

Transportation Improvement Program Fond du Lac Urbanized Area 2014



Final
Adopted October 9, 2013



East Central Wisconsin
Regional Planning Commission
ECWRPC

Calumet • Menominee • Outagamie • Shawano • Waupaca • Waushara • Winnebago

FINAL - TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE FOND DU LAC URBANIZED AREA

- 2014 -

Prepared by the

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Adopted
October 9, 2013

The East Central Wisconsin Regional Planning Commission's CY 2013 planning program is supported by federal assistance. Specific funding for this report was provided by the Federal Highway Administration, Federal Transit Administration, the Wisconsin Department of Transportation, the Economic Development Administration, the Wisconsin Department of Administration and the Wisconsin Department of Natural Resources. The contents of this document do not necessarily reflect the official views and policies of the U.S. Department of Transportation, Federal Highway Administration.

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

VOTING MEMBERS:

Allen Buechel, Chair – Fond du Lac County
Wayne Rollin, Vice Chair – City of Fond du Lac
Joe Moore – City of Fond du Lac
Sam Meyer – City of Fond du Lac
Jordan Skiff – City of Fond du Lac
Lee Ann Lorrigan – 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

ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR
THE FOND DU LAC URBANIZED AREA - 2014

AUTHOR: David J. Moesch, Associate Transportation Planner

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

DATE: Final - October 9, 2013

LOCAL PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

SOURCE OF COPIES: East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, Wisconsin 54952-3100

The *Transportation Improvement Program for the Fond du Lac Urbanized Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of five years and includes projects recommended for implementation during the 2014-2018 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for STP-Urban Projects for 2014 and 2015; for transit assistance programs, 2014 and 2015.

CONTENTS

Fond du Lac Area Metropolitan Planning Organization Policy Board.....	iii
Abstract	v
INTRODUCTION	1
Report Format	1
Certifications	1
TRANSPORTATION IMPROVEMENT PROGRAM	3
Federal Planning Requirements	3
The TIP Process.....	4
TIP Amendments.....	4
TIP Project Solicitation and Public Involvement	5
Project Review for Eligibility	6
Flexibility of Funding Sources	6
Prioritization of STP-Urban Projects.....	7
STP-Urban Project Criteria.....	8
STP-Urban Project Selection Procedure	13
STP-Urban Projects Recommended for Funding	13
2014 TIP Project Listing.....	14

TABLES

Table 1	Fond du Lac Urbanized Area - Programmed Projects Listing	15
Table 2	Fond du Lac Urbanized Area, 2014-2018 Summary of Federal Funds Programmed and Available	18
Table 3	Implementation Status of 2013 Fond du Lac Urbanized Area Projects	19
Table A-1	Fond du Lac Urbanized Area Candidate Project Listing	21
Table A-2	STP-Urban Funding Allocations and Balances, 2014-2015	25
Table A-3	Evaluation and Ranking of Proposed STP-Urban Projects, 2014-2015.....	26
Table B-1	Transit Projects, Fond du Lac Urbanized Area	28
Table B-2	2014 Paratransit Projects, Fond du Lac Urbanized Area	29
Table B-3	Transit Financial Capacity Analysis, Fond du Lac Area Transit.....	30

APPENDICES

Appendix A	STP-Urban Supplementary Tables	21
Appendix B	Federal Transit Operating and Capital Assistance	27
	Justification for Capital Projects.....	31
	Transit Financial Capacity	31
Appendix C	Policy Board and Technical Advisory Committee	39
Appendix D	Summary of Proceedings	43
Appendix E	MPO Resolution of Adoption	53
Appendix F	Documentation of Public Involvement Notices.....	55
Appendix G	Environmental Justice	59
Appendix H	Functional Classification System and STP-Urban Eligible Roadways.....	65
Appendix I	Amendments	69

INTRODUCTION

INTRODUCTION

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the five-year period from 2014 to 2018. 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; and
- Reduced project delivery delays.

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

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 restraint.
- Scope
 - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
 - Changing the source (fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

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

- Schedule
 - Adding an exempt/preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list (Table A-1) or from the out-year of the TIP.
 - Moving an exempt/preservation project out of the first four years of the TIP.
- Scope
 - Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current

description is no longer reasonably accurate.

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

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

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

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

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next five-year period for inclusion in the TIP. Notification was provided by direct letter, dated April 17, 2013, requesting candidate projects to be identified. On September 8, 2013, a legal notice was published in the Fond du Lac daily paper identifying a review and comment period from September 8 to October 7, 2013. The Technical Advisory Committee would meet September 11, 2013 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 9, 2013 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 Transit 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, 2014-2018, itemized in the listing this year includes the 2014 and 2015 projects that were submitted by the local entities. Since the 2002 TIP, two year 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 2014 TIP, a project was selected by the Policy Board for the 2014 and 2015 biennium.

The allocation of STP-Urban funds for 2014-2015 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 2014-2015 project candidates, as part of the 2014 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 2012 funding balance, 2012 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 2014-2015 allocations resulted in staff recommending funding for one project in the Fond du Lac urbanized area. This project was selected by action of the Policy Board for the Fond du Lac urbanized area on February 13, 2013:

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

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

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A are Table A-2: STP-Urban Funding Allocations and Proposed Projects, 2014-2015 and Table A-3: Evaluation and Ranking of Proposed STP-Urban Projects, 2014-2015.

2014 TIP PROJECT LISTING

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

Primary Jurisdiction. This column lists the primary implementing jurisdiction on the top line of each project listing. The second line contains the county within which the project is located. The fourth line is the TIP number, for example (443-14-001). The first number is the federal designated number for the Fond du Lac MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

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

Estimated Cost. Estimated cost figures are always shown in thousands of dollars except for some transit and planning categories, which should be evident. They are subcategorized by federal, state, and local sources and totaled by project for each of the following time periods: 2014, 2015, 2016, 2017, and 2018.

TABLE 1
FOND DU LAC URBANIZED AREA - PROGRAMMED PROJECTS LISTING (2014 -2018)
(\$000)

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

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

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Fond du Lac Area Transit	Fixed Route Bus	Oper.	469	349	383	1201	483	351	403	1237	498	355	421	1274	512	363	437	1312	528	366	461	1355
	Paratransit	Contr.	41	43	62	146	42	44	62	148	43	45	67	155	45	47	68	160	46	49	72	167
	Capital Projects	Purch.	48	0	12	60	50	0	12	62	52	0	13	65	54	0	14	68	56	0	14	70
	Section 5307	TOTAL	558	392	457	1407	575	395	477	1447	593	400	501	1494	611	410	519	1540	630	415	547	1592
WisDOT Fond du Lac	STH 23/STH 67 - USH 151	PE	5699	1425	0	7124				0				0				0				0
	Reconstruction, 4-lane	ROW	0	9588	0	9588				0				0				0				0
	1440-15-00, 01, 21, 22, 71, 72, 73	CONST				0				0				0				0	40004	10001	0	50005
	STP 1.9 m. (E)	TOTAL	5699	11013	0	16712	0	0	0	0	0	0	0	0	0	0	0	0	40004	10001	0	50005
WisDOT Fond du Lac	USH 45/Eden - Fond du Lac	PE				0				0				0				0				0
	Resurfacing	ROW	0	94	0	94				0				0				0				0
	4110-26-00, 21, 71	CONST				0				0				0				0	3390	842	24	4256
	STP 5.52 m. (P)	TOTAL	0	94	0	94	0	0	0	0	0	0	0	0	0	0	0	0	3390	842	24	4256
WisDOT Fond du Lac	USH 41/Milwaukee - Oshkosh	PE				0				0				0				0				0
	SCL - STH 26 Crack Filling	ROW				0				0				0				0				0
	1100-31-30, 60	CONST				0				0				0	840	210	0	1050				0
	STP RDMTN (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	840	210	0	1050	0	0	0	0
WisDOT Fond du Lac	STH 23/Rosendale - USH 41	PE	228	57	0	285				0				0				0				0
	STH 26 - CTH VV, Resurface	ROW				0				0				0				0				0
	1430-18-00, 71	CONST				0				0				0				0	5020	1255	0	6275
	STP (P)	TOTAL	228	57	0	285	0	0	0	0	0	0	0	0				0	5020	1255	0	6275
WisDOT Fond du Lac	USH 45/Scott - NCL	PE				0				0				0				0				0
	Resurface	ROW				0				0				0				0				0
	4110-28-00, 71	CONST				0				0				0	0	0	0	0	5230	1308	0	6538
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5230	1308	0	6538
WisDOT T of Friendship Fond du Lac	Melody Lane Bridge	PE				0				0				0				0				0
	Anderson Creek Bridge	ROW				0				0				0				0				0
	4808-06-00, 71 P-20-0929	CONST	291	0	73	364				0				0				0				0
	BR .0 m. (P)	TOTAL	291	0	73	364	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 151/CTH V Interchange	PE				0				0				0				0				0
	Fond du Lac Bypass	ROW	0	612	0	612				0				0				0				0
	1420-22-00, 21, 22, 71	CONST				0	11491	2873	0	14364				0				0				0
	STP (E)	TOTAL	0	612	0	612	11491	2873	0	14364	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 151/CTH T Overpass	PE				0				0				0				0				0
	Fond du Lac Bypass	ROW	0	258	0	258				0				0				0				0
	1420-23-00, 21, 22, 71	CONST				0	4576	1144	0	5720				0	0	0	0	0				0
	STP (E)	TOTAL	0	258	0	258	4576	1144	0	5720	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	STH 175/Byron - Fond du Lac	PE				0				0				0				0				0
	CTH F - USH 151 Bypass	ROW				0				0				0				0				0
	3360-11-30, 60	CONST				0				0				0				0	1280	320	0	1600
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1280	320	0	1600
WisDOT C of Fond du Lac	USH 45, Main Street, City of Fond du Lac	PE	173	0	58	231				0				0				0				0
	Merrill Ave - Johnson Street	ROW				0				0				0				0				0
	4110-30-00, 71 RECST	CONST				0				0				0	0	0	0	0	2475	619	54	3148
	STP 0.28 m. (P)	TOTAL	173	0	58	231	0	0	0	0	0	0	0	0	0	0	0	0	2475	619	54	3148

TABLE 1
FOND DU LAC URBANIZED AREA - PROGRAMMED PROJECTS LISTING (2014 -2018)
(\$000)

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

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

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Fond du Lac Co.	CTH VV/CTH VVV - Military Rd Reconstruct 4986-00-21	PE ROW CONST	312	0	78	390				0				0				0				0
443-12-020	URB 0.67 m. (P)	TOTAL	312	0	78	390	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 41 Interstate Conversion Plan I-94 to I-43 1113-00-00	PE ROW CONST	600	150	0	750				0				0				0				0
443-13-010	STP (P)	TOTAL	600	150	0	750	0	0	0	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, 71	PE ROW CONST	360	40	0	400				0				0				0				0
443-13-011	STP 7.23 m (P)	TOTAL	360	40	0	400	0	0	0	0	0	0	0	0	0	0	0	0	12069	3024	0	15093
WisDOT Fond du Lac	Regional Safe Routes to School SRTS	PE ROW CONST	44	0	0	44				0				0				0				0
443-13-017	(P)	TOTAL	44	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	WIS 175 Box Culvert 3360-14-00/71	PE ROW CONST	28	7	0	35				0				0				0				0
443-13-021	STP (P)	TOTAL	28	7	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 45/Fond du Lac Ave. CTH V - 6th St Reconstruct 4986-07-00, 71	PE ROW CONST				0				0				0				0				0
443-13-022	STP 1.47 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3655	914	1	4570
WisDOT Fond du Lac	USH 151/DuCharme Intersection turn lanes 1420-26-00, 71	PE ROW CONST				0				0				0				0				0
443-13-023	STP (P)	TOTAL	0	0	0	0	316	79	100	495	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	I-41 Conversion / State Line - Green Bay SCL Dodge Co - I-43 Signing 1130-03-76	PE ROW CONST	1989	497	0	2486				0				0				0				0
443-13-024	STP (P)	TOTAL	1989	497	0	2486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Preventative Maint. National Highway Grouped Projects	PE ROW CONST	400	0	100	500				0				0				0				0
443-14-001	NHS (P)	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
WisDOT	STH Preventative Maint. Connecting Highway Grouped Projects	PE ROW CONST	400	0	100	500				0				0				0				0
443-14-002	STP (P)	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
WisDOT	Enhancements Grouped Projects	PE ROW CONST	120	0	30	150				0				0				0				0
443-14-003	STP (P)	TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
WisDOT	Safety Funds Grouped Projects	PE ROW CONST	16	4	0	20				0				0				0				0
443-14-004	STP (P)	TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120
WisDOT	Rail/Hwy Xing Safety Grouped Projects	PE ROW CONST	80	20	0	100				0				0				0				0
443-14-005	STP (P)	TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100

TABLE 1
FOND DU LAC URBANIZED AREA - PROGRAMMED PROJECTS LISTING (2014 -2018)
(\$000)

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

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

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	Hwy Safety Improvement Program (HSIP)	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
443-14-006	STP (P)	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
WisDOT	RR Xing STP protective devices	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	144	336	0	480	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
443-14-007	STP (P)	TOTAL	144	336	0	480	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT	STN Preventative Maint. Connecting Hwy	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
443-14-008	STP (P)	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
WisDOT	OCR	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
443-14-009	STP (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT	USH 41 / FdL - Osh	PE	720	180	0	900				0				0				0				0
Fond du Lac	CTH D - STH 26 Resurface	ROW				0				0				0				0				0
	1100-52-00, 71	CONST				0				0				0				0	26960	6740	0	33700
443-14-010	STP 15.47 m. (P)	TOTAL	720	180	0	900	0	0	0	0	0	0	0	0	0	0	0	0	26960	6740	0	33700
WisDOT	USH 45 / Main & FdL Streets (V. of Eden)	PE				0				0				0				0				0
Fond du Lac	Elm St - N. Village Limits RECST	ROW				0				0				0				0				0
	4080-04-71	CONST				0				0				0	2150	538	0	2688				0
443-14-011	STP 0.91 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2150	538	0	2688	0	0	0	0
WisDOT	Lakeshore Drive Railyard Crossing	PE	1158	0	0	1158				0				0				0				0
V of N. FdL	NFdL Crossing - Earmark	ROW				0				0				0				0				0
	4808-05-00	CONST				0				0				0				0				0
443-14-012	MSC (P)	TOTAL	1158	0	0	1158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		PE	9266	1856	136	11258	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
		ROW	0	10552	0	10552	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	4166	916	413	5495	18241	4208	440	22889	1858	112	340	2310	4848	860	340	6048	101941	25135	419	127495
		TOTAL	13432	13324	549	27305	18257	4212	440	22909	1874	116	340	2330	4864	864	340	6068	101957	25139	419	127515
	Preservation Subtotal		7733	1441	549	9723	2190	195	440	2825	1874	116	340	2330	4864	864	340	6068	61953	15138	419	77510
	Expansion Subtotal		5699	11883	0	17582	16067	4017	0	20084	0	0	0	0	0	0	0	0	40004	10001	0	50005

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

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

TABLE 2
FOND DU LAC URBANIZED AREA, 2014-2018
SUMMARY OF FEDERAL FUNDS PROGRAMMED AND AVAILABLE
(\$000)

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

Agency/Program	Programmed Expenditures					Estimated Available Funding				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
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	291	0	0	0	0	291	0	0	0	0
Congestion Mitigation & Air Quality	0	0	0	0	0	-----Not Eligible-----				
Surface Transportation Program										
Fond du Lac Urbanized Area	312	0	0	0	0	312	0	0	0	0
Surface Transportation Program										
State Flexibility	12,549	17,977	1,594	4,584	101,677	12,549	17,977	1,594	4,584	101,677
Surface Transportation Program										
Safety (HSIP)	0	0	0	0	0	0	0	0	0	0
Surface Transportation Program										
Enhancements	0	0	0	0	0	0	0	0	0	0
Programmed Expenditures	13,552	18,377	1,994	4,984	102,077	13,552	18,377	1,994	4,984	102,077
* Annual Inflation Factor 2.5%	339	459	50	125	2,552	339	459	50	125	2,552
Estimated Need with Inflation Factor	13,891	18,836	2,044	5,109	104,629	13,891	18,836	2,044	5,109	104,629
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 2.5%	13	13	14	14	15	13	13	14	14	15
Estimated Need with Inflation Factor	530	546	564	580	599	530	546	564	580	599
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 2013
FOND DU LAC URBANIZED AREA PROJECTS**

Primary Jurisdiction	Project Description	Type of Cost	2013				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Fond du Lac Canadian National 443-06-001	CTH VV/West Pioneer Road Hickory - Morris 4831-04-71 URB (P)	PE ROW CONST TOTAL	0 0	0 0	1120 1120	1120 1120	X		
WisDOT Fond du Lac 443-07-002	STH 23/Fond du Lac - Ripon Corridor Study 1430-16-00 STP 19 m. (P)	PE ROW CONST TOTAL	160 160	40 40	0 0	200 200			X Deactivated
WisDOT Byron Fond du Lac 443-11-030	STH 175 Byron-Fond du Lac 3360-10-30,60 STP (P)	PE ROW CONST TOTAL	0 0	1944 1944	0 0	1944 1944	X		
WisDOT City of Fond du Lac 443-13-017	Safe Routes to School Cross Walk painting, signage 4809-09-00/71 STP (P)	PE ROW CONST TOTAL	72 72	0 0	0 0	72 72	X		
WisDOT Fond du Lac 443-13-020	Larson Dr. - RR Crossing McNelus Steel, Inc. 1420-25-50 TEA 0.9 m. (P)	PE ROW CONST TOTAL	0 0	600 600	600 600	1200 1200	X		

Page intentionally left blank.

APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

TABLE A-1
FOND DU LAC URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
ToF Friendship Fond du Lac <i>Illustrative</i>	Subway Road Overpass of CNRR Local .4 m. (E)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	4000	4000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4000	4000
V of N Fond du Lac Fond du Lac <i>Illustrative</i>	Lakeshore Dr Overpass of CNRR Local (E)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	7500	7500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500
C of Fond du Lac Fond du Lac <i>Illustrative</i>	Military Road/Hickory - Western Reconstruction, urban Local .50 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1970	1970
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1970	1970
C of Fond du Lac Fond du Lac <i>Illustrative</i>	Arndt St Bridge, City of Fond du Lac BR Rehab Local 0.00 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	619	619
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	619	619
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH V/CTH K-National Ave Reconstruction, 4-lane, urban Local 1.50 m. (E)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3000	3000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3000	3000
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH VV/Main-USH 45 Local 2.0 m. (E)	PE				0				0				0				0			1000	1000
		ROW				0				0				0				0			400	400
		CONST				0				0				0				0	0	0	10000	10000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11400	11400
Fond du Lac Co Fond du Lac <i>Illustrative</i>	Plank Trail/USH 151-FDL&SHE Co Line Local 12.5 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1000	1000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Fond du Lac Co Fond du Lac <i>Illustrative</i>	Mascoutin Valley Trail Extension CTH VV-CTH VV Local 0.25 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	390	390
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	390	390
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH T/STH 23-Esterbrook Reconstruction, 4-lane, urban Local 1.5 m. (E)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2800	2800
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800	2800
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH T/National-CTH K Reconstruction, 4-lane, urban Local 2.0 m. (E)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3500	3500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3500	3500
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH V/USH 45-CTH VV Reconstruct Local 1.0 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	0	0	735	735				0				0				0	0	0	3400	3400
		TOTAL	0	0	735	735	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3400	3400

**TABLE A-1
FOND DU LAC URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Fond du Lac Co	CTH K/USH 151-CTH V	PE				0				0				0				0				0
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0				0
<i>Illustrative</i>	Local 5.0 m. (E)	CONST				0				0				0				0	0	0	4000	4000
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4000	4000
Fond du Lac Co	CTH H/USH 45 Intersection Relocation	PE				0				0				0				0				0
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	250	250
<i>Illustrative</i>	Local .10 m. (E)	CONST				0				0				0				0	0	0	250	250
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500	500
Fond du Lac Co	CTH K/USH 151-CTH H	PE				0				0				0				0				0
Fond du Lac	Reconstruction	ROW				0				0				0				0				0
<i>Illustrative</i>	Local 1.0 m. (P)	CONST				0				0				0				0	0	0	2000	2000
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	2000
WisDOT	STH 23/STH 67 - USH 41	PE	5699	1425	0	7124				0				0				0				0
Fond du Lac	Reconstruction, 4-lane	ROW		0	9588	0	9588			0				0				0				0
	1440-15-00, 01, 21, 22, 71, 72, 73	CONST				0				0				0				0	40004	10001	0	50005
443-08-005	STP 1.9 m. (E)	TOTAL	5699	11013	0	16712	0	0	0	0	0	0	0	0	0	0	0	0	40004	10001	0	50005
WisDOT	USH 45/Eden - Fond du Lac	PE				0				0				0				0				0
Fond du Lac	Resurfacing	ROW	0	94	0	94				0				0				0				0
	4110-26-00, 21, 71	CONST				0				0				0				0	3390	842	24	4256
443-09-001	STP 5.52 m. (P)	TOTAL	0	94	0	94	0	0	0	0	0	0	0	0	0	0	0	0	3390	842	24	4256
WisDOT	USH 41/Milwaukee - Oshkosh	PE				0				0				0				0				0
Fond du Lac	SCL - STH 26 Crack Filling	ROW				0				0				0				0				0
	1100-31-30, 60	CONST				0				0				0	840	210	0	1050				0
443-11-001	STP RDMTN (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	840	210	0	1050	0	0	0	0
WisDOT	USH 45/Scott - NCL	PE				0				0				0				0				0
Fond du Lac	Resurface	ROW				0				0				0				0				0
	4110-28-00, 71	CONST				0				0				0	0	0	0	0	5230	1308	0	6538
443-11-022	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5230	1308	0	6538
WisDOT	Melody Lane Bridge	PE				0				0				0				0				0
T of Friendship	Anderson Creek Bridge	ROW				0				0				0				0				0
Fond du Lac	4808-06-00, 71 P-20-0929	CONST	291	0	73	364				0				0				0				0
443-11-025	BR .0 m. (P)	TOTAL	291	0	73	364	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	USH 151/CTH V Interchange	PE				0				0				0				0				0
Fond du Lac	Fond du Lac Bypass	ROW	0	612	0	612				0				0				0				0
	1420-22-00, 21, 22, 71	CONST				0	11491	2873	0	14364				0				0				0
443-11-031	STP (E)	TOTAL	0	612	0	612	11491	2873	0	14364	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	USH 151/CTH T Overpass	PE				0				0				0				0				0
Fond du Lac	Fond du Lac Bypass	ROW	0	258	0	258				0				0				0				0
	1420-23-00, 21, 22, 71	CONST				0	4576	1144	0	5720				0	0	0	0	0				0
443-11-032	STP (E)	TOTAL	0	258	0	258	4576	1144	0	5720	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 175/Byron - Fond du Lac	PE				0				0				0				0				0
Fond du Lac	CTH F - USH 151 Bypass	ROW				0				0				0				0				0
	3360-11-30, 60	CONST				0				0				0				0	1280	320	0	1600
443-12-010	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1280	320	0	1600

**TABLE A-1
FOND DU LAC URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT C of Fond du Lac	USH 45, Main Street, City of Fond du Lac	PE	173	0	58	231				0				0				0				
	Merrill Ave - Johnson Street	ROW				0				0				0				0				
	4110-30-00,71 RECST	CONST				0				0				0	0	0	0	0	2475	619	54	3148
443-12-019	STP 0.28 m. (P)	TOTAL	173	0	58	231	0	0	0	0	0	0	0	0	0	0	0	0	2475	619	54	3148
WisDOT Fond du Lac Co.	CTH VV/CTH VVV - Military Rd	PE	312	0	78	390				0				0				0				0
	Reconstruct	ROW				0				0				0				0				0
	4986-00-21	CONST				0				0				0				0				0
443-12-020	URB 0.67 m. (P)	TOTAL	312	0	78	390	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 41 Interstate Conversion Plan	PE	600	150	0	750				0				0				0				0
	I-94 to I-43	ROW				0				0				0				0				0
	1113-00-00	CONST				0				0				0				0				0
443-13-010	STP (P)	TOTAL	600	150	0	750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 41 / SCL - USH 151	PE	360	40	0	400				0				0				0				
	Resurface	ROW				0				0				0				0				
	1100-50-00, 71	CONST				0				0				0				0	12069	3024	0	15093
443-13-011	STP 7.23 m (P)	TOTAL	360	40	0	400	0	0	0	0	0	0	0	0	0	0	0	0	12069	3024	0	15093
WisDOT Fond du Lac	Regional Safe Routes to School	PE				0				0				0				0				
		ROW				0				0				0				0				
		CONST	44	0	0	44				0				0				0				0
443-13-017	SRTS (P)	TOTAL	44	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	WIS 175	PE				0				0				0				0				0
	Box Culvert	ROW				0				0				0				0				0
	3360-14-00/71	CONST	28	7	0	35				0				0				0				0
443-13-021	STP (P)	TOTAL	28	7	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 45/Fond du Lac Ave.	PE				0				0				0				0				
	CTH V - 6th St Reconstruct	ROW				0				0				0				0				
	4986-07-00, 71	CONST				0				0				0				0	3655	914	1	4570
443-13-022	STP 1.47 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3655	914	1	4570
WisDOT Fond du Lac	USH 151/DuCharme Intersection turn lanes	PE				0				0				0				0				0
		ROW				0				0				0				0				0
	1420-26-00, 71	CONST				0	316	79	100	495				0				0				0
443-13-023	STP (P)	TOTAL	0	0	0	0	316	79	100	495	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	I-41 Conversion / State Line - Green Bay	PE				0				0				0				0				0
	SCL Dodge Co - I-43 Signing	ROW				0				0				0				0				0
	1130-03-76	CONST	1989	497	0	2486				0				0				0				0
443-13-024	STP (P)	TOTAL	1989	497	0	2486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Preventative Maint. National Highway	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
443-14-001	NHS (P)	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500

TABLE A-1
FOND DU LAC URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT 443-14-002	STH Preventative Maint. Connecting Highway Grouped Projects STP (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	400	0	100	500	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	400	0	100	500
WisDOT 443-14-003	Enhancements Grouped Projects STP (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
		TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
WisDOT 443-14-004	Safety Funds Grouped Projects STP (P)	PE	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
		ROW				0				0				0				0				0
		CONST	80	20	0	100	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	96	24	0	120
WisDOT 443-14-005	Rail/Hwy Xing Safety Grouped Projects STP (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	80	20	0	100	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	80	20	0	100
WisDOT 443-14-006	Hwy Safety Improvement Program (HSIP) Grouped Projects STP (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	90	0	10	100	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	90	0	10	100
WisDOT 443-14-007	RR Xing STP protective devices Grouped Projects STP (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	144	336	0	480	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
		TOTAL	144	336	0	480	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT 443-14-008	STN Preventative Maint. Connecting Hwy Grouped Projects STP (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	400	0	100	500	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	400	0	100	500
WisDOT 443-14-009	OCR Grouped Projects STP (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	144	36	0	180	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	144	36	0	180
WisDOT 443-14-010	USH 41 / FdL - Osh Fond du Lac CTH D - STH 26 Resurface 1100-52-00, 71 STP 15.47 m. (P)	PE	720	180	0	900				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	26960	6740	0	33700
		TOTAL	720	180	0	900	0	0	0	0	0	0	0	0	0	0	0	0	26960	6740	0	33700
WisDOT 443-14-011	USH 45 / Main & FdL Streets (V. of Eden) Elm St - N. Village Limits RECS 4080-04-71 STP 0.91 m. (P)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0	2150	538	0	2688				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2150	538	0	2688	0	0	0	0
WisDOT 443-14-012	Lakeshore Drive Railyard Crossing V of N. FdL NFdL Crossing - Earmark 4808-05-00 MSC (P)	PE	1158	0	0	1158				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	1158	0	0	1158	0	0	0	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	2011 Balances	Entitle- ment	2011 Balance	2011 Share	Entitle- ment	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 VV/CTH VVV-Rogersville Road	3,740,000	685,641	3,054,359	0.95
								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	(1.05)
								CTH VV/Main-USH 45	11,400,000	685,641	10,714,359	(2.05)
								Plank Trail/USH 151-FDL & SHE Co Line	1,000,000	685,641	314,359	(3.05)
								Mascoutin Valley Trail Ext/CTH VV-CTH	390,000	685,641	0	(4.05)
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			37,200,000	6,170,769	31,324,872	

TABLE A-3
EVALUATION AND RANKING OF PROPOSED STP-URBAN PROJECTS, (2014-2015 biennium)
FOND DU LAC URBANIZED AREA
Project Evaluation (Criteria)/Score

Jurisdiction	2014 & 2015 STP Projects	Plan Consis- tency	Preserve Existing System	Capacity V/C	Safety		Multi- Modal	Planned Pro- gramming	Funding Avail- ability	Total Score	Rank	Project Cost	Max. STP Funding	Grant Awards					
														Federal \$	Local \$				
Fond du Lac Allocation = \$685,641																			
V. North Fond du L	Lakeshore Drive Overpass	5	avg 5	5	3	3	c.	5	VPBt	3	NA	3	0.25	3	27		\$7,500,000		
Fond du Lac Co.	CTH VV (VVV-Rogersville)	3	PC (1)	3	1.27	5	133	5	VPBT	5	NA	5	(0.51)	0	26	1	\$3,740,000	\$685,641	
	CTH VV (Main-USH 45)	3	PC (1)	3	1.08	5	208	5	VPBT	5	NA	4	(0.51)	0	25		\$11,400,000		
	CTH V (CTH VV-USH 45)	3	PC (7)	1	0.64	3	80	0	VPBT	5	NA	4	(0.06)	0	16		\$4,200,000		
	Mascoutin Trail Ext. over USH 41/ CTH VV-CTH VVV	5	avg 3.6	4	3	3	c.	3	vPBt	3	NA	4	(60.84)	0	22		\$390,000		
C of Fond du Lac	Military Road (Hickory - Western)	3	PC (4)	5	1	4	80	0	VPBT	5	NA	1	1.74	5	22		\$1,970,000		
T of Friendship	Subway Road Overpass	3	PC (4)	5	0.05	0	35	0	Vpbt	1	NA	1	0.04	1	11		\$4,000,000		
Total																	\$33,200,000	\$685,641	

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.

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

For 2014, 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 2014-2018 period.

**TABLE B-1
TRANSIT PROJECTS
Fond du Lac Urbanized Area**

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan- Dec 2014	Jan-Dec 2015	Jan-Dec 2016	Jan-Dec 2017	Jan-Dec 2018
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		443-14-013	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		443-14-014	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)		443-14-015	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
2014 PARATRANSIT PROJECTS
Fond du Lac Urbanized Area

2014	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 # 443-14-016	TIP # 443-14-017	
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**

	2014	2015	2016	2017	2018
Operating Expenses					
Fixed Route	\$937,000	\$960,425	\$984,436	\$1,009,047	\$1,034,273
Jobtrans	108,002	110,702	113,470	116,306	119,214
School Tripper	49,847	51,093	52,371	53,680	55,022
Paratransit	239,271	245,253	251,384	257,669	264,110
Non-ADA E&D Transit	296,280	303,687	311,279	319,061	327,038
Total Operating Expenses	\$1,630,400	\$1,671,160	\$1,712,939	\$1,755,762	\$1,799,657
Revenue					
Farebox Revenue	\$305,750	\$307,279	\$308,815	\$310,359	\$311,911
Other Revenue	18,650	18,743	18,837	18,931	19,026
Total Revenue	\$324,400	\$326,022	\$327,652	\$329,290	\$330,937
Funding					
Federal	\$525,000	\$538,125	\$551,578	\$565,368	\$579,502
State	428,000	438,700	449,668	460,909	472,432
NFDL Contribution	45,000	46,125	47,278	48,460	49,672
County Finance Plan	84,000	86,100	88,253	90,459	92,720
Total Funding	\$1,082,000	\$1,109,050	\$1,136,776	\$1,165,196	\$1,194,326
Tax Levy					
Operating Local share	\$224,000	\$229,600	\$235,340	\$241,224	\$247,254
	\$1,630,400	\$1,671,160	\$1,712,939	\$1,755,762	\$1,799,657
Capital					
Federal	\$50,000	\$52,000	\$54,000	\$56,000	\$58,000
Local	12,000	13,000	14,000	14,000	15,000
Total Capital Expenses (1*)	\$62,000	\$65,000	\$68,000	\$70,000	73,000
OPERATING STATISTICS					
No. of Buses	7	7	7	7	7
No. of Employees (2*)	8	8	8	8	8
Fixed Route Revenue Hours	11,392	11,392	11,392	11,392	11,392
Paratransit Revenue Hours	11,796	11,796	11,796	11,796	11,796
Non-ADA Revenue Hours	4,600	4,600	4,600	4,600	4,600
School Tripper Revenue Hours	600	600	600	600	600
Jobtrans Revenue Hours	4,320	4,320	4,320	4,320	4,320
Total Hours	32,708	32,708	32,708	32,708	32,708
Fixed Route Revenue Miles	155,000	155,000	155,000	155,000	155,000
Paratransit Revenue Miles	102,000	102,000	102,000	102,000	102,000
Non-ADA Revenue Miles	58,000	58,000	58,000	58,000	58,000
School Tripper Revenue Miles	8,200	8,200	8,200	8,200	8,200
Jobtrans Revenue Miles	79,000	79,000	79,000	79,000	79,000
Total Miles	402,200	402,200	402,200	402,200	402,200
Fixed-Route Passengers	128,000	128,000	129,000	129,000	130,000
Paratransit Passengers	6,365	6,400	6,400	6,400	6,450
Non-ADA Passenger	22,200	23,000	23,000	24,000	24,000
School Tripper Passengers	9,000	9,000	9,200	9,200	9,300
Jobtrans Passengers	21,000	21,000	21,000	21,000	21,000
Total Passengers	186,565	187,400	188,600	189,600	190,750
Fixed Route Statistics					
Average Fare	\$7.32	\$7.50	\$7.63	\$7.82	\$7.96
Operating Ratio (Rev/Exp)	0.56	0.56	0.56	0.56	0.56
Cost per Vehicle Mile	6.05	6.20	6.35	6.51	6.67
Cost per Passenger	7.32	7.50	7.63	7.82	7.96
Cost per Vehicle Hour	82.25	84.31	86.41	88.58	90.79
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 2014-2015 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 service performance measures cannot be applied to Fond du Lac Area Transit's complementary paratransit service, which is provided on a contractual basis. This service is provided by Fond du Lac County Senior Services on a per hour basis. In July 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 2013. 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.

Page intentionally left blank.



September 3, 2013

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2014. 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, 2013.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure

Page intentionally left blank.

FOND DU LAC COUNTY TRANSPORTATION PROVIDERS

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

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

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

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

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

Page intentionally left blank.

APPENDIX C

POLICY BOARD AND TECHNICAL ADVISORY COMMITTEE

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

VOTING MEMBERS:

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

NON-VOTING MEMBERS:

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

Page intentionally left blank.

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

Page intentionally left blank.

APPENDIX D
SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board and Technical Advisory Committee Meeting
Fond du Lac City/County Government Center
Wednesday, February 13, 2013

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

Committee Members Present

Allen Buechel	Fond du Lac County
Sam Tobias.....	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
Paul DeVries	City of Fond du Lac
Joe Moore	City of Fond du Lac
Chuck Hornung	Village of North Fond du Lac
Nick Leonard.....	Village of North Fond du Lac
Norbert Kolell.....	Town of Empire
Harold Manske.....	Town of Fond du Lac
Matt Halada.....	WisDOT – NE Region
Kathy Drews	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 October 10, 2012 Policy Board meeting Summary of Proceedings.

Mr. Buechel stated the summaries of proceedings from the October 10, 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. Halada seconded the motion and the motion passed unanimously.

4. Discussion and action on Proposed Resolution 01-13; Amending 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 approved in October at the last Policy Board meeting. Since that time Safe Routes to School funding was announced through WisDOT for 2013 and 2014. East Central Regional Planning Commission was awarded federal funding for the regional safe routes to

school program and any federal funding needs to appear in the Transportation Improvement Program. Proposed Resolution 01-13 would refer to the funding for the 12 participating schools within the Fond du Lac Urbanized Area.

With no other discussion, Mr. Rollin made a motion to approve Resolution 01-13. Mr. Janke seconded the motion and the motion passed unanimously.

5. Discussion and action on STP-Urban project selection for the 2014 -2015 biennium

Mr. Moesch stated that the next STP – Urban funding for the 2014-2015 biennium has been announced through WisDOT. The Fond du Lac MPO has not determined the project as of yet for this time period. Mr. Janke noted that the County and City of Fond du Lac would like to apply the funding to the CTH VV project that was awarded in the last cycle for design funding. This time with MPO approval they would like to apply the approximately \$800,000 for the construction of the project. This project would coincide with the expansion of the Mercury plant and is important for both Fond du Lac County and the City of Fond du Lac. The project would most likely be constructed in 2016 if approved. There was some discussion on the ability to use Transportation Economic Assistance funds also on the project, WisDOT will provide contact information to look into the feasibility of that.

With no other discussion, Mr. Skiff made a motion to use STP-Urban funding for construction on the CTH VV project. Mr. Janke seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 02-13; Approval of the 2010 Adjusted Urbanized Area Boundary for the Fond du Lac Urbanized Area

Mr. Raith explained that the new 2010 U.S. Census urbanized areas were developed with help from both the Policy Board and Technical Advisory Committee, 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 stated that this will then be forwarded to WisDOT for approval and then to FHWA after that for final approval.

With no other discussion, Mr. Tobias made a motion to approve Proposed Resolution 02-13. Mr. Manske seconded the motion and the motion passed unanimously.

7. Discussion on Draft 2013 Fond du Lac Area MPO Public Participation Plan

Mr. Moesch stated that the Draft Public Participation Plan was included in the meeting packet for committee review. As part of the update, staff has 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 race breakdown of the urbanized area was updated, as well as percentage of low-income individuals. Mr. Moesch noted that there will be a 45-day public review period prior to possible approval at the May 8th Policy board meeting.

8. Discussion on *Keep Wisconsin Moving, Smart Investments Measurable Results*, report from the Wisconsin Transportation Finance and Policy Commission

Mr. Raith noted that this commission was approved in the 2011-2013 budget to find ways to come up with dwindling transportation revenue sources for the aging Wisconsin transportation system. There are a number of constraints in Wisconsin that are limiting funding, such as, the

gas tax is not adjusted for inflation, construction costs are growing and there are concerns about future borrowing. Some of the recommendations from the plan were to raise the gas tax by 5 cents per gallon; mileage based registration and increased registration fees for commercial vehicles. Mr. Raith stated that there is no guarantee on if the Governor supports any of these concepts, but thought it was important to share the plan with committee members.

9. Adjourn

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

Page intentionally left blank.

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Meeting
Fond du Lac City/County Government Center
Wednesday, May 8, 2013

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.
Ryan Sommer Fond du Lac County Highway Dept.
Joe Moore City of Fond du Lac
Sam Meyer City of Fond du Lac
Chuck Hornung Village of North Fond du Lac
Nick Leonard Village of North Fond du Lac
Jim Pierquet Town of Empire
Matt Halada 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 February 13, 2013 Policy Board and Technical Advisory Committee meeting Summary of Proceedings.

Mr. Buechel stated the summary of proceedings from the February 13, 2013 meeting was 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. Halada 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 03-13; Approval of the 2010 Adjusted Metropolitan Planning Area Boundary for the Fond du Lac Urbanized Area

Mr. Raith explained that the new 2010 U.S. Census urbanized areas were developed with help from both the Policy Board and Technical Advisory Committee, there were maps included to show the already approved adjusted urbanized area and the metropolitan planning area boundary. Mr. Raith went through some background information for new committee members present and 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. The metropolitan planning area boundary is the area that is defined and could most likely be developed in the 20-year time frame. Mr. Raith stated that this will then be forwarded to WisDOT for approval and then to FHWA after that for final approval.

With no other discussion, Mr. Hornung made a motion to approve Resolution 03-13. Mr. Janke seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 04-13; **Adoption of the Public Participation Plan for the Fond du Lac Metropolitan Planning Organization (MPO)**

Mr. Moesch stated that the Draft Public Participation Plan (PPP) was included in the meeting packet for committee review. As part of the update, staff has come up with strategies to get the public involved in the MPO planning processes. 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 race breakdown of the urbanized area was updated, showing 2000 and 2010 data, as well as percentage of low-income individuals. Mr. Moesch noted that there was a 45-day public review period completed prior to Policy Board meeting, with the plan being available on the MPO website and advertised in the legal section of the Fond du Lac Reporter.

With no other discussion, Mr. Tobias made a motion to approve the Public Participation Plan. Mr. Janke seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 05-13; **Amending 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 approved at the October 2012 Policy Board meeting. Mr. Moesch gave some background on the document and its purpose to new committee members. Mr. Moesch also explained that staff works closely with WisDOT to make sure federal and state funded projects are included in the document as changes occur. There were four projects that needed to be amended. The first was the McNelus Steel Inc. Transportation Economic Assistance (TEA) grant project, as well as the WIS 175 box culvert project, design for the USH 45/Fond du Lac Avenue reconstruction, and design and construction funding for the USH 151/DuCharme Intersection turn lanes. Due to funding over \$1,000,000 there was a major amendment required, which meant a 30-day public review period. This was properly posted in a legal ad in the Fond du Lac Reporter and also on the MPO website. No public comment was received.

With no other discussion, Mr. Janke made a motion to approve Proposed Resolution 05-13. Mr. Moore seconded the motion and the motion passed unanimously.

7. Adjourn

Mr. Buechel asked if there was any other business. Hearing none, Mr. Tobias made a motion to adjourn and Mr. Pierquet seconded the motion. The motion passed unanimously and the Committee adjourned at 10:50 A.M.

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Meeting
Fond du Lac City/County Government Center
Wednesday, October 9, 2013

The meeting was called to order by Allen Buechel at 10:07 A.M.

Committee Members Present

Allen Buechel	Fond du Lac County
Thomas Janke	Fond du Lac County Highway Dept.
Ryan Sommer	Fond du Lac County Highway Dept.
Jordan Skiff	City of Fond du Lac
Joe Moore	City of Fond du Lac
Sam Meyer	Fond du Lac City Council
LeeAnn Lorrigan	Fond du Lac City Council
Chuck Hornung	Village of North Fond du Lac
Jim Pierquet	Town of Empire
Matt Halada	WisDOT – NE Region

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Kolin Erickson	ECWRPC

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

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

2. Public Comment

No members of the public were present.

3. Discussion and approval of the July 10, 2013 Policy Board meeting Summary of Proceedings.

Mr. Buechel stated the summary of proceedings from the July 10, 2013 meeting were enclosed in the meeting materials. Mr. Buechel asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing none, Mr. Buechel asked the committee for a motion to approve the summary of proceedings.

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

4. Discussion and Update on Long-Range Transportation/Land Use (LRTP) Planning Process

Mr. Raith explained to the group that ECWRPC is using 2010 data on population, employment, land use, traffic counts, etc. as base data for the 2015 Long-Range Transportation/Land Use (LRTP) Planning Process for the MPO. Mr. Raith presented a map of the existing 2010 land use designations for the Fond du Lac MPO urbanized area to the group. Mr. Raith also noted that the updates to the LRTPs occur every five years by ECWRPC on behalf of the Fond du Lac MPO. He noted that after each census a major update to the LRTP is required. Mr. Raith also presented to

the group a map of the updated Urbanized Area and Planning Area Boundaries from the Census Bureau for 2010 of the MPO. Mr. Raith noted that the 2010 Urbanized Area and 2010 Planning Area Boundary for the MPO will help guide the proposed 2050 versions of these boundaries and subsequent planning documents. He reiterated the importance of these boundaries because they are an important means of allocating funding for transportation, sewer service areas, housing, elderly and disabled transit funding among other potential funding sources from the state and federal governments. Mr. Raith noted that the Fond du Lac Urbanized Area does reach into Winnebago County as part of the Town of Black Wolf.

He noted that a number of future projects are being considered for the Fond du Lac Urbanized Area, particularly an expansion of Highway 23 West (4 lanes) and Highway 23 East (4 lanes to Plymouth), and the Highway 151 Bypass interchange alternatives/re-routing of several important interchanges such as Highway 45 and County V, and the potential for a free-flow system interchange system of Highway 41 and Highway 151. Mr. Raith explained that these and other projects will be listed and recommended in the LRTP and that if the group had any projects/ideas that could be included into the LRTP to let ECWRPC know.

Mr. Raith noted that these and other projects will be included in the Fond du Lac Long-Range Transportation/Land Use for 2015; and that a series of public informational meetings will be scheduled in the upcoming 2 year period for local residents to provide comment. Mr. Raith also noted that the Fond du Lac Policy Board would have to approve a final version of the Long-Range Transportation/Land Use Plan in October of 2015.

Mr. Buechel inquired about the WisDOT involvement to construct the Subway Railroad overpass project. He asked if the Wisconsin Legislature would need to approve a special allocation for this project. Mr. Raith explained that WisDOT would not be directly involved but rather it would be a matter of working with the railroad and with the Town of Friendship. Mr. Raith mentioned that the Town of Friendship would need to document this project and map it out in its comprehensive plan to get this process started. Mr. Raith also mentioned the importance of the National Freight Plan as it will impact funding for area roads, bridges, and railroad lines passing through the Fond du Lac Urbanized Area.

Ms. Lorrigan inquired about the Highway 45 and County V projects on the Highway 151 Bypass and if this reconstruction is still planned for 2015. Mr. Raith noted that this project was on schedule for completion in 2015.

Mr. Moesch directed the group to look at Table 1 of the TIP document and noted that all of the projects listed within Table 1 do have funds committed to their respective projects. Mr. Raith explained that ECWRPC would continue to work with WisDOT and other local jurisdictions through this planning process and stressed the importance of the policy board to notify ECWRPC of potential projects to include in the TIP and the LRTP.

5. Discussion and action on Proposed Resolution 08-13: Adoption of the 2014 Unified Transportation Work Program for the Fond du Lac Urbanized Area and Annual MPO Certification.

Mr. Raith reviewed the Fond du Lac portion of ECWRPC's Unified Transportation Work Program with the group. Mr. Raith explained that work element 1340 is specifically designated for the Fond du Lac MPO, noting that the MPO will have approximately \$124,000 in available funding for 2014. He noted that the population of the Fond du Lac MPO increased slightly from the last census and as a result of this increase, the MPO was eligible for \$25,000 more in transportation related funding. Mr. Raith continued to review each work item of the Fond du Lac MPO work program with the group and asked if they had any questions for the upcoming year. Mr. Raith also asked Mr. Moesch to pass out the meeting dates for the policy board and technical advisory committee meetings for 2014.

Mr. Janke inquired about the source of the MPO's funding. Mr. Raith explained that the funding is from the Federal Highway Administration (FHWA); which contribute 80% of the funding for each work element; 15% is matched by ECWRPC and the remaining 5% is provided by the Fond du Lac MPO through membership dues.

Mr. Buechel asked the committee if there was any further discussion or comments from the group regarding the Unified Work Program. Hearing none, Mr. Buechel asked the committee for a motion to approve the 2014 Unified Work Program for the Fond du Lac MPO.

Mr. Meyer made a motion to approve the Unified Work Program, Mr. Pierquet seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 06-13: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2013.

Mr. Moesch recommended that the Highway 41 to Interstate 41 designation/signage conversion project be included in the 2013 TIP to begin processing this project now and early in 2014. Mr. Halada also noted that amending this project into the 2013 plan would speed up the release of project funding, so that WisDOT could process this project in January 2014 versus February 2014. Mr. Moesch noted that a 30 day public review period was required for this amendment, and that no comments were received.

Mr. Raith explained that the interstate conversion project has received positive feedback. Mr. Raith also noted that although the Interstate Highways have lower weight restrictions for freight, this would not be an issue for the Interstate 41 corridor because the WisDOT would make an exception to grandfather in the higher US Highway weight restrictions currently in place on Highway 41 to continue for Interstate 41.

Mr. Buechel asked the committee if there was any further discussion or comments from the group regarding Resolution 06-13: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2013. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 06-13.

Mr. Janke made a motion to approve Resolution 06-13, Mr. Skiff seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 07-13: Adopting the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2014.

Mr. Moesch noted that there were no public comments received during the 30 day comment period for the 2014 TIP plan. He noted two major changes to the document; one, that the US Highway 45 between the City of Fond du Lac and the Village of Eden was programmed into the 2014 TIP document receiving \$94,000 in additional funds; and that the Arndt Street Bridge Rehab Project was removed from the project list and moved to Table A-1 of the document, and denoted as an illustrative project. Mr. Moesch stated that the Arndt Street Bridge project could receive funding in the future at which time could be amended back into the TIP plan of current projects. Mr. Moesch noted that Appendix B has information on capital and operating costs for Fond du Lac Transit.

Mr. Buechel asked the committee if there was any further discussion or comments from the group regarding Resolution 07-13: Adopting the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2014. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 07-13.

Mr. Pierquet made a motion to approve Resolution 07-13, Mr. Hornung seconded the motion and the motion passed unanimously.

8. Safe Routes to School Update

Mr. Moesch stated that today is International Walk to School Day. He noted that as part of this effort, school districts across the region, state and world are participating in this event. Mr. Moesch explained that the Fond du Lac school district is collaborating with ECWRPC to incorporate walking school bus routes at a number of schools.

Mr. Raith also noted that ECWRPC has a regional Safe Routes to School Program and commended Fond du Lac MPO for their participation in this valuable program.

9. 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 10:40 A.M.

APPENDIX E
MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 07-13

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA, 2014.

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 - 2014.

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.

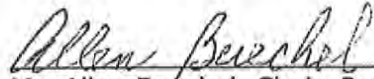
Section 3: That the Policy Board further certifies that the TIP contains projects that are consistent with the metropolitan plans for the urbanized area.

RESOLUTION NO. 07-13

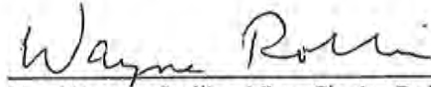
Effective Date: October 9, 2013

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

APPENDIX F
DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

THE REPORTER

www.fdlreporter.com

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM
400 AHNAIP ST STE 100
MENASHA, WI 54952

Natalie Bridenhagen

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

Account Number: N5251

Ad Number: 6861118

Published Date: September 08, 2013

Total Ad Cost: \$23.37

(Signed)


Legal Clerk

(Date)

9/10/13

Signed and sworn before me


Notary Public, Brown County, Wisconsin

My commission expires

12/25/14

EAST CENTRAL WI PLANNING COMM
Re: 2014transport impro



NOTICE OF
OPPORTUNITY TO
REVIEW
METROPOLITAN
PLANNING
ORGANIZATION
2014
TRANSPORTATION
IMPROVEMENT PRO
GRAM
The Fond du Lac Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area 2014. 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 2014 - 2018. The Fond du Lac MPO's public participation satisfies the Fond du Lac Area Transit public participation requirements for the Program of Projects. The draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area - 2014 can be viewed on the internet at:

<http://fdlmpo.org/>
A 30-day public review and comment period for this document will commence on Sunday, September 8, and end on Monday, October 7, 2013. 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.
September 8, 2013 X
WNAXLP

Page intentionally left blank.

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2014 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 – 2014. 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 2014 – 2018. The Fond du Lac MPO's public participation satisfies the Fond du Lac Area Transit public participation requirements for the Program of Projects. The draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area – 2014 can be viewed on the internet at:

<http://fdlmpo.org/>

A 30-day public review and comment period for this document will commence on Sunday, September 8, and end on Monday, October 7, 2013. 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.

Page intentionally left blank.

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*.

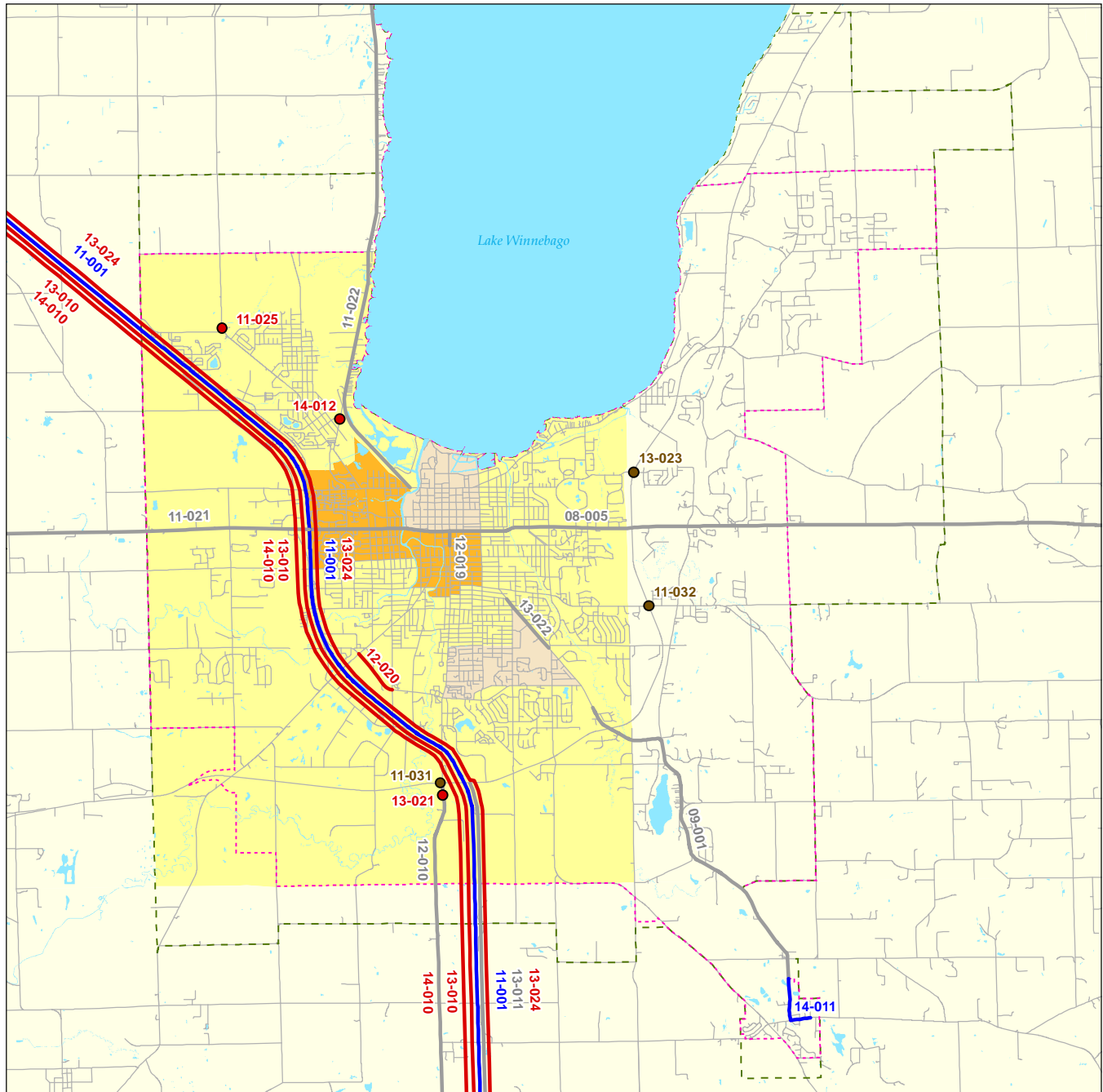
Efforts were made to include all individuals within the planning process. Public information meetings were held during all phases of the planning process. Advertisements were published in the local newspaper (*The Fond du Lac Reporter*) prior to the public review period. Flyers and notices were distributed 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 – 2014*. 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.

Page intentionally left blank.

Figure G-1
Fond du Lac Urbanized Area TIP Projects (2014 - 2018) 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

- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**

TIP Intersection Project Year and Number

- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**

- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary



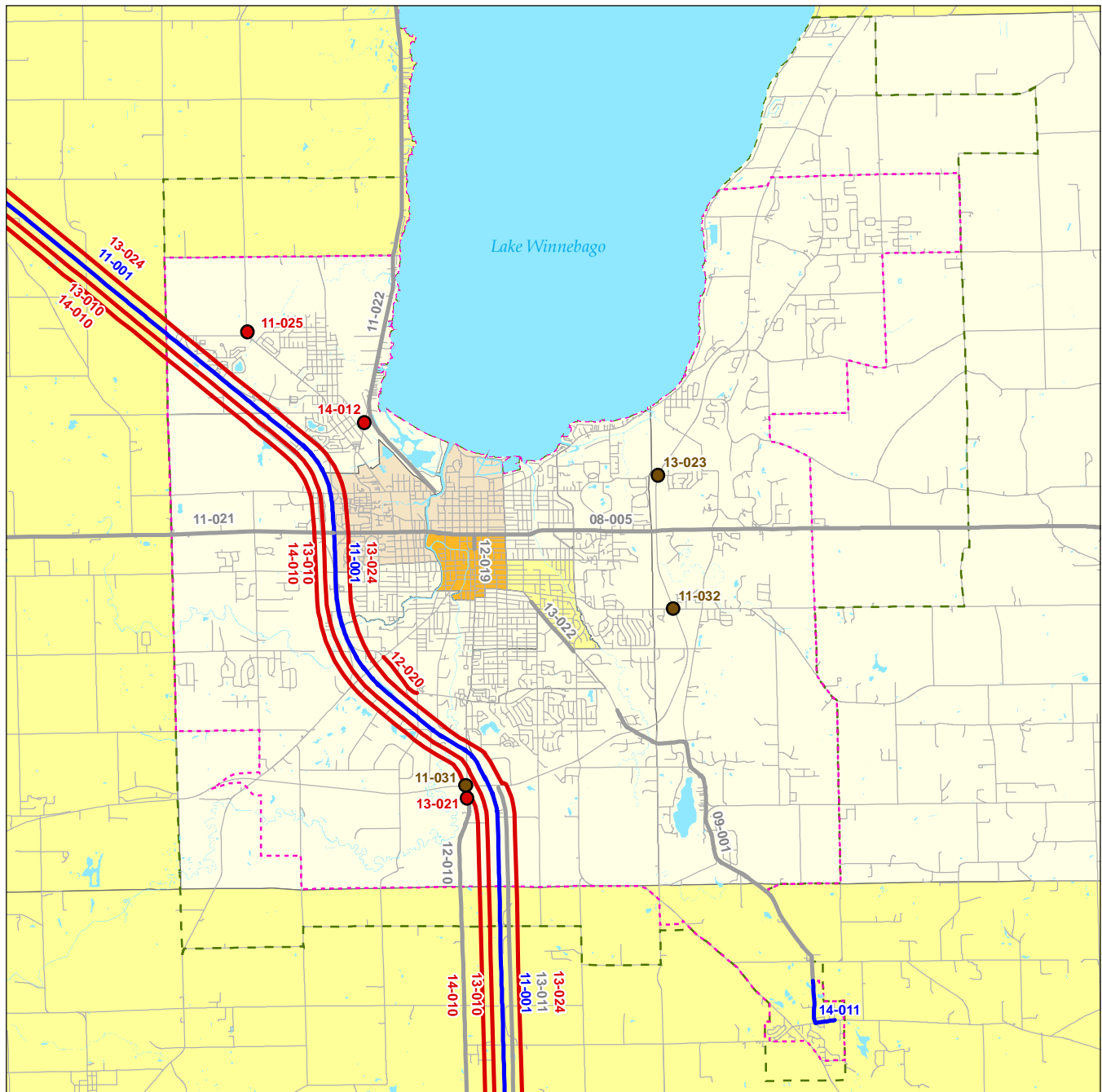
0 1 2
 Scale in Miles

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
 East Central Wisconsin
 Regional Planning Commission
ECWRPC

Page intentionally left blank.

Figure G-2
Fond du Lac Urbanized Area TIP Projects (2014 - 2018) and
Non-White Population Concentration (2010)



Percent Non-White Population by Census Tract

- Less than 5%
- 5% - 9.99%
- 10% - 14.99%
- 15% or More

- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**

TIP Intersection Project Year and Number

- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**



0 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.



Page intentionally left blank.

APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM AND
STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

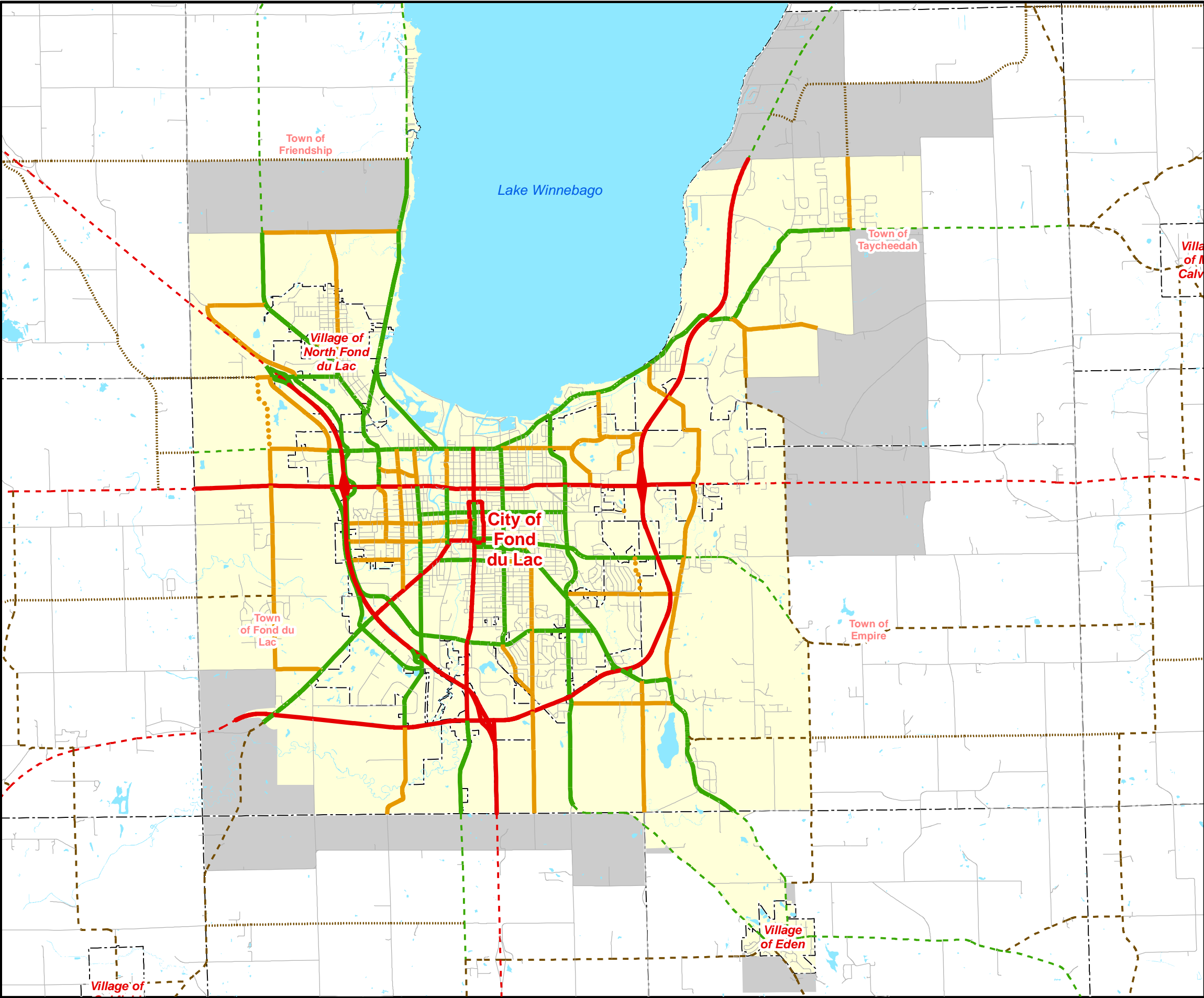
The following map identifies the urbanized area functional classification system and the roadways that are eligible for STP-Urban funding in the Fond du Lac urbanized area. Projects must meet federal and state requirements. Counties, towns, cities, villages and certain public authorities located within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

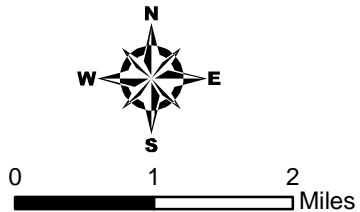
Figure H - 1 shows the Fond du Lac urbanized area.

Page intentionally left blank.

Figure H-1
Fond du Lac Urbanized Area
Functional Classification
System
2013



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



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

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

East Central Wisconsin
Regional Planning Commission
ECWRPC

TD: O:\1344Fondy\TIP\2014\2013FDLTIPMXD\FDLTIP13H1.mxd

APPENDIX I
AMENDMENTS

RESOLUTION NO. 01-14

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA – 2014

WHEREAS, the City of Fond du Lac, as the Metropolitan Planning Organization (MPO) for the Fond du Lac area, adopted the *2014 Transportation Improvement Program for the Fond du Lac Urbanized Area*, at their October 9, 2013 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 2014 Transportation Improvement Program for the Fond du Lac Urbanized Area.

Effective Date: February 13, 2014

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

Page intentionally left blank.

**TABLE 1
FOND DU LAC URBANIZED AREA - PROGRAMMED PROJECTS LISTING (2014 -2018)**
(\$000)

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

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

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Fond du Lac Area Transit	Fixed Route Bus	Oper.	469	349	383	1201	483	351	403	1237	498	355	421	1274	512	363	437	1312	528	366	461	1355
	Paratransit	Contr.	41	43	62	146	42	44	62	148	43	45	67	155	45	47	68	160	46	49	72	167
	Capital Projects	Purch.	48	0	12	60	50	0	12	62	52	0	13	65	54	0	14	68	56	0	14	70
	Section 5307	TOTAL	558	392	457	1407	575	395	477	1447	593	400	501	1494	611	410	519	1540	630	415	547	1592
WisDOT	STH 23/STH 67 - USH 151	PE	5699	1425	0	7124				0				0				0				0
Fond du Lac	Reconstruction, 4-lane	ROW	0	9588	0	9588				0				0				0				0
	1440-15-00, 01, 21, 22,71,72,73	CONST				0				0				0				0	40004	10001	0	50005
	STP 1.9 m. (E)	TOTAL	5699	11013	0	16712	0	0	0	0	0	0	0	0	0	0	0	0	40004	10001	0	50005
WisDOT	USH 45/Eden - Fond du Lac	PE				0				0				0				0				0
Fond du Lac	Resurfacing	ROW	0	94	0	94				0				0				0				0
	4110-26-00, 21, 71	CONST				0				0				0				0	3390	842	24	4256
	STP 5.52 m. (P)	TOTAL	0	94	0	94	0	0	0	0	0	0	0	0	0	0	0	0	3390	842	24	4256
WisDOT	USH 41/Milwaukee - Oshkosh	PE				0				0				0				0				0
Fond du Lac	SCL - STH 26 Crack Filling	ROW				0				0				0				0				0
	1100-31-30,60	CONST				0				0				0	840	210	0	1050				0
	STP RDMTN (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	840	210	0	1050	0	0	0	0
WisDOT	STH 23/Rosendale - USH 41	PE	228	57	0	285				0				0				0				0
Fond du Lac	STH 26 - CTH VV, Resurface	ROW				0				0				0				0				0
	1430-18-00,71	CONST				0				0				0				0	5020	1255	0	6275
	STP (P)	TOTAL	228	57	0	285	0	0	0	0	0	0	0	0				0	5020	1255	0	6275
WisDOT	USH 45/Scott - NCL	PE				0				0				0				0				0
Fond du Lac	Resurface	ROW				0				0				0				0				0
	4110-28-00,71	CONST				0				0				0	0	0	0	0	5230	1308	0	6538
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5230	1308	0	6538
WisDOT	Melody Lane Bridge	PE				0				0				0				0				0
T of Friendship	Anderson Creek Bridge	ROW				0				0				0				0				0
	4808-06-00, 71	CONST	291	0	73	364				0				0				0				0
	BR .0 m. (P)	TOTAL	291	0	73	364	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	USH 151/CTH V Interchange	PE				0				0				0				0				0
Fond du Lac	Fond du Lac Bypass	ROW	0	612	0	612				0				0				0				0
	1420-22-00,21,22, 71	CONST				0	11491	2873	0	14364				0				0				0
	STP (E)	TOTAL	0	612	0	612	11491	2873	0	14364	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	USH 151/CTH T Overpass	PE				0				0				0				0				0
Fond du Lac	Fond du Lac Bypass	ROW	0	258	0	258				0				0				0				0
	1420-23-00,21, 22, 71	CONST				0	4576	1144	0	5720				0	0	0	0	0				0
	STP (E)	TOTAL	0	258	0	258	4576	1144	0	5720	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 175/Byron - Fond du Lac	PE				0				0				0				0				0
Fond du Lac	CTH F - USH 151 Bypass	ROW				0				0				0				0				0
	3360-11-30,60	CONST				0				0				0				0	1280	320	0	1600
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1280	320	0	1600
WisDOT	USH 45, Main Street, City of Fond du Lac	PE	173	0	58	231				0				0				0				0
C of Fond du Lac	Merrill Ave - Johnson Street	ROW				0				0				0				0				0
	4110-30-00,71	CONST				0				0				0	0	0	0	0	2475	619	54	3148
	STP 0.28 m. (P)	TOTAL	173	0	58	231	0	0	0	0	0	0	0	0	0	0	0	0	2475	619	54	3148

TABLE 1
FOND DU LAC URBANIZED AREA - PROGRAMMED PROJECTS LISTING (2014 -2018)
(\$000)

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

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

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Fond du Lac Co.	CTH VV/CTH VVV - Rogersville Rd Reconstruct 4986-00-21 URB 0.67 m.	PE ROW CONST TOTAL	312	0	78	390				0				0				0				0
	** Amended 2/13/14 (P)					0				0	2074	0	1319	3393				0				0
443-12-020			312	0	78	390	0	0	0	0	2074	0	1319	3393	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 41 Interstate Conversion Plan I-94 to I-43 1113-00-00 STP	PE ROW CONST TOTAL	600	150	0	750				0				0				0				0
443-13-010	(P)		600	150	0	750	0	0	0	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, 71 STP	PE ROW CONST TOTAL	360	40	0	400				0				0				0				0
443-13-011	(P)		360	40	0	400	0	0	0	0	0	0	0	0	0	0	0	0	12069	3024	0	15093
																			12069	3024	0	15093
WisDOT Fond du Lac	Regional Safe Routes to School Box Culvert 3360-14-00/71 STP	PE ROW CONST TOTAL				0				0				0				0				0
443-13-017	(P)		44	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	WIS 175 Box Culvert 3360-14-00/71 STP	PE ROW CONST TOTAL				0				0				0				0				0
443-13-021	(P)		28	7	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	USH 45/Fond du Lac Ave. CTH V - 6th St Reconstruct 4986-07-00, 71 STP	PE ROW CONST TOTAL				0				0				0				0				0
443-13-022	(P)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3655	914	1	4570
																			3655	914	1	4570
WisDOT Fond du Lac	USH 151/DuCharme Intersection turn lanes 1420-26-00, 71 STP	PE ROW CONST TOTAL				0				0				0				0				0
443-13-023	(P)		0	0	0	0	316	79	100	495	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Fond du Lac	I-41 Conversion / State Line - Green Bay SCL Dodge Co - I-43 Signing 1133-03-76 STP	PE ROW CONST TOTAL				0				0				0				0				0
443-13-024	(P)		1989	497	0	2486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Preventative Maint. National Highway Grouped Projects NHS	PE ROW CONST TOTAL				0				0				0				0				0
443-14-001	(P)		400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
WisDOT	STH Preventative Maint. Connecting Highway Grouped Projects	PE ROW CONST TOTAL				0				0				0				0				0
443-14-002	(P)		400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
WisDOT	Enhancements Grouped Projects	PE ROW CONST TOTAL				0				0				0				0				0
443-14-003	(P)		120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
WisDOT	Safety Funds Grouped Projects	PE ROW CONST TOTAL				0				0				0				0				0
443-14-004	(P)		16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
WisDOT	Rail/Hwy Xing Safety Grouped Projects	PE ROW CONST TOTAL				0				0				0				0				0
443-14-005	(P)		80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100

**TABLE 1
FOND DU LAC URBANIZED AREA - PROGRAMMED PROJECTS LISTING (2014 -2018)
(\$000)**

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

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

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	Hwy Safety Improvement Program (HSIP)	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
443-14-006	STP (P)	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
WisDOT	RR Xing STP protective devices	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	144	336	0	480	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
443-14-007	STP (P)	TOTAL	144	336	0	480	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT	STN Preventative Maint. Connecting Hwy	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
443-14-008	STP (P)	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
WisDOT	OCR	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
443-14-009	STP (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT	USH 41 / FdL - Osh	PE	720	180	0	900				0				0				0				0
Fond du Lac	CTH D - STH 26 Resurface	ROW				0				0				0				0				0
	1100-52-00, 71	CONST				0				0				0				0	26960	6740	0	33700
443-14-010	STP 15.47 m. (P)	TOTAL	720	180	0	900	0	0	0	0	0	0	0	0	0	0	0	0	26960	6740	0	33700
WisDOT	USH 45 / Main & FdL Streets (V. of Eden)	PE				0				0				0				0				0
Fond du Lac	Elm St - N. Village Limits RECAST	ROW				0				0				0				0				0
	4080-04-71	CONST				0				0				0	2150	538	0	2688				0
443-14-011	STP 0.91 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2150	538	0	2688	0	0	0	0
WisDOT	Lakeshore Drive Railyard Crossing	PE	1158	0	0	1158				0				0				0				0
V of N. FdL	NFdL Crossing - Earmark	ROW				0				0				0				0				0
	4808-05-00	CONST				0				0				0				0				0
443-14-012	MSC (P)	TOTAL	1158	0	0	1158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Arndt St Bridge, City of Fond du Lac	PE				0	135	0	34	169				0				0				0
C of Fond du Lac	Bridge Replacement B-20-0231	ROW				0				0				0				0				0
Fond du Lac	4986-08-00 ** Amended 2/13/14	CONST				0				0				0				0				0
443-14-018	BR 0.00 m. (P)	TOTAL	0	0	0	0	135	0	34	169	0	0	0	0	0	0	0	0	0	0	0	0
		PE	9266	1856	136	11258	151	4	34	189	16	4	0	20	16	4	0	20	16	4	0	20
		ROW	0	10552	0	10552	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	4166	916	413	5495	18241	4208	440	22889	3932	112	1659	5703	4848	860	340	6048	101941	25135	419	127495
		TOTAL	13432	13324	549	27305	18392	4212	474	23078	3948	116	1659	5723	4864	864	340	6068	101957	25139	419	127515
Preservation Subtotal			7733	1441	549	9723	2190	195	440	2825	3948	116	1659	5723	4864	864	340	6068	61953	15138	419	77510
Expansion Subtotal			5699	11883	0	17582	16067	4017	0	20084	0	0	0	0	0	0	0	0	40004	10001	0	50005

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

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

TABLE 1
FOND DU LAC URBANIZED AREA - PROGRAMMED PROJECTS LISTING (2014-2018)
(\$000)

**** Amended 2/13/14**

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

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018 +			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	Arndt St Bridge, City of Fond du Lac	PE				0	135	0	34	169				0				0				0
C of Fond du Lac	Bridge Replacement B-20-0231	ROW				0				0				0				0				0
Fond du Lac	4986-08-00 ** Amended 2/13/14	CONST				0				0				0				0				0
443-14-018	BR 0.00 m. (P)	TOTAL	0	0	0	0	135	0	34	169	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	CTH VV/CTH VVV - Rogersville Rd	PE				0				0				0				0				0
Fond du Lac Co.	Reconstruct	ROW				0				0				0				0				0
	4986-00-22 ** Amended 2/13/14	CONST				0				0	2074	0	1319	3393				0				0
443-12-020	URB 0.7 m. (P)	TOTAL	0	0	0	0	0	0	0	0	2074	0	1319	3393	0	0	0	0	0	0	0	0

**** Funds are obligated to projects approximately 6 weeks prior to LET date. ** Amended 2/13/14**

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

TABLE 2
FOND DU LAC URBANIZED AREA, 2014-2018
SUMMARY OF FEDERAL FUNDS PROGRAMMED AND AVAILABLE
(\$000)

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

Agency/Program	Programmed Expenditures					Estimated Available Funding				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
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	291	135	0	0	0	291	135	0	0	0
Congestion Mitigation & Air Quality	0	0	0	0	0	-----Not Eligible-----				
Surface Transportation Program										
Fond du Lac Urbanized Area	312	0	2,074	0	0	312	0	2,074	0	0
Surface Transportation Program										
State Flexibility	12,473	17,857	1,474	4,464	101,557	12,473	17,857	1,474	4,464	101,557
Surface Transportation Program										
Safety (HSIP)	0	0	0	0	0	0	0	0	0	0
Surface Transportation Program										
Enhancements	0	0	0	0	0	0	0	0	0	0
Programmed Expenditures	13,476	18,392	3,948	4,864	101,957	13,476	18,392	3,948	4,864	101,957
* Annual Inflation Factor 2.5%	337	460	99	122	2,549	337	460	99	122	2,549
Estimated Need with Inflation Factor	13,813	18,852	4,047	4,986	104,506	13,813	18,852	4,047	4,986	104,506
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 2.5%	13	13	14	14	15	13	13	14	14	15
Estimated Need with Inflation Factor	530	546	564	580	599	530	546	564	580	599
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

AMENDED 2/13/14

Page intentionally left blank.

THE REPORTER

www.fdlreporter.com

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM
400 AHNAIP ST STE 100
MENASHA, WI 54952

Erin Duffy

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

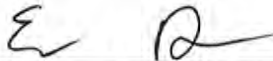
Account Number: N5251

Ad Number: 6923929

Published Date: January 15, 2014

Total Ad Cost: \$23.82

(Signed)

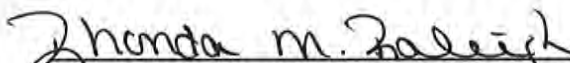


Legal Clerk

(Date)

1-15-14

Signed and sworn before me



Notary Public, Brown County, Wisconsin

My commission expires

9/23/2017

EAST CENTRAL WI PLANNING CO

Re: Amendment to

NOTICE OF
PUBLIC REVIEW
OPPORTUNITY
AMENDMENT TO THE
TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP) FOR
THE FOND DU LAC
URBANIZED AREA
- 2014

The Metropolitan Planning Organization (MPO) for the Fond du Lac Urbanized Area, is preparing to amend the adopted 2014 Transportation Improvement Program (TIP). The amended TIP would include projects that will receive federal or state funding to complete transportation projects. The amendment will coordinate local, state, and federal programs to meet federal metropolitan planning regulations that include provisions for a formal TIP amendment process. The Amendment includes projects located within the Fond du Lac Urbanized Area.

Comments regarding the 2014 TIP amendment will be accepted until February 13, 2014. If you would like more information about the 2014 Transportation Improvement Program for the Fond du Lac Urbanized Area, or a detailed listing of projects, please visit our Web Site at <http://www.fdlmop.org> or contact the East Central Wisconsin Regional Planning Commission (920) 751-4770.
Run: Jan. 14, 2014
WNAXLP

Page intentionally left blank.