



APPLETON/FOX CITIES
METROPOLITAN PLANNING ORGANIZATION
**TRANSPORTATION
IMPROVEMENT PROGRAM**

2025-2028

**Transportation Improvement Program
for the Appleton (Fox Cities)
Metropolitan Planning Organization
2025-2028**

Approved October 17, 2024

Prepared by the

East Central Wisconsin Regional Planning Commission

The East Central Wisconsin Regional Planning Commission's CY 2025 planning program is supported by federal assistance. Specific funding for this report was provided by the Federal Highway Administration, Federal Transit Administration, the Wisconsin Department of Transportation, the Economic Development Administration, the Wisconsin Department of Administration and the Wisconsin Department of Natural Resources. The contents of this document do not necessarily reflect the official views and policies of the U.S. Department of Transportation, Federal Highway Administration.

ABSTRACT

TITLE: Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization 2025-2028

AUTHOR: East Central Transportation Staff

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

DATE: Approved October 17, 2024

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

SOURCE OF COPIES: East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
(920) 751-4770
www.ecwrpc.org

The *Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization* 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 2025-2028 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for the STBG-Urban Projects runs from 2025 through 2028; for transit assistance programs, 2025 through 2028.

Necessary TIP Development Content (23 CFR 450.326)
450.326(a) – TIP covers a period of no less than four years.
450.326(b) – TIP development process conducted consistent with adopted MPO Public Participation Plan and includes: <ul style="list-style-type: none"> ▪ Visualization techniques; electronically accessible format ▪ Consultation with state/local agencies and official responsible for planned growth, economic development, environmental protection, airport operations, public transit, freight movements ▪ Outreach to low income and minority populations; results of TIP environmental justice analysis ▪ Results of TIP environmental justice analysis
450.326(c), (d) – TIP shall address performance management and includes: <ul style="list-style-type: none"> ▪ The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established. ▪ The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.
450.326(e) – TIP includes all capital and non-capital U.S. C. Title 23 and 49 funded projects (and project phases) scheduled for implementation within the MPOs’ boundaries.
450.326(f) – TIP includes all regionally significant projects requiring an action by FHWA/FTA irrespective of funding (federal or non-federal) source.
450.326(g) – TIP project listing includes: <ul style="list-style-type: none"> ▪ Project ID (PID number) ▪ Project description/work type ▪ Project phase ▪ Project sponsor ▪ Project location/length ▪ Funding by phase/fiscal year/future estimated project cost
450.326(i) – TIP and metropolitan transportation plan consistency
450.326(j), (k), (l), (m) – Fiscal constraint analysis/documentation to include: <ul style="list-style-type: none"> ▪ MPO suballocated funds fiscal constraint analysis ▪ Narrative statement confirming that the WisDOT STIP addresses the fiscal constraint for projects included in the TIP, financed with WisDOT controlled funding sources ▪ TIP fiscal constraint analysis coordinated between WisDOT and the MPO ▪ System-level estimates of costs and revenues sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation.
450.326(n) – TIP to address: <ul style="list-style-type: none"> ▪ Criteria and process for prioritizing implementation of MTP elements for inclusion in the TIP; any change in priorities from previous TIP ▪ Identification of major projects implemented from previous TIP and any significant delays to prior TIP projects.
The TIP Should include the following resolutions of approval from the MPO Policy Board: <ul style="list-style-type: none"> ▪ Self-certification resolution ▪ Resolution of TIP approval

TABLE OF CONTENTS

Table of Contents

INTRODUCTION	2
Urban Area	2
Certifications	4
Federal Planning Requirements	8
MPO Resolution of Adoption	10
TRANSPORTATION IMPROVEMENT PROGRAM PROCESS	13
Financial Constraint	13
Relation to Metropolitan Transportation Plan	13
Project Solicitation and Public Involvement	14
Project Review for Eligibility	14
TIP Amendments	15
PERFORMANCE MEASURES AND TARGETS	17
Background.....	17
Performance Based Planning.....	18
PM1: Highway Safety Performance Measure	18
PM2: Infrastructure (Pavement and Bridge) Performance Management Measure.....	20
PM3: System Performance (NHS, Freight, CMAQ) Performance Management Measure.....	22
Transit Asset Management (TAM).....	24
Public Transit Agency Safety Plan (PTASP)	25
PROJECT SELECTION PROCESS	28
Surface Transportation Block Grant – Urban (STBG-Urban).....	28
Project Selection Process	28
Project Ranking Criteria	29
Projects Recommended for Funding	35
Carbon Reduction Program (CRP).....	36
Project Selection Process	36
Project Scoring Criteria	37
Projects Recommended for Funding	40
Transportation Alternatives / TA Set-Aside Program (TAP)	40
Project Selection Procedure.....	40
Project Ranking Criteria	40
Projects Recommended for Funding	42
Transit Operating and Capital Assistance	43
TITLE VI AND ENVIRONMENTAL JUSTICE	46
Identifying Historically Disadvantaged Populations	47
GIS Analysis	48
PUBLIC INVOLVEMENT	52
Public Engagement Resources	52
Title VI and LEP Program	53
Public Participation Plan	54
Equitable Engagement Toolkit and Guidebook.....	54
FINANCIAL PLAN.....	57
Federal Funding Programs.....	57
Flexibility of Funding Sources	57

Program Summaries	58
Non-Federal Funding Sources	61
Operations and Maintenance	61
Transit Financial Capacity	64
Fiscal Constraint of TIP	68
Illustrative Projects	68
PREVIOUS TIP ACCOMPLISHMENTS	70
TIP PROJECT LISTING	73

TABLES

Table 1: Appleton (Fox Cities) MPO Compliance Certification.....	5
Table 2: PM1 Targets.....	19
Table 3: Projects Advancing PM1	19
Table 4: PM2 Interstate Targets	20
Table 5: PM2 Bridge Targets	20
Table 6: Projects Advancing PM2	21
Table 7: PM3 Targets.....	22
Table 8: Projects Advancing PM3	22
Table 9: TAM Targets	24
Table 10: Asset Conditions and Goals	24
Table 11: Condition Rating Scale	25
Table 12: Demographic Profile	47
Table 13: Projects Completed in Previous TIP Cycle	69
Table 14: TIP Project Listing	74

APPENDICES

Appendix A: TIP Amendment Process
Appendix B: Performance Measure Charts
Appendix C: PTASP Targets
Appendix D: GIS Analysis Maps
<i>Map D-1: Appleton (Fox Cities) MPO TIP Projects and Transit Routes</i>
<i>Map D-2: Appleton (Fox Cities) MPO TIP Projects and Disadvantaged Locations</i>
<i>Map D-3: Appleton (Fox Cities) MPO TIP Projects and Hispanic or Latino Population</i>
<i>Map D-4: Appleton (Fox Cities) MPO TIP Projects and Household Income Less than \$25,000</i>
<i>Map D-5: Appleton (Fox Cities) MPO TIP Projects and Limited English Population</i>
<i>Map D-6: Appleton (Fox Cities) MPO TIP Projects and Minority Population</i>
<i>Map D-7: Appleton (Fox Cities) MPO TIP Projects and Population Below Poverty Level</i>
<i>Map D-8: Appleton (Fox Cities) MPO TIP Projects and Population Without Vehicle Access</i>
Appendix E: Public Engagement Publication
Appendix F-1: Historic Expenditures for the Appleton (Fox Cities) MPO Municipalities
Appendix F-2: Total Local Expenditures and Projected Local Revenue
Appendix G: Financial Capacity Analysis
Appendix H: Fiscal Constraint Table

Appendix I: Illustrative Projects
Appendix J-1: Transit Projects
Appendix J-2: Paratransit Projects
Appendix K: Meeting Minutes



INTRODUCTION

INTRODUCTION

The *Transportation Improvement Program* (TIP) is an annually prepared program of transportation projects that are intended to address the needs and maintenance of the transportation network in the region. The TIP reflects the investment and project priorities established in the current Metropolitan Transportation Plan (MTP) and covers a period of at least four years.

The TIP utilizes a performance-based planning and programming (PBPP) approach. PBPP is a data-driven process that helps to identify strategies and investment opportunities that advance the transportation system and aid in the efficient movement of commerce and individuals in the region. PBPP is meant to be a comprehensive planning process that connects performance measures to goals and objectives of the region.

The TIP utilizes federal and state funding to assist in the implementation of scheduled projects. This document includes cost, phase, and schedule information for transportation projects within the Appleton (Fox Cities) Metropolitan Planning Organization Area, developed by the East Central Wisconsin Regional Planning Commission (ECWRPC) as the designated planning agency for the MPO. ECWRPC 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) / Infrastructure Investment and Jobs Act (IIJA), which carries forward many of the programs found in its preceding infrastructure bill, the Fixing America's Surface Transportation Act (FAST Act). BIL/IIJA is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central staff worked with the WisDOT Northeast Region office, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement plans and budgets for the four-year period from 2025-2028. 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 MPO. TAC recommendations were in turn reviewed by the MPO Policy Board for final action and communicated to WisDOT for inclusion of those projects in the STIP.

Urban Area

Following the decennial census in 2020, the US Census Bureau has redefined the what constitutes as Urban and Rural. Prior to the 2020 U.S. Census, Urbanized Areas were distinguished as populations of 50,000 or more individuals and Urban Clusters were categorized as areas with populations of between 2,500 and 50,000.

New criteria allow for two different ways to qualify as an urban area. The new criteria state that to qualify, the area must encompass at least 5,000 people or at least 2,000 housing units. The

Certifications

In accordance with 23 CFR 450.336 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.

MPO certifies that the TIP contains only projects that are consistent with the metropolitan transportation plan for the Appleton (Fox Cities) Metropolitan Planning Organization.

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

APPLETON (FOX CITIES) 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.

Table 1: Appleton (Fox Cities) MPO Compliance Certification

Metropolitan Transportation Plan	Appleton (Fox Cities) Metropolitan Planning Organization (MPO) 2050 Long Range Land Use Transportation Plan, adopted October 30, 2020 New Appleton (Fox Cities) MPO Metropolitan Transportation Plan anticipated approval 2025.
Transportation Improvement Program	Appleton (Fox Cities) Metropolitan Planning Area Transportation Improvement Program – 2024-2027 (Approval October 27, 2023) Appleton (Fox Cities) Metropolitan Planning Area Transportation Improvement Program – 2025-2028 (Approval October 17, 2024)

Unified Planning Work Program	2024 Unified Planning Work and Program for the Appleton (Fox Cities) Metropolitan Planning Organization—Approved October 27, 2023 2025 Unified Planning Work and Program for the Appleton (Fox Cities) Metropolitan Planning Organization (Approval October 17, 2024)
Public Participation Plan	Public Participation Plan Appleton (Fox Cities) Metropolitan Planning Organization-Adopted 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	2023 annual listing posted on website https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/obligated-projects/
Title VI & LEP Plan	Approved 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.

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 billion dollars (FY 22-26) for highway programs
 - \$303.5 billion dollars in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 billion dollars in advance appropriations from the General Fund (GF)
- More than a dozen new highway programs, including—
 - Formula: resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - 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 billion dollars transferred (GF->HTF) to keep the Highway Trust Fund (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 Metropolitan Planning Organization, to guarantee that all aspects of the MPO 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) Metropolitan Planning Area, the East Central Wisconsin Regional Planning Commission is responsible for carrying out these transportation planning responsibilities.

The Appleton (Fox Cities) urbanized area contains portions of Calumet, Outagamie, and Winnebago counties. The Appleton TMA includes the cities of Appleton, Neenah, Menasha, and Kaukauna; the villages of Kimberly, Combined Locks, Greenville, Harrison, Little Chute, and Sherwood; and the towns of Buchanan, Grand Chute, Kaukauna, Menasha, Neenah, and Vandenbroek. The 2010 Census Bureau figures show the urbanized area population as 241,248, with the population of the Metropolitan Planning Area at 253,730.

RESOLUTION FC-02-24

**ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE APPLETON
(FOX CITIES) METROPOLITAN PLANNING ORGANIZATION 2025-2028**

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) Metropolitan Planning Area, and;

WHEREAS, all transportation projects in the Appleton (Fox Cities) Metropolitan Planning 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 Appleton (Fox Cities) Policy Board affirms the validity of the transportation plan for the Metropolitan Planning Area, 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)/Infrastructure Investment and Jobs Act (IIJA), 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 APPLETON (FOX CITIES) METROPOLITAN ORGANIZATION

Section 1: That the Commission, as the designated MPO, adopts the Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization – 2025-2028;

Section 2: In accordance with 23 CFR 450.336, the Commission as the Metropolitan Planning Organization for the Appleton (Fox Cities) Metropolitan Planning Area 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 Appleton (Fox Cities) Policy Board further certifies that the TIP contains projects that are consistent with the metropolitan plans for the urban area;

Section 4: That the Appleton (Fox Cities) Policy Board 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 17, 2024

Submitted By: Appleton (Fox Cities) Policy Board

Prepared By: Chris Colla, Associate Transportation Planner

Chris R. Hand

Chair, Appleton (Fox Cities) Policy Board

Melissa Kraemer Badtke

Attest: Melissa Kraemer Badtke - Executive Director/MPO Director

10/17/2024

Approval Date



TRANSPORTATION IMPROVEMENT PROGRAM PROCESS

TRANSPORTATION IMPROVEMENT PROGRAM PROCESS

One of the objectives of the BIL is to forge a stronger link between plan preparation and plan implementation. It accomplishes this, in part, by broadening public involvement and elevating the importance and authority of the MPO in the Transportation Improvement Program 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 listed outside of the four-year horizon 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.

Financial Constraint

At the beginning of each yearly TIP update, WisDOT develops a list of estimated funding resources for the MPOs of anticipated federal and state funding for highway and transit projects. Each TIP demonstrates fiscal constraint by showing financial data comparing costs with expected funding. The MPO, WisDOT, local units of government and transit operators develop estimates of funds reasonably expected to be available to support TIP implementation.

Relation to Metropolitan Transportation Plan

Federal regulations require that regionally significant projects be drawn from the region's Metropolitan Transportation Plan (MTP), and all projects in the TIP must work toward implementing the goals of the MTP. The MTP is intended to direct transportation and land-use development and policy decision-making over the required 20-plus year horizon. Included in the plan are lists of projects, policies, strategies, actions, and performance measures to assist in achieving in the region's goals.

Projects included in the TIP for the Appleton (Fox Cities) region must also align with the region's federally required Congestion Management Process (CMP), which aims to meet the increasing demands of travel in the region without adding capacity, where possible. The CMP analysis identifies deficiencies and problematic locations in the transportation network, and a call for projects is issued to local communities to advance potential projects in those locations. ECWRPC utilizes additional modeling, analysis, and data collection tools to identify locations for possible improvement projects. Local communities, counties, and municipalities shall identify and advance projects anticipated to be needed in the next 5-15 years for listing in the MTP. Additionally, the CMP lists and prioritizes strategies for management and operations; these

actions can then be advanced into the MTP. The MTP prioritizes the included projects, identifies funding, and schedules prioritized projects into the TIP for implementation. Fiscal constraint will be ensured. Public comment period(s) will comply with the Public Participation Plan and occur at designated times.

Project Solicitation and Public Involvement

Annually, each transit operator, local 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 is provided to local units of government and transit agencies requesting candidate projects to be identified in June of each fiscal year.

In early September, a legal notice is published in the daily paper identifying a review and comment period open to the public for 30 days.

Once the project lists are developed by the counties and agencies, and the public has reviewed and submitted comments, the project list is reviewed by the Technical Advisory Committee (TAC) to ensure that the highest priority needs within the region are being addressed and that projects are consistent with regional goals. The TAC then makes recommendations for approval by the Policy Board. Amendment to the TIP may occur throughout the year and will be considered by the Policy Board.

Project Review for Eligibility

Projects submitted must be included in a locally adopted Capital Improvements Program and are reviewed for consistency with transportation plan recommendations (MTPs), availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded highway, transit, and other projects must be included in the TIP to compete for the receipt of federal funding assistance.

“Regionally significant” projects scheduled for implementation with state and local funds must also be included for informational and coordination purposes; except that all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source.

Regionally significant projects means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations ([40 CFR part 93, subpart A](#))) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

TIP Amendments

After the TIP is adopted and approved, monthly changes to update it may occur. Updates are referred to as either Major/Minor Amendments or Modifications and are categorized based on the extent of the change/update.

The TIP modifications and amendment guidelines outlined in Appendix A have been established by the MPO in conjunction with FHWA, FTA, and WisDOT to illustrate common changes that may occur during the implementation of an approved TIP and corresponding levels of action that the MPO would be expected to take in formally amending the TIP before federal funding could be committed to the affected projects.

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to pursue federal funding commitments 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. The City of Appleton, Valley Transit, 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 and 5309 programs.



PERFORMANCE MEASURES AND TARGETS

PERFORMANCE MEASURES AND TARGETS

Background

As part of the latest federal transportation bill, it is a requirement to incorporate performance-based planning and programming into the development of the MPO's MTP and 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 – <https://www.fhwa.dot.gov/tpm/about/goals.cfm>

ECWRPC tracks performance measures over time to ensure proper system performance and comply with Federal regulations. The charts in Appendix B illustrate historical trends for performance measures baseline and target values. Measures are defined by Federal Highway Administration; WisDOT establishes and updates targets and baseline values every 1-2 years

and the Appleton (Fox Cities) MPO has historically adopted state targets. All projects programmed into the TIP advance these performance measures, demonstrated through the definition of project targets, baselines, and total investments for each individual performance measure.

Performance Based Planning

Performance based planning and programming (PBPP) is a performance management approach that is used in transportation agencies to achieve desired performance outcomes for the multimodal transportation system. Performance management for the TIP is the strategic use of performance data to support project selection decisions that help to achieve desired performance outcomes. It is credited with improving project and program delivery, informing investment decision-making, and providing greater transparency and accountability to the public. PBPP is a requirement under current, and past, transportation and infrastructure laws. PBPP attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals.

In 2016, the FHWA established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The following sections address the MPO's adopted performance targets and the anticipated affects to the transportation system.

East Central is currently refining performance measure criteria and procedures. Enhanced and more robust performance measures will be implemented in upcoming TIP's.

PM1: Highway Safety Performance Measure

Pursuant to 23 CFR 490.209, state DOTs and MPOs are required to establish targets annually based on five-year rolling averages of the following categories:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

According to the regulation, MPOs must establish targets no later than 180 days after the DOT has established and reported their targets in the state Highway Safety Improvement Program annual report. The majority of MPOs in Wisconsin have chosen to follow and support the measures established by WisDOT.

The Appleton (Fox Cities) MPO adopted the targets established by WisDOT and approved by formal resolution on January 24, 2024. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of WisDOT's HSIP targets.

The performance measures established by WisDOT and adopted by ECWRPC for 2025 are shown in Table 2 for reference.

Table 2: PM1 Safety Targets

Performance Measure	Regional Baseline (2018-2022)	Regional Target 2024
Number of Fatalities	600.8	588.8
Rate of Fatalities per 100 mil VMT	0.934	0.915
Number of Serious Injuries	3095.6	3033.7
Rate of Serious Injuries per 100 mil VMT	4.822	4.726
Number of Non-Motorized Fatalities and Serious Injuries	379.4	371.8

Table 3 shows the total projects and amounts of money that is being invested to improve the *safety* of the MPO's transportation system.

Table 3: Projects Advancing PM1

Funding Source	Count of Projects	Total Length	Total Cost
STBG	13	30.92 miles	\$14,094,000
HSIP	5	10.71 miles	\$4,502,000
NHPP	34	1 mile	\$186,916,000
TAP/TA Set-aside	6	10.68 miles	\$18,936,000
Section 5310	2	0.00 miles	\$207,000
Local Bridges	2	0.14 miles	\$4,806,000
STBG - Local Bridge	1	0.45 miles	\$1,203,000

A total of 53 miles, with \$44,289,000 dollars invested across those miles, are advancing safety in the MPO.

Projects Advancing PM1

- CTH P, STH 47 – Midway Rd
- CTH N, CTH KK – CTH CE
- Commercial St, Stanley St – Tyler St
- STH 96 (Wisconsin Ave), Casaloma Dr – Badger Ave
- STH 55, USH 10 – Ridgecrest Ln
- E. Shady Ln, Cold Spring Rd – CTH CB
- Lawe St, College Ave – Wisconsin Ave
- STH 76 & Larsen Rd Intersection

PM2: Infrastructure (Pavement and Bridge) Performance Management Measure Rule

Pursuant to 23 CFR Part 490, 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 Appleton (Fox Cities) MPO adopted the targets established by WisDOT and approved by formal resolution on April 28, 2023.

The 2023 and 2025 NHS pavement condition targets are identified in Table 4.

Table 4: PM2 Infrastructure 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	0.30%	<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%

The 2023 and 2025 NHS bridge condition targets are identified in Table 5.

Table 5: PM2 Bridge 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	2.60%	<10.0%	<3.0%

Table 6 shows the total projects and amounts of money invested to maintain and improve pavement and bridge conditions in the Appleton (Fox Cities) MPO during the TIP period.

Table 6: Projects Advancing PM2

Pavement Projects	Number of Projects	Lane Miles	Total Project Cost
Interstate NHS	4	67.27	\$389,932,000
Non-Interstate NHS	8	34.70	\$28,662,000
Bridge Projects	Number of Projects	Number of Bridges	Total Project Costs (Millions)
NHS	28	96	\$503,533,000

A total of 101.97 miles and 28 bridges, with \$922,127,000 invested across those miles and bridges, contribute to meeting the PM2 performance measure. The projects are listed.

Interstate NHS Projects

- I-41 Project, Appleton – De Pere
- I-41 Project, STH 96 – CTH F
- I-41 Project, CTH Y – Breezewood Ln

Non-Interstate NHS Projects

- USH 10, STH 114 – CTH N
- STH 55, US 151 – STH 114
- STH 96 (Wisconsin Ave), Casaloma Dr – Badger Ave
- STH 114, Melissa St – USH 10
- STH 47, 9th St – North County Line
- STH 441, USH 10 South – Oneida St
- STH 76, STH 15 – CTH S

Note: The I-41 Projects and USH 10 Project have multiple TIP numbers for different aspects and phases of the projects, thus the differences in count of projects here versus Table 6. All improvements are within the listed locations; thus, the projects are only listed once.

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.

PM3: System Performance (NHS, Freight, CMAQ) Performance Management Measure

Pursuant to 23 CFR Part 490, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System (NHS) and the efficient movement of freight on the Interstate System.

The 2023 and 2025 performance measure targets are identified in Table 7.

Table 7: PM3 System Performance Targets

Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
<u>Travel Reliability</u>			
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%
<u>Freight Reliability</u>			
Truck Travel Time Reliability Index on the Interstate	1.20	1.30	1.30

Table 8 shows the total projects and amount of money invested to improve travel time reliability on the NHS system in the MPO region during the TIP period.

Table 8: Projects Advancing PM3

Type	Number of Projects	Total Project Costs (Millions)
Interstate NHS	4	\$389,932,000
Non-Interstate NHS	8	\$28,662,000

A total of 101.97 miles, with \$922,127,000 invested across those miles, contribute to meeting the PM3 performance measure. The projects are listed.

Interstate NHS Projects

- I-41 Project, Appleton – De Pere
- I-41 Project, STH 96 – CTH F
- I-41 Project, CTH Y – Breezewood Lane

Non-Interstate NHS Projects

- USH 10, STH 114 – CTH N
- STH 55, US 151 – STH 114
- STH 96 (Wisconsin Ave), Casaloma Dr – Badger Ave
- STH 114, Melissa St – USH 10
- STH 47, 9th St – North County Line
- STH 441, USH 10 South – Oneida St
- STH 76, STH 15 – CTH S

Note: The I-41 Projects and USH 10 Project have multiple TIP numbers for different aspects and phases of the projects, thus the differences in count of projects here versus Table 8. All improvements are within the listed locations; thus, the projects are only listed once.

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.

Transit Asset Management (TAM)

In accordance with 49 CFR Parts 625 and 630, Valley Transit has developed the following performance measures for capital assets. Valley Transit is a Tier II provider.

Assets are categorized as either Rolling Stock, Equipment, or Facilities. Rolling stock refers to revenue vehicles. 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 TAM targets have been established:

Table 9: TAM Targets

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

Valley Transit is required by FTA 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 10. TAM Plan is used by the transit agency to prioritize capital projects and support funding decisions; all projects undertaken will be monitored by and advance performance measure targets.

Table 10: Asset Conditions and Goals

Asset	Description	Count	Average Age	2021 Baseline Rating	2024 Condition Rating	2025 Target
Revenue Vehicles	Buses	28	4.18	21%	0%	0%
Equipment	Non-Revenue Service Auto	2	11	0%	100%	100%
Equipment	Trucks & Other Rubber Tire Vehicles	6	10.67	43%	33%	13%
Equipment	Bus Wash	1	29	0% / 3	0% / 2	100% / 2
Equipment	Fare Collection System	1	14	0% / 3	100% / 2	100% / 2
Equipment	AVL System	1	1	0% / 3	0% / 5	0% / 5
Equipment	Floor Scrubber	1	4	0% / 5	0% / 5	0% / 5

Asset	Description	Count	Average Age	2021 Baseline Rating	2024 Condition Rating	2025 Target
Facility	Transit Center	1	34	0% / 3	100% / 1	100% / 1
Facility	Operations & Maintenance	1	41	100% / 2	100% / 1	100% / 1

Table 11: Condition Rating Scale

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

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

In 2022, the investment priority for Valley Transit shifted from revenue vehicles to facility renovation & improvement projects. Both facilities are currently below a condition rating of 3.0. The lack of capital funds for renovation has strained operating fund resources. Fortunately, Valley Transit was awarded capital funds through the RAISE and Buses & Bus Facilities competitive grant programs in June/July of 2024. These funds will allow for the complete renewal of Valley Transit’s two facilities: the Whitman Facility (Admin/Maintenance/Storage) and Downtown Appleton Transit Center. The Whitman Facility project includes a new bus wash and bus wash bay. As these projects are completed, future performance ratings will be updated to reflect the new condition rating for these facilities and equipment.

Beyond facilities, Valley Transit is currently researching modern fare collection options to purchase in 2025. The current fare system utilizes outdated and discontinued technology.

The TIP was developed and is managed in cooperation with Valley Transit. It reflects the investment priorities and project selection process established in the MTP; the process is intended to use available funding to improve the condition of the region’s transit assets.

Public Transit Agency Safety Plan (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 establish safety performance measures and to develop and implement a Public Transit Agency Safety Plan (PTASP). Safety performance target data is shared with the MPO for integration into the TIP and other planning processes.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan. The transit safety performance measures are:

- Total # of Safety Events
- Safety Event Rate per Vehicle Revenue Miles
- Total # of Fatalities
- Fatality Rate per Vehicle Revenue Miles
- Total # of Injuries
- Injury Rate per Vehicle Revenue Miles
- System Reliability

Valley Transit's Safety Performance Targets can be seen in Appendix C.

Progress and Activity Summary: the following safety related activities are undertaken and completed by Valley Transit in support of PTASP targets.

1. Monthly safety committee meetings
2. Standing safety talks/posters/electronic messaging
3. Continued development and training of the Safety and Compliance Specialist position
4. Utilizing our (Valley Transit's) system to review and respond to anonymous feedback from employees

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

The Appleton (Fox Cities) MPO agrees to support the Valley Transit safety targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving performance measures and Valley Transit's targets.



PROJECT SELECTION PROCESS

PROJECT SELECTION PROCESS

Surface Transportation Block Grant – Urban (STBG-Urban)

The Appleton (Fox Cities) MPO approves funding for improvement projects under the STBG-Urban program. The program provides flexible funding for improvement projects on public roads, bicycle/pedestrian infrastructure, and transit capital projects. The program tallies an itemized listing of projects submitted by the local entities and Wisconsin Department of Transportation to be scheduled and completed in a four-year window, with new project application cycles rolling out every two years. The allocation of total STBG funds for program years 2024-2029 was \$4,191,027 in the Appleton (Fox Cities) urbanized area.

Project Selection Process

The Appleton (Fox Cities) MPO Policy Board ranks project applications based on pre-established criteria that align with and advance the adopted performance measures. The selection and ranking criteria for STBG-Urban projects are listed.

As part of the STBG-U program, communities applying for 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. The MPO Policy Board has approved a complete streets policy; all projects receiving federal funding will adhere to this policy. East Central staff will rank the STBG Urban projects based on the criteria below and provide a recommendation to the Technical Advisory Committee, the East Central Transportation Committee and the Commission Board, which serves as the Policy Board for the Appleton (Fox Cities) MPO.

The projects are selected for funding awards by rank order as determined by the scoring criteria and prioritization process. The specific procedure followed, characterized as "Maximize Funding for Projects," is listed. East Central additionally hosts the listing of all project applications, including those not advanced for funding.

- Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 50 percent minimum federal funding level.
- If the remaining allocation is inadequate to fund the final project at 50 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 50 percent federal funding level until balance is achieved with the allocation.
- If the final project cost is so large that funding it at the 50 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 50 percent minimum federal funding level, then that project shall be passed over to the next project on the list.

Project Ranking Criteria

The projects are ranked according to the following criteria. ECWRPC anticipates these scoring criteria will be updated and amended back into this TIP document before the next STBG-U application cycle rolls out in 2025. The new criteria will be developed with input from the Transportation and Technical Advisory Committees and approved by the Commission Board.

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.

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
1.1 Plan Consistency	5	Direct Relationship	
	3	Some Relationship	
	1	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.

Sections 2.1–2.3 - Highway vs Non-Highway applications:

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

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.

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
2.1 Pavement Condition	5	Rating of 1-2 (very poor condition, reconstruction necessary)	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.
	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)	
2.2 New Facilities	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects	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.
	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	
2.3 Traffic Operations Improvements	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects	Principally intersection channelization or signalization projects or improvements to corridor performance through access management.
	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	
2.4 Freight Operators	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	
2.5 Transit Improvements	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	

Section 2.6 - Bicycle and Pedestrian Improvements: Projects can be categorized as either Barrier Crossing Improvements or Corridor Improvements and rated using the appropriate set of criteria. (Scores of criteria A), B) and C) are averaged and rounded to the nearest integer.)

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
2.6 Bicycle & Pedestrian - Barrier Crossing Improvements	Provides facility over/under non-compatible transportation route or natural feature. (Scores of criteria A), B) and C) are averaged and rounded to the nearest integer.)		
A. Barrier Crossing Improvements - Spacing	5	2.01 miles or greater	(distance between facilities)
	4	1.51 to 2 miles	
	3	1.01 to 1.50 miles	
	2	0.76 to 1 mile	
	1	0.51 to 0.75 miles	
	0	0.5 miles or less	
B. Barrier Crossing Improvements – Level of Use	5	Residential to multimodal transfer locations	(origin/destination pairs)
	5	Residential to employment centers/schools/colleges	
	3	Residential to commercial/recreational	
	1	Residential to residential	
	0	Recreational to recreational	
C. Barrier Crossing Improvements – User Safety	5	No potential for at-grade crossing	(Is at-grade crossing possible?)
	3	At-grade crossing possible; safety concerns remain	
	0	Safe at-grade crossing is possible	
OR			

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
2.6 Bicycle & Pedestrian – Corridor Improvements	Provides a bicycle and pedestrian route on or along a transportation route or natural feature. (Scores of criteria A), B), and C) are averaged and rounded to the nearest integer.)		
A. Corridor Improvements - Spacing	5	No alternative parallel route available	(distance between facilities)
	3	Adjacent parallel routes would be better option	
	0	Adequate parallel route already exists	
B. Corridor Improvements – Level of Use	5	Residential to multimodal transfer locations	(origin/destination pairs)
	5	Residential to employment centers/schools/colleges	
	3	Residential to commercial/recreational	
	1	Residential to residential	
	0	Recreational to recreational	
C. Corridor Improvements – User Safety	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups	(Is at-grade crossing possible?)
	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. Noncorridor-based projects would use the alternate rating based on the appropriateness of their location, magnitude and size, and projected usage.

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
3.1 Corridor Rating	5	> 1.00	Corridor-based projects
	4	0.80 - 1.00	
	3	0.60 - 0.79	
	2	0.40 - 0.59	
	1	0.20 - 0.39	
	0	< .20	
OR			
3.1 Alternate Rating	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects	Non-corridor-based 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.)

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
4.1 Segment Crash Rates	5	> 280	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.
	3	150-279	
	0	< 149	
4.2 High Accident Locations	5	> 5	Intersections defined as any locations with >5 crashes in any one year
	3	1 - 4	
	0	0	
4.3 New Facilities	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups	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.
	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.

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
5.1 Multimodal	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.

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
6.1 Planned Programming	5	Five Years or More	
	4	Four Years	
	3	Three Years	
	2	Two Years	
	1	One Year	

Projects Recommended for Funding

The City of Kaukauna project – Kenneth Ave/3rd Street - was the highest scoring project able to use the entire allocation for the current STBG-U cycle. The project scored highly in the consistency and safety categories. The other projects selected from a previous STBG-U solicitation are listed by schedule. Each selected project scored higher in relation to other applications in the scoring criteria and maximized utilization of funding allocations.

FFY 2024

- 252-20-056: Winnebago County, CTH P // STH 47 - Midway Road, LET

FFY 2025

- 252-20-058: Outagamie County, CTH N, LET
- 252-23-053: City of Menasha, Racine Street, LET
- 252-20-059: City of Neenah, Commercial Street, LET

FFY 2026

- 252-22-061: Village of Fox Crossing, E. Shady Lane
- 252-22-064: City of Appleton, Lawe Street // College Ave - Wisconsin Ave, Construction

FFY 2027

- 252-22-054: Town of Grand Chute, Spencer Street // S. Nicolet Road - Bluemound Drive, Construction

FFY 2029

- 252-24-045: City of Kaukauna, Kenneth Ave & 3rd Street, Construction

Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP) was established through the BIL. The program offers funding for projects that reduce transportation emissions and requires each state to develop a comprehensive carbon reduction strategy. The Appleton (Fox Cities) MPO is responsible for awarding funding to eligible projects. CRP projects are Federally funded up to 80 percent with a 20 percent local match. The allocation for the Appleton (Fox Cities) MPO is \$2,590,568 for FFY 2025; additional application cycles run through 2028.

Project Selection Process

Candidate projects for are evaluated using the project approval prioritization system approved by the Technical Advisory Committee and Policy Board. The MPO Policy Board has approved a complete streets policy and 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 project ranking criteria assess the project overview, carbon reduction, connectivity and employment, regional planning priorities, cost-effectiveness, equity, and a general category. Each category is weighted to emphasize areas of importance and normalize scoring to a 100-point scale. Points denoted as a range (e.g. 1-5) are up to the reviewer's judgement based on the merits of the application.

Project Scoring Criteria

Projects are ranked according to the following criteria.

Project Overview (5%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Overview & Eligibility	5	Application provides brief, clear general overview of the project; project is eligible	Overview should include type of facility or project, location, and applicant contact info (person or organization). The reviewer should be able to decide on the merits of the project from the summary.
	1	Application overview is unclear or incomplete	

Carbon Reduction (30%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Active Transportation OR General Management	1-10	Project demonstrates significant benefit to active transportation network	Active transportation is a major element of CRP funding and ECWRPC planning priorities. Projects that improve road operations and performance metrics will be prioritized.
	1-10	Project demonstrates significant improvement to traffic/road operations	
Reduced Road Demand	1-10	Project will shift demand to non-peak hours or other (non-vehicle) modes, increases vehicle occupancy rate, reduces congestion, VMT, or otherwise reduces demand	Reduction in road demand reduces emissions. Active transportation projects are eligible in this category.
Network Cohesion	1-5	Project fills a gap in the existing transportation network or will serve as a backbone for multi-modal transportation	Projects that improve connectivity and cohesion with the existing network will gain priority.
Safety	1-5	Project incorporates necessary safety measures and will positively impact safety outcomes (for all modes) in the project location	Safety is a priority for ECWRPC in all plans and practices.

Connectivity & Land Use (15%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Land Use & Community Facilities	1-10	Project has connections to existing land use and resulting positive impacts from project implementation are described	Projects that improve cohesion and connectivity with existing land uses gain priority. This includes employment.
Housing Density	10	Project occurs in an area with above average housing density	Projects occurring in an area with higher housing density receive priority.
	5	Project occurs in an area with below average housing density	

Regional Planning Priorities (15%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Alignment with Metropolitan Transportation Plan goals	5	Projects furthers 3+ MTP goals	Projects that align with the stated goals for the region as described in the MTP receive priority.
	3	Project furthers 1-2 MTP goals	
	1	Project does not address MTP goals	
Alignment with other plans	5	Projects furthers 3+ other plans	Other plans include a Bicycle & Pedestrian Plan, Complete Streets Plan, CORP, or other local plan.
	3	Project furthers 1-2 other plans	
	1	Project does not apply to any other plans	

Equity (15%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Regional Equity Analysis	10	Project occurs completely within an identified tract	Tracts will be identified according the regional EJ index developed using data from ETC. A tract will be identified as disadvantaged if it exceeds the 65 th percentile threshold for the region according to ETC criteria.
	5	Project is partially within an identified tract	
	1	Project does not occur within an identified tract	

Cost-Effectiveness (10%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Cost Assessment	5	Project uses <50% of total allocated funding	Projects requesting fewer funds from the total Federal allocation amount are awarded more points. Cost assessment scale is curved to better benefit lower cost projects. Projects requesting funding in multiple years will be scored by percent use of the apportionment for each year by averaging the scores for each year.
	4	Project uses 50-70% of total allocated funding	
	3	Project uses 70-85% of total allocated funding	
	2	Project uses 85-95% of total allocated funding	
	1	Project uses 95-100+% of total allocated funding	
Schedule	5	Schedule is abundantly clear; any obstacles are mitigated	Applications should fully and clearly show how the project will be completed in a timely manner and detail any obstacles to implementation.
	3	Schedule is somewhat clear; there may be obstacles	
	1	Schedule is unclear; there are obstacles	

General (10%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Community Support	1-5	Letters of support or other documentation of community involvement and support for the project have been included	Shows the organization has active participation in and interest in bettering the community.
Organization Experience	1-5	Organization has previous experience handling grant projects	Applicants with a record of successful projects receive credit.
Project Tracking	1-5	Project includes a way to track progress, impacts, and successes	Tracking progress informs and improves future projects.

Projects Recommended for Funding

All projects previously selected for CRP funding are scheduled to be completed in 2024. The MPO has received several applications for future projects that are under consideration.

Transportation Alternatives / TA Set-Aside Program (TAP)

The Transportation Alternatives Program (TAP) is a variation of the STBG Program providing funding for a variety of smaller-scale active transportation projects; for example, transportation-adjacent projects such as construction of turnouts or overlooks, historic preservation, environmental mitigation and stormwater management, or recreation trails all qualify. With certain exceptions, most projects that meet eligibility criteria for the Safe Routes to School Program, Transportation Enhancements Program, or Bicycle & Pedestrian Facilities Program are eligible. As with STBG, TAP was authorized through the BIL. TAP projects within the jurisdiction of a TMA are selected at the regional level by the TMA, thus East Central uses the following criteria to select projects.

Project Selection Procedure

Projects are selected for funding through a scoring committee. Committee members are vetted through a selection process to ensure there is no conflict of interest for any member or any of the project applications. Each member of the committee will individually score each project application, the scores are then averaged and ranked. The committee will meet to discuss the merits of each application, funding, extenuating circumstances, and other noted influences that may have an impact on the success of a project. The committee will then make the final recommendation for which project(s) will receive funding.

Project Ranking Criteria

Projects are ranked according to the following criteria. Projects in different categories have separate criteria as denoted.

TAP / TA Set-Aside		
Criteria	Points	Guidelines
Project Planning & Local Support	0 – 30	<ul style="list-style-type: none"> - Project is part of another plan - Project is thorough and well-planned - Local support and commitment to the project is evident and documented - Project integrates into other planning efforts <p>SRTS Projects: includes walk/bike audits, surveys, or data that supports project</p>
Project Utility & Connectivity	0 – 30	<p>SRTS Projects:</p> <ul style="list-style-type: none"> - Application details how the project will increase percentage of children walking/biking to school - Addresses a clear safety concern <p><i>Application addresses any of the following:</i></p> <ul style="list-style-type: none"> - A documented parent concern that inhibits walking/biking to school - Has potential for changes in hazard busing - Changes policy limiting walking/biking to school - Increases school commitment / promotion of walking/biking - Will improve driver behavior in the school zone - Adds law enforcement participation in walking/biking issues - Will make it more appealing for children to walk / bike to school (general) <p>Planning Projects:</p> <ul style="list-style-type: none"> - Project will serve a broad geographic area - Project adds connectivity to the multi-modal network - Project will fill a multi-modal gap or serve as a backbone for the multi-modal network - Addresses a clear safety concern <p>Infrastructure Projects:</p> <ul style="list-style-type: none"> - Application describes the projects utility in detail - Project will add connectivity to the multi-modal network - Project will fill a multi-modal gap or serve as a backbone for the multi-modal network - Application describes connections to existing land uses - Addresses a clear safety concern
Project Benefits	0 – 30	<p>Application describes in detail how the project will provide benefit(s) in any – or multiple – of the following categories:</p> <p>Environmental, Livability, Economic Justice, Public Health, Historical Preservation, Economic Development, Safety</p>

Criteria	Points	Guidelines
Overview & Sponsor History	0 – 10	<ul style="list-style-type: none"> - Application provides a clear and brief general overview, including type of facility, project, and location - Application describes how the project will be completed and implemented on-time - Any obstacles and solutions are listed, all problems have explanation and mitigation strategies - Clear description of how applicant will comply with relevant laws and policies related to implementation of the project - Application provides history and evidence of prior experience with multimodal projects - Application shows evidence of sponsor commitment to multimodal programs (complete streets policy, advisory committees, multimodal accommodation, etc.)

Projects Recommended for Funding

The following projects received funding in the year-year TAP application cycle:

FFY 2024

252-23-020: Village of Kimberly, Marcella St Trail *from* Cobblestone Ln – W Kimberly Ave

252-23-042: Regional SRTS Project

252-23-068: City of Menasha, Feasibility Study STH 114

252-23-068: Village of Harrison, Feasibility Study STH 114

FFY 2025

252-23-073: Town of Grand Chute, Wisconsin Ave from N Casaloma Dr - N Badger Ave

252-23-073: Town of Grand Chute, Wisconsin Ave from I-41 - Badger Ave

252-73-072: Town of Buchanan, Eisenhower Dr Trail from CTH KK - Theater Way

FFY 2026

252-24-042: Appleton MPO SRTS Project

FFY 2027

252-24-044: Village of Harrison, Old Highway Rd Trail from Lake Park Rd - STH 114

FFY 2028

252-24-043: Town of Grand Chute, STH 96 from Westhill Blvd - Bluemound Dr

Transit Operating and Capital Assistance

The Federal Transit Administration (FTA) provides public transportation operating assistance to the Appleton Urbanized Area through an annual allocation of Section 5307 funding. Further operating assistance (Wis. Stat. 85.20) 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 2025 and outlying years.

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. Valley Transit has relied on competitive capital grants to fund major capital projects. After subsequent years of unawarded applications, Valley Transit was successful in obtaining competitive federal capital funds for two major facility projects in 2024. First, the Valley Transit Center Joint Development was awarded \$25M in USDOT's RAISE (Rebuilding American Infrastructure with Sustainability and Equity) funds to reconstruct Valley Transit's downtown Appleton Transit Center. This project will include a partnership with a developer to build housing above the ground floor. Additionally, Valley Transit was awarded \$12M in Federal Transit Administration Section 5339 Buses & Bus Facilities funds to complete phase II work on the Whitman Facility. Upon completion of these facilities and accompanying infrastructure, Valley Transit will begin the purchase of zero emission vehicles and charging equipment.

Valley Transit will continue follow its Transit Asset Management and Zero Emission Fleet Transition Plans' investment priorities and apply for competitive grants to ensure community mobility, maintain a state of good repair and transition toward zero-emissions.

In the Appleton Urbanized Area/Fox Cities, there are no capital projects planned for 2025. Illustrative projects and costs are found in Appendix I.

2025 Projects

Valley Transit intends to purchase three "Trucks and other Rubber Tire Vehicles" in 2025. This includes replacing a model year 1989 service truck, adding a small pick-up w/ plow and adding a small SUV. The existing two staff cars (Non-Revenue/Service Automobiles) recently surpassed their ULB but are both in good operating condition. Refer to Table 10. Valley Transit will monitor and consider replacement in 2026.

Future Projects

Valley Transit intends to add two zero-emission trolley buses to the fleet in 2026-27. This purchase is contingent upon completion of needed infrastructure that is tied to the facility construction projects mentioned previously.



**TITLE VI AND
ENVIRONMENTAL JUSTICE**

TITLE VI AND ENVIRONMENTAL JUSTICE

The Title VI and Civil Rights Act of 1964 states that *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”* [42 U.S.C. 2000(d)]

Similarly, Executive Order 12898 establishes that agencies receiving federal funding *“shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”*

Prior to these regulations, planning and construction projects had been used to cut various populations from one another, often creating secluded communities, inequitable distribution of resources, and causing adverse health effects. These regulations establish planning and policy principals that aim to prevent these types of bad practices based on discriminations and to assure that all members of the populations, especially those communities that have been historically disparaged, are no longer adversely affected.

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. The project evaluation approach used to create this TIP aim to:

- 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.

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.

To achieve these goals listed above, it is important to understand the unique needs and dispersal of various socio-economic groups in the region. The MPO utilizes a number of tools and processes to identify historically disadvantaged populations and uses this as a basis to address any potential adverse impacts.

Identifying Historically Disadvantaged Populations

The MPO utilizes U.S. Census data to identify and track the growth of minority and low-income populations. Table 12 highlights the demographic profile of the region. The MPO mirrors most demographics compared to the region, with a slightly larger population of Asian, Hispanic Origin, and Multi-Race/Non-Hispanic or Latino residents. An important note is that the total population in the adjusted urban boundary and the metropolitan planning area boundary featured in the Federal Planning Requirements section does not match the total population listed in Table 13 below. This is because the adjusted urban boundary and metropolitan planning area boundary above use the 2020 Census values, which align with the data that is federally required to be used to update these boundaries, while the demographic data uses 2024 ESRI business analyst data as it is more recent data. The two data sources summarize the population within the same area.

Table 12: Demographic Profile

Population Groups	Appleton (FC) MPA Population	Appleton (Fox Cities) Percentage	ECWRPC Regional Total	ECWRPC Regional Percentage
Total Population	259,442	100%	680,828	100%
White, Non-Hispanic/Latino	219,358	84.55%	586,193	86.10%
Black or African American, Non-Hispanic/Latino	5,293	2.04%	13,208	1.94%

Population Groups	Appleton (FC) MPA Population	Appleton (Fox Cities) Percentage	ECWRPC Regional Total	ECWRPC Regional Percentage
American Indian / Alaska Native	1,894	0.73%	13,072	1.92%
Asian	10,525	4.08%	16,816	2.47%
Pacific Islander	182	0.07%	341	0.05%
Two or more races, Non-Hispanic/Latino	15,437	5.95%	35,539	5.22%
Other Race	6,668	2.57%	15,591	2.29%
Hispanic Origin (Any Race)	15,878	6.12%	37,241	5.47%

**Numbers may not add up to exact totals due to rounding*

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. The mapped projects and populations can be seen in Appendix D.

GIS Analysis

Map D-1: Transit Routes

Map D-1 illustrates the existing fixed route transit system in relation to TIP projects.

Map D-2: Identified Disadvantaged Locations

Map D-2 depicts the historically disadvantaged populations within the Oshkosh MPO region by census tract. Historically disadvantaged communities were identified through Justice40 and USDOT ETC data. Justice40 populations are considered to be those of low income, vulnerable, and underserved. ETC data is composed of five components that cumulatively express the burden communities experience as a result of underinvestment in transportation. The five components that make up the ETC data are as follows: transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact these communities.

Map D-3: Hispanic or Latino Population

Map D-3 illustrates the 2018-2022 average distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2025 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. 6.12% of the MPO population identifies as Hispanic or Latino.

Map D-4: Household Income Less than \$25,000

Map D-4 depicts 2018-2022 average households making less than \$25,000 (low-income) for the area. 2025 TIP projects are included to allow 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 D-5: Limited English Population

Map D-5 depicts 2018-2022 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 D-6: Minority Population

Map D-6 illustrates the 2018-2022 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. 15.45% of the MPO population identifies as non-white.

Map D-7: Population Below Poverty Level

Map D-7 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. The 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 2025 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map D-8: Population Without Vehicle Access

Map D-8 depicts 2018-2022 average distribution of households with no car in the Oshkosh MPO area by census tract. This analysis is included with 2025 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.

Analysis has concluded that none of the programmed projects disproportionately affect any certain population concentration in the Appleton (Fox Cities) MPO. Additionally, 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.



PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT

As part of the public involvement process for the TIP, East Central Wisconsin Regional Planning Commission publishes a notice in the local paper directing interested stakeholders and the public on where to access the draft TIP for review and comments. The statement used to alert the public is as follows:

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) Area has prepared a draft Transportation Improvement Program (TIP) for the Appleton (Fox Cities) Metropolitan Planning Organization – 2025-2028. 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 2025 TIP will be accepted until September 15th, 2024. If you would like more information about the 2025 Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization or 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.

The **Proof of Publication** for this TIP can be found in Appendix E.

The TIP was posted for a 30-day public comment period starting September 1st, 2024. No public comment was received. No members of the public attended the Technical Advisory Committee and Policy Board meetings when the TIP was approved. No public comment was received.

ECWRPC is in the process of procuring TIP software to provide increased transparency to the public, improve access to data, and increase accuracy in reporting. TIP software will create better collaboration and communication with WisDOT and project partners.

Public Engagement Resources

Community engagement is a critical piece of any transportation project, plan, or program. Community engagement provides local governments with key information and local expertise that may not be available anywhere else and is often required to receive federal, regional, state, or local funding. Additionally, when community engagement is conducted inclusively with principles of mobility and environmental justice, it can help local governments improve equity in both process and outcome.

Conducting equitable engagement invites people to reflect on their lived experiences and consider how they would improve moving about their community from big picture changes to incremental steps. Historically, marginalized communities have intentionally and unintentionally

been excluded from transportation planning efforts and decision-making, which has resulted in these communities having less access to safe, comfortable, and convenient transportation. ECWRPC wants to address these past wrongs and help prevent their own organization and local partners from perpetuating past harms in future planning efforts.

Historically, community engagement efforts for transportation projects have attracted people who are already comfortable interacting with government agencies and have the time and resources to participate in engagement activities. This often means people who are most impacted by a project do not get the opportunity to express their opinions, provide feedback, or assist in decision-making. For example, without representative participation in community involvement, cities and neighborhoods are built in ways that only people with transportation choices can navigate easily and conveniently. For example, neighborhoods without sidewalks or that are divided by major arterials are only designed for those who have access to a vehicle, which can align with income, ability, and race. More inclusive and equitable engagement can help ensure that our streets and neighborhoods are built for the needs of all residents. ECWRPC wants to be intentional in engaging community members who are diverse in age, race, disability status, and language, and those who bring life experiences and expertise often missing from existing data and current decision-making groups.

As ECWRPC and local governments work to improve community engagement efforts to reach historically underserved communities, it is important to acknowledge and take accountability for the historical wrongs and ongoing systemic barriers that have led to distrust and perpetuate transportation disparities.

Various types of intentional and unintentional inequities have a lasting impact on people's willingness to engage with local government, especially if not explicitly addressed. Although nothing can change history, acknowledgement of past government wrongdoings in addition to earnest efforts to improve diversity, equity, and inclusion through community engagement can help ECWRPC and local partners begin repairing relationships with marginalized communities.

ECWRPC makes a great effort to engage communities equitably. Several plans and resources have been developed to assist in this venture including the *Title VI and LEP Plan*, the MPO's *Public Participation Plan*, and the *Equitable Engagement Toolkit and Guidebook*. Each of these resources are explained in more detail below with links to the resource.

Title VI and LEP Program

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. Several other federal legal authorities supplement Title VI by extending protections based on age, sex, disability, limited English proficiency, and low-income status. In addition, the Civil Rights Restoration Act of 1987 clarified Title VI enforcement by mandating that Title VI requirements apply to all programs and activities of federal-aid recipients regardless of whether any particular program or activity involves federal funds. Taken together, these laws require recipients and subrecipients of federal funds to ensure all programs and services are delivered to the public without discrimination.

East Central Wisconsin Regional Planning Commission (ECWRPC), as a recipient of federal financial assistance, will ensure compliance with Title VI of the Civil Rights Act of 1964; 49 C.F.R. Part 21; FTA Circular 4702.1b (Title VI Requirements and Guidelines for Federal Transit Administration Recipients); (Department of Transportation Regulations for the Implementation of Title VI of the Civil Rights Act of 1964); 49 C.F.R Part 21; and related statutes and regulations. ECWRPC acknowledges it is subject to and will comply with Federal Highway Administration Title VI Assurances.

This plan explains the how the Regional Planning Commission incorporates the requirements of Title VI and related legal authorities into its operations. The plan will be used a reference for ECWRPC and an informational resource for the public. The plan will be updated every three years to reflect changes in Title VI compliance operations.

The Title VI Non-Discrimination Program and Limited English Proficiency Plan for the East Central Region and MPO can be viewed at the following website:

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

Public Participation Plan

The purpose of this Public Participation Plan (PPP) is to establish procedures that allow for, encourage, and monitor agency outreach to and participation of all residents within the MPO. The intent of this effort is to take reasonable actions throughout the planning process to provide opportunities for historically under-served populations to participate, including but not limited to people of color, people who speak languages other than English, and low-income populations.

This document will lay out procedures to provide opportunities for all area residents to participate in the development of the MPO's Transportation Improvement Program (TIP), and the Metropolitan Transportation Plan (MTP), and other planning documents that may be developed.

This document is intended to meet federal civil rights requirements included in Title VI – Civil Rights Act of 1964. Environmental Justice provisions, adopted in Executive Order #12898, require that no population, particularly minority and low-income, be subject to a disproportionate share of adverse impacts, or are denied benefits of a program. Environmental Justice adds specific protected status of low-income individuals to the Title VI requirements, to provide all members of the public equal access to federal aid programs.

ECWRPC's Public participation Plan can be viewed through the following link:

<https://www.ecwrpc.org/wp-content/uploads/2023/11/Appleton-Fox-Cities-and-Oshkosh-MPO-2023-Public-Participation-Plan.pdf>

Equitable Engagement Toolkit and Guidebook

One of the most important pieces of public participation is ensuring that all members of the community have their voices heard in regard to their transportation needs. ECWRPC strives to enhance public outreach work by incorporating inclusion from the beginning and throughout the planning process. ECWRPC's Equitable Engagement Toolkit and Guidebook was developed with stakeholder and public involvement in 2022. This resource offers guidance and strategies that will make engagement activities more meaningful, purposeful, and worthwhile for those that

live in the region. The Guidebook is specifically designed to improve engagement to reach those in historically underserved communities, such as People of Color, low-income households, people with disabilities, or those who do not primarily speak English, among others.

The Equitable Engagement Toolkit and Guidebook can be viewed at the following website:
<https://www.ecwrpc.org/wp-content/uploads/2022/12/Equitable-Engagement-Toolkit-and-Guidebook.pdf>



FINANCIAL PLAN

FINANCIAL PLAN

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.

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 49 U.S.C. 53). 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). Additionally, project costs prior to or beyond the four-year TIP period must also be included in the total project cost, as required 23 C.F.R. 450.326(g).

Inflation rate factors used in the financial constraint tables are determined by WisDOT, based on average change in the Consumer Price Index over the last 10 years. This inflation factor is not intended capture increases in individual cost items. Those increases should be reflected in the individual project costs estimates as they are updated annually. The inflation rates used in the 2024-2027 Transportation Improvement Program are listed below. At the time of publication, WisDOT had not provided updated inflation rates.

2025	2.93%
2026	2.93%
2027	2.93%
2028	2.93%

Federal Funding Programs

Flexibility of Funding Sources

The BIL retains a majority of the highway program structure from the FAST Act legislation, retaining the latitude to flex 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.

These programs allow states to transfer up to 50% of funds made available each fiscal year from one program to any other apportionment of the state, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, National Highway Freight Program, Carbon Reduction Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to STBG.

Flexible Federal-Aid Highway Programs

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Grade Crossing
- Transportation Alternative Program (TAP)
- Carbon Reduction Program (CRP)

Flexible Federal-Aid Transit Programs

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

Program Summaries

Categorical programs, and corresponding acronyms, included in the BIL and FAST Act legislation applicable to the Appleton (Fox Cities) MPO are listed in this section. Of these categorical programs, the majority are programmed by WisDOT. The TIP serves as a forum to communicate with the MPO annually and generate additional public exposure to influence the project prioritization by WisDOT.

National Highway Performance Program – State (NHPP)

NHPP funding supports the condition and performance of the National Highway System (NHS), supports the construction of new facilities on the NHS, ensures that investments of Federal-aid funds in highway construction are used to support achieving State performance targets, and to increase the resiliency of the NHS through mitigating future damages from sea level rise, extreme weather events, flooding, wildfires, and other natural disasters.

Bridge Replacement and Rehabilitation – State (BR, BH) – Local (BR-Local)

The Bridge Formula Program (BFP) provides funding to replace, rehabilitate, preserve, protect, and construct highway bridges.

Surface Transportation Block Grant (STBG) – Urban (U, URB) – Rural (RU)

The STBG Program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance of federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects within urban areas.

The STBG Rural program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

A portion of STBG funds are allocated to states as Flex (FLX) funding. STBG-FLX funding has additional flexibility compared to the standard STBG funds and allows local and regional agencies to better address transportation needs through the funding of public transit, bicycle and pedestrian infrastructure, safety improvements, and environmental mitigation projects. This flexibility in funding enables a more tailored approach that can address unique challenges and opportunities.

Highway Safety Improvement Program (HSIP)

The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. The program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The BIL allows a State to use up to 10% of its HSIP funding for specified safety projects that:

- Promote public awareness and informs the public regarding highway safety matters
- Facilitates enforcement of traffic safety laws
- Provides infrastructure and infrastructure-related equipment to support emergency services
- Conducts safety-related research to evaluate experimental safety countermeasures or equipment
- Support safe routes to school non-infrastructure related activities

Transportation Alternatives Program (TAP)

TAP funds support a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

TAP funds come from a set-aside portion of the STBG funds for each state. The national total set aside for TAP is equal to 10% of the amount that would otherwise be apportioned for STBG (nationwide) for the fiscal year. The state's share of this national total is determined through a formula.

Carbon Reduction Program (CRP)

The CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

In Wisconsin, CRP funds can be used for projects that fall in the following categories:

- Establishment or operation of a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems (23 USC, Section 149(b)(4));
- A public transportation project that is eligible for federal assistance (23 USC, Section 142);
- Construction, planning, and design of on- or off-road trail facilities for pedestrians and bicyclists;
- Advanced transportation and congestion management technologies (23 USC, Section 503(c)(4)(E));
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications systems;
- Replacement of street lighting and traffic control devices with energy-efficient alternatives;
- Congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection and transportation demand management strategies;
- Efforts to reduce environmental and community impacts of freight movements;
- Diesel engine retrofit projects as described in 23 USC, Section 149(b)(8);
- Certain types of projects to improve traffic flow and that does not result in the construction of new capacity (23 USC, Section 149(b)(5));
- Reduction of transportation emissions at port facilities, including through the advancement of port electrification

Office of the Commissioner of Railroads (OCR)

The focus of the OCR is to ensure public safety at railroad crossings. The OCR determines the adequacy of warning devices at railroad crossings as well as approving the installation of new railroad crossings, alteration of existing crossings, and closing or consolidating of existing crossings.

Section 5307 – Formula Capital and Operating Assistance

Section 5307, the Urbanized Area Formula Funding program, makes federal resources available for transit capital and operating assistance and transportation-related planning in urbanized areas. Funding is apportioned based on legislative formulas.

For urbanized areas with populations of 50,000 to 199,999, the formula is based on population, low-income population, and population density. For urbanized areas with a population of 200,000 or more, the formula is based on a combination of bus vehicle revenue miles, bus passenger miles, fixed guideway vehicle revenue miles, fixed guideway directional route miles, fixed guideway passenger miles, and operating expenses, as well as population, low-income population, and population density.

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.

Section 5310 – Elderly and Disabled

The Section 5310 program aids in improving mobility for older adults and people with disabilities by removing barriers to transportation services and expanding transportation mobility options. The program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas and when the transportation service provided is unavailable, insufficient, or inappropriate to meet these needs.

Funds are apportioned based on each state's share of the population of older adults and individuals with disabilities.

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.

Section 5339 – Bus and Bus Facilities Program

The Section 5339 program provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment, and to construct bus related facilities including technological changes or innovations to modify low- or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

Non-Federal Funding Sources

As detailed in 23 U.S.C. 120, most federal funding programs cover only 80%-95% of total project costs, depending on the project type. States have additional ability to lower the federal share allowable on a project. However, there are also project categories that allow increased Federal share of project costs, such as certain safety projects.

In situations where all costs are not covered by Federal funding sources, alternative sources of funding must be acquired to fund and maintain projects. Local communities and WisDOT utilize the following revenue sources to fill this funding gap for projects in the region:

- State funding
- Transit Revenue
- Local Match (Local grant programs, tax revenue, etc.)

External funding sources allow the MPO to progress many desirable and beneficial project within the region.

Operations and Maintenance

In compliance with regulations that require the TIP to be fiscally constrained, this section of the TIP assesses the transportation systems' financial capacity to assure that the transportation system has the ability to continue to effectively utilize federal funding to sustain the operations and maintenance of the overall system.

Major review of progress regarding financial capacity is made by FTA during conduct of triennial reviews of these transit systems. No significant problems pertaining to financial capacity were identified during the recent triennial review.

To complete a financial analysis of local expenditures for the Appleton (Fox Cities) MPO, financial expenditures data was used as part of the published report from the Wisconsin Department of Revenue's (DOR) County and Municipal Revenues and Expenditures reports.

Local Financial Analysis

Local expenditures were gathered for the Appleton (Fox Cities) MPO municipalities from 2018 to 2022 to provide a historic pattern of local transportation expenditures. This analysis looked at the following local transportation expenditures which are defined by the DOR:

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

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 (2017-2021) provided by the DOR.
2. To account for a degree of variation in local transportation spending projects in a given year by municipalities, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of local transportation expenditures.
3. To account for projected revenues needed over the life of this plan, it was assumed that local transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2.48% (provided by WisDOT) was applied to the 2017-2021 annual average expenses for each municipality and compounded for each year out to 2026.

Historic Expenditures for Appleton (Fox Cities) MPO Municipalities are shown in Appendix F-1.

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.

Total Local Expenditures and Projected Local Revenue is shown in Appendix F-2.

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 2017-2021 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 Appleton (Fox Cities) 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

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

1. Gathered preservation and expansion project expenditures from the MPO's TIP (2025-2028-year of expenditure dollars) provided by East Central Wisconsin Regional Planning Commission.
2. Gathered federal expenditures from the MPO's TIP (2025-2028) provided by East Central Wisconsin Regional Planning Commission.

The listing of WisDOT, FHWA, and FTA expenditures can be seen in the TIP Project Listing section.

Comments for FHWA on the Operations and Maintenance Section

The Appleton (Fox Cities) MPO received corrective actions on this section of the previous TIP document. The MPO is awaiting further communication from FHWA on exact revisions and requirements. The section has been revised to incorporate all given feedback from FHWA up to the time of writing.

Transit Financial Analysis

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 2023 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. The financial capacity analysis table is included as Appendix G.

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 a greater share of costs that 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. The lack of drivers forced Valley Transit to modify service in July 2024. Bus route service during evening hours Monday-Friday and some afternoon service on Saturday was transitioned to Valley Transit's micro-transit service called VT Connector. Valley Transit will continue talent recruitment efforts in hopes of building back fixed-route service in the future.

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

Through 2022 – mid 2024, ridership began to return after COVID with the opening of business and schools to more in-person activity. However, Valley Transit was faced with a new challenge post-COVID. Due to ongoing driver shortages, bus service was modified on July 15, 2025 to match the available workforce. Fixed route bus service in the evening and afternoons (Saturday only) was transitioned over to contracted micro-transit service to ensure continued community mobility. All travel needs are still met between the 2 coordinated services. Future planning efforts will further analyze this change and drive improvements.

Valley Transit's fixed-route ridership increased 1% through June 2024 when compared to the same period in 2023.

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.

Due to driver shortages, Valley Transit has transitioned evening bus service to microtransit service on July 15, 2025. The level of service has not changed, but the mode of service is different. During times when bus service schedules were reduced, micro-transit (VT Connector)

was offered to continue to meet travel needs. As bus driver recruitment efforts improve, local planning efforts will explore options for bus service re-investment to build back an improved service for the community. Valley Transit and ECWRPC are planning to undertake a full planning review of Valley Transit's services during the 2025 Transit Development Plan process. This effort will feature many opportunities for public input and feedback.

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

Operating Assistance Trends

Since 1987, the State of Wisconsin has distributed the federal allocation of operating assistance giving each transit system an equal percentage share of operating assistance. The state has historically been a strong partner in operating assistance; however, funding levels have declined over the past several years. In 2000, just over 40 percent of eligible expenses were funded with state operating assistance. The 2024 percentage was approximately 27.2 percent.

Working with our members of Congress and other transit systems across the country, Valley Transit was successful in getting language added to MAP-21 that allowed systems operating fewer than 100 buses that are in areas where the population exceeded 200,000 to continue to receive federal transit operating funds. However, because of the decrease in state funding and the pressure on the property tax for local municipalities, Valley Transit needs to find a sustainable dedicated source of funding for the transit system operation. In 2006, a Fox Cities Regional Transit Authority Study Committee was formed and coordinated by East Central Wisconsin Regional Planning Commission to look at alternative funding sources to replace the potential loss of state and federal operating support and to potentially relieve some of the pressure on the property tax. The Study Committee looked at alternative structures and determined that forming a regional transit authority was the best alternative for the Fox Cities. Valley Transit and its local funding partners have been working with state legislators to pass local choice enabling legislation to allow Fox Cities residents the ability to decide if there should be a local revenue alternative to fund transit operations. The effort will continue in 2025.

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 regional 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 Bus 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: GO Connect microtransit service provides an intercity connection between Neenah and Oshkosh.
- Wausau – Milwaukee Bus 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 Bus 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.

Winnebago & Outagamie County 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

Fiscal Constraint of TIP

In developing the TIP, the MPO, the state, and public transportation operator(s) must demonstrate fiscal constraint by developing 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 consider all projects and strategies funded under 23 U.S.C., 49 U.S.C. 53, and other federal funds, and regionally significant projects that are not federally funded.

The Fiscal Constraint table can be found in Appendix H.

Illustrative Projects

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. Illustrative projects will include a project description and cost estimate that may be displayed in a range.

Illustrative Project tables are listed in Appendix I.



PREVIOUS TIP ACCOMPLISHMENTS

PREVIOUS TIP ACCOMPLISHMENTS

This section provides a status update on projects from the previous version of the Appleton (Fox Cities) MPO TIP. Existing ability to feature previous TIP accomplishments is limited in this document as many project details are currently unavailable for past projects. ECWRPC staff are updating the project selection criteria, scheduled to be amended into this TIP document in 2025. Updates to the criteria will both improve the prioritization process and result in East Central collecting and retaining more information on projects to be detailed in this section of future documents. These additional requirements will allow staff to better track projects over time, measure each project’s contributions to performance measures, and advance the goals set out in the MTP.

Projects to be implemented in 2024 are described according to the best data currently available regarding project scope and impacts on performance measures.

Table 13 illustrates the projects completed during the previous TIP cycle.

Table 13: Projects Completed in Previous TIP Cycle

TIP Number	Road	From - To	Description of Improvements
252-20-037	STH 96 & School Rd Intersection	STH 96 – STH 15	Single lane roundabout, new pavement, storm sewer, lighting/signage
252-290-038	I-41	Breezewood – STH 15	Pavement repair, beamguard, culverts/pipes, noisewall
252-20-055	East County Line	Kavanaugh Rd – Outagamie Rd	Design, right-of-way, reconstruction, ditch slopes/drainage
252-20-059	Commercial St	Stanley St – Tyler St	MPO selected project - reconstruction
252-20-064	STH 96	Cleary Ct – Tower Dr	Mill overlay, beamguard, shoulder markings, pavement repair, traffic loop signal detectors
252-20-065	STH 76	CTH II – Shady Ln	Resurfacing, milling, guardrail, culvert cleaning
252-21-015	STH 15/STH 76	CTH JJ – CTH T/Givens Rd	Roundabout construction, traffic safety improvements
252-22-052	I-41 Project	STH 96 – CTH F	Bridge replacements, on/off ramp improvements, capacity additions, resurfacing
252-22-057	I-41 Project	Interchanges	Bridge replacements, on/off ramp improvements, capacity additions, resurfacing
252-22-058	CTH KK	Kankapot Creek Bridge	Design, right-of-way, bridge reconstruction, pavement improvements, appurtanences
252-23-017	I-41 Project	CTH N Interchange	Bridge replacement, on/off ramp improvements, capacity additions, resurfacing

TIP Number	Road	From - To	Description of Improvements
252-23-20	Marcella St Trail	Cobblestone Ave – Kimberly Ave	MPO TAP project, concrete trail, links to existing trail infrastructure
252-23-044	I-41 Project	STH 96 – CTH F	Bridge replacements, on/off ramp improvements, capacity additions, resurfacing
252-23-046	I-41 Project	Railroad Structures	Bridge replacement, on/off ramp improvements, capacity additions, resurfacing
252-23-053	Racine St	3 rd St – 9 th St & Railroad Crossing	Reconstruction, crossing grading, sanitary sewer, water main, overhead electric lines, service laterals, full reconstruction roadway/sidewalks
252-23-059	City of Kaukauna	Street Lights	MPO selected CRP – replace existing sodium diode lighting with LED
252-23-060	City of Menasha	Street Lights	MPO selected CRP – replace existing sodium diode lighting with LED
252-23-062	Outagamie County	Traffic controls	MPO selected CRP – smart traffic controls
252-23-068	City of Menasha	Feasibility Study, STH 114	High Cliff Trail connection, routing
252-23-069	Village of Harrison	Feasibility Study, Local roads	High Cliff Trail connection, routing
252-24-034	Marcella St Trail	Railroad Crossings	Local Project – grading crossings
252-24-046	City of Neenah	EV Gateway Alternative Fuels Corridor	EV charging stations



TIP PROJECT LISTING

TIP PROJECT LISTING

The full project listing for the Appleton (Fox Cities) MPO is presented in Table 14. Appendix J-1 shows the Transit projects, and Appendix J-2 shows the Paratransit projects. An explanation of the structure is as 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 (253-23-001). 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 Category

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 2024, 2025, 2026, and 2027.

Project Description

Federal planning requirements for metropolitan planning organizations for the MTP and TIP are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established.

Projects programmed in the first 4 years of the TIP will assist WisDOT in achieving the safety performance measure targets. This section of the table explains and justifies the project, how the project aligns with performance measures, and the anticipated safety benefits to the transportation system.



APPENDIX A

Administrative Modification

- Schedule
 - Changing the implementation schedule for projects within the first four years of the TIP. Provided that the change does not trigger redemonstration of fiscal restraint.
- Scope
 - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
 - Changing the source (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.)

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

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

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

- 20% of the total federal funding programmed for the calendar year, or \$1,000,000.



APPENDIX B

In order to comply with federal regulations, ECWRPC tracks performance measure trends over time. Appendix B features charts that display the performance measure historical baseline values and future targets for FHWA set PM1: Safety, PM2: Infrastructure, and PM3: System performance measures. Metropolitan planning organizations have the ability to either adopt the state targets or adopt their own targets on each of these measures. ECWRPC has typically adopted the state targets. While solely the FHWA performance measure charts are featured in this document, ECWRPC also tracks progress with respect to additional state performance measures called Mobility, Accountability, Preservation, Safety, and Service (MAPSS) and region-specific performance measures. ECWRPC is in the process of redeveloping project selection and prioritization criteria for STBG, CRP, MTP, etc. to become more data driven with explicit connections to performance measures, ensuring projects are contributing to meeting targets.

Figure B-1

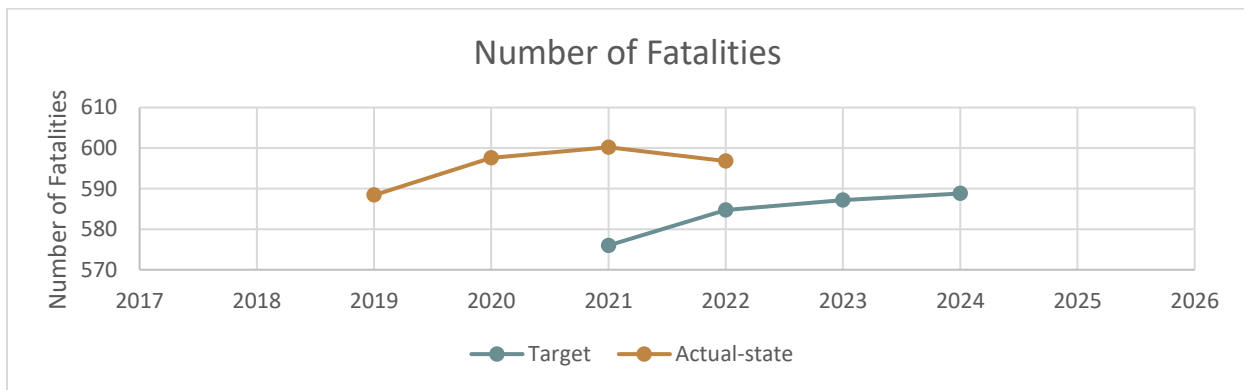


Figure B-2

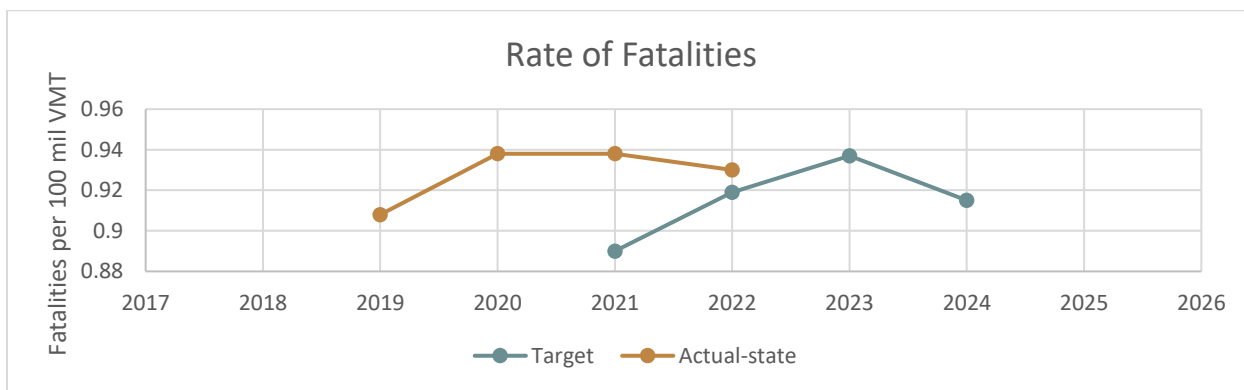


Figure B-3

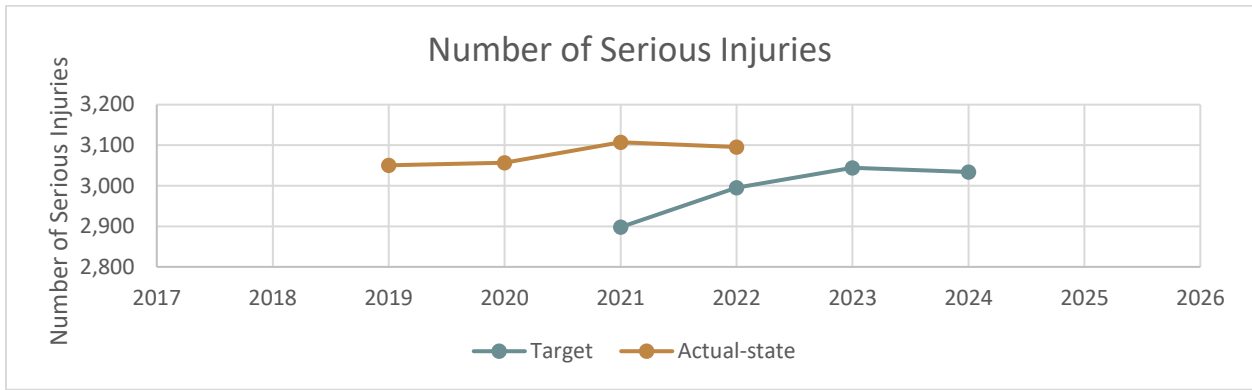


Figure B-4

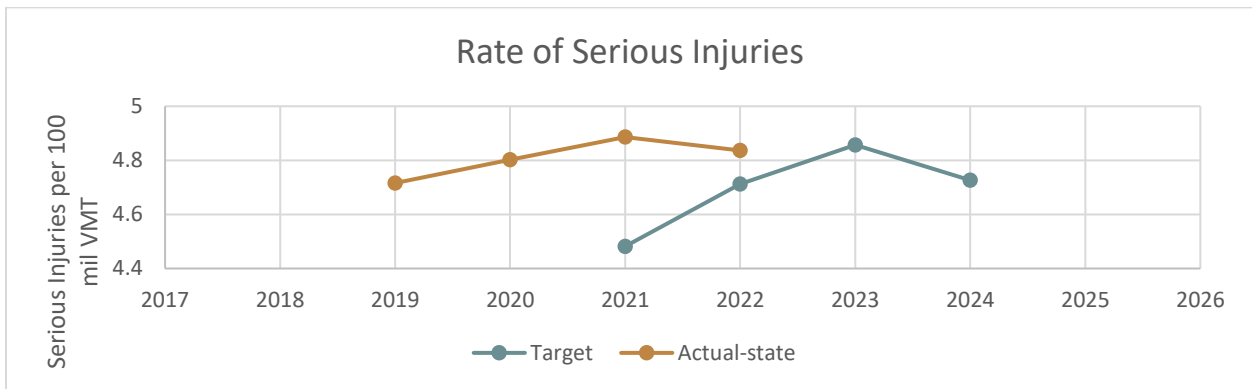


Figure B-5

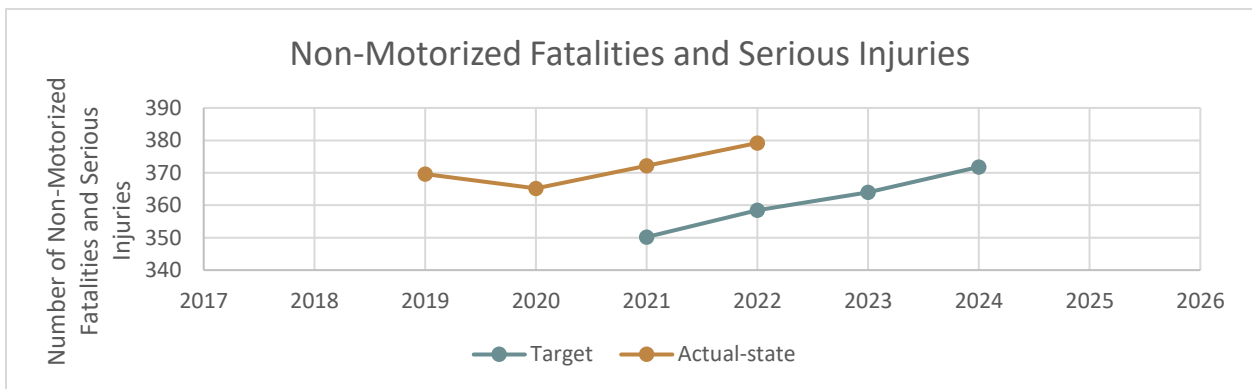


Figure B-6

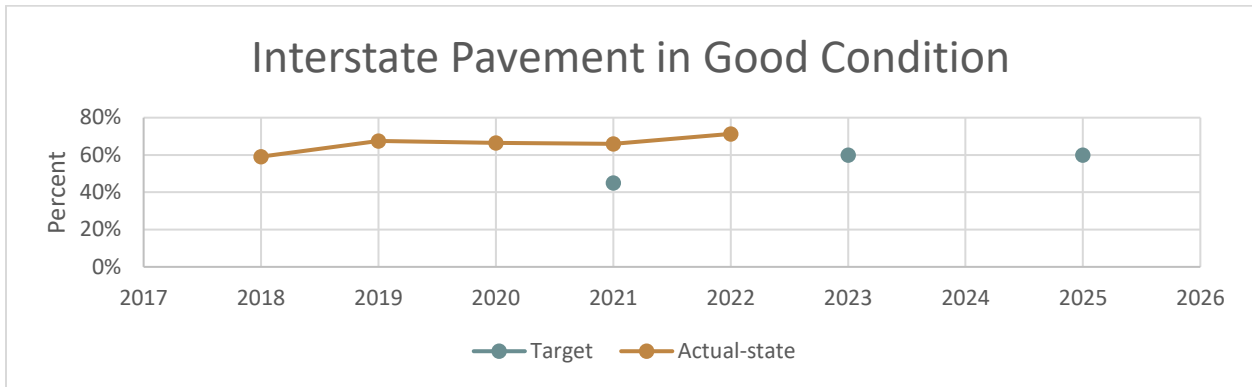


Figure B-7

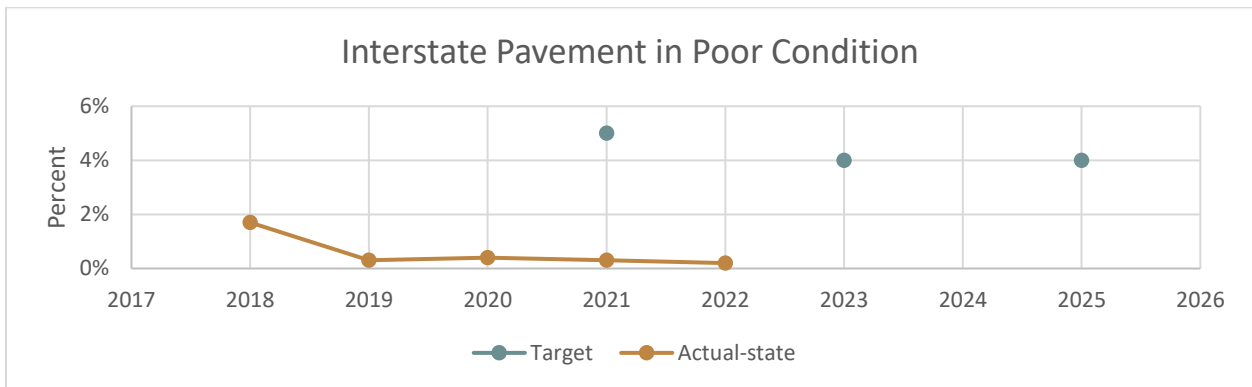


Figure B-8

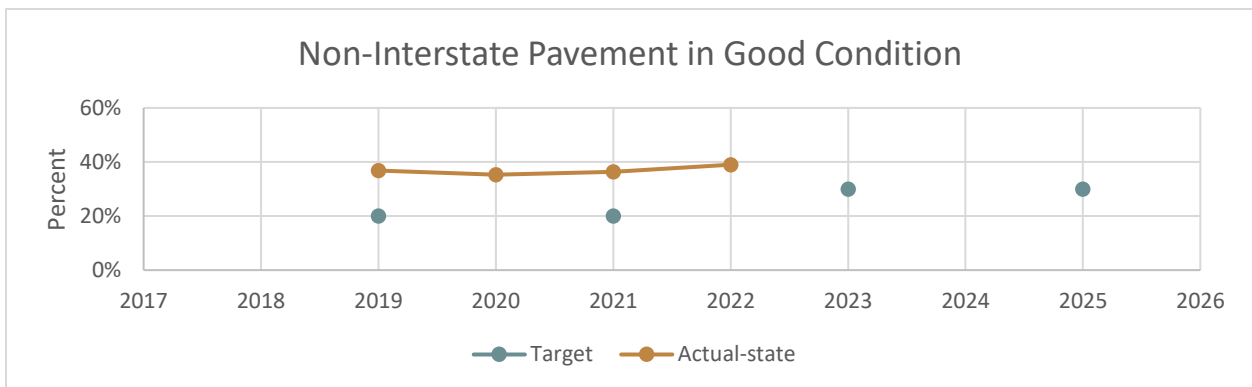


Figure B-9

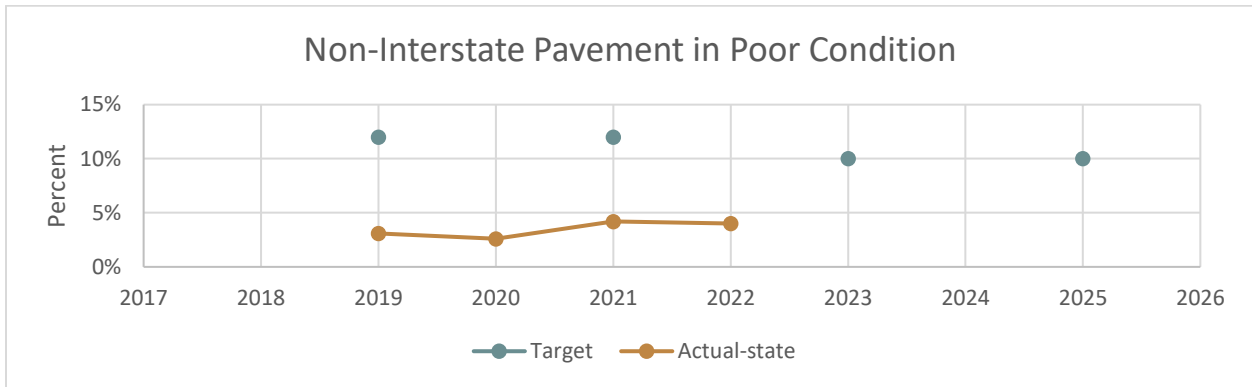


Figure B-10

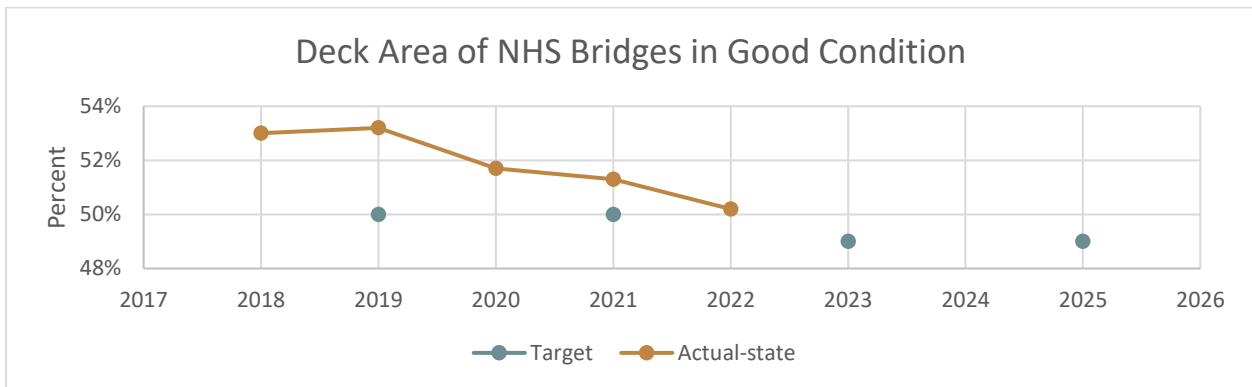


Figure B-11

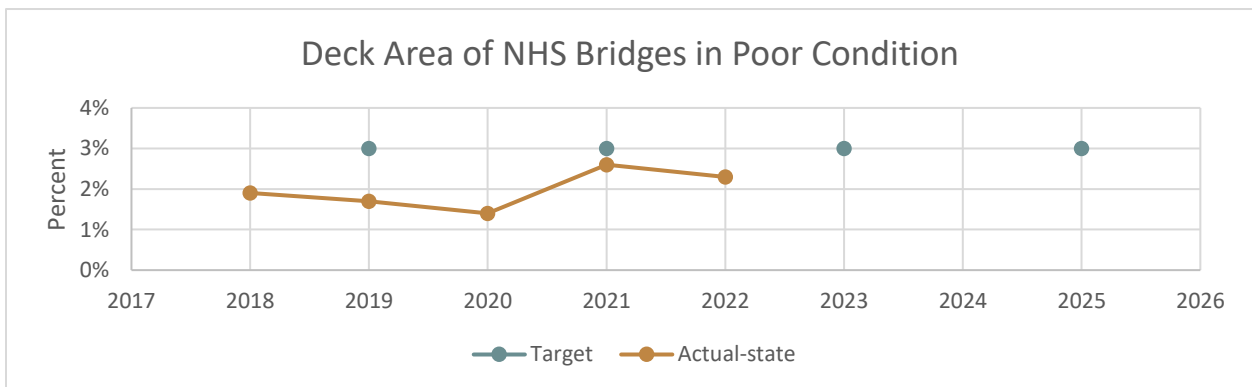


Figure B-12

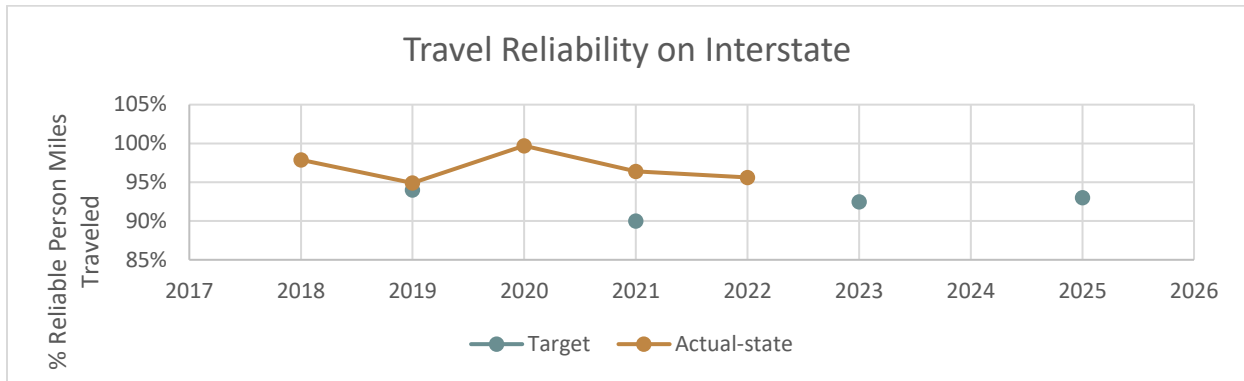


Figure B-13

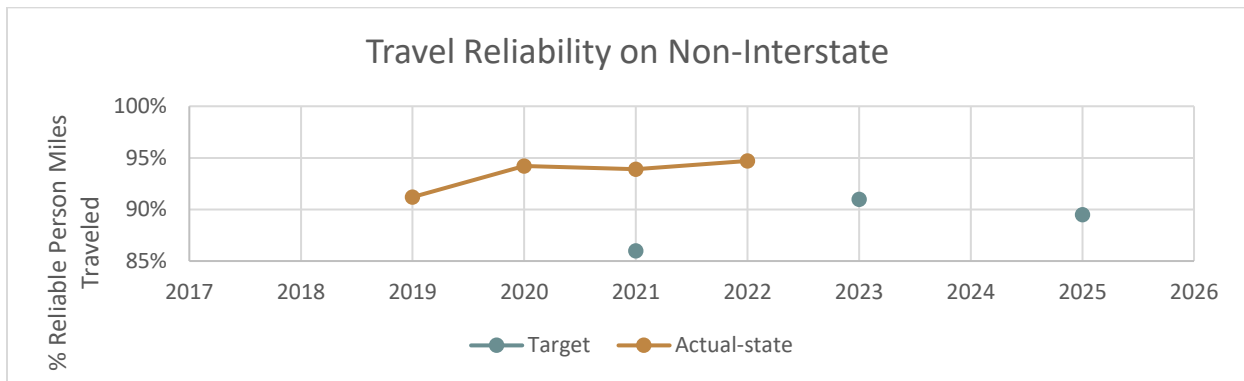
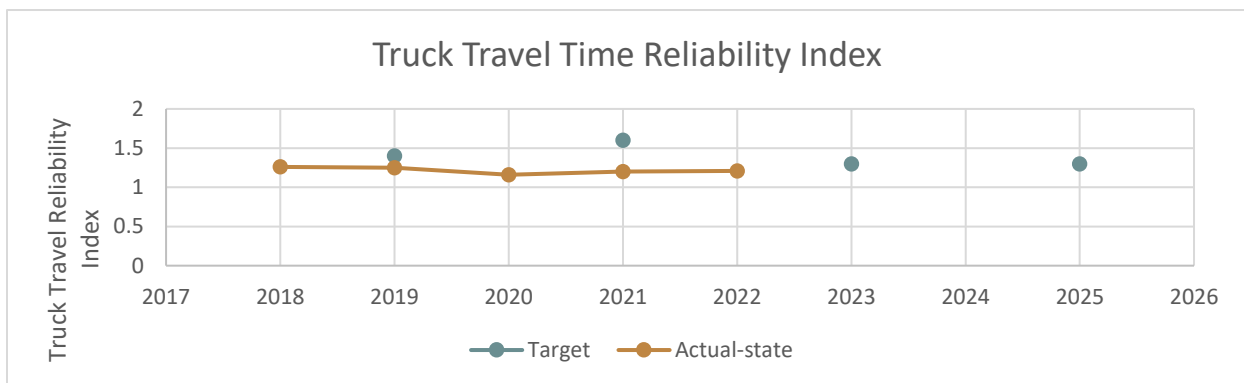


Figure B-14



*Data for the above tables sourced from the FHWA Wisconsin State Performance Dashboard (<https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Wisconsin>)



APPENDIX C

Appendix C: 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

2025 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

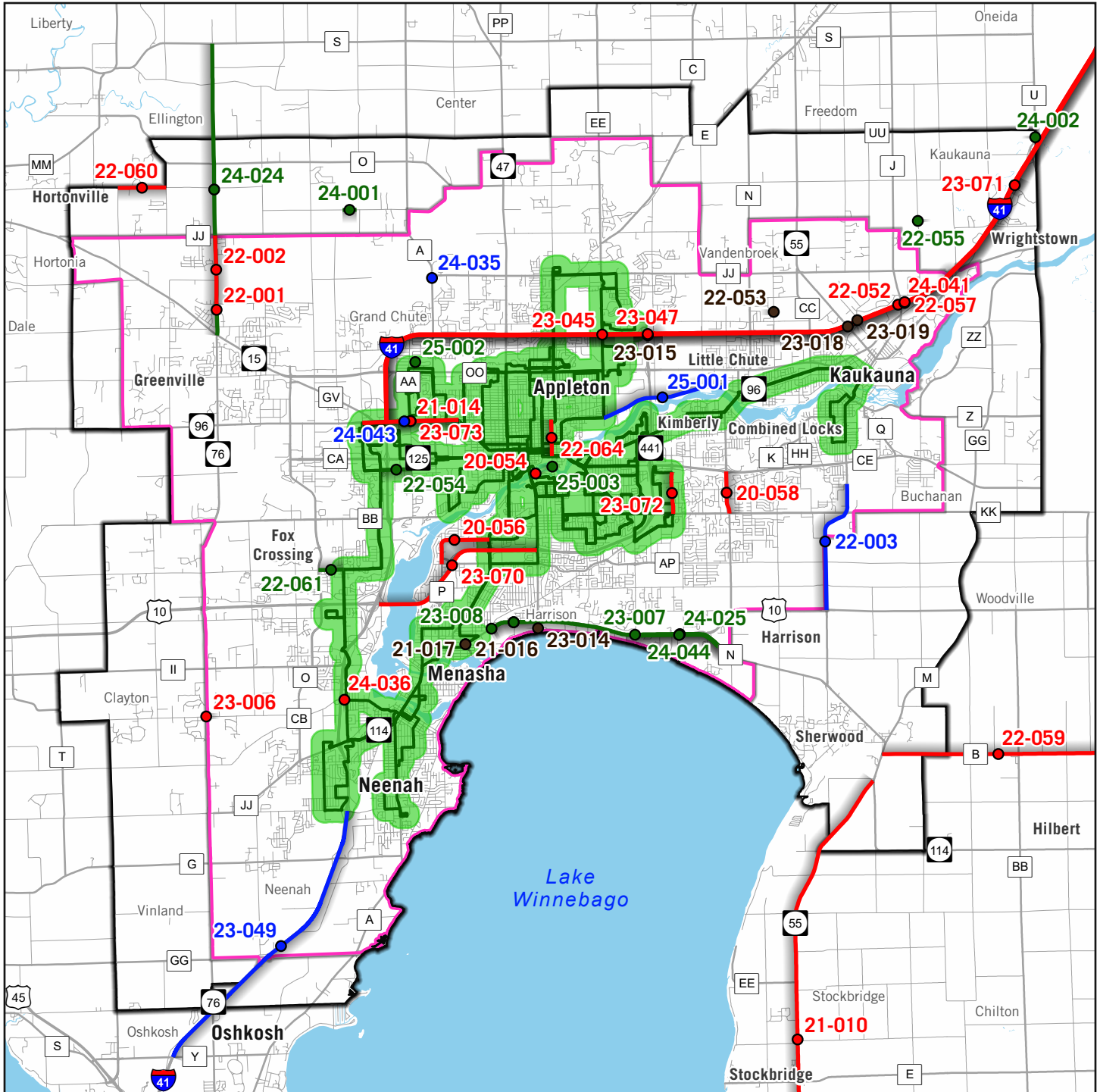
Progress and Activity Summary: The following safety related activities were completed in support of PTASP targets. 1. Monthly safety committee meetings; 2. Standing safety talks/posters/electronic messaging; 3. Continued development and training of the Safety and Compliance Specialist position; 4. Utilizing our system to review and respond to anonymous feedback from employees.



APPENDIX D

Map D-1

Appleton/Fox Cities Metropolitan Planning Organization TIP Projects (2025-2028) and Transit Routes



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Transit Routes

- Fixed-Route Transit
- 1/4 Mile Buffer

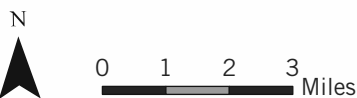
TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: USDOT 2024 Equitable Transportation Community and Justice40 Tracts, 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

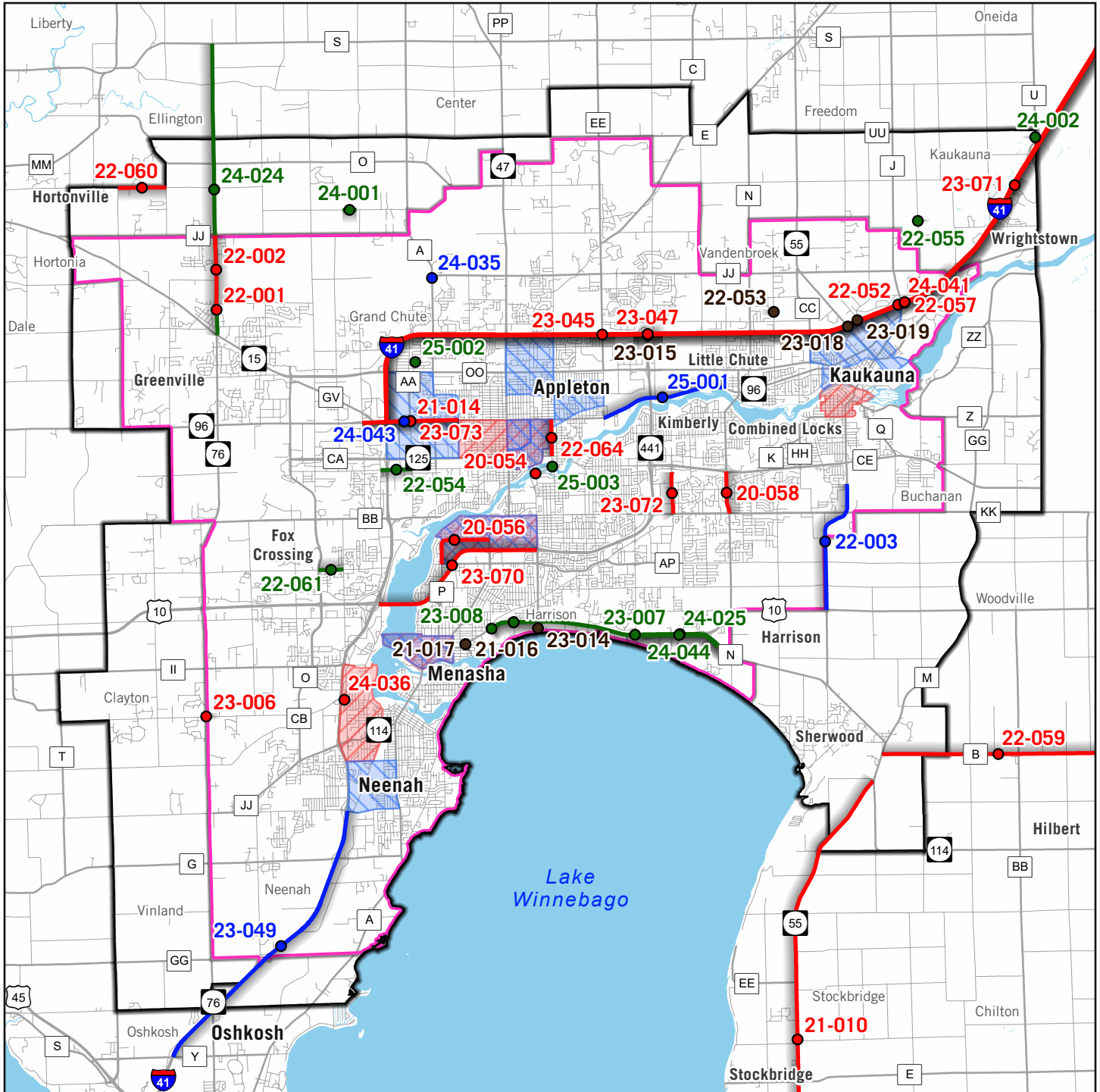
This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

PREPARED JULY 2024 BY:



Map D-2

Appleton/Fox Cities Metropolitan Planning Organization TIP Projects (2025-2028) and Identified Disadvantaged Locations



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Disadvantaged Census Tracts

- Equitable Transportation Community Tracts
- Justice40 Initiative Tracts

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: USDOT 2024 Equitable Transportation Community and Justice40 Tracts, 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

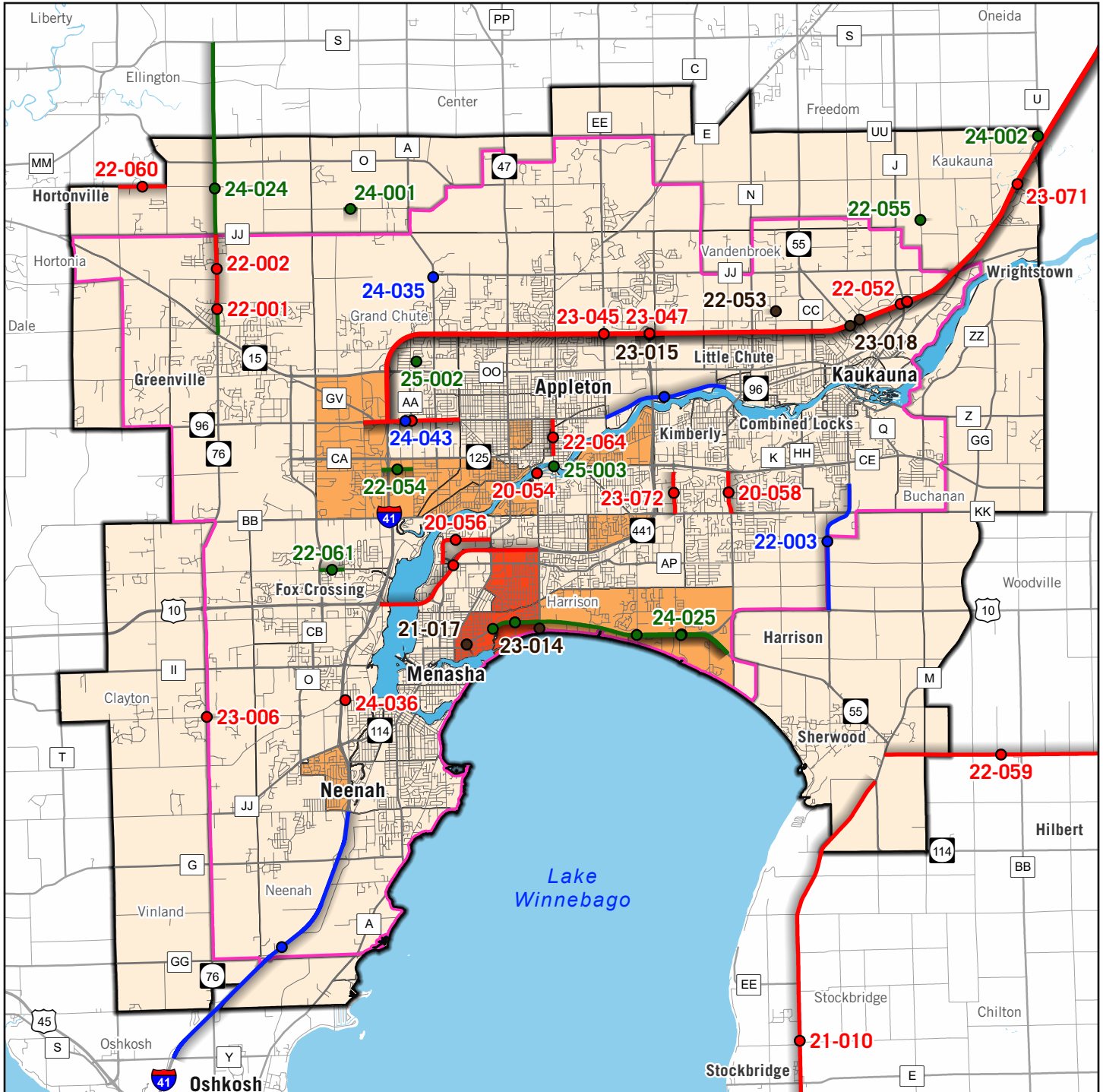
This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

PREPARED JULY 2024 BY:



Map D-3

Appleton/Fox Cities Metropolitan Planning Organization TIP Projects (2025-2028) and Hispanic or Latino Population (American Community Survey 2018-2022)



MPO Boundaries

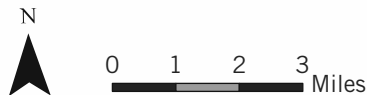
- Metropolitan Planning Area
- Urban Area Boundary

Hispanic or Latino Population

- < 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% - 25.00%
- > 25.00%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028



Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

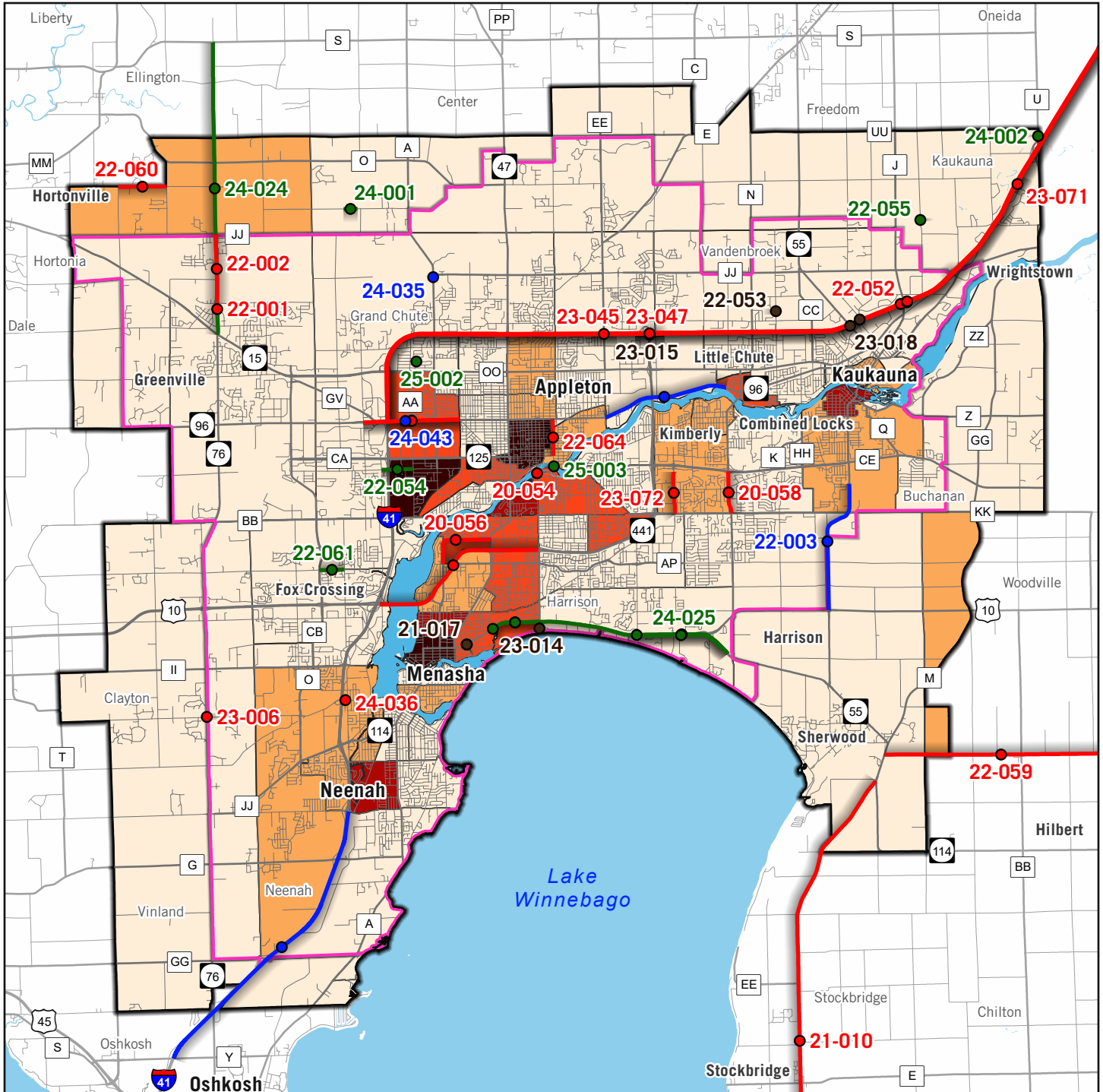
This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

PREPARED JULY 2024 BY:



Map D-4

Appleton/Fox Cities Metropolitan Planning Organization TIP Projects (2025-2028) and Household Income Less than \$25,000 (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Household Income Less than \$25,000

- < 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% - 25.00%
- > 25.01%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

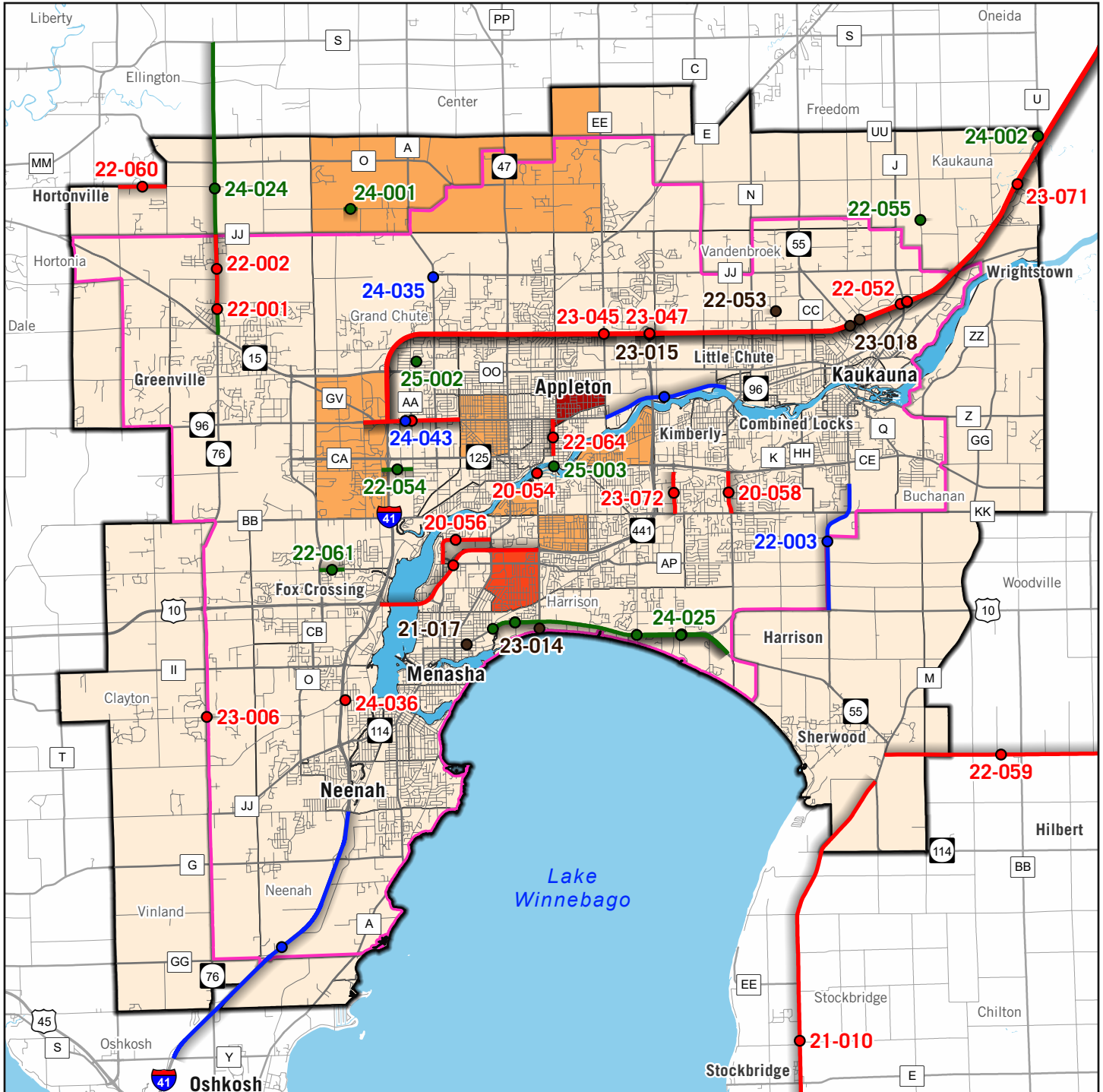
This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

PREPARED JULY 2024 BY:



Map D-5

Appleton/Fox Cities Metropolitan Planning Organization TIP Projects (2025-2028) and Limited English Population (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Limited English Population

- < 2.50%
- 2.51% - 5.00%
- 5.01% - 7.50%
- 7.51% - 10.00%
- > 10.00%

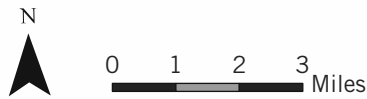
TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

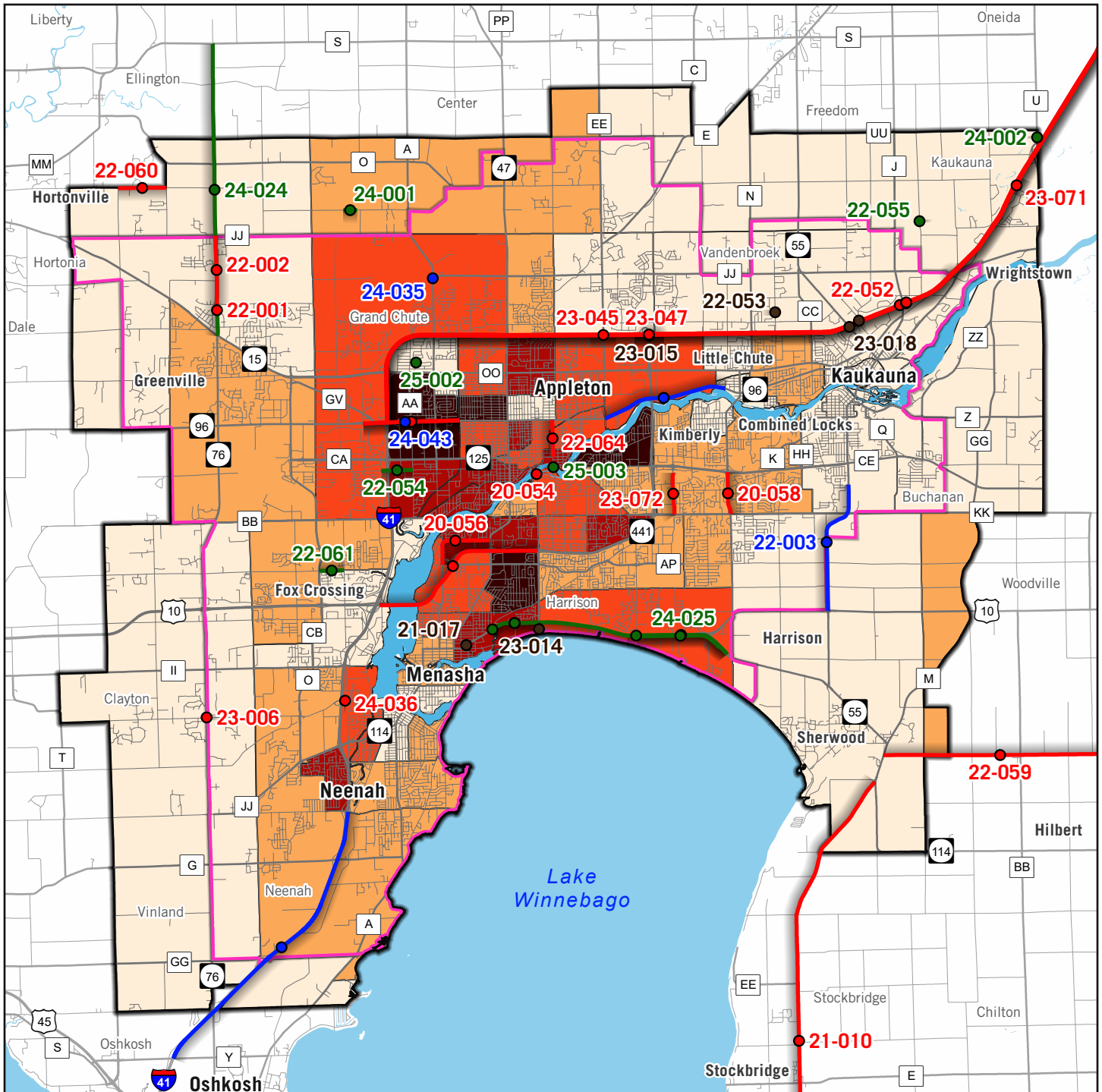
This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

PREPARED JULY 2024 BY:



Map D-6

Appleton/Fox Cities Metropolitan Planning Organization TIP Projects (2025-2028) and Minority Population (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Minority Population

- < 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% - 25.00%
- > 25.01%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028



Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

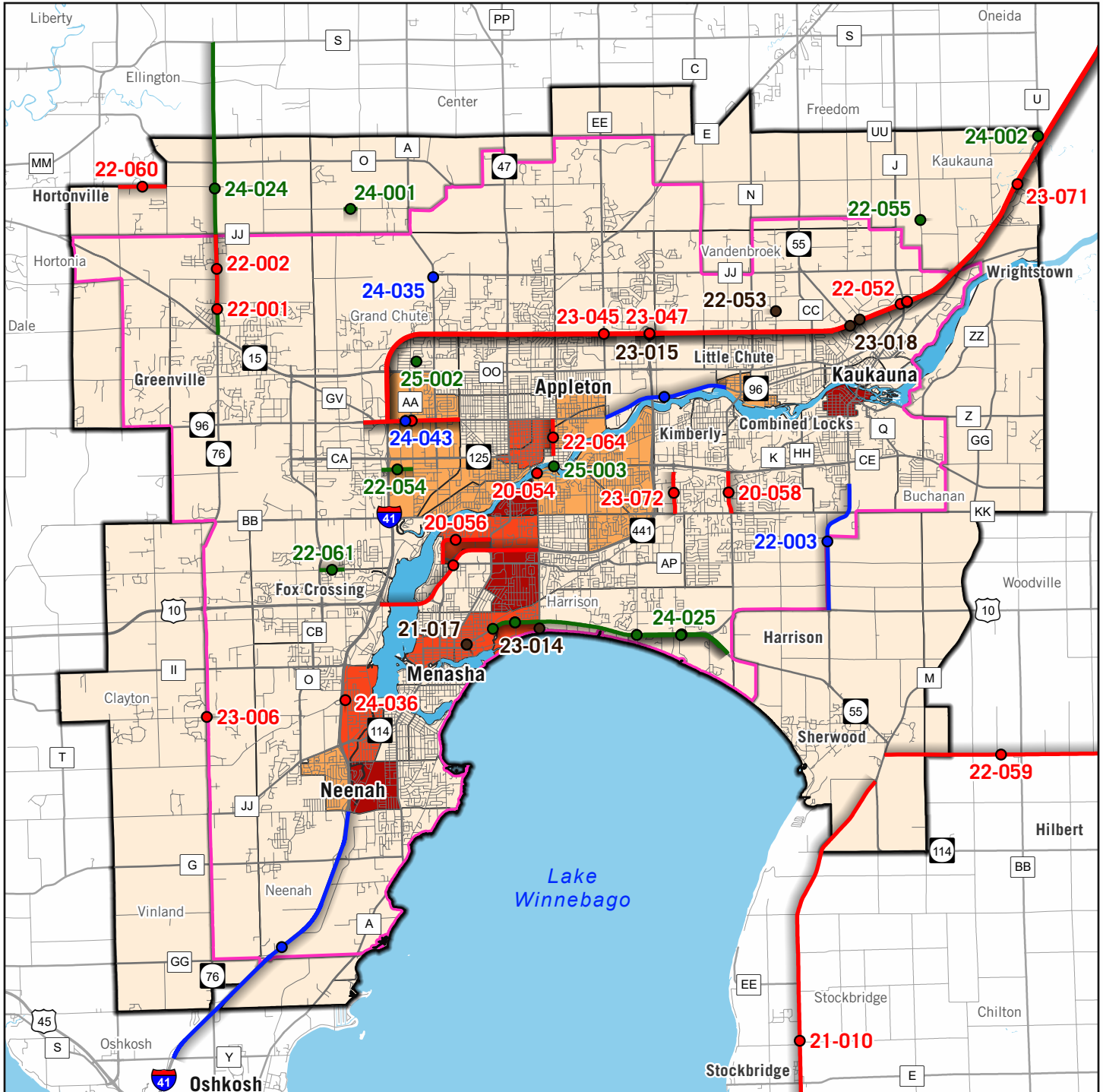
This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

PREPARED JULY 2024 BY:

East Central Wisconsin Regional Planning Commission
ECWRPC

Map D-7

Appleton/Fox Cities Metropolitan Planning Organization TIP Projects (2025-2028) and Population Below Poverty Level (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Population Below Poverty Level

- < 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% - 25.00%
- > 25.00%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

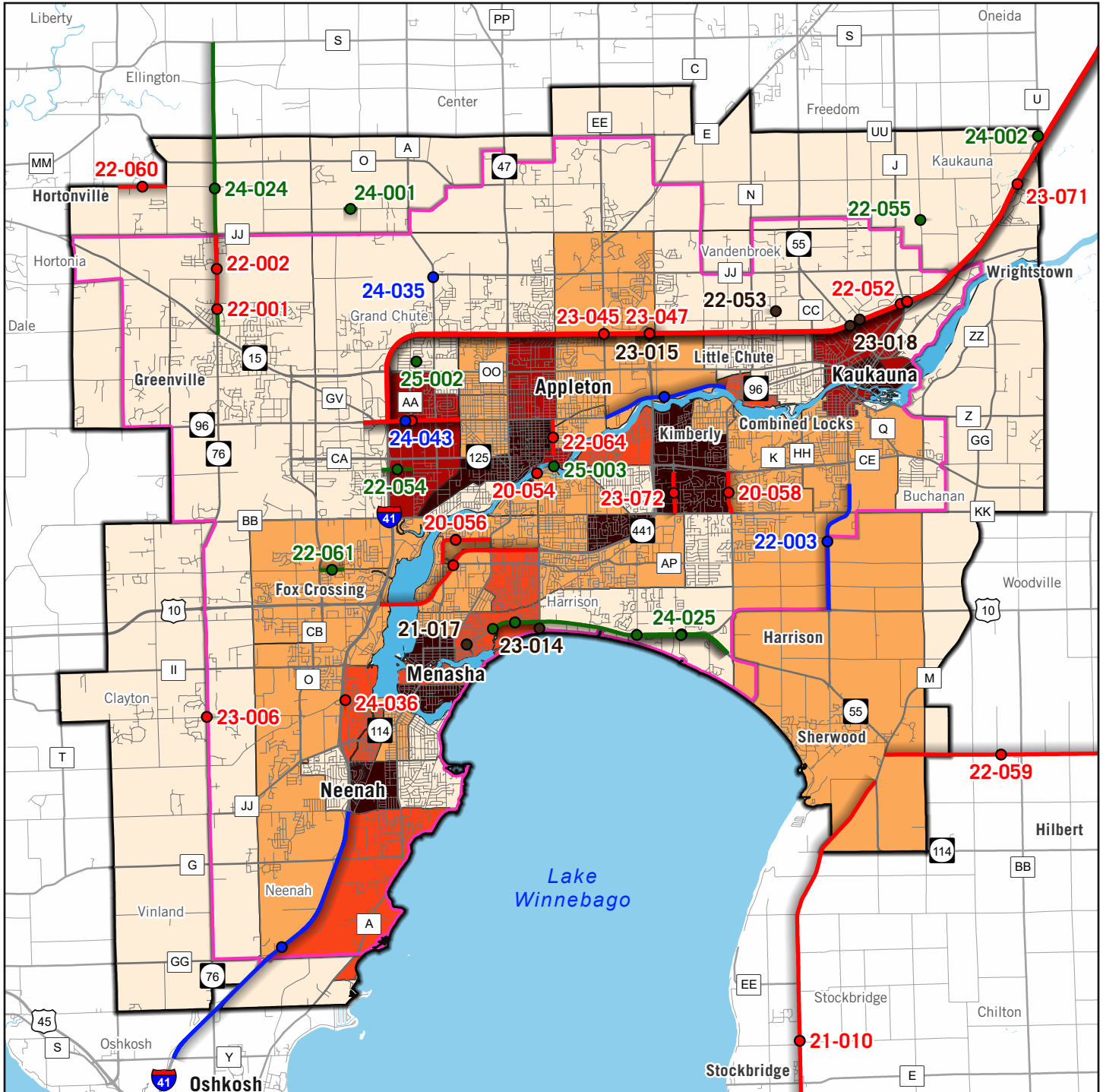
This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

PREPARED JULY 2024 BY:



Map D-8

Appleton/Fox Cities Metropolitan Planning Organization TIP Projects (2025-2028) and Population Without Vehicle Access (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Population Without Vehicle Access

- < 2.50%
- 2.51% - 5.00%
- 5.01% - 7.50%
- 7.51% - 10.00%
- > 10.01%

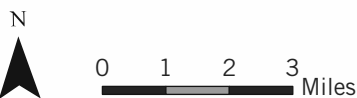
TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

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

PREPARED JULY 2024 BY:





APPENDIX E

AFFIDAVIT OF PUBLICATION

EAST CENTRAL WI PLANNING COMM
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:

09/01/2024

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

Sworn to and subscribed before on 09/01/2024

Legal Clerk D. Roberts

Notary, State of WI, County of Brown Keegan Moran

2-14-18

My commission expires

Publication Cost: \$35.41
Tax Amount: \$0.00
Payment Cost: \$35.41
Order No: 10521304 # of Copies:
Customer No: 1012891 1
PO #:

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

KEEGAN MORAN
Notary Public
State of Wisconsin

**NOTICE OF PUBLIC REVIEW
OPPORTUNITY TO REVIEW THE
TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) FOR
THE APPLETON (FOX CITIES)
METROPOLITAN PLANNING
ORGANIZATION – 2025**

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) urban area, has prepared a draft Transportation Improvement Program (TIP) for the Appleton Urbanized Area – 2025. 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 adoption process.

Comments regarding the 2025 TIP will be accepted from September 1, 2024 through October 1, 2024. If you would like more information about the 2025 Transportation Improvement Program for the Appleton 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: Sep 1, 2024 WNAXLP



August 30, 2024

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Appleton (Fox Cities) Metropolitan Transportation Organization (MPO) Transportation Improvement Program 2025-2028, the Oshkosh Metropolitan Planning Organization (MPO) Transportation Improvement Program 2025-2028, and the Fond du Lac Metropolitan Planning Organization (MPO) Transportation Improvement Program 2025-2028.

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) 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.

Below is a link to the draft ***Transportation Improvement Programs (TIP) for each respective MPO***. These documents will be under a 30-day public review period from September 1, 2024 to October 1, 2024. Your comments are an important part of this planning process and will be incorporated into the document.

<https://www.ecwrpc.org/public-review/> .

More information about the MPOs and the TIPs may be found in the links below:

Appleton and Oshkosh MPOs:

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

Fond du Lac MPO:

<https://www.ecwrpc.org/programs/fond-du-lac-mpo/transportation-improvement-program/>

Please direct any comments or concerns to:

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

Sincerely,

Kim Biedermann
Principal Transportation Planner
East Central Wisconsin Regional Planning Commission



APPENDIX F

Appendix F-1: Historic Expenditures for Appleton/Fox Cities MPO Municipalities						
Municipality	2018	2019	2020	2021	2022	5 Year Average
Village of Harrison						
Highway Maintenance & Admin	\$ 1,225,240.00	\$ 1,165,457.00	\$ 1,483,117.00	\$ 1,078,574.00	\$ 1,824,172.00	\$ 1,387,830.00
Highway Construction	\$ 1,499,612.00	\$ 1,741,916.00	\$ 790,738.00	\$ 3,413,716.00	\$ 3,122,700.00	\$ 2,267,267.50
Road Related Facilities	\$ 62,390.00	\$ 63,674.00	\$ 73,993.00	\$ 52,557.00	\$ 39,584.00	\$ 57,452.00
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 2,787,242.00	\$ 2,971,047.00	\$ 2,347,848.00	\$ 4,544,847.00	\$ 4,986,456.00	\$ 3,712,549.50
Village of Sherwood						
Highway Maintenance & Admin	\$ 230,037.00	\$ 230,348.00	\$ 325,768.00	\$ 249,512.00	\$ 220,522.00	\$ 256,537.50
Highway Construction	\$ 1,142,430.00	\$ 1,428,507.00	\$ 73,728.00	\$ 23,117.00	\$ 490,868.00	\$ 504,055.00
Road Related Facilities	\$ 52,885.00	\$ 67,877.00	\$ 52,462.00	\$ 59,469.00	\$ 50,187.00	\$ 57,498.75
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 1,425,352.00	\$ 1,726,732.00	\$ 451,958.00	\$ 332,098.00	\$ 761,577.00	\$ 818,091.25
Calumet County						
Highway Maintenance & Admin	\$ 2,929,375.00	\$ 5,362,953.00	\$ 2,474,236.00	\$ 2,236,992.00	\$ 2,224,373.00	\$ 3,074,638.50
Highway Construction	\$ 510,892.00	\$ 45,371.00	\$ 2,941,901.00	\$ 3,668,573.00	\$ 3,723,761.00	\$ 2,594,901.50
Road Related Facilities	\$ -	\$ -	\$ 101,791.00	\$ 185,291.00	\$ 472,993.00	\$ 190,018.75
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 3,440,267.00	\$ 5,408,324.00	\$ 5,517,928.00	\$ 6,090,856.00	\$ 6,421,127.00	\$ 5,859,558.75
City of Appleton						
Highway Maintenance & Admin	\$ 8,357,702.00	\$ 9,963,731.00	\$ 8,308,050.00	\$ 9,611,938.00	\$ 9,524,966.00	\$ 9,352,171.25
Highway Construction	\$ 2,517,409.00	\$ 13,200,878.00	\$ 9,328,031.00	\$ 8,360,681.00	\$ 6,572,074.00	\$ 9,365,416.00
Road Related Facilities	\$ 3,640,485.00	\$ 5,913,054.00	\$ 2,860,180.00	\$ 2,340,633.00	\$ 3,376,795.00	\$ 3,622,665.50
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 14,515,596.00	\$ 29,077,663.00	\$ 20,496,261.00	\$ 20,313,252.00	\$ 19,473,835.00	\$ 22,340,252.75
City of Kaukauna						
Highway Maintenance & Admin	\$ 2,337,808.00	\$ 2,564,008.00	\$ 3,143,809.00	\$ 2,840,175.00	\$ 3,747,074.00	\$ 3,073,766.50
Highway Construction	\$ 1,503,253.00	\$ 2,906,861.00	\$ 4,955,867.00	\$ 2,672,457.00	\$ 2,887,631.00	\$ 3,355,704.00
Road Related Facilities	\$ 995,139.00	\$ 1,146,231.00	\$ 723,314.00	\$ 1,134,116.00	\$ 421,623.00	\$ 856,321.00
Other Transportation	\$ 36,815.00	\$ 29,418.00	\$ 20,920.00	\$ 21,398.00	\$ 23,800.00	\$ 23,884.00
Total Local Transportation Expenditures	\$ 4,873,015.00	\$ 6,646,518.00	\$ 8,843,910.00	\$ 6,668,146.00	\$ 7,080,128.00	\$ 7,309,675.50
Town of Buchanan						
Highway Maintenance & Admin	\$ 128,096.00	\$ 292,497.00	\$ 115,747.00	\$ 175,440.00	\$ 141,032.00	\$ 181,179.00
Highway Construction	\$ 691,920.00	\$ 883,462.00	\$ 2,472,620.00	\$ 1,834,872.00	\$ 3,789,633.00	\$ 2,245,146.75
Road Related Facilities	\$ 47,692.00	\$ 35,331.00	\$ 27,153.00	\$ 73,455.00	\$ 63,253.00	\$ 49,798.00
Other Transportation	\$ 71,847.00	\$ 68,607.00	\$ 66,583.00	\$ 69,944.00	\$ 69,698.00	\$ 68,708.00
Total Local Transportation Expenditures	\$ 939,555.00	\$ 1,279,897.00	\$ 2,682,103.00	\$ 2,153,711.00	\$ 4,063,616.00	\$ 2,544,831.75
Town of Center						
Highway Maintenance & Admin	\$ 393,271.00	\$ 460,361.00	\$ 409,404.00	\$ 544,009.00	\$ 779,031.00	\$ 548,201.25
Highway Construction	\$ 10,213.00	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 403,484.00	\$ 460,361.00	\$ 409,404.00	\$ 544,009.00	\$ 779,031.00	\$ 548,201.25
Town of Freedom						
Highway Maintenance & Admin	\$ 143,007.00	\$ 373,314.00	\$ 128,938.00	\$ 132,922.00	\$ 129,460.00	\$ 191,158.50
Highway Construction	\$ 19,180.00	\$ 87,660.00	\$ 105,962.00	\$ 147,278.00	\$ 223,530.00	\$ 141,107.50
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 162,187.00	\$ 460,974.00	\$ 234,900.00	\$ 280,200.00	\$ 352,990.00	\$ 332,266.00
Town of Grand Chute						
Highway Maintenance & Admin	\$ 1,335,488.00	\$ 1,595,204.00	\$ 1,663,249.00	\$ 1,849,619.00	\$ 2,432,405.00	\$ 1,885,119.25
Highway Construction	\$ 5,260,315.00	\$ 7,559,892.00	\$ 7,247,235.00	\$ 3,158,414.00	\$ 3,189,002.00	\$ 5,288,635.75
Road Related Facilities	\$ 1,219,322.00	\$ 1,021,308.00	\$ 515,089.00	\$ 651,507.00	\$ 547,840.00	\$ 683,936.00
Other Transportation	\$ 652,176.00	\$ 670,316.00	\$ 709,710.00	\$ 680,968.00	\$ 674,848.00	\$ 683,960.50
Total Local Transportation Expenditures	\$ 8,467,301.00	\$ 10,846,720.00	\$ 10,135,283.00	\$ 6,340,508.00	\$ 6,844,095.00	\$ 8,541,651.50
Village of Greenville						
Highway Maintenance & Admin	\$ 1,012,096.00	\$ 1,495,263.00	\$ 1,713,069.00	\$ 300,759.00	\$ 1,977,171.00	\$ 1,371,565.50
Highway Construction	\$ 423,635.00	\$ 2,113,060.00	\$ 1,428,710.00	\$ 3,865,068.00	\$ 1,756,357.00	\$ 2,290,798.75
Road Related Facilities	\$ 130,129.00	\$ 131,406.00	\$ 135,134.00	\$ 127,674.00	\$ 143,676.00	\$ 134,472.50
Other Transportation	\$ 2,539.00	\$ 1,568.00	\$ 1,751.00	\$ 177.00	\$ -	\$ 874.00
Total Local Transportation Expenditures	\$ 1,568,399.00	\$ 3,741,297.00	\$ 3,278,664.00	\$ 4,293,678.00	\$ 3,877,204.00	\$ 3,797,710.75
Town of Kaukauna						
Highway Maintenance & Admin	\$ 45,801.00	\$ 108,183.00	\$ 59,801.00	\$ 41,496.00	\$ 31,100.00	\$ 60,145.00
Highway Construction	\$ 212,065.00	\$ 313,588.00	\$ 498,294.00	\$ 266,804.00	\$ 425,536.00	\$ 376,055.50
Road Related Facilities	\$ 5,536.00	\$ 5,414.00	\$ 5,027.00	\$ 4,890.00	\$ 4,993.00	\$ 5,081.00
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 263,402.00	\$ 427,185.00	\$ 563,122.00	\$ 313,190.00	\$ 461,629.00	\$ 441,281.50

Town of Vandebroek						
Highway Maintenance & Admin	\$ 92,901.00	\$ 108,910.00	\$ 169,429.00	\$ 147,832.00	\$ 117,109.00	\$ 135,820.00
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ 269,545.00	\$ 67,386.25
Road Related Facilities	\$ 5,440.00	\$ 5,463.00	\$ 5,146.00	\$ 5,305.00	\$ 6,499.00	\$ 5,603.25
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 98,341.00	\$ 114,373.00	\$ 174,575.00	\$ 153,137.00	\$ 393,153.00	\$ 208,809.50
Village of Combined Locks						
Highway Maintenance & Admin	\$ 485,936.00	\$ 977,801.00	\$ 758,123.00	\$ 1,391,295.00	\$ 772,558.00	\$ 974,944.25
Highway Construction	\$ 776,085.00	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ 78,503.00	\$ 71,463.00	\$ 71,126.00	\$ 72,107.00	\$ 72,043.00	\$ 71,684.75
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 1,340,524.00	\$ 1,049,264.00	\$ 829,249.00	\$ 1,463,402.00	\$ 844,601.00	\$ 1,046,629.00
Village of Kimberly						
Highway Maintenance & Admin	\$ 1,054,718.00	\$ 1,287,691.00	\$ 982,102.00	\$ 921,971.00	\$ 970,362.00	\$ 1,040,531.50
Highway Construction	\$ 1,128,701.00	\$ 1,719,229.00	\$ 695,518.00	\$ 1,611,684.00	\$ 1,073,529.00	\$ 1,274,990.00
Road Related Facilities	\$ 140,485.00	\$ 355,778.00	\$ 146,048.00	\$ 137,236.00	\$ 142,709.00	\$ 195,442.75
Other Transportation	\$ 81,478.00	\$ 83,744.00	\$ 88,666.00	\$ 85,075.00	\$ 85,075.00	\$ 85,640.00
Total Local Transportation Expenditures	\$ 2,405,382.00	\$ 3,446,442.00	\$ 1,912,334.00	\$ 2,755,966.00	\$ 2,271,675.00	\$ 2,596,604.25
Village of Little Chute						
Highway Maintenance & Admin	\$ 440,849.00	\$ 1,398,690.00	\$ 1,269,692.00	\$ 1,218,566.00	\$ 1,087,677.00	\$ 1,243,656.25
Highway Construction	\$ 918,198.00	\$ 2,143,301.00	\$ 1,589,820.00	\$ 1,573,486.00	\$ 1,598,146.00	\$ 1,726,188.25
Road Related Facilities	\$ 180,850.00	\$ 133,000.00	\$ 130,361.00	\$ 130,721.00	\$ 132,197.00	\$ 131,569.75
Other Transportation	\$ 23,751.00	\$ 379,245.00	\$ 18,518.00	\$ 17,024.00	\$ 15,794.00	\$ 107,645.25
Total Local Transportation Expenditures	\$ 1,563,648.00	\$ 4,054,236.00	\$ 3,008,391.00	\$ 2,939,797.00	\$ 2,833,814.00	\$ 3,209,059.50
Outagamie County						
Highway Maintenance & Admin	\$ 5,680,203.00	\$ 5,689,948.00	\$ 5,411,615.00	\$ 4,435,318.00	\$ 5,173,818.00	\$ 5,177,674.75
Highway Construction	\$ 8,892,146.00	\$ 10,804,872.00	\$ 16,113,793.00	\$ 9,682,136.00	\$ 6,395,046.00	\$ 10,748,961.75
Road Related Facilities	\$ 1,134,250.00	\$ 1,264,570.00	\$ 468,281.00	\$ 584,029.00	\$ 872,865.00	\$ 797,436.25
Other Transportation	\$ 77,045.00	\$ 81,946.00	\$ 52,183.00	\$ 74,485.00	\$ 30,996.00	\$ 59,902.50
Total Local Transportation Expenditures	\$ 15,783,644.00	\$ 17,841,336.00	\$ 22,045,872.00	\$ 14,775,968.00	\$ 12,472,725.00	\$ 16,783,975.25
City of Menasha						
Highway Maintenance & Admin	\$ 1,225,240.00	\$ 1,165,457.00	\$ 1,483,117.00	\$ 1,078,574.00	\$ 1,824,172.00	\$ 1,387,830.00
Highway Construction	\$ 1,499,612.00	\$ 1,741,916.00	\$ 790,738.00	\$ 3,413,716.00	\$ 3,122,700.00	\$ 2,267,267.50
Road Related Facilities	\$ 62,390.00	\$ 63,674.00	\$ 73,993.00	\$ 52,557.00	\$ 39,584.00	\$ 57,452.00
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 2,787,242.00	\$ 2,971,047.00	\$ 2,347,848.00	\$ 4,544,847.00	\$ 4,986,456.00	\$ 3,712,549.50
City of Neenah						
Highway Maintenance & Admin	\$ 1,469,999.00	\$ 1,773,029.00	\$ 10,269,730.00	\$ 2,927,923.00	\$ 1,402,205.00	\$ 4,093,221.75
Highway Construction	\$ 1,157,426.00	\$ 1,732,450.00	\$ 2,296,637.00	\$ 1,352,336.00	\$ 4,202,369.00	\$ 2,395,948.00
Road Related Facilities	\$ 750,470.00	\$ 1,326,293.00	\$ 432,141.00	\$ 435,084.00	\$ 577,851.00	\$ 692,842.25
Other Transportation	\$ 212,847.00	\$ 218,399.00	\$ 230,566.00	\$ 221,984.00	\$ 220,027.00	\$ 222,744.00
Total Local Transportation Expenditures	\$ 3,590,742.00	\$ 5,050,171.00	\$ 13,229,074.00	\$ 4,937,327.00	\$ 6,402,452.00	\$ 7,404,756.00
Town of Clayton						
Highway Maintenance & Admin	\$ 422,550.00	\$ 478,528.00	\$ 356,898.00	\$ 372,133.00	\$ 315,649.00	\$ 380,802.00
Highway Construction	\$ 299,529.00	\$ 626,592.00	\$ 498,648.00	\$ 829,306.00	\$ 493,421.00	\$ 611,991.75
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 722,079.00	\$ 1,105,120.00	\$ 855,546.00	\$ 1,201,439.00	\$ 809,070.00	\$ 992,793.75
Town of Neenah						
Highway Maintenance & Admin	\$ 169,537.00	\$ 100,487.00	\$ 69,900.00	\$ 111,322.00	\$ 62,761.00	\$ 86,117.50
Highway Construction	\$ 409,792.00	\$ 309,200.00	\$ 260,109.00	\$ 137,534.00	\$ 216,923.00	\$ 230,941.50
Road Related Facilities	\$ 23,634.00	\$ 21,254.00	\$ 20,822.00	\$ 22,868.00	\$ 20,801.00	\$ 21,436.25
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 602,963.00	\$ 430,941.00	\$ 350,831.00	\$ 271,724.00	\$ 300,485.00	\$ 338,495.25
Town of Vinland						
Highway Maintenance & Admin	\$ 160,221.00	\$ 206,668.00	\$ 187,131.00	\$ 191,029.00	\$ 339,707.00	\$ 231,133.75
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ 4,729.00	\$ 4,284.00	\$ 3,978.00	\$ 4,287.00	\$ 4,471.00	\$ 4,255.00
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 164,950.00	\$ 210,952.00	\$ 191,109.00	\$ 195,316.00	\$ 344,178.00	\$ 235,388.75
Village of Fox Crossing						
Highway Maintenance & Admin	\$ 2,053,993.00	\$ 2,938,446.00	\$ 4,171,734.00	\$ 2,610,249.00	\$ 2,295,789.00	\$ 3,004,054.50
Highway Construction	\$ 682,757.00	\$ 1,125,123.00	\$ 2,519,851.00	\$ 1,793,717.00	\$ 1,664,451.00	\$ 1,775,785.50
Road Related Facilities	\$ 224,225.00	\$ 226,371.00	\$ 319,784.00	\$ 224,605.00	\$ 1,250,792.00	\$ 505,388.00
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 2,960,975.00	\$ 4,289,940.00	\$ 7,011,369.00	\$ 4,628,571.00	\$ 5,211,032.00	\$ 5,285,228.00
Winnebago County						
Highway Maintenance & Admin	\$ 7,392,298.00	\$ 2,379,932.00	\$ 2,889,197.00	\$ 3,880,103.00	\$ 1,539,235.00	\$ 2,672,116.75
Highway Construction	\$ 94,760.00	\$ 6,057,676.00	\$ 5,067,086.00	\$ 5,861,131.00	\$ 7,175,194.00	\$ 6,040,271.75
Road Related Facilities	\$ 460,011.00	\$ 495,681.00	\$ 431,467.00	\$ 617,528.00	\$ 642,283.00	\$ 546,739.75
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 7,947,069.00	\$ 8,933,289.00	\$ 8,387,750.00	\$ 10,358,762.00	\$ 9,356,712.00	\$ 9,259,128.25
MPO Total	\$ 78,813,359.00	\$ 112,543,829.00	\$ 115,305,329.00	\$ 100,100,751.00	\$ 101,328,041.00	\$ 107,319,487.50

Inflation Rate

2.48%

Appendix F-2: Total Local Expenditures and Projected Local Revenue for Appleton/Fox Cities MPO					
Municipality	2018-2022 Average	2025 Projection	2026 Projection	2027 Projection	2028 Projection
Village of Harrison	\$ 3,712,550	\$ 4,080,834	\$ 4,172,906	\$ 4,264,977	\$ 4,357,048
Village of Sherwood	\$ 818,091	\$ 899,246	\$ 919,535	\$ 939,823	\$ 960,112
Calmet County	\$ 5,859,559	\$ 6,440,827	\$ 6,586,144	\$ 6,731,461	\$ 6,876,778
City of Appleton	\$ 22,340,253	\$ 24,556,406	\$ 25,110,444	\$ 25,664,482	\$ 26,218,521
City of Kaukauna	\$ 7,309,676	\$ 8,034,795	\$ 8,216,075	\$ 8,397,355	\$ 8,578,635
Town of Buchanan	\$ 2,544,832	\$ 2,797,279	\$ 2,860,391	\$ 2,923,503	\$ 2,986,615
Town of Center	\$ 548,201	\$ 602,583	\$ 616,178	\$ 629,774	\$ 643,369
Town of Freedom	\$ 332,266	\$ 365,227	\$ 373,467	\$ 381,707	\$ 389,947
Town of Grand Chute	\$ 8,541,652	\$ 9,388,983	\$ 9,600,816	\$ 9,812,649	\$ 10,024,482
Village of Greenville	\$ 3,797,711	\$ 4,174,444	\$ 4,268,627	\$ 4,362,810	\$ 4,456,993
Town of Kaukauna	\$ 441,282	\$ 485,057	\$ 496,000	\$ 506,944	\$ 517,888
Town of Vandebroek	\$ 208,810	\$ 229,523	\$ 234,702	\$ 239,880	\$ 245,059
Village of Combined Locks	\$ 1,046,629	\$ 1,150,455	\$ 1,176,411	\$ 1,202,367	\$ 1,228,324
Village of Kimberly	\$ 2,596,604	\$ 2,854,187	\$ 2,918,583	\$ 2,982,979	\$ 3,047,375
Village of Little Chute	\$ 3,209,060	\$ 3,527,398	\$ 3,606,983	\$ 3,686,568	\$ 3,766,152
Outagamie County	\$ 16,783,975	\$ 18,448,946	\$ 18,865,188	\$ 19,281,431	\$ 19,697,673
City of Menasha	\$ 3,712,550	\$ 4,080,834	\$ 4,172,906	\$ 4,264,977	\$ 4,357,048
City of Neenah	\$ 7,404,756	\$ 8,139,308	\$ 8,322,946	\$ 8,506,584	\$ 8,690,222
Town of Clayton	\$ 992,794	\$ 1,091,279	\$ 1,115,900	\$ 1,140,521	\$ 1,165,143
Town of Neenah	\$ 338,495	\$ 372,074	\$ 380,469	\$ 388,863	\$ 397,258
Town of Vinland	\$ 235,389	\$ 258,739	\$ 264,577	\$ 270,415	\$ 276,252
Village of Fox Crossing	\$ 5,285,228	\$ 5,809,523	\$ 5,940,596	\$ 6,071,670	\$ 6,202,744
Winnebago County	\$ 9,259,128	\$ 10,177,634	\$ 10,407,260	\$ 10,636,887	\$ 10,866,513
Total Local Expenditures	\$ 107,319,488	\$ 117,965,581	\$ 120,627,104	\$ 123,288,627	\$ 125,950,151
Project Local Revenues	\$ -	\$ 117,965,581	\$ 120,627,104	\$ 123,288,627	\$ 125,950,151



APPENDIX G

**Appendix G: Transit Financial Capacity Analysis
Valley Transit**

	2025	2026	2027	2028	2029
Operating Expenses	(000)	(000)	(000)	(000)	(000)
Fixed Route (DO)	\$8,363	\$8,614	\$8,872	\$9,138	\$9,413
Paratransit (DR)	\$3,846	\$3,961	\$4,080	\$4,203	\$4,329
Total Operating Expenses	\$12,209	\$12,575	\$12,953	\$13,341	\$13,741
Revenue					
Farebox Revenue					
Fixed Route (DO)	\$740	\$747	\$755	\$762	\$770
Paratransit (DR)	\$502	\$517	\$533	\$549	\$565
Other Revenue	\$65	\$65	\$65	\$65	\$65
Total Revenue	\$1,307	\$1,329	\$1,352	\$1,376	\$1,400
Deficit					
Federal	\$3,053	\$3,149	\$3,248	\$3,350	\$3,456
State	\$3,053	\$3,149	\$3,248	\$3,350	\$3,456
Local	\$4,797	\$4,948	\$5,104	\$5,265	\$5,430
Total Deficit	\$10,902	\$11,246	\$11,600	\$11,965	\$12,341
Capital					
Federal	\$0	\$80	\$520	\$400	\$400
State	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$20	\$130	\$100	\$100
Total Capital Expenses	\$0	\$100	\$650	\$500	\$500
5310 Program					
Expenses	\$373	\$384	\$396	\$408	\$420
Revenue	\$55	\$57	\$58	\$60	\$62
Federal	\$140	\$144	\$149	\$153	\$158
State	\$80	\$82	\$85	\$87	\$90
Local	\$98	\$101	\$104	\$107	\$110
Fixed-Route Operating Data					
No. of Revenue Vehicles	28	28	28	28	28
No. of Employees ¹	38	38	38	38	38
Fixed-Route Revenue Hours	54	54	54	54	54
Fixed-Route Revenue Miles	839	839	839	839	839
Fixed-Route Passengers	690	711	732	754	777
Paratransit Passengers	100	103	106	109	113
Total Passengers	790	814	838	863	889
Fixed-Route Statistics					
Average Fare	1.07	1.05	1.03	1.01	0.99
Operating Ratio (Rev/Exp)	10%	9%	9%	9%	9%
Cost per Revenue Mile	9.97	10.27	10.57	10.89	11.22
Cost per Passenger	12.12	12.12	12.12	12.12	12.12
Cost per Revenue Hour	154.87	159.52	164.30	169.23	174.31
Passengers Per Revenue Mile	0.82	0.85	0.87	0.90	0.93
Passengers per Revenue Hour	12.78	13.16	13.56	13.96	14.38

NOTES: 1. Number of Employees equals FT drivers.



APPENDIX H

**Appendix H: Appleton (Fox Cities) Transportation Management Area, 2025-2028
Summary of Federal Funds Programmed and Available**

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2025	2026	2027	2028	2025	2026	2027	2028
Federal Highway Administration								
National Highway Performance Program (NHPP)	\$ 148,801	\$ 328,761	\$ 17,693	\$ -	\$ 148,801	\$ 328,761	\$ 17,693	\$ -
Surface Transportation Block Grant (STBG)	\$ 32,605	\$ -	\$ 5,223	\$ 3,483	\$ 32,605	\$ -	\$ 5,223	\$ 3,483
Highway Safety Improvement Program (HSIP)	\$ 2,321	\$ -	\$ 470	\$ 1,823	\$ 2,321	\$ -	\$ 470	\$ 1,823
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office of the Commissioner of Railroads (OCR)	\$ -	\$ 246	\$ -	\$ -	\$ -	\$ 246	\$ -	\$ -
Transportation Alternatives (TAP/TA Set Aside)	\$ 1,616	\$ 687	\$ 789	\$ 780	\$ 1,616	\$ 687	\$ 789	\$ 780
Carbon Reduction Program (CRP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Bridge	\$ -	\$ -	\$ 3,135	\$ -	\$ -	\$ -	\$ 3,135	\$ -
Local Bridge (STP - Local Bridge)	\$ 54	\$ -	\$ 513	\$ -	\$ 54	\$ -	\$ 513	\$ -
Local Bridge (STBG - Local Bridge)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehicle Infrastructure (NEVI)	\$ 20	\$ 20	\$ 34	\$ -	\$ 20	\$ 20	\$ 34	\$ -
Programmed Expenditures	\$ 185,417	\$ 329,714	\$ 27,857	\$ 6,086	\$ 185,417	\$ 329,714	\$ 27,857	\$ 6,086
* Annual Inflation Factor 2.48%	\$ 4,598	\$ 8,177	\$ 691	\$ 151	\$ 4,598	\$ 8,177	\$ 691	\$ 151
Estimated Need with Inflation Factor	\$ 190,015	\$ 337,891	\$ 28,548	\$ 6,237	\$ 190,015	\$ 337,891	\$ 28,548	\$ 6,237
Federal Transit Administration								
Section 5307 Operating	\$ 2,517	\$ 2,592	\$ 2,670	\$ 2,750	\$ 2,517	\$ 2,592	\$ 2,670	\$ 2,750
Section 5339 Capital	\$ -	\$ 80	\$ 520	\$ 400	\$ -	\$ 80	\$ 520	\$ 400
Programmed Expenditures	\$ 2,517	\$ 2,672	\$ 3,190	\$ 3,150	\$ 2,517	\$ 2,672	\$ 3,190	\$ 3,150
* Annual Inflation Factor 2.48%	\$ 62	\$ 66	\$ 79	\$ 78	\$ 62	\$ 66	\$ 79	\$ 78
Estimated Need with Inflation Factor	\$ 2,579	\$ 2,738	\$ 3,269	\$ 3,228	\$ 2,579	\$ 2,738	\$ 3,269	\$ 3,228
Section 5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5310	\$ 101	\$ -	\$ -	\$ -	\$ 101	\$ -	\$ -	\$ -

*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.



APPENDIX I

Appendix I: Appleton (Fox Cities) Transportation Management Area - Candidate Project Listing (2025-2028+)

Primary Jurisdiction	Project Description	Type of Cost	2025				2026				2027				2028+ Illustrative				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Grand Chute Outagamie <i>Illustrative</i>	Rifle Range Rd/ Capitol-Grand Chute Bvd Reconstruct to Urban, 2-lane with bike&ped	DESIGN				0	0	0	366	366				0				0	
		ROW				0				0				0				0	
		CONST				0	0	0	2806	2806				0				0	
		TOTAL				0	0	0	3172	3172	0	0	0	0	0	0	0	0	0
Grand Chute Outagamie <i>Illustrative</i>	College Ave. at Mall Dr./Nicolet Int. Intersection improvements	DESIGN				0				0							150	150	
		ROW				0				0				0			100	100	
		CONST				0				0				0			2550	2550	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	2800	2800	
Grand Chute Outagamie <i>Illustrative</i>	Capitol Dr./McCarthy-Casaloma Reconstruction, urban	DESIGN	0	0	306	306				0								0	
		ROW				0				0				0				0	
		CONST	0	0	2351	2351				0				0				0	
		TOTAL	0	0	2657	2657	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Chute Outagamie <i>Illustrative</i>	Capitol Drive/USH41-Lynda Reconstruction, urban	DESIGN				0				0							500	500	
		ROW				0				0				0			0	0	
		CONST				0				0				0			3830	3830	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	4330	4330	
Grand Chute Outagamie <i>Illustrative</i>	Spencer St/Wittman-Bluemound Reconstruction, 2 lane urban w/bike/ped	DESIGN				0				0							982	982	
		ROW				0				0				0			0	0	
		CONST				0				0				0			7525	7525	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	8507	8507	
Grand Chute Outagamie <i>Illustrative</i>	N. Bluemound/W. College-W. Wisconsin Reconstruction, urban	DESIGN				0	0	0	485	485				0				0	
		ROW				0				0				0				0	
		CONST				0	0	0	3716	3716				0				0	
		TOTAL				0	0	0	4201	4201	0	0	0	0	0	0	0	0	0
Grand Chute Outagamie <i>Illustrative</i>	N. Bluemound/W. Northland-W. Capitol Recondition, urban	DESIGN	0	0	307	307				0								0	
		ROW				0				0				0				0	
		CONST	0	0	2353	2353				0				0				0	
		TOTAL	0	0	2660	2660	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Chute Outagamie <i>Illustrative</i>	N. Casaloma/W. College-W. Greenville Dr Reconstruction, urban	DESIGN				0				0							336	336	
		ROW				0				0				0			0	0	
		CONST				0				0				0			2587	2587	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	2923	2923	
Greenville Outagamie <i>Illustrative</i>	Greenwood Rd./Parkview-Everglade Reconstruction, urban	DESIGN				0				0							174	174	
		ROW				0				0				0			0	0	
		CONST				0				0				0			1624	1624	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	1798	1798	
Greenville Outagamie <i>Illustrative</i>	Greenwood Rd./School-WIS 15 Reconstruction, urban	DESIGN				0				0							61	61	
		ROW				0				0				0			0	0	
		CONST				0				0				0			565	565	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	626	626	
Greenville Outagamie <i>Illustrative</i>	Parkview Dr./STH 76 - Ridgeway Dr Reconstruction, urban	DESIGN				0				0							139	139	
		ROW				0				0				0			100	100	
		CONST				0				0				0			2350	2350	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	2589	2589	
Greenville Outagamie <i>Illustrative</i>	Moon Shadow/Greenwood Rd- Star Dust Dr. Reconstruction, urban	DESIGN				0				0							82	82	
		ROW				0				0				0			0	0	
		CONST				0				0				0			1730	1730	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	1812	1812	
Little Chute Outagamie <i>Illustrative</i>	Evergreen / French - Holland Reconstruction	DESIGN				0	0	0	300	300				0				0	
		ROW				0				0				0				0	
		CONST				0	0	0	3451	3451				0				0	
		TOTAL				0	0	0	3751	3751	0	0	0	0	0	0	0	0	0
Little Chute Outagamie <i>Illustrative</i>	Evergreen / Holland- Vandenbroek Reconstruction	DESIGN				0				0							185	185	
		ROW				0				0				0			0	0	
		CONST				0				0				0			1978	1978	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	2163	2163	
Little Chute Outagamie <i>Illustrative</i>	French Rd / Main - CTH OO Reconstruction	DESIGN				0				0								0	
		ROW				0				0				0				0	
		CONST				0				0				0			2053	2053	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	2053	2053	
V Combined Locks Outagamie <i>Illustrative</i>	Prospect St / CTH N - Park Reconstruction	DESIGN				0				0							40	40	
		ROW				0				0				0			0	0	
		CONST				0				0				0			3460	3460	
		TOTAL				0	0	0	0	0	0	0	0	0	0	0	3500	3500	

V Harrison Calumet Co.	Hearthstone Dr/ Noe Rd-CTH N Reconstruction	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	100 0 1900 2000	100 0 1900 2000
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	2000	2000
V Harrison Calumet Co.	N Coop Rd/Manitowoc Rd-Midway Rd Reconstruction	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	75 0 967 1042	75 0 967 1042
	Local 0.5 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	1042	1042
Calumet Co. Calumet	CTH KK/CTH N - STH 55 Reconstruction	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
	Local 2.4 m. (P)	TOTAL	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	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
	Local 1.5 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
T of Buchanan Outagamie <i>Illustrative</i>	Eisenhower Dr/ CTH KK - Cornell Bike/ Ped Trail	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	500 500 500 500	500 500 500 500
	Local .75 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	500	500
Outagamie Co. Outagamie <i>Illustrative</i>	CTH CA/Casaloma-141 Reconstruction, urban, 4-lane	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	440 0 2440 2880	440 0 2440 2880
	Local 1.25 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	2880	2880
Outagamie Co. Outagamie <i>Illustrative</i>	CTH CE/Railroad St. Intersection	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	50 0 1457 1507	50 0 1457 1507	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
	Local .01 m	TOTAL	0	0	1507	1507	0	0	0	0	0	0	0	0
Outagamie Co. Outagamie <i>Illustrative</i>	CTH EE/AppleCreek Rd - Applehill Blvd Reconstruction, Urban, 3-lane	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	280 0 1800 2080	280 0 1800 2080
	Local 0.6 m	TOTAL	0	0	0	0	0	0	0	0	0	0	2080	2080
Outagamie Co. Outagamie <i>Illustrative</i>	CTH JJ/CTH A - WIS 47 Reconstruction, Urban	DESIGN ROW CONST TOTAL	0 0 0 0	250 0 5655 5905	250 0 5655 5905	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	250 0 5655 5905	250 0 5655 5905
	Local 0.6 m	TOTAL	0	5655	250	5905	0	0	0	0	0	0	5905	5905
Outagamie Co. Outagamie <i>Illustrative</i>	CTH OO/Holland Rd Intersection Reconstruction, Urban	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	170 0 2000 2170	170 0 2000 2170
	Local 0.5 m	TOTAL	0	0	0	0	0	0	0	0	0	0	2170	2170
Outagamie Co. Outagamie <i>Illustrative</i>	CTH N/Third - Maes Reconstruction, Urban	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	300 0 300 300	300 0 300 300	0 0 0 0	0 0 0 0	1500 0 1500 1500	1500 0 1500 1500	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
	Local 0.45 m	TOTAL	0	0	300	300	0	0	1500	1500	0	0	0	0
Outagamie Co. Outagamie <i>Illustrative</i>	CTH OO/Mason - WIS 47 Reconstruction, Urban	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	160 0 1600 1760	160 0 1600 1760
	Local 0.52 m	TOTAL	0	0	0	0	0	0	0	0	0	0	1760	1760
Outagamie Co. Outagamie <i>Illustrative</i>	CTH JJ/Lightning - French Reconstruction, Urban	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	4600 0 4600 4600	4600 0 4600 4600
	Local 0.75 m	TOTAL	0	0	0	0	0	0	0	0	0	0	4600	4600
Outagamie Co. Outagamie <i>Illustrative</i>	CTH EE/CTH JJ - Apple Creek Rd. Reconstruction, Urban	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	4600 0 4600 4600	4600 0 4600 4600
	Local 0.52 m	TOTAL	0	0	0	0	0	0	0	0	0	0	4600	4600
Outagamie Co. Outagamie <i>Illustrative</i>	CTH CB/Neubert - CTH JJ Reconstruction, Rural, 4-lane	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	6000 0 6000 6000	6000 0 6000 6000
	Local 2.85 m	TOTAL	0	0	0	0	0	0	0	0	0	0	6000	6000
Outagamie Co. Outagamie <i>Illustrative</i>	CTH E/ CTH JJ-CTH E Reconstruction, Urban	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	150 150 4000 4300	150 150 4000 4300
	Local 0.64 m	TOTAL	0	0	0	0	0	0	0	0	0	0	4300	4300
Outagamie Co. Outagamie <i>Illustrative</i>	CTH EE/ CTH E-Apple Hill Blvd Reconstruction, Urban	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	150 150 2000 2300	150 150 2000 2300
	Local 0.51 m	TOTAL	0	0	0	0	0	0	0	0	0	0	2300	2300

Outagamie Co. Outagamie <i>Illustrative</i>	CTH E & CTH EE Intersection/Roundabout Local .01 m	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	150 200 2000 2350	150 200 2000 2350
Outagamie Co. Outagamie <i>Illustrative</i>	CTH CE & NB 441 Ramp Intersection/On Ramp Local .01 m	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	100 100 300 400	100 0 300 400
Outagamie Co. Outagamie <i>Illustrative</i>	Bongers Creek Bridge rehabilitation Local .01 m	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	25 0 300 325	25 0 300 325
Outagamie Co. Outagamie <i>Illustrative</i>	Soo Line RR Bridge rehabilitation Local .01 m	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	50 50 1150 1200	50 0 1150 1200
C. Of Neenah Winnebago <i>Illustrative</i>	Winneconne/USH 41 - Neenah Slough Reconstruction Local 0.25 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1660 1660 1660 1660	0 0 1660 1660
C. Of Neenah Winnebago <i>Illustrative</i>	Green Bay Rd/Fox Point-Shopko Reconstruction Local 0.23 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1000 1000 1000 1000	0 0 1000 1000
C. Of Neenah Winnebago <i>Illustrative</i>	Bell St/Marathon - Harrison Resurface Local 0.57 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	300 300 300 300	0 0 300 300
C. Of Neenah Winnebago <i>Illustrative</i>	Nicolet/First - Ninth Resurface Local 0.47 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	120 120 120 120	0 0 120 120
T. Of Neenah Winnebago <i>Illustrative</i>	Larsen/Clayton Ave - Town Limits Reconstruction, urban Local 1.50 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3565 3565 3565 3565	0 0 3565 3565
T. Of Neenah Winnebago <i>Illustrative</i>	Tullar/Winneconne - Oakridge Rd Reconstruction, urban Local 0.85 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	250 0 2960 3210	250 0 2960 3210
T. Of Neenah Winnebago <i>Illustrative</i>	Oakridge Rd W/Town Line - Larsen Rd Reconstruction, urban hybrid Local 1.00 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	270 0 3110 3380	270 0 3110 3380
Winnebago Co. Winnebago <i>Illustrative</i>	CTH A / CTH GG - Park Ave Reconstruction, urban Local 2.4 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	300 0 3000 3300	300 0 3000 3300
Winnebago Co. Winnebago <i>Illustrative</i>	CTH II / WIS 76 - Clayton Ave Reconstruction, urban Local 1.0 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	450 100 4100 4650	450 100 4100 4650
Winnebago Co. Winnebago <i>Illustrative</i>	CTH CB & CTH JJ Roundabout Reconstruction Local 0.1 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	150 0 1000 1150	150 0 1000 1150
C. Of Appleton Outagamie <i>Illustrative</i>	Linwood Ave / College Ave - Wisconsin Ave Reconstruction Local .072 m.	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	50 50 2500 2600	50 50 2500 2600
C. Of Appleton Winnebago <i>Illustrative</i>	Perkins St / Prospect Ave - RR Tracks Reconstruction Local .27 m.	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	50 50 835 935	50 50 835 935
C. Of Appleton Outagamie <i>Illustrative</i>	Badger Ave / Spencer St - Pierce Ave Reconstruction Local .23 m.	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	50 50 1052 1152	50 50 1052 1152

C. Of Appleton Outagamie <i>Illustrative</i>	Rankin St / Commercial St - Wisconsin Ave Reconstruction Local .33 m.	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	50 50 1027 1027	50 50 1027 1027		
WisDOT C of Appleton	STH 125, W. College Ave. IH 41-N. Linwood Ave. 4659-17-00 RESURF	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Currently unprogrammed. Added to A-1 in 2024 TIP.
252-23-001	NHPP 1.54 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Calumet	USH 10, Appleton-Brillion CTH N - STH 32/57 1500-50-00 RESURF	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Currently unprogrammed/inactive. Added to A-1 in 2024 TIP.
252-23-002	NHPP 8.39 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Calumet	USH 10, Appleton-Brillion STH 32/57 - CTH HR 1500-69-00 RESURF	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Currently unprogrammed/inactive. Added to A-1 in 2024 TIP.
252-23-003	NHPP 11.94 m. (P)	TOTAL	0	0	0	0	0	0	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	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Currently unprogrammed. Added to A-1 in 2024 TIP.
252-23-004	NHPP .516 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT C of Menasha	STH 47, DePere/Appleton Rd, C Menasha 3rd St - 9th St 4660-09-00 PVRPLA	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Currently unprogrammed. Added to A-1 in 2024 TIP.
252-23-005	NHPP .88 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	C Menasha, Washington/Tayco St Nicolet Blvd-3rd St. 4065-20-00 RSRF20	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Currently unprogrammed Added to A-1 in 2024 TIP.
252-22-062	NHPP .79 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie	STH 76, Oshkosh - Greenville USH 10 - USH 15 6430-25-00 RECST	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Construction is scheduled for 9/11/2029. Design in 2024. Added to A-1 in 2024 TIP.
252-22-063	STBG 11.252 mile (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Outagamie Corridor Tasks	Appleton - De Pere USH 96 - CTH F 1130-63-10 Plan & Admin	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Construction corridor tasks. Authorized in 2023. Added to A-1 in 2024 TIP
252-23-044	NHPP 23.596 mile (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	IH 41, Oshkosh - Appleton CTH Y - Breezewood Lane 1120-65-00, 70 PSRS30	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Construction scheduled for 9/11/2029. Design in 2023. Added to A-1 in 2024 TIP
252-23-049	NHPP 6.477 m (P)	TOTAL	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	DESIGN ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	Construction scheduled for 9/9/2031. Design in 2023. Added to A-1 in 2024 TIP.
252-23-063	NHPP 1.11 m (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
C of Appleton <i>Illustrative</i>	French Rd, Evergreen Dr - CTH JJ Reconstruction Local	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Added to illustrative table in 2024
V of Kimberly <i>Illustrative</i>	W Kennedy Ave, Railroad St - Marcella St Reconstruction Local	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Added to illustrative table in 2024
T of Buchanan <i>Illustrative</i>	Block/Debruin Rd, State Park Rd - Martineau Reconstruction Local	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Added to illustrative table in 2024
Outagamie <i>Illustrative</i>	CTH JJ, Lightning Dr - Cherryvale Ave Reconstruction Local	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Added to illustrative table in 2024
V of Kimberly <i>Illustrative</i>	E Kennedy Ave, Railroad St - CTH N Reconstruction Local	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Added to illustrative table in 2024
C of Kaukauna <i>Illustrative</i>	Kenneth Ave/3rd, Reaume Ave - 10th St Reconstruction Local	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Added to illustrative table in 2024



APPENDIX J

**Appendix J-1: Valley Transit Projects
Fox Cities Transportation Management Area**

Project Description	Recipient/ Funding Type	TIP Number	2025	2026	2027	2028	2029
Operating Assistance and Maintenance							
Operating Assistance	<i>Valley Transit</i>						
Expenses			\$7,076	\$7,288	\$7,507	\$7,732	\$7,964
Revenues			\$740	\$747	\$755	\$762	\$770
Deficit			\$6,336	\$6,541	\$6,752	\$6,970	\$7,194
Federal Share	Section 5307	000-25-000	\$2,017	\$2,077	\$2,139	\$2,204	\$2,270
State Share			\$2,017	\$2,077	\$2,139	\$2,204	\$2,270
Municipal Local Share			\$2,238	\$2,322	\$2,408	\$2,497	\$2,590
Other Local Share			\$65	\$65	\$65	\$65	\$65
Preventative Maintenance - Fixed Route	<i>Valley Transit</i>						
Expenses			\$1,287	\$1,326	\$1,365	\$1,406	\$1,449
Federal Share	Section 5307	000-25-000	\$500	\$515	\$530	\$546	\$563
Municipal Local Share			\$787	\$811	\$835	\$860	\$886
Other Local Share							
Purchased Transp. (Paratransit)	<i>Valley Transit</i>						
Expenses			\$3,846	\$3,961	\$4,080	\$4,203	\$4,329
Revenues			\$502	\$517	\$533	\$549	\$565
Deficit			\$3,344	\$3,444	\$3,548	\$3,654	\$3,764
Federal Share (Capital Cost of Contract)	Section 5307	000-25-000	\$230	\$237	\$244	\$251	\$259
Federal Share (Operating)	Section 5307	000-25-000	\$847	\$872	\$899	\$926	\$953
State Share			\$1,077	\$1,109	\$1,142	\$1,177	\$1,212
Municipal Local Share			\$243	\$243	\$243	\$243	\$243
Other Local Share			\$947	\$983	\$1,020	\$1,057	\$1,096
Enhanced Mobility of Seniors	<i>Valley Transit</i>						
Expenses			\$373	\$384	\$396	\$408	\$420
Revenues			\$55	\$57	\$58	\$60	\$62
Deficit			\$318	\$328	\$337	\$347	\$358
Federal Share	Section 5310	000-25-000	\$140	\$144	\$149	\$153	\$158
State Share			\$80	\$82	\$85	\$87	\$90
Local Share			\$98	\$101	\$104	\$107	\$110
Total Cost							
Federal Share			\$3,734	\$3,846	\$3,961	\$4,080	\$4,202
State Share			\$3,174	\$3,269	\$3,367	\$3,468	\$3,572
Local Share			\$4,378	\$4,524	\$4,675	\$4,830	\$4,990
Capital Projects							
Neenah Transit Center	<i>Valley Transit</i>						
Federal Share	Section 5339	000-25-000		\$80			
State Share				\$0			
Local Share				\$20			
Support Vehicle Replacements (qty 3)							
Federal Share					\$120		
State Share					\$0		
Local Share					\$30		
Demand Response Vehicle Fleet (5 per yr)	<i>Valley Transit</i>						
Federal Share	Section 5339	000-25-000			\$400	\$400	\$400
State Share					\$0	\$0	\$0
Local Share					\$100	\$100	\$100
Federal Share			\$0	\$80	\$520	\$400	\$400
State Share			\$0	\$0	\$0	\$0	\$0
Local Share			\$0	\$20	\$130	\$100	\$100
Total Cost			\$0	\$100	\$650	\$500	\$500

Notes:

**Appendix J-2: Paratransit Projects
Fox Cities Transportation Management Area**

2025	VT II (ADA)	Outagamie Elderly	VTII Sunday	Outagamie Rural	Outagamie OCHS	Calumet Van	NW Dial-A-Ride	VT Connector	Trolley	Total
Annual Estimated Trips	100,000	3,000	500	12,000	50	1,700	6,500	13,232	5,000	
Trip Costs	\$2,550,000	\$76,500	\$12,750	\$462,600	\$1,150	\$37,620	\$120,705	\$476,352	\$40,800	\$3,778,477
Administrative Costs	<u>\$440,558</u>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<u>\$440,558</u>
Total Costs	\$2,990,558	\$76,500	\$12,750	\$462,600	\$1,150	\$37,620	\$120,705	\$476,352	\$40,800	\$4,219,035
TIP #	252-25-000	252-25-000	252-25-000	252-25-000	252-25-000	252-25-000	252-25-000	252-25-000	252-25-000	
Funding Type	Section 5307	Section 5307	Section 5307	Section 5310	Section 5307	Section 5307	Section 5307	Section 5307	Section 5307	
Federal Share	\$867,260	\$22,190	\$3,700	\$71,376	\$330	\$10,910	\$18,624	\$138,140	\$11,830	\$1,144,360
State Share	\$867,260	\$22,190	\$3,700	\$134,150	\$330	\$10,910	\$35,010	\$138,140	\$11,830	\$1,223,520
Farebox Revenues	\$400,000	\$12,000	\$5,500	\$72,000	\$0	\$18,700	\$22,750	\$26,460	\$0	\$557,410
Other support	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Total support/revenue	\$2,134,520	\$56,380	\$12,900	\$277,526	\$660	\$40,520	\$76,384	\$302,740	\$23,660	\$2,925,290
Surcharge	<u>\$0</u>	<u>\$14,793</u>	<u>\$2,467</u>	<u>\$46,260</u>	<u>\$330</u>	<u>\$10,910</u>	<u>\$12,071</u>	<u>\$0</u>	<u>\$0</u>	<u>\$86,831</u>
Deficit/Local Share	\$856,038	\$34,913	\$2,317	\$231,334	\$820	\$8,010	\$56,392	\$173,612	\$17,140	\$1,380,576
Outagamie County	\$316,734	\$33,168	\$2,085	\$63,334	\$820					\$416,141
Winnebago County	\$119,845		\$162				\$4,341			\$124,348
Calumet County	\$25,681	\$1,746	\$70			\$8,010				\$35,507
Family Care	\$393,777			\$168,000						\$561,777
Fox Crossing							\$8,672			\$8,672
Neenah							\$43,379			\$43,379
Municipal contributions								\$173,612	\$17,140	\$190,752
Total paratransit local contribution	\$856,037	\$34,914	\$2,317	\$231,334	\$820	\$8,010	\$56,392	\$173,612	\$17,140	\$1,380,576



APPENDIX K

MEETING MINUTES

Appleton (Fox Cities) Metropolitan Planning Organization
Policy Board
October 17, 2024

The meeting was called to order by Melissa Kramer-Badtke at 5:00 PM.

1. Introductions

Committee Members Present

Joe Coenen	Town of Buchanan
Brian Van Lankveldt	Village of Little Chute
Bob Benz	Village of Sherwood
Ron McDonald	Valley Transit
Jack Anderson	Village of Greenville
Tom Buchholz	WisDOT
Ken Heckner	Village of Combined Locks
Allison Blackman	Village of Harrison
Bob Schmeichel	Town of Neenah
Joy Hagen	Outagamie County
Dan Gabrielson	Outagamie County
Denise Fenton	City of Appleton
Justin Schumacher	Town of Freedom
Gary Timm	Town of Center
Jason Van Eperen	Town of Grand Chute
Verad Meltzer	City of Appleton
Austin R. Hammond	City of Menasha
Jane Lang	City of Neenah
Cari Lendrum	City of Neenah

ECWRPC Staff Present

Melissa Kramer-Badtke	ECWRPC
Kim Biedermann	ECWRPC
Chris Colla	ECWRPC

2. Public Comment – There was no public comment.

3. Election of Chair and Vice-Chair – Ms. Kramer-Badtke opened nominations for chair. Mr. Hammond accepted the group’s nomination, seconded by Ms. Fenton. Motion carried unanimously. Mr. Hammond opened nominations for vice-chair; Mr. Van Eperen accepted the group’s nomination, seconded by Ms. Blackman. Motion carried unanimously.

4. Special Order of Business: Mr. Justin Shell, Administrator for the Wisconsin Department of Transportation – Division of Transportation Investment Management: Mr. Shell presented on WisDOT programs and policies for local governments. Details on funding programs, including STP, Local Bridge, and Transportation Alternatives, were shared. Mr. Shell offered insight into how WisDOT spends funding to facilitate improvement projects. Ms. Kramer-Badtke added more details on specific projects within the MPO funded by programs Mr. Shell shared. Additional details on agreements and adjustments to programs funding levels. To wrap up, Mr. Shell explained the process for continuing funding and budgeting, how Federal funding is sourced, how projects can be advanced, and expressed commitment to working with local governments and MPO’s to mitigate and impacts from changes in funding.

5. Staff Report: Ms. Kramer-Badtke updated that East Central has received documents back from the Governor’s office to officially finalize the redesignation process. She additionally clarified the voting and non-voting roles. Ms. Biedermann shared updates to the Congestion Management Process and

Metropolitan Transportation Plan and the role of the Policy Board and Technical Advisory Committee. Additional updates to the A NEW Avenue project, Trail Summit 2.0, Safe Routes to School projects,

6. Proposed Resolution FC-01-24: Amending the (Appleton (Fox Cities) Metropolitan Planning Organization Transportation Improvement Program – 2024-2027: Mr. Colla detailed the role and contents of the TIP and the new amendments and changes. Ms. Kramer-Badtke shared the role of the Policy Board and the process for TIP amendments moving through the State and Federal systems. Ms. Kramer-Badtke fielded a question on the occurrence of public comment, sharing the several opportunities for comment during the process, and that East Central has not typically received public comment on the TIP in the past. Mr. Colla and Ms. Kramer-Badtke further explained the full details of the projects in the TIP tables; Mr. Buchholz added info on WisDOT's TIP details. No public comment was received; no members of the public were present. Ms. Blackman made a motion to approve, seconded by Ms. Fenton. The motion carried unanimously.
7. Proposed Resolution FC-02-24: Adopting the (Appleton (Fox Cities) Metropolitan Planning Organization Transportation Improvement Program – 2025-2028: Mr. Colla rehashed the role and process of the new 2025 TIP. A motion to approve was made by Ms. Blackman, seconded by Mr. Meltzer. Motion carried unanimously.
8. Proposed Resolution FC-03-24: Amending the 2024 Unified Transportation Work Program and Budget and Requesting an Extension of Funding Eligibility to complete work from Calendar Year 2024 in Calendar Year 2025 for the Appleton (Fox Cities) Metropolitan Planning Organization: Ms. Kramer-Badtke explained the process, and the reasons staff have been unable to meet several deliverables. The Metropolitan Transportation Plan, Congestion Management Process, and Intermodal freight facility study will be carrying funding into 2025. A motion to approve was made by Ms. Blackman, seconded by Mr. Meltzer. Motion carried unanimously.
9. Proposed Resolution FC-04-24: Adopting the 2025 Unified Planning Work Program and the Annual MPO Self-Certification for the Appleton (Fox Cities) Metropolitan Planning Organization: Ms. Biedermann detailed the contents and self-certifications in the work program for 2025, including active transportation/multimodal projects, technical assistance, Metropolitan Transportation Plan, Title VI Plan, TIP software, GIS mapping, Performance Measures, and Safe & Accessible Transportation Options. Ms. Kramer-Badtke added details on the use of primary levy funds. A motion to approve was made by Ms. Blackman, seconded by Ms. Fenton. Motion carried unanimously.
10. Next Meeting Date: The next meeting date is scheduled for December 12th, 2024.
11. Adjourn: A motion was made by Ms. Blackman, seconded by Ms. Fenton. Motion carried unanimously; meeting adjourned at 5:54 PM.

Submitted by
Chris Colla, Associate Planner
East Central WI Regional Planning Commission