

1310 MAJOR WORK ELEMENT: FOX CITIES/OSHKOSH MPO

Generalized Work Objective: East Central staff will prepare and maintain the required plans, reports, studies, models, and data necessary for the development and management of the Fox Cities and Oshkosh Metropolitan Planning Organization.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$16,660	\$133,284	\$0	\$0	\$16,660	\$0	\$166,605

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
464	325	69	70

1311 WORK ITEM: PROGRAM SUPPORT AND ADMINISTRATION

Work Objectives: To develop and maintain an annual work program to meet federal planning requirements including budget development, audit oversight and an administrative review process through WisDOT approved invoices, billing schedules and reports. The element includes meeting coordination, public and local meeting notices, the preparation and distribution of meeting summaries and supporting documents. A portion of the element includes travel to meetings workshops conferences and seminars and development/maintenance of the transportation section of the Commission’s website. The element includes the administration of the following transportation program to achieve the goals set forth in the federal TEA 21 legislation and the objectives set forth in WisDOT’s, Connections 2030, and other modal plans.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$5,347	\$42,772	\$0	\$0	\$5,347	\$0	\$53,465

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
150	65	15	70

1312 WORK ITEM: LONG-RANGE TRANSPORTATION PLANS

Work Objectives: To refine and implement recommendations adopted in the LRTPs for the urbanized areas, including further study on a number of needed transportation improvements. To maintain long-range transportation plans based on updates and changes to local plans and programs. Maintain valid, up-to-date information that identifies future needs, current priorities and available resources. Transportation modes will be continually evaluated in the context of land use development patterns as compared to the preferred 2035 plan adopted by the Fox Cities and Oshkosh MPOs. To work with WisDOT and local governments as part of plan implementation to determine the most effective mix of modal choices and land development practices.

ECWRPC Work Activities and Methodology: Long-range planning efforts include the ongoing collection and analysis of socioeconomic information. Through a cooperative agreement with WisDOT staff uses CUBE, TP+ and VIPER travel demand model software, as one of the tools to evaluate land use impacts on the transportation system.

Land use including residential population by dwelling unit, various employment sectors, commercial areas and school enrollment locations are being used to estimate trip generation and traffic volumes on a computer simulated street and highway system. The model is calibrated and validated based on area wide traffic counts taken by WisDOT on a three year cycle.

In order to maintain the value of the transportation models, they must be continually updated with current land use and socioeconomic data and revised projections. An up to date model provides WisDOT, East Central, and the urbanized area staff with a better tool in anticipating and meeting future transportation needs. Both urbanized area plans were reaffirmed in 2000, and East Central is continuing work toward full plan updates for the urbanized areas by the end of 2005.

East Central will also work with WisDOT and FHWA to implement the recommendations of the long range plans in terms of safety and security issues, congestion management strategies, land use transportation linkages, access management, corridor preservation, and modal options. A number of recommendations in existing plans are for further study, many of which are underway. These recommendations need to be pursued to give guidance to local municipalities and WisDOT in project programming.

An anticipated schedule for the implementation of the Fox Cities and Oshkosh area's long-range plans can be found in Appendix E. Throughout the implementation of these plans, and in all ECWRPC's transportation planning efforts, appropriate consideration will be given to the provisions of the U.S. DOT Environmental Justice directives on the effects of projects on minority and low-income populations.

In doing so, East Central staff will: (1) evaluate effectiveness of existing public involvement processes; (2) identify locations of minority and low-income groups in the metropolitan planning area; (3) utilize improved strategies for engaging minority populations and low-income populations through public involvement; and (4) improve and enhance analytical capability for assessing impact distributions of transportation programs, policies, and activities established in the transportation plans and TIP.

Recommendations in the LRTP include additional study relative to freight movement in and through the areas, safety and security issues pertinent to urban transportation, ITS applications that may help to meet transportation needs, and an analysis of any impacts, both positive and negative, on minority and low income populations within the planning areas.

East Central will continue to provide technical assistance including traffic simulation model runs for sponsoring agencies, operating agencies, and local governments to implement the network plan and program recommendations identified in both the Fox Cities and Oshkosh updates.

ITS Initiatives. East Central will also work with local municipalities in coordinated efforts to plan and implement intelligent transportation initiatives and applications, consistent with the state and federal ITS architecture to the extent possible.

Active involvement will continue to implement the long-range plan for the Oshkosh urbanized area. A corridor feasibility study has been completed relative to the six-laning of USH 41 between Breezewood-Bell and STH 26 that includes future ITS infrastructure including ramp metering.

The long range transportation/land use plans for the Fox Cities and Oshkosh urbanized areas were developed and programmed with the financial capabilities of the metropolitan area jurisdictions. The TIP already requires projects to be identified within the context of a multi-year capital improvement program that has been adopted by the jurisdiction's policy body. The overall financial capability and historic effort of the area will be continually monitored and updated relative to the needs identified.

Previous Work: The Fox Valley Transportation Study has been updated since 1969 with major benchmarks including the Appleton Area Highway Network Plan, 1977; the Oshkosh Highway Network Plan, 1979; the Transportation Goals and Objectives, 1982; the Independent Variables Forecasts: Fox Cities Highway Network Plan, 1985; the Fox Cities (Appleton Area) Highway Network Plan, 1986; the Long-Range Transportation/Land Use Plan for the Fox Cities, Oshkosh and Fond du Lac Urban Areas: Issue Identification, 1994; Long-Range Transportation/Land Use Plan for the Fox Cities, Oshkosh and Fond du Lac Urban Areas: Goals, Objectives and Policies, 1994; Long-Range Transportation/Land Use Plan for the Fox Cities, Oshkosh and Fond du Lac Urban Areas: An Interim Status Report, 1994; Long-Range Transportation/Land Use Plan-Oshkosh Urban Area, 1996; and Long-Range Transportation/Land Use Plan-Fox Cities Urban Area, 1997.; Long-Range Transportation/Land Use Plan-Oshkosh Urban Area, 2005; and Long-Range Transportation/Land Use Plan-Fox Cities Urban Area, 2005.

In addition to the 2005 LRTPs, East Central worked with WisDOT to develop a new Cube, TP+ and VIPER travel model combining the two urbanized areas, that is consistent with the statewide MPO modeling efforts.

Products and Anticipated Impacts: The adopted LRTPs will serve as a guide to future development in both the Fox Cities and Oshkosh MPO areas. Implementation activities and recommendations prescribed in the Long Range Land Use/Transportation Plan include individual project testing, as well as major network and corridor analysis. The model provides the ability to assess the traffic impact of a proposed land use or highway change quickly and comprehensively over the entire network.

Continued technical assistance is anticipated in the implementation of the Fox Cities and Oshkosh long-range plans and program recommendations. East Central staff will assist WisDOT and local governments to integrate local and regional plans with Statewide Multimodal Transportation Plan, Connections 2030.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$5,981	\$47,849	\$0	\$0	\$5,981	\$0	\$59,811

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
170	140	30	0

WisDOT Work Activities and Methodology: Maintenance of the Fox Cities and Oshkosh highway network models for use in evaluating specific project impacts is the general responsibility of East Central staff. WisDOT staff will continue to provide traffic information, including any new ground counts and external station data, for the Fox Cities and Oshkosh Urbanized Areas. ECWRPC will have the lead role in any recalibration and/or validation of the simulation models.

1319 WORK ITEM: TRANSPORTATION ELEMENT - URBAN

Work Objective: The East Central Regional Comprehensive Plan, as defined by the State's comprehensive planning legislation will continue to be a major focus of transportation staff, through early 2006. Because of the large overlap between the regional comprehensive plan and the urbanized area plans, and to the extent that some of these efforts will be concentrated in the urbanized areas, the focus of this effort will be the integration into the regional and state plans.

ECWRPC Work Activities and Methodology: This element will include the continued development and completion of the urban portions of the regional comprehensive plan transportation element based on the recently adopted urbanized area transportation/land use plans for the Appleton, Oshkosh, and Fond du Lac urbanized areas. A six month extension has been approved by the Office of Land Information Services (OLIS) for the completion of the regional comprehensive plan grant, scheduled for April of 2006.

Previous Work: Long-range transportation plans for the urbanized areas have been produced and updated continually over the past thirty years. While the 2005 effort is similar to those previous, in the sense of relating proposed transportation system needs to land use, the plans have not previously been written as an element of a single regional comprehensive plan document. In 2002, data gathering began, though somewhat behind schedule, as 2000 census data became available. TAZ and metropolitan area boundaries were developed and approved, following the release and adjustment of the Census designated urbanized area boundaries. The urban transportation work activities were directed toward the development of the regional comprehensive plan in 2002 and 2003, continued data gathering, analysis of that data at the TAZ level, and the development of a preliminary vision for the future of the region. Initial existing conditions data was compiled, along with that of all other elements, into a milestone #1 report, and presented to the Commission in January of 2003. The second milestone report, adopted in 2004, presented an analysis of the data and development of goals and a vision for the region. The Milestone #3 report, completed 2005, includes policies directed toward meeting the vision and goals set forth in Milestone Report #2.

Products and Anticipated Impacts: In April of 2006, Milestone #4 report: Plan for Implementation, is scheduled to be completed and presented to the Commission for final approval. The summary report of Milestone #4 will complete a set of regional plan summary documents which will be a useful tool for local and county governments, to be used as a policy framework for the development of their plans.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$5,333	\$42,662	\$0	\$0	\$5,333	\$0	\$53,328

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
144	120	24	0

1320 MAJOR WORK ELEMENT: SHORT-RANGE TRANSPORTATION PLANNING, OPERATION & MAINTENANCE

Generalized Work Objective: Work with local governments to provide Transportation System Management (TSM) assistance, emphasizing a more efficient use of the existing transportation system. Work with local governments and WisDOT to prepare and assist with studies needed to program, design and implement transportation improvements that contributes to the wider national objectives of energy conservation, improved air quality; and increased social and environmental considerations including accessibility to minorities, disadvantaged and handicapped groups.

Work Activity and Methodology: TSM sub-elements 1321 through 1327 comprise the Transportation System Management program. The Transportation Technical Advisory Committee (TAC) will help to review and discuss TSM strategies as staff continues to identify, assess and develop alternative transportation system management strategies and solutions. The various advisory committee members representing the Fox Cities and Oshkosh have the primary responsibility of selecting and recommending projects to the standing Transportation Committee as part of the Transportation Improvement Program. Private and public transportation providers are included on the TAC to provide their input into the planning process.

Previous Work: The Transportation Systems Management concept was first documented with the publication of an Interim Transportation Systems Management Plan for the Appleton and Oshkosh Urbanized Areas (ECWRPC, 1977), which was followed by the two reports, Transportation System Management for the Appleton Urbanized Area (1978) and Transportation Systems Management for the Oshkosh Urbanized Area (1978). These reports outlined the objectives for guiding development of TSM recommendations and also contained recommendations for specific improvements in the street and highway network, bicycle and pedestrian facilities and transit and paratransit facilities and services. TSM emphasis since 1978 has been on completing individual short-range plans for the urbanized areas. This has included Elderly and Disabled Transportation Plans and Transition Plans; Transit Development Program updates and transit financial studies; an Energy Contingency and Conservation Plan; an air quality estimation procedure; and short-range traffic operations plans.

Products and Anticipated Impacts: Transportation System Management assistance including operations and maintenance planning will continue through specific short-range work items addressing the highway system, safety, security, elderly and handicapped transportation, transit, rail consolidation, freight issues, energy conservation/ridesharing and other congestion management efforts, including bicycle and pedestrian planning. Specific products and anticipated impacts are explained under each of the following work items.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$17,109	\$136,870	\$0	\$0	\$17,109	\$0	\$171,087

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
450	370	80	0

1321 WORK ITEM: SHORT-RANGE STREET AND HIGHWAY PLANNING

Work Objective: To maintain an ongoing program of traffic operations and highway improvement project assistance that contributes to the safety and improved operation of the street and highway system in the Oshkosh and Fox Cities Urbanized Areas. To provide continuing assistance in implementing the recommendations developed in the Oshkosh and Fox Cities traffic operations plans and TIPs.

To assist in the development of a comprehensive pavement management system, that includes all jurisdictions in the urbanized areas. To work with local jurisdictions and WisDOT to collect local road information for the urbanized areas for inclusion in WisDOT’s Wisconsin Information System for Local Roads (WISLR) project.

ITS Planning. Work with local jurisdictions and WisDOT to initiate and implement ITS planning activities to improve traffic operations, safety and security.

Work Activity and Methodology: East Central will continue to offer technical support to local governments in the collection of pavement rating data for inclusion in WisDOT’s WISLR system, and assist in training, as deemed necessary to make it an easily accessible and useful tool for local governments.

As part of the urbanized areas transportation and land use plan recommendations East Central will continue the evaluation of the functionally classified system and consider changes based on evolving traffic patterns and land use. Technical assistance will continue to be provided to WisDOT and local governments, as needed for transportation studies and projects.

Previous Work: In 1995 the PASERWARE pavement rating method was implemented for all jurisdictions within the urbanized areas. Technical support for jurisdictions has included complete WisDOT local road files, software and training, pavement inventories and ratings. East Central has

worked with numerous local governments to actively promote the inventory, evaluation and maintenance of the existing street and highway system.

In 1996 an inventory and evaluation was completed for all functionally classified streets and highways in both the Fox Cities and Oshkosh Urbanized Areas. The reports, Fox Cities Urbanized Area Street and Highway Network Inventory and Evaluation, and Oshkosh Urbanized Area Street and Highway Network Inventory and Evaluation, the information was used in large part for the financial component of the 1997 LRTPs for the Fox Cities and Oshkosh Urbanized Areas.

Staff has worked with WisDOT and local jurisdictions to submit local road ratings on a biennial bases as per the 1999 legislative requirement.

Products and Anticipated Impacts: Continued assistance with traffic operations issues including traffic forecast and model testing will be provided as needed. East Central will work with all jurisdictions to complete an update to the inventory evaluation of all public streets, highways and local roads, as needed for the WISLR data base. The results will be the identification of deficiencies and needs to better evaluate the funding levels necessary to maintain and improve the system. Maintenance and preservation based on best practices is the single most important item local governments can do to preserve and enhance the transportation network.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$4,297	\$34,380	\$0	\$0	\$4,297	\$0	\$42,974

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
110	95	15	0

1322 WORK ITEM: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Work Objective: To prepare the annual Transportation Improvement Program. To prepare a transportation capital improvement program that identifies all projects using federal funding and all other projects that significantly impact the operation of the transportation system. To actively solicit eligible candidate transportation projects from local governments to prioritize and prepare a logical program to efficiently utilize STP-Urban funds and improve the system in the short term.

Work Activity and Methodology: Local governmental units and the general public will be appropriately notified of TIP requirements and the ability to identify and comment on projects. The communities and counties are asked to submit a five-year Capital Improvement Program to demonstrate the community's fiscal commitment and financial capacity to carry out projects submitted for federal funding.

Highway projects eligible for funding will be evaluated and prioritized according to need-related objective criteria. The criteria for project selection was revised in 1995, and ratified by the TAC

again in 1996, to incorporate multimodal elements and the flexible use of the funds, for transit or other alternative modes, as well as the traditional highway projects uses.

Minor adjustments were made to further improve the objective nature of the criteria in 1997, 2004. The prioritization criteria are designed to give bias to projects considering all modes of transportation. In 2005 a safety criteria was added that has a bias to projects with the highest crash rates.

The project prioritization listings, and selected projects, are reviewed and approved by the TAC and are subject to a 45 day public comment period. The projects are then reviewed and approved by the Commission's Transportation Committee prior to consideration by the full Commission and submittal to WisDOT, FHWA, and FTA.

Previous Work: Transportation Improvement Programs from 1976 through 2006.

Products and Anticipated Impacts: A 2006-2010 Transportation Improvement Program will be prepared containing a five year programming element. The impact will be a program of federal-aid eligible projects, which must be in the transportation improvement program as a condition for receipt of federal funding as well as for coordination of state and locally-funded projects. In the 2007 TIP, STP-Urban candidate projects will be reaffirmed for construction years 2008 and 2009.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$2,462	\$19,698	\$0	\$0	\$2,462	\$0	\$24,622

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
65	55	10	0

1323 WORK ITEM: MULTIMODAL COORDINATION

Work Objective: To encourage, promote, and accommodate bicyclists and pedestrians as safe and efficient modes of transportation. Policies adopted and encouraged by East Central include the consideration of bicycles and pedestrians with all proposed street and highway projects. The objective is to work cooperatively with stakeholders to link the various transportation modes and provide the most energy/cost effective means for the transport of people, goods and services.

In the Oshkosh and Fox Cities Urbanized Areas work will continue to evaluate the movement and volume of freight. Staff will continue to promote the redevelopment of multimodal freight facilities to serve the area, primarily road to rail connections. Other efforts will include highway park and ride facilities, air freight and passenger multimodal linkages or terminals.

Work Activity and Methodology: Provide technical assistance to communities, rail lines, trucking interest and other transportation providers, including coordinating and hosting meetings, preparing data, and providing information to identify potential facilities and the potential reuse of corridors

resulting from recommendations and implementation of additional modes. East Central will continue to maintain an ongoing inventory and analysis of existing bicycle routes and usage, destinations, road conditions and other hazards, bicycle and pedestrian crash data. A significant portion of this work element is working with local governments to integrate local bicycle and pedestrian plans with MPO, regional and state plans.

East Central also anticipates continued participation in the implementation of the already developed statewide modal plans, including the State Highway Plan and the State Bicycle Plan, as well as the development and implementation of the State Rail Plan, State Transit Plan, State Pedestrian Plan, ITS Architecture, and Connections 2030.

Previous Work: The Bicycle Study for the East Central Wisconsin Region, 1975 and the Bicycle/Pedestrian Component of the Fox Cities Long-Range Land Use and Transportation Plan. 1994; Long-Range Transportation/Land Use Plan-Oshkosh Urban Area, 1996; and Long-Range Transportation/Land Use Plan-Fox Cities Urban Area, 1997. Long-Range Transportation/Land Use Plan-Oshkosh Urban Area, 2005; and Long-Range Transportation/Land Use Plan-Fox Cities Urban Area, 2005.

Products and Anticipated Impacts: Provision of technical assistance with mode linkages in the Fox Cities and Oshkosh Urbanized Areas and coordination with WisDOT efforts. The impact of multimodal planning will be improved safety and efficiency of the rail, air, highway and bike and pedestrian transportation systems. Work will continue on any number of highway projects, to include multimodal accommodations. Continued plan implementation and reevaluation activity with an impact of providing additional safe and efficient modes of transportation in a uniform and coordinated manner. East Central will also provide technical assistance in WisDOT efforts toward implementing statewide plans for all modes.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$3,377	\$27,013	\$0	\$0	\$3,377	\$0	\$33,766

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
75	65	10	0

1324 WORK ITEM: TRANSIT AND SPECIALIZED TRANSPORTATION DEVELOPMENT AND COORDINATION

Work Objective: To work with the urban transit systems to develop transit operating and capital improvement programs which efficiently and effectively serve the Fox Cities and Oshkosh Urbanized Areas; to prepare, and assist in the preparation of, service coordination studies and elderly and disabled transportation plans which meet federal transit accessibility regulations and promote coordination between transit and other federal and state-funded specialized transportation services; work closely with health and human services (HSS) and other human resource agencies to

coordinate and prepare studies which contribute to transit efficiency and effectiveness; and to provide assistance with implementation activities.

Work Activity and Methodology: A major work effort in 2006 will be assisting Valley Transit in the preparation of a TDP update. Data will be collected in order to evaluate service performance. Where deficiencies and inefficiencies exist, alternative actions will be analyzed. Actions that indicate a potential for improving services will be incorporated into a scheduled implementation program. Local public and private transportation providers and consumers will be consulted in the development of recommendations. Implementation strategies will be developed.

Staff will continue to work with urban transit providers in the coordination of the existing transportation programs and to assist in the application for special program funding. Work will also continue on a regional approach to implementation of Intelligent Transportation Systems (ITS) planning with transit providers, public safety agencies, etc. in the region, including but not limited to application of Automated Vehicle Locator (AVL) components, and on issues of safety and security in our transit systems. Efforts in coordination of AVL technologies between public works, public safety, and transit, as well as between jurisdictions are underway and will likely continue through 2005.

Previous Work: Transit Development Plans for Appleton and Oshkosh were initially completed in 1975 and East Central has continued assisting with and/or preparing the documents, including the 2005 Oshkosh Transit Development Plan. The Appleton TDP was updated 2002. For both Valley Transit (VT) and Oshkosh Transit System (OTS), data from boarding and alighting surveys has been compiled for ridership monitoring purposes and preparation of the FTA Section 15 Reports. The most recent preparation of this data for the Oshkosh Transit System was in 2004, in conjunction with the TDP effort.

Route maps for VT's Riders Guide are also periodically updated. In 1998 a major update was completed to reflect significant route changes, such as the addition of Route 40 from downtown Neenah to the Fox River Mall in the Town of Grand Chute. The 1998 Riders' Guide update involved the computer generation of the map, which should make future updates easier. A subsequent update in 2001 displayed some measured improvement in the amount of effort put into a typical update. Other significant TDP implementation efforts have included the addition of evening service hours, the expansion of the Appleton Transit Commission to include several representatives from other municipalities, now referred to as the Fox Cities Transit Commission. Assistance was also given in 1997 and 2000 for VT and the OTS to update their Title VI certification.

Elderly and Handicapped Transportation Plans were first developed for the Appleton and Oshkosh areas in 1978 and staff continues to implement federal regulations requiring transit systems to ensure the availability of special transportation services for elderly and handicapped persons. With the passage of the "504" regulations in 1980, Transition Plans were prepared for achieving transit system accessibility.

The Paratransit Coordinating Study for Valley Transit was completed in 1999, and includes a number of recommendations for technological updates to facilitate coordination. East Central worked closely with VT, OTS, the Workforce Development Board, and representatives from a large number of local transit providers, human service agencies, and faith based organizations, in the development of a

Jobs Access Plan and grant application for FTA’s Jobs Access and Reverse Commute program late in 1998, and subsequently in 1999, and early in 2001 for the continuation of services, through the WETAP program.

In 2001, a steering committee was established to work with a consultant on a multi-jurisdictional, and multi-disciplined implementation plan for advanced technology, including AVL, in a four county area. The study, Fox River Valley Advanced Technology Implementation Plan Technical Report, was published in September of 2002. Since that time, there have been discussions with the FoxCOMM Committee concerning project coordination, and a new joint funding effort is underway to implement plan recommendations.

Products and Anticipated Impacts: East Central will work with Valley Transit to update the TDP and continue efforts to implement current TDP and coordinating study recommendations. Staff will continue assistance with elderly and disabled transportation accessibility and coordination plans; and technical assistance to each agency responsible for implementing plan recommendations. Implementation of the Paratransit Coordinating Study for Valley Transit will continue. Recommendations are being implemented including further examination of potential feasibility of ITS applications, such as Automated Vehicle Locator (AVL) systems, as well as discussions for implementation of AVL with local public safety departments. Since both, Valley Transit and Oshkosh Transit System, are in full compliance with ADA they are eligible to self-certify their continued compliance. Special surveys and studies will be prepared as requested. The impact of these projects will be a more efficient transit and specialized transit network in the Appleton and Oshkosh areas.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>		<u>Discret.</u>	<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>		<u>PL</u>	<u>SPR</u>	
\$3,970	\$31,759	\$0	\$0	\$3,970	\$0	\$39,698

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
125	95	30	0

1325 WORK ITEM: TRANSPORTATION ENHANCEMENT ACTIVITIES IN THE FOX RIVER CORRIDOR

Work Objective: To develop transportation enhancement plans and programs within the Fox Cities and Oshkosh Urbanized Areas of the Fox River Corridor. Over the last several years an effort has been underway to establish a consistent navigation season on the Fox River and Lake Winnebago system. Typically the season starts at the end of April in Oshkosh, while in Menasha it begins on the second weekend in May. This has been attributed to a number of factors including ice-out dates, snow melt volumes and flow that is regulated by the dams on the system.

East Central’s role is based on the number of jurisdictions and stakeholders impacted by system operation. While most agree there is a significant economic benefit to recreational boating, it could also reestablish water transport for freight between the Fox Cities and Green Bay. Currently the cost for installing the buoys and other operations on the system is paid by Winnebago County

(within Winnebago County). Other arrangements are in place for the Outagamie and Brown counties portions of the system. The bridge operations are scheduled and managed by WisDOT. A number of other players are also involved including the Fox River Navigation Authority, the WDNR, the Coast Guard and USACOE.

East Central recommends that a formal Navigation Improvement Program be initiated for short and long term operation and maintenance of the system. The first phase would include working with the various stakeholders to identify the annual cost attributed to the safe operation of the waterway. The second phase would develop a list and cost estimate for short and long term safety enhancements for recreational boating and freight transport.

Work activity and Methodology: Studies, site plans and other planning activities related to acquisition of scenic easements or scenic or historic sites; landscaping and other scenic beautification; historic preservation, rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals); control and removal of outdoor advertising; and archeological research. WisDOT will be accepting applications for funding under the STP-Enhancement program for the years of 2008-2009. East Central will continue to work with communities on project development, and to formulate a list of prioritized projects for the two urbanized areas to assist WisDOT in project selection.

Previous Work: Various studies and activities related to the Fox River Long-Range Plan, historic preservation planning and regional and local open space plans. In 1993, at the request of the City of Menasha, the Tayco Street Bridge Tower/Museum project was designed and an enhancement grant application prepared and submitted. The grant was awarded and in 1994 one tower was restored and converted to a museum and interpretive center. East Central annually evaluates and prioritizes enhancement project applications and submits the recommended project listing to WisDOT central office and District 3 for final selection. A premier example of the enhancement program is the conversion of the Little Lake Butte des Morts railroad trestle as part of the Friendship Trail completed in 2005.

Products and Anticipated Impacts: Site plans as requested by local communities for landscaping and improved access to waterfronts; master plan coordination for the Friendship and WIOUWASH Trail systems; technical assistance relating to preservation, nomination to the National Register of Historic Places and adaptive reuse of historic railroad depots and various facilities, including lock-tender houses of the historic Lower Fox River lock and canal system; and archeological studies in the Fox Cities and Oshkosh Urbanized Areas.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$2,345	\$18,758	\$0	\$0	\$2,345	\$0	\$23,448

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
56	46	10	0

1326 WORK ITEM: TRANSPORTATION ACTIVITIES PROMOTING ENERGY CONSERVATION AND MINIMIZING AIR QUALITY IMPACTS

Work Objective: To develop transportation plans and programs with a direct impact on reducing energy consumption resulting in air quality enhancement. Continue to monitor federal air quality measures, standards and regulations as they evolve.

Work Activity and Methodology: Staff will work with WisDOT to expand the environmental evaluation modules within the CUBE, TP+ and VIPER travel model. Work to implement recommendations including the promotion of alternative fuels and energies, to reduce single occupant vehicle trips through programs for car pooling, van pooling, work trip busing or other alternative modes including pedestrian and bicycle. East Central will continue to promote and assist with land use practices that are inconsistent with transportation efficiency objectives. For the land use program, the intent would be to primarily work with local governmental officials developing an understanding, through analytical studies, the impacts of low density scattered development in terms of emissions, air quality and the cost to motorists making the longer trips. Many of these activities will be done in collaboration with WisDOT using FHWA supported travel demand air quality and system evaluation modules within the CUBE TP+ and VIPER system.

Previous Work: A car pooling reports and programs in the late seventies resulted in several companies initiating programs, but little or no results for achieving general ride sharing. In the process of developing the long-range land use/transportation plans for the Fox Cities and Oshkosh urbanized areas, alternatives were compared in terms of their effects on air quality. Emissions were estimated, for each of the alternatives, by the urban transportation models. This type of analysis was also included in the 2005 LRTPs for the Fox Cities and Oshkosh Urbanized Areas.

Products and Anticipated Impacts: Studies that will provide the basis for ongoing evaluation and monitoring of air quality in the Fox Valley as it relates to the transportation system. The capability to predict land use and traffic impacts on air quality using the model. Continue to assist with and promote strategies for large employer ride sharing programs and other employer based programs like work at-home and flex-time.

Work with local governments to refine existing land use plans and regulatory ordinances to achieve land use development practices coordinated with efficient utilization of existing transportation infrastructure. Reconsideration of the funding level of this element may be necessary if the air quality of the Fox Cities and Oshkosh urbanized area is down-graded to non-attainment status.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$658	\$5,262	\$0	\$0	\$658	\$0	\$6,578

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
20	15	5	0

1330 MAJOR WORK ELEMENT: REGIONAL TRANSPORTATION PLANNING

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$8,871	\$0	\$8,871	\$0	\$0	\$8,871	\$88,712

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
227	207	20	0

1331 WORK ITEM: REGIONAL TRANSPORTATION STUDIES

Work Objective: To assist counties and communities in the region address transportation needs, problems or issues which are expressed by the region's citizens and elected representatives and which promote state interests. To coordinate fully with WisDOT's planning program including Connections 2030.

Work Activity and Methodology: Continue to provide counties, communities and the public with studies and information addressing transportation system needs and opportunities. Efforts include the implementation of locally adopted primary recommendations for the USH 10 corridor from the Fox Cities to Stevens Point, the USH 45 corridor from Oshkosh to New London, and the STH 21 corridor from Oshkosh to Omro and beyond. East Central will continue to assist WisDOT and local jurisdictions to select a preferred alternative for STH 15 corridor between the Fox Cities and New London. Work to prepare a long range plan for STH 47 from USH 41 in the Fox Cities to STH 29 in Bonduel is expected to continue through 2006.

The key components in these corridor studies are corridor preservation and access control, cooperative community and public involvement. The intent is to maintain or improve the integrity of these high functioning routes. East Central will continue to work with WisDOT and local communities to adequately plan for the long term preservation of highway corridors.

Other activities covered under this element are:

- Pavement and operational management systems aimed at identifying road condition and operational deficiencies and prioritizing improvement needs on rural roads;
- Access control plans which provide design and regulatory solutions for protecting street and highway capacity;
- Functional-jurisdictional plans which align jurisdictional responsibilities for roads according to functional use;
- Translinks 21, Corridors 2020, and Connections 2030 State transportation plan refinements which address the impacts of proposed state highway system improvements on local road systems and land use;

- Regional review to identify and preserve potential transportation corridors;
- Community traffic plans which identify operational improvements for facilitating traffic flow; and reevaluation of urban corridor needs;
- Specialized transit plans which assists service needs, with emphasis on coordinating existing services to achieve maximum use. Consideration of the 3-County transit coordination study impacts on the use of Section 18 funds;
- Coordination of the Friendship Trail linkage with the WIOUWASH Trail; and
- Coordination of GIS activities between counties and WisDOT.

Previous Work: Access control plans for Waushara, Waupaca, Marquette, and Calumet counties; access management plans for the STH 21 corridor in the Wautoma area; pavement condition inventories for Shawano, Waupaca, Marquette and Calumet counties, the cities of Wautoma, Marion, Seymour, and Menasha, the villages of Bonduel, Coloma, Eden, Hancock, Marquette, and North Fond du Lac, and the towns of Fond du Lac, Mt. Morris, Newton, Taycheedah, Almon, and Seneca. East Central has also provided PASERWARE software and training to assist municipalities in establishing their own management systems.

Past work also includes specialized transit plans for all member counties with updates for Waupaca, Outagamie, and Winnebago counties; transit plans for Fond du Lac Area Transit; a transit development plan and a shared-ride taxi study for North Fond du Lac; Waupaca County Transportation Coordination Study Update (2002); Calumet County Transportation Coordination Study (2002); rail abandonment studies; and bridge improvements needs study; a north-south arterial study for the City of Waupaca; and background reports on regional transportation characteristics, plans and programs.

Products and Anticipated Impacts: Reports and plans providing information, analysis and recommended actions for major highway corridors. East Central continues to assistance with the region-wide collection pavement condition ratings for the WISLR program. The impact has been regionwide coordination of transportation related activities.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$5,430	\$0	\$43,437	\$0	\$0	\$5,430	\$54,297

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
139	129	10	0

1332 WORK ITEM: TECHNICAL ASSISTANCE

Work objective: To assist sponsoring agencies, operating agencies, and local governments in the development of solutions to critical transportation problems and the implementation of plans and programs developed in accordance with the East Central’s regional transportation planning program.

Work Activity and Methodology: Provide technical assistance to local governments requesting guidance in the analysis of transportation system problems including highway, transit, specialized transit services, rail, air, bicycle and other modes.

Previous Work: Staff has participated on numerous committees and work groups in an effort to evaluate and improve the transportation system. Technical assistance has included access control regulations for Shawano and Calumet counties, traffic analysis and parking relocation study for the City of Wautoma, an on-street parking benefit/cost analysis for the City of Clintonville and analysis of the various Shawano bypass alternative. Numerous pavement evaluation and management reports have been prepared for communities throughout the region. Staff has participated on transportation coordinating committees in Shawano and Waupaca Counties; and assisted with 16 applications and issues.

Products and Anticipated Impacts: Technical assistance is provided to the requesting agency in response to issues which arise, in a fast informal manner. Emphasis is placed on meeting with local officials regarding regional transportation plans and policies in such areas as coordination of elderly and disabled transportation, pavement management programs, rail developments and access control, and on state plans and programs such as the Connections 2030, Corridors 2020, Transportation Economic Assistance (TEA), Section 5311 (formerly Section 18) Rural and Public Transportation, and Section 5310 (formerly Section 16) grants.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$1,407	\$0	\$11,256	\$0	\$0	\$1,407	\$14,070

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
32	27	5	0

1339 WORK ITEM: REGIONAL COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

Work Objectives: East Central has received an extension for the completion of the Regional Comprehensive Plan from the office of Land Information (OLIS). The plan as defined by the State’s comprehensive planning legislation is expected to be completed in April of 2006. The transportation element of that plan will continue to be a major focus of transportation staff, during this time period. In addition to those work efforts that fall within the urbanized area, considerable effort will be spent in the rural areas of the region, both collecting and analyzing data, and developing region-wide transportation related policies, which will provide a framework for county and local smart-growth plans.

Work Activity and Methodology: The 2006 work efforts will focus on preparing recommendations and strategies as part of implementation plan for the horizon year of 2030. The issues pertaining to region-wide transportation issues include: regional trails, rural highway deficiencies and pavement ratings, Intermodal facilities and their connections to broader markets, rural functional classification, rural transit programs, and the existing function of rail, water, trucking, and air freight transportation.

Previous Work: See Element 1331.

Products and Anticipated Impacts: The 2004 effort in this element resulted in the finalization of Milestone Report #2: Issues, Opportunities, and Visioning, approved by the Commission early in 2004. This document defines a vision for the future of the region, addresses any difference between that potential future, and where we will likely go if current trends continue, and starts to consider goals that would aim us in the direction of our general vision. Milestone Report #3: Policies and Strategies for Action was the major focus of work in 2004, with finalization expected in 2005, or early 2006. The product will be a collection of regional policies, which will provide a regional framework for transportation issues, within the context of a comprehensive plan. The main 2006 effort in this area will be the development of the implementation plan, or Milestone Report #4.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$2,035	\$0	\$16,276	\$0	\$0	\$2,035	\$20,345

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
56	51	5	0

1340 MAJOR WORK ELEMENT: TRANSPORTATION DATA COLLECTION AND MODEL DEVELOPMENT AND SUPPORT

Generalized Work Objective: East Central staff will maintain and improve the calibration and functionality of the Fox Valley travel demand model that includes both the Fox Cities and Oshkosh urbanized areas.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$25,746	\$0	\$0	\$102,984	\$0	\$0	\$128,730

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
440	125	315	0

**1341 WORK ITEM: AERIAL PHOTOGRAPHY PROGRAM/
TRANSPORTATION AND LAND USE INFORMATION UPDATES**

Work Objectives: To organize, coordinate, and administer a cooperative effort with multiple jurisdictions to obtain current aerial photography and update the photo-mapping products primarily for the rapidly developing areas. Work to acquire and prepare the most current geo-referenced photography product for the Fox Cities and Oshkosh Urbanized Areas for sewer service/land use/transportation planning.

Work Activity and Methodology: To compile, organize, and geo-reference updated aerial photography with a regional coordinate system (EC1) that will match the product flown in 2000. Through 2006, East Central will be updating aerial photography flown as part of, what is currently a 3-RPC proposal to contract for updated photography. Updated aerial photography for a multi-county area will continue to provide a powerful tool, and the basis for transportation and land use planning for the next decade.

Previous Work: Historically, the Commission has supported aerial photography in conjunction with the census and contracted for regional photography in 1970 and 1980. A flight was not completed by East Central in 1990 due to financial constraints, but cooperative use agreements are in place where county 1990, or later, photography is available for the region. The historic photography is still very popular and useful for comparison and land use trend analysis. East Central continues work with Northeast and North Central Regions on a number of corridor preservation projects that are utilizing the existing photos. Examples include the USH 10, USH 45, STH 15, STH 21, STH 23, STH 47 and STH 441 corridors.

Products and Anticipated Impacts: East Central prepares and provides aerial photography to WisDOT by request on a regular basis. The completed photography will be acquired as scanned images that can be ortho-rectified and then reproduced for a host of activities. The product provides a powerful planning tool to identify development trends since the year 2000 land use inventory and metropolitan planning areas long range plan updates.

The largest impact is improved planning capabilities based on current or updated land use information. Preparation of the scanned images will provide a product useable for many applications including the analysis and evaluation of land use and socioeconomic information. The photography will be used for base mapping and a number of other applications. An example is the need for WisDOT to develop an accurate statewide base map as part of the WISLR redesign project. This product could be used to prepare a locationally accurate base map for a ten county area of the state.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$14,831	\$0	\$0	\$59,323	\$0	\$0	\$74,154

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
278	13	265	0

1342 WORK ITEM: MODEL DEVELOPMENT FOR THE FOX CITIES AND OSHKOSH URBANIZED AREAS.

Work Objectives: Work will continue through 2006 to expand and improve the usefulness of the model, by adding additional links and land use detail to the street and highway network, and expand the area included in the urban models as part of WisDOT’s statewide model development. Staff will continue to enhance, calibrate, and validate the travel model, as powerful tool to conduct transportation and land use planning for the Fox Cities and Oshkosh urbanized areas.

In 2006 the work objective is expanding the capabilities of the CUBE software, including but not limited to, crash rate variables based on ground counts and model assignments for safety analysis. Another significant objective for 2006 is the addition of the transit routes to the network and another trip purpose table in the travel demand model for evaluation of the fixed route system. Work will continue with WisDOT and their consultants to expand the CUBE software for environmental impact and cost analysis including, but not limited, to air quality.

Work Activity and Methodology: East Central transportation staff is responsible for the ongoing development, calibration, and execution of the urban transportation model. It is expected that, as an in-house effort, East Central will work directly with WisDOT to maintain and utilize the Fox Valley model. Travel model development coordination will require constant communication with WisDOT Urban Planning, Forecasting and Regional staff.

Previous Work: In the past the Commission has worked closely with the modeling and forecasting staff of WisDOT, especially in the calibration and validation phases of the modeling process. Network building and model runs were conducted in a joint process to insure consistent results. The Fox Cities and Oshkosh models were developed and run in this manner for many years, most recently for use in the development of the Long-range Transportation/Land Use Plan for the Fox Cities Urbanized Area (1996), and the Long-range Transportation/Land Use Plan for the Oshkosh Urbanized Area (1997). East Central continues to provide traffic forecast and land use information to WisDOT and local governments on a regular basis.

Products and Anticipated Impacts: In addition to further studies recommended in the long range plans the models will continue to be used for analysis and traffic forecast for WisDOT and local governments. TP+, VIPER, cube and other WisDOT supported software will provide a better visual simulation and understanding of transportation issues for area stakeholders and the public.

FUNDING SOURCE:

<u>EC/Local</u>	<u>PL</u>	<u>FHWA</u>		<u>WisDOT MATCH</u>		<u>TOTAL</u>
		<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$8,346	\$0	\$0	\$33,385	\$0	\$0	\$41,731

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
127	82	45	0

1343: WORK ITEM: FREIGHT PLANNING

Work Objectives: To further identify and analyze needs and deficiencies in the transport of freight in and out of, and through, the Fox Cities and Oshkosh urbanized areas, beyond the scope of the urbanized area long range transportation/land use plans; to develop and evaluate alternatives to meet the determined needs; to move toward implementation of the freight-related recommendations from the long range plans and any more recommended in this study process; and to address any safety issues that may exist in the movement of goods through the Fox Cities and Oshkosh; to develop measurable performance indicators to monitor trends in freight movement and the plan's progress.

Work Activity and Methodology: Work with WisDOT to refine the CUBE truck trip variables and conduct studies to evaluate major freight movements in and out of the urbanized areas. Provide information to evaluate the most efficient and safest routes for the movement of goods. Considerable coordination will occur with local shippers and private industry representatives through the formation of a freight task force. Also, rail abandonment will be examined in terms of the effect on smaller communities and industries. Freight forecasts will be developed using the travel demand model to set a scene for future freight movement demands on the system. Additional issues of rail crossings, location of transfer facilities, and car/truck conflicts, will also be addressed.

Previous Work: There has been little previous work on freight transportation in the urbanized areas. Data has been scarce and interest low. Recent efforts by WisDOT, and the Midwest Regional University Transportation Center on the Upper Midwest Freight Corridor Study, have made some data sources more readily available and developed some methods for analysis. Long range plans completed in late 2005, began to look at freight movements and the effects on auto traffic. This element expects to take the issue several steps beyond the long range plans to work closely with the private sector stakeholders and formulate some solid recommendations to improve and deal with future demands for freight movement in and out of, and through, the Fox Cities and Oshkosh urbanized areas.

Products and Anticipated Impacts: The coordination efforts and the establishment of a freight task force will open lines of communication and foster solutions to current freight issues and address freight movement challenges in the future. It is anticipated that efficient and effective freight movement will grow in importance as an economic development issue in the Fox Valley and the State. This is important to maintain the economic competitiveness of the area. The study will pull together data from a number of sources, including a freight origin/destination study conducted by East Central with the help of the freight task force. A final document will be produced summarizing the process and presenting recommendations, as well as measurable performance indicators, to be presented to the Commission for adoption.

FUNDING SOURCE:

<u>EC/Local</u>	<u>FHWA</u>			<u>WisDOT MATCH</u>		<u>TOTAL</u>
	<u>PL</u>	<u>SPR</u>	<u>Discret.</u>	<u>PL</u>	<u>SPR</u>	
\$2,569	\$0	\$0	\$10,276	\$0	\$0	\$12,846

<u>PERSON DAYS:</u>	<u>Professional</u>	<u>Technical Support</u>	<u>Clerical</u>
35	30	5	0