

Transportation Improvement Program

Fond du Lac Urbanized Area

2017



Fond du Lac
Metropolitan Planning Organization
Approved on October 5, 2016

TRANSPORTATION IMPROVEMENT PROGRAM

FOND DU LAC URBANIZED AREA

- 2017 -

Approved – October 5, 2016

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 - 2017

AUTHOR: David J. Moesch, Associate Transportation Planner

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

The *Transportation Improvement Program for the 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 2017-2020 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 2017 through 2020; for transit assistance programs, 2017 and 2018.

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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 Fixing America's Surface Transportation Act (FAST - ACT) administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2017 to 2020. 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

FAST Act, signed into law in December of 2015, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. FAST Act planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multimodal perspective, as previously emphasized under MAP-21, TEA-21 and SAFETEA-LU. Additional areas of challenge under the FAST Act include:

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

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, MAP-21, and the FAST Act have reconfirmed the role of a cooperative planning institution, the 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 SAFETEA-LU, MAP-21 and subsequently the FAST Act is to forge a stronger link between plan preparation and plan implementation. It seeks to accomplish this, in part, by broadening public involvement and elevating the importance and authority of the 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 2021 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, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
- **Funding**
 - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four-year window.

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

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

- Scope
 - Significantly changing the scope (character of work or project limits) of a non-exempt/expansion project within the first four years of the TIP such that current description is no longer reasonably accurate, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
 - Funding (Thresholds to be defined by the 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 27, 2016, requesting candidate projects to be identified. On September 4, 2016, a legal notice was published in the Fond du Lac daily paper identifying a review and comment period from September 4 to October 3, 2016. The Technical Advisory Committee would meet September 7, 2016 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 5, 2016 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 (FAST Act) legislation, while retaining categorical programs, was the introduction of fairly wide latitude to flexibly use funds from one category for projects in other categories. The intent is to provide states and local areas with the ability to address priority needs in their jurisdictions. Flexible programs include:

Federal-Aid Highway Programs

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

Federal-Aid Transit Programs

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

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

| <u>Categorical Program</u> | <u>Acronym</u> |
|--------------------------------------|----------------|
| National Highway Performance Program | |
| State | NHPP |
| Bridge Replacement & Rehabilitation | |
| State | BR, BH |
| Local | BR-Local |
| Surface Transportation Block Grant | STBG |
| Urban | URB |
| Rural | RU |
| State | STP |
| Safety | HSIP |
| Transportation Alternatives | TAP |

| | |
|--------------------------------------------------------------------|--------------|
| Office of the Commissioner of Railroads Transit Section 5307 | OCR |
| Formula Capital and Operating Assistance Section 5310 | Section 5307 |
| 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, 2017-2020, itemized in the listing this year includes the 2017 through 2020 projects that were submitted by the local entities. In developing this 2017 TIP, no project was selected by the Policy Board beyond the 2019 and 2020 biennium.

The allocation of STP-Urban funds for 2019-2020 is \$924,932 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 2017-2020 project candidates, as part of the 2017 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fond du Lac urbanized area. Below is the performance – based criteria used to evaluate and prioritize the project candidates. These performance measures assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

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

| | | |
|-------|---|---------------------|
| Score | 5 | Direct Relationship |
| | 3 | Some Relationship |
| | 0 | No Relationship |

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

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

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

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

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

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

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

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

Non-highway applications. An assumption is made that an increase in travel options improves the efficiency of the existing infrastructure. Special considerations will be discussed at the committee level in determining non-highway applications.

d. **Freight Operations.**

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

e. **Transit Improvements.**

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

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

i. **Barrier Crossing Improvements.** Provides facility over/under non-compatible transportation route or natural feature. (Scores of criteria 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 | 0.51 to 0.75 miles |
| | 0 | 0.5 miles or less |

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

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

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

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

- ii. **Corridor Improvements.** Provides a bicycle and pedestrian route on or along a transportation route or natural feature. (Scores of criteria 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 50 percent minimum federal funding level.

If the remaining allocation is inadequate to fund the final project at 50 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 50 percent federal funding level until balance is achieved with the allocation.

If the final project cost is so large that funding it at the 50 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 50 percent minimum federal funding level, then that project shall be passed over to the next project on the list.

STP-Urban Projects Recommended for Funding

2016-2019 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 May 13, 2015:

Fond du Lac Project: Available Funding Allocation of \$1,885,176

- 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, 2021-2022. 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 2017 through 2020.

2017 TIP PROJECT LISTING

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

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 (443-17-001). 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: 2017, 2018, 2019, and 2020.

**Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing
2017 - 2020**

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

(\$000)

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

| Primary Jurisdiction | Project Description | Type of Cost | 2017 | | | | 2018 | | | | 2019 | | | | 2020 | | | | Comments |
|-----------------------------|------------------------------------------|-----------------|------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|----------|
| | | | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | |
| Fond du Lac Area Transit | Fixed Route Bus | Oper. | 508 | 362 | 430 | 1300 | 518 | 369 | 439 | 1326 | 528 | 376 | 448 | 1352 | 539 | 384 | 456 | 1379 | |
| | Paratransit | Contr. | 45 | 40 | 70 | 155 | 46 | 41 | 71 | 158 | 47 | 42 | 72 | 161 | 47 | 43 | 74 | 164 | |
| | Capital Projects | Purch. | 179 | 0 | 45 | 224 | 52 | 0 | 13 | 65 | 1014 | 0 | 253 | 1267 | 708 | 0 | 177 | 885 | |
| | Section 5307 | TOTAL | 732 | 402 | 545 | 1679 | 616 | 410 | 523 | 1549 | 1589 | 418 | 773 | 2780 | 1294 | 427 | 707 | 2428 | |
| WisDOT Fond du Lac | STH 23/STH 67 - USH 151 | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | Reconstruction, 4-lane | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | 1440-15-00, 01, 21, 22, 71, 72, 73 | CONST | | | | 0 | 7107 | 1777 | 2243 | 11127 | 13274 | 36526 | 0 | 49800 | | | | 0 | |
| | STP 1.9 m. (E) | TOTAL | 0 | 0 | 0 | 0 | 7107 | 1777 | 2243 | 11127 | 13274 | 36526 | 0 | 49800 | 0 | 0 | 0 | 0 | |
| WisDOT Fond du Lac | USH 45/Eden - Fond du Lac | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | Resurfacing | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | 4110-26-00, 21, 71 | CONST | | | | 0 | 3656 | 912 | 8 | 4576 | | | | 0 | | | | 0 | |
| | STP 5.52 m. (P) | TOTAL | 0 | 0 | 0 | 0 | 3656 | 912 | 8 | 4576 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| WisDOT Fond du Lac | STH 23/Rosendale - USH 41 | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | STH 26 - CTH VV, Resurface | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | 1430-18-00, 71, 72, 73 | CONST | | | | 0 | | | | 0 | 5382 | 1346 | 0 | 6728 | 0 | 0 | 0 | 0 | |
| | STP (P) | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5382 | 1346 | 0 | 6728 | 0 | 0 | 0 | 0 | |
| WisDOT Fond du Lac Co. | CTH VV/CTH VVV - Rogersville Rd | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | Reconstruct | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | 4986-00-21, 22 | CONST | 2147 | 0 | 1316 | 3463 | | | | 0 | | | | 0 | | | | 0 | |
| | URB 0.67 m. (P) | TOTAL | 2147 | 0 | 1316 | 3463 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| WisDOT Fond du Lac | Regional Safe Routes to School | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | 1009-00-68 | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | SRTS (P) | CONST | 11 | 0 | 3 | 14 | | | | 0 | | | | 0 | | | | 0 | |
| | | TOTAL | 11 | 0 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| WisDOT Fond du Lac | Regional Safe Routes to School | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | 1009-00-74 | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | SRTS (P) | CONST | | | | 0 | 45 | 0 | 11 | 56 | | | | 0 | | | | 0 | |
| | | TOTAL | 0 | 0 | 0 | 0 | 45 | 0 | 11 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| WisDOT Fond du Lac | USH 45 / Main & FdL Streets (V. of Eden) | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | Elm St - N. Village Limits RECST | RR | | | | 0 | 162 | 40 | 0 | 202 | | | | 0 | | | | 0 | |
| | 4080-04-71 | CONST | | | | 0 | 2096 | 524 | 270 | 2890 | | | | 0 | | | | 0 | |
| | STP 0.91 m. (P) | TOTAL | 0 | 0 | 0 | 0 | 2258 | 564 | 270 | 3092 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| WisDOT Fond du Lac | STH 23/Taft Rd. - CTH P | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | Fond du Lac - Plymouth | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | 1440-15-78 RECST | CONST | | | | 0 | | | | 0 | | | | 0 | 7120 | 1780 | 0 | 8900 | |
| | STP 16.81 m. (P) | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7120 | 1780 | 0 | 8900 | |
| WisDOT | Preventative Maint. National Highway | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | Grouped Projects | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | | CONST | | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| | NHS (P) | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

Table 2: Fond du Lac Urbanized Area, 2017-2020
Summary of Federal Funds Programmed and Available
(\$000)

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

| Agency/Program | Programmed Expenditures | | | | Estimated Available Funding | | | |
|---------------------------------------------|-------------------------|--------|----------------------|-------|-----------------------------|--------|----------------------|-------|
| | 2017 | 2018 | 2019 | 2020 | 2017 | 2018 | 2019 | 2020 |
| Federal Highway Administration | | | | | | | | |
| National Highway Performance Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Surface Transportation Program | | | | | | | | |
| Fond du Lac Urbanized Area | 2,147 | 0 | 0 | 0 | 2,147 | 0 | 0 | 0 |
| Surface Transportation Program | | | | | | | | |
| State Flexibility | 11 | 13,066 | 18,656 | 7,120 | 11 | 13,066 | 18,656 | 7,120 |
| Highway Safety Improvement Program (HSI) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transportation Alternatives Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Programmed Expenditures | 2,158 | 13,066 | 18,656 | 7,120 | 2,158 | 13,066 | 18,656 | 7,120 |
| * Annual Inflation Factor 2.0% | 43 | 261 | 373 | 142 | 43 | 261 | 373 | 142 |
| Estimated Need with Inflation Factor | 2,201 | 13,327 | 19,029 | 7,262 | 2,201 | 13,327 | 19,029 | 7,262 |
| Federal Transit Administration | | | | | | | | |
| Section 5307 Operating | \$508 | \$518 | \$528 | \$539 | \$508 | \$518 | \$528 | \$539 |
| Section 5307 Capital | 179 | 52 | 1,014 | 708 | 179 | 52 | 1,014 | 708 |
| Programmed Expenditures | 687 | 570 | 1,542 | 1,247 | 687 | 570 | 1,542 | 1,247 |
| * Annual Inflation Factor 2.0% | 14 | 11 | 31 | 25 | 14 | 11 | 31 | 25 |
| Estimated Need with Inflation Factor | 701 | 581 | 1,573 | 1,272 | 701 | 581 | 1,573 | 1,272 |
| Section 5310 | 0 | 0 | -not yet programmed- | | 0 | 0 | -not yet programmed- | |

* FAST Act requires that revenue and cost estimates must use an inflation rate to reflect year of expenditure dollars

**Table 3: Implementation Status of 2016
Fond du Lac Urbanized Area Projects**

| Primary Jurisdiction | Project Description | Type of Cost | 2016 | | | | Status | | |
|----------------------|---------------------------------|--------------|------|-------|-------|-------|-----------|----------------|---------|
| | | | Fed | State | Local | Total | Completed | Underway | Delayed |
| WisDOT | USH 41/Milwaukee - Oshkosh | PE | | | | 0 | | | |
| Fond du Lac | SCL - STH 26 Crack Filling | ROW | | | | 0 | X | | |
| | 1100-31-30,60 | CONST | 598 | 149 | 0 | 747 | | | |
| 443-11-001 | STP RDMTN (P) | TOTAL | 598 | 149 | 0 | 747 | | | |
| WisDOT | WIS 175 | PE | | | | 0 | | | |
| Fond du Lac | Box Culvert | ROW | | | | 0 | X | | |
| | 3360-14-00, 71 | CONST | 189 | 47 | 0 | 236 | | | |
| 443-13-021 | STP (P) | TOTAL | 189 | 47 | 0 | 236 | | | |
| WisDOT | N. Rolling Meadows & S. Walmart | PE | | | | 0 | | | |
| C of Fond du Lac | Intersection HSIP | ROW | | | | 0 | X | | |
| Fond du Lac | 4986-11-00, 21, 71 | CONST | 138 | 16 | 0 | 154 | | | |
| 443-14-019 | HSIP 0.00 m. (P) | TOTAL | 138 | 16 | 0 | 154 | | | |
| WisDOT | USH 151/CTH T Overpass | PE | | | | 0 | | | |
| Fond du Lac | Fond du Lac Bypass | ROW | | | | 0 | | X | |
| | 1420-23-00,21, 22, 71 | CONST | 8867 | 2205 | 71 | 11143 | | Ongoing | |
| 443-11-032 | STP (E) | TOTAL | 8867 | 2205 | 71 | 11143 | | | |



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fond du Lac Urbanized Area - Candidate Project Listing (2017-2021)
(\$000)

| Primary Jurisdiction | Project Description | Type of Cost | 2017 | | | | 2018 | | | | 2019 | | | | 2020 | | | | 2021 + Illustrative Projects | | | |
|-------------------------------------------------|-------------------------------------|--------------|------|-------|-------|-------|------|-------|-------|-------|------|-------|-------|-------|------|-------|-------|-------|------------------------------|-------|-------|-------|
| | | | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total | Fed | State | Local | Total |
| WisDOT Fond du Lac Illustrative | USH 45/Scott - NCL | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | Resurface | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | 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 Fond du Lac Illustrative | USH 41 / SCL - USH 151 | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | Resurface | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | 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 Fond du Lac Illustrative | USH 41 / FdL - Osh | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | CTH D - STH 26 Resurface | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | 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 |
| Fond du Lac Co Fond du Lac Illustrative | CTH N Overpass of CNRR | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 | 0 | 120 | 120 |
| | | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 | 0 | 200 | 200 |
| | | 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 Fond du Lac Illustrative | Military Road/Hickory - Western | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 | 0 | 350 | 350 |
| | Reconstruction, urban | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | | CONST | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 | 0 | 1750 | 1750 |
| | Local .50 m. (P) | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2100 | 2100 |
| Fond du Lac Co Fond du Lac Illustrative | CTH V/CTH K-National Ave | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 | 0 | 120 | 120 |
| | Reconstruction, 4-lane, urban | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 0 | 0 | 120 | 120 |
| | | 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 Fond du Lac Illustrative | Plank Trail/USH 151-FDL&SHE Co Line | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | | 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 Fond du Lac Illustrative | Mascoutin Valley Trail Extension | DESIGN | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | CTH VV-CTH VVV | ROW | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| | | 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 | DESIGN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 200 |
| Fond du Lac | Reconstruction, 4-lane, urban | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 200 |
| <i>Illustrative</i> | | CONST | 0 | 0 | 0 | 0 | 0 | 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 | 3200 | 3200 |
| Fond du Lac Co | CTH T/USH 151 Overpass-National | DESIGN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 150 |
| Fond du Lac | Reconstruction, 4-lane, urban | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 300 |
| <i>Illustrative</i> | | CONST | 0 | 0 | 0 | 0 | 0 | 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 | 3450 | 3450 |
| Fond du Lac Co | CTH V/USH 45-CTH VV | DESIGN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 150 |
| Fond du Lac | Reconstruct | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 150 |
| <i>Illustrative</i> | | CONST | 0 | 0 | 0 | 0 | 0 | 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 | 2000 | 2000 |
| Fond du Lac Co | CTH V/USH 45(FDL Ave)-National Ave Intersect | DESIGN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 200 |
| Fond du Lac | Intersection Reconstruct | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 300 |
| <i>Illustrative</i> | | CONST | 0 | 0 | 0 | 0 | 0 | 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 | 1100 | 1100 |
| Fond du Lac Co | CTH K/USH 151-CTH V | DESIGN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fond du Lac | Reconstruction, 4-lane, urban | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Illustrative</i> | | CONST | 0 | 0 | 0 | 0 | 0 | 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 | 5000 | 5000 |
| Fond du Lac Co | CTH H/USH 45 Intersection Relocation | DESIGN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 90 |
| Fond du Lac | Reconstruction | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 250 |
| <i>Illustrative</i> | | CONST | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 550 | 550 |
| | Local .10 m. (E) | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 890 | 890 |
| Fond du Lac Co | CTH K/USH 151-CTH WH | DESIGN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fond du Lac | Reconstruction | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Illustrative</i> | | CONST | 0 | 0 | 0 | 0 | 0 | 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 | 2000 | 2000 |

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2021-2022 biennium)
Fond du Lac Urbanized Area
 Project Evaluation (Criteria)-Performance Measures/Score

| Jurisdiction | 2021 & 2022 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 \$ |
| 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 | 2 | 2 | 14 | | \$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 | 3 | 3 | 20 | | \$2,150,000 | | | |
| T of Friendship | | CTH N Overpass | 3 | PC (4) | 5 | 0.05 | 0 | 35 | 0 | Vpbt | 1 | 3 | 3 | 12 | | \$1,300,000 | | |
| Total | | | | | | | | | | | | | | | \$7,540,000 | \$0 | | |



APPENDIX B

FEDERAL TRANSIT OPERATING & 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. 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. The combined total of state and federal transit operating subsidies equaled 55.1% in 2016. According to WisDOT the combined subsidy for 2017 will be 54.5%

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 next fleet replacement project will begin in 2019.

Currently operating under the FAST ACT, the transportation bill has increased Transit's annual operating funding, but does not appear to be keeping pace with growth. Capital, especially the purchase of buses, is significantly behind it's benchmark. Many Wisconsin transit systems are using buses that are past their useful life.

For 2017 Fond du Lac Area Transit is aware of one applicant in the City of Fond du Lac urbanized area seeking grants under the federal and state Section 5310 program. Fond du Lac ADVOCAP seeks these grants each year. 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 2017-2020 period.

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

| PROJECT DESCRIPTION | RECIPIENT | TIP # | Jan-Dec 2017 | Jan-Dec 2018 | Jan-Dec 2019 | Jan-Dec 2020 | Jan-Dec 2021 |
|-----------------------------------------------|-----------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Operating Assistance/ Section 5307 | FDLAT | | | | | | |
| Directly Operated-Fixed Route | | | | | | | |
| Expenses | | | \$1534 | \$1565 | \$1596 | \$1628 | \$1677 |
| Revenues | | | 234 | 239 | 244 | 249 | 256 |
| Deficit | | | 1300 | 1326 | 1352 | 1379 | 1420 |
| Federal Share | | 443-17-012 | 508 | 518 | 528 | 539 | 555 |
| State Share | | | 362 | 369 | 376 | 384 | 396 |
| Other Local | | | 112 | 114 | 116 | 119 | 123 |
| Municipal Local Share | | | 318 | 325 | 332 | 337 | 347 |
| Purchased Transp.-Paratransit | FDLAT | | | | | | |
| Expenses | | | \$235 | \$240 | \$245 | \$250 | \$258 |
| Revenues | | | 80 | 82 | 84 | 86 | 89 |
| Deficit | | | 155 | 158 | 161 | 164 | 169 |
| Federal Share | | 443-17-013 | 45 | 46 | 47 | 47 | 48 |
| State Share | | | 40 | 41 | 42 | 43 | 44 |
| Contract Local | | | 23 | 23 | 23 | 24 | 24 |
| Municipal Local Share | | | 47 | 48 | 49 | 50 | 52 |
| Capital Projects/Section 5309 | FDLAT | | | | | | |
| Small Bus Replacement(upto4) | | 443-17-014 | 62 | 65 | 67 | 69 | 71 |
| Computer | | | | | | | |
| Bus Wash Replacement | | 443-17-015 | 162 | | | | |
| Copy machine | | | | | | | |
| Sitting Benches | | | | | | | |
| Shelter Refurbishment | | | | | | | |
| Transit Bus Replacement (up to 6) | | | | | (3)1200 | (2)816 | (2)840 |
| Total Cost: | | | \$224 | \$65 | \$1267 | \$885 | 911 |
| Federal Share: | | | \$179 | \$52 | \$1014 | \$708 | 729 |
| Local Share: | | | \$45 | \$13 | \$253 | \$177 | 182 |

**Table B-2: 2017 Paratransit Projects
Fond du Lac Urbanized Area**

| 2017 | ADA | County E & D Specialized | TOTAL |
|------------------------|-----------------------------|-----------------------------|-----------|
| Annual Estimated Trips | 15,000 | 20,000 | 35,000 |
| Trip Costs | \$235,000 | \$322,000 | \$557,000 |
| Farebox Revenues | \$80,000 | \$0 | \$80,000 |
| Deficit | \$155,000 | \$322,000 | \$477,000 |
| | TIP # 443-17-016 | TIP # 443-17-017 | |
| Federal Share | \$44,475 | \$94,000 | \$138,475 |
| State Share | \$40,000 | \$83,000 | \$123,000 |
| Village Contribution | \$22,000 | \$0 | \$22,000 |
| Total Local Share | \$48,525 | \$145,000 | \$193,525 |

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

| | 2017 | 2018 | 2019 | 2020 | 2021 |
|-------------------------------|-------------|-------------|-------------|-------------|-------------|
| Operating Expenses | | | | | |
| Fixed Route | \$1,029,130 | \$1,054,858 | \$1,087,687 | \$1,118,257 | \$1,149,661 |
| Jobtrans | 93,500 | 95,370 | 97,277 | 99,223 | 101,207 |
| School Tripper | 50,000 | 51,250 | 52,531 | 53,845 | 55,191 |
| Paratransit | 243,000 | 248,000 | 253,000 | 258,060 | 263,221 |
| Non-ADA E&D Transit | 312,905 | 319,164 | 325,547 | 332,058 | 338,699 |
| ADVOCAP | | | | | |
| Total Operating Expenses | \$1,728,535 | \$1,771,748 | \$1,816,042 | \$1,861,443 | \$1,907,979 |
| Revenue | | | | | |
| Farebox Revenue | \$243,500 | \$248,370 | \$253,337 | \$258,404 | \$263,572 |
| Other Revenue | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 |
| Total Revenue | \$255,500 | \$260,370 | \$265,337 | \$270,404 | \$275,572 |
| Funding | | | | | |
| Federal | \$440,608 | \$451,623 | \$462,914 | \$474,487 | \$486,349 |
| State | 342,763 | 351,332 | 360,115 | 369,118 | 378,346 |
| NFDL Contribution | 40,000 | 41,000 | 42,025 | 43,076 | 44,153 |
| County Finance Plan | 172,535 | 176,848 | 181,270 | 185,801 | 190,446 |
| Total Funding | \$995,906 | \$1,020,804 | \$1,046,324 | \$1,072,482 | \$1,099,294 |
| Tax Levy | | | | | |
| Operating Local share | \$222,000 | \$226,440 | \$230,969 | \$235,588 | \$240,300 |
| | \$1,728,535 | \$1,771,748 | \$1,816,042 | \$1,861,443 | \$1,907,979 |
| Capital | | | | | |
| Federal | \$48,000 | \$49,600 | \$171,200 | \$940,800 | \$662,400 |
| Local | 12,000 | 12,400 | 42,800 | 235,200 | 165,600 |
| Total Capital Expenses (1*) | \$60,000 | \$62,000 | \$214,000 | \$1,176,000 | 828,000 |
| OPERATING STATISTICS | | | | | |
| No. of Buses | 7 | 7 | 7 | 7 | 7 |
| No. of Employees (2*) | 9 | 9 | 9 | 9 | 9 |
| Fixed Route Revenue Hours | 11,000 | 11,000 | 11,000 | 11,000 | 11,000 |
| Paratransit Revenue Hours | 11,500 | 11,500 | 11,500 | 11,500 | 11,500 |
| 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 | 2,800 | 2,800 | 2,800 | 2,800 | 2,800 |
| Total Hours | 30,500 | 30,500 | 30,500 | 30,500 | 30,500 |
| Fixed Route Revenue Miles | 139,000 | 139,000 | 139,000 | 139,000 | 139,000 |
| Paratransit Revenue Miles | 114,000 | 114,000 | 114,000 | 114,000 | 114,000 |
| Non-ADA Revenue Miles | 60,000 | 60,000 | 60,000 | 60,000 | 60,000 |
| School Tripper Revenue Miles | 8,200 | 8,200 | 8,200 | 8,200 | 8,200 |
| Jobtrans Revenue Miles | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| Total Miles | 371,200 | 371,200 | 371,200 | 371,200 | 371,200 |
| Fixed-Route Passengers | 128,000 | 128,000 | 129,000 | 129,000 | 130,000 |
| Paratransit Passengers | 14,600 | 14,750 | 14,900 | 15,050 | 15,200 |
| 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 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 |
| Total Passengers | 185,800 | 186,750 | 188,100 | 189,250 | 190,500 |
| Fixed Route Statistics | | | | | |
| Average Fare | \$8.04 | \$8.24 | \$8.43 | \$8.67 | \$8.84 |
| Operating Ratio (Rev/Exp) | 0.43 | 0.43 | 0.43 | 0.42 | 0.42 |
| Cost per Vehicle Mile | 7.40 | 7.59 | 7.83 | 8.05 | 8.27 |
| Cost per Passenger | 8.04 | 8.24 | 8.43 | 8.67 | 8.84 |
| Cost per Vehicle Hour | 93.56 | 95.90 | 98.88 | 101.66 | 104.51 |
| Passengers Per Mile | 0.92 | 0.92 | 0.93 | 0.93 | 0.94 |
| Passengers per Hour | 11.64 | 11.64 | 11.73 | 11.73 | 11.82 |

NOTES:

1. These are the capital grants for these years - not necessarily audited expenses.

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fond du Lac urbanized area, the capital projects for 2017-2021 include a small bus each year to be used in our ADA adjunct program, Handi-Van. Transit is currently replacing all bus benches. With benches and installation 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 2016. 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 an annual basis. In July 2017, our intergovernmental agreement listed an annual cost of \$235,000. 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 2017.

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. Service increases are to be implemented in January 2017.

Paratransit Ridership

Paratransit Ridership (including ADA and non-ADA service) is projected to be approximately 39,500 for 2016. 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 2018.

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 2015 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, has operated this service since July 2011. Intermediate stops include Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, and Appleton. The service connects with other intercity services such as Greyhound, Badger in Madison, Amtrak Empire Builder in Columbus, and other services provided by Lamers Bus.

FOND DU LAC COUNTY TRANSPORTATION PROVIDERS

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

September 2, 2016

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2017. 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, 2016.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure



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
Dyann Benson, Vice Chair – City of Fond du Lac
Joe Moore – City of Fond du Lac
Karyn Merkel – 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
James Kuehn – WisDOT, Central Office
Mary Forlenza – FHWA
Nick Leonard, (Alternate) – Village of North Fond du Lac
Walt Raith – East Central Wisconsin Regional Planning Commission

TECHNICAL ADVISORY COMMITTEE

Members:

| | |
|------------------------|------------------------------|
| Mary Forlenza | FHWA |
| Curt Holman..... | Canadian National Railroad |
| Matt Halada | WisDOT, Northeast Region |
| Jerry Guelig | Town of Taycheedah |
| Jordan Skiff..... | City of Fond du Lac |
| Robert Giese..... | Town of Fond du Lac |
| Jeff Meisenburg | Town of Friendship |
| Lynn Gilles | City of Fond du Lac, FDLAT |
| James Kuehn..... | WisDOT, Madison |
| Lee F. Perrizo | Fond du Lac County Airport |
| Dyann Benson | 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 ORGANIZATIONS

Members:

WI DNR Northeast Region
WI Historical Society
Bad River Band of Lake Superior Chippewa Indians
Forest County Potawatomi
Ho-Chunk Nation
Lac Courte Oreilles Band of Lake Superior Chippewa Indians
Lac Du Flambeau Band of Lake Superior Chippewa Indians
Menominee Indian Tribe of WI
Stockbridge-Munsee Band of Mohican Indians
Oneida Nation of WI
Red Cliff Band of Lake Superior Chippewa Indians
St. Croix Chippewa Indians of WI
Sokaogon Chippewa Community
U.S. Environmental Protection Agency
U.S. Fish & Wildlife Service
USDA Natural Resources Conservation Service
National Park Service

September 2, 2016

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 – 2017.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. Fixing America's Surface Transportation Act (FAST Act) requires that the ECWRPC consult with federal, state and local entities that are responsible for economic growth and development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, and historic preservation.

Enclosed is a link to the draft ***Transportation Improvement Program for the Fond du Lac Urbanized Area - 2017*** (TIP). This document will be under a 30-day public review period from September 5, to October 5, 2016. 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



APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
Fond du Lac MPO Policy Board
Fond du Lac City/County Government Center, Rooms D-E
Wednesday, October 5, 2016

The meeting was called to order by Chair Mr. Allen Buechel at 10:00 A.M.

Committee Members Present

Allen Buechel Fond du Lac County
Joe Moore City of Fond du Lac
Dyann Benson City of Fond du Lac
Jordan Skiff City of Fond du Lac
Thomas Janke Fond du Lac County
Lee Ann Lorrigan Fond du Lac City Council
Jim Pierquet Town of Empire

WisDOT Members Present

Matt Halada WisDOT – NE Region
Jill Michaelson WisDOT – NE Region
Lynn Warpinski WisDOT – NE Region

Staff Members Present

Walt Raith ECWRPC
Dave Moesch ECWRPC
Kolin Erickson ECWRPC
Kim Biedermann 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. Mr. Raith introduced Ms. Kim Biedermann as the new Bicycle and Pedestrian Planner for ECWRPC, who is replacing Mr. Ben Krumenauer.

2. Public Comment

No members of the public were present.

3. Discussion on the Cooperative Agreement for Continuing Transportation Planning for the Fond du Lac, WI MPO

Mr. Raith noted the Cooperative Agreement for Continuing Transportation Planning between WisDOT, the Fond du Lac MPO and Fond du Lac Area Transit is being finalized at the State level. The formal agreement should be finalized and ready to be approved at the November 9, 2016 Policy Board/Technical Advisory Committee meeting.

4. Discussion and action on Proposed Resolution 01-16: Approval of the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2017

Mr. Moesch stated the Transportation Improvement Program for the Fond du Lac Urbanized Area was properly posted in the Fond du Lac Reporter and finished a 30 public review period. No public comments were received. Changes to the programmed project listings included: STH 23 reconstruction projects moved from 2017 – 2018 to 2019 – 2020, respectively; USH

45 reconstruction (Main Street and Fond du Lac Avenue, Village of Eden) moved from 2018 to 2019; and the removal of two USH 45 projects within the City of Fond du Lac due to jurisdictional transfer of USH 45 and its future re-routing. Mr. Moesch also noted the following transportation projects were recently completed: Interstate 41 road maintenance to STH 26, STH 175 box culvert replacement and the installation of a right turn lane at Rolling Meadows Drive and S. Wal-Mart Drive.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 01-16. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 01-16. Mr. Pierquet made a motion to approve the Transportation Improvement Program, Mr. Skiff seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 02-16: Adoption of the 2017 Unified Transportation Work Program for the Fond du Lac Urbanized Area and Annual MPO Certification

Mr. Raith reviewed the 2017 Unified Transportation Work Program for the Fond du Lac Urbanized Area. He briefly reviewed each of the work elements of the program and noted the majority of the program is similar to previous years. A new addition to this work program is the inclusion of funds to complete a future study for bus rapid transit (BRT) and work with transit agencies along the Interstate 41 corridor from Fond du Lac to Green Bay.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 02-16. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 02-16. Ms. Benson made a motion to approve the Unified Transportation Work Program, Ms. Lorrigan seconded the motion and the motion passed unanimously.

6. Update and discussion on the Fond du Lac Transit Development Plan (TDP)

Mr. Erickson noted staff is working with Fond du Lac Area Transit to update their strategic short-term Transit Development Plan (TDP). Staff completed the public outreach component of the planning process and attended Walleye Weekend, a Wednesday and Saturday downtown farmers markets in June, and Transit's Free Fare Day in August to gather public comments. He noted the final steering committee will meet on October 20th at Mercury Marine to approve the plan. The TDP will also be approved by the MPO Policy Board/Technical Advisory Committee at the November 9th meeting. Mr. Erickson stated the TDP will be available soon on the Fond du Lac MPO website for the committee to review.

7. Discussion on WisDOT regional projects for the Fond du Lac Area

Mr. Halada provided a brief overview on on-going regional transportation projects within the MPO area. The STH 23 and CTH K project is continuing with partial lane closures on both directions of STH 23 later this month to install left-only turn lanes. He also noted the CTH T overpass and CTH V interchange and frontage road projects are expected to be completed by mid-November. Traffic on STH 175 is now open with the completion of the culvert project.

8. Adjourn

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 10:55 A.M. The next meeting is on Wednesday, November 9, 2016 at 10:00 A.M.



APPENDIX E
MPO RESOLUTION OF
ADOPTION

RESOLUTION NO. 01-16

**ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FOND DU LAC URBANIZED AREA, 2017.**

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

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

BE IT RESOLVED BY THE 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 - 2017.

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.

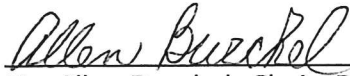
Section 3: That the Policy Board further certifies that the TIP contains projects that are consistent with the metropolitan plans for the urbanized area.

RESOLUTION NO. 01-16

Effective Date: October 5, 2016

Submitted By: MPO Staff

Prepared By: David J. Moesch, Associate Transportation Planner

A handwritten signature in cursive script, reading "Allen Buechel", written over a horizontal line.

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



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

THE REPORTER

www.fdlreporter.com

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA

WI 549523388

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

Account Number: GWM-N5251
Order Number: 0001543938
No. of Affidavits: 1
Total Ad Cost: \$24.05
Published Dates: 09/04/16

(Signed)

Ruth Ambrosius (Date) *9-6-16*
Legal Clerk



Signed and sworn before me

Alexandra Zakowski

My commission expires

3/3/17

NOTICE OF OPPORTUNITY
TO REVIEW
METROPOLITAN PLANNING
ORGANIZATION
2017 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 - 2017. 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 2017 - 2020. 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 - 2017 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 4, and end on Monday, October 3, 2016. 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.
RUN: Sep. 4, 2016 WNAXLP

EAST CENTRAL WI PLANNING COMM

Re: Metropolitan Planning

GANNETT WI MEDIA
435 EAST WALNUT ST.
PO BOX 23430
GREEN BAY, WI 54305-3430

GANNETT
Wisconsin Media
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FAX 877-943-0443
EMAIL legals@fdlreporter.com



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 – 2017*.

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 2017 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 2017 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2017 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 2017 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.

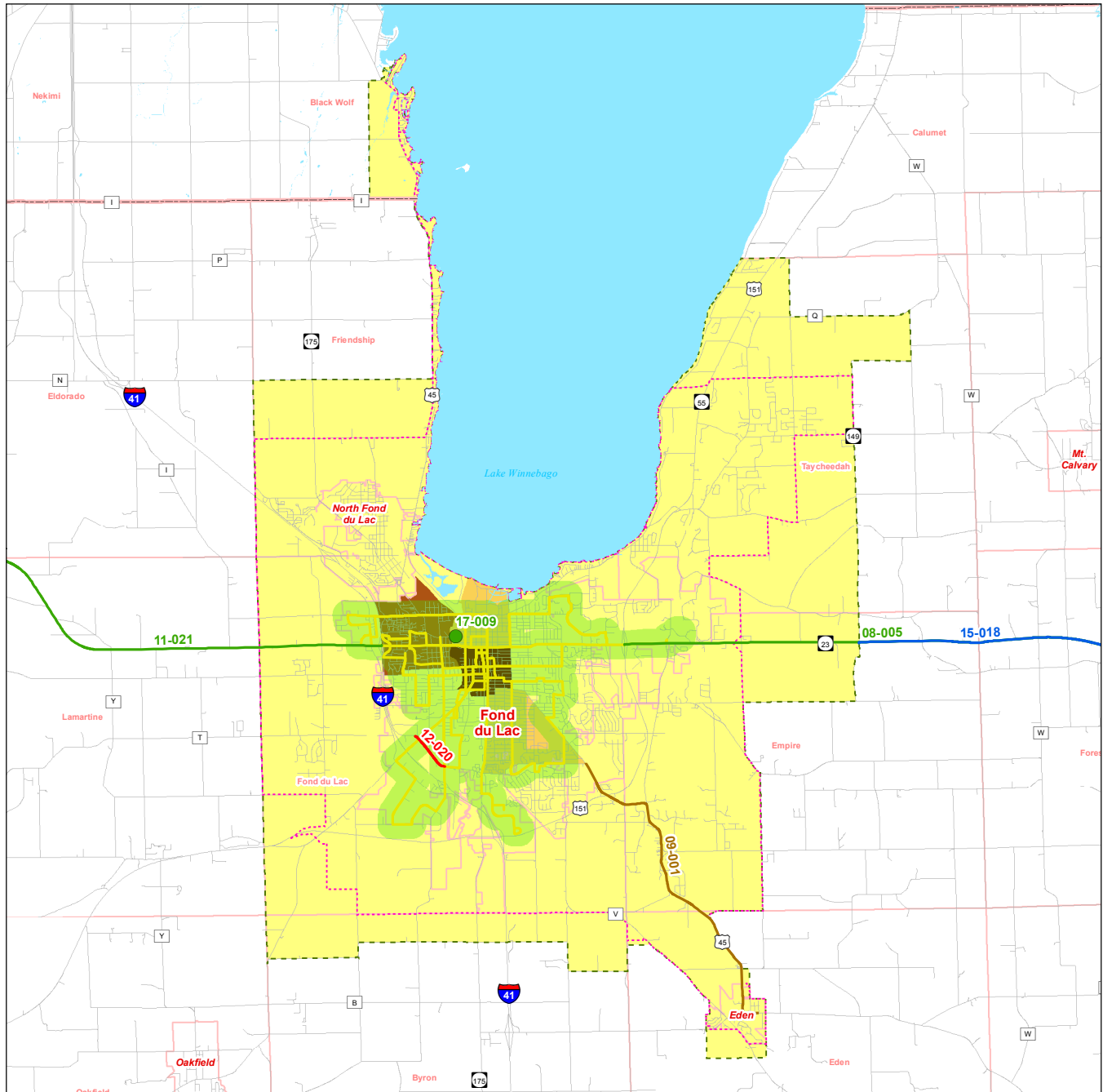
Map G-6 depicts 2012 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2017 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately 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 2017 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 2017 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.

**Figure G-1
Fond du Lac Urbanized Area TIP Projects (2017 - 2020) and
Population Below Poverty Level (2010 Census Data)**



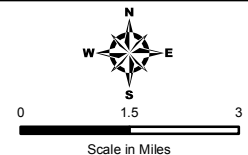
- Transit Routes
- 1/4 mile transit buffer
- Population Below Poverty Level**
- <10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- 25.00%>
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

TIP Intersection Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



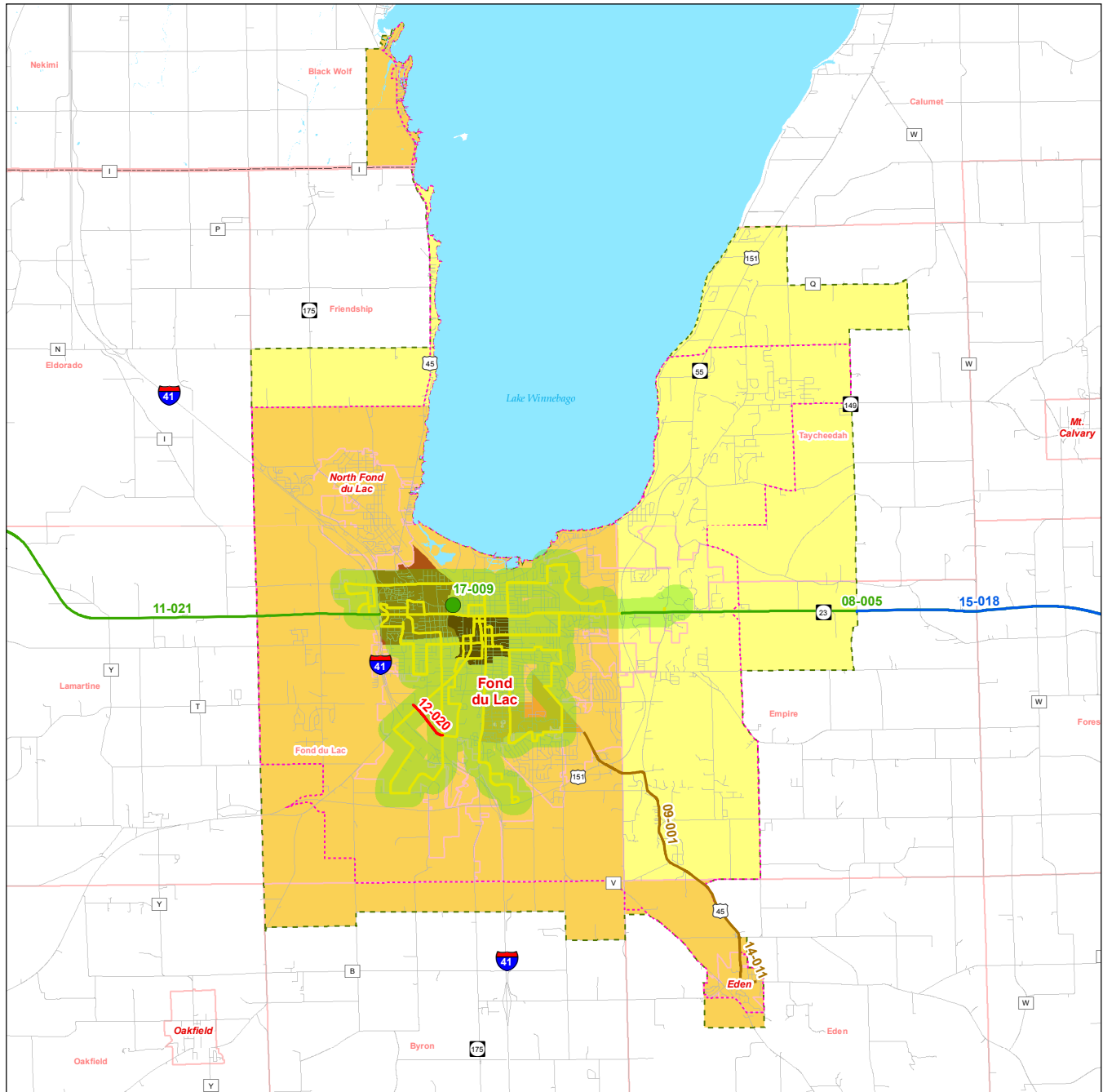
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Prepared AUGUST 2016:



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 2015 centerline and 2005 hydrology.

**Figure G-2
Fond du Lac Urbanized Area TIP Projects (2017 - 2020) and
Household Income Less than \$25,000 per Year (2010 Census Data)**



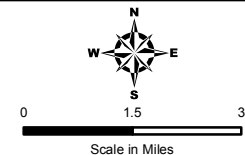
- Transit Routes
- 1/4 mile transit buffer
- Household Income Less than \$25,000**
- 12.00% - 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- 60.00%>
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

TIP Intersection Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



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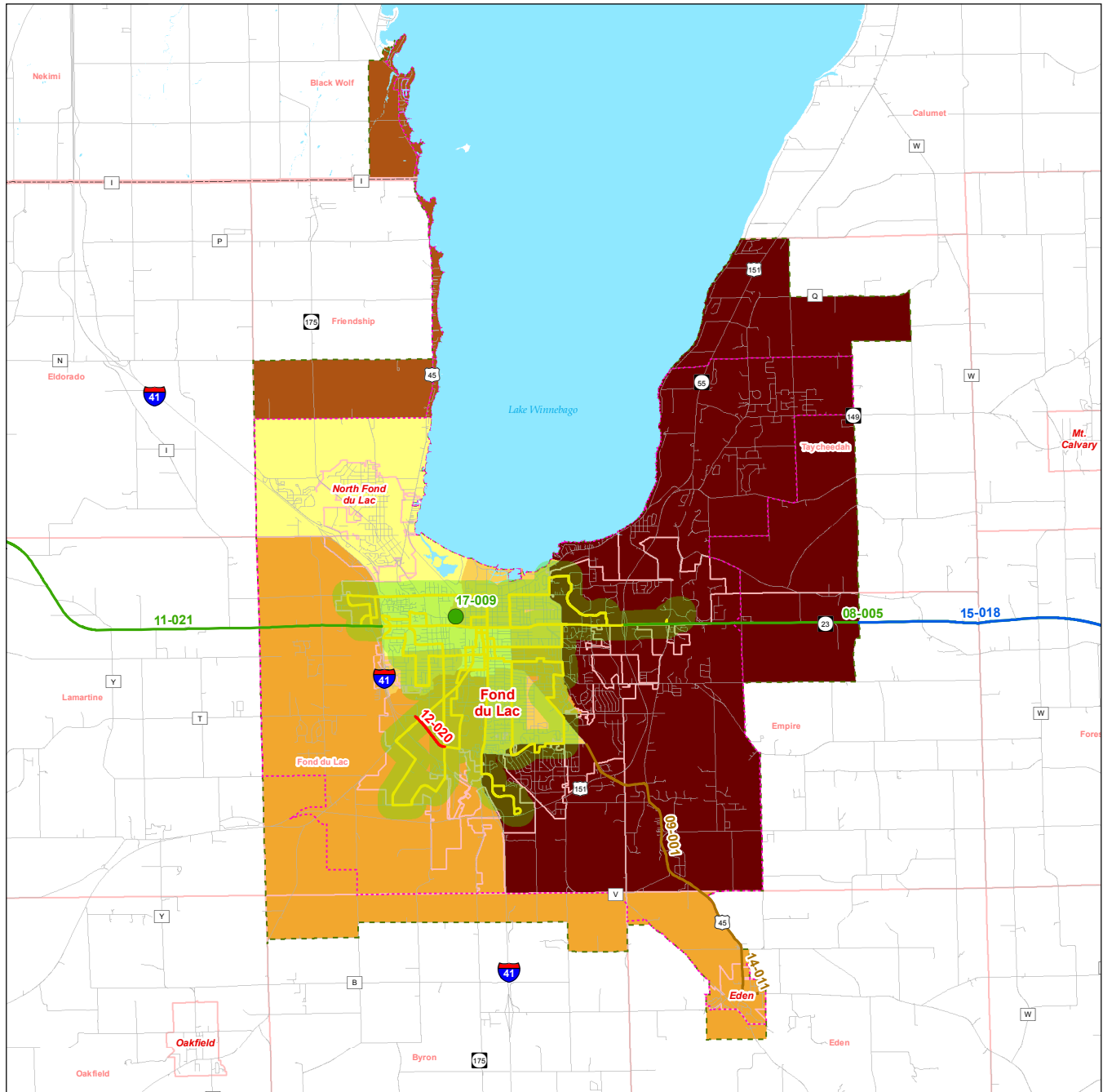
Prepared AUGUST 2016:



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 2015 centerline and 2005 hydrology.

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**Figure G-3
Fond du Lac Urbanized Area TIP Projects (2017 - 2020) and
Household Income Greater than \$100,000 (2010 Census Data)**



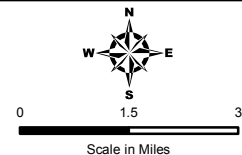
- Transit Routes
- 1/4 mile transit buffer
- Household Income Greater than \$100,000**
- <8.00%
- 8.01% - 13%
- 13.01% - 19%
- 19.01% - 25%
- 25.01% - 31%
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

TIP Intersection Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



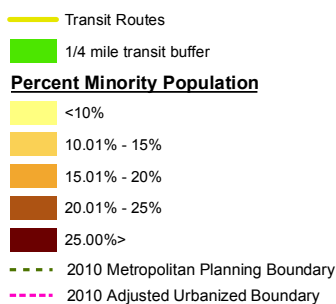
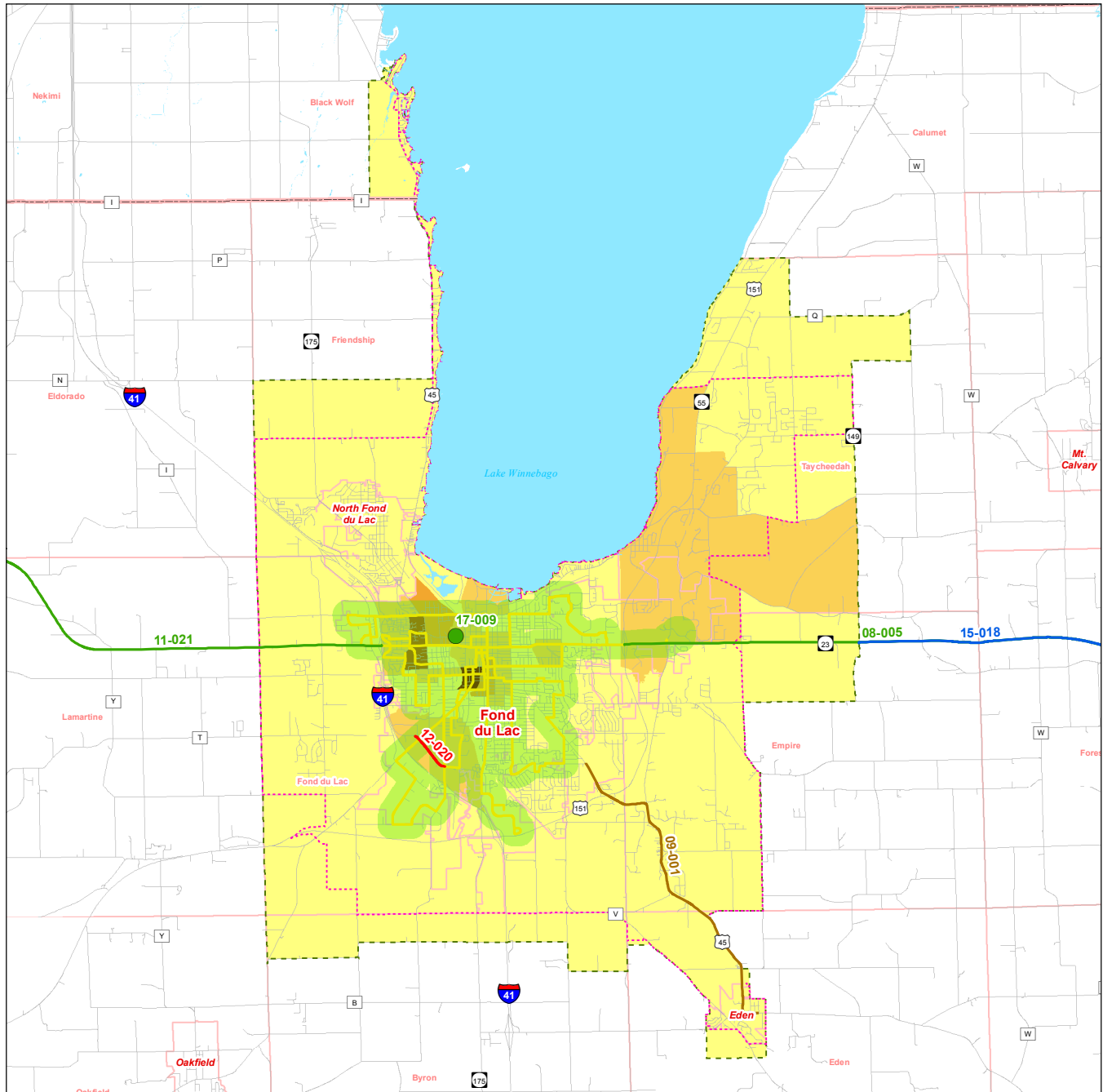
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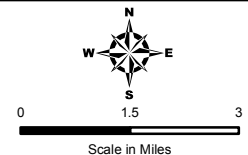
**Figure G-4
Fond du Lac Urbanized Area TIP Projects (2017 - 2020) and
Minority Population (2010 Census Data)**



TIP Project Year and Number



TIP Intersection Project Year and Number



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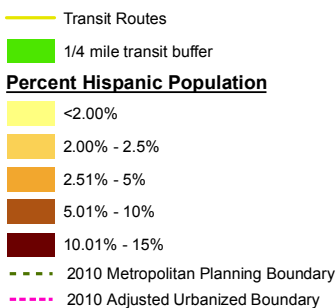
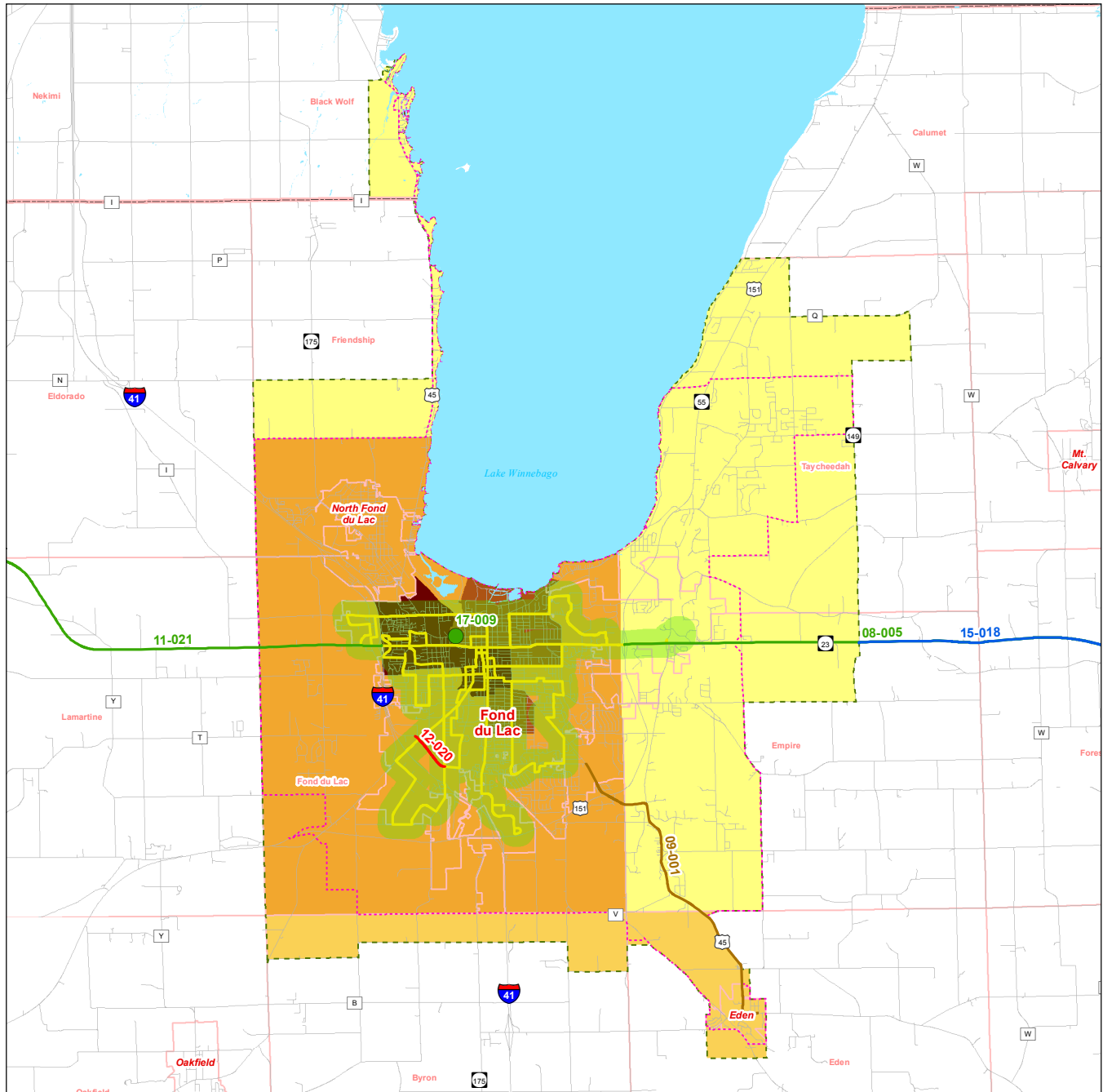
Prepared AUGUST 2016:



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 2015 centerline and 2005 hydrology.

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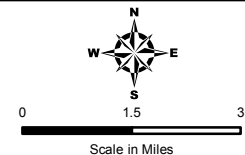
**Figure G-5
Fond du Lac Urbanized Area TIP Projects (2017 - 2020) and
Hispanic Population (2010 Census Data)**



TIP Project Year and Number



TIP Intersection Project Year and Number



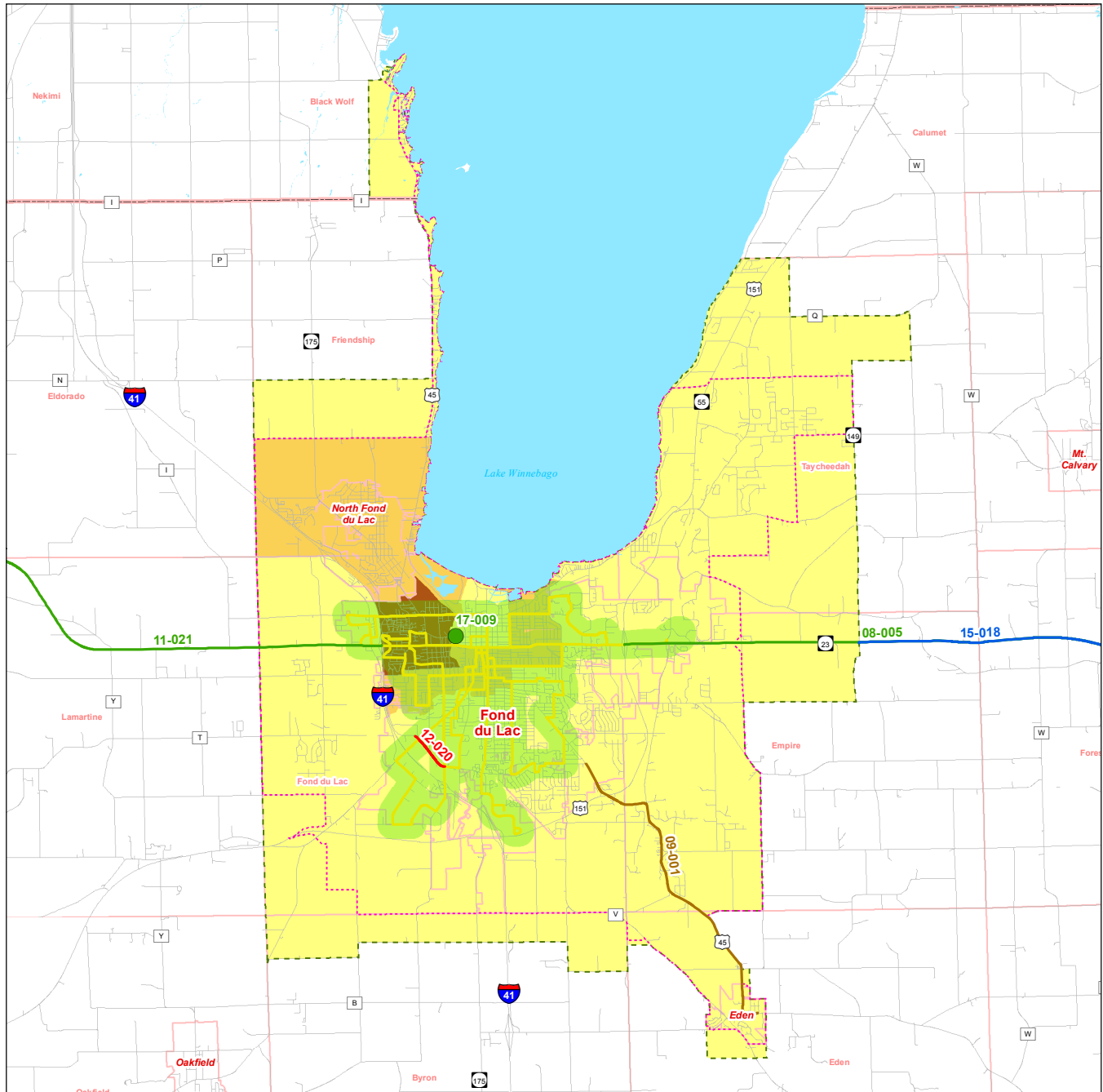
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Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2015 centerline and 2005 hydrology.

Figure G-6
Fond du Lac Urbanized Area TIP Projects (2017 - 2020) and
"Speaks English Less than Well" (2010 Census Data)



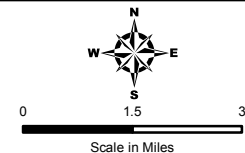
- Transit Routes
- 1/4 mile transit buffer
- Speaks English Less than Well**
- <5%
- 5.01% - 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- - - 2010 Metropolitan Planning Boundary
- - - 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

TIP Intersection Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



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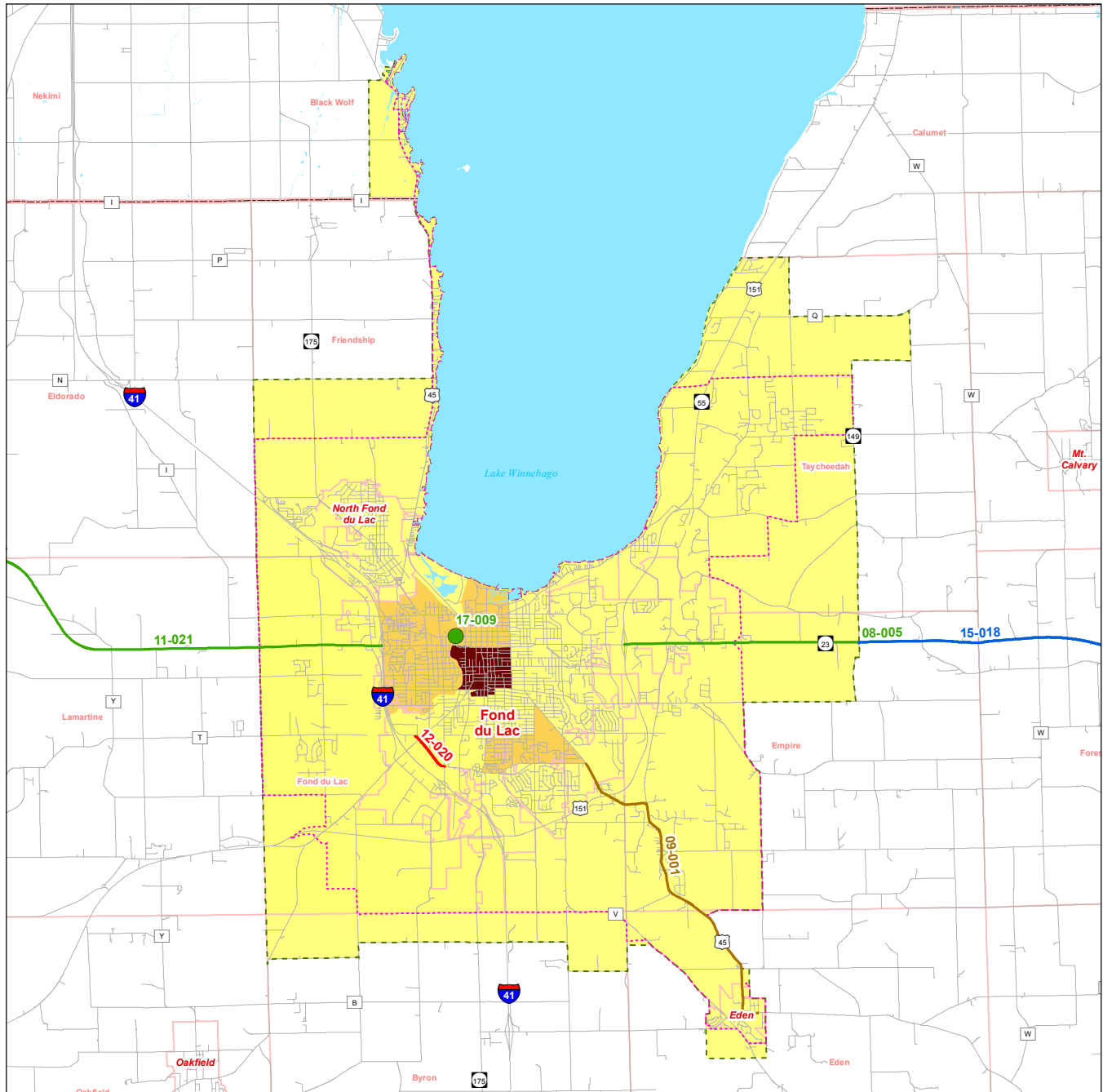
Prepared AUGUST 2016:



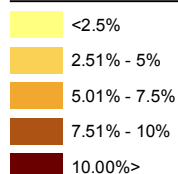
Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2015 centerline and 2005 hydrology.

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**Figure G-7
Fond du Lac Urbanized Area TIP Projects (2017 - 2020) and
Household No Access to a Car (2010 Census Data)**



Household No Access to a Car

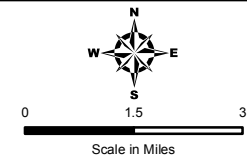


--- 2010 Metropolitan Planning Boundary
 --- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number



TIP Intersection Project Year and Number

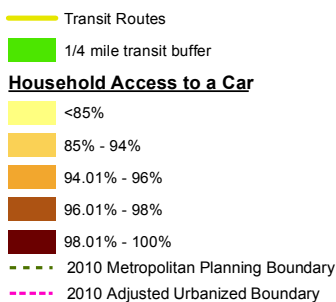
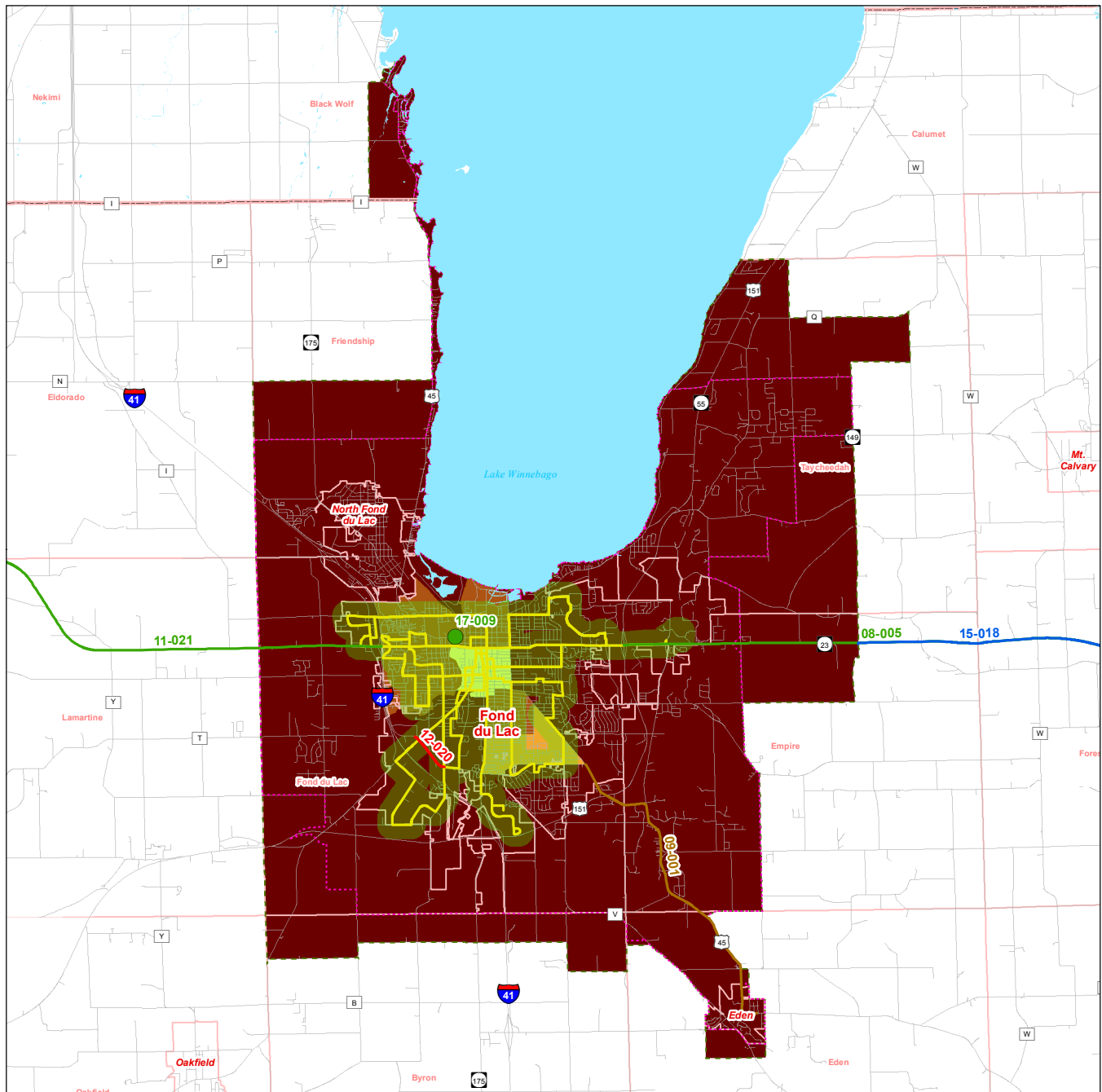


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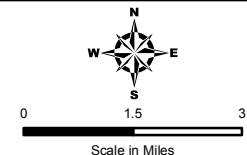
**Figure G-8
Fond du Lac Urbanized Area TIP Projects (2017 - 2020) and
Household Access to a Car (2010 Census Data)**



TIP Project Year and Number



TIP Intersection Project Year and Number



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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM & 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 Fixing America’s Surface Transportation Act (FAST Act).

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

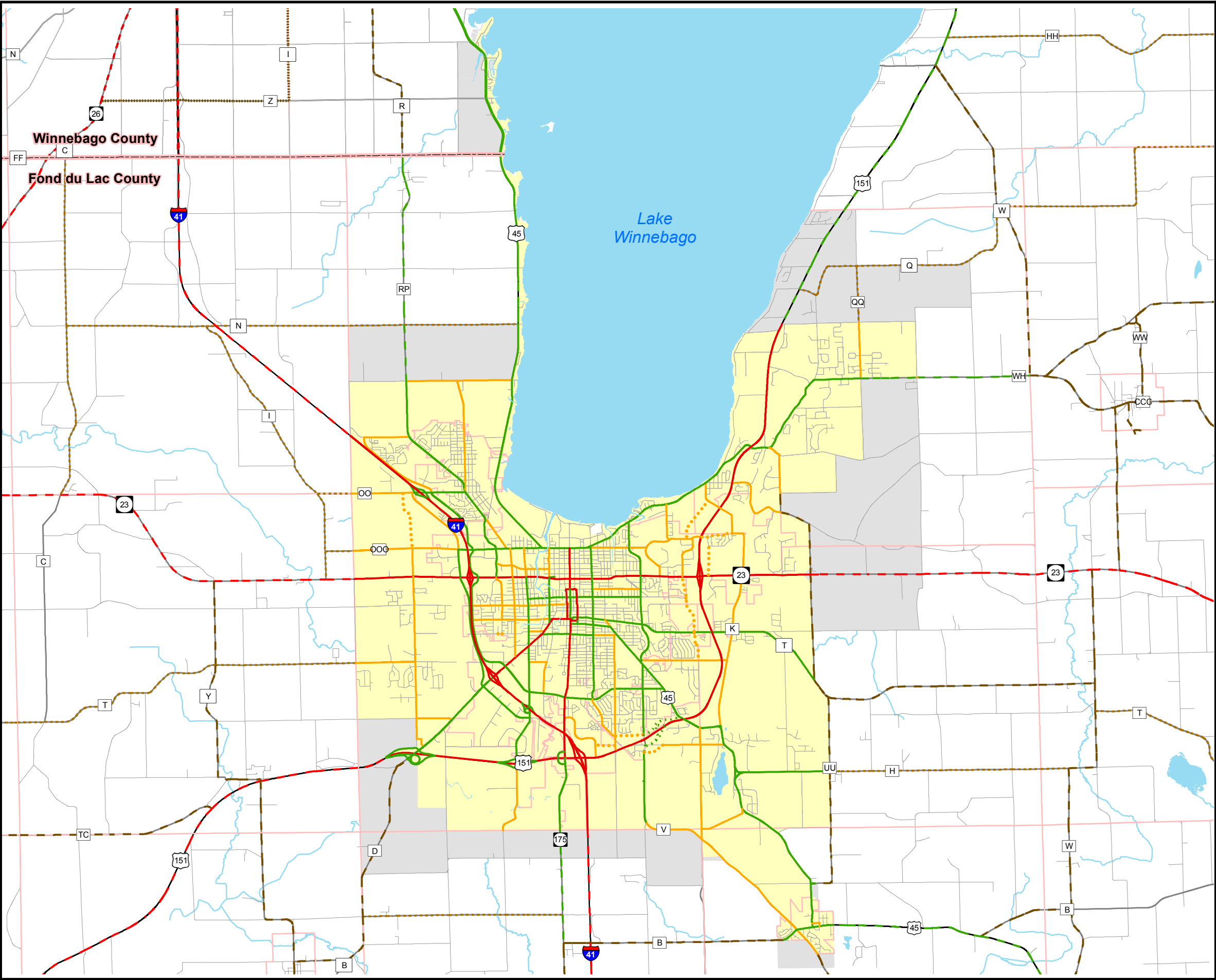
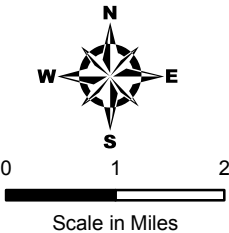


Figure H-1
Fond du Lac Urbanized Area
Functional Classification System 2016

- Urban Principal Arterial
- Urban Planned Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Planned Collectors
- Urban Planned Minor Arterial
- - - Rural Principal Arterial
- - - Rural Minor Arterial
- - - Rural Major Collector
- Rural Minor Collector
- Local Roads
- Municipal Boundary
- County Boundaries
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



Source:
 Base data provided by Fond du Lac County 2015.
 Functional Classification System provided by
 WisDOT/ECWRPC
 MPO provided by WisDOT/ECWRPC
 MPO data provided by WisDOT/ECWRPC

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Jeff Nooyen
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WAUPACA COUNTY

Dick Koeppen
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