

Transportation Improvement Program

Fond du Lac Urbanized Area

2018



Fond du Lac
Metropolitan Planning Organization

Approved - October 4, 2017



East Central Wisconsin
Regional Planning Commission

ECWRPC

Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

TRANSPORTATION IMPROVEMENT PROGRAM

FOND DU LAC URBANIZED AREA

- 2018 -

Final – October 2017

Prepared by the

East Central Wisconsin Regional Planning Commission

The East Central Wisconsin Regional Planning Commission's CY 2017 planning program is supported by federal assistance. Specific funding for this report was provided by the Federal Highway Administration, Federal Transit Administration, the Wisconsin Department of Transportation, the Economic Development Administration, the Wisconsin Department of Administration and the Wisconsin Department of Natural Resources. The contents of this document do not necessarily reflect the official views and policies of the U.S. Department of Transportation, Federal Highway Administration

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

VOTING MEMBERS

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

NON-VOTING MEMBERS

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

ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FOND DU LAC URBANIZED AREA - 2018

AUTHOR: David J. Moesch, Associate Transportation Planner

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

DATE: Approved – October 4, 2017

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

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

The *Transportation Improvement Program for the Fond du Lac Urbanized Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2018-2021 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 2018 through 2021; for transit assistance programs, 2018 and 2019.

TABLE OF CONTENTS

INTRODUCTION	1
Report Format.....	1
Certifications	1
TRANSPORTATION IMPROVEMENT PROGRAM	3
Federal Planning Requirements.....	3
The TIP Process	3
TIP Amendments.....	4
TIP Project Solicitation and Public Involvement	5
Project Review for Eligibility.....	5
Flexibility of Funding Sources	6
Federal-Aid Highway Programs.....	6
Federal-Aid Transit Programs.....	6
Prioritization of STP-Urban Projects	7
STP-Urban Project Criteria	7
STP-Urban Project Selection Procedure.....	12
STP-Urban Projects Recommended for Funding.....	12
2018 TIP Project Listing	13
Primary Jurisdiction	13
Project Description	13
Estimated Cost.....	13

FIGURES

Figure G-1	Fond du Lac Urbanized Area TIP Projects and Population Below Poverty Level	53
Figure G-2	Fond du Lac Urbanized Area TIP Projects and Household Income Less than \$25,000 per Year	54
Figure G-3	Fond du Lac Urbanized Area TIP Projects and Household Income Greater than \$100,000 per Year	55
Figure G-4	Fond du Lac Urbanized Area TIP Projects and Minority Population	56
Figure G-5	Fond du Lac Urbanized Area TIP Projects and Hispanic Population	57
Figure G-6	Fond du Lac Urbanized Area TIP Projects and “Speaks English Less than Well”	58
Figure G-7	Fond du Lac Urbanized Area TIP Projects and Household No Access to a Car.....	59
Figure G-8	Fond du Lac Urbanized Area TIP Projects and Household Access to a Car .	60
Figure H-1	Fond du Lac Urbanized Area Functional Classification System 2017.....	63

TABLES

Table 1	Fond du Lac Urbanized Area - Programmed Projects Listing	14
Table 2	Fond du Lac Urbanized Area, 2018-2021 Summary of Federal Funds Programmed and Available	16
Table 3	Implementation Status of 2017 Fond du Lac Urbanized Area Projects.....	17
Table A-1	Fond du Lac Urbanized Area – Candidate Project Listing	19
Table A-2	Evaluation and Ranking of Proposed STP-Urban Projects.....	21
Table B-1	Transit Projects, Fond du Lac Urbanized Area	24

Table B-2	2018 Paratransit Projects, Fond du Lac Urbanized Area.....	25
Table B-3	Transit Financial Capacity Analysis, Fond du Lac Area Transit	26

APPENDICES

Appendix A	Urban Area Candidate Project Tables.....	19
Appendix B	Federal Transit Operating and Capital Assistance	23
Appendix C	MPO Policy Board, Technical Advisory Committee and Environmental Consultation Contacts.....	33
Appendix D	Summary of Proceedings.....	39
Appendix E	MPO Resolution of Adoption	45
Appendix F	Documentation of Public Involvement Notices	47
Appendix G	Title VI and Environmental Justice	49
Appendix H	Functional Classification System and STP-Urban Eligible Roadways	61



INTRODUCTION

INTRODUCTION

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2018 to 2021. 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://www.ecwrpc.org/programs/fond-du-lac-mpo/>

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

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

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



**TRANSPORTATION
IMPROVEMENT PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

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

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

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

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

THE TIP PROCESS

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2022 are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund

commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to proceed with projects not scheduled in the first year of the TIP, the MPO agrees that projects from the second, third or fourth year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

TIP Amendments

No Amendment Required

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

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

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

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

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

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

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

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided by direct letter, dated June 27, 2017, requesting candidate projects to be identified. On September 3, 2017, a legal notice was published in the Fond du Lac daily paper identifying a review and comment period from September 3 to October 2, 2017. The Technical Advisory Committee would meet September 13, 2017 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 4, 2017 Policy Board Meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

Project Review for Eligibility

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

Flexibility of Funding Sources

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

Federal-Aid Highway Programs

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

Federal-Aid Transit Programs

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

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

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

Office of the Commissioner of Railroads Transit Section 5307	OCR
Formula Capital and Operating Assistance	Section 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, 2018-2021, itemized in the listing this year includes the 2018 through 2021 projects that were submitted by the local entities. In developing this 2018 TIP, one project was selected by the Policy Board for the 2021 and 2022 biennium.

The allocation of STP-Urban funds for 2021-2022 is approximately \$2,312,330 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 2018-2022 project candidates, as part of the 2018 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fond du Lac urbanized area. Below is the performance – based criteria used to evaluate and prioritize the project candidates. These performance measures assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

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

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

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

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

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

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

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

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

d. **Freight Operations.**

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

e. **Transit Improvements.**

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

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

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

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

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

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

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

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

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

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

1. **Spacing.**

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

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

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

3. **User Safety.**

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

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

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

Alternate Rating (non-corridor based projects)

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

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

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

Score	5	> 280
	3	150-279
	0	< 149

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

Score	5	≥ 5
	3	1 - 4
	0	0

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

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

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

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

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

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

STP-Urban Project Selection Procedure

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

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

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

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

STP-Urban Projects Recommended for Funding

2021-2022 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 10, 2017:

Fond du Lac Project: Available Funding Allocation of \$2,312,330

- The City of Fond du Lac 's Military Road / Hickory Street to Western Avenue.
See Table 1 for project listing

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, 2021-2022. Table A-1 is a listing of projects that can be considered for possible future funding but are listed as illustrative, meaning that no funds are programmed out beyond the 4 year program for 2018 through 2021.

2018 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 (443-18-001). 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: 2018, 2019, 2020, and 2021.

**Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing
2018 - 2021**

** 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	2018				2019				2020				2021				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.	552	432	638	1622	558	436	644	1638	564	440	650	1654	570	444	656	1670	
	Paratransit	Contr.	43	38	69	150	44	39	69	152	45	40	72	157	46	41	74	161	
	Capital Projects	Purch.	50	0	13	63	1012	0	253	1265	706	0	177	883	727	0	182	909	
	Section 5307	TOTAL	645	470	720	1835	1614	475	966	3055	1315	480	899	2694	1343	485	912	2740	
WisDOT	STH 23/STH 67 - USH 151	DESIGN				0				0				0				0	
Fond du Lac	Reconstruction, 4-lane	ROW	0	9588	0	9588				0				0				0	
	1440-15-00, 01, 21, 22,71,72,73	CONST				0	7758	14640	2229	24627	12714	20286	0	33000				0	
443-08-005	STP 1.9 m. (E)	TOTAL	0	9588	0	9588	7758	14640	2229	24627	12714	20286	0	33000	0	0	0	0	
WisDOT	USH 45/Eden - Fond du Lac	DESIGN				0				0				0				0	
Fond du Lac	Resurfacing	ROW				0				0				0				0	
	4110-26-00, 21, 71	CONST	3656	912	8	4576				0				0				0	
443-09-001	STP 5.52 m. (P)	TOTAL	3656	912	8	4576	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	STH 23/Rosendale - USH 41	DESIGN				0				0				0				0	
Fond du Lac	STH 26 - CTH VV, Resurface	ROW				0				0				0				0	
	1430-18-00,71,72,73	CONST	2967	681	0	3648	2210	417	0	2627				0				0	
443-11-021	STP (P)	TOTAL	2967	681	0	3648	2210	417	0	2627	0	0	0	0	0	0	0	0	
WisDOT	Regional Safe Routes to School	DESIGN				0				0				0				0	
Fond du Lac		ROW				0				0				0				0	
	1009-00-74	CONST	43	0	11	54				0				0				0	
252-15-037	SRTS (P)	TOTAL	43	0	11	54	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	USH 45 / Main & FdL Streets (V. of Eden)	DESIGN				0				0				0				0	
Fond du Lac	Elm St - N. Village Limits RECST	RR	162	40	0	202				0				0				0	
	4080-04-71	CONST	2096	524	270	2890				0				0				0	
443-14-011	STP 0.91 m. (P)	TOTAL	2258	564	270	3092	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	STH 23/Taft Rd. - CTH P	DESIGN				0				0				0				0	
Fond du Lac	Fond du Lac - Plymouth	ROW				0				0				0				0	
	1440-15-78 RECST	CONST				0				0	7120	1780	0	8900	7120	1780	0	8900	
443-15-018	STP 16.81 m. (P)	TOTAL	0	0	0	0	0	0	0	0	7120	1780	0	8900	7120	1780	0	8900	
WisDOT	Arndt St. Bridge, City of Fond du Lac	DESIGN				0				0				0				0	
Fond du Lac	Bridge Replacement B-20-0231	ROW				0				0				0				0	
	4986-08-71	CONST				0	1579	0	434	2013				0				0	
443-17-009	Bridge Rep 0 (P)	TOTAL	0	0	0	0	1579	0	434	2013	0	0	0	0	0	0	0	0	
WisDOT	Preventative Maint. National Highway	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
443-18-001	NHS (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	STH Preventative Maint. Connecting Highway	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
443-18-002	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Table 2: Fond du Lac Urbanized Area, 2018-2021
Summary of Federal Funds Programmed and Available
(\$000)

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2018	2019	2020	2021	2018	2019	2020	2021
Federal Highway Administration								
National Highway Performance Program	0	0	0	0	0	0	0	0
Surface Transportation Program								
Fond du Lac Urbanized Area	0	324	0	2,200	0	324	0	2,200
Surface Transportation Program								
State Flexibility	9,053	10,010	19,879	7,120	9,053	10,010	19,879	7,120
Highway Safety Improvement Program (HSI)	0	0	0	0	0	0	0	0
Transportation Alternatives Program	0	0	0	0	0	0	0	0
Programmed Expenditures	9,053	10,334	19,879	9,320	9,053	10,334	19,879	9,320
* Annual Inflation Factor 1.8%	163	186	358	168	163	186	358	168
Estimated Need with Inflation Factor	9,216	10,520	20,237	9,488	9,216	10,520	20,237	9,488
Federal Transit Administration								
Section 5307 Operating	\$552	\$558	\$564	\$570	\$552	\$558	\$564	\$570
Section 5307 Capital	50	1,012	706	727	50	1,012	706	727
Programmed Expenditures	602	1,570	1,270	1,297	602	1,570	1,270	1,297
* Annual Inflation Factor 1.8%	11	28	23	23	11	28	23	23
Estimated Need with Inflation Factor	613	1,598	1,293	1,320	613	1,598	1,293	1,320
Section 5310	0	0	-not yet programmed-		0	0	-not yet programmed-	

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

**Table 3: Implementation Status of 2017
Fond du Lac Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2017				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Fond du Lac Co. 443-12-020	CTH VV/CTH VVV - Rogersville Rd Reconstruct 4986-00-21, 22 URB 0.67 m. (P)	PE				0			
		ROW				0		X	
		CONST	2501	0	3617	6118			
		TOTAL	2501	0	3617	6118			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fond du Lac Urbanized Area - Candidate Project Listing (2018-2021)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2018				2019				2020				2021				2022 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	USH 45/Scott - NCL	DESIGN				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 41 / SCL - USH 151	DESIGN				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 41 / FdL - Osh	DESIGN				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
Fond du Lac Co	CTH V/CTH K-National Ave	DESIGN				0				0				0				0	0	0	120	120
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	120	120
<i>Illustrative</i>		CONST				0				0				0				0	0	0	3000	3000
	Local 1.50 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3240	3240
Fond du Lac Co	Plank Trail/USH 151-FDL&SHE Co Line	DESIGN				0				0				0				0				0
Fond du Lac		ROW				0				0				0				0				0
<i>Illustrative</i>		CONST				0				0				0				0	0	0	1000	1000
	Local 12.5 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Fond du Lac Co	Mascoutin Valley Trail Extension	DESIGN				0				0				0				0				0
Fond du Lac	CTH VV-CTH VVV	ROW				0				0				0				0	0	0	1500	1500
<i>Illustrative</i>		CONST				0				0				0				0	0	0	1500	1500
	Local 0.25 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Fond du Lac Co	CTH T/STH 23-Esterbrook	DESIGN				0				0				0				0	0	0	200	200
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	200	200
<i>Illustrative</i>		CONST				0				0				0				0	0	0	2800	2800
	Local 1.5 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3200	3200
Fond du Lac Co	CTH T/USH 151 Overpass-National	DESIGN				0				0				0				0	0	0	150	150
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	300	300
<i>Illustrative</i>		CONST				0				0				0				0	0	0	3000	3000
	Local 2.0 m. (E)	TOTAL	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3450	3450
Fond du Lac Co	CTH V/USH 45-CTH VV	DESIGN				0	0	0	172	172				0				0	0	0	150	150
Fond du Lac	Reconstruct	ROW				0	0	0	290	290				0				0	0	0	150	150
<i>Illustrative</i>		CONST				0				0	0	0	1750	1750				0	0	0	1700	1700
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	462	462	0	0	1750	1750	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 Intersection Reconstruct Local 1.0 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	104 104 104 104	0 0 0 0	0 0 0 0	300 300 300 300	0 0 0 0	0 0 1800 1800	0 0 1800 1800	0 0 600 1100	200 300 600 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)	DESIGN ROW CONST TOTAL	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 5000 5000	0 0 5000 5000	0 0 5000 5000	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)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 200 200	0 0 0 0	78 78 78 78	460 460 460 460	78 78 78 78	616 616 616 616	0 0 0 0	0 0 0 0	0 0 0 0	0 250 550 890	90 250 550 890
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K/USH 151-CTH WH Reconstruction Local 1.0 m. (P)	DESIGN ROW CONST TOTAL	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 2000 2000	0 0 2000 2000	0 0 2000 2000
V of N Fond du Lac Fond du Lac <i>Illustrative</i>	Minnesota Ave / Rose - Anne Reconstruction Local 0.2 m. (P)	DESIGN ROW CONST TOTAL	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 0 576 576	0 0 576 576	0 0 576 576
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH VV/Forest Ave-Johnson St. Reconstruction	DESIGN ROW CONST TOTAL	50 0 0 0	50 0 0 50	136 0 0 136	136 0 0 136	125 0 0 125	125 0 0 125	0 0 0 0	1700 0 0 1700	1700 0 0 1700	0 0 0 0	0 0 0 0	0 0 0 0
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH VV/Sullivan-Forest Ave	DESIGN ROW CONST TOTAL	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	700 0 0 700	700 0 0 700	0 0 0 0	0 0 0 0	0 0 0 0
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH VV/S. Main-Fond du Lac Ave	DESIGN ROW CONST TOTAL	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	200 0 5000 5200	200 0 5000 5200	200 0 5000 5200
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH N (Kinker Rd)/CTH RP-USH 45 Reconstruct	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	100 0 0 100	100 0 0 100	150 0 0 150	150 0 0 150	0 0 0 0	0 0 0 0	0 0 2500 2500	0 0 2500 2500	0 0 2500 2500	0 0 2500 2500

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2023-2024 biennium)
Fond du Lac Urbanized Area
Project Evaluation (Criteria)-Performance Measures/Score

Jurisdiction	2023 & 2024 STP Projects	Plan Consistency	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 = \$2,312,330																	
Fond du Lac Area Transit	Diesel Bus	5	TI	3	AR	3	NF	3	vTBP	3	1	1	18	\$500,000			
Fond du Lac Co.	CTH V (CTH VV-USH 45)	3	PC (7)	1	0.64	3	80	0	VPBT	5	5	5	17	\$2,000,000			
	CTH V / USH 45 & National Avenue Intersection	3	PC (7)	1	0.74	3	140	0	VPBT	5	3	3	15	\$1,700,000			
	Mascoutin Trail Ext. over USH 41/ CTH VV-CTH VVV	5	avg 3.6	4	3	3	c.	3	vPBt	3	5	5	23	\$390,000			
V of N. Fond du Lac	Minnesota Ave (Rose - Anne)	3	PC (2)	5	0	0	0	0	VPBt	3	1	1	12	\$576,000			
Total														\$5,166,000	\$0		



APPENDIX B

FEDERAL TRANSIT OPERATING & CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fond du Lac urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. In 1996 the Wisconsin Department of Transportation began distributing the state share of operating assistance similar to the federal share, with each transit system within a tier receiving an equal percentage of assistance. The combined total of state and federal transit operating subsidies equaled 55.1% in 2017. According to WisDOT the combined subsidy for 2018 will be 54.5%

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

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

For 2017 Fond du Lac Area Transit is aware of one applicant in the City of Fond du Lac urbanized area seeking grants under the federal and state Section 5310 program. Fond du Lac ADVOCAP seeks these grants each year. This is a competitive program offering funding assistance to private non-profit organizations that provide transportation services to elderly and disabled persons living in Wisconsin.

The following tables list the operating assistance and capital projects proposed for the 2018-2022 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2018	Jan-Dec 2019	Jan-Dec 2020	Jan-Dec 2021	Jan-Dec 2022
Operating Assistance/ Section 5307	FDLAT						
Directly Operated-Fixed Route							
Expenses			\$1888	\$1907	\$1926	\$1945	\$1964
Revenues			266	269	272	275	278
Deficit			1622	1638	1654	1670	1686
Federal Share		443-18-011	552	558	564	570	576
State Share			432	436	440	444	448
Other Local			428	432	436	440	444
Municipal Local Share			210	212	214	216	218
Purchased Transp.-Paratransit	FDLAT						
Expenses			\$249	\$254	\$259	\$264	\$269
Revenues			100	102	102	103	103
Deficit			149	152	157	161	166
Federal Share		443-18-012	43	44	45	46	48
State Share			38	39	40	41	42
Contract Local			23	23	24	24	25
Municipal Local Share			46	46	48	50	51
Capital Projects/Section 5309	FDLAT						
Small Bus Replacement(up to 4)		443-18-013	63	65	67	69	71
Computer							
Bus Wash Replacement							
Copy machine							
Sitting Benches							
Shelter Refurbishment							
Transit Bus Replacement (up to 6)				(3)1200	(2)816	(2)840	
Total Cost:			\$63	\$1,265	\$883	\$909	\$71
Federal Share:			50	1,012	706	727	57
Local Share:			13	253	177	182	14

**Table B-2: 2018 Paratransit Projects
Fond du Lac Urbanized Area**

2018	ADA	County E & D Specialized	TOTAL
Annual Estimated Trips	14,300	19,000	33,300
Trip Costs	\$249,000	\$325,000	\$574,000
Farebox Revenues	\$100,000	\$0	\$100,000
Deficit	\$149,000	\$325,000	\$474,000
	TIP # 443-18-014	TIP # 443-18-015	
Federal Share	\$42,644	\$93,015	\$135,659
State Share	\$37,816	\$82,485	\$120,301
Village Contribution	\$24,000	\$0	\$24,000
Total Local Share	\$44,540	\$175,550	\$220,090

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

	2018	2019	2020	2021	2022
Operating Expenses					
Fixed Route	\$1,184,240	\$1,188,889	\$1,193,245	\$1,197,300	\$1,202,050
Jobtrans	72,360	73,807	75,283	76,789	78,325
School Tripper	55,100	56,478	57,889	59,337	60,820
Paratransit	255,000	260,100	265,302	270,608	276,020
Non-ADA E&D Transit	321,300	327,726	334,281	340,966	347,785
ADVOCAP					
Total Operating Expenses	\$1,888,000	\$1,907,000	\$1,926,000	\$1,945,000	\$1,964,000
Revenue					
Farebox Revenue	\$266,200	\$271,524	\$276,954	\$282,494	\$288,143
Other Revenue	30,000	12,000	12,000	12,000	12,000
Total Revenue	\$296,200	\$283,524	\$288,954	\$294,494	\$300,143
Funding					
Federal	\$552,000	\$557,520	\$563,095	\$577,173	\$591,602
State	432,000	436,320	447,228	458,409	469,869
NFDL Contribution	40,000	40,400	40,804	41,212	41,624
County Finance Plan	224,000	226,240	228,502	230,787	233,095
Total Funding	\$1,248,000	\$1,260,480	\$1,279,630	\$1,307,581	\$1,336,190
Tax Levy					
Operating Local share	\$343,800	\$362,996	\$357,416	\$342,926	\$327,666
	\$1,888,000	\$1,907,000	\$1,926,000	\$1,945,000	\$1,964,000
Capital					
Federal	\$50,000	\$1,012,000	\$706,000	\$727,000	\$57,000
Local	13,000	253,000	177,000	182,000	14,000
Total Capital Expenses (1*)	\$63,000	\$1,265,000	\$883,000	\$909,000	71,000
OPERATING STATISTICS					
No. of Buses	7	7	7	7	7
No. of Employees (2*)	10	10	10	10	10
Fixed Route Revenue Hours	12,600	12,600	12,600	12,600	12,600
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	750	750	750	750	750
Jobtrans Revenue Hours	2,000	2,000	2,000	2,000	2,000
Total Hours	31,450	31,450	31,450	31,450	31,450
Fixed Route Revenue Miles	165,000	165,000	165,000	165,000	165,000
Paratransit Revenue Miles	111,000	111,000	111,000	111,000	111,000
Non-ADA Revenue Miles	54,000	54,000	54,000	54,000	54,000
School Tripper Revenue Miles	8,800	8,800	8,800	8,800	8,800
Jobtrans Revenue Miles	35,000	35,000	35,000	35,000	35,000
Total Miles	373,800	373,800	373,800	373,800	373,800
Fixed-Route Passengers	140,000	141,400	142,814	144,242	145,829
Paratransit Passengers	14,600	14,750	14,900	15,050	15,200
Non-ADA Passenger	20,000	21,000	22,000	23,000	24,000
School Tripper Passengers	13,200	13,200	13,200	13,200	13,200
Jobtrans Passengers	10,300	10,403	10,507	10,612	10,718
Total Passengers	198,100	200,753	203,421	206,104	208,947
Fixed Route Statistics					
Average Fare	\$8.46	\$8.41	\$8.36	\$8.30	\$8.24
Operating Ratio (Rev/Exp)	0.47	0.47	0.47	0.48	0.49
Cost per Vehicle Mile	7.18	7.21	7.23	7.26	7.29
Cost per Passenger	8.46	8.41	8.36	8.30	8.24
Cost per Vehicle Hour	93.99	94.36	94.70	95.02	95.40
Passengers Per Mile	0.85	0.86	0.87	0.87	0.88
Passengers per Hour	11.11	11.22	11.33	11.45	11.57

NOTES:

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

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fond du Lac urbanized area, the capital projects for 2018-2022 include a small bus each year to be used in our ADA adjunct program, Handi-Van. We are also looking into the replacement of our bus wash, which has had various and many mechanical problems. This project will be approximately \$200,000. Fond du Lac Area Transit is looking into Federal Capital Grant opportunities which would fund 80% of each project. Fond du Lac Area Transit will start our fleet replacement program in 2019, and hope to replace all seven fixed route buses over 3 years.

TRANSIT FINANCIAL CAPACITY

In compliance with regulations that require the TIP to be fiscally constrained, this section of the TIP assesses the transit systems' financial capacity to assure that the transit systems have the ability to continue to effectively utilize federally-assisted equipment and facilities. It is understood, however, that the major review of progress regarding financial capacity is made by the Federal Transit Administration during conduct of triennial reviews of these transit systems. A Triennial review was completed in 2016. No problems pertaining to financial capacity were identified during the triennial review.

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

Fond du Lac Urbanized Area

Cost Trends

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

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

Cost-Efficiency and Effectiveness Trends

Fond du Lac Area Transit's fixed route costs per mile and per hour ratios have crept up slowly over the past several years. These service performance measures cannot be applied to Fond du Lac Area Transit's complementary paratransit service, which is provided on a contractual basis. This service is provided by Fond du Lac County Senior Services on an annual basis. For budget 2018, our intergovernmental agreement listed an annual cost of \$249,000. The financial capacity table reflects operating statistics based on fixed route costs only. A recent study conducted by the Wisconsin Department of Transportation shows that bus and paratransit costs yield three times the savings to consumers and the Wisconsin economy.

Revenue Trends

In January 2012 the basic cash fare was increased to \$1.50 and the senior/disabled fare became \$.75. The student cash fare rose at the same time to \$1.25. Adult tokens sell for 10/\$11.00 and student tokens are 10/\$11.00. The fare on Handi-Vans, Fond du Lac Area Transit's complementary paratransit service was increased to \$3.00 in January 2012. There is no intention of a fare increase for 2018. Transit Administration has discussed a possible rate increase starting in January 2019.

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. Service increases were implemented in January 2017. Transit service was increase during peak hours and we added an additional half hour to our service day.

Paratransit Ridership

Paratransit Ridership (including ADA and non-ADA service) is projected to be approximately 34,000 for 2017. Previously our ADA paratransit service was contracted out to Fond du Lac County Senior Services. In July 2013, this relationship became an intergovernmental contract. The current contract runs through June 2018.

Level of Service Trends

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

Handi-Van, operated by Fond du Lac County Senior Services, provides door to door 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 2017 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 5, 2017

Dear Transportation Provider:

Enclosed is a link to the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2018. 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, 2017. The document can be viewed at the following website:

<http://www.ecwrpc.org/programs/fond-du-lac-mpo/transportation-improvement-program/>

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
Brian Kolstad – City of Fond du Lac
Jordan Skiff – City of Fond du Lac
Tom Janke – Fond du Lac County
Chuck Hornung – Village of North Fond du Lac
James Pierquet – Town of Empire (representing all towns)
Matt Halada – WisDOT, Northeast Region

NON-VOTING MEMBERS

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

TECHNICAL ADVISORY COMMITTEE

Members:

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

ENVIRONMENTAL CONSULTATION ORGANIZATIONS

Members:

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

September 5, 2017

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 – 2018.

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

Enclosed is a link to the draft ***Transportation Improvement Program for the Fond du Lac Urbanized Area - 2018*** (TIP). This document will be under a 30-day public review period from September 3, to October 2, 2017. 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 Metropolitan Planning Organization Policy Board
Fond du Lac Fire Station #1, 815 S. Main Street, Fond du Lac
Wednesday, May 24, 2017

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

Committee Members Present

Dyann Benson.....	City of Fond du Lac
Jordan Skiff	City of Fond du Lac
Tom Janke.....	Fond du Lac County
Brian Kolstad	Fond du Lac City Council
Karyn Merkel	Fond du Lac City Council
Jim Pierquet	Town of Empire
Chuck Hornung	Village of North Fond du Lac
Joe Moore	City of Fond du Lac
Allen Buechel	Fond du Lac County

WisDOT Members Present

Matt Halada	WisDOT – NE Region
Sandy Carpenter	WisDOT – NE Region
Kris Canto (via conference call)	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

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

2. Public Comment

No members of the public were present.

3. Discussion and action on Summary of Proceedings from the February 8, 2017 Policy Board and Technical Advisory Committee meeting

Mr. Buechel stated the summary of proceedings from the February 8, 2017 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 other comments, Mr. Buechel asked the committee for a motion to approve the summary of proceedings.

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

4. Discussion and action on STP-Urban Project selection

Mr. Moesch noted the committee needed to select a transportation project for the 2021-2022 biennium as part of the Surface Transportation Program-Urban funds. Estimated available funds for

this program cycle are approximately \$2.3 million for the Fond du Lac urbanized area. The committee deliberated over the four candidate projects listed in Table A-2 of the Transportation Improvement Program. For this funding cycle, the committee chose to allocate all of the \$2.3 million to the Military Road reconstruction project; the project limits are from Hickory Street to Western Avenue at an estimated construction cost of \$2.1 million.

Mr. Moesch also asked the committee to also consider more transportation projects to add to the candidate listing table for future funding cycles beyond 2022.

Mr. Buechel asked the committee if they had any comments or questions regarding the STP-Urban project selection for 2021-2022. Hearing none, Mr. Buechel asked the committee for a motion to approve the Military Road project for the STP-Urban cycle in 2021-2022. Mr. Janke made a motion to approve the Military Road project, Mr. Pierquet seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 02-17: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2017

Mr. Moesch stated an amendment was necessary for the Transportation Improvement Program to approve two WETAP (Wisconsin Employment Transportation Assistance Program) Projects administered through WisDOT. He noted the Section 5311 (rural areas) projects are for Advocap and Forward Service Corp. to subsidize capital and operating expenses. Typical projects these funds support include: operating, mobility management projects, vehicle repair and purchase loan programs. Federal 5311 funds amount to \$98,923, with a local match of \$489,729, for a total project cost of \$842,339.

The second WETAP project is through the Section 5307 Program (Fond du Lac Urbanized Area) for Advocap to subsidize capital and operating expenses for similar projects as noted in the 5311 program. Federal 5307 funds amount to \$100,587, with a local match of \$292,571, for a total project cost of \$493,838.

Mr. Moesch noted this amendment was included in the Transportation Improvement Program as both Advocap and Forward Service Corp provide services to low income individuals and families throughout Fond du Lac County.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 02-17. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 02-17. Ms. Benson made a motion to amend the Transportation Improvement Program, Mr. Janke seconded the motion and the motion passed unanimously.

6. Discussion on Transportation Alternative Program funding

Ms. Carpenter noted the 2017 Transportation Alternatives Program (TAP) through WisDOT will be selecting projects through October of this year. TAP funds bicycle and pedestrian projects, Safe Routes To School projects, as well as funds to develop plans (i.e. develop bicycle/pedestrian planning documents for municipalities). She stated that TAP awards projects at 80/20; 80 percent federal and 20 percent local match. There is a four year commencement date for funding, which begins the date funds are awarded; all funds will be lost if a project does not start within this four year window. Ms. Carpenter asked the committee to contact her with any questions regarding TAP and to begin the process now with any candidate projects.

7. Discussion on Federal MPO Planning Legislation Update

Mr. Raith noted Congress recently repealed the MPO Consolidation Rule, which would have forced MPO's in the same region to merge and consolidate all of their MPO planning responsibilities. For

example, all the MPO's in east central Wisconsin (Fond du Lac, Oshkosh and Fox Cities) could have merged into one urbanized planning area. Mr. Raith noted this rule was mostly unpopular amongst the MPO's.

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

Mr. Halada noted the only transportation project with WisDOT coordination is the roundabout project at Military Road and CTH VV (Pioneer Road). A brief construction project schedule was provided. The committee members expressed no major concerns thus far with the roundabout project. There was a general discussion about traffic signal replacements at Military Road and Interstate 41 interchange and at the Interstate 41 and USH 151 interchange.

Mr. Buechel also noted the County is meeting with local legislators on June 2 at UW-FDL to discuss the future of funding/expansion/status of the STH 23 expansion from Fond du Lac to Plymouth.

9. Transit Update

Mr. Musson noted since the Transit Development Plan (TDP) was completed for Fond du Lac Area Transit in 2016, staff has continued meeting with transit staff and members of the coalition this year. Staff agreed to set up an on-going coalition which meets on a quarterly basis. The coalition has met twice so far with the last meeting taking place on the bus. Members met with a rider to hear perspective on the new route changes and rode three routes. ECWRPC staff will be meeting with two transit riders later today to discuss a potential "Friends of Transit" advocacy group which would be led by transit riders.

10. Complete Streets Workshop – UW-Oshkosh (June 13th and 14th) and National Bike to School Day (May 10th recap)

Mr. Moesch noted ECWRPC was awarded a technical assistance grant from Smart Growth America to host a two day complete streets workshop on June 13-14. It will be held at the University of Wisconsin-Oshkosh Alumni Welcome Center. The event is free to attend with the exception of paying for lunch on the 14th. Register is available through ECWRPC's website. Mr. Moesch also noted ECWRPC staff attended various bike to school events within the Fond du Lac School District on May 10th to promote National Bike to School Day.

11. Adjourn

Mr. Buechel asked if there was any other business. Hearing none, Ms. Benson made a motion to adjourn and Mr. Halada seconded the motion. The motion passed unanimously and the Committee adjourned at 10:57 A.M. The next meeting is on Wednesday, July 12, 2017 at 10:00 A.M. (Fond du Lac City/County Government Center-Rooms D-E).

SUMMARY OF PROCEEDINGS
Fond du Lac Metropolitan Planning Organization Policy Board
Fond du Lac City/County Building, Rooms D-E, Wednesday, October 4, 2017

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

Committee Members Present

Dyann Benson.....	City of Fond du Lac
Jordan Skiff	City of Fond du Lac
Allen Buechel	Fond du Lac County
Nick Leonard	Village of North Fond du Lac
Chuck Hornung	Village of North Fond du Lac
Joe Moore	City of Fond du Lac
Brian Kolstad	Fond du Lac City Council

WisDOT Members Present

Matt Halada	WisDOT – NE Region
Sandy Carpenter	WisDOT – NE Region
Erin Jolivet	WisDOT – NE Region

Staff Members Present

Dave Moesch	ECWRPC
Melissa Kraemer Badtke	ECWRPC
Kim Biedermann.....	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 the meeting was properly posted and in compliance with open meeting requirements.

2. Public Comment (None)
3. Discussion and action on Summary of Proceedings from the July 12th Policy Board meeting

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. Skiff 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 05-17: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2017

Mr. Moesch noted WisDOT requested the MPO advance three transportation projects under the current Transportation Improvement Program. Two projects are to advance Section 5310 Federal Transit Administration funds: Operating Expenses (\$47,000) and 2 diesel mini buses (\$99,200) for Disability Services, Inc. A third project is to advance Surface Transportation Program funds (\$162,000-federal and \$40,000-state) for railroad crossing signals replacement as part of the USH 45 resurfacing project in 2018.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 05-17. Hearing none, Mr. Buechel asked the committee for a motion to amend the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2017. Ms. Benson made

a motion to amend the Transportation Improvement Program, Mr. Kolstad seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 03-17: Approval of the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2018

Mr. Moesch stated the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2018 finished its 30 day public review on October 3rd, with no comments received. He noted all programmed projects for both road and transit remained unchanged from the draft document previously sent out. Fond du Lac County requested adding additional illustrative projects which are included in the appendix of the plan. There was a general discussion regarding the State Budget and transportation funds at the MPO level.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 03-17. Hearing none, Mr. Buechel asked the committee for a motion to approve the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2018. Mr. Hornung made a motion to amend the Transportation Improvement Program, Mr. Kolstad seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 04-17: Adoption of the 2018 Unified Transportation Work Program for the Fond du Lac Urbanized Area and Annual MPO Certification

Ms. Kraemer Badtke reviewed the 2018 Work Program with the committee. There was a slight increase in overall funding for the Fond du Lac Urbanized Area for 2018, approximately \$600, which was folded into the overall work program elements.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 04-17. Hearing none, Mr. Buechel asked the committee for a motion to approve the 2018 Unified Transportation Work Program for the Fond du Lac Urbanized Area and Annual MPO Certification. Ms. Benson made a motion to amend the Transportation Improvement Program, Mr. Moore seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 06-17: Adopting the Updated 2017 Title VI Non Discrimination Program Plan and Limited English Proficiency Program for the East Central WI Regional Planning Commission as a Sub-Recipient of the Wisconsin Department of Transportation

Ms. Biedermann noted that ECWRPC, as a sub-recipient of federal transportation funds, is required to submit a Non Discrimination Program Plan and Limited English Proficiency Program plan. This plan is updated every three years, assuring that no person on the grounds of race, color or national origin, be denied the benefits of ECWRPC programs. She noted the plan finished its 30 day public review with no comments received.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 06-17. Hearing none, Mr. Buechel asked the committee for a motion to approve the Title VI Non Discrimination Program Plan and Limited English Proficiency Program. Ms. Benson made a motion to amend the Transportation Improvement Program, Mr. Moore seconded the motion and the motion passed unanimously.

8. Discussion on Interactive TIP Map

Mr. Moesch noted staff updated its Interactive TIP map with all current transportation projects for the MPO. He encouraged the committee members to review it as another way to see the projects for the Fond du Lac MPO as well as for the Oshkosh and Fox Cities MPO's.

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

Mr. Halada noted WisDOT is in the early stages of preparing a limited scope supplemental environmental impact statement (LSSEIS) for the STH 23 road project from Fond du Lac to Plymouth. The LSSEIS will review certain aspects of an existing environmental impact statement, as recent federal litigation raised concerns with WisDOT traffic forecasting methodology. A public involvement meeting will be held at UW-Fond du Lac on October 12 from 5-7pm. Additionally, the Military Rd/Pioneer Rd roundabout construction should be complete by this November. Within the county, Mr. Halada noted the STH 44 resurfacing project will wrap up later this month and a STH 67 box culvert project will also be complete by this November.

Ms. Carpenter also noted the next Transportation Alternatives Program (TAP) funding cycle has started. She encouraged municipalities to contact her regarding any project ideas to get input.

10. Transit Update

Mr. Erickson noted staff has continued to meet with Fond du Lac Area Transit and a coalition of steering committee members on a quarterly basis. Their next meeting will be at Woodlands Senior Community on November 16th.

11. Adjournment

Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Kolstad seconded the motion. The motion passed unanimously and the Committee adjourned at 10:55 A.M. The next meeting is on Wednesday, November 8, 2017 at 10:00 A.M.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 03-17

APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA, 2018.

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

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

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

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

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

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

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

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

Section 1: That the Policy Board, as the designated MPO, adopt the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2018.

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.

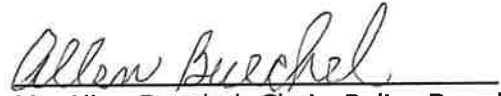
Section 3: That the Policy Board further certifies that the TIP contains projects that are consistent with the metropolitan plans for the urbanized area.

PROPOSED RESOLUTION NO. 03-17

Effective Date: October 4, 2017

Submitted By: MPO Staff

Prepared By: David J. Moesch, Associate Transportation Planner

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

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



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

THE REPORTER

www.fdlreporter.com

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

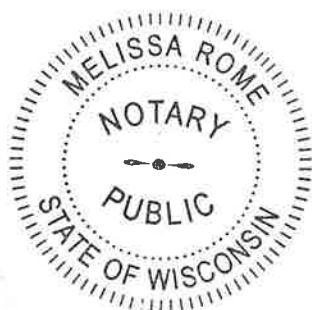
400 AHNAIP ST STE 100
MENASHA

WI 549523388

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

Account Number: GWM-N5251
Order Number: 0002372222
No. of Affidavits: 1
Total Ad Cost: \$22.08
Published Dates: 09/03/17

(Signed)  (Date) 9/7/17
Legal Clerk



Signed and sworn before me



My commission expires

1-12-2021

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2018 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 - 2018. 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 2018 - 2021. The Fond du Lac MPO's public participation satisfies the Fond du Lac Area Transit public participation requirements for the Program of Projects. The draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area - 2018 can be viewed on the internet at:
<http://www.ecwrpc.org/programs/fond-du-lac-mpo/transportation-improvement-program/>

A 30-day public review and comment period for this document will commence on Sunday, September 3, and end on Monday, October 2, 2017. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy, and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100.
Pub: Sept 3, 2017 WNAXLP

EAST CENTRAL WI PLANNING COMM

Re: 2018 Transportation Improvement

GANNETT WI MEDIA
435 EAST WALNUT ST.
PO BOX 23430
GREEN BAY, WI 54305-3430
East Central Wisconsin Regional Planning Commission

GANNETT
Wisconsin Media
Delivering Customers. Driving Results.

PHONE 920-431-8298
FAX 877-943-0443
EMAIL legals@fdlreporter.com



APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE

TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

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

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

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

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

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

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

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

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Fond du Lac Urbanized Area – 2018*.

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://www.ecwrpc.org/about-ecwrpc/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 2018 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2015 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2018 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2018 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 2015 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 2015 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 2015 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2018 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.

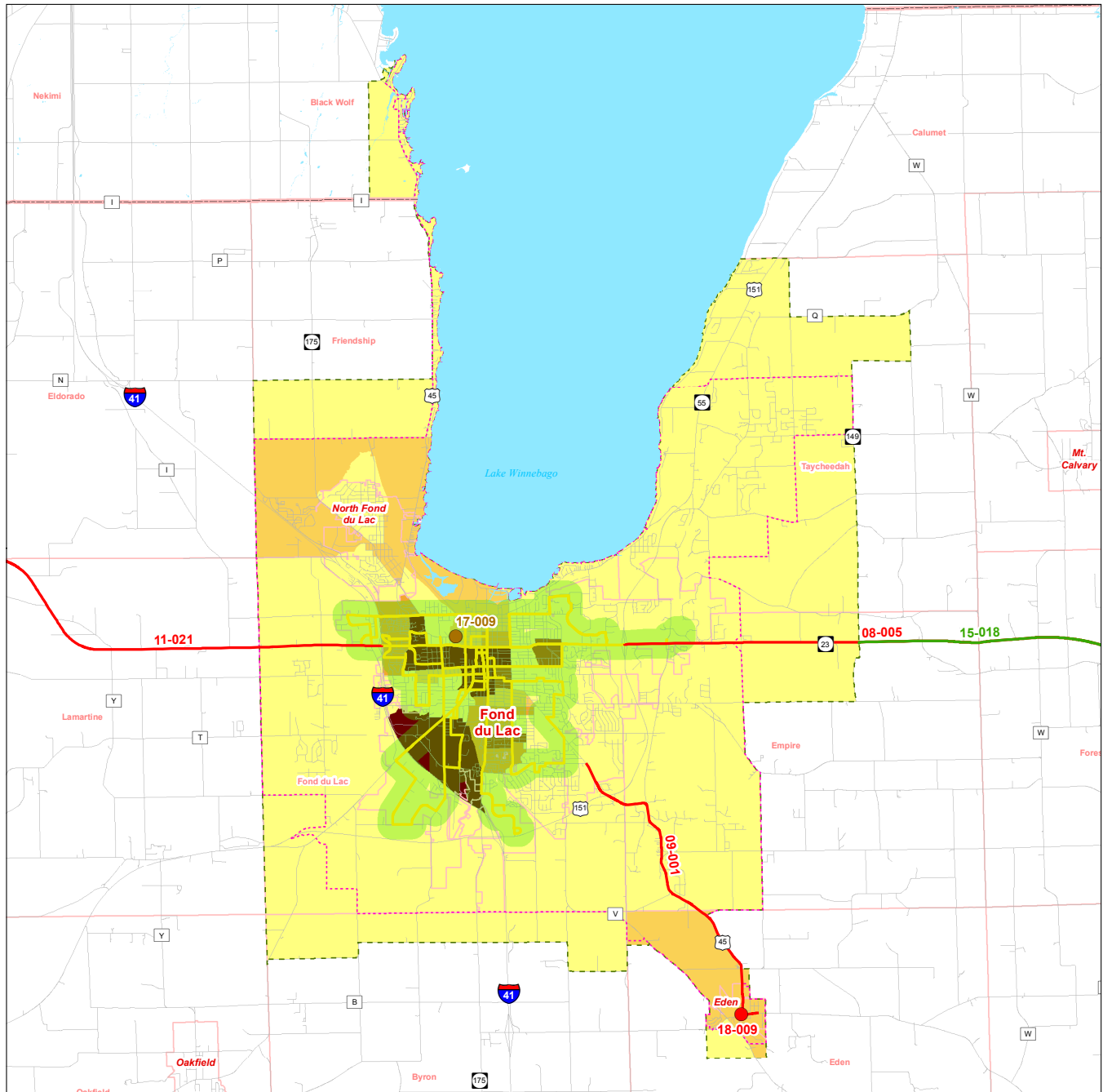
Map G-6 depicts 2015 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2018 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately 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 2018 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 2018 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

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

**Figure G-1
Fond du Lac Urbanized Area TIP Projects (2018 - 2021) and
Population Below Poverty Level (American Community Survey 2015)**



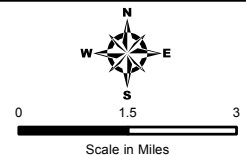
- Transit Routes
- 1/4 mile transit buffer
- Population Below Poverty Level**
- < 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25.00%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

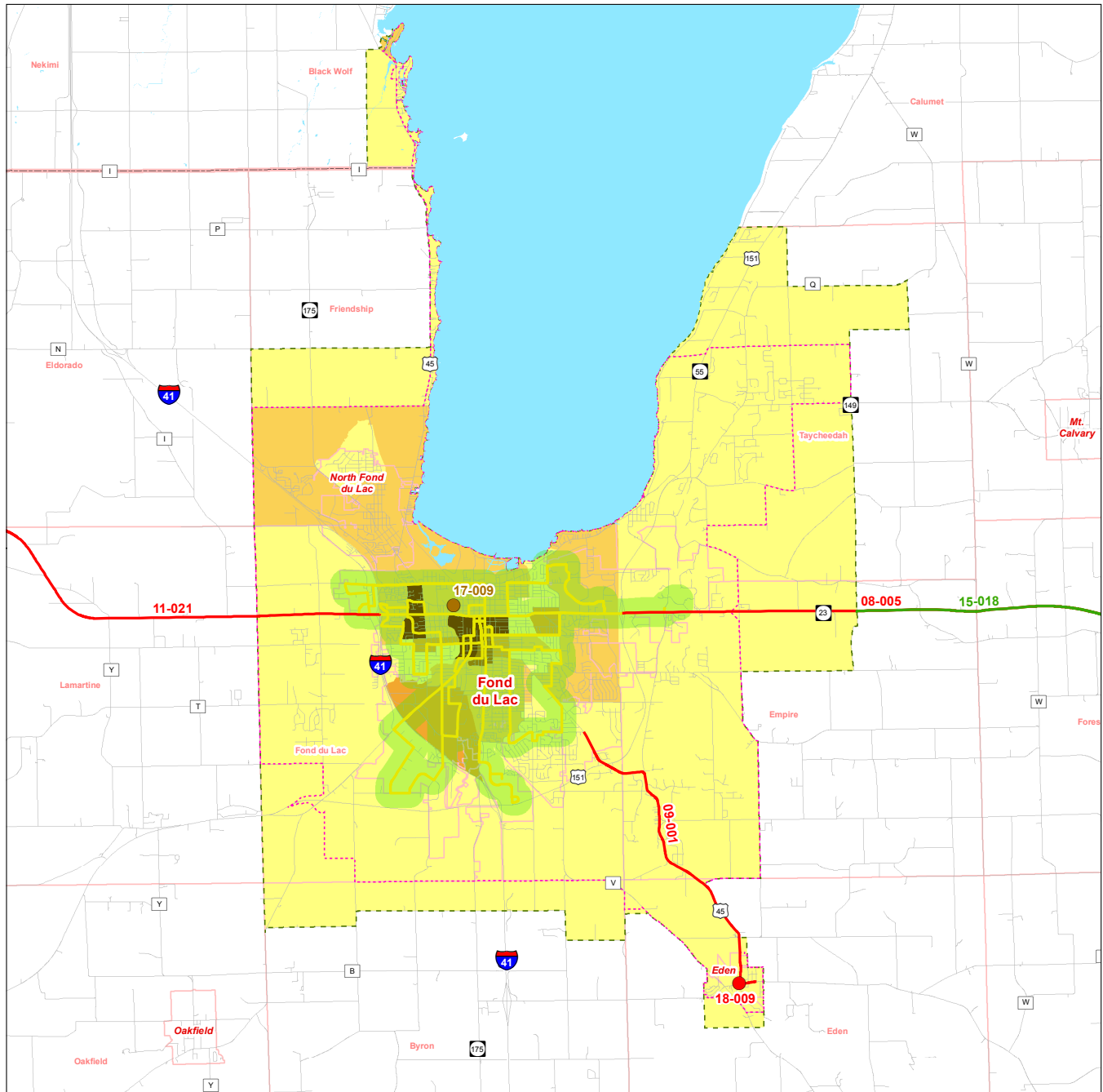


This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

Prepared AUGUST 2017:



Figure G-2
Fond du Lac Urbanized Area TIP Projects (2018 - 2021) and
Household Income Less than \$25,000 per Year (American Community Survey 2015)



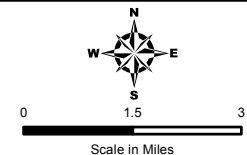
- Transit Routes
- 1/4 mile transit buffer
- Household Income Less than \$25,000**
- < 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- > 60.00%
- - - 2016 Metropolitan Planning Boundary
- - - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**



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

Prepared AUGUST 2017:

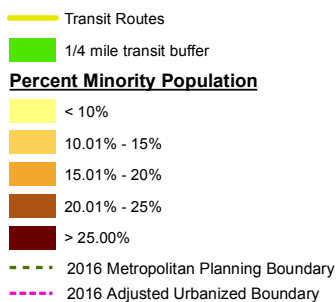
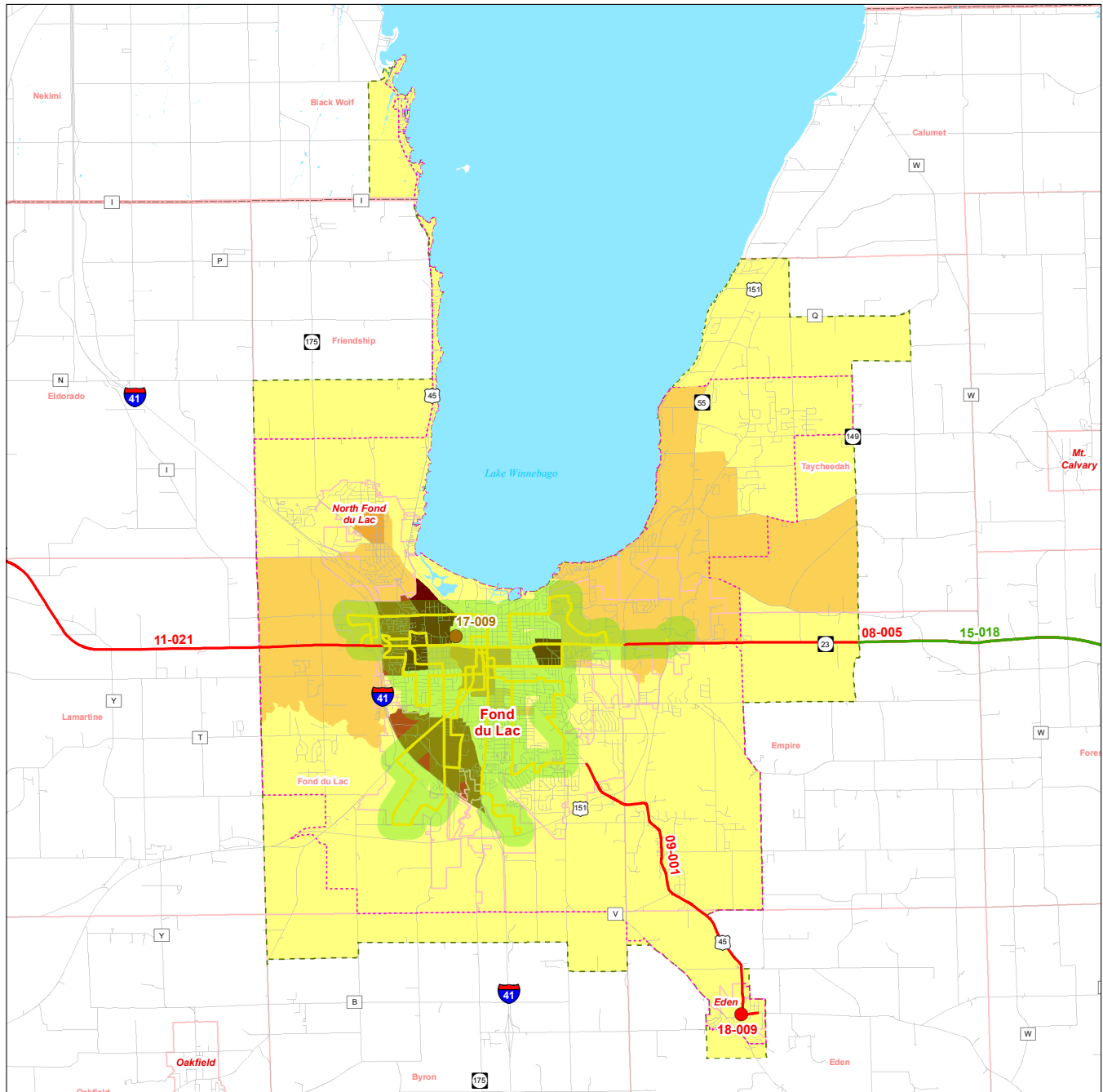


This map of Fond du Lac, Wisconsin, displays several distinct colored regions and geographical features. The city is situated on the western shore of Lake Michigan. Key elements include:

- Colored Zones:**
 - Yellow:** Located in the northwestern part of the city, near the intersection of I-41 and I-94.
 - Light Green:** A central area surrounding the downtown core.
 - Dark Green:** A smaller area within the light green zone, closer to the lakefront.
 - Orange:** A small area to the east of the downtown core.
 - Dark Brown:** A large area covering the eastern and southern parts of the city.
 - Light Brown:** A small area in the southeast, near the intersection of I-41 and I-94.
- Geographical Features:**
 - Lake Michigan:** The large blue body of water to the north and east.
 - Black Wolf:** A small area in the northwest corner of the city.
 - Eden:** A small area in the southeast corner of the city.
 - Oakfield:** A small area in the southwest corner of the city.
 - Friendship:** A small area in the north-central part of the city.
 - North Fond du Lac:** A small area in the north-central part of the city.
 - Fond du Lac:** The central area of the city, including the downtown core.
 - Empire:** A small area in the east-central part of the city.
 - Calumet:** A small area in the northeast corner of the city.
 - Mt. Calvary:** A small area in the northeast corner of the city.
- Infrastructure:**
 - Interstates:** I-41 (running north-south) and I-94 (running east-west).
 - Highways:** US-41, US-45, US-151, and US-149.
 - Local Roads:** Various roads are shown, including 11-021, 08-005, 15-018, 17-009, 18-009, 100-00, and 100-01.



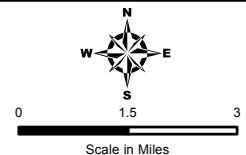
**Figure G-4
Fond du Lac Urbanized Area TIP Projects (2018 - 2021) and
Minority Population (American Community Survey 2015)**



TIP Project Year and Number



TIP Intersection Project Year and Number



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

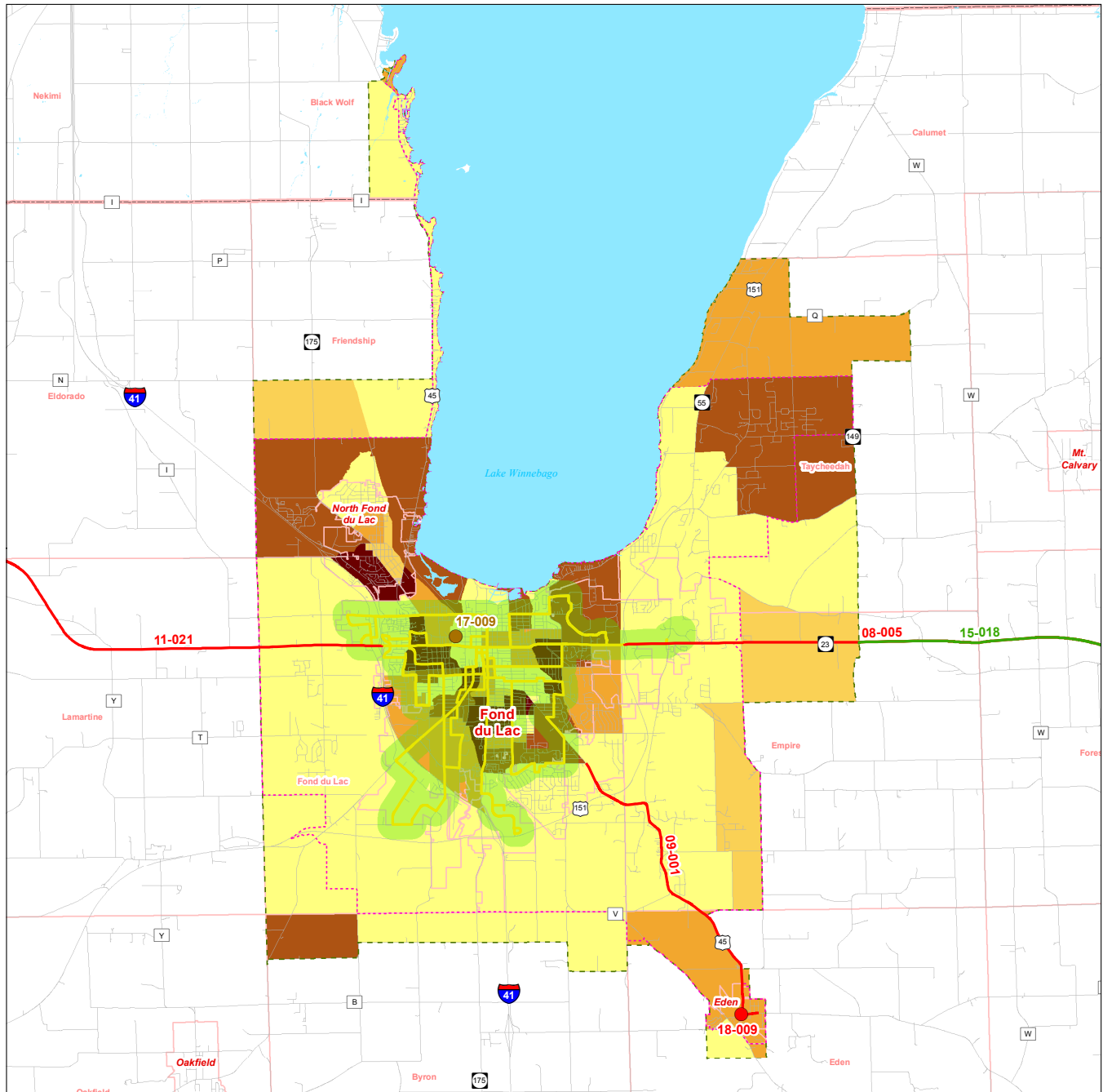
Prepared AUGUST 2017:



Sources: American Community Survey 2015 Census Block Groups, 2016 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2017 centerline and 2017 hydrology.

TD: O:\134FondyTIP\MXD\2017\G4_Minority.mxd

**Figure G-5
Fond du Lac Urbanized Area TIP Projects (2018 - 2021) and
Hispanic Population (American Community Survey 2015)**



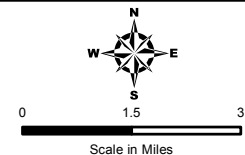
- Transit Routes
- 1/4 mile transit buffer
- Percent Hispanic Population**
- < 2.00%
- 2.00% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- > 10.00%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

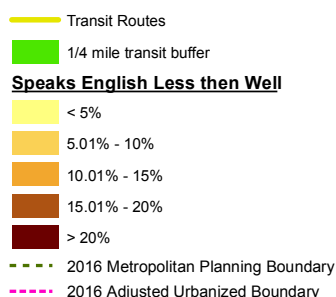
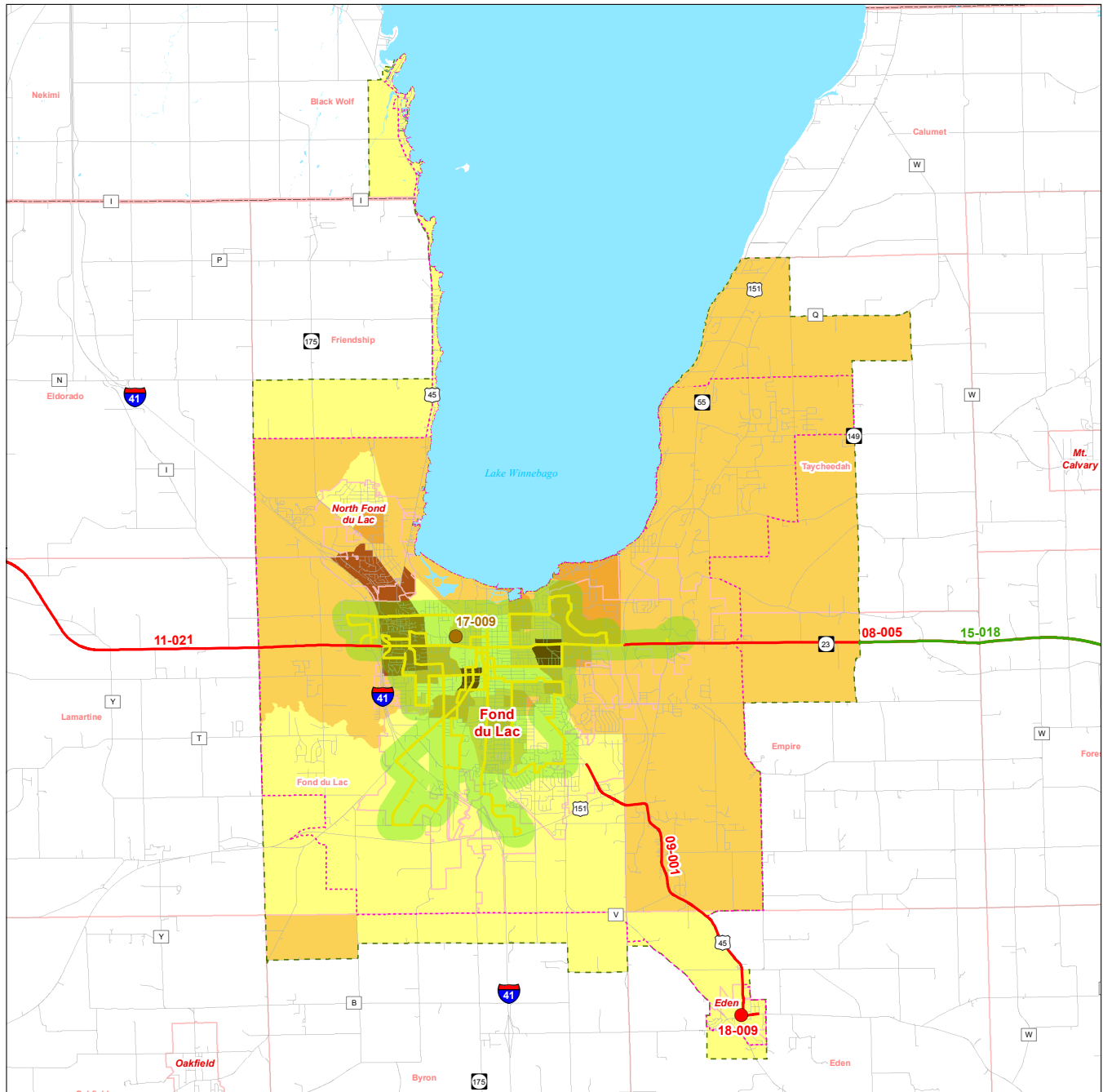


This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

Prepared AUGUST 2017:



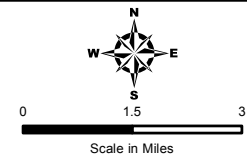
Figure G-6
Fond du Lac Urbanized Area TIP Projects (2018 - 2021) and
"Speaks English Less than Well" (American Community Survey 2015)



TIP Project Year and Number



TIP Intersection Project Year and Number

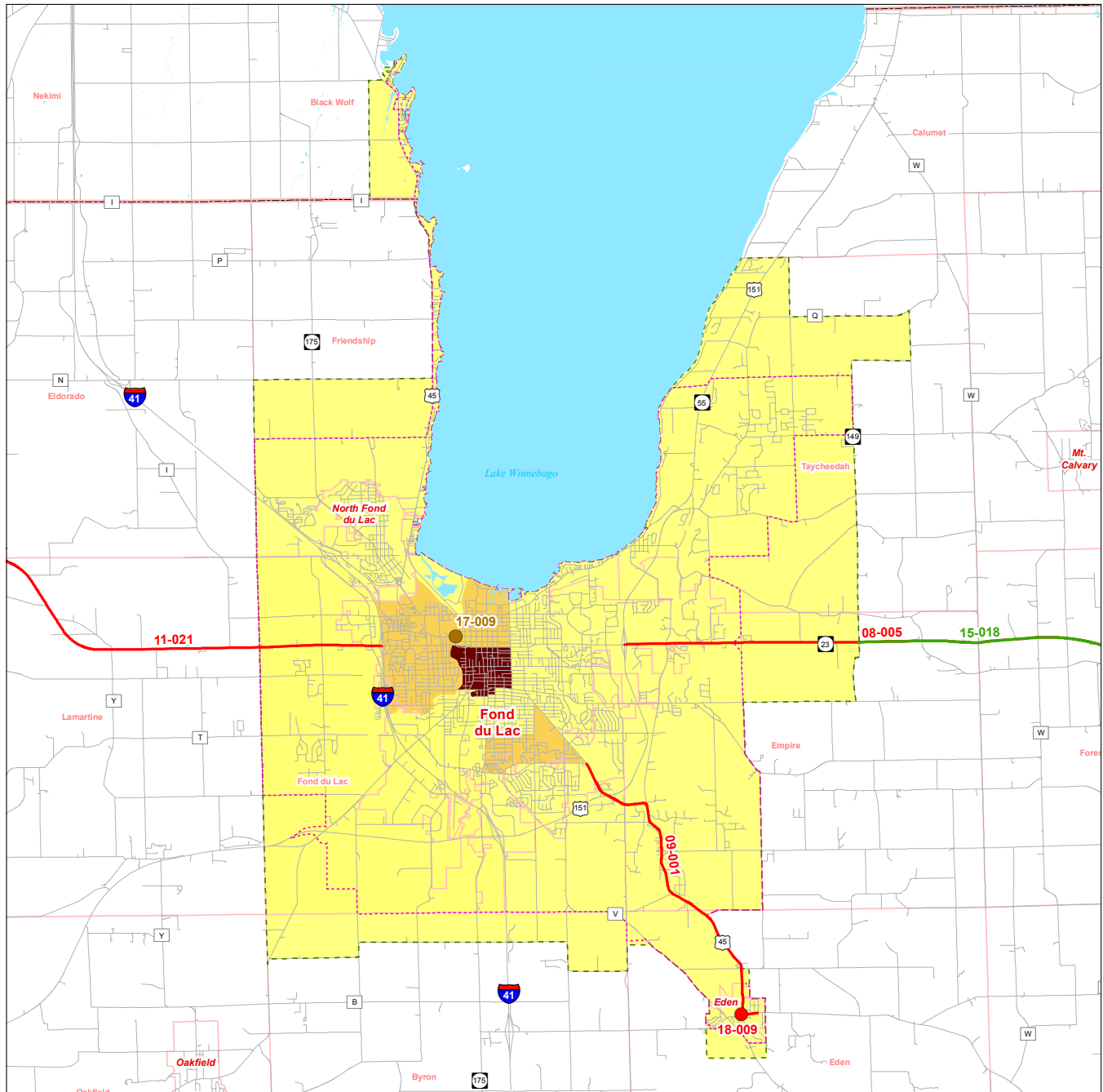


This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

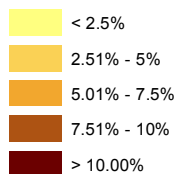
Prepared AUGUST 2017:



**Figure G-7
Fond du Lac Urbanized Area TIP Projects (2018 - 2021) and
Household No Access to a Car (2010 Census Data)**



Household No Access to a Car

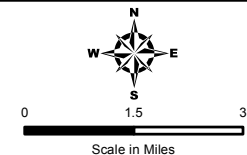


--- 2016 Metropolitan Planning Boundary
 --- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number



TIP Intersection Project Year and Number

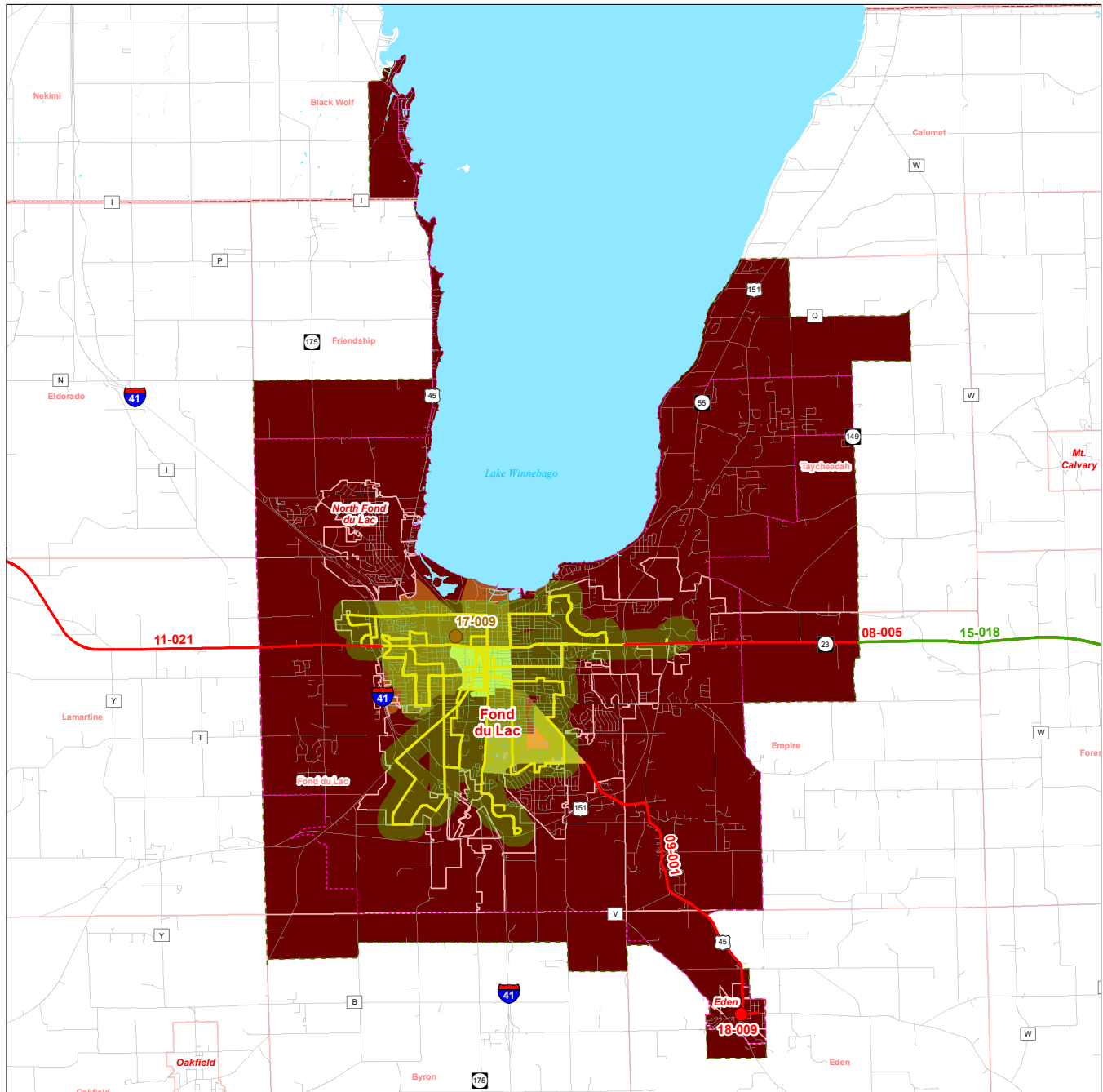


This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

Prepared AUGUST 2017:



**Figure G-8
Fond du Lac Urbanized Area TIP Projects (2018 - 2021) and
Household Access to a Car (2010 Census Data)**



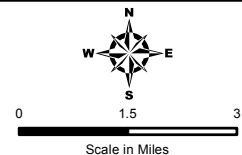
- Transit Routes
- 1/4 mile transit buffer
- Household Access to a Car**
- < 85%
- 85% - 94%
- 94.01% - 96%
- 96.01% - 98%
- 98.01% - 100%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**



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

Prepared AUGUST 2017:





APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM & STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Fixing America’s Surface Transportation Act (FAST Act).

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

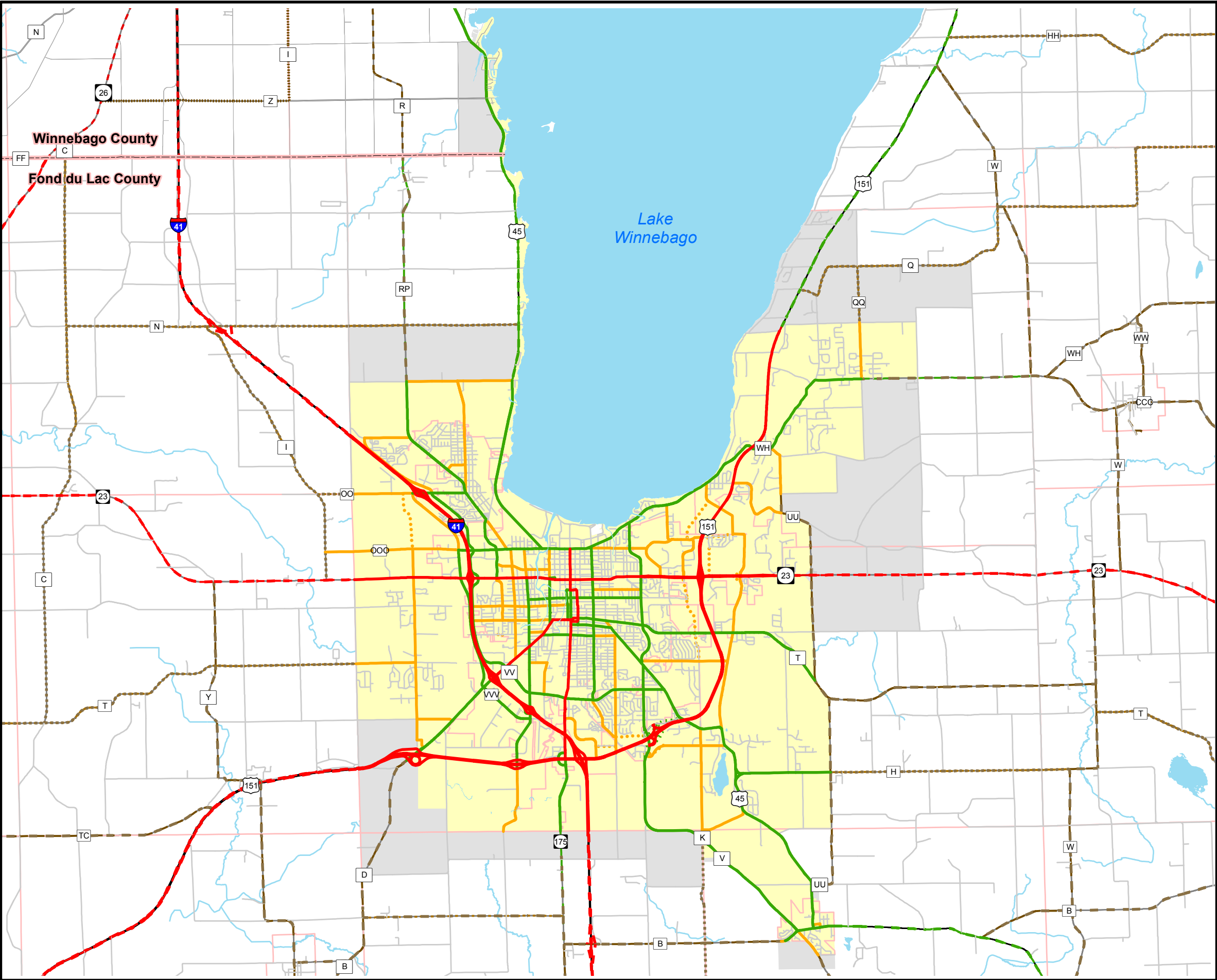
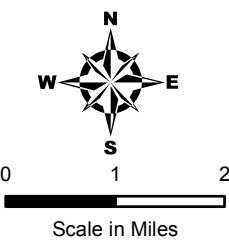


Figure H-1
Fond du Lac Urbanized Area
Functional Classification System 2017

- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- - - Rural Principal Arterial
- - - Rural Minor Arterial
- - - Rural Major Collector
- . . . Rural Minor Collector
- Local
- - - 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 2017.
 Functional Classification System provided by
 WisDOT/ECWRPC 2017.
 MPO data provided by WisDOT/ECWRPC 2016.

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



EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Jerry Erdmann, Chair
David Albrecht, Vice-Chair
Eric Fowle, Secretary-Treasurer

COMMISSION MEMBERS

CALUMET COUNTY

Alice Connors
Ed Kleckner
Merlin Gentz

FOND DU LAC COUNTY

Martin Farrell
Brenda Schneider
Lee Ann Lorrigan
(Joseph Moore, Alt.)
Allen Buechel
Charles Hornung

MENOMINEE COUNTY

Ruth Winter
Elizabeth Moses
(Jeremy Johnson, Alt.)
James Lowey

OUTAGAMIE COUNTY

Thomas Nelson
Daniel Rettler
Timothy Hanna
Jeff Nooyen
Michael Thomas
Kevin Sturn

SHAWANO COUNTY

Jerry Erdmann, Chair
Thomas Kautza
Chuck Dallas

WAUPACA COUNTY

Dick Koeppen
Gary Barrington
Brian Smith
DuWayne Federwitz

WAUSHARA COUNTY

Donna Kalata
Larry Timm
Neal Strehlow

WINNEBAGO COUNTY

Mark Harris
David Albrecht
Ernie Bellin
Steve Cummings
Ken Robl
Robert Schmeichel

EX-OFFICIO MEMBERS

Jill Michaelson
Ronald McDonald

