

Transportation Improvement Program

Fond du Lac Urbanized Area

2016



Fond du Lac
Metropolitan Planning Organization
Approved on October 7, 2015

 East Central Wisconsin
Regional Planning Commission
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TRANSPORTATION IMPROVEMENT PROGRAM

FOND DU LAC URBANIZED AREA

- 2016 -

Final - October 2015

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FOND DU LAC URBANIZED AREA - 2016

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SUBJECT: A five-year transportation improvement program of operating
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The *Transportation Improvement Program for the Fond du Lac Urbanized Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2016-2019 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for STP-Urban Projects from 2016 through 2019; for transit assistance programs, 2016 and 2017.

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INTRODUCTION

INTRODUCTION

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2016 to 2019. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the urbanized area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

REPORT FORMAT

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

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

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

CERTIFICATIONS

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

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

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



**TRANSPORTATION
IMPROVEMENT PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

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

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

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

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

THE TIP PROCESS

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2020 are considered

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

TIP Amendments

No Amendment Required

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

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

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

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

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

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

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

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided by direct letter, dated June 24, 2015, requesting candidate projects to be identified. On September 6, 2015, a legal notice was published in the Fond du Lac daily paper identifying a review and comment period from September 6 to October 5, 2015. The Technical Advisory Committee would meet September 9, 2015 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 7, 2015 Policy Board Meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

Project Review for Eligibility

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

Flexibility of Funding Sources

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

Federal-Aid Highway Programs

MAP-21	SAFETEA-LU
National Highway Performance Program (NHPP)	NHS, IM, & Bridge (on NHS)
Surface Transportation Program (STP)	STP & Bridge (non-NHS)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing 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
Local	NHS-Local
Bridge Replacement & Rehabilitation	
State	BR, BH
Local	BR-Local
Surface Transportation Program	

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

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

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2016-2019, itemized in the listing this year includes the 2016 through 2019 projects that were submitted by the local entities. In developing this 2016 TIP, a project was selected by the Policy Board for the 2019 and 2020 biennium.

The allocation of STP-Urban funds for 2019-2020 is \$924,932 in the Fond du Lac urbanized area.

STP-Urban Project Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the *Transportation Improvement Program*. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2016-2019 project candidates, as part of the 2016 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fond du Lac urbanized area. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

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

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

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

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

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

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

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

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

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

d. **Freight Operations.**

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

e. **Transit Improvements.**

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

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

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

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

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

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

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

- 1 Residential to residential
- 0 Recreational to recreational

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

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

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

1. **Spacing.**

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

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

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

3. **User Safety.**

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

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

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

Alternate Rating (non-corridor based projects)

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

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

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

Score	5	> 280
	3	150-279
	0	< 149

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

Score	5	≥ 5
	3	1 - 4
	0	0

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

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

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

Score	5	In a multimodal corridor, the project addresses the needs of all listed modes.
-------	---	--

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

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

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

STP-Urban Project Selection Procedure

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

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 50 percent minimum federal funding level.

If the remaining allocation is inadequate to fund the final project at 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

2016-2019 allocations resulted in staff recommending funding for one project in the Fond du Lac urbanized area. This project was selected by action of the Policy Board for the Fond du Lac urbanized area on May 13, 2015:

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

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

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, 2019-2020. Table A-1 is a listing of projects that can be considered for possible future funding but are listed as illustrative, meaning that no funds are programmed out beyond the 4 year program for 2016 through 2019.

2016 TIP PROJECT LISTING

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

Primary Jurisdiction

This column lists the primary implementing jurisdiction on the top line of each project listing. The second line contains the county within which the project is located. The fourth line is the TIP number, for example (443-16-001). 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: 2016, 2017, 2018, and 2019.

**Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing
2016 - 2019**

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

(\$000)

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

Primary Jurisdiction	Project Description	Type of Cost	2016				2017				2018				2019				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Fond du Lac Area Transit	Fixed Route Bus	Oper.	498	355	421	1274	508	362	430	1300	518	369	439	1326	528	376	448	1352	
	Paratransit	Contr.	43	40	69	152	45	40	70	155	46	41	71	158	47	42	72	161	
	Capital Projects	Purch.	47	0	12	59	179	0	45	224	52	0	13	65	1014	0	253	1267	
	Section 5307	TOTAL	588	395	502	1485	732	402	545	1679	616	410	523	1549	1589	418	773	2780	
WisDOT Fond du Lac	STH 23/STH 67 - USH 151	PE				0				0				0				0	
	Reconstruction, 4-lane	ROW	9588	0	0	9588													
	1440-15-00, 01, 21, 22,71,72,73	CONST	7107	12977	2243	22327	13274	25326	0	38600				0				0	
	STP 1.9 m. (E)	TOTAL	16695	12977	2243	31915	13274	25326	0	38600	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	USH 45/Eden - Fond du Lac	PE				0				0				0				0	
	Resurfacing	ROW				0				0				0				0	
	4110-26-00, 21, 71	CONST				0					3445	859	8	4312				0	
	STP 5.52 m. (P)	TOTAL	0	0	0	0	0	0	0	0	3445	859	8	4312	0	0	0	0	
WisDOT Fond du Lac	USH 41/Milwaukee - Oshkosh	PE				0				0				0				0	
	SCL - STH 26 Crack Filling	ROW				0				0				0				0	
	1100-31-30,60	CONST				0	840	210	0	1050				0				0	
	STP RDMTN (P)	TOTAL	0	0	0	0	840	210	0	1050	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	STH 23/Rosendale - USH 41	PE				0				0				0				0	
	STH 26 - CTH VV, Resurface	ROW				0				0				0				0	
	1430-18-00,71	CONST				0				0				0	5129	1146	0	6275	
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	5129	1146	0	6275	
WisDOT Fond du Lac Co.	CTH VV/CTH VVV - Rogersville Rd	PE				0				0				0				0	
	Reconstruct	ROW				0				0				0				0	
	4986-00-21, 22	CONST				0	2262	0	1319	3581				0				0	
	URB 0.67 m. (P)	TOTAL	0	0	0	0	2262	0	1319	3581	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	Regional Safe Routes to School	PE				0				0				0				0	
		ROW				0				0				0				0	
	1009-00-55	CONST	22	0	0	22				0				0				0	
	SRTS (P)	TOTAL	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	Regional Safe Routes to School	PE				0				0				0				0	
		ROW				0				0				0				0	
	1009-00-68	CONST	5	0	1	6	36	0	9	45				0				0	
	SRTS (P)	TOTAL	5	0	1	6	36	0	9	45	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	Regional Safe Routes to School	PE				0				0				0				0	
		ROW				0				0				0				0	
	1009-00-74	CONST				0				0	44	0	11	55				0	
	SRTS (P)	TOTAL	0	0	0	0	0	0	0	0	44	0	11	55	0	0	0	0	
WisDOT Fond du Lac	WIS 175	PE				0				0				0				0	
	Box Culvert	ROW				0				0				0				0	
	3360-14-00, 71	CONST	254	64	0	318				0				0				0	
	STP (P)	TOTAL	254	64	0	318	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	USH 45 / Main & FdL Streets (V. of Eden)	PE				0				0				0				0	
	Elm St - N. Village Limits RECST	ROW				0				0				0				0	
	4080-04-71	CONST				0				0	2059	515	213	2787				0	
	STP 0.91 m. (P)	TOTAL	0	0	0	0	0	0	0	0	2059	515	213	2787	0	0	0	0	
WisDOT C of Fond du Lac Fond du Lac	N. Rolling Meadows & S. Walmart Driveway	PE				0				0				0				0	
	Intersection HSIP	ROW				0				0				0				0	
	4986-11-00, 21, 71	CONST	150	0	17	167				0				0				0	
	HSIP 0.00 m. (P)	TOTAL	150	0	17	167	0	0	0	0	0	0	0	0	0	0	0	0	

WisDOT Fond du Lac	STH 23/Taft Rd. - CTH P Fond du Lac - Plymouth 1440-15-78 RECST	PE ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
443-15-018	STP 16.81 m. (P)	TOTAL	0	0	0	0	7120	1780	0	8900	0	0	0	0	0	0	0	0	0	0
WisDOT	Preventative Maint. National Highway Grouped Projects	PE ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
443-16-001	NHS (P)	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0
WisDOT	STH Preventative Maint. Connecting Highway Grouped Projects	PE ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
443-16-002	STP (P)	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0
WisDOT	Enhancements Grouped Projects	PE ROW CONST	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
443-16-003	STP (P)	TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0
WisDOT	Safety Funds Grouped Projects	PE ROW CONST	16 0 80	4 0 20	0 0 100	20 0 100	16 0 80	4 0 20	0 0 100	20 0 100	16 0 80	4 0 20	0 0 100	20 0 100	16 0 80	4 0 20	0 0 100	20 0 100	16 0 80	4 0 20
443-16-004	STP (P)	TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	96	24
WisDOT	Rail/Hwy Xing Safety Grouped Projects	PE ROW CONST	0 0 80	0 0 20	0 0 0	100 100 100	0 0 80	0 0 20	0 0 100	100 100 100	0 0 80	0 0 20	0 0 100	100 100 100	0 0 80	0 0 20	0 0 100	100 100 100	0 0 80	0 0 20
443-16-005	STP (P)	TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20
WisDOT	Hwy Safety Improvement Program (HSIP) Grouped Projects	PE ROW CONST	0 0 90	0 0 0	10 10 10	100 100 100	0 0 90	0 0 10	100 100 100	0 0 10	0 0 90	0 0 10	100 100 100	0 0 10	0 0 90	0 0 10	100 100 100	0 0 10	0 0 90	0 0 10
443-16-006	STP (P)	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0
WisDOT	RR Xing STP protective devices Grouped Projects	PE ROW CONST	0 0 144	0 0 36	0 0 0	180 180 180	0 0 144	0 0 36	0 0 0	180 180 180	0 0 144	0 0 36	0 0 0	180 180 180	0 0 144	0 0 36	0 0 0	180 180 180	0 0 144	0 0 36
443-16-007	STP (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36
WisDOT	OCR Grouped Projects	PE ROW CONST	0 0 144	0 0 36	0 0 0	180 180 180	0 0 144	0 0 36	0 0 0	180 180 180	0 0 144	0 0 36	0 0 0	180 180 180	0 0 144	0 0 36	0 0 0	180 180 180	0 0 144	0 0 36
443-16-008	STP (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36
		PE ROW CONST TOTAL	16 9588 8996 18600	4 0 13153 13157	0 0 2501 2501	20 9588 24650 34258	16 0 24990 25006	4 0 27428 27432	0 0 1568 1568	20 0 53986 54006	16 0 7006 7022	4 0 1486 1490	0 0 472 472	20 0 8964 8984	16 0 6587 6603	4 0 1258 1262	0 0 240 240	20 0 8085 8105	16 0 6587 6603	4 0 1258 1262
	Preservation Subtotal		1905	180	258	2343	11732	2106	1568	15406	7022	1490	472	8984	6603	1262	240	8105		
	Expansion Subtotal		16695	12977	2243	31915	13274	25326	0	38600	0	0	0	0	0	0	0	0	0	0

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

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

Table 2: Fond du Lac Urbanized Area, 2016-2019
Summary of Federal Funds Programmed and Available
(\$000)

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2016	2017	2018	2019	2016	2017	2018	2019
Federal Highway Administration								
National Highway Performance Program	400	400	400	400	400	400	400	400
Surface Transportation Program								
Fond du Lac Urbanized Area	0	2,262	0	0	0	2,262	0	0
Surface Transportation Program								
State Flexibility	18,023	22,308	6,578	6,203	18,023	22,308	6,578	6,203
Highway Safety Improvement Program (HSI)	294	144	144	144	294	144	144	144
Transportation Alternatives Program	0	0	0	0	0	0	0	0
Programmed Expenditures	18,717	25,114	7,122	6,747	18,717	25,114	7,122	6,747
* Annual Inflation Factor 2.3%	430	578	164	155	430	578	164	155
Estimated Need with Inflation Factor	19,147	25,692	7,286	6,902	19,147	25,692	7,286	6,902
Federal Transit Administration								
Section 5307 Operating	\$498	\$508	\$518	\$528	\$498	\$508	\$518	\$528
Section 5307 Capital	47	179	52	1,014	47	179	52	1,014
Programmed Expenditures	545	687	570	1,542	545	687	570	1,542
* Annual Inflation Factor 2.3%	13	16	13	35	13	16	13	35
Estimated Need with Inflation Factor	558	703	583	1,577	558	703	583	1,577
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 2015
Fond du Lac Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2015				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Fond du Lac	USH 45/Eden - Fond du Lac Resurfacing	PE				0			
	4110-26-00, 21, 71	ROW	0	1000	0	1000		X	
		CONST				0			
443-09-001	STP 5.52 m. (P)	TOTAL	0	1000	0	1000			
WisDOT Fond du Lac	STH 23/Rosendale - USH 41	PE	228	57	0	285			
	STH 26 - CTH VV, Resurface	ROW				0		X	
	1430-18-00,71	CONST				0			
443-11-021	STP (P)	TOTAL	228	57	0	285			
WisDOT Fond du Lac	USH 151/CTH V Interchange	PE				0			
	Fond du Lac Bypass	ROW				0		X	
	1420-22-00,21,22, 71	CONST	6085	1512	43	7640		Ongoing	
443-11-031	STP (E)	TOTAL	6085	1512	43	7640			
WisDOT Fond du Lac	USH 151/CTH T Overpass	PE				0			
	Fond du Lac Bypass	ROW				0		X	
	1420-23-00,21, 22, 71	CONST	8867	2205	71	11143		Ongoing	
443-11-032	STP (E)	TOTAL	8867	2205	71	11143			
WisDOT Fond du Lac	STH 23/CTH UU - Log Tavern Rd.	PE				0			
	Const-Mill/Overlay RDMTN	ROW				0		X	
	1440-15-79	CONST	0	1234	0	1234		Ongoing	
443-15-001	STP 6.3 m.	TOTAL	0	1234	0	1234		2015	
WisDOT Fond du Lac	USH 45/Fond du Lac Ave.	PE	400	100	0	500			
	CTH V - 6th St Reconstruct	ROW				0	X		
	4986-07-00, 71	CONST				0			
443-13-022	STP 1.47 m. (P)	TOTAL	400	100	0	500			
WisDOT Fond du Lac	USH 151/DuCharme Intersection turn	PE				0			
		ROW				0	X		
	1420-26-00, 71	CONST	473	118	103	694			
443-13-023	STP (P)	TOTAL	473	118	103	694			
WisDOT Fond du Lac	I-41 Conversion / State Line - Green	PE				0			
	SCL Dodge Co - I-43 Signing	ROW				0	X		
	1133-03-76	CONST	1776	444	0	2220			
443-13-024	STP (P)	TOTAL	1776	444	0	2220			
WisDOT V of N. FdL	Lakeshore Drive Railyard Crossing	PE	1158	0	0	1158			
	NFdl Crossing - Earmark	ROW				0	X		
	4808-05-00	CONST				0			
443-14-012	MSC (P)	TOTAL	1158	0	0	1158			
WisDOT C of Fond du Lac	Arndt St Bridge, City of Fond du Lac	PE	149	0	37	186			
	Bridge Replacement B-20-0231	ROW				0	X		
	4986-08-00	CONST				0			
443-14-018	BR 0.00 m. (P)	TOTAL	149	0	37	186			

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APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fond du Lac Urbanized Area - Candidate Project Listing (2016-2020)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2016				2017				2018				2019				2020 + 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 Fond du Lac <i>Illustrative</i>	CTH N Overpass of CNRR Local .4 m. (E)	PE				0				0				0				0	0	0	120	120
		ROW				0				0				0				0	0	0	200	200
		CONST				0				0				0				0	0	0	1000	1000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320	1320
C of Fond du Lac Fond du Lac <i>Illustrative</i>	Military Road/Hickory - Western Reconstruction, urban Local .50 m. (P)	PE				0				0				0				0	0	0	350	350
		ROW				0				0				0				0	0	0	1750	1750
		CONST				0				0				0				0	0	0	2100	2100
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2100	2100
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH V/CTH K-National Ave Reconstruction, 4-lane, urban Local 1.50 m. (E)	PE				0				0				0				0	0	0	120	120
		ROW				0				0				0				0	0	0	120	120
		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	3240	3240
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 VVV 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	0	200	200
		ROW				0				0				0				0	0	0	200	200
		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	3200	3200
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH T/USH 151 Overpass-National Reconstruction, 4-lane, urban Local 2.0 m. (E)	PE				0				0				0				0	0	0	150	150
		ROW				0				0				0				0	0	0	300	300
		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	3450	3450
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	0	150	150
		ROW				0				0				0				0	0	0	150	150
		CONST				0				0				0				0	0	0	1700	1700
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	2000
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH V/USH 45(FDL Ave)-National Ave Intersect Intersection Reconstruct Local 1.0 m. (P)	PE				0				0				0				0	0	0	200	200
		ROW				0				0				0				0	0	0	300	300
		CONST				0				0				0				0	0	0	600	600
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1100	1100
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K/USH 151-CTH V Reconstruction, 4-lane, urban Local 5.0 m. (E)	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	5000	5000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5000	5000
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH H/USH 45 Intersection Relocation Reconstruction Local .10 m. (E)	PE				0				0				0				0	0	0	90	90
		ROW				0				0				0				0	0	0	250	250
		CONST				0				0				0				0	0	0	550	550
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	890	890

Primary Jurisdiction	Project Description	Type of Cost	2016				2017				2018				2019				2020 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Fond du Lac Co	CTH K/USH 151-CTH WH	PE				0				0				0				0				0
Fond du Lac	Reconstruction	ROW				0				0				0				0				0
<i>Illustrative</i>		CONST				0				0				0				0	0	0	2000	2000
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	2000
WisDOT	USH 45/Scott - NCL	PE				0				0				0				0				0
Fond du Lac	Resurface	ROW				0				0				0				0				0
<i>Illustrative</i>	4110-28-71	CONST				0				0				0	0	0	0	0	5230	1308	0	6538
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5230	1308	0	6538
WisDOT	USH 45, Main Street, City of Fond du Lac	PE				0				0				0				0				0
C of Fond du Lac	Merrill Ave - Johnson Street	ROW				0				0				0				0				0
<i>Illustrative</i>	4110-30-71 RECST	CONST				0				0				0	0	0	0	0	2490	623	34	3147
	STP 0.28 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2490	623	34	3147
WisDOT	USH 41 / SCL - USH 151	PE				0				0				0				0				0
Fond du Lac	Resurface	ROW				0				0				0				0				0
<i>Illustrative</i>	1100-50-00, 71	CONST				0				0				0				0	12096	3024	0	15120
	STP 7.23 m (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12096	3024	0	15120
WisDOT	USH 45/Fond du Lac Ave.	PE	400	100	0	500				0				0				0				0
Fond du Lac	CTH V - 6th St Reconstruct	ROW				0				0				0				0				0
<i>Illustrative</i>	4986-07-00, 71	CONST				0				0				0				0	2966	741	0	3707
	STP 1.47 m. (P)	TOTAL	400	100	0	500	0	0	0	0	0	0	0	0	0	0	0	0	2966	741	0	3707
WisDOT	USH 41 / FdL - Osh	PE				0				0				0				0				0
Fond du Lac	CTH D - STH 26 Resurface	ROW				0				0				0				0				0
<i>Illustrative</i>	1100-52-71	CONST				0				0				0				0	26960	6740	0	33700
	STP 15.47 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26960	6740	0	33700

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

Jurisdiction	2021 & 2022 STP Projects	Plan Consis- tency	Preserve Existing System	Capacity V/C	Safety	Multi- Modal	Planned Programming	Total Score	Rank	Project Cost	Max. STP Funding	Grant Awards				
												Federal \$	Local \$			
Fond du Lac Allocation = \$685,641																
Fond du Lac Co.	CTH V (CTH VV-USH 45) CTH V / USH 45 & National Avenue Intersection Mascoutin Trail Ext. over USH 41/ CTH VV-CTH VVV															
		3	PC (7)	1	0.64	3	80	0	VPBT	5	5	5	17	\$2,000,000		
		3	PC (7)	1	0.74	3	140	0	VPBT	5	1	1	13	\$1,700,000		
		5	avg 3.6	4	3	3	c.	3	vPBt	3	5	5	23	\$390,000		
C of Fond du Lac	Military Road (Hickory - Western)	3	PC (4)	5	1	4	80	0	VPBT	5	2	2	19	\$2,150,000		
T of Friendship	CTH N Overpass	3	PC (4)	5	0.05	0	35	0	Vpbt	1	2	2	11	\$1,300,000		
Total												\$7,540,000	\$0			

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APPENDIX B

FEDERAL TRANSIT OPERATING & CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fond du Lac urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For 2015 the allocation was 31 percent.

In 1996 the Wisconsin Department of Transportation began distributing the state share of operating assistance similar to the federal share, with each transit system within a tier receiving an equal percentage of assistance. State operating assistance for 2015 was 24 percent of eligible expenses.

Each year WisDOT pools the capital requests of the state's transit systems and applies to the FTA for Section 5309 Capital discretionary grants. These annual grants have provided the much-needed support to meet capital needs. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain and enhance transit's infrastructure. Fond du Lac Area Transit's next fleet replacement project will begin in 2019.

Currently operating under 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 2016 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 2016-2020 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2016	Jan-Dec 2017	Jan-Dec 2018	Jan-Dec 2019	Jan-Dec 2020
Operating Assistance/ Section 5307	FDLAT						
Directly Operated-Fixed Route							
Expenses			\$1504	\$1534	\$1565	\$1596	\$1628
Revenues			230	234	239	244	249
Deficit			1274	1300	1326	1352	1379
Federal Share		443-16-009	498	508	518	528	539
State Share			355	362	369	376	384
Other Local			110	112	114	116	119
Municipal Local Share			311	318	325	332	337
Purchased Transp.-Paratransit	FDLAT						
Expenses			\$230	\$235	\$240	\$245	250
Revenues			78	80	82	84	86
Deficit			152	155	158	161	164
Federal Share		443-16-010	43	45	46	47	47
State Share			40	40	41	42	43
Contract Local			22	23	23	23	24
Municipal Local Share			47	47	48	49	50
Capital Projects/Section 5309	FDLAT						
Small Bus Replacement(up to 4)		443-16-011	59	62	65	67	69
Computer				162			
Bus Wash Replacement							
Copy machine							
Sitting Benches							
Shelter Refurbishment							
Transit Bus Replacement (up to 6)						(3)1200	(2)816
Total Cost:			\$59	\$224	\$65	\$1267	\$885
Federal Share:			\$47	\$179	\$52	\$1014	\$708
Local Share:			\$12	\$45	\$13	\$253	\$177

**Table B-2: 2016 Paratransit Projects
Fond du Lac Urbanized Area**

2016	ADA	County E & D Specialized	TOTAL
Annual Estimated Trips	15,000	21,000	36,000
Trip Costs	\$230,000	\$310,000	\$540,000
Farebox Revenues	\$78,000	\$0	\$78,000
Deficit	\$152,000	\$310,000	\$462,000
	TIP # 443-16-012	TIP # 443-16-013	
Federal Share	\$43,000	\$90,000	\$133,000
State Share	\$40,000	\$81,000	\$121,000
Village Contribution	\$22,000	\$0	\$22,000
Total Local Share	\$47,000	\$139,000	\$186,000

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

	2016	2017	2018	2019	2020
Operating Expenses					
Fixed Route	\$1,029,130	\$1,054,858	\$1,087,687	\$1,118,257	\$1,149,661
Jobtrans	93,500	95,370	97,277	99,223	101,207
School Tripper	50,000	51,250	52,531	53,845	55,191
Paratransit	243,000	248,000	253,000	258,060	263,221
Non-ADA E&D Transit	312,905	319,164	325,547	332,058	338,699
Total Operating Expenses	\$1,728,535	\$1,771,748	\$1,816,042	\$1,861,443	\$1,907,979
Revenue					
Farebox Revenue	\$243,500	\$248,370	\$253,337	\$258,404	\$263,572
Other Revenue	12,000	12,000	12,000	12,000	12,000
Total Revenue	\$255,500	\$260,370	\$265,337	\$270,404	\$275,572
Funding					
Federal	\$536,500	\$549,913	\$563,660	\$577,752	\$592,196
State	423,538	434,126	444,980	456,104	467,507
NFDL Contribution	45,000	46,125	47,278	48,460	49,672
County Finance Plan	172,535	176,848	181,270	185,801	190,446
Total Funding	\$1,177,573	\$1,207,012	\$1,237,188	\$1,268,117	\$1,299,820
Tax Levy					
Operating Local share	\$236,000	\$240,720	\$245,534	\$250,445	\$255,454
	\$1,728,535	\$1,771,748	\$1,816,042	\$1,861,443	\$1,907,979
Capital					
Federal	\$48,000	\$49,600	\$171,200	\$940,800	\$662,400
Local	12,000	12,400	42,800	235,200	165,600
Total Capital Expenses (1*)	\$60,000	\$62,000	\$214,000	\$1,176,000	\$828,000
OPERATING STATISTICS					
No. of Buses	7	7	7	7	7
No. of Employees (2*)	8	8	8	8	8
Fixed Route Revenue Hours	11,000	11,000	11,000	11,000	11,000
Paratransit Revenue Hours	11,500	11,500	11,500	11,500	11,500
Non-ADA Revenue Hours	4,600	4,600	4,600	4,600	4,600
School Tripper Revenue Hours	600	600	600	600	600
Jobtrans Revenue Hours	2,800	2,800	2,800	2,800	2,800
Total Hours	30,500	30,500	30,500	30,500	30,500
Fixed Route Revenue Miles	139,000	139,000	139,000	139,000	139,000
Paratransit Revenue Miles	114,000	114,000	114,000	114,000	114,000
Non-ADA Revenue Miles	60,000	60,000	60,000	60,000	60,000
School Tripper Revenue Miles	8,200	8,200	8,200	8,200	8,200
Jobtrans Revenue Miles	50,000	50,000	50,000	50,000	50,000
Total Miles	371,200	371,200	371,200	371,200	371,200
Fixed-Route Passengers	128,000	128,000	129,000	129,000	130,000
Paratransit Passengers	14,600	14,750	14,900	15,050	15,200
Non-ADA Passenger	22,200	23,000	23,000	24,000	24,000
School Tripper Passengers	9,000	9,000	9,200	9,200	9,300
Jobtrans Passengers	12,000	12,000	12,000	12,000	12,000
Total Passengers	185,800	186,750	188,100	189,250	190,500
Fixed Route Statistics					
Average Fare	\$8.04	\$8.24	\$8.43	\$8.67	\$8.84
Operating Ratio (Rev/Exp)	0.52	0.52	0.52	0.52	0.52
Cost per Vehicle Mile	7.40	7.59	7.83	8.05	8.27
Cost per Passenger	8.04	8.24	8.43	8.67	8.84
Cost per Vehicle Hour	93.56	95.90	98.88	101.66	104.51
Passengers Per Mile	0.92	0.92	0.93	0.93	0.94
Passengers per Hour	11.64	11.64	11.73	11.73	11.82

NOTES:

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

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fond du Lac urbanized area, the capital projects for 2016-2020 include a small bus each year to be used in our ADA adjunct program, Handi-Van. Transit is currently replacing all bus benches. With benches and installation this project is estimated to be in the \$45,000 range. We are also looking into the replacement of our bus wash, which has had various and many mechanical problems. This project will be approximately \$160,000. Fond du Lac Area Transit is looking into Federal Capital Grant opportunities which would fund 80% of each project.

TRANSIT FINANCIAL CAPACITY

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

The assessment of transit financial capacity in the Fond du Lac urbanized area is based on a trend analysis of recent historical data and projections of future condition. Seven indicators of financial condition reflected in the tables described below.

Fond du Lac Urbanized Area

Cost Trends

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

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

Cost-Efficiency and Effectiveness Trends

Fond du Lac Area Transit's fixed route costs per mile and per hour ratios have crept up slowly over the past several years. These service performance measures cannot be applied to Fond du Lac Area Transit's complementary paratransit service, which is provided on a contractual basis. This service is provided by Fond du Lac County Senior Services on an annual basis. In July 2015, our intergovernmental agreement listed an annual cost of \$244,697. 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 2016.

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

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

Ridership Trends

Fond du Lac Area Transit's fixed route ridership saw declines after the 2003 service decrease. Efforts are continually underway to make minor route adjustments to serve new traffic generators. In 2005, 2006 and 2007 the Fond du Lac Area Transit budgets included some minor fixed-route service increases to serve some areas affected during the 2003 decrease. Fond du Lac Area Transit instituted some route changes for summer of 2009, to better serve the Southern business park and the business expansion on Hwy. 23 East. For 2013, there were some minor service decreases. These planned service decreases amounted to an 8% drop in service hours and a corresponding drop in ridership. We are planning service changes in response to our Transit Development Plan, which will wrap up in late 2016.

Paratransit Ridership

Paratransit Ridership (including ADA and non-ADA service) is projected to be approximately 39,500 for 2016. Previously our ADA paratransit service was contracted out to Fond du Lac County Senior Services. In July 2013, this relationship became an intergovernmental contract. The current contract runs through June 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 2015 percentage is approximately 24%.

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

Likelihood of Trends Continuing

Fond du Lac Area Transit constantly strives to provide the most safe, reliable, cost efficient service possible while trying to meet the needs of those it serves. Funding changes at the state and federal level in terms of operating assistance always threaten the service level stability. The manner in which funding cutbacks would be dealt with is unknown at this time. One of the primary objectives of service changes recently implemented was to turn around the ridership decline and increase farebox revenue. Stable funding sources are critical to future planning efforts. The Wisconsin study referenced earlier showing a three to one return on investment for transit demonstrates added reasons to believe that a strong state, federal, and local role in transit will continue.

Intercity Bus Service

Green Bay – Madison Service

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

FOND DU LAC COUNTY TRANSPORTATION PROVIDERS

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

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

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

September 2, 2015

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2016. 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, 2015.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure



APPENDIX C

MPO POLICY BOARD,
TECHNICAL ADVISORY COMMITTEE
& ENVIRONMENTAL CONSULTATION
CONTACTS

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

VOTING MEMBERS

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

NON-VOTING MEMBERS

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

TECHNICAL ADVISORY COMMITTEE

Members:

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

ENVIRONMENTAL CONSULTATION CONTACTS

Members:

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

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September 2, 2015

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Fond du Lac Metropolitan Planning Organization (MPO) Transportation Improvement Program for the Fond du Lac Urbanized Area – 2016.

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

Enclosed is a link to the draft ***Transportation Improvement Program for the Fond du Lac Urbanized Area - 2016*** (TIP). This document will be under a 30-day public review period from September 6, to October 5, 2015. Your comments are an important part of this planning process and will be incorporated into the document.

For further information on the Fond du Lac Transportation Improvement Program please visit the following website:

<http://fdlmpo.org/planning-activities/transportation-improvement-program/>

Please direct any comments or concerns to:

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

Sincerely,

David Moesch
Associate Transportation Planner



APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Meeting
Fond du Lac City/County Government Center
Wednesday, May 13, 2015

The meeting was called to order by Vice Chair Dyann Benson at 10:03 A.M.

Committee Members Present

Lee Ann Lorrigan.....	Fond du Lac City Council
Thomas Janke.....	Fond du Lac County Highway Dept.
Ryan Sommer.....	Fond du Lac County Highway Dept.
Allen Buechel.....	Fond du Lac County
Dyann Benson.....	City of Fond du Lac
Jordan Skiff.....	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
Jim Pierquet.....	Town of Empire

WisDOT Members Present

Lynn Warpinski.....	WisDOT – NE Region
Sandy Carpenter.....	WisDOT – NE Region
Philip Gritzmacher Jr.....	WisDOT – Central Office

Staff Members Present

Walt Raith.....	ECWRPC
Dave Moesch.....	ECWRPC
Nick Musson.....	ECWRPC
Kolin Erickson.....	ECWRPC

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

Ms. Benson 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 March 10, 2015 Policy Board meeting Summary of Proceedings

Ms. Benson stated the summary of proceedings from the March 10, 2015 Policy Board meeting was enclosed in the meeting materials. Ms. Benson asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing no comments, Ms. Benson asked the committee for a motion to approve the summary of proceedings.

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

4. Discussion on Policy Board member changes

Mr. Raith noted MPO staff will coordinate with the City of Fond du Lac to update City Council membership with the Policy Board in time for the next MPO meeting. Mr. Moore stated Mr. Meyer's

council position will be replaced by Ms. Lee Ann Lorrigan and the second position would be filled by Ms. Karyn Merkel. Mr. Moore stated he would pass on the contact information for the new members to MPO staff.

5. Discussion and action on Proposed Resolution 02-15: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2015

Mr. Moesch noted an amendment was necessary for the Fond du Lac Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area this quarter. He stated that the STH 23/CTH UU – Log Tavern Road (road maintenance) project will be moved up to 2015, funded for a total of \$1.23 million; also the STH 23/Taft Road – CTH P (reconstruction) project will be included for 2017, funded for a total of \$8.9 million. He noted both projects are funded by state and federal funds only. Mr. Moesch stated that these proposed changes are considered a major amendment (any projects over \$1.0 million) to the TIP and required a 30 public review period; which was properly posted in the Fond du Lac Reporter and on the Fond du Lac MPO website. Mr. Moesch noted that he received no comments. Mr. Raith noted that even though these projects are funded with state and federal funds, it still requires approval at the local MPO Policy Board.

Ms. Benson asked the committee if they had any questions regarding Proposed Resolution 02-15. With no other discussion, Mr. Janke made a motion to approve Proposed Resolution 02-15. Mr. Pierquet seconded the motion and the motion passed unanimously.

6. Discussion and action on project selection for STP-Urban funding allocation

Ms. Carpenter clarified the STP-Urban funding allocation process with the MPO committee. She noted that the funding cycle is for 2016-2020 for the MPO is approximately \$2.3 million. She noted WisDOT Central Office has advised the regional WisDOT offices to proactively manage the STP-Urban funding program more closely. In the past, she noted their role was to monitor the funds and let the local municipalities manage the funding. She noted WisDOT will be more active in the management/scheduling of the STP-Urban funding process and advised the MPO committee to keep their projects on schedule for the appropriate funding cycle years.

General discussion followed regarding the funding of the CTH VV project (TIP project Number 4986-00-22). The committee agreed to apply \$238,364 in remaining available MPO STP-Urban funds towards the CTH VV project, scheduled for 2017.

Ms. Benson asked the committee if they had any questions regarding the project selection of STP-Urban funding. With no other discussion, Mr. Janke made a motion to approve selection of STP-Urban funding. Mr. Pierquet seconded the motion and the motion passed unanimously.

7. Discussion on Draft Transportation/Land Use Plan for the Fond du Lac Urbanized Area

Mr. Erickson presented the printed draft of the Long Range Transportation/Land Use Plan to the committee. He noted that he reviewed all of the chapters with the committee; the only exceptions being the chapters on the Travel Demand Model, information on Safe Routes to School and the Financial Analysis. He noted he brought along a few copies of the plans for the committee to take. They may also review the full document on the Fond du Lac MPO website. Mr. Erickson also stated that staff hosted a public information meeting for the plan on April 30th. He explained that the final plan will be brought forward for approval by this committee at the October 7th meeting later this year; any comments regarding the plan should be addressed before this time. There was a general discussion on finding ways to increase public involvement/public comments on the planning document.

8. Update of the Transit Development Plan (TDP) for Fond du Lac Area Transit

Mr. Musson noted the Transit Development Plan (TDP) for Fond du Lac Area Transit is underway. The steering committee has met twice; once at the YMCA and also at Fond du Lac High School. The committee is working to develop a vision, goals, and objectives through use of a logic model. He stated that the third steering committee is set for May 28th at Marian University. Part of the meeting will be conducted in a Fond du Lac Transit bus. Mr. Musson also noted that on May 20th, staff will also be working with Fond du Lac Transit to administer a spring survey day; surveys will be handed out on the bus and at other places in the community. He asked the committee members to consider volunteering to help with the surveys or to pass this information to interested individuals who may consider getting involved. More information would be presented to the group as the plan is developed.

9. Adjourn

Ms. Benson asked if there was any other business. Hearing none, Mr. Skiff made a motion to adjourn and Mr. Hornung seconded the motion. The motion passed unanimously and the Committee adjourned at 10:45 A.M. The next meeting is on July 8, 2015 at 10:00 A.M.

SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Meeting
Fond du Lac City/County Government Center
Wednesday, July 8, 2015

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

Committee Members Present

Karyn Merkel	Fond du Lac City Council
Ryan Sommer	Fond du Lac County Highway Dept.
Allen Buechel	Fond du Lac County
Dyann Benson	City of Fond du Lac
Jordan Skiff	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

WisDOT Members Present

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

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Nick Musson	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 action on May 13, 2015 Policy Board meeting Summary of Proceedings

Mr. Buechel stated the summary of proceedings from the May 13, 2015 Policy Board meeting was enclosed in the meeting materials. Mr. Buechel asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing no comments, 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, Ms. Benson seconded the motion and the motion passed unanimously.

4. Discussion on WisDOT regional projects for the Fond du Lac area

Mr. Halada reviewed a map of the 6-year regional transportation improvement projects for Fond du Lac County. He noted that all projects shown on the map are scheduled for fiscal years 2015-2020. There was a general discussion regarding the delay to the STH 23 expansion project in Fond du Lac and Sheboygan Counties and WisDOT traffic forecasting.

Mr. Halada also noted that WisDOT will review the functional classification system and will discuss at the September 9th Technical Advisory Committee meeting. He asked the committee members to start thinking about potential changes to the functional classification system for the Fond du Lac Urbanized Area and bring ideas/recommendations to the September meeting.

5. Discussion the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2016

Mr. Moesch noted he started the project solicitation process for the Transportation Improvement Program for the urbanized area for 2016. He contacted MPO committee members for their ideas on future roadway and transit project ideas. Mr. Moesch stated he will have a draft Transportation Improvement Program ready by the September 9th Technical Advisory Committee meeting and asked if committee members could submit their candidate projects/ideas to him before this meeting. Mr. Moesch will review these new projects with the committee at the September meeting.

6. Discussion on Draft Transportation/Land Use Plan for the Fond du Lac Urbanized Area

Mr. Erickson updated the committee members on the draft Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area. He reviewed a four-page executive summary with the group. He also stated that staff will be at the Fond du Lac Saturday downtown farmer's market on July 25th to solicit feedback and distribute surveys as part of the public participation component to the plan. He also stated that a second open house is scheduled for September 17th from 4-6pm in this meeting room. Final plan approval will be at the next Policy Board meeting which will be on October 7th.

7. Discussion on Transit Development Plan (TDP) for Fond du Lac Area Transit

Mr. Musson stated that staff conducted a transit rider and non-rider survey day on May 20th as part of the update to the TDP for Fond du Lac Area Transit. He noted staff from ECWRPC and the City of Fond du Lac helped to distribute surveys on the buses and to local places, including the YMCA, St. Vincent De Paul, Fond du Lac Public Library and the Fond du Lac Senior Center. In total, staff received about 200 surveys and the results will be compiled and shared at the next TDP steering committee meeting on July 23rd. Mr. Musson noted that the steering committee meeting will be hosted at ADVOCAP in Fond du Lac. Lastly, Mr. Musson noted staff will be working with a planning consultant, SRF of Madison, to help update and use a travel demand model (TDM) for modeling alternative routes for the Fond du Lac transit system.

8. Adjourn

Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Moore seconded the motion. The motion passed unanimously and the Committee adjourned at 10:47 A.M. The next meeting is on Wednesday, September 9, 2015 at 10:00 A.M.

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SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Meeting
Fond du Lac City/County Government Center
Wednesday, October 7, 2015

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

Committee Members Present

Lee Ann Lorrigan	Fond du Lac City Council
Ton Janke	Fond du Lac County Highway Dept.
Allen Buechel	Fond du Lac County
Dyann Benson	City of Fond du Lac
Jordan Skiff	City of Fond du Lac
Joe Moore	City of Fond du Lac
Jim Pierquet	Town of Empire
Nick Leonard	Village of North Fond du Lac

WisDOT Members Present

Lynn Warpinski	WisDOT – NE Region
Matt Halada	WisDOT – NE Region
Sandra Carpenter	WisDOT – NE Region
Chuck Hubbard	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 July 8, 2015 Policy Board meeting Summary of Proceedings

Mr. Buechel stated the summary of proceedings from the July 8, 2015 Policy Board meeting was enclosed in the meeting materials. Mr. Buechel asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing no comments, 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, Ms. Benson seconded the motion and the motion passed unanimously.

4. Discussion and action on Proposed Resolution 03-14: Approval of the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2016

Mr. Moesch reviewed the regional transportation improvement projects for Fond du Lac County. He discussed that projects shown in Table 1 are scheduled for fiscal years 2016-

2019. He noted that 3 projects were delayed a year each, those being USH 45 (Eden-Fond du Lac), WIS 23 (Rosendale – USH 41), and USH 45 (Main and Fond du Lac Streets (V of Eden). Mr. Moesch explained that Appendix B listed the Fond du Lac Area Transit's Capital and Operating requests for 2016 and 2017. Also was noted that the document recently completed a 30-day public review period and was properly posted in the Fond du Lac Reporter and Fond du Lac MPO website.

Also, staff noted that WisDOT Central Office notified MPOs that due to a review of STP-Urban projects throughout the state there was an adjustment to the amount of funding available to be allocated. The additional funding of approximately \$188,000 could be applied to the CTH VV project in order to bring the funding split closer to 80/20 percent. Mr. Raith explained that in order for this to move forward the Policy Board would need to approve the additional funding. Mr. Janke made a motion to allocate the additional funds to the CTH VV (CTH VVV-Rogersville Road) project, and Mr. Pierquet seconded the motion. All committee members approved the motion.

Ms. Carpenter mentioned that the Transportation Alternatives Program (SRTS & Bike/Ped projects) will be available in November for applications. Mr. Janke noted that Fond du Lac County will be applying for a trail project along Pioneer Road.

With no other discussion on the TIP document, Mr. Buechel requested a motion for approval of the TIP. Mr. Skiff made a motion to approve the TIP and Mr. Halada seconded the motion. All committee members approved the motion.

5. Discussion and action on Proposed Resolution 04-15: Adoption of the update to the Fond du Lac Urbanized Area Long Range Transportation Plan.

Mr. Raith updated the committee members on the draft Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area. He mentioned that staff would prepare a summary document that would highlight the plan. Also, staff would continue to monitor performance measure data in order to keep the plan current.

Mr. Moesch explained that staff failed to start a formal 30-day public review in time to get approval for this meeting, so Policy Board could approve the plan contingent on no public comment being received before October 28. Mr. Moesch noted that should there be public comment that needs to be addressed, staff would have to discuss this with the full committee. With no other discussion, Mr. Pierquet made a motion to approve the LRTP, Ms. Benson seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 05-15: Adoption of the 2016 Unified Transportation Work Program for the Fond du Lac Urbanized Area and Annual MPO Certification.

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

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 05-15. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 05-15. Ms. Benson made a motion to approve the work program, Ms. Lorrigan seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 06-15: Approving the Functional Class for the Fond du Lac Urbanized Area – 2015.

Mr. Halada explained that the functional class had not been updated since the urbanized area boundary changed after the 2010 US Census. This was a chance to change rural sections to urban and other changes the communities requested. This was reviewed by City and County staff at the September Technical Advisory Committee meeting and there were also some changes advised by WisDOT Central Office. It was noted, that Hickory Street stay on the functional class system as a collector. Mr. Halada stated that with those changes the system has close to 35 percent as classified, and can be approved through the Policy Board. From the Policy Board approval it would be sent to Central Office, then to FHWA for final approval. With no other discussion, Mr. Janke made a motion to approve the functional class. Mr. Skiff seconded the motion and the motion passed unanimously.

8. Discussion and action on National Highway System Maps

Mr. Halada gave an overview of the NHS system and that due to changes from 2012 it should be discussed and approved at the MPO Policy Board level. Mr. Raith noted that it was an Act of Congress that approved that all principal arterials would encompass the NHS system and the MPO doesn't have much authority over these items. The major change to the map was that USH 41 changed to I41. With no other discussion, Mr. Pierquet made a motion to approve the changes to the NHS System map. Mr. Skiff seconded the motion and the motion passed unanimously.

9. Discussion on WisDOT regional projects for the Fond du Lac area

Mr. Halada reviewed regional transportation improvement projects for Fond du Lac County. He noted that the WIS 23 west resurface project was finishing up and rumble strips were added for safety. He stated that this highway fit the criteria for rumble strips and that they can be very effective. Also the CTH V and CTH T overpass bridges over USH 151 construction was continuing and on schedule.

Mr. Buechel noted he had a few items for discussion, the first being that the WisDOT railroad safety funds could be applied for and were due on October 31st. He suggested that the CTH N would be a good location to resolve the crossing issues that were present. Also the St Mary's Springs School at the CTH K and WIS 23 intersection is expanding and will add approximately 600 children to the facility. Mr. Raith stated that East Central staff had met with Fond du Lac County and that staff would work with the school to address some safety issues.

Mr. Moore started a general discussion regarding the delay to the STH 23 expansion project in Fond du Lac and Sheboygan Counties and whether or not the MPO should take a stand and contact legislators objecting to the decision. After some discussion the committee members agreed that some correspondence should be made. Mr. Moore made a motion to have the City of Fond du Lac send a letter on behalf of the MPO to legislators to not delay the WIS 23 expansion. Ms. Lorrigan seconded the motion and it passed unanimously by the Policy Board.

10. Adjourn

Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Ms. Benson seconded the motion. The motion passed unanimously and the Committee adjourned at 11:05 A.M. The next meeting is on Wednesday, November 11, 2015 at 10:00 A.M.

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APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 03-15

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA, 2016.

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 - 2016.

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.

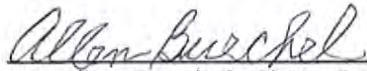
Section 3: That the Policy Board further certifies that the TIP contains projects that are consistent with the metropolitan plans for the urbanized area.

PROPOSED RESOLUTION NO. 03-14

Effective Date: October 7, 2015

Submitted By: MPO Staff

Prepared By: David J. Moesch, Associate Transportation Planner

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

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



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

THE REPORTER

www.fdlreporter.com

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA

WI 549523388

NOTICE OF OPPORTUNITY TO
REVIEW METROPOLITAN PLANNING
ORGANIZATION
2016 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 - 2016. 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
2016 - 2019. The Fond du Lac MPO's
public participation satisfies the Fond du
Lac Area Transit public participation re-
quirements for the Program of Projects.
The draft Transportation Improvement
Program (TIP) for the Fond du Lac
Urbanized Area - 2016 can be viewed
on the internet at:
<http://fdlmpo.org/>
A 30-day public review and comment pe-
riod for this document will commence on
Sunday, September 6, and end on Mon-
day, October 5, 2015. Please contact
East Central Wisconsin Regional Plan-
ning Commission at (920)751-4770 for
more information or a copy, and forward
any comments to the Commission at 400
Ahnaip Street, Suite 100, Menasha, WI
54952-3100.
RUN: Sept 6, 2015 WNAXLP

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

Account Number: GWM-N5251
Order Number: 0000698249
No. of Affidavits: 1
Total Ad Cost: \$23.57
Published Dates: 09/06/15

(Signed)

Bradley Zeith

(Date)

9-9-15

Legal Clerk

Signed and sworn before me

Alexander Zakowski

My commission expires

3/3/19



EAST CENTRAL WI PLANNING COMM

Re: FDL TIP 2016



APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE

TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

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

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

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

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

provide positive aspects to the community, such as providing access to regional networks and transit.

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

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

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Fond du Lac Urbanized Area – 2016*.

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

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

Map G-1 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included, are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2016 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2012 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2016 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2016 TIP projects allows the MPO to determine the potential for disproportionately high adverse impacts to individuals classified as in poverty or making less than \$25,000 per household. Further analysis of the TIP projects in relation to individuals classified as in poverty or making less than \$25,000 per household do not propose a disproportionately high adverse impact compared to the general population.

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

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

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

Map G-6 depicts 2012 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2016 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

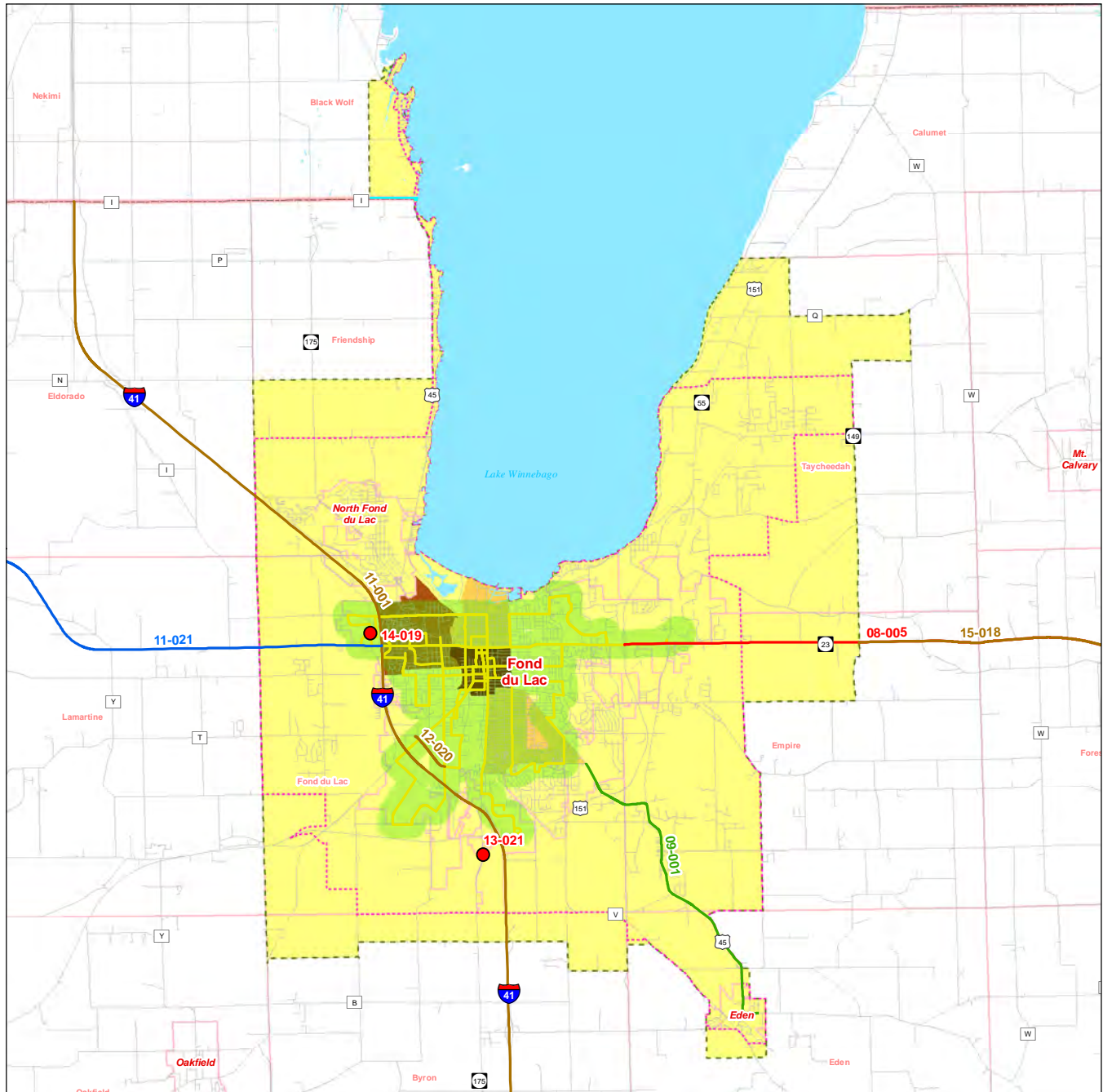
Map G-7 depicts 2012 distribution of households with no car in the Fond du Lac MPO area by census tract. This analysis is included with transit fixed routes and 2016 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population. The majority of these households are served by fixed transit or other modes of transportation in the area.

Map G-8 depicts 2012 distribution of households with at least one car in the Fond du Lac MPO area by census tract. This analysis is included with transit fixed routes and 2016 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

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

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**Figure G-1
Fond du Lac Urbanized Area TIP Projects (2016 - 2019) and
Population Below Poverty Level (2010 Census Data)**



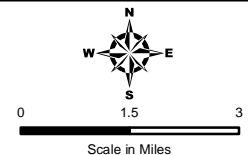
- Transit Routes
- 1/4 mile transit buffer
- Population Below Poverty Level**
- <10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- 25.00%+
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

TIP Intersection Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

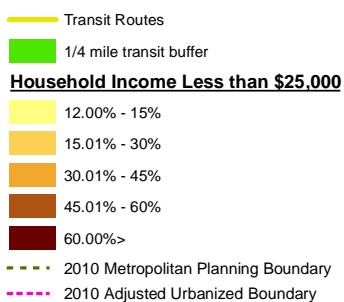
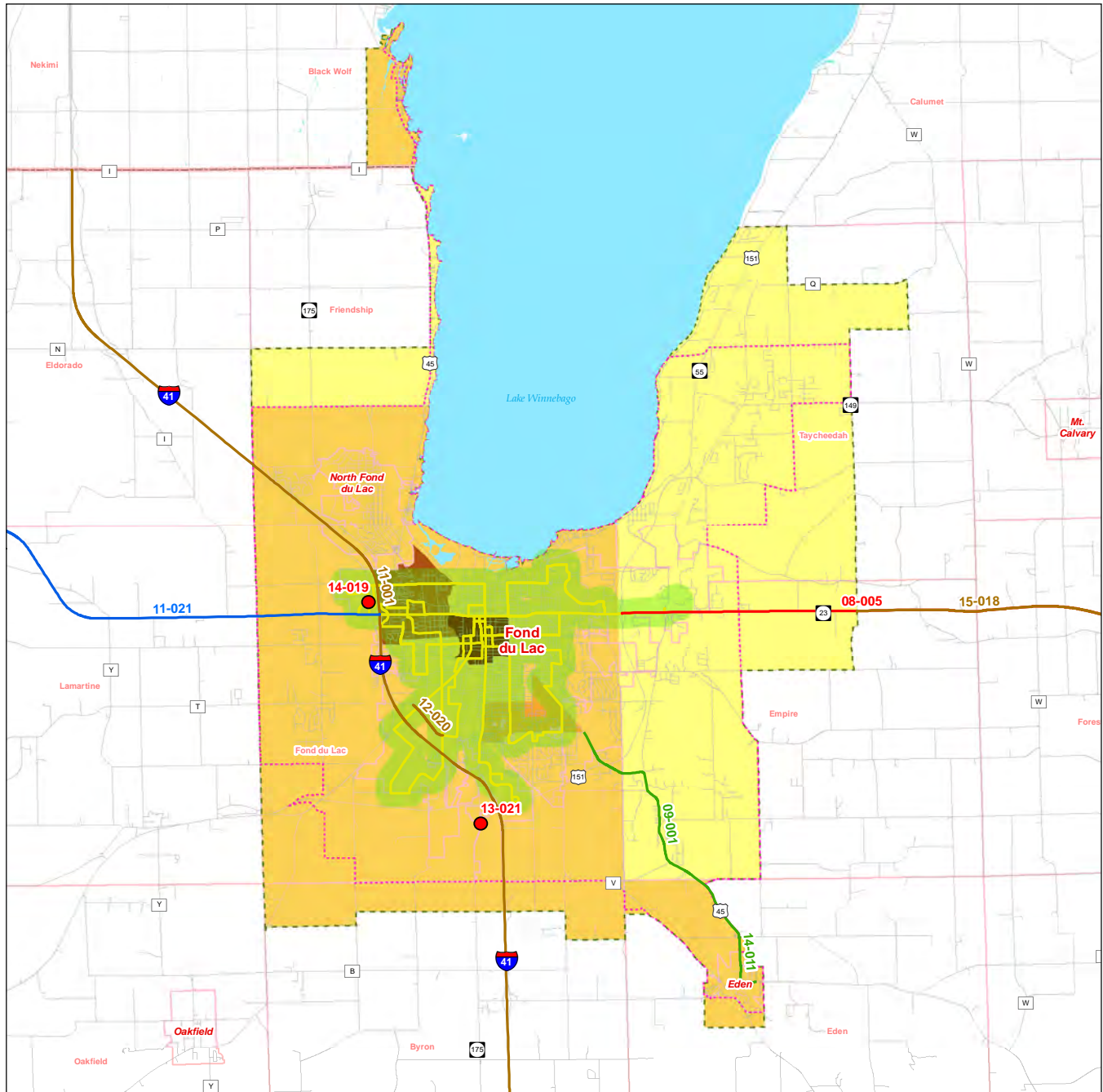


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Prepared AUGUST 2015:



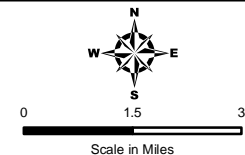
Figure G-2
Fond du Lac Urbanized Area TIP Projects (2016 - 2019) and
Household Income Less than \$25,000 per Year (2010 Census Data)



TIP Project Year and Number



TIP Intersection Project Year and Number



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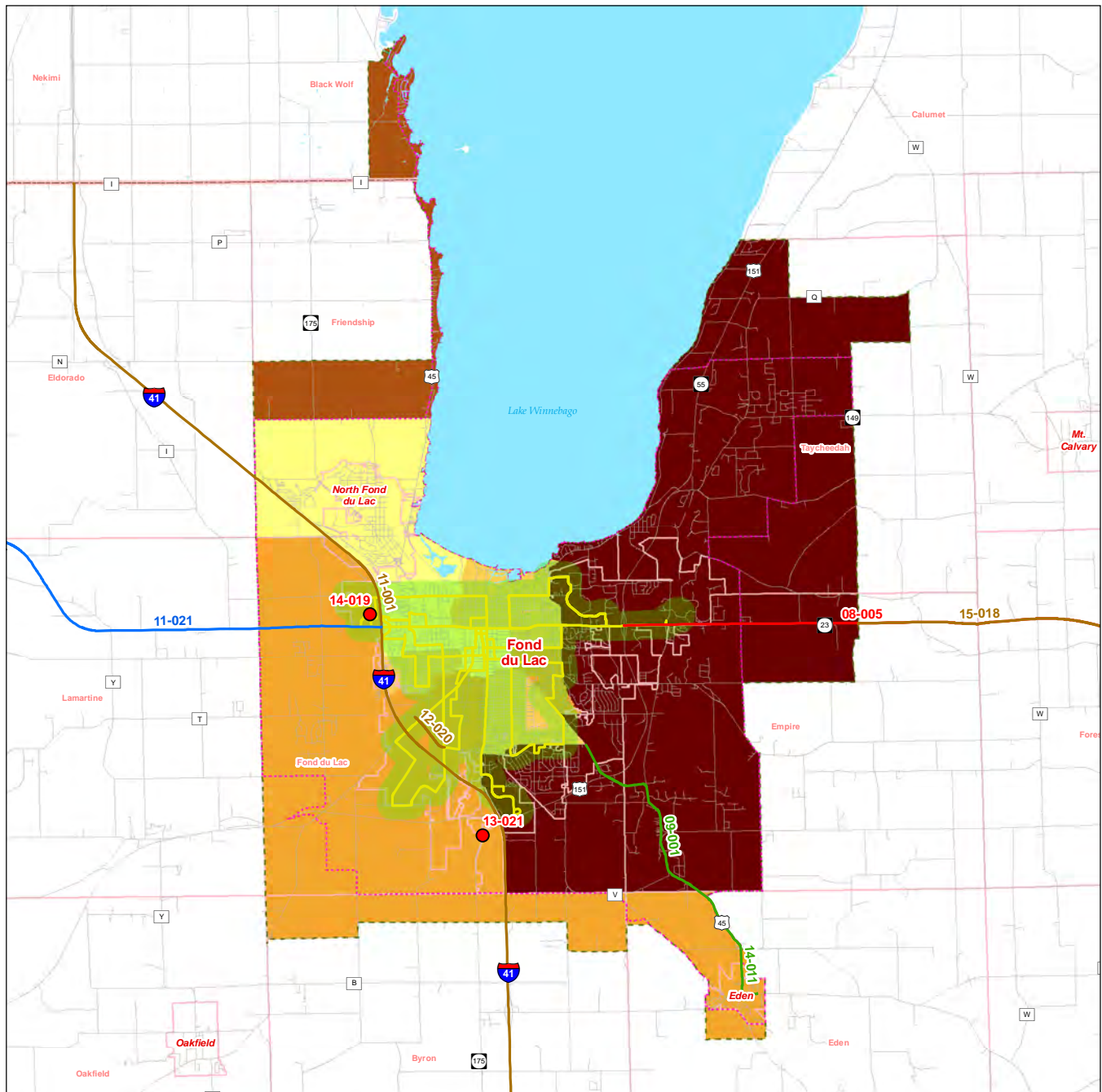
Prepared AUGUST 2015:



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

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Figure G-3
Fond du Lac Urbanized Area TIP Projects (2016 - 2019) and
Household Income Greater than \$100,000 per Year (2010 Census Data)



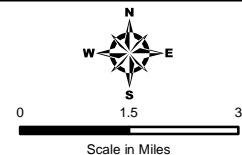
- Transit Routes
- 1/4 mile transit buffer
- Household Income Greater than \$100,000**
- <8.00%
- 8.01% - 13%
- 13.01% - 19%
- 19.01% - 25%
- 25.01% - 31%
- - - 2010 Metropolitan Planning Boundary
- - - 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

TIP Intersection Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

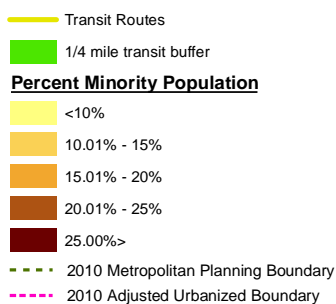
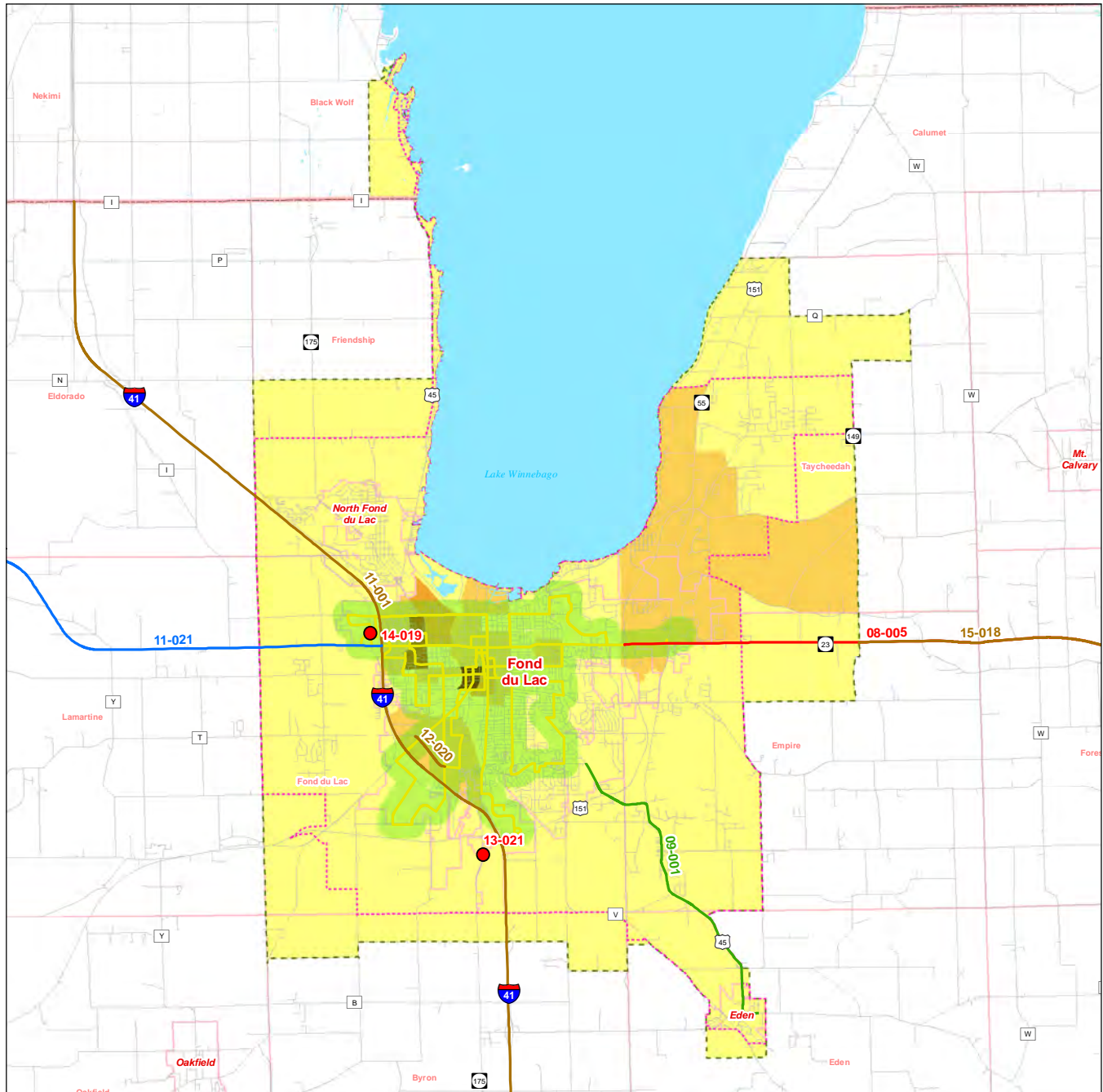


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Prepared AUGUST 2015:



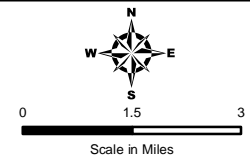
**Figure G-4
Fond du Lac Urbanized Area TIP Projects (2016 - 2019) and
Minority Population (2010 Census Data)**



TIP Project Year and Number



TIP Intersection Project Year and Number



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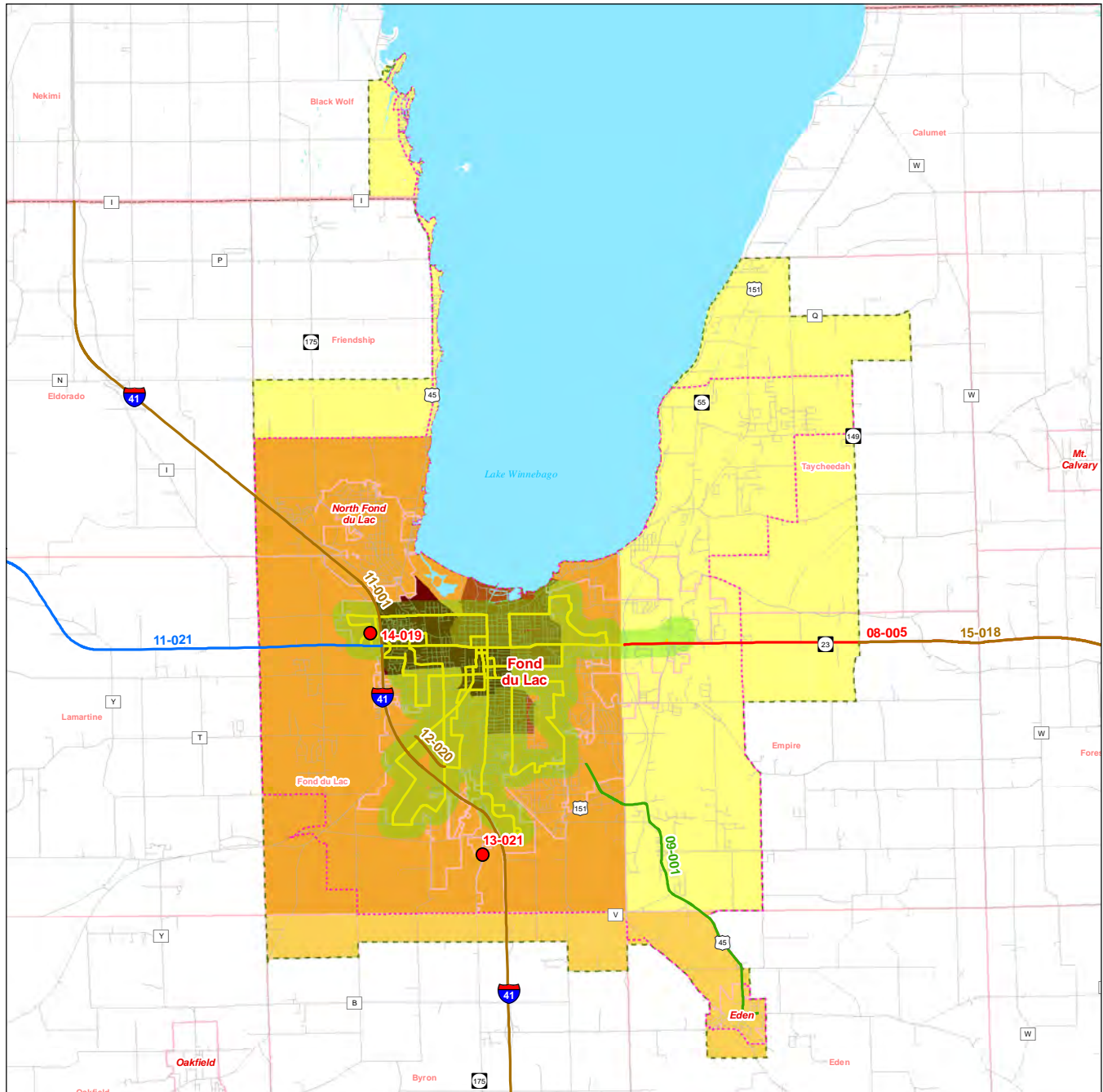
Prepared AUGUST 2015:



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

TD: O:\1344FondyTIP\MXD\2015\G4_Minority.mxd

**Figure G-5
Fond du Lac Urbanized Area TIP Projects (2016 - 2019) and
Hispanic Population (2010 Census Data)**



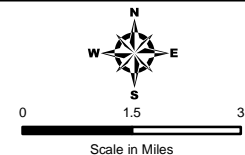
- Transit Routes
- 1/4 mile transit buffer
- Percent Hispanic Population**
- <2.00%
- 2.00% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- 10.01% - 15%
- - - 2010 Metropolitan Planning Boundary
- - - 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

TIP Intersection Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

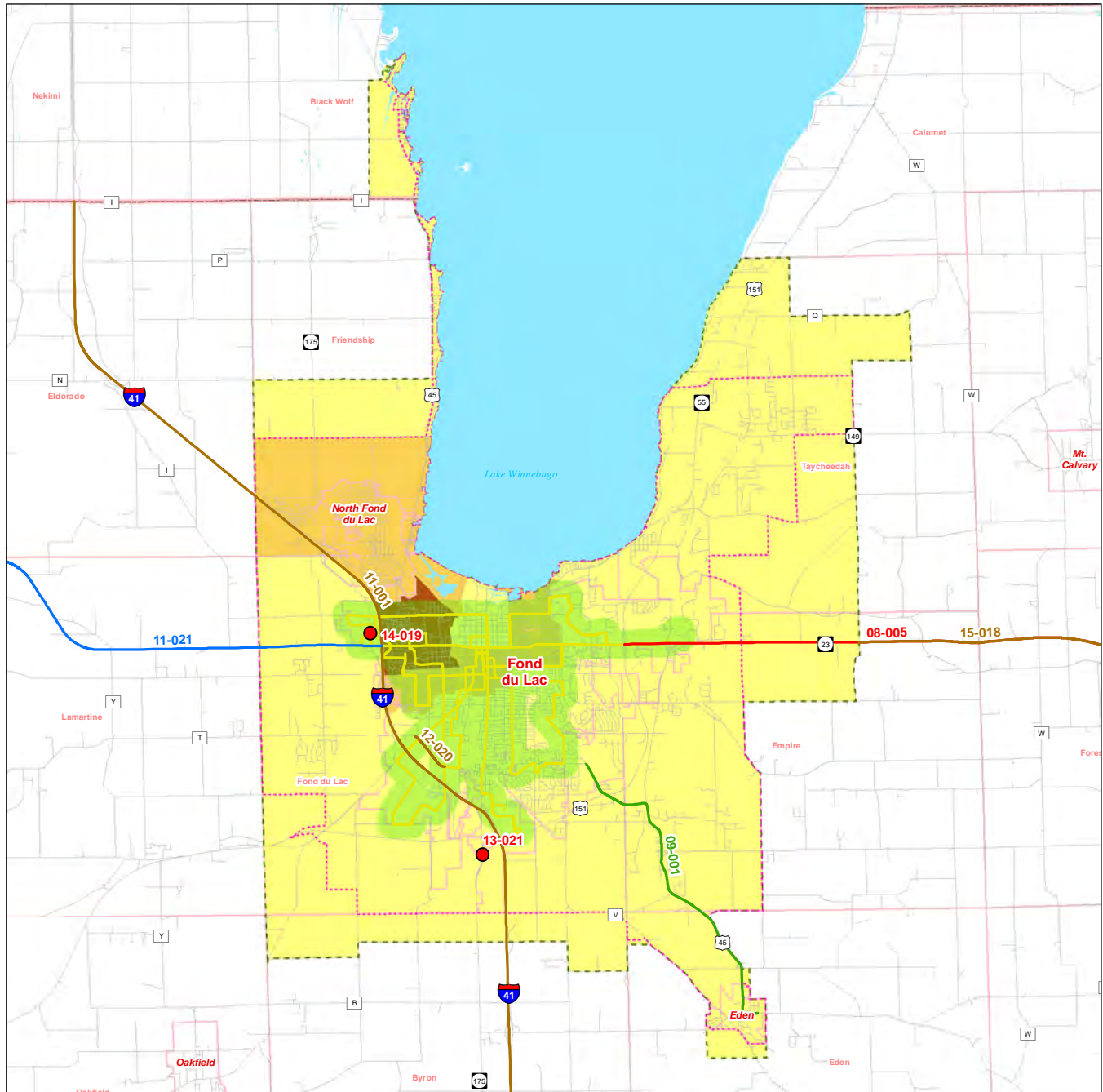


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**Figure G-6
Fond du Lac Urbanized Area TIP Projects (2016 - 2019) and
"Speaks English Less than Well" (2010 Census Data)**



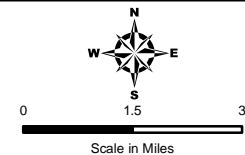
- Transit Routes
- 1/4 mile transit buffer
- Speaks English Less than Well**
- <5%
- 5.01% - 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- - - 2010 Metropolitan Planning Boundary
- - - 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

TIP Intersection Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

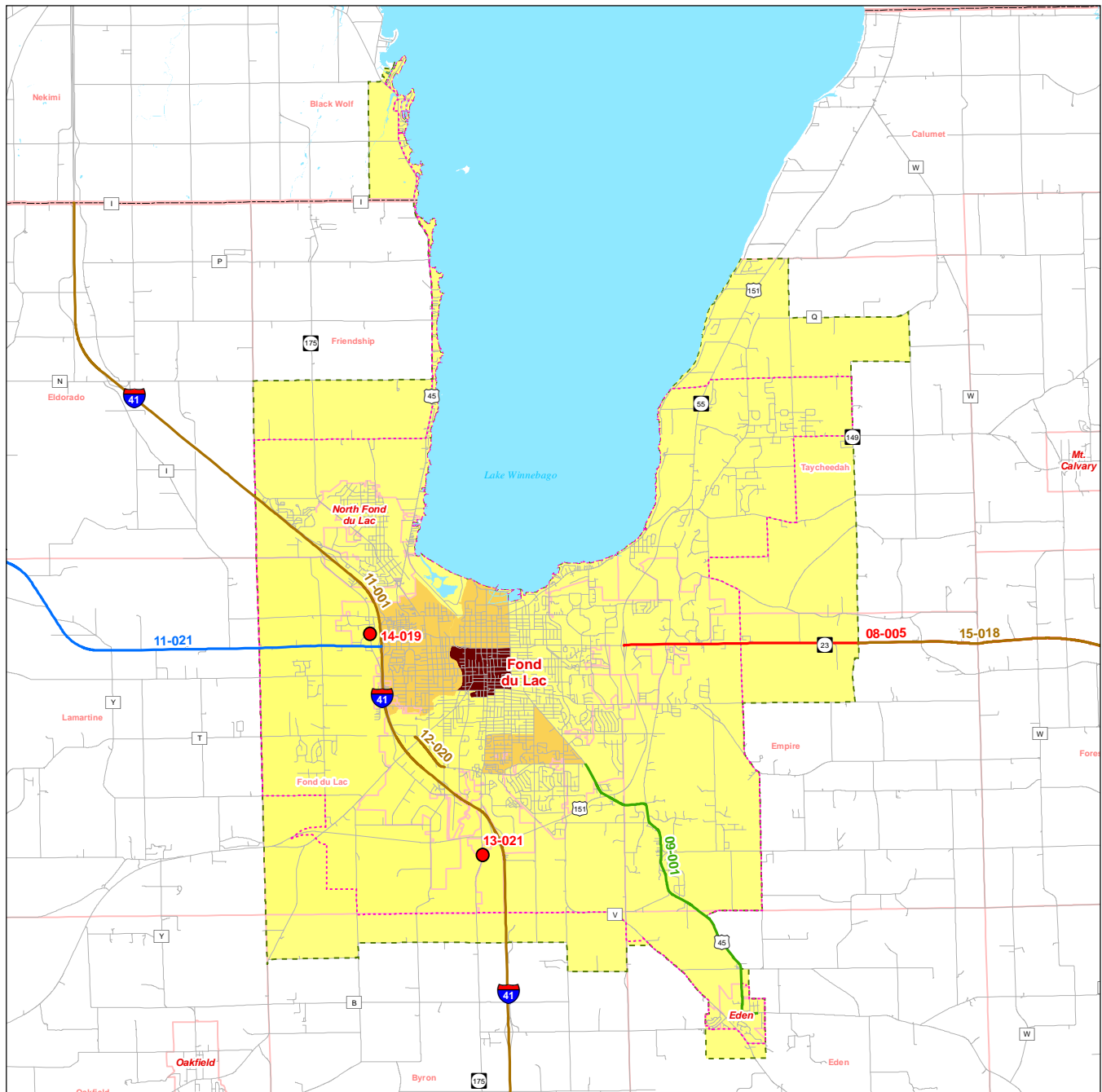







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Figure G-7
Fond du Lac Urbanized Area TIP Projects (2016 - 2019) and
Household No Access to a Car (2010 Census Data)

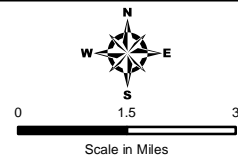


	<2.5%
	2.51% - 5%
	5.01% - 7.5%
	7.51% - 10%
	10.00%>

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

	2016	06-056
	2017	06-056
	2018	06-056
	2019	06-056

- 2016 06-056
- 2017 06-056
- 2018 06-056
- 2019 06-056

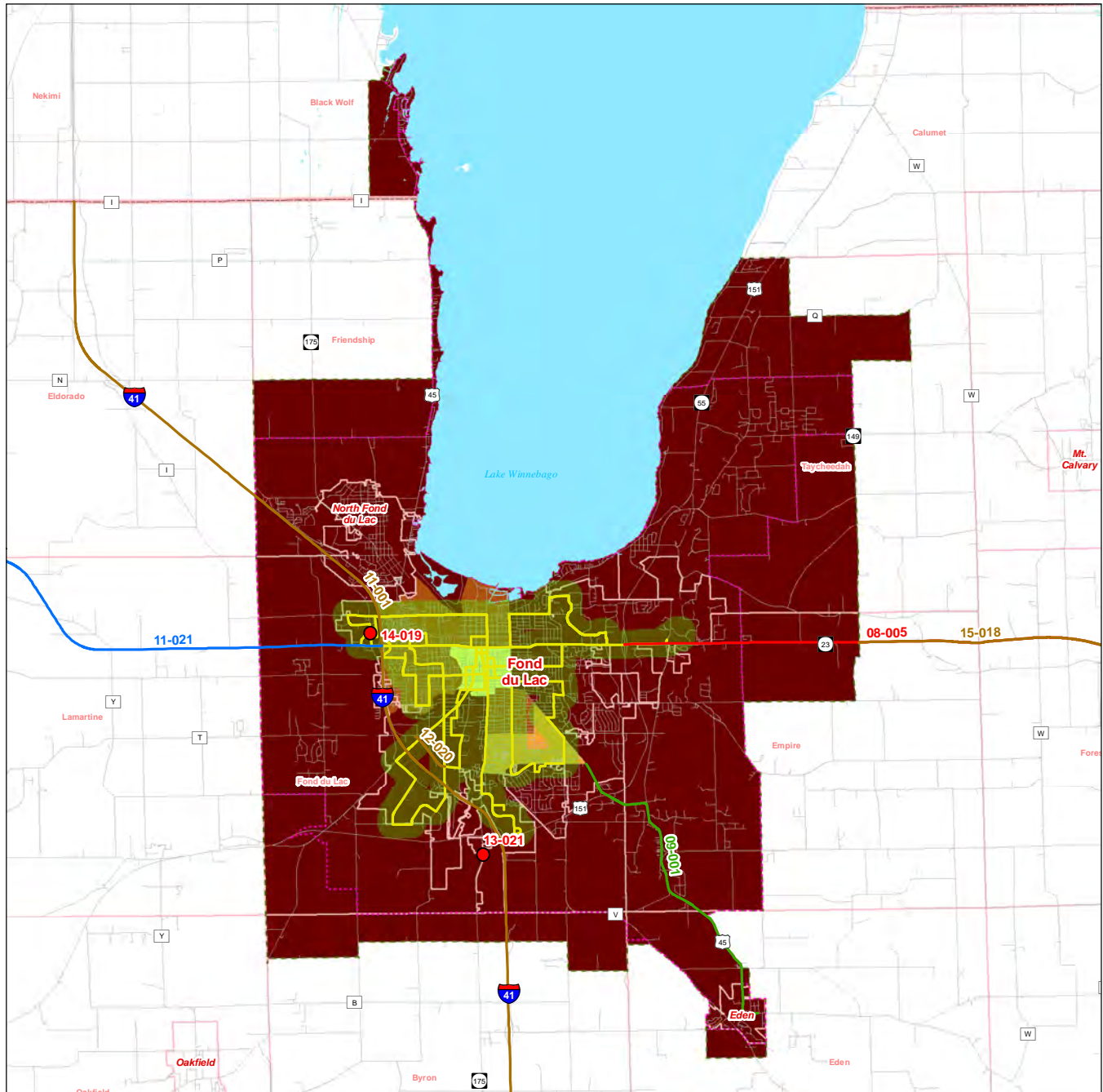


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**Figure G-8
Fond du Lac Urbanized Area TIP Projects (2016 - 2019) and
Household Access to a Car (2010 Census Data)**



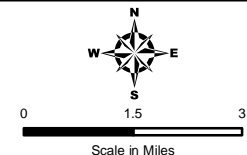
- Transit Routes
- 1/4 mile transit buffer
- Household Access to a Car**
- <85%
- 85% - 94%
- 94.01% - 96%
- 96.01% - 98%
- 98.01% - 100%
- - - 2010 Metropolitan Planning Boundary
- - - 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

TIP Intersection Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**



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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM & STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

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

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

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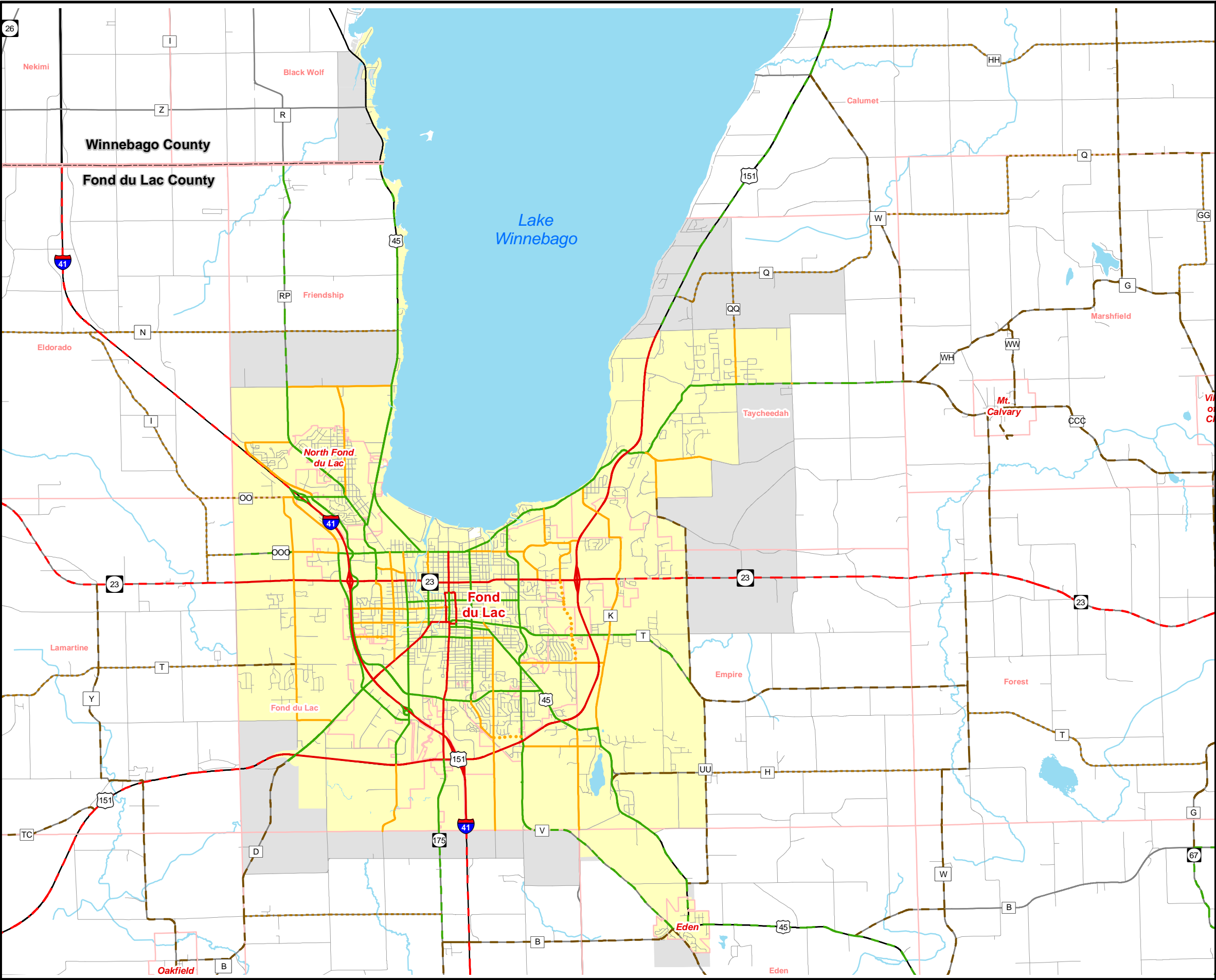
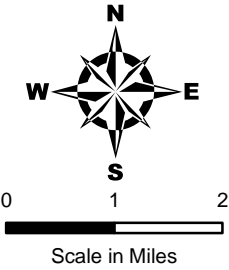


Figure H-1
Fond du Lac Urbanized Area
Functional Classification System 2015

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



Source:
 Base data provided by Fond du Lac County 2010.
 Functional Classification System provided by
 WisDOT/ECWRPC
 MPO provided by WisDOT/ECWRPC
 MPO data provided by WisDOT/ECWRPC

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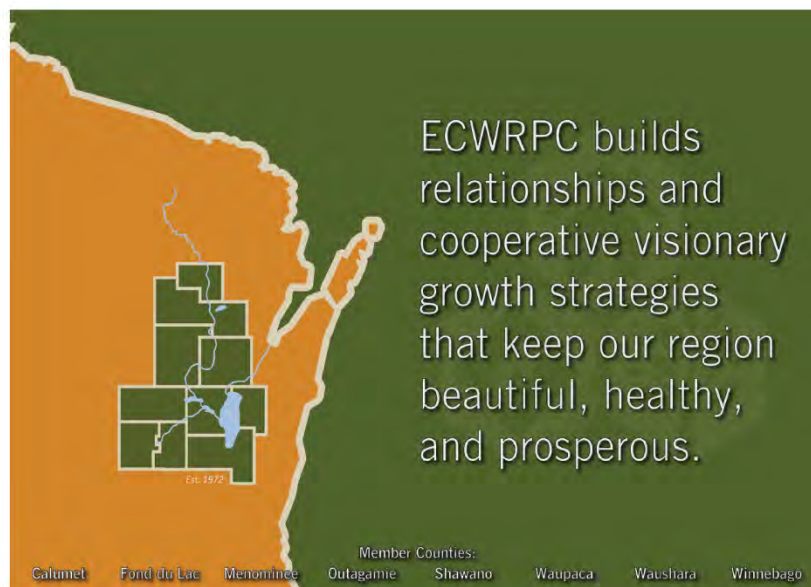
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*To be determined