBG Urban project from CTH CB to Casaloma Drive will be a complete reconstruction and is currently on the National Highway System.

SETTING TARGETS FOR 2023 – 2025 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 2023 and 2025 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	Baseline	2-Year Target (2023)	4-Year Target (2025)
Travel Reliability Percent of person-miles traveled that are reliable on the Interstate	96.4%	92.5%	93.0%
Percent of person-miles traveled that are reliable on Non-Interstate NHS	93.9%	91.0%	89.5%
Freight Reliability Truck Travel Time Reliability Index on the Interstate	1.20	1.30	1.30

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they were approved by formal resolution on April 28, 2023. 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 2023 and 2025 PM2 and PM3 performance measures. Further analysis and mapping will be developed and used to better understand how these measures can influence decision making for the MPO area.



APPENDIX J OPERATIONS AND MAINTENANCE

OPERATIONS AND MAINTENANCE

INTRODUCTION

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

To complete a financial analysis of local expenditures for the 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 2024 – 2027.

Local Financial Analysis

Local expenditures were gathered for the Appleton (Fox Cities) MPO municipalities from 2017 to 2021 to provide a historic pattern of local transportation expenditures. This analysis looked at the following local transportation expenditures which are defined by the DOR¹:

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

- **Highway Maintenance and Administration:** includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. In counties, this entry will include depreciation for equipment and buildings.
- **Highway Construction:** includes the operating expenditures and capital outlay for constructing highways.
- **Road Related Facilities:** include operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.
- **Other Transportation:** includes operating expenditures and capital outlays for airports, mass transit, docks and harbors, and other transportation facilities.

State and Federal Financial Analysis

State (WisDOT) and federal (FHWA and FTA) expenditures were gathered from ECWRPC's short range Transportation Improvement Program (TIP) for the five-year period from 2016-2020 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 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 (2016-2020) 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 1.89 percent (provided by WisDOT) was applied to the 2016-2020 annual average expenses for each municipality and compounded for each year out to 2026. This data is shown in **Table J-2**.

Table J-1: Historic Expenditures for Appleton (Fox Cities) TMA Municipalities (2016 – 2020)

Table J-1: Historic Expenditures for Appleton/Fox Cities MPO Municipalities							
Municipality	2016	2017	2018	2019	2020	2021	5 Year Average
Village of Harrison							
Highway Maintenance & Admin	\$ 1,165,680.00	\$ 1,348,285.00	\$ 1,225,240.00	\$ 1,165,457.00	\$ 1,483,117.00	\$ 1,078,574.00	
Highway Construction	\$ 747,305.00	\$ 886,269.00	\$ 1,499,612.00	\$ 1,741,916.00	\$ 790,738.00	\$ 3,413,716.00	
Road Related Facilities	\$ 84,971.00	\$ 118,388.00	\$ 62,390.00	\$ 63,674.00	\$ 73,993.00	\$ 52,557.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 1,997,956.00	\$ 2,352,942.00	\$ 2,787,242.00	\$ 2,971,047.00	\$ 2,347,848.00	\$ 4,544,847.00	\$ 3,000,785.20
Village of Sherwood							
Highway Maintenance & Admin	\$ 210,234.00	\$ 181,924.00	\$ 230,037.00	\$ 230,348.00	\$ 325,768.00	\$ 249,512.00	
Highway Construction	\$ 293,337.00	\$ 498,476.00	\$ 1,142,430.00	\$ 1,428,507.00	\$ 73,728.00	\$ 23,117.00	
Road Related Facilities	\$ 84,727.00	\$ 61,566.00	\$ 52,885.00	\$ 67,877.00	\$ 52,462.00	\$ 59,469.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 588,298.00	\$ 741,966.00	\$ 1,425,352.00	\$ 1,726,732.00	\$ 451,958.00	\$ 332,098.00	\$ 935,621.20
County of Calumet							
Highway Maintenance & Admin	\$ 3,736,267.00	\$ 3,159,837.00	\$ 2,929,375.00	\$ 5,362,953.00	\$ 2,474,236.00	\$ 2,236,992.00	
Highway Construction	\$ 79,889.00	\$ 153,624.00	\$ 510,892.00	\$ 45,371.00	\$ 2,941,901.00	\$ 3,668,573.00	
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ 101,791.00	\$ 185,291.00	
Other Transportation	\$ 1,779,483.00	\$ 5,882,745.00	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 5,595,639.00	\$ 9,196,206.00	\$ 3,440,267.00	\$ 5,408,324.00	\$ 5,517,928.00	\$ 6,090,856.00	\$ 5,930,716.20
City of Appleton							
Highway Maintenance & Admin	\$ 8,608,176.00	\$ 7,447,155.00	\$ 8,357,702.00	\$ 9,963,731.00	\$ 8,308,050.00	\$ 9,611,938.00	
Highway Construction	\$ 9,202,963.00	\$ 9,513,486.00	\$ 2,517,409.00	\$ 13,200,878.00	\$ 9,328,031.00	\$ 8,360,681.00	
Road Related Facilities	\$ 2,740,070.00	\$ 2,424,278.00	\$ 3,640,485.00	\$ 5,913,054.00	\$ 2,860,180.00	\$ 2,340,633.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 20,551,209.00	\$ 19,384,919.00	\$ 14,515,596.00	\$ 29,077,663.00	\$ 20,496,261.00	\$ 20,313,252.00	\$ 20,757,538.20

Table J-1: Historic Expenditures for Appleton/Fox Cities MPO Municipalities							
Municipality	2016	2017	2018	2019	2020	2021	5 Year Average
City of Kaukauna							
Highway Maintenance & Admin	\$ 1,861,660.00	\$ 2,734,128.00	\$ 2,337,808.00	\$ 2,564,008.00	\$ 3,143,809.00	\$ 2,840,175.00	
Highway Construction	\$ 1,270,525.00	\$ 4,940,912.00	\$ 1,503,253.00	\$ 2,906,861.00	\$ 4,955,867.00	\$ 2,672,457.00	
Road Related Facilities	\$ 620,421.00	\$ 1,134,726.00	\$ 995,139.00	\$ 1,146,231.00	\$ 723,314.00	\$ 1,134,116.00	
Other Transportation	\$ 35,289.00	\$ 52,985.00	\$ 36,815.00	\$ 29,418.00	\$ 20,920.00	\$ 21,398.00	
Total Local Transportation Expenditures	\$ 3,787,895.00	\$ 8,862,751.00	\$ 4,873,015.00	\$ 6,646,518.00	\$ 8,843,910.00	\$ 6,668,146.00	\$ 7,178,868.00
Town of Buchanan							
Highway Maintenance & Admin	\$ 162,974.00	\$ 150,924.00	\$ 128,096.00	\$ 292,497.00	\$ 115,747.00	\$ 175,440.00	
Highway Construction	\$ 1,114,253.00	\$ 1,925,270.00	\$ 691,920.00	\$ 883,462.00	\$ 2,472,620.00	\$ 1,834,872.00	
Road Related Facilities	\$ 49,866.00	\$ 50,462.00	\$ 47,692.00	\$ 35,331.00	\$ 27,153.00	\$ 73,455.00	
Other Transportation	\$ 61,383.00	\$ 56,100.00	\$ 71,847.00	\$ 68,607.00	\$ 66,583.00	\$ 69,944.00	
Total Local Transportation Expenditures	\$ 1,388,476.00	\$ 2,182,756.00	\$ 939,555.00	\$ 1,279,897.00	\$ 2,682,103.00	\$ 2,153,711.00	\$ 1,847,604.40
Town of Center							
Highway Maintenance & Admin	\$ 315,453.00	\$ 142,763.00	\$ 225,389.00	\$ 318,329.00	\$ 218,429.00	\$ 200,298.00	
Highway Construction	\$ 16,719.00	\$ -	\$ -	\$ -	\$ -	\$ -	
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 332,172.00	\$ 142,763.00	\$ 225,389.00	\$ 318,329.00	\$ 218,429.00	\$ 200,298.00	\$ 221,041.60
Town of Freedom							
Highway Maintenance & Admin	\$ 241,067.00	\$ 132,236.00	\$ 194,595.00	\$ 140,897.00	\$ 98,764.00	\$ 100,807.00	
Highway Construction	\$ 126,330.00	\$ 130,773.00	\$ 161,018.00	\$ 133,488.00	\$ 250,992.00	\$ 169,311.00	
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 367,397.00	\$ 263,009.00	\$ 355,613.00	\$ 274,385.00	\$ 349,756.00	\$ 270,118.00	\$ 302,576.20

Table J-1: Historic Expenditures for Appleton/Fox Cities MPO Municipalities							
Municipality	2016	2017	2018	2019	2020	2021	5 Year Average
Town of Grand Chute							
Highway Maintenance & Admin	\$ 1,051,612.00	\$ 1,395,638.00	\$ 1,335,488.00	\$ 1,595,204.00	\$ 1,663,249.00	\$ 1,849,619.00	
Highway Construction	\$ 1,985,826.00	\$ 1,629,212.00	\$ 5,260,315.00	\$ 7,559,892.00	\$ 7,247,235.00	\$ 3,158,414.00	
Road Related Facilities	\$ 703,797.00	\$ 352,432.00	\$ 1,219,322.00	\$ 1,021,308.00	\$ 515,089.00	\$ 651,507.00	
Other Transportation	\$ 555,918.00	\$ 597,901.00	\$ 652,176.00	\$ 670,316.00	\$ 709,710.00	\$ 680,968.00	
Total Local Transportation Expenditures	\$ 4,297,153.00	\$ 3,975,183.00	\$ 8,467,301.00	\$ 10,846,720.00	\$ 10,135,283.00	\$ 6,340,508.00	\$ 7,952,999.00
Town of Greenville							
Highway Maintenance & Admin	\$ 1,006,867.00	\$ 871,591.00	\$ 1,012,096.00	\$ 1,495,263.00	\$ 1,713,069.00	\$ -	
Highway Construction	\$ 26,930.00	\$ 746,132.00	\$ 423,635.00	\$ 2,113,060.00	\$ 1,428,710.00	\$ -	
Road Related Facilities	\$ 111,049.00	\$ 127,414.00	\$ 130,129.00	\$ 131,406.00	\$ 135,134.00	\$ -	
Other Transportation	\$ 137,389.00	\$ -	\$ 2,539.00	\$ 1,568.00	\$ 1,751.00	\$ -	
Total Local Transportation Expenditures	\$ 1,282,235.00	\$ 1,745,137.00	\$ 1,568,399.00	\$ 3,741,297.00	\$ 3,278,664.00	\$ -	\$ 2,066,699.40
Town of Kaukauna							
Highway Maintenance & Admin	\$ 66,544.00	\$ 49,464.00	\$ 45,801.00	\$ 108,183.00	\$ 59,801.00	\$ 41,496.00	
Highway Construction	\$ 313,870.00	\$ 248,168.00	\$ 212,065.00	\$ 313,588.00	\$ 498,294.00	\$ 266,804.00	
Road Related Facilities	\$ 5,742.00	\$ 9,164.00	\$ 5,536.00	\$ 5,414.00	\$ 5,027.00	\$ 4,890.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 386,156.00	\$ 306,796.00	\$ 263,402.00	\$ 427,185.00	\$ 563,122.00	\$ 313,190.00	\$ 374,739.00
Town of Vandebroek							
Highway Maintenance & Admin	\$ 139,797.00	\$ 149,201.00	\$ 92,901.00	\$ 108,910.00	\$ 169,429.00	\$ 147,832.00	
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Road Related Facilities	\$ 5,617.00	\$ 5,544.00	\$ 5,440.00	\$ 5,463.00	\$ 5,146.00	\$ 5,305.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 145,414.00	\$ 154,745.00	\$ 98,341.00	\$ 114,373.00	\$ 174,575.00	\$ 153,137.00	\$ 139,034.20

Table J-1: Historic Expenditures for Appleton/Fox Cities MPO Municipalities							
Municipality	2016	2017	2018	2019	2020	2021	5 Year Average
Village of Combined Locks							
Highway Maintenance & Admin	\$ 434,711.00	\$ 440,889.00	\$ 485,936.00	\$ 977,801.00	\$ 758,123.00	\$ 1,391,295.00	
Highway Construction	\$ 145,192.00	\$ 19,985.00	\$ 776,085.00	\$ -	\$ -	\$ -	
Road Related Facilities	\$ 73,135.00	\$ 74,619.00	\$ 78,503.00	\$ 71,463.00	\$ 71,126.00	\$ 72,107.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 653,038.00	\$ 535,493.00	\$ 1,340,524.00	\$ 1,049,264.00	\$ 829,249.00	\$ 1,463,402.00	\$ 1,043,586.40
Village of Kimberly							
Highway Maintenance & Admin	\$ 981,235.00	\$ 924,580.00	\$ 1,054,718.00	\$ 1,287,691.00	\$ 982,102.00	\$ 921,971.00	
Highway Construction	\$ 1,058,626.00	\$ 169,673.00	\$ 1,128,701.00	\$ 1,719,229.00	\$ 695,518.00	\$ 1,611,684.00	
Road Related Facilities	\$ 133,746.00	\$ 1,264,087.00	\$ 140,485.00	\$ 355,778.00	\$ 146,048.00	\$ 137,236.00	
Other Transportation	\$ 69,265.00	\$ 74,697.00	\$ 81,478.00	\$ 83,744.00	\$ 88,666.00	\$ 85,075.00	
Total Local Transportation Expenditures	\$ 2,242,872.00	\$ 2,433,037.00	\$ 2,405,382.00	\$ 3,446,442.00	\$ 1,912,334.00	\$ 2,755,966.00	\$ 2,590,632.20
Village of Little Chute							
Highway Maintenance & Admin	\$ 1,557,814.00	\$ 7,507,013.00	\$ 440,849.00	\$ 1,398,690.00	\$ 1,269,692.00	\$ 1,218,566.00	
Highway Construction	\$ 1,448,248.00	\$ 601,317.00	\$ 918,198.00	\$ 2,143,301.00	\$ 1,589,820.00	\$ 1,573,486.00	
Road Related Facilities	\$ 463,885.00	\$ 404,246.00	\$ 180,850.00	\$ 133,000.00	\$ 130,361.00	\$ 130,721.00	
Other Transportation	\$ 220,740.00	\$ 289,005.00	\$ 23,751.00	\$ 379,245.00	\$ 18,518.00	\$ 17,024.00	
Total Local Transportation Expenditures	\$ 3,690,687.00	\$ 8,801,581.00	\$ 1,563,648.00	\$ 4,054,236.00	\$ 3,008,391.00	\$ 2,939,797.00	\$ 4,073,530.60
County of Outagamie							
Highway Maintenance & Admin	\$ 4,807,687.00	\$ 4,918,963.00	\$ 5,680,203.00	\$ 5,689,948.00	\$ 5,411,615.00	\$ 4,435,318.00	
Highway Construction	\$ 5,887,186.00	\$ 7,709,358.00	\$ 8,892,146.00	\$ 10,804,872.00	\$ 16,113,793.00	\$ 9,682,136.00	
Road Related Facilities	\$ 3,069,798.00	\$ 1,293,853.00	\$ 1,134,250.00	\$ 1,264,570.00	\$ 468,281.00	\$ 584,029.00	
Other Transportation	\$ 36,385.00	\$ 44,155.00	\$ 77,045.00	\$ 81,946.00	\$ 52,183.00	\$ 74,485.00	
Total Local Transportation Expenditures	\$ 13,801,056.00	\$ 13,966,329.00	\$ 15,783,644.00	\$ 17,841,336.00	\$ 22,045,872.00	\$ 14,775,968.00	\$ 16,882,629.80

Table J-1: Historic Expenditures for Appleton/Fox Cities MPO Municipalities							
Municipality	2016	2017	2018	2019	2020	2021	5 Year Average
City of Menasha							
Highway Maintenance & Admin	\$ 1,507,237.00	\$ 1,256,000.00	\$ 1,469,999.00	\$ 1,773,029.00	\$ 10,269,730.00	\$ 2,927,923.00	
Highway Construction	\$ 1,120,242.00	\$ 785,084.00	\$ 1,157,426.00	\$ 1,732,450.00	\$ 2,296,637.00	\$ 1,352,336.00	
Road Related Facilities	\$ 695,990.00	\$ 578,572.00	\$ 750,470.00	\$ 1,326,293.00	\$ 432,141.00	\$ 435,084.00	
Other Transportation	\$ 182,695.00	\$ 196,135.00	\$ 212,847.00	\$ 218,399.00	\$ 230,566.00	\$ 221,984.00	
Total Local Transportation Expenditures	\$ 3,506,164.00	\$ 2,815,791.00	\$ 3,590,742.00	\$ 5,050,171.00	\$ 13,229,074.00	\$ 4,937,327.00	\$ 5,924,621.00
City of Neenah							
Highway Maintenance & Admin	\$ 3,210,976.00	\$ 2,687,981.00	\$ 3,104,099.00	\$ 3,163,826.00	\$ 3,335,329.00	\$ 3,142,467.00	
Highway Construction	\$ 1,578,263.00	\$ 1,596,431.00	\$ 2,745,738.00	\$ 1,458,492.00	\$ 2,826,423.00	\$ 3,034,452.00	
Road Related Facilities	\$ 1,040,376.00	\$ 849,418.00	\$ 1,081,431.00	\$ 889,737.00	\$ 698,809.00	\$ 651,656.00	
Other Transportation	\$ 392,718.00	\$ 431,625.00	\$ 455,118.00	\$ 473,647.00	\$ 474,402.00	\$ 461,351.00	
Total Local Transportation Expenditures	\$ 6,222,333.00	\$ 5,565,455.00	\$ 7,386,386.00	\$ 5,985,702.00	\$ 7,334,963.00	\$ 7,289,926.00	\$ 6,712,486.40
Town of Clayton							
Highway Maintenance & Admin	\$ 557,130.00	\$ 412,591.00	\$ 468,429.00	\$ 635,098.00	\$ 1,966,933.00	\$ 572,769.00	
Highway Construction	\$ 718,860.00	\$ 488,355.00	\$ 230,465.00	\$ 217,494.00	\$ 378,113.00	\$ 1,180,019.00	
Road Related Facilities	\$ 9,015.00	\$ 9,904.00	\$ 10,762.00	\$ 10,593.00	\$ 10,183.00	\$ 10,427.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 1,285,005.00	\$ 910,850.00	\$ 709,656.00	\$ 863,185.00	\$ 2,355,229.00	\$ 1,763,215.00	\$ 1,320,427.00
Town of Neenah							
Highway Maintenance & Admin	\$ 140,454.00	\$ 91,378.00	\$ 169,537.00	\$ 100,487.00	\$ 69,900.00	\$ 111,322.00	
Highway Construction	\$ 247,873.00	\$ 381,756.00	\$ 409,792.00	\$ 309,200.00	\$ 260,109.00	\$ 137,534.00	
Road Related Facilities	\$ 24,228.00	\$ 20,536.00	\$ 23,634.00	\$ 21,254.00	\$ 20,822.00	\$ 22,868.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 412,555.00	\$ 493,670.00	\$ 602,963.00	\$ 430,941.00	\$ 350,831.00	\$ 271,724.00	\$ 430,025.80

Table J-1: Historic Expenditures for Appleton/Fox Cities MPO Municipalities							
Municipality	2016	2017	2018	2019	2020	2021	5 Year Average
Town of Vinland							
Highway Maintenance & Admin	\$ 164,688.00	\$ 200,089.00	\$ 160,221.00	\$ 206,668.00	\$ 187,131.00	\$ 191,029.00	
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Road Related Facilities	\$ 4,788.00	\$ 3,575.00	\$ 4,729.00	\$ 4,284.00	\$ 3,978.00	\$ 4,287.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 169,476.00	\$ 203,664.00	\$ 164,950.00	\$ 210,952.00	\$ 191,109.00	\$ 195,316.00	\$ 193,198.20
Village of Fox Crossing							
Highway Maintenance & Admin	\$ -	\$ 1,936,552.00	\$ 2,053,993.00	\$ 2,938,446.00	\$ 4,171,734.00	\$ 2,610,249.00	
Highway Construction	\$ -	\$ 668,417.00	\$ 682,757.00	\$ 1,125,123.00	\$ 2,519,851.00	\$ 1,793,717.00	
Road Related Facilities	\$ -	\$ 248,145.00	\$ 224,225.00	\$ 226,371.00	\$ 319,784.00	\$ 224,605.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ -	\$ 2,853,114.00	\$ 2,960,975.00	\$ 4,289,940.00	\$ 7,011,369.00	\$ 4,628,571.00	\$ 4,348,793.80
County of Winnebago							
Highway Maintenance & Admin	\$ 3,295,638.00	\$ 2,507,457.00	\$ 7,392,298.00	\$ 2,379,932.00	\$ 2,889,197.00	\$ 3,880,103.00	
Highway Construction	\$ 1,941,756.00	\$ 3,149,632.00	\$ 94,760.00	\$ 6,057,676.00	\$ 5,067,086.00	\$ 5,861,131.00	
Road Related Facilities	\$ 599,934.00	\$ 505,158.00	\$ 460,011.00	\$ 495,681.00	\$ 431,467.00	\$ 617,528.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 5,837,328.00	\$ 6,162,247.00	\$ 7,947,069.00	\$ 8,933,289.00	\$ 8,387,750.00	\$ 10,358,762.00	\$ 8,357,823.40
MPO Total	\$ 78,540,514.00	\$ 94,050,404.00	\$ 83,415,411.00	\$ 114,987,928.00	\$ 121,716,008.00	\$ 98,760,135.00	\$ 102,585,977.20

Source: Wisconsin Department of Revenue - https://public.tableau.com/app/profile/research.policy/viz/LocalGovernmentDashboard_0/LocalGovernment

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 (2016 – 2020)

Financial Estimates with Inflation Factors

The Bipartisan Infrastructure Law (BIL) requires that the TIP include inflation factors for financial elements to estimate the cost of projects during their construction years.

- **Expenditure Inflation Rate (currently 2.48%):** This expenditure inflation rate is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates as they are updated annually.
- **Revenue Inflation Rate (currently 2.0%):** The 2.00% yearly increase corresponds with the BIL apportionment 2.00% annual increases.

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

Table J-2: Total Local Expenditures and Projected Local Revenue for Appleton/Fox Cities MPO					
Municipality	2017-2021 Average	2024 Projection	2025 Projection	2026 Projection	2027 Projection
Village of Harrison	\$ 3,000,785	\$ 3,298,463	\$ 3,372,883	\$ 3,447,302	\$ 3,521,722
Village of Sherwood	\$ 935,621	\$ 1,028,435	\$ 1,051,638	\$ 1,074,842	\$ 1,098,045
Calmet County	\$ 5,930,716	\$ 6,519,043	\$ 6,666,125	\$ 6,813,207	\$ 6,960,289
City of Appleton	\$ 20,757,538	\$ 22,816,686	\$ 23,331,473	\$ 23,846,260	\$ 24,361,047
City of Kaukauna	\$ 7,178,868	\$ 7,891,012	\$ 8,069,048	\$ 8,247,084	\$ 8,425,119
Town of Buchanan	\$ 1,847,604	\$ 2,030,887	\$ 2,076,707	\$ 2,122,528	\$ 2,168,349
Town of Center	\$ 221,042	\$ 242,969	\$ 248,451	\$ 253,933	\$ 259,414
Town of Freedom	\$ 302,576	\$ 332,592	\$ 340,096	\$ 347,600	\$ 355,103
Town of Grand Chute	\$ 7,952,999	\$ 8,741,937	\$ 8,939,171	\$ 9,136,405	\$ 9,333,640
Village of Greenville	\$ 2,066,699	\$ 2,271,716	\$ 2,322,970	\$ 2,374,224	\$ 2,425,478
Town of Kaukauna	\$ 374,739	\$ 411,913	\$ 421,207	\$ 430,500	\$ 439,794
Town of Vandenbroek	\$ 139,034	\$ 152,826	\$ 156,274	\$ 159,722	\$ 163,171
Village of Combined Locks	\$ 1,043,586	\$ 1,147,110	\$ 1,172,991	\$ 1,198,872	\$ 1,224,753
Village of Kimberly	\$ 2,590,632	\$ 2,847,623	\$ 2,911,871	\$ 2,976,118	\$ 3,040,366
Village of Little Chute	\$ 4,073,531	\$ 4,477,625	\$ 4,578,648	\$ 4,679,672	\$ 4,780,696
Outagamie County	\$ 16,882,630	\$ 18,557,387	\$ 18,976,076	\$ 19,394,765	\$ 19,813,454
City of Menasha	\$ 5,924,621	\$ 6,512,343	\$ 6,659,274	\$ 6,806,205	\$ 6,953,135
City of Neenah	\$ 6,712,486	\$ 7,378,365	\$ 7,544,835	\$ 7,711,304	\$ 7,877,774
Town of Clayton	\$ 1,320,427	\$ 1,451,413	\$ 1,484,160	\$ 1,516,907	\$ 1,549,653
Town of Neenah	\$ 430,026	\$ 472,684	\$ 483,349	\$ 494,014	\$ 504,678
Town of Vinland	\$ 193,198	\$ 212,363	\$ 217,155	\$ 221,946	\$ 226,737
Village of Fox Crossing	\$ 4,348,794	\$ 4,780,194	\$ 4,888,044	\$ 4,995,894	\$ 5,103,744
Winnebago County	\$ 8,357,823	\$ 9,186,919	\$ 9,394,194	\$ 9,601,468	\$ 9,808,742
Total Local Expenditures	\$ 102,585,977	\$ 112,762,506	\$ 115,306,638	\$ 117,850,771	\$ 120,394,903
Project Local Revenues	\$ 102,585,977	\$ 112,762,506	\$ 115,306,638	\$ 117,850,771	\$ 120,394,903

Source: ECWRPC (2023) Wisconsin Department of Revenue provided 2017-2021 Local Expenditures (2023)

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

The estimated long range/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 (2024-2027-year of expenditure dollars) provided by East Central Wisconsin Regional Planning Commission. Please reference **Table 1: Appleton (Fox Cities) Metropolitan Planning Organization – Programmed Projects Listing 2024-2027**.
2. Gathered federal expenditures from the MPO's TIP (2024-2027) provided by East Central Wisconsin Regional Planning Commission. Please reference **Table 2: Appleton (Fox Cities) Metropolitan Planning Organization, 2024-2027 Summary of Federal Funds Programmed and Available**.

