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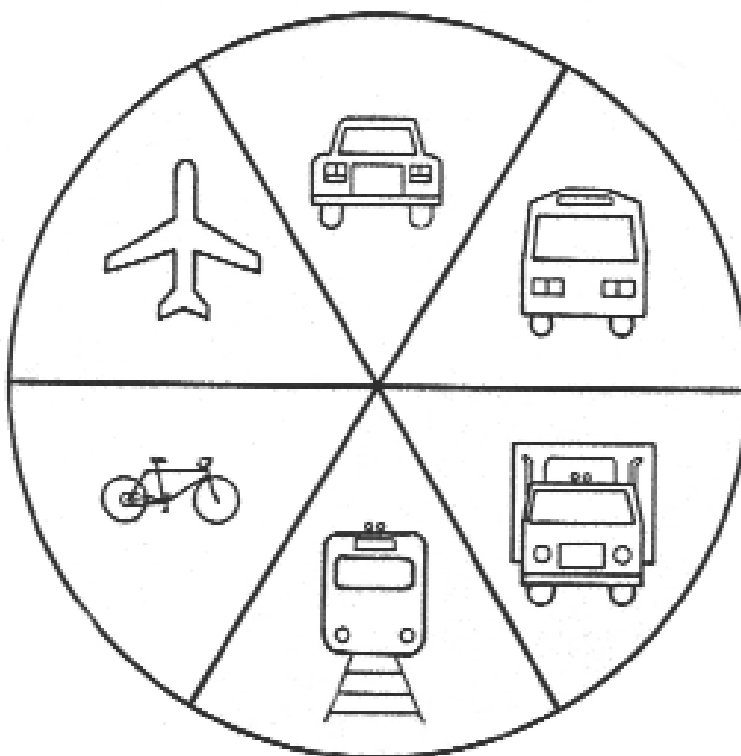
Fond du Lac MPO

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
FOND DU LAC URBANIZED AREA

2013

OCTOBER 2012
AMENDED 5/8/13



TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE FOND DU LAC URBANIZED AREA

- 2013 -

Prepared by the

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Adopted
October 10, 2012

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INTRODUCTION

INTRODUCTION

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

In preparing this report, East Central has worked with WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the five-year period from 2013 to 2017. These lists of programmed 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.

CERTIFICATIONS

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

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;

- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

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

TRANSPORTATION IMPROVEMENT PROGRAM

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

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

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

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

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

THE TIP PROCESS

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of five years with projects identified for each of the first four years as the minimum program. Projects for 2017 are considered future year projects. 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 constraint.
- Scope
 - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
 - Changing the source (Fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

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

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

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

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

- Schedule
 - Adding a non-exempt/expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-year of the TIP.
 - Moving a non-exempt/expansion project out of the first four years of the TIP.
- Scope
 - Significantly changing the scope (character of work or project limits) of a non-exempt/expansion project within the first four years of the TIP such that current description is no longer reasonably accurate.
- Funding (thresholds to be defined by the MPO in consultation with WisDOT and FHWA and subject to WisDOT approval).
 - Adding or deleting any project that exceeds the lesser of:
 - 20% of the total Federal funding programmed for the calendar year, or \$1,000,000.

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

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next five-year period for inclusion in the TIP. Notification was provided by direct letter, dated April 18, 2012, requesting candidate projects to be identified. On September 9, 2012, a legal notice was published in the Fond du Lac daily paper, identifying a review and comment period, from September 9 to October 8, 2012. The Technical Advisory Committee would meet September 12, 2012 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 10, 2012 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, availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded highway, transit, and other projects must be included in the TIP to compete for the receipt of federal funding assistance. "Regionally significant" projects scheduled for implementation with state and local funds must also be included for informational and coordinative purposes, except that all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source.

Flexibility of Funding Sources

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

Federal-aid Highway Programs

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

Federal-aid Transit Programs

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

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

<u>Categorical Program</u>	<u>Acronym</u>
National Highway System State	NHS
Bridge Replacement & Rehabilitation State	BR, BH
Surface Transportation Program Enhancements	EN
Urban	URB
Rural	RU
State	STP
Safety	HSIP
Miscellaneous	MSC
Transit Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310 Elderly & Disabled	Section 5310

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

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The five-year program, 2013-2017, itemized in the listing this year includes the 2012 and 2013 projects that were submitted by the local entities. Since the 2002 TIP, two years' programming recommendations have been made in the even year TIP (2004, 2006,...), and are reaffirmed in the odd year TIP (2007, 2009...). In developing this 2013 TIP, a project was selected by the Policy Board for the 2012 and 2013 biennium.

The allocation of STP-Urban funds for 2012-2013 is \$685,641 in the Fond du Lac urbanized area. This allocation is distributed among the municipalities within the respective urbanized areas based on their share of total federal functionally classified mileage. For example, the City of Fond du Lac's

share of the total urbanized area allocation is 29.67 miles divided by the Fond du Lac area total of 71.22 functionally classified miles = .4166 or 41.6 percent. This allocation is then added to the accounting balance for the City of Fond du Lac and is used in determining its entitlement balance. As will be noted in the description of the prioritization process that follows, this entitlement is used in determining the community's eligibility to compete, and as a ratio of funding balance to project cost as one ranking criterion. However, it does not guarantee that the funds will ever be available to the community, and is therefore not to be considered a suballocation of the urban funds.

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 2012-2013 project candidates, as part of the 2013 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fond du Lac urbanized area. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

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

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

Score	5	Rating of 1-2 (in very poor condition, reconstruction necessary)
	5	Rating of 3-4 (significant aging, would benefit from an overlay)
	3	Rating of 5-6 (surface aging, sealcoat or overlay warranted)

- 1 Rating of 7-8 (slight wearing, routine maintenance)
- 0 Rating of 9-10 (no visible distress)

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

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

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

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

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

- d. **Freight Operations.**

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

- e. **Transit Improvements.**

- | | | |
|-------|---|--|
| Score | 5 | A project that provides, or is an integral factor in providing, a transit or paratransit option |
| | 3 | A project that enhances a transit or paratransit option, thereby making a transit mode more attractive |
| | 1 | A project that meets transit 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.

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

a) 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

b) 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

c) 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

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

a) Spacing.

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

b) 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

c) 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.

- 1) **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

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

Score	5	≥ 5
	3	1 - 4
	0	0

- 3) **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

7. **AVAILABILITY OF FUNDING.** An indicator of how well projects correspond to funding entitlement. Appendix A, Table A-2 shows each jurisdiction's 2011 funding balance, 2011 allocation, and the resulting entitlement. It also shows the resulting funding availability rating for each project, which is calculated by taking the maximum STP portion of project costs and dividing it into the jurisdictions entitlement. If the jurisdiction has more than one project, the entitlement is adjusted by subtracting the prior project's STP funding before calculating the funding availability rating. This rating ranges from the highest positive number being the highest ranking to the lowest negative number being the lowest ranking. There is an overriding criterion that a county or community project must have a positive funding

availability rating to compete for STP funding. Also, when ties occur among projects having the same total score, the funding availability rating is used as the tie-breaker.

Score	5	> 1.50
	4	1.00 - 1.50
	3	0.50 - 0.99
	2	0.25 - 0.49
	1	0.00 - 0.24
	0	< 0.00

The project scores for each criterion are totaled and ranked from highest to lowest score. Any project that is not ranked because it has a negative funding eligibility rating is deemed ineligible for participation in the STP-Urban program.

STP-Urban Project Selection Procedure

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

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 20 percent minimum federal funding level.

If the remaining allocation is inadequate to fund the final project at 20 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 20 percent federal funding level until balance is achieved with the allocation.

If the final project cost is so large that funding it at the 20 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 20 percent minimum federal funding level, then that project shall be passed over to the next project on the list.

STP-Urban Projects Recommended for Funding

Application of the above project selection procedure to projects competing for the 2012-2013 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 9, 2012:

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

- Fond du Lac County's CTH VV / Hickory Street to Military Road.

TABLE 2
FOND DU LAC URBANIZED AREA, 2013-2017
SUMMARY OF FEDERAL FUNDS PROGRAMMED AND AVAILABLE
(\$000)

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

***Amended 5/8/13**

Agency/Program	Programmed Expenditures					Estimated Available Funding				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Federal Highway Administration										
Interstate Highway Maintenance	\$0	\$0	\$0	\$0	\$0	-----Not Eligible-----				
National Highway System	400	400	400	400	400	400	400	400	400	400
Bridge Replacement/Rehab	0	291	0	0	0	0	291	0	0	0
Congestion Mitigation & Air Quality	0	0	0	0	0	-----Not Eligible-----				
Surface Transportation Program										
Fond du Lac Urbanized Area	624	0	0	0	0	624	0	0	0	0
Surface Transportation Program										
State Flexibility	4,960	18,814	19,291	3,154	38,358	4,960	18,814	19,291	3,154	38,358
Surface Transportation Program										
Safety (HSIP)	0	844	0	0	0	0	844	0	0	0
Surface Transportation Program										
Enhancements	0	0	0	0	0	0	0	0	0	0
Programmed Expenditures	5,984	20,349	19,691	3,554	38,758	5,984	20,349	19,691	3,554	38,758
* Annual Inflation Factor 2.8%	168	570	551	100	1,085	168	570	551	100	1,085
Estimated Need with Inflation Factor	6,152	20,919	20,242	3,654	39,843	6,152	20,919	20,242	3,654	39,843
Federal Transit Administration										
Section 5307 Operating	\$469	\$483	\$498	\$512	\$528	\$469	\$483	\$498	\$512	\$528
Section 5307 Capital	48	50	52	54	56	48	50	52	54	56
Programmed Expenditures	517	533	550	566	584	517	533	550	566	584
* Annual Inflation Factor 2.8%	14	15	15	16	16	14	15	15	16	16
Estimated Need with Inflation Factor	531	548	565	582	600	531	548	565	582	600
Section 5310	0	0	-not yet programmed-			0	0	--not yet programmed--		

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

TABLE 2
FOND DU LAC URBANIZED AREA, 2013-2017
SUMMARY OF FEDERAL FUNDS PROGRAMMED AND AVAILABLE
 (\$000)

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

Agency/Program	Programmed Expenditures					Estimated Available Funding				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Federal Highway Administration										
Interstate Highway Maintenance	\$0	\$0	\$0	\$0	\$0					
National Highway System	400	400	400	400	400	400	400	400	400	400
Bridge Replacement/Rehab	0	291	0	0	0	0	291	0	0	0
Congestion Mitigation & Air Quality	0	0	0	0	0					
Surface Transportation Program										
Fond du Lac Urbanized Area	624	0	0	0	0	624	0	0	0	0
Surface Transportation Program										
State Flexibility	4,548	18,742	18,796	3,154	38,358	4,548	18,742	18,796	3,154	38,358
Surface Transportation Program										
Safety (HSIP)	0	844	0	0	0	0	844	0	0	0
Surface Transportation Program										
Enhancements	0	0	0	0	0	0	0	0	0	0
Programmed Expenditures	5,572	20,277	19,196	3,554	38,758	5,572	20,277	19,196	3,554	38,758
* Annual Inflation Factor 2.8%	156	568	537	100	1,085	156	568	537	100	1,085
Estimated Need with Inflation Factor	5,728	20,845	19,733	3,654	39,843	5,728	20,845	19,733	3,654	39,843
Federal Transit Administration										
Section 5307 Operating	\$469	\$483	\$498	\$512	\$528	\$469	\$483	\$498	\$512	\$528
Section 5307 Capital	48	50	52	54	56	48	50	52	54	56
Programmed Expenditures	517	533	550	566	584	517	533	550	566	584
* Annual Inflation Factor 2.8%	14	15	15	16	16	14	15	15	16	16
Estimated Need with Inflation Factor	531	548	565	582	600	531	548	565	582	600
Section 5310	0	0	-not yet programmed-			0	0	---not yet programmed---		

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

TABLE 3
IMPLEMENTATION STATUS OF 2012
FOND DU LAC URBANIZED AREA PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2012				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
Fond du Lac Co	Wild Goose-Prairie Trail Connector	PE					X		
Fond du Lac	Hickory - Main	ROW							
	3824-01-00,21,71,72	CONST	107	0	27	134			
443-08-001	URB 1.6m. (E)	TOTAL	107	0	27	134			
WisDOT	Subway Road, Town of Friendship	PE					X		
Fond du Lac	CN RR Crossing Gates	ROW							
	1009-93-45	CONST	91	50	0	141			
443-10-012	STP (P)	TOTAL	91	50	0	141			

APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

TABLE A-1
FOND DU LAC URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2013			2014			2015			2016			2017 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Toi Friendship Fond du Lac Illustrative	Subway Road Overpass of CNRR	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4000
V of N Fond du Lac Fond du Lac Illustrative	Lakeshore Dr Overpass of CNRR	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7500
C of Fond du Lac Fond du Lac Illustrative	Military Road/Hickory - Western Reconstruction, urban	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1970
Fond du Lac Co Fond du Lac Illustrative	Local .50 m. (P)	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3000
Fond du Lac Co Fond du Lac Illustrative	Local 1.50 m. (E)	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3000
Fond du Lac Co Fond du Lac Illustrative	Local 2.0 m. (E)	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000
Fond du Lac Co Fond du Lac Illustrative	Local 12.5 m. (P)	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11400
Fond du Lac Co Fond du Lac Illustrative	Plank Trail/USH 151-FDL&SHE Co Line	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000
Fond du Lac Co Fond du Lac Illustrative	Local 12.5 m. (P)	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	390
Fond du Lac Co Fond du Lac Illustrative	Local 0.25 m. (P)	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800
Fond du Lac Co Fond du Lac Illustrative	Local 1.5 m. (E)	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3500
Fond du Lac Co Fond du Lac Illustrative	Local 2.0 m. (E)	PE				0				0				0				0
		ROW																0
		CONST																0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3400

TABLE A-1, cont.
FOND DU LAC CANDIDATE PROJECT LISTING

Primary Jurisdiction	Project Description	Type of Cost	2013			2014			2015			2016			2017 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K/USH 151-CTH V	PE																
	Reconstruction, 4-lane, urban	ROW																
	Local 5.0 m. (E)	CONST																
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH H/USH 45 Intersection Relocation	PE																
	Reconstruction, 4-lane, urban	ROW																
	Local .10 m. (E)	CONST																
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K/USH 151-CTH H	PE																
	Reconstruction	ROW																
	Local 1.0 m. (P)	CONST																
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac Canadian National	CTH VV/West Pioneer Road	PE																
	Hickory - Morris	ROW																
	4831-04-71	CONST	0	0	1120	1120												
	443-06-001	URB (P)	0	0	1120	1120	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	STH 23/Fond du Lac - Ripon	PE																
	Corridor Study	ROW																
	1430-16-00	CONST																
	443-07-002	STP 19 m. (P)	0	0	0	0	0	0	0	0	160	40	0	200	0	0	0	0
WisDOT Fond du Lac	STH 23/STH 67 - USH 41	PE																
	Reconstruction, 4-lane	ROW																
	1440-15-22, 40, 71, 72, 73	CONST																
	443-08-005	STP 1.9 m. (E)	0	0	0	0	16468	19121	2234	37823	16735	4184	0	20919	0	0	0	0
WisDOT Fond du Lac	USH 45/Eden - Fond du Lac	PE																
	Resurfacing	ROW																
	4110-26-00, 71	CONST																
	443-09-001	STP 5.52 m. (P)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 41/Milwaukee - Oshkosh	PE																
	SCL - STH 26 Crack Filling	ROW																
	1100-31-30, 60	CONST																
	443-11-001	STP RDMTN (P)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	STH 23/Rosendale - USH 41	PE																
	STH 26 - CTH VV, Resurface	ROW																
	1430-18-00, 71	CONST																
	443-11-021	STP (P)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 45/Scott - NCL	PE																
	Resurface	ROW																
	4110-28-00, 71	CONST																
	443-11-022	STP (P)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Friendship Fond du Lac	Melody Lane Bridge	PE																
	Anderson Creek Bridge	ROW																
	4808-06-00, 71	CONST					291	0	73	364								
	443-11-025	BR .0 m. (P)	0	0	0	0	291	0	73	364	0	0	0	0	0	0	0	0

TABLE A-1, cont.
FOND DU LAC CANDIDATE PROJECT LISTING

Primary Jurisdiction	Project Description	Type of Cost	2013			2014			2015			2016			2017 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Byron Fond du Lac 443-11-030	STH 175	PE				0				0				0				0
	Byron-Fond du Lac	ROW				0				0				0				0
	3360-10-30,60	CONST	0	1944	0	1944				0				0				0
	STP (P)	TOTAL	0	1944	0	1944	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac 443-11-031	USH 151/CTH V Interchange	PE				0				0				0				0
	Fond du Lac Bypass	ROW				0				0				0				0
	1420-22-00,21,71	CONST				0				0				0				0
	STP (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac 443-11-032	USH 151/CTH T Overpass	PE				0				0				0				0
	Fond du Lac Bypass	ROW				0				0				0				0
	1420-23-00,21,71	CONST				0				0				0				0
	STP (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac 443-12-010	STH 175/Byron - Fond du Lac	PE				0				0				0				0
	CTH F - USH 151 Bypass	ROW				0				0				0				0
	3360-11-30,60	CONST				0				0				1280	320	0	1600	0
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1280	320	0	1600
WisDOT C of Fond du Lac 443-12-018	USH 45/Fond du Lac Ave.	PE				0				0				0				0
	CTH V - 6th Street	ROW				0				0				0				0
	4110-31-00,71	CONST				0				0				0				0
	STP 1.47 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Fond du Lac 443-12-019	USH 45, Main Street, City of Fond du Lac	PE				0				0				0				0
	Merrill Ave - Johnson Street	ROW				0				0				0				0
	4110-30-00,71	CONST				0				0				0				0
	STP 0.28 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac Co. 443-12-020	CTH VV/CTH VVV - Military Rd	PE	312	0	78	390				0				0				0
	Reconstruct	ROW				0				0				0				0
	4986-00-21	CONST				0				0				0				0
	URB 0.67 m. (P)	TOTAL	312	0	78	390	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 443-13-001	Preventative Maint. National Highway	PE				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
	STP (P)	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT 443-13-002	Preventative Maint. National Highway	PE				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
	STP (P)	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT 443-13-003	Enhancements	PE				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
	STP (P)	TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150

Primary Jurisdiction	Project Description	Type of Cost	2013			2014			2015			2016			2017 +				
			Fed	State	Local Total	Fed	State	Local Total	Fed	State	Local Total	Fed	State	Local Total	Fed	State	Local Total		
WisDOT 443-13-004	Safety Funds Grouped Projects STP (P)	PE	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	
		ROW				0				0				0				0	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
		TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	
WisDOT 443-13-005	Rail/Hwy Xing Safety Grouped Projects STP (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
		TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
WisDOT 443-13-006	Hwy Safety Improvement Program (HSIP) Grouped Projects STP (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
		TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
WisDOT 443-13-007	RR Xing STP protective Devices Grouped Projects STP (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
WisDOT 443-13-008	STN Preventative Maint. Connecting Hwy Grouped Projects STP (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	
		TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	
WisDOT 443-13-009	OCR Grouped Projects STP (P)	PE				0				0				0				0	
		ROW				0				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
WisDOT Fond du Lac	USH 41 Interstate Conversion Plan I-94 to I-43 1113-00-00 STP (P)	PE	600	150	0	750				0				0				0	
		ROW								0				0				0	
		CONST								0				0				0	
		TOTAL	600	150	0	750	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 41 / SCL - USH 151 Resurface 1100-50-00 STP (P)	PE				0	360	40	0	400				0				0	
		ROW								0				0				0	
		CONST								0				0				0	
		TOTAL	0	0	0	0	360	40	0	400	0	0	0	0	0	0	0	0	0
WisDOT City of Fond du Lac	Safe Routes to School Cross Walk painting, signage 4809-09-00/71 STP (P)	PE				0				0				0				0	
		ROW								0				0				0	
		CONST	72	0	0	72					0				0				0
		TOTAL	72	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0

TABLE A-2
STP-URBAN FUNDING ALLOCATIONS AND BALANCES, (2014-2015 biennium)
FOND DU LAC URBANIZED AREA

Jurisdiction	STP Miles	% Miles Allocation	2011 Balances	Entitlement	2011 Balance	2011 Share	Entitlement	Project Requests	Total Costs	Federal Funds	Local Cost	Funding Avail. Rating
Fond du Lac			Allocation = \$685,641		Total miles = 71.22							
C. Fond du Lac	29.67	41.66	528,185	528,185	528,185	285,635	1,195,800	Military Road / Hickory-Western	1,970,000	685,641	1,284,359	1.74
Fond du Lac Co.	35.96	50.49	308,465	308,465	308,465	346,190	654,627	CTH V/ CTH VV-USH 45	4,200,000	685,641	3,514,359	0.95
								CTH V/ CTH K-National	3,000,000	685,641	2,314,359	(0.05)
								CTH VV/Main-USH 45	11,400,000	685,641	10,714,359	(1.05)
								Plank Trail/USH 151-FDL & SHE Co Lin	1,000,000	685,641	314,359	(2.05)
								Mascoutin Vallley Trail Ext/CTH VV-CTI	390,000	685,641	0	(3.05)
T. Fond du Lac	1.16	1.63	129,591	99,991	99,991	11,167	144,637					
T. Friendship	1.18	1.66	14,690	14,690	14,690	11,359	27,440	Subway Road Overpass	4,000,000	685,641	3,314,359	0.04
V. North Fond du l	3.25	4.56	118,245	118,245	118,245	31,288	164,481	Lakeshore Drive Overpass	7,500,000	685,641	6,814,359	0.24
Total	71.22	100.00				685,639			33,460,000	5,485,128	28,270,513	

[illegible]

APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fond du Lac urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For 2012 the allocation was 26 percent.

In 1996 the Wisconsin Department of Transportation began distributing the state share of operating assistance similar to the federal share, with each transit system within a tier receiving an equal percentage of assistance. State operating assistance for 2012 was 30 percent of eligible expenses. In 2012, the State decreased operating assistance by 10%.

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

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

For 2013, it is unknown if there are applicants in the City of Fond du Lac urbanized area are seeking grants under the federal and state Section 5310 program. This is a competitive program offering funding assistance to private non-profit organizations that provide transportation services to elderly and disabled persons living in Wisconsin.

The following tables list the operating assistance and capital projects proposed for the 2013-2017 period.

TABLE B-1
TRANSIT PROJECTS
Fond du Lac Urbanized Area

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2013	Jan-Dec 2014	Jan-Dec 2015	Jan-Dec 2016	Jan-Dec 2017
Operating Assistance/ Section 5307	FDLAT						
Directly Operated-Fixed Route							
Expenses			\$1417	\$1460	\$1504	\$1549	\$1595
Revenues			216	223	230	237	240
Deficit			1201	1237	1274	1312	1355
Federal Share		443-13-012	469	483	498	512	528
State Share			349	351	355	363	366
Other Local			106	108	110	114	117
Municipal Local Share			277	295	311	323	344
Purchased Transp.-Paratransit	FDLAT						
Expenses			\$260	268	\$276	\$284	\$293
Revenues			114	120	121	124	126
Deficit			146	148	155	160	167
Federal Share		443-13-013	41	42	43	45	46
State Share			43	44	45	47	49
Contract Local			20	20	22	23	24
Municipal Local Share			42	42	45	45	48
Capital Projects/Section 5309	FDLAT						
Small Bus Replacement(up to 4)		443-13-014	60	62	65	68	70
Computer							
Bus Wash Repairs							
Copy machine							
Sitting Benches							
Shelter Refurbishment							
Transit Bus Replacement (up to 6)							
Total Cost:			\$60	\$62	\$65	\$68	\$70
Federal Share:			\$48	\$50	\$52	\$54	\$56
Local Share:			\$12	\$12	\$13	\$14	\$14

TABLE B-2
2013 PARATRANSIT PROJECTS
Fond du Lac Urbanized Area

2013	ADA	County E & D Specialized	TOTAL
Annual Estimated Trips	16,000	23,000	39,000
Trip Costs	\$243,000	\$300,724	\$543,724
Farebox Revenues	\$85,000	\$0	\$85,000
Deficit	\$158,000	\$300,724	\$458,724
	TIP #	TIP #	
	443-13-015	443-13-016	
Federal Share	\$44,640	\$81,200	\$126,111
State Share	\$47,000	\$84,000	\$114,922
Village Contribution	\$10,000	\$15,000	\$20,000
Total Local Share	\$56,360	\$120,524	\$176,884

TABLE B-3
TRANSIT FINANCIAL CAPACITY ANALYSIS
Fond du Lac Area Transit

	2013	2014	2015	2016	2017
Operating Expenses					
Fixed Route	\$907,000	\$929,675	\$952,917	\$976,740	\$1,001,158
Jobtrans	108,002	110,702	113,470	116,306	119,214
School Tripper	49,847	51,093	52,371	53,680	55,022
Paratransit	232,621	238,437	244,397	250,507	256,770
Non-ADA E&D Transit	296,280	303,687	311,279	319,061	327,038
Total Operating Expenses	\$1,593,750	\$1,633,594	\$1,674,434	\$1,716,294	\$1,759,202
Revenue					
Farebox Revenue	\$305,750	\$307,279	\$308,815	\$310,359	\$311,911
Other Revenue	12,000	12,060	12,120	12,181	12,242
Total Revenue	\$317,750	\$319,339	\$320,935	\$322,540	\$324,153
Funding					
Federal	\$510,000	\$522,750	\$535,819	\$549,214	\$562,945
State	428,000	438,700	449,668	460,909	472,432
NFDL Contribution	40,000	41,000	42,025	43,076	44,153
County Finance Plan	74,000	75,850	77,746	79,690	81,682
Total Funding	\$1,052,000	\$1,078,300	\$1,105,258	\$1,132,889	\$1,161,211
Tax Levy					
Operating Local share	\$224,000	\$229,600	\$235,340	\$241,224	\$247,254
	\$1,593,750	\$1,633,594	\$1,674,434	\$1,716,294	\$1,759,202
Capital					
Federal	\$50,000	\$56,000	\$58,000	\$59,000	\$61,000
Local	12,000	14,000	14,000	15,000	15,000
Total Capital Expenses (1*)	\$62,000	\$70,000	\$72,000	\$74,000	\$76,000
	2013	2014	2015	2016	2017
OPERATING STATISTICS					
No. of Buses	7	7	7	7	7
No. of Employees (2*)	8	8	8	8	8
Fixed Route Revenue Hours	11,392	11,392	11,392	11,392	11,392
Paratransit Revenue Hours	11,796	11,796	11,796	11,796	11,796
Non-ADA Revenue Hours	4,600	4,600	4,600	4,600	4,600
School Tripper Revenue Hours	600	600	600	600	600
Jobtrans Revenue Hours	4,320	4,320	4,320	4,320	4,320
Total Hours	32,708	32,708	32,708	32,708	32,708
Fixed Route Revenue Miles	155,000	155,000	155,000	155,000	155,000
Paratransit Revenue Miles	102,000	102,000	102,000	102,000	102,000
Non-ADA Revenue Miles	58,000	58,000	58,000	58,000	58,000
School Tripper Revenue Miles	8,200	8,200	8,200	8,200	8,200
Jobtrans Revenue Miles	79,000	79,000	79,000	79,000	79,000
Total Miles	402,200	402,200	402,200	402,200	402,200
Fixed-Route Passengers	128,000	128,000	129,000	129,000	130,000
Paratransit Passengers	6,365	6,400	6,400	6,400	6,450
Non-ADA Passenger	22,200	23,000	23,000	24,000	24,000
School Tripper Passengers	9,000	9,000	9,200	9,200	9,300
Jobtrans Passengers	21,000	21,000	21,000	21,000	21,000
Total Passengers	186,565	187,400	188,600	189,600	190,750
Fixed Route Statistics					
Average Fare	\$7.09	\$7.26	\$7.39	\$7.57	\$7.70
Operating Ratio (Rev/Exp)	0.56	0.56	0.56	0.56	0.56
Cost per Vehicle Mile	5.85	6.00	6.15	6.30	6.46
Cost per Passenger	7.09	7.26	7.39	7.57	7.70
Cost per Vehicle Hour	79.62	81.61	83.65	85.74	87.88
Passengers Per Mile	0.83	0.83	0.83	0.83	0.84
Passengers per Hour	11.24	11.24	11.32	11.32	11.41

NOTES:

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

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fond du Lac Urbanized Area, the capital project for 2012-2013 is two additional replacement coaches to complete our three year bus replacement project. This project cost was \$724,150. \$578,730 of that amount was in the form of a federal grant. All coaches purchased were twelve year vehicles. Fond du Lac Area Transit will not have to budget for new vehicles until 2021.

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 April, 2010. 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 serviceperformance measures cannot be applied to Fond du Lac Area Transit's complementary paratransit service, which is provided on a contractual basis. This service is provided by Fond du Lac County Senior Services on a per hour basis. In July 2012, it was \$20.42 per hour including overhead and other administrative costs. The financial capacity table reflects operating statistics based on fixed route costs only. A recent study conducted by the Wisconsin Department of Transportation shows that bus and paratransit costs yield three times the savings to consumers and the Wisconsin economy.

Revenue Trends. In January 2012 the basic cash fare was increased to \$1.50 and the senior/disabled fare became \$.75. The student cash fare rose at the same time to \$1.25. Adult tokens sell for 10/\$11.00 and student tokens are 10/\$11.00. The fare on Handi-Vans, Fond du Lac Area Transit's complementary paratransit service was increased to \$3.00 in January 2012. There is no intention of a fare increase for 2013.

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.

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 are some minor service decreases planned.

Paratransit ridership (including ADA and non-ADA service) is projected to be approximately 37,000 for 2012. Previously our ADA paratransit service was contracted out to Fond du Lac County Senior Services. In July 2013, this relationship became an intergovernmental contract. The current contract runs through June 2016.

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

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

Besides Handi-Van, Fond du Lac Area Transit continues to provide non-ADA transportation services in conjunction with Fond du Lac County Senior Services. The costs of this service pass through Fond du Lac Area Transit's budget with Fond du Lac County and the Village of North Fond du Lac funding some of the local share.

Operating Assistance Trends. Since 1987 the State of Wisconsin has distributed the federal allocation of operating assistance giving each transit system an equal percentage share of operating assistance. Additionally the state has the authority to flex some grant funds between operating and capital purposes. The state uses this flexibility to maintain stable levels of operating assistance.

The State has historically been a strong partner in operating assistance, however funding levels have gradually declined over the past several years. In 2000 just over 40 percent of eligible expenses were funded with state operating assistance. The 2012 percentage is approximately 30%. A 10% decrease in state operating funding levels was realized for 2012.

Fond du Lac Area Transit's participating municipalities have seen modest local share increases in the recent past. The funding partnerships with Fond du Lac County and the Village of North Fond du Lac have helped to control these local share increases.

Likelihood of Trends Continuing. Fond du Lac Area Transit constantly strives to provide the most safe, reliable, cost efficient service possible while trying to meet the needs of those it serves. Funding changes at the state and federal level in terms of operating assistance always threaten the service level stability. The manner in which funding cutbacks would be dealt with is unknown at this

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

Intercity Bus Service

Green Bay – Madison Service

Lamers Bus, a private transportation company, will operate this service beginning in July 2011. Intermediate stops will include Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, and Appleton. The service will connect with other intercity services such as Greyhound, Badger in Madison, Amtrak Empire Builder in Columbus, and other services provided by Lamers Bus.



EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

400 Ahnaip St., Suite 100 Menasha Wisconsin 54952 (920) 751-4770 Fax (920) 751-4771
 Website: www.eastcentralrpc.org Email: staff@eastcentralrpc.org

August 30, 2012

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2013. 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, 2012.

Sincerely,

David J. Moesch
 Associate Transportation Planner

Enclosure

FOND DU LAC COUNTY TRANSPORTATION PROVIDERS

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

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

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

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

Johnson School Bus Service
711 Morris
Fond du Lac, WI 5493

APPENDIX C
POLICY AND TECHNICAL ADVISORY COMMITTEE
AND
LAND REGULATORY AGENCY CONTACTS

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

VOTING MEMBERS:

Allen Buechel, Chair – Fond du Lac County
Wayne Rollin, Vice Chair – City of Fond du Lac
Vacant (City Manager) – City of Fond du Lac
Rick Gudex – City of Fond du Lac
Rob Vande Zande – City of Fond du Lac
Jordan Skiff – City of Fond du Lac
Tom Janke – Fond du Lac County
Chuck Hornung – Village of North Fond du Lac
James Pierquet – Town of Empire (representing all towns)
Matt Halada – WisDOT, Northeast Region

NON-VOTING MEMBERS:

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

TECHNICAL ADVISORY COMMITTEE

Members:

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

LAND REGULATORY AGENCY CONTACTS

Bobbi Jo Reiser	WI DNR Wautoma
Sherry Kamke	U.S. EPA
Leakhena Au.....	U.S. Fish and Wildlife Service
Todd Vesperman.....	U.S. Army Corp of Engineers
Cameron Bump.....	WI DNR Madison
Peter Nauth.....	WI DATCP
Sherrie Zenkreed.....	NRCS
Michael Stevens	WI State Historical Society
Gwenn Carr	WisDOT Tribal Liaison

APPENDIX D
SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Fond du Lac City/County Government Center
Wednesday, May 9, 2012

The meeting was called to order by Tom Herre at 10:00 A.M.

Committee Members Present

Tom Janke.....	Fond du Lac County Highway Dept.
Tom Herre.....	City of Fond du Lac
Jordan Skiff	City of Fond du Lac
Nick Leonard.....	Village of North Fond du Lac
Jim Pierquet	Town of Empire
Matt Halada.....	WisDOT – NE Region
Kathy Drews.....	WisDOT – NE Region

Staff Members Present

Walt Raith	ECWRPC
Jason Kakatsch	ECWRPC
Dave Moesch	ECWRPC

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

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

2. Public Comment

No members of the public were present.

3. Discussion and action on the February 8, 2012 Policy Board and Technical Advisory Committee meeting Summary of Proceedings.

Mr. Herre stated the summaries of proceedings from the February 8, 2012 meeting were enclosed in the meeting packet. Mr. Herre asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Herre asked the committee for a motion on the summary of proceedings.

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

4. Federal Transportation Bill Reauthorization update

Mr. Raith explained that there was a recent 90-day extension to SAFETEA-LU until June 30, 2012. There had been a 2 year bill passed in the Senate, but the House could not finalize a bill. Mr. Raith explained that the funding formulas are looking favorable to Wisconsin, local bridge funds would be similar to years past. Transit funding was returned to the transportation fund and not in the general fund, and the House bill would restore federal operating assistance to urbanized areas over 200,000. Mr. Raith explained that the Senate version of the proposed transportation bill raises the MPO population threshold from 50,000 to 200,000, which means the Fond du Lac MPO would have six months to create a plan to dissolve and an additional six months to dissolve. The MPO could choose to continue to be a MPO if they have a majority consensus, although

they would need state approval. If the MPO chose to dissolve then they would become an urban cluster and WisDOT would then administer the program and planning requirements.

5. Discussion on 2010 Fond du Lac Urbanized Area Boundary

Mr. Raith explained that the new 2010 U.S. Census urbanized areas were recently released, there were maps included to show the existing and then the new census defined urbanized area. Mr. Raith noted that the urban area boundaries are strictly based on population density. He noted that the new area now contains portions of the Town of Eden and the Village of Eden. Mr. Raith continued by stating that the urbanized area will have to include what is defined, and will work with local officials, WisDOT and FHWA to smooth out the boundary. Also, the planning area boundary, the area that is expected to be developed in 20 years will have to be smoothed out and defined in the process. Mr. Raith suggested that possibly the new CTH V interchange with USH 41 might need to be added to the planning area due to the attraction of new development. Mr. Raith stated that committee members should be thinking of these things and bring discussion items to the next meetings when the boundaries will be determined.

6. Discussion on developing Draft Public Participation Plan for the Fond du Lac MPO

Mr. Moesch explained that staff was in the process of updating the Public Participation Plan (PPP) for the Fond du Lac MPO. Mr. Moesch noted that there was highlighted text in the document that was included in the agenda packet, this information was updated since the 2010 update of the PPP. As part of the update, staff needs to come up with strategies to get the public involved.

Mr. Raith noted that this time around the PPP will be updated in consultation with the public, and will put an emphasis on social media to try and engage more of the public in the process. Mr. Moesch noted that some of the data such as race breakdown of the urbanized area was not available at this time and will be available later in 2012. Mr. Kakatsch mentioned that staff will be attending the Latino Advisory Board meetings to try to get feedback from minority populations as part of the process. Mr. Raith mentioned to committee members to please pass along comments or suggestions to improve the effectiveness of the PPP.

7. Discussion on developing Long-Range Transportation/Land Use Plan

Mr. Kakatsch explained that the urbanized area/mpo is required to draft a Long Range Transportation/Land Use Plan every 10 years after the release of the census data. He stated that the census recently released their data and they will be kicking off the Long Range Transportation/Land Use Plan process later this year. He noted that the deadline to have the draft Long Range Transportation/Land Use Plan was October of 2015. He also noted that the 2010 census data would be used to update the travel demand model, which would be used to analyze potential transportation projects in the urbanized area.

Mr. Kakatsch explained that this is an update to the Long Range Transportation/Land Use Plan approved in 2005. He noted that they did do an update to the Long Range Transportation/Land Use Plan in 2008 that focused on environmental review. He stated that through this update they will review all the local land use plans to ensure that the Long Range Transportation/Land Use Plan is consistent with the plans of the communities that make up the MPO area. Mr. Kakatsch noted that the timeline that was included will be followed as closely as possible but will be adjusted as the plan is developed.

8. Discussion on developing Bike Component of Long-Range Transportation/Land Use Plan

Staff explained that East Central had a meeting with City of Fond du Lac staff and they expressed interest in possibly developing a bike and pedestrian component of the Long Range Transportation/Land Use Plan update. Mr. Kakatsch explained further that they are required to

address bike and pedestrians in the Long Range Transportation/Land Use Plan. It was noted that staff would compile a bike/ped plan that would involve all municipalities in the MPO area, and will try to identify any gaps in the system and how to incorporate transit. Staff explained that they will continue to keep the committee involved in all aspects of the plan development process.

9. Transportation Improvement Program discussion and possible action on change of STP-Urban Projects for 2012-2013

Staff noted that they were contacted by Fond du Lac County and the City of Fond du Lac of the possibility of discussing the swap of STP-Urban projects for the 2012-2013 biennium. Mr. Janke began by stating that they had originally planned to use STP-Urban funds to design CTH V from CTH VV to USH 45. Mr. Janke noted that Fond du Lac County was going to try to coordinate with WisDOT to try to incorporate their project into the USH 45 (Fond du Lac Avenue) project in the future. After conversations with WisDOT, the USH 45 project was determined to be out too far in the future program and it would not be feasible to be included in the scoping of the USH 45 (Fond du Lac Avenue) project. Mr. Janke noted that the construction of this project is estimated at \$4 million and no construction funding had been secured.

Mr. Skiff noted that the City of Fond du Lac and Fond du Lac County recommend that the STP-Urban funding for 2012-2013 be moved the CTH VV (Pioneer Road) from Hickory to Military Road. He noted that doing this would allow the project to be done in coordination with Mercury Marine plans, and will pick up where the current underpass project finishes. The Military Road intersection also has a significant crash history as compared to the CTH V intersection. Mr. Skiff explained that the \$1.4 million total cost estimate may allow STP-U funds to be used for design and construction, therefore minimizing local funds needed to complete the project. With no other discussion, Mr. Janke made a motion to move the STP-Urban funds for 2012-2013 to the CTH VV (Pioneer Road) Hickory to Military Road project. Mr. Skiff seconded the motion and the motion passed unanimously.

10. Safe Routes to School/Bike to School Day discussion

Mr. Moesch noted that today, May 9th is bike to school day. The Fond du Lac School District has numerous schools that are participating, including Chegwin Elementary, Evans Elementary, Lakeshore Elementary, Parkside Elementary, Pier Elementary, Riverside Elementary, Roberts Elementary, Rosenow Elementary, Sabish Middle School, Theisen Middle School, Waters Elementary, and Woodworth Middle School. Fond du Lac School District also has been using non-infrastructure grant funds to expand the walking school bus program, add green cones at school crossings, and added a fleet of bikes for elementary kids to learn bike safety.

11. Adjourn

Mr. Herre asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Pierquet seconded the motion. The motion passed unanimously and the Committee adjourned at 11:15 A.M.

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Technical Advisory Committee
Fond du Lac City/County Government Center
Wednesday, June 13, 2012

The meeting was called to order by Wayne Rollin at 10:00 A.M.

Committee Members Present

Wayne Rollin	City of Fond du Lac
Jordan Skiff	City of Fond du Lac
Paul Devries	City of Fond du Lac
Nick Leonard.....	Village of North Fond du Lac
Chuck Hornung	Village of North Fond du Lac
Harold Manske.....	Town of Fond du Lac
Norbert Kolell.....	Town of Empire
Matt Halada.....	WisDOT – NE Region

WisDOT/FHWA Members Present

Joe Mueller	WisDOT – NE Region
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Staff Members Present

Dave Moesch	ECWRPC
Jason Kakatsch	ECWRPC
Nick Musson	ECWRPC

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

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

2. Public Comment

No members of the public were present.

3. Discussion on developing the draft Public Participation Plan for Fond du Lac MPO.

Mr. Moesch explained that as part of the Fond du Lac Long Range Transportation/Land Use Plan (LRTP) update they are required to update the Public Participation Plan (PPP). He noted that they put together a draft PPP for the committees review. He pointed out that the highlighted text was recently updated and that they added the Village and Town of Eden to the new census urbanized area boundary. He explained that the new urbanized area boundary population is 54,901, which is based on the 2010 census. Mr. Moesch went through the draft PPP in more detail pointing out that the minority population table has not been updated yet and will be completed when the data is available in October. He also pointed out that the Fond du Lac area race has not been broken down yet because data is not available at this time. Mr. Moesch explained that the PPP is a tool to help us engage the public, specifically the minority populations. The PPP goes into to further detail on the upcoming LRTP update, the Transportation Improvement Program (TIP) and amendment procedures. Mr. Moesch ask the committee members if there is any questions, comments or suggestions to better engage the public.

Mr. Skiff pointed out that the minority populations don't tend to be a vocal group and to get better participation use a survey to focus on issues that affect them. He also pointed out that the schools could be a good way to get surveys out to the parents.

Mr. Halada asked if the minority populations have any focus groups or meetings.

Mr. Kakatsch explained that they have been attending the Fond du Lac Area Hispanic Coalition and the Housing Coalition meetings. He explained that East Central is trying to get the word out to as many groups as possible. He stated that East Central has recently targeted many of these populations through surveys as part of the Transit Development Plan (TDP) planning process.

Mr. Moesch explained that they have variety of area school contacts through the SRTS program.

Mr. Rollin stated that he thinks the minority population growth will be surprising.

Mr. Rollin asked if they needed to add the Village of Eden to the committee. Mr. Moesch stated yes and Mr. Kakatsch explained that they were invited to the meeting, but had prior commitments. Mr. Rollin asked about representation on the technical and policy committees. Mr. Kakatsch explained that the policy board will have to discuss it further.

4. Discussion on 2010 Fond du Lac Urbanized Area Boundary and Metropolitan Planning Area Boundary adjustment exercise.

Mr. Kakatsch explained that Fond du Lac was designated as an urbanized area back in 2000 and as part of that designation they had to adjust or smooth out the urbanized area boundary based on the committee recommendations. He noted that the census bureau recently released the federally defined urbanized boundary, which is based on a 1000 people per mile density from the 2010 census. He noted that just like in 2000, they now have the opportunity to smooth out the edges of the urbanized boundary to include developments and street/highway segments in the adjusted urbanized area. He pointed out the 2000 adjusted urbanized area boundary and the 2010 urbanized boundary received from the Census Bureau on a map. The 2010 urbanized boundary mostly fits within the 2000 adjusted urbanized boundary except for portions of the Village and Town of Eden, areas along 45 north of North Fond du Lac, along CTH T in the Town of Empire and along CTH T in the Town of Fond du Lac. Mr. Kakatsch noted the metropolitan planning area boundary which extends out farther than the urbanized area and is intended to identify the area to be developed in 20 years. Mr. Kakatsch noted that the purpose of today's exercise is to develop an adjusted urbanized area boundary using the 2010 urbanized area boundary given by the Census Bureau. He explained that some level of justification for the exercise would be to include developments and street/highways in the adjusted urbanized area so those transportation facilities are able to compete for STP-urban funds. The only requirement is that any area identified as part of the urbanized area by the Census Bureau must remain in the adjusted urbanized area. He pointed out the portion of the 2010 urbanized area that extends north of Fond du Lac along Highway 45. He suggested that the committee consider Highway 45 as a boundary and include everything east of the highway to Lake Winnebago as part of the adjusted urbanized area. Again, he noted that they can't delete portions of the 2010 urbanized area, but could add to it.

Mr. Rollin asked if there were any standards or practical limits on how far they should extend the adjusted boundary for the 2010 urbanized area. Mr. Kakatsch stated that you have to take into account that only 35% of your roadways can be functionally classified. The more you expand the area the more lane miles you will have and you can only classify up to 35%. Mr. Kakatsch noted that in the end things should even out. Mr. Moesch also stated that the Fond du Lac Urbanized Area has only functionally classified a little over 30% of its transportation facilities to include room for any future projects.

Mr. Halada reaffirmed that the committee may want to extend to urban developments on the fringe of the urbanized area. Mr. Halada also stated that you should not split census blocks.

Mr. Leonard asked about the portion of the urbanized area boundary that extends into Winnebago County. Mr. Halada explained that some kind of agreement needs to take place to determine who services that area.

Mr. Kakatsch asked the committee members if there is any portion of the current urbanized area boundary that should be removed which is outside of the 2010 urbanized area boundary provided by the Census Bureau. The committee agreed that everything within the current 2000 adjusted urbanized area should remain.

Mr. Kakatsch asked if the committee was content extending the urbanized area to include the area east of 45 to Lake Winnebago. The committee agreed to everything east of Highway 45, but not Highway 45 itself.

The committee also included the Village and Town of Eden from Highway 45 to the east and CTH V to the west. The reason why the committee didn't extend the boundary to include CTH K is because there is very little planned development.

The committee also included parts of the Town of Empire from CTH UU west because there are a number of subdivisions.

The committee decided to maintain the existing urbanized area boundary north of Highway 23. The committee also decided to maintain the southern existing urbanized area boundary.

The committee decided to incorporate the entire census block in the Town of Fond du Lac just south of Rogersville Road because of subdivision development. The committee extended the existing urbanized boundary from Abbey Road to Townline Road all the way north to Subway Road.

Note: The technical committee recommendations on the 2010 adjustment urban area boundary will be presented to the policy committee for further discussion and eventual approval.

5. Adjourn

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

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Meeting
Fond du Lac City/County Government Center
Wednesday, July 11, 2012

The meeting was called to order by Allen Buechel at 10:06 A.M.

Committee Members Present

Allen Buechel	Fond du Lac County
Wayne Rollin	City of Fond du Lac
Tom Janke.....	Fond du Lac County Highway Dept.
Jordan Skiff	City of Fond du Lac
Nick Leonard.....	Village of North Fond du Lac
Matt Halada.....	WisDOT – NE Region

WisDOT/FHWA Members Present

Joe Mueller	WisDOT – NE Region
Mary Robb.....	WisDOT
Alexis Kuklenski	FHWA

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Nick Musson	ECWRPC

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

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

2. Public Comment

No members of the public were present.

3. Discussion and action on the May 9, 2012 Policy Board meeting Summary of Proceedings.

Mr. Buechel stated the summaries of proceedings from the May 9, 2012 meeting were enclosed in the meeting materials. Mr. Buechel asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Buechel asked the committee for a motion on the summary of proceedings.

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

4. Discussion on Policy Board Membership.

Mr. Raith explained that when the U.S. Census came out with the 2010 data for the Fond du Lac MPO, the Village of Eden where included in the urbanized area. He noted that this is a planning function, so there is no major impact to the Village of Eden, but they do need to be involved in the process. He noted that typically at the same time of the U.S. Census data release the Policy Board updates or reviews their membership. Mr. Raith noted that he did send the agenda to the village president at Eden. He explained that because of the time of the meeting, it may be

difficult for them to attend. He noted that he will be attending a Village of Eden Board Meeting on the 26th to discuss the issue with them. Mr. Raith asked the committee if they would like to give a vote to the Village of Eden. Mr. Buechel noted that they need to have representation and Mr. Rollin stated that they should be represented on the technical advisory committee. Mr. Rollin noted that the policy board is set up based on population. Mr. Raith noted that the City is the MPO and it is completely their call. Mr. Rollin stated that right now the membership should stay the same. Mr. Halada noted that the Policy Board Meeting is a public meeting and anyone can attend. Mrs. Kuklenski asked who represents the villages. Mr. Leonard explained that the Village of North Fond du Lac has been the only village up to now. Mr. Rollin stated that the county would be representing the Village of Eden at the table. Mr. Janke noted that the Village of Eden doesn't at this time have any local roads that would qualify for STP-urban funding.

Mr. Buechel asked the committee if they would like to make a motion to leave the committee membership as is.

Mr. Skiff made a motion to leave the Policy Board membership as is, Mr. Janke seconded the motion and the motion passed unanimously.

5. Federal Transportation Bill Reauthorization update.

Mr. Raith passed around a handout explaining the highlights of the Federal Transportation Bill Reauthorization. He went over the major highlights with the committee. Mr. Raith pointed out the transit operating assistance and the creation of the 100 buses rule, which allows systems with less than a 100 buses to continue to use a portion of their federal dollars for operating assistance. He also pointed out that the MPO threshold did not change. He noted that the Fox Cities MPO became a TMA because their population now exceeds 200,000. Mr. Rollin asked about the Highway 41 weight limits. Mr. Raith explained that the bill did not include language to grandfather in the weight limits on Highway 41, but were included in the previous extension and is a done deal. Mr. Halada explained that the DOT is optimistic the weight limits would be grandfathered in. Overall, Mr. Raith noted that the MPO came out pretty good.

6. Discussion on the adjustment of the 2010 Fond du Lac Urbanized Area and Metropolitan Planning Area Boundaries.

Mr. Raith showed the map of the U.S. Census urbanized area for the Fond du Lac MPO to the committee. He noted the U.S. Census is trying to capture urban development. He stated that the committee has the opportunity now to smooth out the urban boundary. He explained that the last TAC meeting they began to smooth out the urban boundary line. Mr. Raith showed the committee the TAC recommended changes to the urban boundary lines. Mr. Moesch explained that we still need to talk about the planning area boundary. Mrs. Kuklenski noted that the planning area boundary should represent growth that will occur in the next 20 years. Mr. Raith explained that the definition of planning area is that area that you anticipate to be developed for the life of the plan. Mr. Halada asked if a community is included in the planning area if they are included on the committee. Mr. Raith explained that they are only included if they are in the urbanized area. Mr. Rollin noted that he works with the towns work group and they noted that some towns are not planning for growth. Mr. Rollin asked when the urbanized boundary and planning boundary have to be approved. Mr. Raith said he would like to see something approved by the next meeting. He noted he would run it past the Village of Eden. The committee decided to wait to see what the Village of Eden has to say and take it up at the next meeting. Mr. Raith asked Mrs. Robb when the DOT wants the maps. She explained that they would like to have a draft by September.

7. Regional Safe Routes to School Program Update

Mr. Moesch handed out an update for the Fond du Lac MPO regional Safe Routes To School (SRTS) Program. Mr. Raith explained that the Regional SRTS Program received the Outstanding Prevention Coalition Award from the Wisconsin Clearinghouse for Prevention Resources. He also noted, they put together an Action Plan and Youth Engagement Program and now they are working on a Team Leader Luncheon to provide support for the local SRTS Programs. They also put together a SRTS Performance Evaluation Tool to measure how well the program is doing based on a criteria and they will be adding two more walking school buses next year to the Fond du Lac area.

8. Adjourn

Mr. Buechel asked if there was any other business. Hearing none, Mr. Rollin made a motion to adjourn and Mr. Halada seconded the motion. The motion passed unanimously and the Committee adjourned at 10:52 A.M.

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Technical Advisory Committee
Fond du Lac City/County Government Center
Wednesday, September 12, 2012

The meeting was called to order by Wayne Rollin at 1:00 P.M.

Committee Members Present

Wayne Rollin	City of Fond du Lac
Jordan Skiff	City of Fond du Lac
Paul Devries	City of Fond du Lac
Chuck Hornung	Village of North Fond du Lac
Sam Tobias.....	Town of Fond du Lac
Norbert Kolell.....	Town of Empire
Matt Halada.....	WisDOT – NE Region
Kim Foust	WisDOT – NE Region

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Jason Kakatsch	ECWRPC

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

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

2. Public Comment

One member of the public was present, but provided no comment.

3. Discussion and action on June 13, 2012 Fond du Lac MPO Technical Advisory Committee meeting Summary of Proceedings

Mr. Rollin stated that the summary of proceedings were included in the meeting packet for review by the committee. With no discussion, Mr. Halada made a motion to approve the summary of proceedings from June 13, 2012. Mr. Kolell seconded the motion and the motion was approved unanimously.

4. Discussion on Moving Ahead for Progress in the 21st Century (MAP-21) Federal Transportation Reauthorization

Mr. Raith explained that the new federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21) has been signed into law recently. The bill is basically an update of the previous transportation bill SAFETEA-LU, with changes coming to a more condensed program funding structure. Changes to the transportation enhancements (TE) and safe routes to school (SRTS) programs will be combined to make up the transportation alternatives (TA) program.

There was a provision included to provide states the option to opt out of the program; however Wisconsin has stated that they will participate in the program.

The population threshold to determine urbanized areas and metropolitan planning organizations was unchanged so it will not affect the Fond du Lac urbanized area. Ms. Gilles stated that there was a provision included that representation from the MPO Policy Board must include a member of the transit agency. Mr. Raith stated that the City of Fond du Lac is a member of the Policy Board now, and included that the State must also be represented. Mr. Halada from WisDOT is a voting member of the Policy Board.

5. Discussion on 2013 Work Program, Fond du Lac MPO Long Range Transportation Plan, and updated land use map

Mr. Raith stated that the Work Program is a required document and needs to be approved through the MPO Policy Board. Mr. Raith continued by explaining the work program elements and funding associated with each element. Mr. Raith stated that the funded elements associated with the Fond du Lac MPO are \$92,500 combined. A major part of the work program for 2013 will be the update to the long-range transportation land use plan, (1342) which entails gathering existing land use data, calibrating and developing the travel demand model to run planning scenarios, and doing a bike and pedestrian plan as part of the update. Mr. Raith also explained that with the passage of the new MAP-21 transportation bill that funding levels could change and staff won't know the ramifications until guidance is given from the FHWA and WisDOT. 1343 is the Fond du Lac MPO short range planning and multimodal coordination element, which is to help provide technical assistance to the local communities. Element 1344 is preparing the transportation improvement program, a document that is prepared annually as part of the MPO responsibilities. 1345 is the Fond du Lac Transit and specialized transportation development and coordination to assist in implementation of the transit development plan. Significant effort is put forth to develop the travel demand mode, which can simulate traffic, transit usage and freight throughout the region. Staff will continue to develop these elements and report back to committees.

6. Discussion on Fond du Lac MPO Urbanized Area and Metropolitan Planning Area boundary updates

Mr. Raith explained that Fond du Lac was designated as an urbanized area back in 2000 and as part of that designation they had to adjust or smooth out the urbanized area boundary based on the committee recommendations on urban land uses. He noted that the census bureau recently released the federally defined urbanized boundary, which is based on a 1000 people per square mile density from the 2010 census. He noted that just like in 2000, they now had the opportunity to smooth out the edges of the urbanized boundary to include developments and street/highway segments in the adjusted urbanized area. He pointed out the 2000 adjusted urbanized area boundary and the 2010 urbanized boundary received from the Census Bureau were included on the map. Mr. Raith stated that this was addressed at the last TAC meeting and that he had met with staff from the Village of Eden to discuss the changes that were made to the boundaries. The maps were included in the meeting packet for discussion, however they were sent to WisDOT Central Office for review and staff should hear back with comments in the near future. When approved staff will bring this back to determine the urban functional class changes and mileage percentages.

7. Discussion of Draft Transportation Improvement Program for the Fond du Lac Urbanized Area - 2013

Mr. Moesch stated that the draft Transportation Improvement Program for the Fond du Lac Urbanized Area - 2013 was distributed to both the Policy Board and Technical Advisory Committee to start the public review period. This document was also posted on the Fond du Lac MPO website and advertised in the Fond du Lac Reporter to be made available to the general public for review. Mr. Moesch explained that this document is prepared annually as part of the MPO responsibilities, and includes a listing of federal and state funded transportation projects, as well as funded transit operating and capital requests.

Mr. Rollin inquired as to the status of the Rienzi Road and Martin Road overpasses. Mr. Halada stated that those projects are not in the WisDOT six-year program and that funding was not yet secured. He mentioned that they will look into the status and report back to the committee at the next meeting. Mr. Moesch noted that the 30-day public review period will finish on October 6th, and the TIP will be up for adoption at the October 10th Policy Board meeting.

8. Discussion on preparing a Transit Rider's Guide in Spanish

Mr. Raith stated that he has been coordinating with the local Hispanic Interagency group as part of a way to interact with minority groups in the area. Mr. Raith noted that the minority population in the urbanized area was approximately 4 percent according to the 2000 Census figures, the 2010 Census figures now show that the minority population is approximately 8 percent. Ms. Gilles mentioned Fond du Lac Transit is trying to reach minority populations and would be interested in East Central's assistance in developing a rider's guide in Spanish. Ms. Gilles noted with the passage of MAP-21 there could be funding cuts and a possible cut in service on certain routes. Mr. Raith noted that staff can work with Fond du Lac Transit and use the travel demand model to evaluate cuts to appropriate routes. There was no other discussion.

9. Adjourn

Mr. Rollin asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Kollé seconded the motion. The motion passed unanimously and the Committee adjourned at 2:00 P.M.

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Meeting
Fond du Lac City/County Government Center
Wednesday, October 10, 2012

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

Committee Members Present

Allen Buechel	Fond du Lac County
Wayne Rollin	City of Fond du Lac
Tom Janke.....	Fond du Lac County Highway Dept.
Jordan Skiff	City of Fond du Lac
Joe Moore	City of Fond du Lac
Chuck Hornung	Village of North Fond du Lac
Matt Halada.....	WisDOT – NE Region
Kim Foust	WisDOT – NE Region
Todd Waldo	WisDOT – NE Region

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC

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

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

2. Public Comment

No members of the public were present.

3. Discussion and action on the May 9, 2012 Policy Board meeting Summary of Proceedings.

Mr. Buechel stated the summaries of proceedings from the May 9, 2012 meeting were enclosed in the meeting materials. Mr. Buechel asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Buechel asked the committee for a motion on the summary of proceedings.

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

4. Discussion and action on Proposed Resolution 02-12; Adoption of the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2013

Mr. Moesch explained that the Transportation Improvement Program for the Fond du Lac Urbanized Area was distributed in early September prior to the last TAC meeting. The document recently completed a 30-day public review period with no public comment received. Mr. Moesch mentioned that this document contained all federal and state funded transportation projects and transit capital and operating requests for the urbanized area. Mr. Moesch noted that there were a few minor changes to the project listing, first the USH 45 and CTH K HSIP project is to be removed from the programmed projects listing. Also, the City of Fond du Lac SRTS project was added and given a new TIP number. Mr. Moesch also followed up with WisDOT on a couple of

items discussed at the September 12, 2013 TAC meeting. The Martin Road overpass is not part of the USH 45/CTH V interchange project and it hinges on the USH 41 / USH 151 system interchange. Nothing is programmed at this time. Also, the Rienzi Road intersection will be closed when the CTH T overpass is constructed. The project is currently under design but construction funding is not yet secured.

With no other discussion, Mr. Rollin made a motion to approve Resolution 02-12. Mr. Skiff seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 03-12; Adoption of the Unified Transportation Work Program

Mr. Raith noted that the Work Program was also distributed with the meeting packet. Mr. Raith discussed the major work elements associated with each of the MPO areas, noting that this document also includes the Fox Cities and Oshkosh urbanized areas as well. Mr. Raith explained that total funding was approximately \$92,500 for all of the subelements, and the Fond du Lac area was able to secure more federal funding due to the ability to provide a local match. Mr. Rollin noted that this local match comes out of the dues paid to East Central Regional Planning Commission. Mr. Raith confirmed that as correct. He also noted that with the passage of the new federal transportation bill MAP-21, that funding allocations could change in the future. Several funding programs associated with MAP-21 were combined and could have an impact. Mr. Raith discussed the Long-range transportation land use plan, the public participation plan, bike/ped element, transit modeling, and freight modeling, and SRTS elements of work program in depth.

With no other discussion, Mr. Rollin made a motion to approve Resolution 03-12. Mr. Halada seconded the motion and the motion passed unanimously.

6. Regional Safe Routes to School update

Mr. Moesch noted that Ms. Kraemer Badtke of East Central staff had prepared a Regional SRTS Strategic Plan last December, and an action plan was prepared from that. He explained that this will be discussed at a future meeting.

Mr. Moesch noted that last week was International Walk to School Day, approximately 85 schools took part in the region, all of the schools within the Fond du Lac School District participated.

Mr. Moesch explained that East Central hired Toole Design Group to develop a youth engagement program for the Regional SRTS Program, as well as develop a guidebook for the state of Wisconsin. It is anticipated that staff will unveil a full youth engagement program for 2013-2014 school year.

Mr. Skiff inquired as to the possibility of East Central staff being available to help with certain problems at local schools. Mr. Moesch stated that staff regularly conducts safety audits at problem schools and could help in the future.

7. Adjourn

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

APPENDIX E
MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 02-12

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA, 2013.

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

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

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

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

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

WHEREAS, in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), coordination has occurred between the MPO, the state and transit operators in programming multimodal projects; and

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

BE IT RESOLVED BY THE FOND DU LAC METROPOLITAN PLANNING ORGANIZATION:

Section 1: That the Policy Board, as the designated MPO, adopt the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2013.

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.

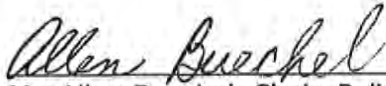
Section 3: That the Policy Board further certifies that the TIP contains projects that are consistent with the metropolitan plans for the urbanized area.

RESOLUTION NO. 02-12

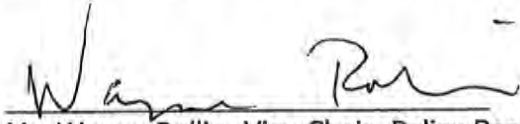
Effective Date: October 10, 2012

Submitted By: MPO Staff

Prepared By: David J. Moesch, Associate Transportation Planner



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



Mr. Wayne Rollin, Vice Chair, Policy Board
Fond du Lac Metropolitan Planning Organization

APPENDIX F
DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

THE REPORTER

www.fdlreporter.com

AFFIDAVIT OF PUBLICATION

Legal No. 1062
Ad No. 6660017
Case No.
PO No.

50463 East Central Wisconsin Regional Planning

ATTN:

STATE OF WISCONSIN, }
Fond du Lac County, } ss.

Susan Giese being duly sworn, says that she is the foreman of the publisher of The Reporter, a daily newspaper published in the city of Fond du Lac, in said county, and that a notice, of which annexed is a printed copy taken from said paper, has been published in said newspaper as follows:

September 9, 2012

Subscribed and sworn to before me this 10th day of

September, A.D. 2012.

Tami Whicher
Notary Public, Fond du Lac, Wisconsin
My commission expires August 10, 2014



Printer's Fees: \$22.24

State of Wisconsin Fond du Lac County

Circuit Court

Proof of Publication Notice

Affidavits

NOTICE OF
OPPORTUNITY TO
REVIEW
METROPOLITAN
PLANNING
ORGANIZATION 2013
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 - 2013. 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 2013 - 2017. 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 - 2013 can be viewed on the internet at:

<http://www.eastcentralrpc.org/FondduLacMPO/index.htm>

A 30-day public review and comment period for this document will commence on Sunday, September 9, and end on Monday, October 8, 2012. 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.

Published September 9, 2012 (1062) WNAXLP

APPENDIX G
ENVIRONMENTAL JUSTICE

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. In terms of race, the Fond du Lac Urbanized Area has a substantially low minority population which is fairly scattered. 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.

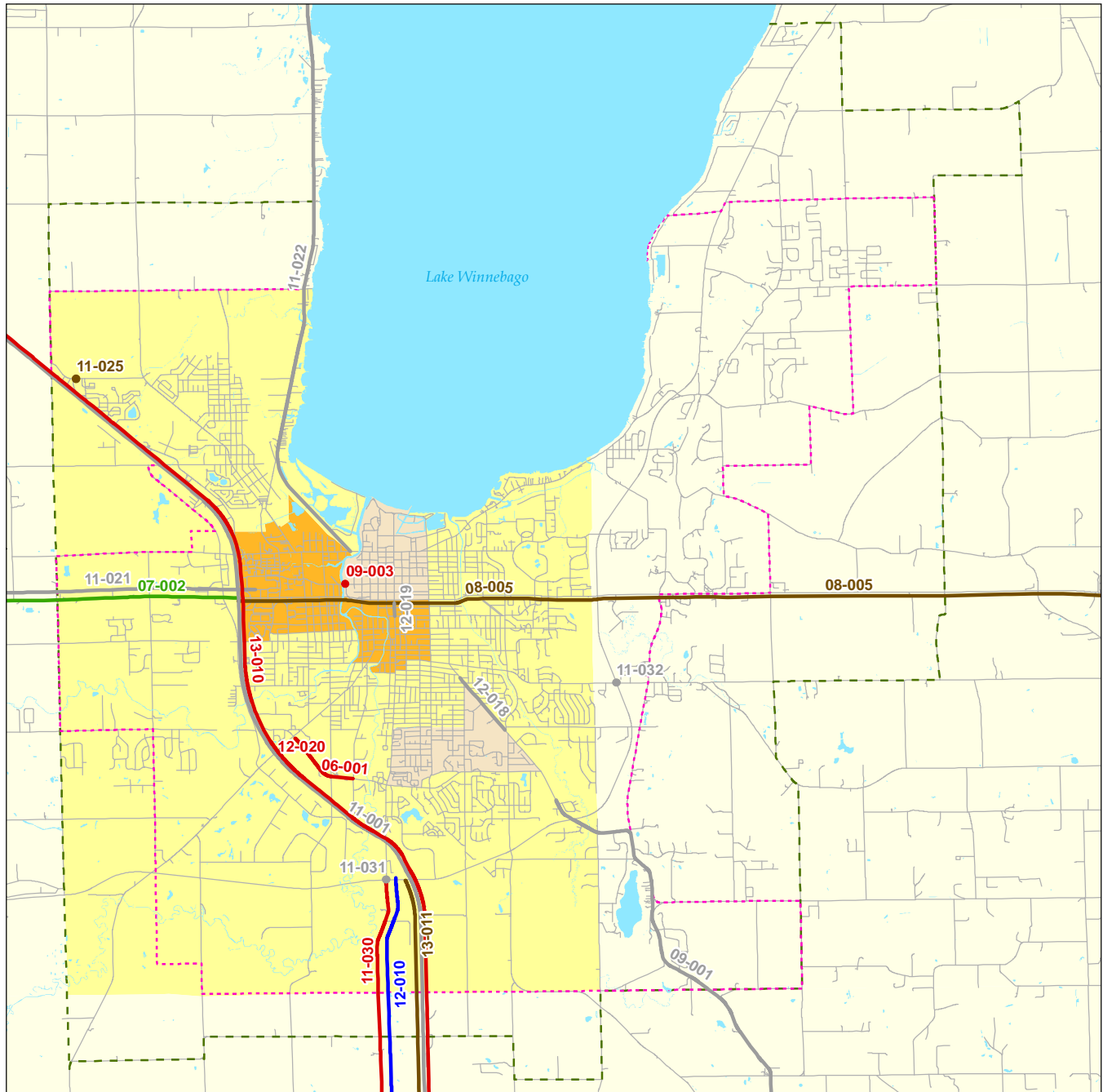
In terms of low income populations, areas are more easily identified. In this case, consistent areas of low income populations were defined through the use of 2010 census tract data. These areas were categorized as less than 20 percent, 20 to 39.99 percent, 40 to 59.99 percent, and 60 or more percent of the total households. Areas identified in Exhibit G-1 are included in the *Long-Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area - 2005*.

Efforts were made to include all individuals within the planning process. Public information meetings were held during all phases of the planning process. Advertisements were published in the local newspaper (*The Fond du Lac Reporter*) prior to the public review period. Flyers and notices were distributed via mail and e-mail to various committees, organizations, and agencies throughout the planning process for distribution to as many individuals as possible. Presentations were made to local groups with further interest in the planning process. Locations of public information meetings were crucial in the public involvement process. 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 - 2013*. Figure G-1 shows the relationship of projects to low-income populations in the Fond du Lac urbanized area. Figure G-2 is a map relating project locations to minority population concentrations in the Fond du Lac urbanized area.

It appears that none of the programmed projects disproportionately affect areas of minority or low income population concentration in the Fond du Lac urbanized area. Also, the concentration of minority and low income populations near the city center, allows for optimal access to a number of transportation 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 (2013 - 2017) and
Percent Households by Census Tract with Low to Extremely Low Income (2006 - 2010)



Households with Low to Extremely Low Income

- Less than 15%
- 15% - 29.99%
- 30% - 44.99%
- 45% - 59.99%
- 60% or More

TIP Project Year and Number

- 2013 **06-056**
- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**

TIP Intersection Project Year and Number

- 2013 **06-056**
- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**

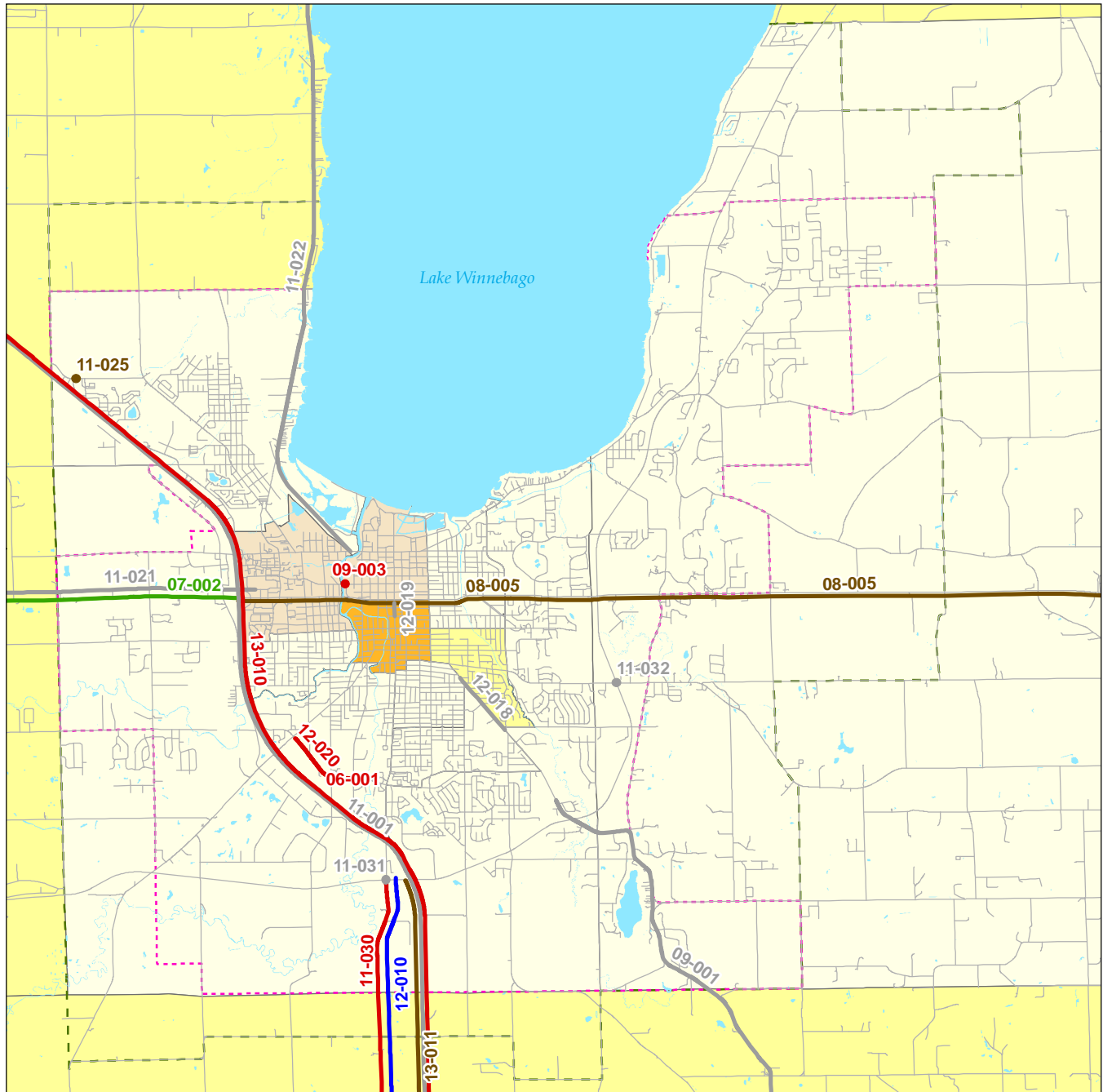


0 0.5 1 2
 Scale in Miles

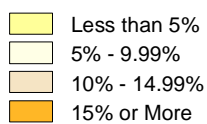
This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

Prepared By:
 EAST CENTRAL WISCONSIN
 REGIONAL PLANNING COMMISSION
 AUGUST 2012

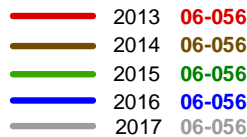
Figure G-2
Fond du Lac Urbanized Area TIP Projects (2013 - 2017) and
Non-White Population Concentration (2010)



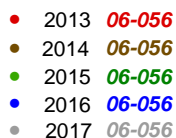
Percent Non-White Population by Census Tract



TIP Project Year and Number



TIP Intersection Project Year and Number



--- 2000 Metropolitan Planning Boundary
 --- 2000 Adjusted Urbanized Boundary



0 0.5 1 2
 Scale in Miles

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

Prepared By:
 EAST CENTRAL WISCONSIN
 REGIONAL PLANNING COMMISSION
 AUGUST 2012

Sources: U.S. Census Bureau - 2010 TIGER Census Tracts, 2000 Metropolitan Planning Area and the 2000 Adjusted Urbanized Area provided by ECWRPC & WisDOT, Fond du Lac County provided 2011 centerline and 2005 hydrology.

APPENDIX H

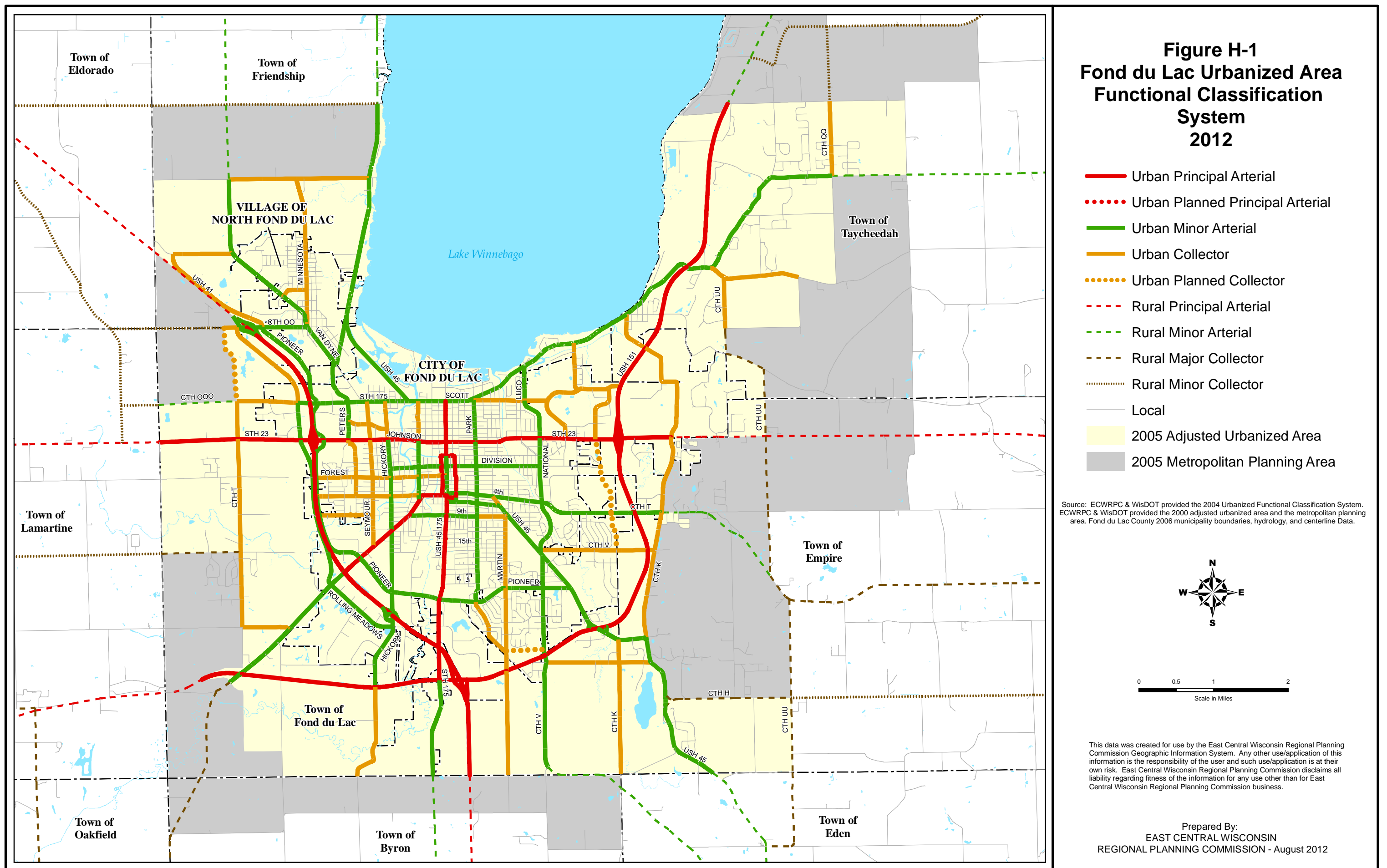
FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

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

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



APPENDIX I
TIP AMENDMENTS

RESOLUTION NO. 05-13

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2013.

WHEREAS, the City of Fond du Lac, as the Metropolitan Planning Organization (MPO) for the Fond du Lac area, adopted the *2013 Transportation Improvement Program for the Fond du Lac Urbanized Area*, at their October 10, 2012 Policy Board meeting; and

WHEREAS, the Transportation Improvement Program was prepared to meet the requirements of the Moving Ahead for Progress in the 21st Century (MAP-21), as prescribed by federal regulations; and

WHEREAS, all projects that use federal funds must appear in an adopted Transportation Improvement Program; and

WHEREAS, the Wisconsin Department of Transportation has requested the MPO advance the attached transportation projects in the Fond du Lac Area: **Now Therefore;**

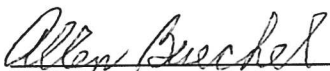
BE IT RESOLVED BY THE FOND DU LAC METROPOLITAN PLANNING ORGANIZATION:

SECTION 1. That the MPO approves the amendment as presented to include the proposed projects in the adopted 2013 Transportation Improvement Program for the Fond du Lac Urbanized Area.

Effective Date: May 8, 2013

Submitted by: MPO Staff

Prepared By: David J. Moesch, Associate Transportation Planner



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

Mr. Wayne Rollin, Vice Chair, Policy Board
Fond du Lac Metropolitan Planning Organization

TABLE 1
FOND DU LAC URBANIZED AREA - PROGRAMMED PROJECTS LISTING (2013-2017)
(\$000)

**** Amended 5/8/13.**

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

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017 +			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	Larson Dr. - RR Crossing	PE				0				0				0				0				0
Fond du Lac	McNelus Steel, Inc.	ROW				0				0				0				0				0
	1420-25-50	CONST	0	600	600	1200				0				0				0				0
443-13-020	TEA 0.9 m. (P)	TOTAL	0	600	600	1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	WIS 175	PE	0	10	0	10				0				0				0				0
Fond du Lac	Box Culvert	ROW				0				0				0				0				0
	3360-14-00/71	CONST				0	28	7	0	35				0				0				0
443-13-021	STP (P)	TOTAL	0	10	0	10	28	7	0	35	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	USH 45/Fond du Lac Ave.	PE	360	90	0	450				0				0				0				0
Fond du Lac	CTH V - 6th St Reconstruct	ROW				0				0				0				0				0
	4986-07-00	CONST				0				0				0				0				0
443-13-022	STP 1.47 m. (P)	TOTAL	360	90	0	450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	USH 151/DuCharme Intersection turn lanes	PE	0	125	0	125				0				0				0				0
Fond du Lac		ROW				0				0				0				0				0
	1420-26-00	CONST				0				0	495	100	79	674				0				0
443-13-023	STP (P)	TOTAL	0	125	0	125	0	0	0	0	495	100	79	674	0	0	0	0	0	0	0	0

**** Funds are obligated to projects approximately 6 weeks prior to LET date. ** Amended 5/8/13.**

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