Transportation Improvement Program
Fond du Lac Urbanized Area
2015

Fond du Lac
Metropolitian Planning Organization
Approved
October 8, 2014

East Central Wisconsin
Regional Planning Commission
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TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE FOND DU LAC URBANIZED AREA

- 2015 -

Final - October 2014

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE:	TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2015
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The *Transportation Improvement Program for the Fond du Lac Urbanized Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2015-2018 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for STP-Urban Projects from 2015 through 2018; for transit assistance programs, 2015 and 2016.

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INTRODUCTION

INTRODUCTION

The *Transportation Improvement Program* (TIP) is an annually prepared program of transportation projects that will be utilizing federal funding assistance in their implementation. This TIP includes projects within the Fond du Lac Urbanized Area. It has been developed by the East Central Wisconsin Regional Planning Commission as the staff for the Metropolitan Planning Organization (MPO). The MPO works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for preparing a State Transportation Improvement Program (STIP) programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by the Moving Ahead for Progress in the 21st Century Act (MAP-21) administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2015 to 2018. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the urbanized area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

REPORT FORMAT

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

The Fond du Lac MPO Public Participation Plan (PPP) and Annual Listing of Obligated Projects can be viewed on the Fond du Lac MPO website.

http://fdlmpo.org/planning-activities/

CERTIFICATIONS

In accordance with 23 CFR 450.334(a) East Central Wisconsin Regional Planning Commission hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;

(2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;

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

(5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq*.) and 49 CFR Parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and

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

In addition, the MPO certifies that the TIP contains only projects that are consistent with the metropolitan plans for the urbanized areas.

In addition, the Fond du Lac Metropolitan Planning Organization's public participation and certification process satisfies the Fond du Lac Area Transit public participation requirements for the Program of Projects.

TRANSPORTATION IMPROVEMENT PROGRAM

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

MAP-21, signed into law in July of 2012, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. MAP-21 planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multimodal perspective, as previously emphasized under TEA-21 and SAFETEA-LU. Additional areas of challenge under MAP-21 include:

- Improving safety;
- Maintain infrastructure condition;
- Reducing traffic congestion;
- System reliability;
- Freight movement and economic vitality;
- Environmental sustainability; and
- Reduced project delivery delays.

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, and MAP-21 have reconfirmed the role of a cooperative planning institution, the MPO, to guarantee that all aspects of the urbanized area will be represented in the plan's development and that planning will be conducted on a continuing basis. As the designated staff for the MPO for the Fond du Lac urbanized area, the East Central Wisconsin Regional Planning Commission is responsible for carrying out these transportation planning responsibilities.

Fond du Lac urbanized area is located in Fond du Lac County; includes all or parts of the five towns of Eden, Empire, Fond du Lac, Friendship and Taycheedah; the City of Fond du Lac; and the Villages of North Fond du Lac and Eden. The 2010 census figures show the population of the urbanized area to be 54,901.

THE TIP PROCESS

One of the objectives of TEA-21, SAFETEA-LU and subsequently by MAP-21 is to forge a stronger link between plan preparation and plan implementation. It seeks to accomplish this, in part, by broadening public involvement and elevating the importance and authority of the MPO in the TIP prioritization process.

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2019 are considered

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

TIP Amendments

No Amendment Required

- Schedule
    - Changing the implementation schedule for projects within the first four years of the TIP. Provided that the change does not trigger redemonstration of fiscal restraint.
- Scope
    - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
    - Changing the source (fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

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

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

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

- Schedule
    - Adding a non-exempt/expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-

year of the TIP.
    - Moving a non-exempt/expansion project out of the first four years of the TIP.
- Scope
    - Significantly changing the scope (character of work or project limits) of a non-exempt/expansion project within the first four years of the TIP such that current description is no longer reasonably accurate.
    - 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.

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307 and 5309 programs.

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided by direct letter, dated June 30, 2014, requesting candidate projects to be identified. On September 7, 2014, a legal notice was published in the Fond du Lac daily paper identifying a review and comment period from September 7 to October 6, 2014. The Technical Advisory Committee would meet September 10, 2014 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO at its October 8, 2014 Policy Board Meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

Project Review for Eligibility

Projects submitted must be included in a locally adopted Capital Improvements Program and are reviewed for consistency with transportation plan recommendations (LRTPs), availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded highway, transit, and other projects must be included in the TIP to compete for the receipt of federal funding assistance. "Regionally significant" projects scheduled for implementation with state and local funds must also be included for informational and coordinative purposes, except that all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source.

Flexibility of Funding Sources

A hallmark of the (MAP-21) legislation, while retaining categorical programs, was the introduction of fairly wide latitude to flexibly use funds from one category for projects in other categories. The intent is to provide states and local areas with the ability to address priority needs in their jurisdictions. Flexible programs include:

Federal-Aid Highway Programs

MAP-21	SAFETEA-LU
National Highway Performance Program (NHPP)	NHS, IM, & Bridge (on NHS)
Surface Transportation Program (STP)	STP & Bridge (non-NHS)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing	Railway Highway Grade Crossing
Transportation Alternatives	Transportation Enhancements, Safe Routes to School, Recreational Trails

Federal-Aid Transit Programs

MAP-21	SAFETEA-LU
Urbanized Area Formula Grants (5307)	Urbanized Area Formula Grants (5307) Job Access & Reverse Commute Program (5316) (Part)
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Elderly & Persons with Disabilities Program (5310) New Freedom Program (5317)
Rural Area Formula Grants (5311)	Nonurbanized Area Formula Program (5311) Job Access & Reverse Commute Program (5316) (Part)
State of Good Repair Program (5337) (Formula)	Fixed Guideway Modernization (5309) (Discretionary)
Bus and Bus Facilities Formula Program (5339)	Bus and Bus-Related Projects (5309) (Discretionary)
Fixed Guideway Capital Investment Grants (5309)	New Starts & Small Starts Programs (5309) (Discretionary)

Following is a list of the categorical programs included in the MAP-21 legislation as they apply to the Fond du Lac urbanized area:

Categorical Program	Acronym
National Highway System	
State	NHS
Local	NHS-Local
Bridge Replacement & Rehabilitation	
State	BR, BH
Local	BR-Local
Surface Transportation Program	

Enhancements	EN
Urban	URB
Rural	RU
State	STP
Safety	HSIP
Miscellaneous	MSC
Office of the Commissioner of Railroads	OCR
Transit	
Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310	
Elderly & Disabled	Section 5310

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

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2015-2018, itemized in the listing this year includes the 2015 through 2018 projects that were submitted by the local entities. In developing this 2015 TIP, a project was selected by the Policy Board for the 2015 and 2018 biennium.

The allocation of STP-Urban funds for 2014-2015 is $685,641 in the Fond du Lac urbanized area.

STP-Urban Project Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the *Transportation Improvement Program*. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2015-2018 project candidates, as part of the 2015 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fond du Lac urbanized area. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

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

   Score 5 Direct Relationship
   3 Some Relationship
   0 No Relationship

2. **PRESERVES EXISTING SYSTEM**. This criterion emphasizes the goal of maximizing the efficiency of present infrastructure. A project is rated using only the most appropriate of the alternative rating categories. For instance, a project which adds lanes to an arterial could be rated by pavement condition, showing project timeliness, or as a new facility showing functional need.

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

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

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

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

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

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

      Score 5 Very critical, eliminates major hindrance to system performance and safety
      3 Beneficial to the overall performance of the system

1 Some current need, more important to system performance in long term
0 No relationship to system performance

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

d. **Freight Operations**.

Score 5 A project that improves operations of the existing freight transportation system
3 Beneficial to the overall performance of the system
1 Some current need, more important to system performance in long term
0 No relationship to system performance

e. **Transit Improvements**.

Score 5 A project that provides, or is an integral factor in providing, a transit or paratransit option
3 A project that enhances a transit or paratransit option, thereby making a transit mode more attractive or paratransit needs, but does not impact the demand for SOV (single-occupant vehicle) travel
0 A project that inappropriately addresses transit or paratransit needs

f. **Bicycle and Pedestrian Improvements**. Projects can be categorized as either barrier crossing or corridor improvements and rated using the appropriate set of criteria.

i. **Barrier Crossing Improvements.** Provides facility over/under non-compatible transportation route or natural feature. (Scores of criteria a), b) and c) are averaged and rounded to the nearest integer.)

1. **Spacing.** (distance between facilities)

Score 5 2.01 miles or greater
4 1.51 to 2 miles
3 1.01 to 1.50 miles
2 0.76 to 1 mile
1 0.51to 0.75 miles
0 0.5 miles or less

2. **Level of Use.** (origin/destination pairs)

Score 5 Residential to multimodal transfer locations
5 Residential to employment centers/schools/colleges
3 Residential to commercial/recreational

1 Residential to residential
0 Recreational to recreational

3. **User Safety.** (Is at-grade crossing possible?)

Score 5 No potential for at-grade crossing
3 At-grade crossing possible; safety concerns remain
0 Safe at-grade crossing is possible

ii. **Corridor Improvements.** Provides a bicycle and pedestrian route on or along a transportation route or natural feature. (Scores of criteria a), b), and c) are averaged and rounded to the nearest integer.)

1. **Spacing.**

Score 5 No alternative parallel route available
3 Adjacent parallel route would be better option
0 Adequate parallel route already exists

2. **Level of Use.** (origin/destination pairs)

Score 5 Residential to multimodal transfer locations
5 Residential to employment centers/schools/colleges
3 Residential to commercial/recreational
1 Residential to residential
0 Recreational to recreational

3. **User Safety.**

Score 5 Safety concerns addressed without compromising usefulness; promote increased use by all user groups
3 Safety measures may encourage increased use by some user groups, but discourage use by other user groups
0 Safety concerns cannot be adequately addressed

3. **CAPACITY**. This criterion is an indicator of corridor or intersection capacity problems. A higher existing volume to capacity ratio reflects greater capacity deficiency. Highway capacity standards developed by the Federal Highway Administration and WisDOT are used to determine the volume to capacity ratio. For new facilities the non-existent V/C ratio is replaced by the long-range plan projection year V/C ratio on the designed facility for rating purposes. Corridor based non-highway projects, those directly involving travel in a highway corridor, would be rated identically to highway projects using the highway V/C ratio. Non-corridor based projects would use the alternate rating based on the appropriateness of their location, magnitude and size, and projected usage.

Score	5	> 1.00
	4	0.80 - 1.00
	3	0.60 - 0.79
	2	0.40 - 0.59
	1	0.20 - 0.39
	0	< .20

Alternate Rating (non-corridor based projects)

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

4. **SAFETY**. This criterion emphasizes a goal of eliminating or minimizing corridor or intersection safety problems on the system. Alternative ratings are available by project type based on segment crash rates, high accident locations, and new facilities.

   a. **Segment Crash Rates**. WisDOT determines average crash rates per 100 million vehicle miles driven by facility type or functional classification. These crash rates can be determined for segments of urban streets.

Score	5	> 280
	3	150-279
	0	< 149

   b. **High Accident Locations**. Intersections defined as any location with crashes ≥ 5 in any one year.

Score	5	≥ 5
	3	1 - 4
	0	0

   c. **New Facilities**. An assumption is made that an increase in travel options improves the efficiency and safety of the existing infrastructure by shifting trips traveled to safer facilities.

Score	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups
	3	Safety measures may encourage increased use by some user groups, but discourage use by other user groups
	0	Safety concerns cannot be adequately addressed

5. **MULTIMODAL**. This criterion emphasizes projects that address needs of all appropriate modes (vehicular, transit, pedestrian, bicycle, freight) or TDM actions in the corridor.

Score 5 In a multimodal corridor, the project addresses the needs of all listed modes.
3 In a multimodal corridor, at least two modes are addressed, though not all listed modes are addressed.
1 In a multimodal corridor, only one mode, other than vehicular, is addressed.
0 Project is not in a multimodal corridor, or is in a multimodal corridor and only the vehicular mode is addressed.

6. **PLANNED PROGRAMMING**. An indicator of capital improvement planning, prioritizing, and scheduling by local communities. Projects in the TIP for three to five years which have progressed from out-year to annual element status are scored higher than projects appearing in the TIP for only one or two years. To be eligible for consideration in the TIP, projects must be included in a multi-year capital improvements program adopted by the sponsoring jurisdiction.

Score 5 Five Years or More
4 Four Years
3 Three Years
2 Two Years
1 One Year

STP-Urban Project Selection Procedure

The projects are selected for funding awards by rank order as determined by the prioritization process. The specific procedure followed is characterized as "Maximize Funding for Projects" and reads as follows:

> Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 20 percent minimum federal funding level.
>
> If the remaining allocation is inadequate to fund the final project at 20 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 20 percent federal funding level until balance is achieved with the allocation.
>
> If the final project cost is so large that funding it at the 20 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 20 percent minimum federal funding level, then that project shall be passed over to the next project on the list.

STP-Urban Projects Recommended for Funding

2015-2018 allocations resulted in staff recommending funding for one project in the Fond du Lac urbanized area. This project was selected by action of the Policy Board for the Fond du Lac urbanized area on February 12, 2014:

Fond du Lac Project: Available Funding Allocation of $685,641

- The Fond du Lac County's CTH VV / (CTH VVV) Hickory Street to Rogersville Road. See Table 1 for project listing

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, 2019-2020. Table A-1 is a listing of projects that can be considered for possible future funding but are listed as illustrative, meaning that no funds are programmed out beyond the 4 year program for 2015 through 2018.

2015 TIP PROJECT LISTING

The project listing is presented in Table 1 (Fond du Lac). An explanation of the structure for Table 1 follows:

Primary Jurisdiction

This column lists the primary implementing jurisdiction on the top line of each project listing. The second line contains the county within which the project is located. The fourth line is the TIP number, for example (443-15-001). The first number is the federal designated number for the Fond du Lac MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

Project Description

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

Estimated Cost

Estimated cost figures are always shown in thousands of dollars except for some transit and planning categories, which should be evident. They are subcategorized by federal, state, and local sources and totaled by project for each of the following time periods: 2015, 2016, 2017, and 2018.

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Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing
2015 -2018
($000)

** Funds are listed in Year of Expenditure $.

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

Primary Jursdiction	Project Description	Type of Cost	2015				2016				2017				2018				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Fond du Lac	Fixed Route Bus	Oper.	483	351	403	1237	498	355	421	1274	512	363	437	1312	528	366	461	1355	
Area Transit	Paratransit	Contr.	42	44	62	148	43	45	67	155	45	47	68	160	46	49	72	167	
	Capital Projects	Purch.	46	0	11	57	83	0	21	104	179	0	45	224	52	0	13	65	
	Section 5307	TOTAL	571	395	476	1442	624	400	509	1533	736	410	550	1696	626	415	546	1587	
WisDOT	STH 23/STH 67 - USH 151	PE				0				0				0				0	
Fond du Lac	Reconstruction, 4-lane	ROW	0	9588	0	9588				0				0				0	
	1440-15-00, 01, 21, 22,71,72,73	CONST	0	10900	0	10900	10957	2242	0	13199	30880	7720	0	38600				0	
443-08-005	STP 1.9 m. (E)	TOTAL	0	20488	0	20488	10957	2242	0	13199	30880	7720	0	38600	0	0	0	0	
WisDOT	USH 45/Eden - Fond du Lac	PE				0				0				0				0	
Fond du Lac	Resurfacing	ROW	0	1000	0	1000				0				0				0	
	4110-26-00, 21, 71	CONST				0				0	3435	853	24	4312				0	
443-09-001	STP 5.52 m. (P)	TOTAL	0	1000	0	1000	0	0	0	0	3435	853	24	4312	0	0	0	0	
WisDOT	USH 41/Milwaukee - Oshkosh	PE				0				0				0				0	
Fond du Lac	SCL - STH 26 Crack Filling	ROW				0				0				0				0	
	1100-31-30,60	CONST				0				0	840	210	0	1050				0	
443-11-001	STP RDMTN (P)	TOTAL	0	0	0	0	0	0	0	0	840	210	0	1050	0	0	0	0	
WisDOT	STH 23/Rosendale - USH 41	PE	228	57	0	285				0				0				0	
Fond du Lac	STH 26 - CTH VV, Resurface	ROW				0				0				0				0	
	1430-18-00,71	CONST				0				0				0	5020	1255	0	6275	
443-11-021	STP (P)	TOTAL	228	57	0	285	0	0	0	0	0	0	0	0	5020	1255	0	6275	
WisDOT	USH 151/CTH V Interchange	PE				0				0				0				0	
Fond du Lac	Fond du Lac Bypass	ROW				0				0				0				0	
	1420-22-00,21,22, 71	CONST	12018	2999	22	15039				0				0				0	
443-11-031	STP (E)	TOTAL	12018	2999	22	15039	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	USH 151/CTH T Overpass	PE				0				0				0				0	
Fond du Lac	Fond du Lac Bypass	ROW				0				0				0				0	
	1420-23-00,21, 22, 71	CONST	5869	1456	45	7370				0	0	0	0	0				0	
443-11-032	STP (E)	TOTAL	5869	1456	45	7370	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	CTH VV/CTH VVV - Rogersville Rd	PE				0				0				0				0	
Fond du Lac Co.	Reconstruct	ROW				0				0				0				0	
	4986-00-21, 22	CONST				0				0	2074	0	1319	3393				0	
443-12-020	URB 0.67 m. (P)	TOTAL	0	0	0	0	0	0	0	0	2074	0	1319	3393	0	0	0	0	
WisDOT	Regional Safe Routes to School	PE				0				0				0					
Fond du Lac		ROW				0				0				0					
		CONST	44	0	0	44				0				0				0	
443-13-017	SRTS (P)	TOTAL	44	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	WIS 175	PE				0				0				0				0	
Fond du Lac	Box Culvert	ROW				0				0				0				0	
	3360-14-00, 71	CONST				0	230	58	0	288				0				0	
443-13-021	STP (P)	TOTAL	0	0	0	0	230	58	0	288	0	0	0	0	0	0	0	0	
WisDOT	USH 45/Fond du Lac Ave.	PE	400	100	0	500				0				0				0	
Fond du Lac	CTH V - 6th St Reconstruct	ROW				0				0				0				0	Construction in 2020
	4986-07-00, 71	CONST				0				0				0				0	See Table A-1
443-13-022	STP 1.47 m. (P)	TOTAL	400	100	0	500	0	0	0	0	0	0	0	0	0	0	0	0	

Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing
2015 -2018

** Funds are listed in Year of Expenditure $. ($000) ** Funds are obligated to projects approximately 6 weeks prior to LET date.

Primary Jursdiction	Project Description	Type of Cost	2015				2016				2017				2018				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT	USH 151/DuCharme Intersection turn lanes	PE				0				0				0				0	
Fond du Lac		ROW				0				0				0				0	
	1420-26-00, 71	CONST	424	106	102	632				0				0				0	
443-13-023	STP (P)	TOTAL	424	106	102	632	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	I-41 Conversion / State Line - Green Bay	PE				0				0				0				0	
Fond du Lac	SCL Dodge Co - I-43 Signing	ROW				0				0				0				0	
	1133-03-76	CONST	1530	382		1912				0				0				0	
443-13-024	STP (P)	TOTAL	1530	382	0	1912	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	USH 45 / Main & FdL Streets (V. of Eden)	PE				0				0				0				0	
Fond du Lac	Elm St - N. Village Limits RECST	ROW				0				0				0				0	
	4080-04-71	CONST				0				0	2059	515	213	2787				0	
443-14-011	STP 0.91 m. (P)	TOTAL	0	0	0	0	0	0	0	0	2059	515	213	2787	0	0	0	0	
WisDOT	Lakeshore Driive Railyard Crossing	PE	1158	0	0	1158				0				0				0	
V of N. FdL	NFdL Crossing - Earmark	ROW				0				0				0				0	
	4808-05-00	CONST				0				0				0				0	
443-14-012	MSC (P)	TOTAL	1158	0	0	1158	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Arndt St Bridge, City of Fond du Lac	PE	135	0	34	169				0				0				0	
C of Fond du Lac	Bridge Replacement B-20-0231	ROW				0				0				0				0	
Fond du Lac	4986-08-00	CONST				0				0				0				0	
443-14-018	BR 0.00 m. (P)	TOTAL	135	0	34	169	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	N. Rolling Meadows & S. Walmart Driveway	PE	31	0	3	34				0				0				0	
C of Fond du Lac	Intersection HSIP	ROW	28	0	3	31				0				0				0	
Fond du Lac	4986-11-00, 21, 71	CONST	0	0	0	0	110	0	12	122				0				0	
443-14-019	HSIP 0.00 m. (P)	TOTAL	59	0	6	65	110	0	12	122	0	0	0	0	0	0	0	0	
WisDOT	Preventative Maint. National Highway	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	
443-15-001	NHS (P)	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	
WisDOT	STH Preventative Maint. Connecting Highway	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	
443-15-002	STP (P)	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	
WisDOT	Enhancements	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	
443-15-003	STP (P)	TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	

Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing
2015 -2018
($000)

** Funds are listed in Year of Expenditure $.

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

Primary Jursdiction	Project Description	Type of Cost	2015				2016				2017				2018				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT	Safety Funds	PE	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	
	Grouped Projects	ROW				0				0				0				0	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
443-15-004	STP (P)	TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	
WisDOT	Rail/Hwy Xing Safety	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
443-15-005	STP (P)	TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
WisDOT	Hwy Safety Improvement Program (HSIP)	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
443-15-006	STP (P)	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
WisDOT	RR Xing STP protective devices	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
443-15-007	STP (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
WisDOT	OCR	PE				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
443-15-008	STP (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
		PE	1968	161	37	2166	16	4	0	20	16	4	0	20	16	4	0	20	
		ROW	28	10588	3	10619	0	0	0	0	0	0	0	0	0	0	0	0	
		CONST	21343	15955	409	37707	12755	2412	252	15419	40746	9410	1796	51952	6478	1367	240	8085	
		TOTAL	23339	26704	449	50492	12771	2416	252	15439	40762	9414	1796	51972	6494	1371	240	8105	
	Preservation Subtotal		5452	1761	382	7595	1814	174	252	2240	9882	1694	1796	13372	6494	1371	240	8105	
	Expansion Subtotal		17887	24943	67	42897	10957	2242	0	13199	30880	7720	0	38600	0	0	0	0	

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

** Funds are listed in Year of Expenditure $.

Table 2: Fond du Lac Urbanized Area, 2015-2018
Summary of Federal Funds Programmed and Available
($000)

** Funds are listed in Year of Expenditure $.

Agency/Program	Programmed Expenditures 2015	2016	2017	2018	Estimated Available Funding 2015	2016	2017	2018
Federal Highway Administration								
Interstate Highway Maintenance	$0	$0	$0	$0	----------Not Eligible----------			
National Highway System	400	400	400	400	400	400	400	400
Bridge Replacement/Rehab	135	0	0	0	135	0	0	0
Congestion Mitigation & Air Quality	0	0	0	0	----------Not Eligible----------			
Surface Transportation Program Fond du Lac Urbanized Area	0	0	2,074	0	0	0	2,074	0
Surface Transportation Program State Flexibility	21,543	12,261	38,288	6,094	21,543	12,261	38,288	6,094
Surface Transportation Program Safety (HSIP)	203	254	144	144	203	254	144	144
Surface Transportation Program Enhancements	0	0	0	0	0	0	0	0
Programmed Expenditures	22,281	12,915	40,906	6,638	22,281	12,915	40,906	6,638
*** Annual Inflation Factor 2.4%**	535	310	982	159	535	310	982	159
Estimated Need with Inflation Factor	22,816	13,225	41,888	6,797	22,816	13,225	41,888	6,797
Federal Transit Administration								
Section 5307 Operating	$483	$498	$512	$528	$483	$498	$512	$528
Section 5307 Capital	46	83	179	52	46	83	179	52
Programmed Expenditures	529	581	691	580	529	581	691	580
*** Annual Inflation Factor 2.4%**	13	14	17	14	13	14	17	14
Estimated Need with Inflation Factor	542	595	708	594	542	595	708	594
Section 5310	0	0	-not yet programmed-		0	0	--not yet programmed--	

* MAP-21 requires that revenue and cost estimates must use an inflation rate to reflect year of expenditure dollars

Table 3: Implementation Status of 2014
Fond du Lac Urbanized Area Projects

Primary Jursdiction	Project Description	Type of Cost	2014 Fed	2014 State	2014 Local	2014 Total	Status: Completed	Status: Underway	Status: Delayed
WisDOT	STH 23/STH 67 - USH 151	PE	5699	1425	0	7124	**Design**		
Fond du Lac	Reconstruction, 4-lane	ROW				0	**X**		
	1440-15-00, 01, 21, 22,71,72,73	CONST				0			
443-08-005	STP 1.9 m. (E)	TOTAL	5699	1425	0	7124			
WisDOT	USH 45/Eden - Fond du Lac	PE				0			
Fond du Lac	Resurfacing	ROW	0	1000	0	1000			**X**
	4110-26-00, 21, 71	CONST				0			**2015**
443-09-001	STP 5.52 m. (P)	TOTAL	0	1000	0	1000			
WisDOT	STH 23/Rosendale - USH 41	PE	228	57	0	285			
Fond du Lac	STH 26 - CTH VV, Resurface	ROW				0			**X**
	1430-18-00,71	CONST				0			**2015**
443-11-021	STP (P)	TOTAL	228	57	0	285			
WisDOT	Melody Lane Bridge	PE				0			
T of Friendship	Anderson Creek Bridge	ROW				0		**X**	
Fond du Lac	4808-06-00, 71 P-20-0929	CONST	234	0	58	292			
443-11-025	BR .0 m. (P)	TOTAL	291	0	58	292			
WisDOT	USH 45, Main Street, City of Fond d	PE	180	0	60	240			
C of Fond du Lac	Merrill Ave - Johnson Street	ROW				0		**X**	
	4110-30-00,71 RECST	CONST				0		**Ongoing**	
443-12-019	STP 0.28 m. (P)	TOTAL	180	0	60	240			
WisDOT	I-41 Conversion / State Line - Green	PE				0			
Fond du Lac	SCL Dodge Co - I-43 Signing	ROW				0		**X**	
	1133-03-76	CONST	1530	382	0	1912		**Ongoing**	
443-13-024	STP (P)	TOTAL	1530	382	0	1912		**2015**	
WisDOT	Lakeshore Drive Railyard Crossing	PE	1158	0	0	1158			
V of N. FdL	NFdL Crossing - Earmark	ROW				0		**X**	
	4808-05-00	CONST				0		**Ongoing**	
443-14-012	MSC (P)	TOTAL	1158	0	0	1158		**2015**	
WisDOT	N. Rolling Meadows & S. Walmart D	PE	31	0	3	34			
C of Fond du Lac	Intersection HSIP	ROW	28	0	3	31		**X**	
Fond du Lac	4986-11-00, 21, 71	CONST	0	0	0	0		**Ongoing**	
443-14-019	HSIP 0.00 m. (P)	TOTAL	59	0	6	65		**2015**	

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APPENDICES

APPENDIX A

URBAN AREA CANDIDATE
PROJECT TABLES

Table A-1: Fond du Lac Urbanized Area - Candidate Project Listing (2015-2019)
($000)

Primary Jursdiction	Project Description	Type of Cost	2015				2016				2017				2018				2019 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Fond du Lac Co	CTH N Overpass of CNRR	PE				0				0				0				0	0	0	120	120
Fond du Lac		ROW				0				0				0				0	0	0	200	200
Illustrative		CONST				0				0				0				0	0	0	1000	1000
	Local .4 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320	1320
C of Fond du Lac	Military Road/Hickory - Western	PE				0				0				0				0			300	300
Fond du Lac	Reconstruction, urban	ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	1600	1600
	Local .50 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1900	1900
Fond du Lac Co	CTH V/CTH K-National Ave	PE				0				0				0				0			120	120
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0			120	120
Illustrative		CONST				0				0				0				0	0	0	3000	3000
	Local 1.50 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3240	3240
Fond du Lac Co	Plank Trail/USH 151-FDL&SHE Co Line	PE				0				0				0				0				0
Fond du Lac		ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	1000	1000
	Local 12.5 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Fond du Lac Co	Mascoutin Valley Trail Extension	PE				0				0				0				0				0
Fond du Lac	CTH VV-CTH VVV	ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	390	390
	Local 0.25 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	390	390
Fond du Lac Co	CTH T/STH 23-Esterbrook	PE				0				0				0				0			200	200
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0			200	200
Illustrative		CONST				0				0				0				0	0	0	2800	2800
	Local 1.5 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3200	3200
Fond du Lac Co	CTH T/USH 151 Overpass-National	PE				0				0				0				0	0	0	150	150
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	300	300
Illustrative		CONST				0				0				0				0	0	0	3000	3000
	Local 2.0 m. (E)	TOTAL	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3450	3450
Fond du Lac Co	CTH V/USH 45-CTH VV	PE				0				0				0				0			150	150
Fond du Lac	Reconstruct	ROW				0				0				0				0			150	150
Illustrative		CONST				0				0				0				0	0	0	1700	1700
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	2000
Fond du Lac Co	CTH V/USH 45(FDL Ave)-National Ave Intersect	PE				0				0				0				0			200	200
Fond du Lac	Intersection Reconstruct	ROW				0				0				0				0			300	300
Illustrative		CONST				0				0				0				0	0	0	600	600
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1100	1100
Fond du Lac Co	CTH K/USH 151-CTH V	PE				0				0				0				0				0
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	5000	5000
	Local 5.0 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5000	5000
Fond du Lac Co	CTH H/USH 45 Intersection Relocation	PE				0				0				0				0			90	90
Fond du Lac	Reconstruction	ROW				0				0				0				0	0	0	250	250
Illustrative		CONST				0				0				0				0	0	0	550	550
	Local .10 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	890	890

Table A-1: Fond du Lac Urbanized Area - Candidate Project Listing (2015-2019)
($000)

Primary Jursdiction	Project Description	Type of Cost	2015				2016				2017				2018				2019 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Fond du Lac Co	CTH K/USH 151-CTH WH	PE				0				0				0				0				0
Fond du Lac	Reconstruction	ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	2000	2000
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	2000
WisDOT	USH 45/Scott - NCL	PE				0				0				0				0				0
Fond du Lac	Resurface	ROW				0				0				0				0				0
Illustrative	4110-28-71	CONST				0				0				0	0	0	0	0	5230	1308	0	6538
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5230	1308	0	6538
WisDOT	STH 175/Byron - Fond du Lac	PE				0				0				0				0				
Fond du Lac	CTH F - USH 151 Bypass	ROW				0				0				0				0				
Illustrative	3360-11-60	CONST				0				0				0				0	1280	320	0	1600
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1280	320	0	1600
WisDOT	USH 45, Main Street, City of Fond du Lac	PE				0				0				0				0				
C of Fond du Lac	Merrill Ave - Johnson Street	ROW				0				0				0				0				
Illustrative	4110-30-71 RECST	CONST				0				0				0	0	0	0	0	2490	623	34	3147
	STP 0.28 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2490	623	34	3147
WisDOT	USH 41 / SCL - USH 151	PE				0				0				0				0				
Fond du Lac	Resurface	ROW				0				0				0				0				
Illustrative	1100-50-00, 71	CONST				0				0				0				0	12096	3024	0	15120
	STP 7.23 m (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12096	3024	0	15120
WisDOT	USH 45/Fond du Lac Ave.	PE	400	100	0	500				0				0				0				
Fond du Lac	CTH V - 6th St Reconstruct	ROW				0				0				0				0				
Illustrative	4986-07-00, 71	CONST				0				0				0				0	2966	741	0	3707
	STP 1.47 m. (P)	TOTAL	400	100	0	500	0	0	0	0	0	0	0	0	0	0	0	0	2966	741	0	3707
WisDOT	USH 41 / FdL - Osh	PE				0				0				0				0				0
Fond du Lac	CTH D - STH 26 Resurface	ROW				0				0				0				0				0
Illustrative	1100-52-71	CONST				0				0				0				0	26960	6740	0	33700
	STP 15.47 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26960	6740	0	33700

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2019-2020 biennium)
Fond du Lac Urbanized Area
Project Evaluation (Criteria)/Score

Jurisdiction	2019 & 2020 STP Projects	Plan Consis-tency	Preserve Existing System		Capacity V/C		Safety		Multi-Modal		Planned Programming		Total Score	Rank	Project Cost	Max. STP Funding	Grant Awards	
																	Federal $	Local $
Fond du Lac Allocation = $685,641																		
Fond du Lac Co.	CTH V (CTH VV-USH 45)	3	PC (7)	1	0.64	3	80	0	VPBT	5	5	5	17		$2,000,000			
	CTH V / USH 45 & National Avenue Intersection	3	PC (7)	1	0.74	3	140	0	VPBT	5	1	1	13		$1,700,000			
	Mascoutin Trail Ext. over USH 41/ CTH VV-CTH VVV	5	avg 3.6	4	3	3	c.	3	vPBt	3	5	5	23		$390,000			
C of Fond du Lac	Military Road (Hickory - Western)	3	PC (4)	5	1	4	80	0	VPBT	5	2	2	19		$1,970,000			
T of Friendship	CTH N Overpass	3	PC (4)	5	0.05	0	35	0	Vpbt	1	2	2	11		$1,300,000			
Total															$7,360,000	$0		

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APPENDIX B

FEDERAL TRANSIT OPERATING
AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fond du Lac urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For 2014 the allocation was 31 percent.

In 1996 the Wisconsin Department of Transportation began distributing the state share of operating assistance similar to the federal share, with each transit system within a tier receiving an equal percentage of assistance. State operating assistance for 2014 was 24 percent of eligible expenses. In 2012, the State decreased operating assistance by 10%.

Each year WisDOT pools the capital requests of the State's transit systems and applies to the FTA for Section 5309 Capital discretionary grants. These annual grants have provided the much-needed support to meet capital needs. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain and enhance transit's infrastructure. Fond du Lac Area Transit's fleet replacement project was completed in April 2013.

Currently operating under MAP-21, the transportation bill has allowed more flexibility in capital funding. Priority criteria were established during the 1996 TIP cycle, and continue to allow transit projects to compete with highway projects. While this was a dramatic change in federal regulations, it has proven to be of little utility to transit systems on the local level. The local sponsorship and submittal of a transit project by the City of Fond du Lac for competition with a substantial backlog of highway projects for the relatively small allocation of STP-Urban funds has not occurred.

For 2015 it is unknown if there are applicants in the City of Fond du Lac urbanized area are seeking grants under the federal and state Section 5310 program. This is a competitive program offering funding assistance to private non-profit organizations that provide transportation services to elderly and disabled persons living in Wisconsin.

The following tables list the operating assistance and capital projects proposed for the 2015-2019 period.

Table B-1: Transit Projects
Fond du Lac Urbanized Area

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2015	Jan-Dec 2016	Jan-Dec 2017	Jan-Dec 2018	Jan-Dec 2019
Operating Assistance/ Section 5307	FDLAT						
Directly Operated-Fixed Route							
Expenses			$1460	$1504	$1549	$1595	$1595
Revenues			223	230	237	240	240
Deficit			1237	1274	1312	1355	1355
Federal Share		**443-15-009**	483	498	512	528	528
State Share			351	355	363	366	366
Other Local			108	110	114	117	117
Municipal Local Share			295	311	323	344	344
Purchased Transp.-Paratransit	FDLAT						
Expenses			268	$276	$284	$293	$293
Revenues			120	121	124	126	126
Deficit			148	155	160	167	167
Federal Share		**443-15-010**	42	43	45	46	46
State Share			44	45	47	49	49
Contract Local			20	22	23	24	24
Municipal Local Share			42	45	45	48	48
Capital Projects/Section 5309	FDLAT						
Small Bus Replacement (up to 4)		**443-15-011**	57	59	62	65	67
Computer							
Bus Wash Replacement					162		
Copy machine							
Sitting Benches				45			
Shelter Refurbishment							
Transit Bus Replacement (up to 6)							
Total Cost:			$57	$104	$224	$65	$67
Federal Share:			$46	$83	$179	$52	$54
Local Share:			$11	$21	$45	$13	$13

Table B-2: 2015 Paratransit Projects
Fond du Lac Urbanized Area

2015	ADA	County E & D Specialized	TOTAL
Annual Estimated Trips	16,500	23,000	39,500
Trip Costs	$268,000	$309,807	$577,807
Farebox Revenues	$82,000	$0	$82,000
Deficit	$186,000	$309,807	$495,807
	TIP # 443-15-012	**TIP # 443-15-013**	
Federal Share	$48,360	$80,550	$128,910
State Share	$50,220	$83,648	$133,868
Village Contribution	$12,000	$15,000	$27,000
Total Local Share	$75,420	$130,609	$206,029

Table B-3: Transit Financial Capacity Analysis
Fond du Lac Area Transit

	2015	2016	2017	2018	2019
Operating Expenses					
Fixed Route	$1,010,535	$1,035,798	$1,061,693	$1,088,236	$1,115,442
Jobtrans	90,000	92,250	94,556	96,920	99,343
School Tripper	50,000	51,250	52,531	53,845	55,191
Paratransit	268,000	274,700	281,568	288,607	295,822
Non-ADA E&D Transit	310,000	317,750	325,694	333,836	342,182
Total Operating Expenses	$1,728,535	$1,771,748	$1,816,042	$1,861,443	$1,907,979
Revenue					
Farebox Revenue	$270,000	$271,350	$272,707	$274,070	$275,441
Other Revenue	19,000	19,095	19,190	19,286	19,383
Total Revenue	$289,000	$290,445	$291,897	$293,357	$294,823
Funding					
Federal	$600,000	$615,000	$630,375	$646,134	$662,288
State	400,000	410,000	420,250	430,756	441,525
NFDL Contribution	45,000	46,125	47,278	48,460	49,672
County Finance Plan	172,535	176,848	181,270	185,801	190,446
Total Funding	$1,217,535	$1,247,973	$1,279,173	$1,311,152	$1,343,931
Tax Levy					
Operating Local share	$222,000	$229,600	$235,340	$241,224	$247,254
	$1,728,535	$1,771,748	$1,816,042	$1,861,443	$1,907,979
Capital					
Federal	$46,000	$83,000	$179,000	$52,000	$54,000
Local	11,000	21,000	45,000	13,000	13,000
Total Capital Expenses (1*)	$57,000	$104,000	$224,000	$65,000	67,000
OPERATING STATISTICS					
No. of Buses	7	7	7	7	7
No. of Employees (2*)	8	8	8	8	8
Fixed Route Revenue Hours	11,392	11,392	11,392	11,392	11,392
Paratransit Revenue Hours	11,796	11,796	11,796	11,796	11,796
Non-ADA Revenue Hours	4,600	4,600	4,600	4,600	4,600
School Tripper Revenue Hours	600	600	600	600	600
Jobtrans Revenue Hours	4,320	4,320	4,320	4,320	4,320
Total Hours	32,708	32,708	32,708	32,708	32,708
Fixed Route Revenue Miles	155,000	155,000	155,000	155,000	155,000
Paratransit Revenue Miles	102,000	102,000	102,000	102,000	102,000
Non-ADA Revenue Miles	58,000	58,000	58,000	58,000	58,000
School Tripper Revenue Miles	8,200	8,200	8,200	8,200	8,200
Jobtrans Revenue Miles	79,000	79,000	79,000	79,000	79,000
Total Miles	402,200	402,200	402,200	402,200	402,200
Fixed-Route Passengers	128,000	128,000	129,000	129,000	130,000
Paratransit Passengers	6,365	6,400	6,400	6,400	6,450
Non-ADA Passenger	22,200	23,000	23,000	24,000	24,000
School Tripper Passengers	9,000	9,000	9,200	9,200	9,300
Jobtrans Passengers	21,000	21,000	21,000	21,000	21,000
Total Passengers	186,565	187,400	188,600	189,600	190,750
Fixed Route Statistics					
Average Fare	$7.89	$8.09	$8.23	$8.44	$8.58
Operating Ratio (Rev/Exp)	0.59	0.59	0.59	0.59	0.59
Cost per Vehicle Mile	6.52	6.68	6.85	7.02	7.20
Cost per Passenger	7.89	8.09	8.23	8.44	8.58
Cost per Vehicle Hour	88.71	90.92	93.20	95.53	97.91
Passengers Per Mile	0.83	0.83	0.83	0.83	0.84
Passengers per Hour	11.24	11.24	11.32	11.32	11.41

NOTES:

1. These are the capital grants for these years - not necessarily audited expenses.
2. This is the total number of drivers only (FT & PT)

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fond du Lac urbanized area, the capital projects for 2015-2019 include a small bus each year to be used in our ADA adjunct program, Handi-Van. Transit is also planning for the replacement of all bus benches. This project is estimated to be in the $45,000 range. We are also looking into the replacement of our bus wash, which has had various and many mechanical problems. This project will be approximately $160,000. Fond du Lac Area Transit is looking into Federal Capital Grant opportunities which would fund 80% of each project.

TRANSIT FINANCIAL CAPACITY

In compliance with regulations that require the TIP to be fiscally constrained, this section of the TIP assesses the transit systems' financial capacity to assure that the transit systems have the ability to continue to effectively utilize federally-assisted equipment and facilities. It is understood, however, that the major review of progress regarding financial capacity is made by the Federal Transit Administration during conduct of triennial reviews of these transit systems. A Triennial review was completed in 2013. No problems pertaining to financial capacity were identified during the triennial review.

The assessment of transit financial capacity in the Fond du Lac urbanized area 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.

Fond du Lac Urbanized Area

Cost Trends

Fond du Lac Area Transit's fixed route operating expenses over the past three years have risen at an inflationary rate due primarily to employee wages and benefits. Health insurance costs have increased significantly and government is not immune.

Fond du Lac Area Transit's paratransit costs have fluctuated somewhat over the last several years. In addition to the ADA required complementary paratransit, Fond du Lac Area Transit coordinates a non-ADA service with Fond du Lac County. Projections for the next five years have Fond du Lac Area Transit continuing to coordinate the complementary paratransit services to provide a consistent level of service and to help control local share cost increases.

Cost-Efficiency and Effectiveness Trends

Fond du Lac Area Transit's fixed route costs per mile and per hour ratios have crept up slowly over the past several years. These service performance measures cannot be applied to Fond du Lac Area Transit's complementary paratransit service, which is provided on a contractual basis. This service is provided by Fond du Lac County Senior Services on a per hour basis. In July 2013, it was $20.42 per hour including overhead and other administrative costs. The financial capacity table reflects operating statistics based on fixed route costs only. A recent study conducted by the Wisconsin Department of Transportation shows that bus and paratransit costs yield three times the savings to consumers and the Wisconsin economy.

Revenue Trends

In January 2012 the basic cash fare was increased to $1.50 and the senior/disabled fare became $.75. The student cash fare rose at the same time to $1.25. Adult tokens sell for 10/$11.00 and student tokens are 10/$11.00. The fare on Handi-Vans, Fond du Lac Area Transit's complementary paratransit service was increased to $3.00 in January 2012.

There is no intention of a fare increase for 2015.

The ability of passenger revenues to support the system is limited. The revenue-to-cost ratio in recent years has been hovering between 13 and 15 percent and raising this percentage was a factor in increasing the fare in January 2012. Complicating the potential to increase the fare revenue portion of system costs is the fragility of ridership levels. Fond du Lac Area Transit strives to provide affordable transportation given that survey information indicates about 66% of the riders come from families with household income under $20,000.

The summer of 2014 saw the introduction of a student summer pass. The student summer pass replaced student monthly passes for the months of June, July and August. Fond du Lac has seen an increase of 300% in the pass usage by students in summer months.

Ridership Trends

Fond du Lac Area Transit's fixed route ridership saw declines after the 2003 service decrease. Efforts are continually underway to make minor route adjustments to serve new traffic generators. In 2005, 2006 and 2007 the Fond du Lac Area Transit budgets included some minor fixed-route service increases to serve some areas affected during the 2003 decrease. Fond du Lac Area Transit instituted some route changes for Summer of 2009, to better serve the Southern business park and the business expansion on Hwy. 23 East. For 2013, there were some minor service decreases. These planned service decreases amounted to an 8% drop in service hours and a corresponding drop in ridership. There are no planned service changes for 2015.

Paratransit Ridership

Paratransit Ridership (including ADA and non-ADA service) is projected to be approximately 37,000 for 2015. Previously our ADA paratransit service was contracted out to Fond du Lac County Senior Services. In July 2013, this relationship became an intergovernmental contract. The current contract runs through June 2016.

Level of Service Trends

Fond du Lac Area Transit has been operating relatively the same level of paratransit service since 2003 when Saturday fixed route service was discontinued.

Handi-Van, operated by Fond du Lac County Senior Services, provides curb-to-curb transportation to people with disabilities in Fond du Lac Area Transit's service area to comply with the Americans with Disabilities Act and elderly transportation to residents of the City of Fond du Lac and the Village of North Fond du Lac.

Besides Handi-Van, Fond du Lac Area Transit continues to provide non-ADA transportation

services in conjunction with Fond du Lac County Senior Services. The costs of this service pass through Fond du Lac Area Transit's budget with Fond du Lac County and the Village of North Fond du Lac funding some of the local share.

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. Additionally the state has the authority to flex some grant funds between operating and capital purposes. The state uses this flexibility to maintain stable levels of operating assistance.

The State has historically been a strong partner in operating assistance, however funding levels have gradually declined over the past several years. In 2000 just over 40 percent of eligible expenses were funded with state operating assistance. The 2014 percentage is approximately 24%.
Fond du Lac Area Transit's participating municipalities have seen modest local share increases in the recent past. The funding partnerships with Fond du Lac County and the Village of North Fond du Lac have helped to control these local share increases.

Likelihood of Trends Continuing

Fond du Lac Area 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. One of the primary objectives of service changes recently implemented was to turn around the ridership decline and increase farebox revenue. Stable funding sources are critical to future planning efforts. The Wisconsin study referenced earlier showing a three to one return on investment for transit demonstrates added reasons to believe that a strong state, federal, and local role in transit will continue.

Intercity Bus Service

Green Bay – Madison Service

Lamers Bus, a private transportation company, will operate this service beginning in July 2011. 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.
The ability of passenger revenues to support the system is limited. The revenue-to-cost ratio in recent years has been hovering between 13 and 15 percent and raising this percentage was a factor in increasing the fare in January 2012. Complicating the potential to increase the fare revenue portion of system costs is the fragility of ridership levels. Fond du Lac Area Transit strives to provide affordable transportation given that survey information indicates about 66% of the riders come from families with household income under $20,000.

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East Central Wisconsin
Regional Planning Commission
ECWRPC
Calumet•Menominee•Outagamie•Shawano•Waupaca•Waushara•Winnebago

September 3, 2014

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2015. This material is being sent to you as a private transportation operator to give you an opportunity to review and comment on transit projects receiving federal funds.

The TIP is a staged, multi-year program of both capital and operating projects designed to implement transportation plans in the area. East Central, as the designated Metropolitan Planning Organization (MPO) for the Fond du Lac urbanized area, is responsible for its preparation. Annually, each transportation provider is requested to submit a list of proposed transit projects for inclusion. These projects are reviewed for consistency with transportation plan recommendations, availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded transit projects must be in the TIP in order to receive federal aid. Projects scheduled for implementation with state and local funds may also be included.

Appendix B is the section of the TIP that would be of most interest to you. If you have any comments or wish information about participating in any of the proposed transit projects, please contact me as soon as possible, preferably before September 30, 2014.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure

East Central builds relationships and cooperative, visionary growth strategies that keep our region beautiful, healthy, and prosperous.
400 Ahnaip Street, Suite 100 • Menasha, Wisconsin 54952 • PHONE 920.751.4770 • FAX 920.751.4771 • www.ecwrpc.org

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FOND DU LAC COUNTY TRANSPORTATION PROVIDERS

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

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

Elderly Transportation
Fond du Lac County Senior Services
160 Macy
Fond du Lac, WI 54935

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

Johnson School Bus Service
711 Morris
Fond du Lac, WI 54935

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APPENDIX C

MPO POLICY BOARD &
TECHNICAL ADVISORY COMMITTEE
& ENVIRONMENTAL CONSULTATION
CONTACTS

FOND DU LAC AREA METROPOLITAN PLANNING ORGANIZATION (MPO) POLICY BOARD

VOTING MEMBERS

Allen Buechel, Chair – Fond du Lac County
Wayne Rollin, Vice Chair – City of Fond du Lac
Joe Moore – City of Fond du Lac
Sam Meyer – City of Fond du Lac
Lee Ann Lorrigan – City of Fond du Lac
Jordan Skiff – City of Fond du Lac
Tom Janke – Fond du Lac County
Chuck Hornung – Village of North Fond du Lac
James Pierquet – Town of Empire (representing all towns)
Matt Halada – WisDOT, Northeast Region

NON-VOTING MEMBERS

Sam Tobias (Alternate) – Fond du Lac County
Jill Michaelson, (Alternate) – WisDOT, Northeast Region
John Nordbo – WisDOT, Central Office
Dwight McComb – FHWA
Nick Leonard, (Alternate) – Village of North Fond du Lac
Walt Raith – East Central Wisconsin Regional Planning Commission

TECHNICAL ADVISORY COMMITTEE

Members:

Dwight McComb ..... FHWA
Curt Holman ..... Canadian National Railroad
Matt Halada ..... WisDOT, Northeast Region
Jerry Guelig ..... Town of Taycheedah
Jordan Skiff ..... City of Fond du Lac
Harold Manske ..... Town of Fond du Lac
Charles McCourt ..... Town of Friendship
Lynn Gilles ..... City of Fond du Lac, FDLAT
James Kuehn ..... WisDOT, Madison
Lee F. Perrizo ..... Fond du Lac County Airport
Wayne Rollin ..... City of Fond du Lac
Sam Tobias ..... Fond du Lac County
Chuck Hornung ..... Village of North Fond du Lac
Norbert C. Kolell ..... Town of Empire
Tom Janke ..... Fond du Lac County Highway
James Pierquet ..... Town of Empire
Walt Raith ..... ECWRPC

ENVIRONMENTAL CONSULTATION CONTACTS

Members:

Ed Culhane ..... WI DNR Northeast Region
Chip Brown ..... WI Historical Society
Mike Wiggins Jr. ..... Bad River Band of Lake Superior Chippewa Indians
Harold Frank ..... Forest County Potawatomi
Jon Greendeer ..... Ho-Chunk Nation
Michael Isham Jr. ..... Lac Courte Oreilles Band of Lake Superior Chippewa Indians
Tom Maulson ..... Lac Du Flambeau Band of Lake Superior Chippewa Indians
Craig Corn ..... Menominee Indian Tribe of WI
Wally Miller ..... Stockbridge-Munsee Band of Mohican Indians
Ed Delgado ..... Oneida Nation of WI
Rose Soulier ..... Red Cliff Band of Lake Superior Chippewa Indians
Lewis Taylor ..... St. Croix Chippewa Indians of WI
Chris McGeshick ..... Sokaogon Chippewa Community
Ken Westlake ..... U.S. Environmental Protection Agency
Mark Holey ..... U.S. Fish & Wildlife Service
James Bramblett ..... USDA Natural Resources Conservation Service
John Madden ..... National Park Service

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East Central Wisconsin
Regional Planning Commission
ECWRPC
Calumet•Menominee•Outagamie•Shawano•Waupaca•Waushara•Winnebago

September 3, 2014

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Fond du Lac Metropolitan Planning Organization (MPO) Transportation Improvement Program for the Fond du Lac Urbanized Area – 2015.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that the ECWRPC consult with federal, state and local entities that are responsible for economic growth and development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, and historic preservation.

Enclosed is a link to the draft ***Transportation Improvement Program for the Fond du Lac Urbanized Area - 2015*** (TIP). This document will be under a 30-day public review period from September 7, to October 6, 2014. Your comments are an important part of this planning process and will be incorporated into the document.

For further information on the Fond du Lac Transportation Improvement Program please visit the following website:
http://fdlmpo.org/planning-activities/transportation-improvement-program/

Please direct any comments or concerns to:

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

Sincerely,

David Moesch
Associate Transportation Planner

East Central builds relationships and cooperative, visionary growth strategies that keep our region beautiful, healthy, and prosperous.
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APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board and Technical Advisory Committee Meeting
Fond du Lac City/County Government Center
Wednesday, February 12, 2014

The meeting was called to order by Allen Buechel at 10:03 A.M.

Committee Members Present
Allen Buechel ..... Fond du Lac County
Thomas Janke..... Fond du Lac County Highway Dept.
Ryan Sommer ..... Fond du Lac County Highway Dept.
Sam Tobias ..... Fond du Lac County
Jordan Skiff ..... City of Fond du Lac
Joe Moore ..... City of Fond du Lac
Paul DeVries ..... City of Fond du Lac
Wayne Rollin ..... City of Fond du Lac
Lynn Gilles..... Fond du Lac Transit
LeeAnn Lorrigan..... Fond du Lac City Council
Charles McCourt ..... Town of Friendship
Matt Halada ..... WisDOT – NE Region

Staff Members Present
Dave Moesch ..... ECWRPC
Nick Musson..... ECWRPC
Kolin Erickson..... ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 9.84 regarding Open Meetings

   Mr. Buechel welcomed the group and noted that the meeting was properly posted and in compliance with the open meeting requirements.

2. Public Comment

   No members of the public were present.

3. Discussion and approval of the October 9, 2013 Policy Board meeting Summary of Proceedings.

   Mr. Buechel stated the summary of proceedings from the October 9, 2013 meeting was enclosed in the meeting materials. Mr. Buechel asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing none, Mr. Buechel asked the committee for a motion to approve the summary of proceedings.

   Mr. Skiff made a motion to approve the summary of proceedings, Mr. Moore seconded the motion and the motion passed unanimously.

4. Discussion and action on Proposed Resolution 01-14: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2014.

   Mr. Moesch noted that an amendment to the Transportation Improvement Program for the 2014 – 2018 funding cycle was needed to include two candidate projects into the programmed list of projects. He explained that the Arndt Street Bridge Replacement Project (443-14-018) is programmed for 2015, with a total of $169,000 ($135,000 federal; $34,000 local) funds allocated to the design aspects of this project. Additionally, he noted that the CTH VV/CTH VVV – Rogersville Road Reconstruct (443-12-

020) is programmed for 2016 with a total of $3,393,000 ($2,074,000 federal; $1,319,000 local) funds allocated to the construction costs associated with this project. He noted that both projects will use the entire 2014 -2018 TIP cycle of funds for the Fond du Lac MPO.

Mr. Janke noted that the CTH VV/CTH VVV – Rogersville Road reconstruct would be shared equally amongst the city and the county for the local funding portion of this project (a total of $1,319,000). A roundabout intersection may be included at the Military Road/Pioneer Road Intersection. A general discussion of the recent roundabouts on Pioneer Road ensued.

Mr. Skiff noted that the funding costs documented on Table 1 Program Projects List was listed as construction costs and should be categorized as design costs (Professional Engineering costs). Mr. Moesch stated that he would make this correction in the table before sending it to WisDOT. Mr. Moesch also noted that the this amendment was properly posted in the Fond du Lac Reporter and the Fond du Lac MPO website with a 30 day public review period currently underway, ending on 2/13/14. If any public comments were received, Mr. Moesch noted that he would send an updated amendment addressing the public comments to the committee.

Mr. McCourt inquired about adding future projects to the Transportation Improvement Program for the next round of funding. He noted that a bridge over the railroad at County N could be a potential project. A general discussion ensued amongst the committee regarding other potential railroad crossing projects and options. Mr. Moesch explained that new project requests will be considered in the 2015 Transportation Improvement Program cycle and told the group to keep potential projects in mind going forward.

Mr. Buechel asked the committee if they had any other comments or questions regarding Proposed Resolution 01-14: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2014. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 01-14.

Mr. Janke made a motion to approve Resolution 01-14: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2014. Mr. Skiff seconded the motion and the motion passed unanimously.

5. Review and discussion on the Fond du Lac Transportation Improvement Program Interactive Map website

   Mr. Moesch explained that ECWRPC used GIS mapping software to develop an interactive Transportation Improvement Program map. He noted that this interactive map is located on the Fond du Lac MPO website and lists all of the active TIP projects denoted as blue tabs on the map. Mr. Moesch also noted that users can click on each individual project to view important information regarding each project funding amounts and project identification numbers.

   Mr. McCourt noted that the Highway 151 Bypass was not included in the Fond du Lac MPO map/aerial photo. Mr. Moesch explained that this was a limitation of the program and the software company ESRI who developed these mapping aerial photos. Mr. Moesch stated he would talk with GIS staff to possibly find a more current aerial photo to update the map. He advised the group to utilize this supplementary resource in the future, especially if they have any questions regarding TIP projects.

   Mr. Halada noted that it may be advantageous to list the funding types (i.e. PE, Construction, Right of Way) in the project details tab/box.

6. Discussion and update on Long-Range Transportation/Land Use planning process

   Mr. Erickson provided a brief overview of the Long-Range Transportation/Land Use planning process. He noted that staff has begun preparing the introductory chapters of the LRTP for the MPO. Mr. Erickson explained that census data, population projections, household data and commuting pattern

data has been gathered. He noted that staff is working on developing goals, objectives, and policies for the LRTP document and referred the group to their meeting materials/handouts.

Mr. Musson explained that the goals, objectives, and policies are from the 2010 LRTP update and that staff would like to gather more input from the committee members regarding their thoughts on the goals, objectives and policies for the 2015 plan. He noted that staff would be willing to set up a subcommittee of individuals to take a more thorough look at the goals, objectives and policies. He also noted that staff could review and revise these goals and send them out electronically for committee members to consider. Mr. Musson opened it up to discussion.

The committee agreed that ECWRPC staff would develop the first edition of goals, objectives, and policies and send them to the committee to review and provide comments for additions and subtractions to this chapter. Staff agreed to develop this chapter and send it back to the committee with a time table for submitting comments/recommendations from committee members.

Mr. Moesch also noted that staff is developing a digital emailing of committee members to for sending out information in addition to mailing hard copies of documents/items.

7. Adjournment

Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Skiff seconded the motion. The motion passed unanimously and the Committee adjourned at 10:45 A.M.

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Meeting
Fond du Lac City/County Government Center
Wednesday, May 14, 2014

The meeting was called to order by Allen Buechel at 10:05 A.M.

Committee Members Present
Allen Buechel ..... Fond du Lac County
Jordan Skiff ..... City of Fond du Lac
Joe Moore ..... City of Fond du Lac
Wayne Rollin ..... City of Fond du Lac
Sam Meyer ..... Fond du Lac City Council
Chuck Hornung ..... Village of North Fond du Lac
Nick Leonard ..... Village of North Fond du Lac
Matt Halada ..... WisDOT – NE Region
Lynn Warpinski ..... WisDOT – NE Region

Staff Members Present
Walt Raith ..... ECWRPC
Dave Moesch ..... ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

   Mr. Buechel welcomed the group and noted that the meeting was properly posted and in compliance with the open meeting requirements.

2. Public Comment

   No members of the public were present.

3. Discussion and approval of the February 12, 2014 Policy Board and Technical Advisory Committee meeting Summary of Proceedings.

   Mr. Buechel stated the summary of proceedings from the February 12, 2014 meeting was enclosed in the meeting materials. Mr. Buechel asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing none, Mr. Buechel asked the committee for a motion to approve the summary of proceedings.

   Mr. Skiff made a motion to approve the summary of proceedings, Mr. Halada seconded the motion and the motion passed unanimously.

4. Discussion and action on Proposed Resolution 02-14: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2014.

   Mr. Moesch noted that an amendment to the Transportation Improvement Program for the 2014 – 2018 funding cycle was needed to include one Highway Safety Improvement Program (HSIP) project into the programmed list of projects (Table 1). WisDOT Northeast Region requested the project be advanced into the program to be constructed in 2015. He explained that the project is located at Rolling Meadows Drive and South Walmart Driveway. (443-14-019) is programmed for engineering

and right-of-way acquisition in 2014 and construction in 2015, with a total of $187,000 ($169,000 federal; $18,000 local) funds allocated to the project.

Mr. Skiff noted this south driveway entrance has visibility issues, and there are a number of t-bone and rear-end type crashes that warrant HSIP funding for this project. Mr. Moesch noted that this was considered a minor amendment that just needed Policy Board approval and a 30 day public review period was not needed for this process.

Mr. Buechel asked the committee if they had any other comments or questions regarding Proposed Resolution 02-14: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2014. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 02-14.

Mr. Rollin made a motion to approve Resolution 02-14: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2014. Mr. Meyer seconded the motion and the motion passed unanimously.

5. Discussion and update on Long-Range Transportation/Land Use planning process

Mr. Moesch provided an overview of the Long-Range Transportation/Land Use planning process. He noted that staff has been preparing numerous chapters of the LRTP for the Fond du Lac MPO. Mr. Moesch explained that the goals, objectives, and policies were reviewed from City of Fond du Lac staff and those changes were reititerated to East Central staff. The document included in the packet reflected those changes by being highlighted. Numerous changes were noted, mostly general goals and objectives that didn't necessarily apply any longer to the MPO area. Mr. Raith added that census data, population projections, household data and commuting pattern data has been gathered and will be analyzed as part of the plan.

Mr. Raith also explained that staff also continues to develop performance measures and collect data to evaluate the data similar to the WisDOT MAPPS Dashboard that is done at the state level. Mr. Moesch noted that staff is also developing environmental mapping with the entire short and long-term projects throughout the MPO urbanized area. This will be made available at future meetings for committee review. Mr. Moesch also distributed information cards that have a cellphone QR code that links to a survey that can be taken by the general public to provide input on the LRTP and transportation system for the Fond du Lac MPO. Mr. Moesch also requested that staff could attend any public meetings to get public review of the LRTP. Committee members stated that they would identify any public forums and pass that information along to East Central staff.

8. Adjournment

Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Hornung seconded the motion. The motion passed unanimously and the Committee adjourned at 10:45 A.M.

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Committee Meeting
Fond du Lac City/County Government Center
Wednesday, October 8, 2014

The meeting was called to order by Allen Buechel at 10:08 A.M.

Committee Members Present
Allen Buechel ..... Fond du Lac County
Jordan Skiff ..... City of Fond du Lac
Dyann Benson ..... City of Fond du Lac
Joe Moore ..... City of Fond du Lac
Nick Leonard ..... North Fond du Lac
Charles Hornung ..... North Fond du Lac
Jim Pierquet ..... Town of Empire (representing all towns)
Matt Halada ..... WisDOT – NE Region

Staff Members Present
Walt Raith ..... ECWRPC
Dave Moesch ..... ECWRPC
Kolin Erickson ..... ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

   Mr. Buechel welcomed the group and noted that the meeting was properly posted and in compliance with the open meeting requirements.

2. Public Comment

   No members of the public were present.

3. Nomination and action on appointing new Policy Board Vice-Chair

   Mr. Buechel asked the committee for nominations or volunteers to appoint to the Policy Board Vice-Chair position. No nominations were made; Ms. Benson volunteered for the position of Policy Board Vice-Chair position. Mr. Buechel asked the committee if they had additional nominations or volunteers regarding the Policy Board Vice-Chair positions. Hearing none, Mr. Buechel asked the committee for a motion to approve Dyann Benson as Policy Board Vice-Chair.

   Mr. Skiff made a motion to approve Dyann Benson as Policy Board Vice-Chair, Mr. Halada seconded the motion and the motion passed unanimously.

4. Discussion and action on July 9, 2014 Policy Board meeting Summary of Proceedings

   Mr. Buechel stated the summary of proceedings from the July 9, 2014 meeting was enclosed in the meeting materials. Mr. Buechel asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing none, Mr. Buechel asked the committee for a motion to approve the summary of proceedings.

   Mr. Hornung made a motion to approve the summary of proceedings, Mr. Skiff seconded the motion and the motion passed unanimously.

5. Discussion and update on Long-Range Transportation/Land Use planning

Process: review of Chapter 16: Environmental Mitigation

Mr. Erickson stated that the Environmental Mitigation Chapter is part of the on-going long-range transportation plan update due in October of 2015. He explained that the chapter has two parts: policy content and a review of various environmental features with strategies to reduce or mitigate environmental harm with regards to the programmed Transportation Improvement Program (TIP) transportation projects. He noted that this chapter is a system level scan of environmental issues rather than at the project specific level.

He explained that the environmental features were analyzed with GIS mapping to create buffers/thresholds of 250 feet around bridge or intersection projects and a quarter mile buffer around road segment projects. These buffers were used to determine which TIP projects could potentially impact each environmental feature.

Mr. Erickson directed the committee to review the Cultural Resources section of the text and asked the group to review the list of "Locally Significant Historic Places" to make sure the list was accurate. Ms. Benson noted that she would follow up on reviewing/updating this list.

A general discussion ensued about the Climate Change portion of the text. Staff agreed to provide more clarification of the text to reflect weather trends of all extremes.

6. Discussion and action on Proposed Resolution 03-14: Adoption of the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2015

Mr. Moesch stated that the Transportation Improvement Program (TIP) document was brought before the Technical Advisory Committee meeting in September. He noted that Mr. Skiff and Mr. Janke have been working closely with him to make revisions to the list of projects. Mr. Moesch noted that the TIP document had undergone a 30 day public review period and no comments were received. Mr. Moesch also stated that he worked with Ms. Lynn Gilles of Fond du Lac Area Transit to obtain capital and operation expenses which are included in the TIP document. Mr. Moesch stated that the TIP has an expanded environmental justice portion per FHWA guidance. Lastly, he noted that the interactive TIP map will be updated to reflect the new list of projects which is available on the MPO website.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 03-14. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 03-14.

Mr. Pierquet made a motion to approve Resolution 03-14, Mr. Hornung seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 04-14: Adoption of the 2015 Unified Transportation Work Program for the Fond du Lac Urbanized Area and Annual MPO Certification

Mr. Raith noted that the Fond du Lac MPO work program has $124,000 in total funding. He stated that the structure of funding is approximately 80 percent federal ($99,201) and 20 percent state ($6,427) and local ($18,372). Mr. Raith reviewed each work element item with the committee members.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 04-14. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 04-14.

Mr. Moore made a motion to approve Resolution 04-14, Mr. Skiff seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 05-14: Adopting a Title VI Non-Discrimination Program Plan and Limited English Proficiency Program for the Fond du Lac Metropolitan Planning Organization as a Sub-recipient of Federal and State Funds

   Mr. Raith noted that in the past, the MPOs and WisDOT entered into an agreement in support of the Title VI Non-Discrimination Program Plan and Limited English Proficiency Program. The change is that now each regional planning commission has to create its own Title VI Non-Discrimination Program Plan and Limited English Proficiency Program that is specific to their region. This plan is specific to the ECWRPC planning area. Mr. Raith recommended that the Fond du Lac MPO adopt this plan as part of the east central region as a sub recipient of federal and state funds.

   Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 05-14. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 05-14.

   Ms. Benson made a motion to approve Resolution 05-14, Mr. Moore seconded the motion and the motion passed unanimously.

9. Update and discussion on development of Transit Development Plan (TDP) for Fond du Lac Area Transit

   Mr. Raith stated that staff has been in contact with Fond du Lac Area Transit to update their Transit Development Plan (TDP). He noted that staff has submitted a proposal to WisDOT to work on behalf of Fond du Lac Area Transit with work scheduled to begin in 2015. Mr. Raith noted that more details will be forthcoming at future meetings.

10. Adjournment

    Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Hornung seconded the motion. The motion passed unanimously and the Committee adjourned at 11:00 A.M.

APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 03-14

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA, 2015.

WHEREAS, the Fond du Lac area has been designated by the Governor as a Metropolitan Planning Organization (MPO) for the purpose of meeting federal requirements for cooperative, comprehensive and continuing urban transportation planning in the Fond du lac urbanized area; and

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

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

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

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

WHEREAS, in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), 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 FOND DU LAC METROPOLITAN PLANNING ORGANIZATION:

Section 1: That the Policy Board, as the designated MPO, adopt the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2015.

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

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

RESOLUTION N0. 03-14

Effective Date: October 8, 2014
Submitted By: MPO Staff
Prepared By: David J. Moesch, Associate Transportation Planner

Allen Buechel

Mr. Allen Buechel, Chair, Policy Board
Fond du Lac Metropolitan Planning Organization

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APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2015 TRANSPORTATION IMPROVEMENT PROGRAM

The Fond du Lac Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area – 2015. This publication of the TIP serves to update the listing of state and federally funded, in addition to significant local transportation projects for the years 2015 – 2018. The Fond du Lac MPO's public participation satisfies the Fond du Lac Area Transit public participation requirements for the Program of Projects. The draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area – 2015 can be viewed on the internet at:

http://fdlmpo.org/

A 30-day public review and comment period for this document will commence on Sunday, September 7, and end on Monday, October 6, 2014. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy, and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100.

THE REPORTER

www.fdlreporter.com

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100
MENASHA WI 549523388

NOTICE OF OPPORTUNITY TO REVIEW METROPOLITAN PLANNING ORGANIZATION 2015 TRANSPORTATION IMPROVEMENT PROGRAM

The Fond du Lac Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area - 2015. This publication of the TIP serves to update the listing of state and federally funded, in addition to significant local transportation projects for the years 2015 - 2018. The Fond du Lac MPO's public participation satisfies the Fond du Lac Area Transit public participation requirements for the Program of Projects. The draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area - 2015 can be viewed on the internet at:

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RUN: September 7, 2014 WNAXLP

Alexandra Zakowski

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

Account Number:	GWM-N5251
Order Number:	0000078326
No. of Affidavits:	1
Total Ad Cost:	$22.73
Published Dates:	09/07/14

(Signed) Alexandra Zakowski **(Date)** 9/9/14

Legal Clerk

ERIN DUFFY NOTARY PUBLIC STATE OF WISCONSIN

Signed and sworn before me

E. D.

My commission expires 5-28-18

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APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE

TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

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

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

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

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

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

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

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Fond du Lac Urbanized Area – 2015*.

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

http://fdlmpo.org/about/title-vi/

Map G-1 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included,
are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2015 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2012 households making less than $25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2015 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2015 TIP projects allows the MPO to determine the potential for disproportionately high adverse impacts to individuals classified as in poverty or making less than $25,000 per household. Further analysis of the TIP projects in relation to individuals classified as in poverty or making less than $25,000 per household do not propose a disproportionately high adverse impact compared to the general population.

Map G-3 depicts 2012 households making more than $100,000 for the area. Further analysis of the TIP projects in relation to households making more than $100,000 per household do not propose a disproportionately high adverse impact compared to the general population. Typically, households in this class have more resources in their ability to access all modes of transportation.

Minority populations make up a fairly small percentage of the population within the Fond du Lac area. 5.9 percent of the population of Fond du Lac County consider themselves to be a minority population. **Map G-4** illustrates the 2010 distribution of white and minority population by U.S. Census block group for MPO area**.** Further analysis of the TIP projects in relation to the minority population do not propose a disproportionately high adverse impact compared to the general population.

Persons of Hispanic Ethnicity make up 4.3 percent of the total population of Fond du Lac County. **Map G-5** illustrates the 2010 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2015 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to the Hispanic or Latino population. Further analysis of the TIP projects in relation to the Hispanic or Latino population do not propose a disproportionately high adverse impact compared to the general population.

Map G-6 depicts 2012 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

Map G-7 depicts 2012 distribution of households with no car in the Fond du Lac MPO area by census tract. This analysis is included with transit fixed routes and 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population. The majority of these households are served by fixed transit or other modes of transportation in the area.

Map G-8 depicts 2012 distribution of households with at least one car in the Fond du Lac MPO area by census tract. This analysis is included with transit fixed routes and 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

It appears that none of the programmed projects disproportionately affect any certain population concentration in the Fond du Lac urbanized area. Also, the concentration of populations near the city center, allows for optimal access to a number of modes, including the radial route design of urban transit systems, urban bicycle and pedestrian routes, and well-developed and maintained local street and highway systems.

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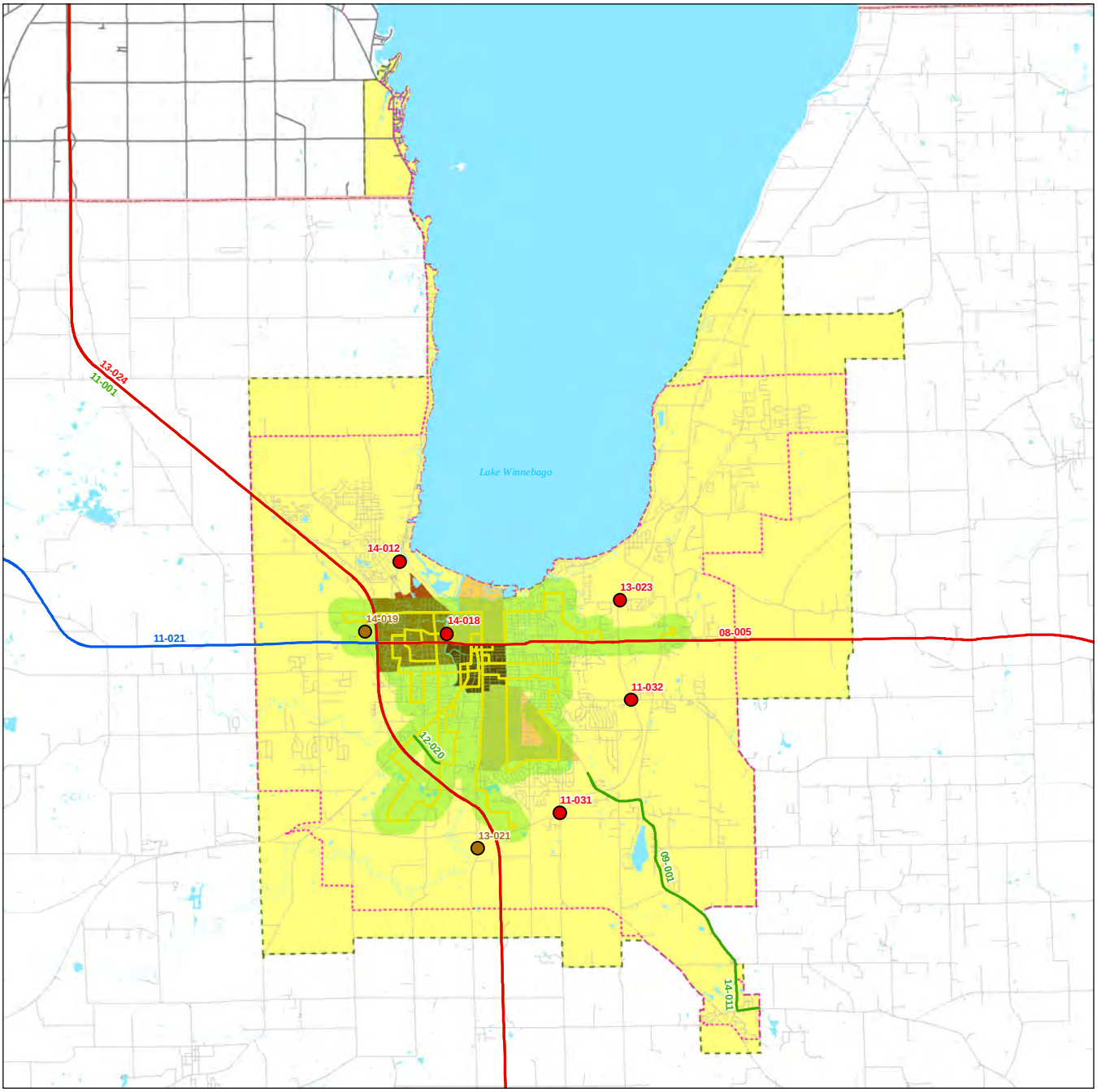
Figure G-1
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Population Below Poverty Level (2010 Census Data)



Population Below Poverty Level

- <10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- 25.00%>
- 1/4 mile transit buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 *06-056*
- 2016 *06-056*
- 2017 *06-056*
- 2018 *06-056*

N W E S

0 1.5 3

Scale in Miles

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.

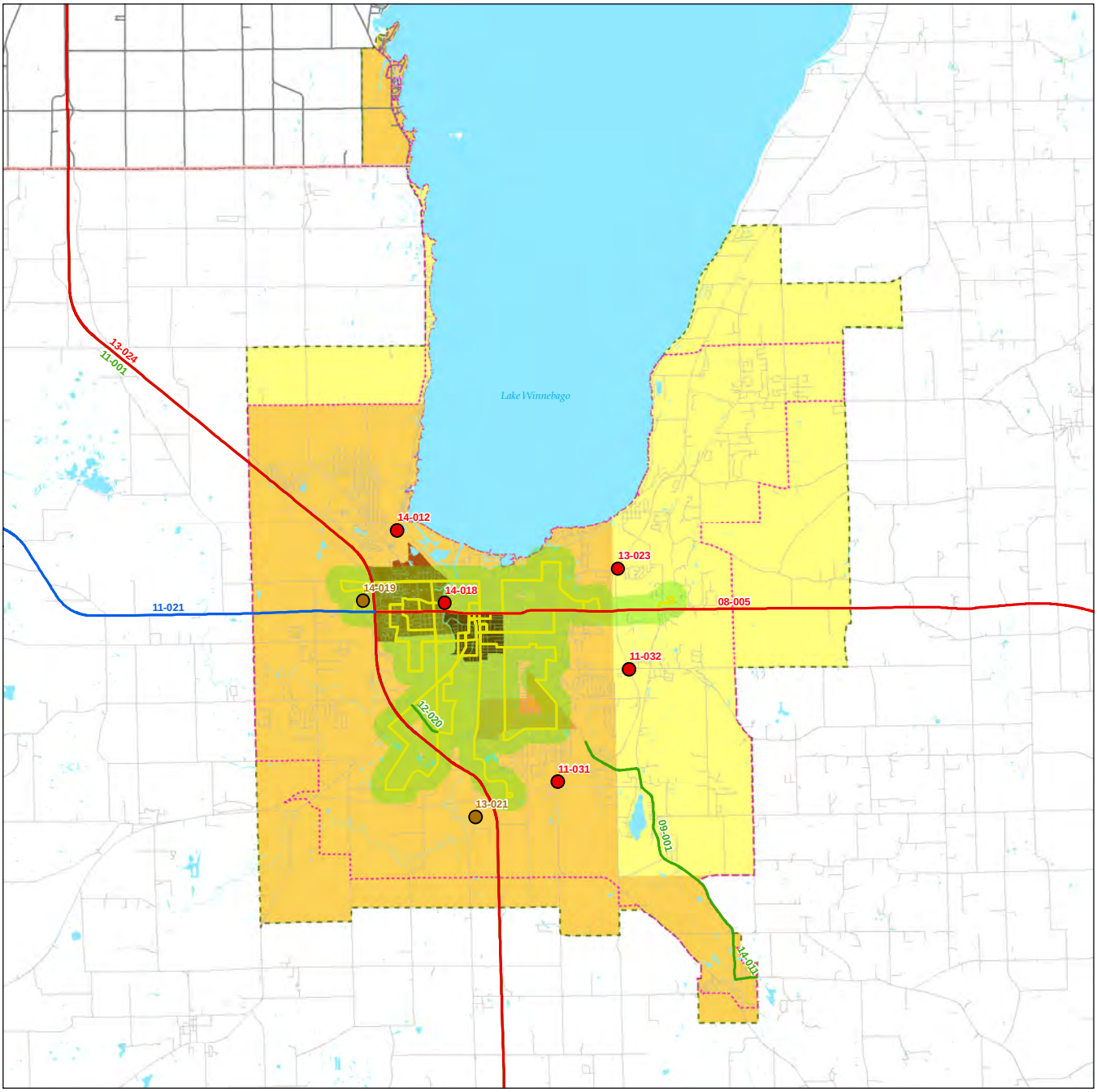
Prepared AUGUST 2012:

East Central Wisconsin Regional Planning Commission ECWRPC

Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2011 centerline and 2005 hydrology.

TD: O:\1344FondyTIP\2014\2013FDLTIP\MXD\NewEnvironmentalJustice\DOC\Poverty.mxd

Figure G-2
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Household Income Less than $25,000 per Year (2010 Census Data)



Household Income Less than $25,000

- 12.00% - 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- 60.00%>
- 1/4 mile transit buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 *06-056*
- 2016 *06-056*
- 2017 *06-056*
- 2018 *06-056*

N W E S

0 1.5 3

Scale in Miles

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Prepared AUGUST 2012:

East Central Wisconsin Regional Planning Commission ECWRPC

Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2011 centerline and 2005 hydrology.

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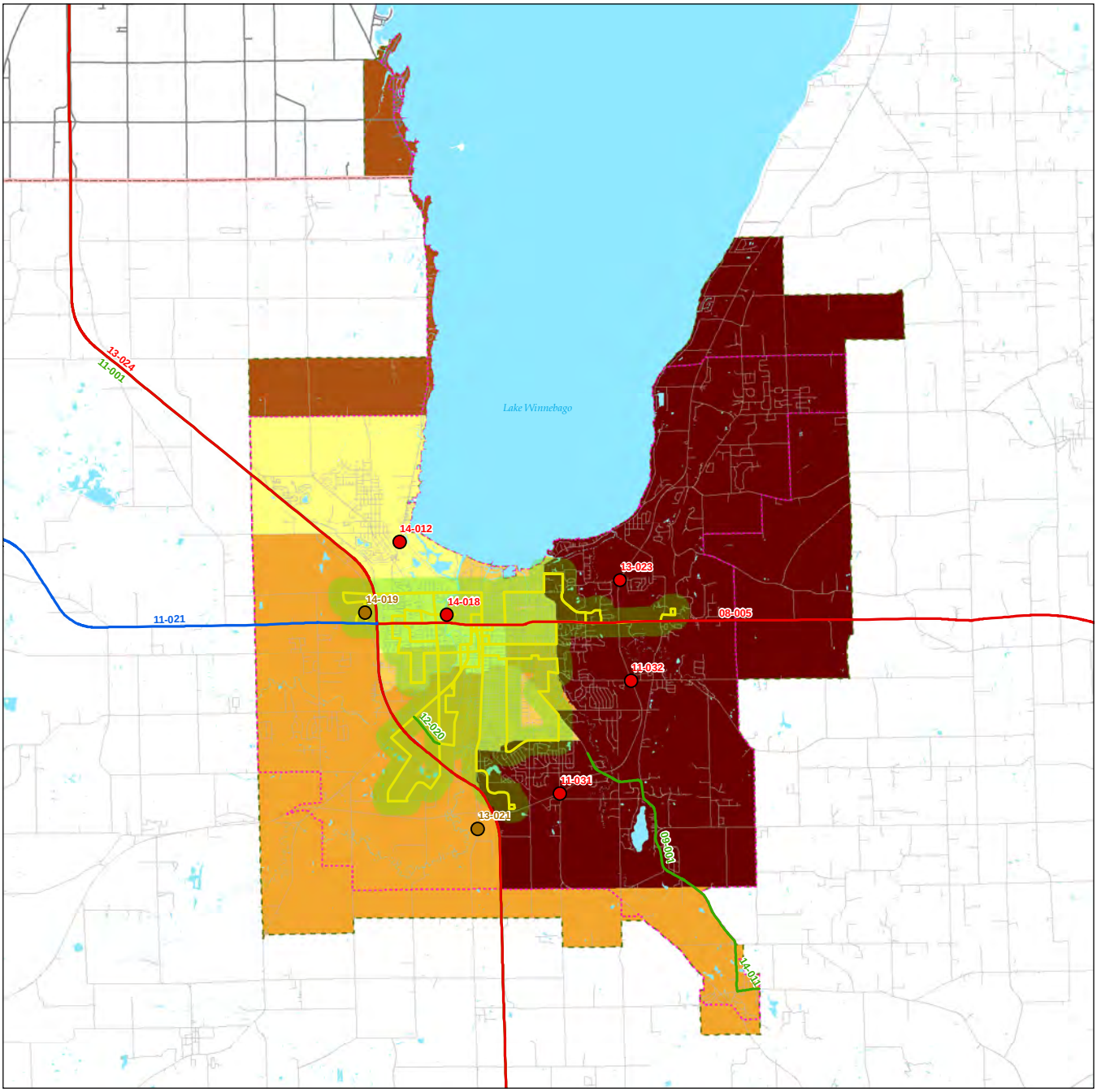
Figure G-3
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Household Income Greater than $100,000 per Year (2010 Census Data)



Household Income Greater than $100,000

- <8.00%
- 8.01% - 13%
- 13.01% - 19%
- 19.01% - 25%
- 25.01% - 31%
- 1/4 mile transit buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 *06-056*
- 2016 *06-056*
- 2017 *06-056*
- 2018 *06-056*

N W E S

0 1.5 3

Scale in Miles

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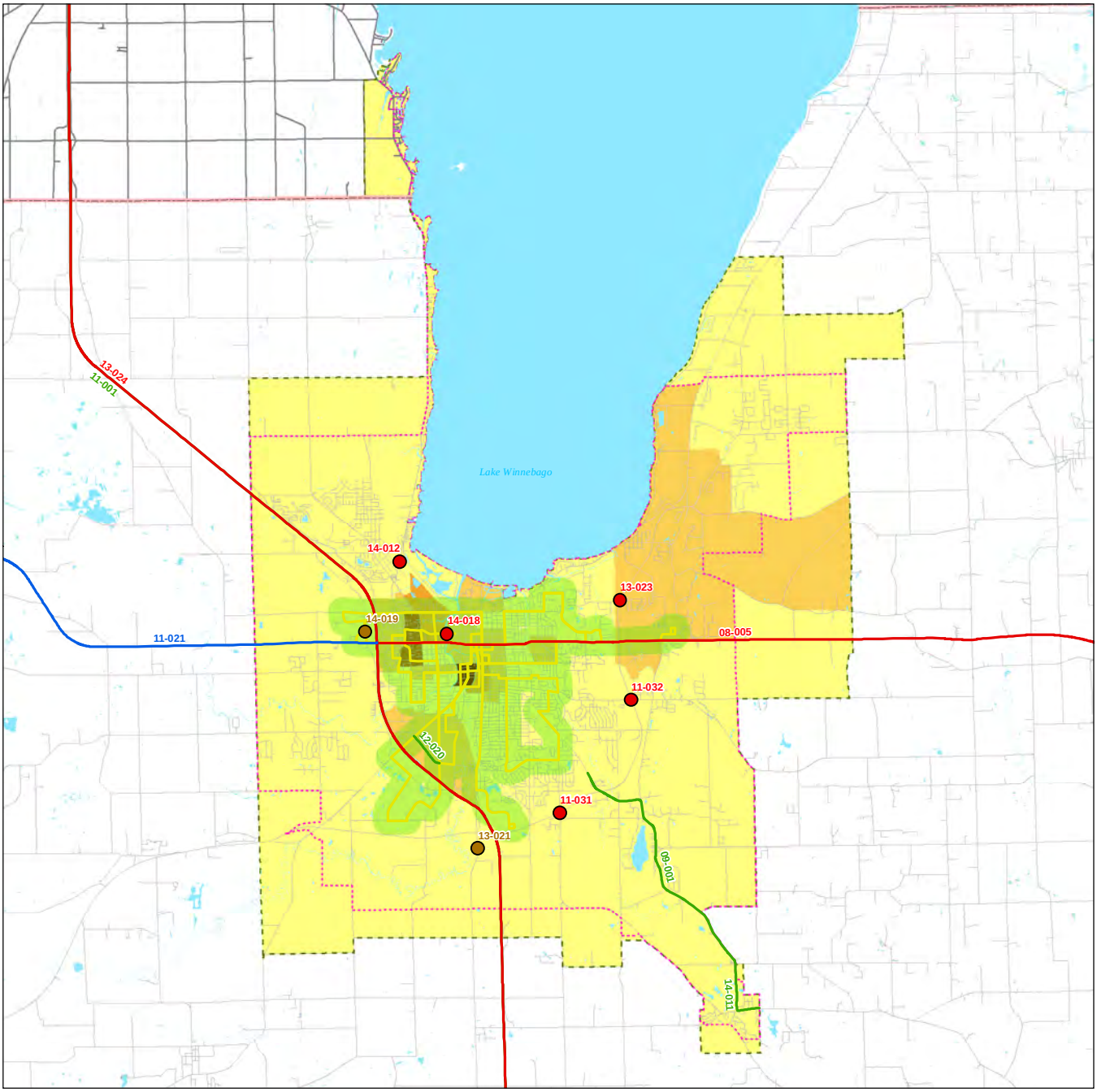
Figure G-4
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Minority Population (2010 Census Data)



Percent Minority Population

- <10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- 25.00%>
- 1/4 mile transit buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

N W E S

0 1.5 3

Scale in Miles

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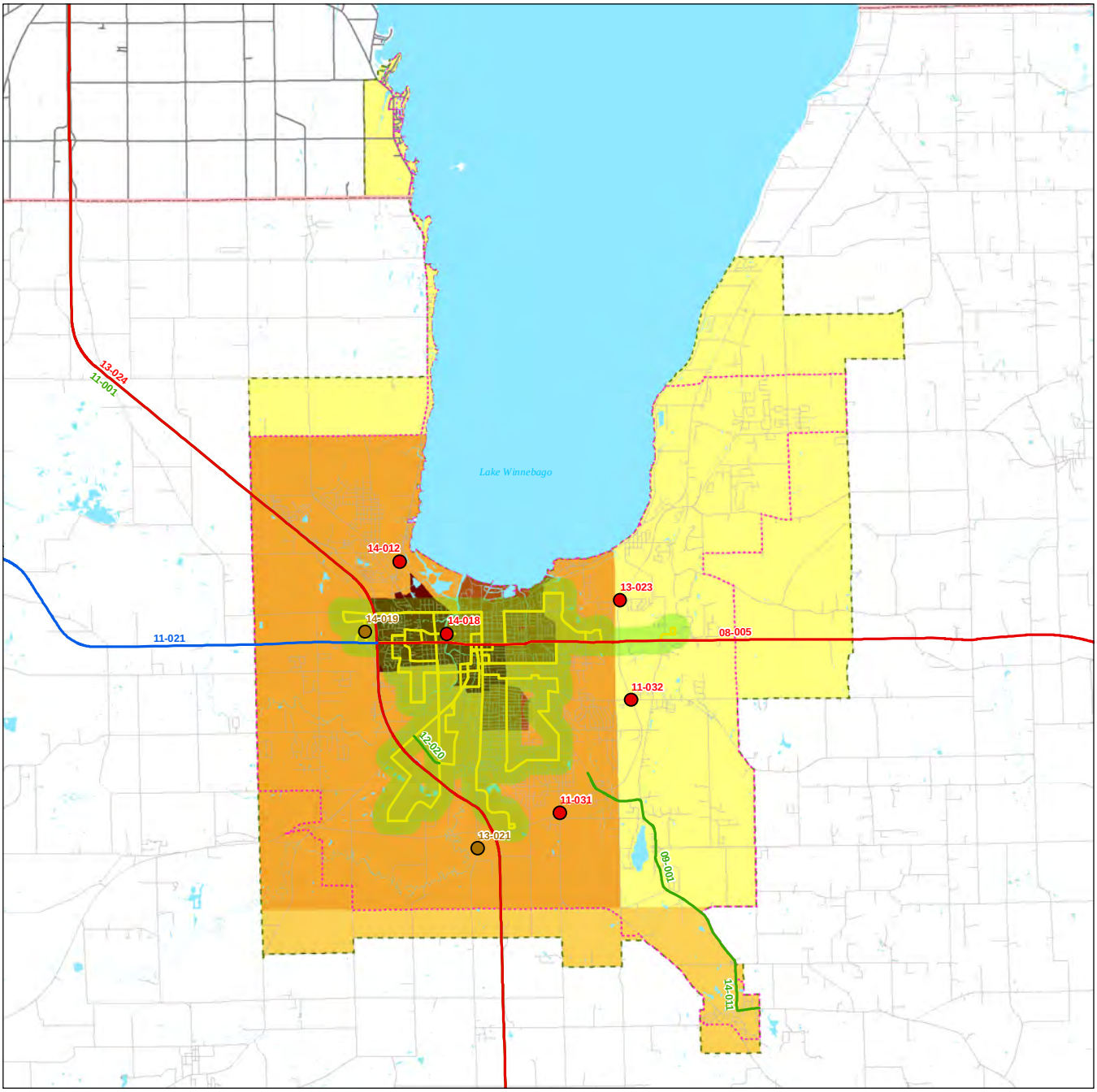
Figure G-5
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Hispanic Population (2010 Census Data)



Percent Hispanic Population

- <2.00%
- 2.00% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- 10.01% - 15%
- 1/4 mile transit buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 *06-056*
- 2016 *06-056*
- 2017 *06-056*
- 2018 *06-056*

N W E S

0 1.5 3

Scale in Miles

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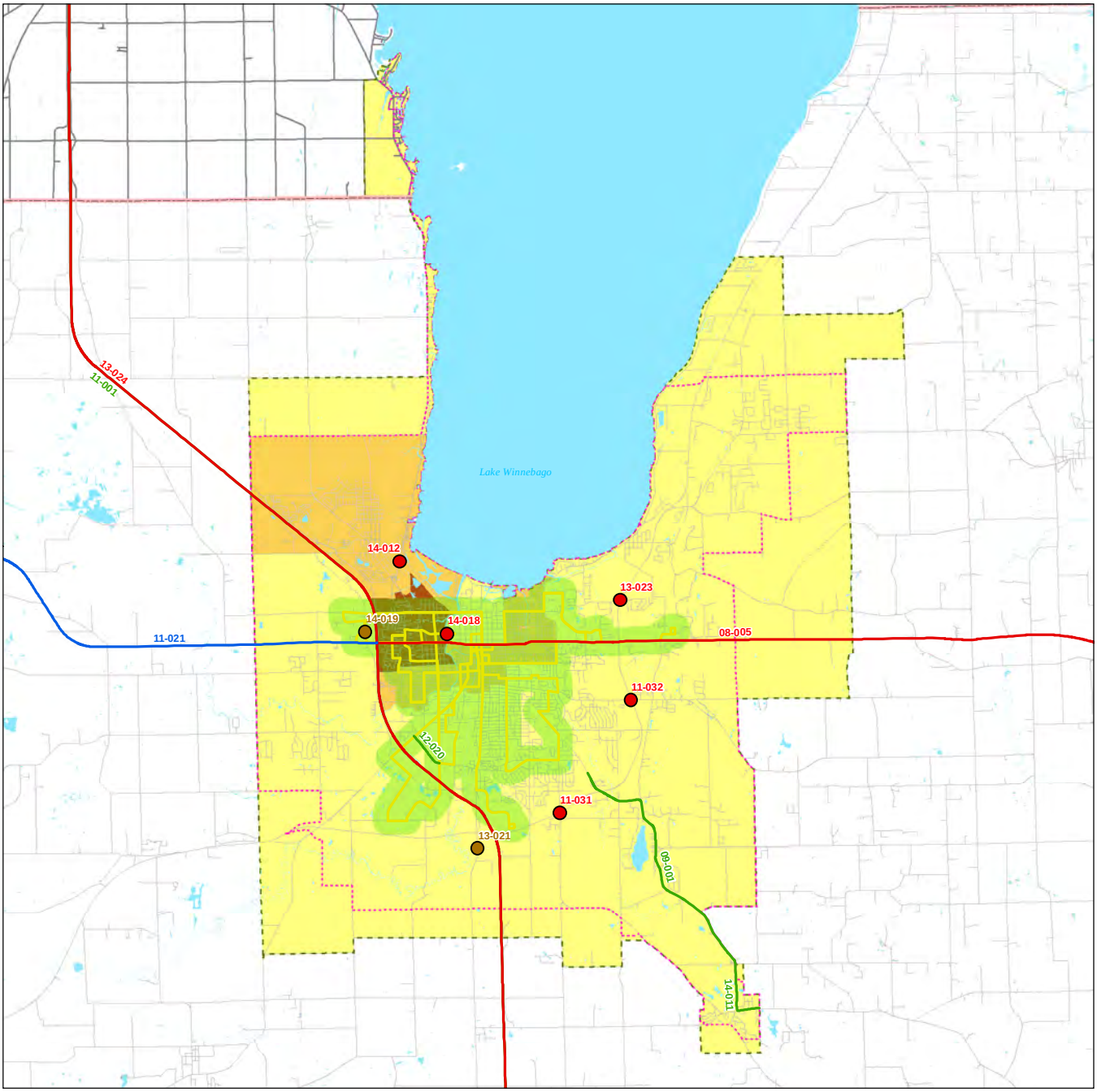
Figure G-6
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and "Speaks English Less than Well" (2010 Census Data)



Speaks English Less then Well

- <5%
- 5.01% - 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- 1/4 mile transit buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 *06-056*
- 2016 *06-056*
- 2017 *06-056*
- 2018 *06-056*

N W E S

0 1.5 3

Scale in Miles

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East Central Wisconsin Regional Planning Commission ECWRPC

Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2011 centerline and 2005 hydrology.

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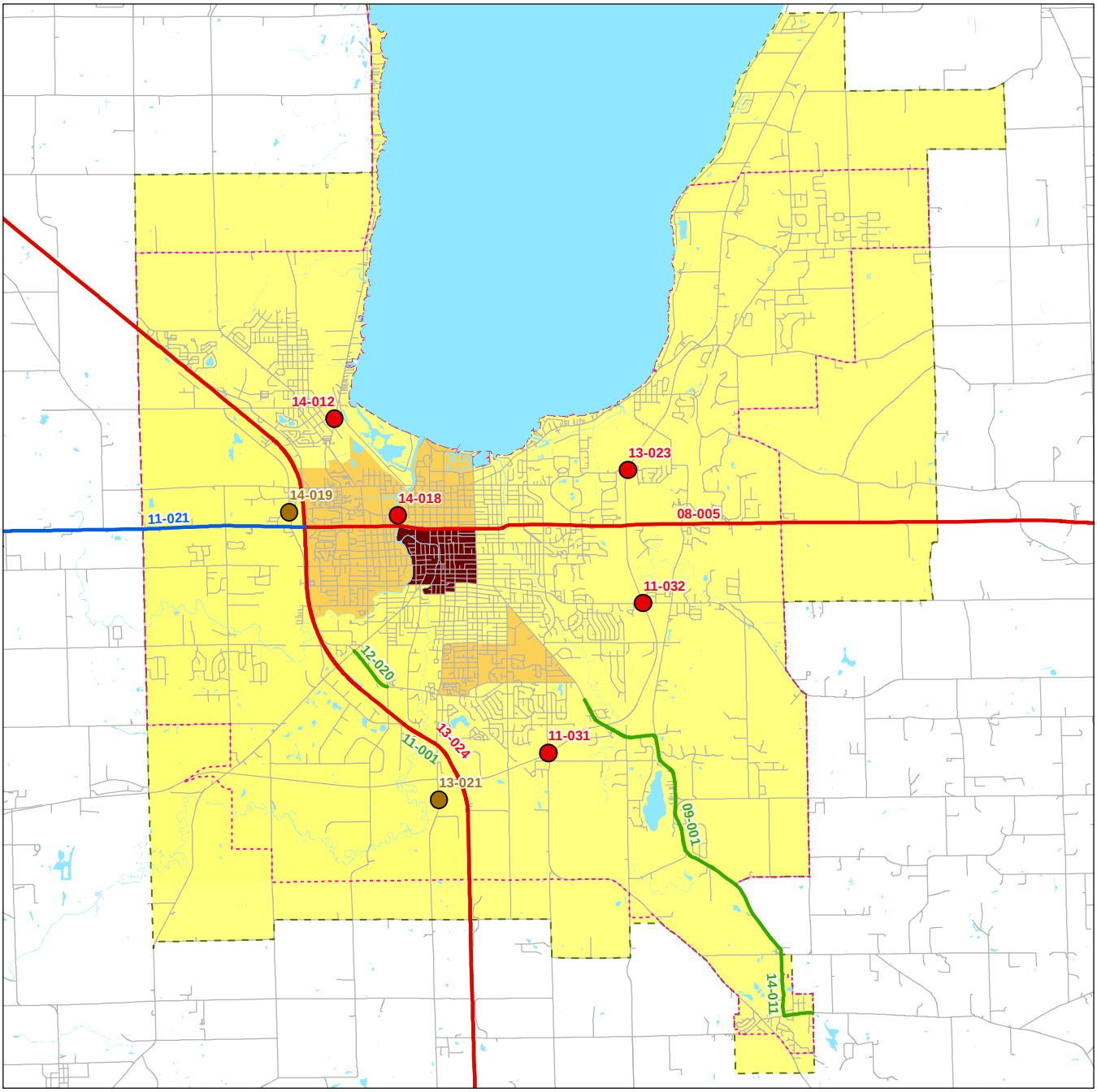
Figure G-7
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Household No Access to a Car (2010 Census Data)



Household No Access to a Car

- <2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- 10.00%>

- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 *06-056*
- 2016 *06-056*
- 2017 *06-056*
- 2018 *06-056*

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Scale in Miles

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Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2011 centerline and 2005 hydrology.

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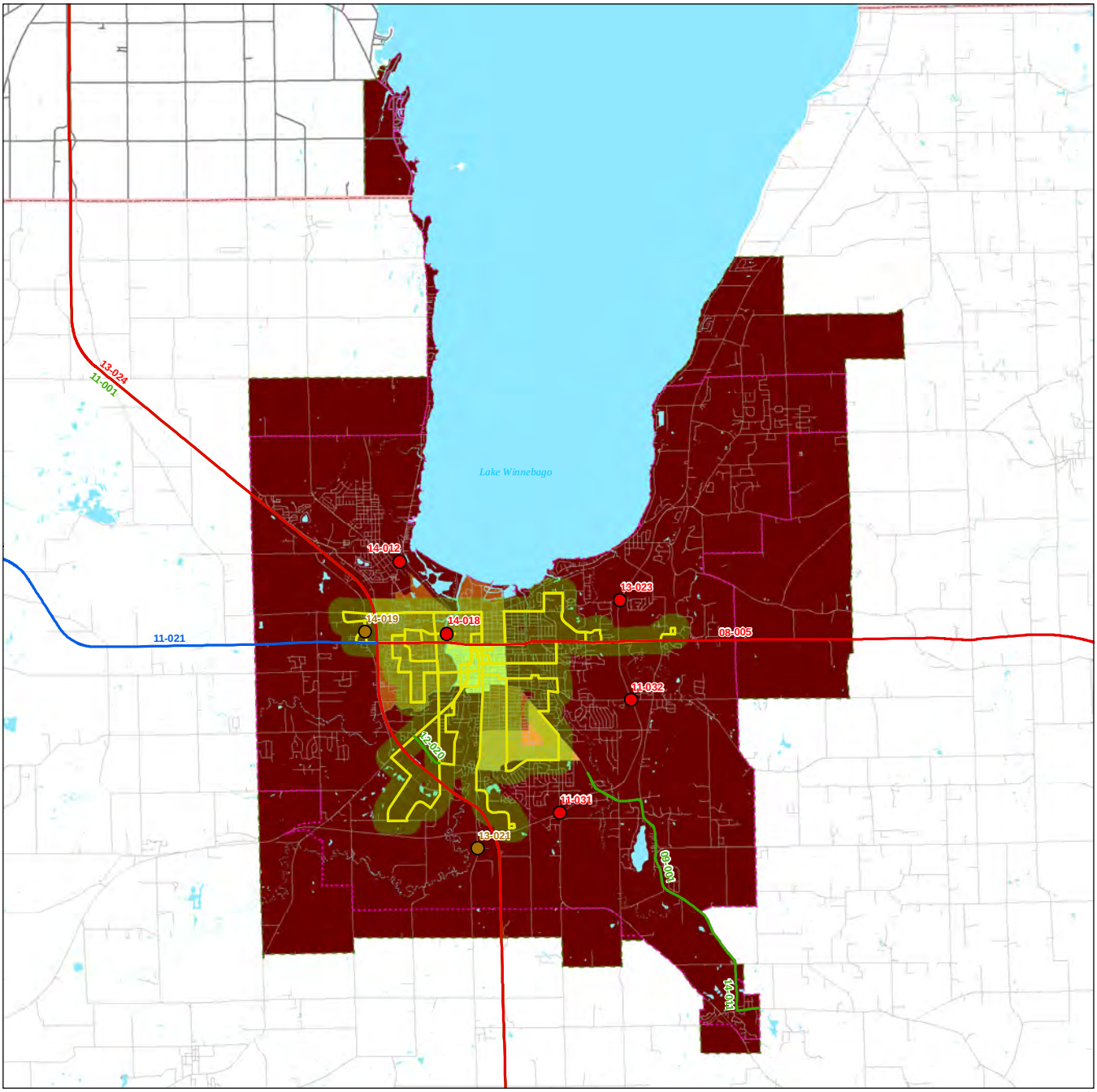
Figure G-8
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Household Access to a Car (2010 Census Data)



Household Access to a Car

- <85%
- 85% - 94%
- 94.01% - 96%
- 96.01% - 98%
- 98.01% - 100%
- 1/4 mile transit buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 *06-056*
- 2016 *06-056*
- 2017 *06-056*
- 2018 *06-056*

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Scale in Miles

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Prepared AUGUST 2012:

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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM
AND STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

The following map identifies the urbanized area functional classification system and the roadways that are eligible for STP-Urban funding in the Fond du Lac urbanized area. Projects must meet federal and state requirements. Counties, towns, cities, villages and certain public authorities located within the urbanized area are eligible for funding on roads functionally classified as higher than "local".

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Moving Ahead for Progress in the 21st Century Act: (MAP-21).

Map H - 1 shows the Fond du Lac urbanized area.

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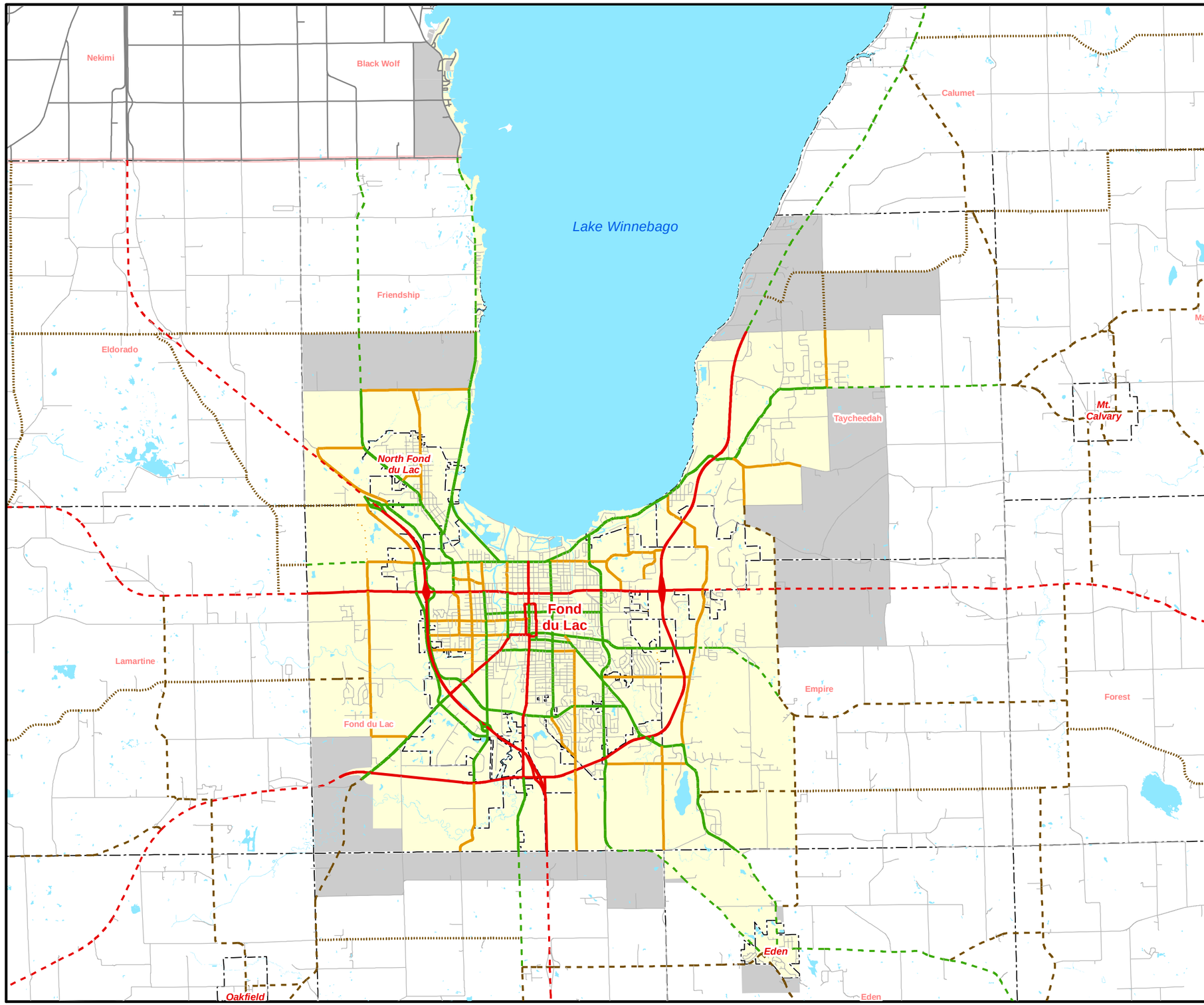

Figure H-1
Fond du Lac Urbanized Area Functional Classification System
2014

- Urban Principal Arterial
- Urban Planned Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Planned Collector
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Local
- County Boundary
- Adjusted Urbanized Area 2010
- Metro Planning Area 2010

N
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S

0 1.5 3 Miles

Source:
ECWRPC & WisDOT provided the 2004 Urbanized Functional Classification System. ECWRPC & WisDOT provided the 2010 adjusted urbanized area and the metropolitan planning area. Fond du Lac County 2006 municipality boundaries, hydrology, and centerline Data.

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Prepared August 2014 By:

East Central Wisconsin Regional Planning Commission
ECWRPC

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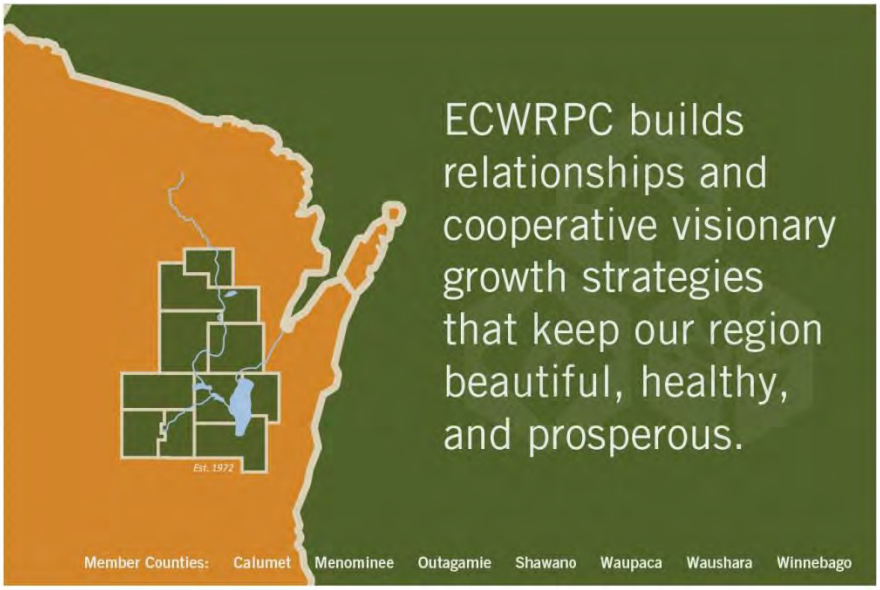
Est. 1972
ECWRPC builds relationships and cooperative visionary growth strategies that keep our region beautiful, healthy, and prosperous.
Member Counties: Calumet Menominee Outagamie Shawano Waupaca Waushara Winnebago