

Transportation Improvement Program

Fond du Lac Urbanized Area

2019



Fond du Lac
Metropolitan Planning Organization
Approved on October 3, 2018

 East Central Wisconsin
Regional Planning Commission
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TRANSPORTATION IMPROVEMENT PROGRAM

FOND DU LAC URBANIZED AREA

- 2019 -

Final – Approved October 3, 2018

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FOND DU LAC URBANIZED AREA - 2019

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The *Transportation Improvement Program for the Fond du Lac Urbanized Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2019-2022 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 2019 through 2022; for transit assistance programs, 2019 and 2020.

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INTRODUCTION

INTRODUCTION

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2019 to 2022. 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 2023 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 July 2, 2018, requesting candidate projects to be identified. On September 2, 2018, a legal notice was published in the Fond du Lac daily paper identifying a review and comment period from September 2 to October 1, 2018. The Technical Advisory Committee would meet September 12, 2018 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 3, 2018 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 5310	Section 5307
Elderly & Disabled	Section 5310

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

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2019-2022, itemized in the listing this year includes the 2019 through 2022 projects that were submitted by the local entities. In developing this 2019 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 \$1,849,864 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 2019-2023 project candidates, as part of the 2019 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fond du Lac urbanized area. The MPO will promote the Complete Streets concept and consider adopting a policy. The MPO will require that any project receiving federal funding will adhere to this policy. 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 \$1,849,864

- The City of Fond du Lac 's Military Road / Ann 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, 2023-2024. 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 2019 through 2022.

2019 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 (443-19-001). 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: 2019, 2020, 2021 and 2022.

**Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing
2019 - 2022**

** 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	2019				2020				2021				2022				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.	558	436	644	1638	564	440	650	1654	570	444	656	1670	576	448	662	1686	
	Paratransit	Contr.	44	39	69	152	45	40	72	157	46	41	74	161	46	41	74	161	
	Capital Projects	Purch.	1252	0	313	1565	854	0	213	1067	855	0	214	1069	57	0	14	71	
	Section 5307	TOTAL	1854	475	1026	3355	1463	480	935	2878	1471	485	944	2900	679	489	750	1918	
WisDOT Fond du Lac	STH 23/STH 67 - USH 151	DESIGN				0				0				0				0	
	Reconstruction, 4-lane	ROW	0	9585	0	9585								0				0	
	1440-15-00, 01, 21, 22,71,72,73	CONST	7758	14640	2229	24627	12714	20286	0	33000	7120	1780	0	8900				0	
	STP 1.9 m. (E)	TOTAL	7758	24225	2229	34212	12714	20286	0	33000	7120	1780	0	8900	0	0	0	0	
WisDOT Fond du Lac	STH 23/Rosendale - USH 41	DESIGN				0				0				0				0	
	STH 26 - CTH VV, Resurface	ROW				0				0				0				0	
	1430-18-00,71,72,73	CONST	2224	481	0	2705				0				0				0	
	STP (P)	TOTAL	2224	481	0	2705	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	STH 23/Taft Rd. - CTH P	DESIGN				0				0				0				0	
	Fond du Lac - Plymouth	ROW				0				0				0				0	
	1440-15-78 RECAST	CONST				0				0	7120	1780	0	8900				0	
	STP 16.81 m. (P)	TOTAL	0	0	0	0	0	0	0	0	7120	1780	0	8900	0	0	0	0	
WisDOT Fond du Lac	Arndt St. Bridge, City of Fond du Lac	DESIGN				0				0				0				0	
	Bridge Replacement B-20-0231	ROW				0				0				0				0	
	4986-08-71	CONST	1579	0	434	2013				0				0				0	
	BR 0 (P)	TOTAL	1579	0	434	2013	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	Regional Safe Routes to School	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST	42	0	11	53				0				0				0	
	SRTS (P)	TOTAL	42	0	11	53	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	Regional Safe Routes to School	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0	45	0	11	56				0				0	
	SRTS (P)	TOTAL	0	0	0	0	45	0	11	56	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	Preventative Maint. National Highway	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	NHS (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	STH Preventative Maint. Connecting Highway	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	Enhancements	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	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, 2019-2022
Summary of Federal Funds Programmed and Available
(\$000)

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2019	2020	2021	2022	2019	2020	2021	2022
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	10,024	12,759	14,240	0	10,024	12,759	14,240	0
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	10,024	13,083	14,240	2,200	10,024	13,083	14,240	2,200
* Annual Inflation Factor 1.7%	170	222	242	37	170	222	242	37
Estimated Need with Inflation Factor	10,194	13,305	14,482	2,237	10,194	13,305	14,482	2,237
Federal Transit Administration								
Section 5307 Operating	\$558	\$564	\$570	\$576	\$552	\$558	\$564	\$570
Section 5307 Capital	1,252	854	855	57	1,252	854	855	57
Programmed Expenditures	1,810	1,418	1,425	633	1,804	1,412	1,419	627
* Annual Inflation Factor 1.7%	31	24	24	11	31	24	24	11
Estimated Need with Inflation Factor	1,841	1,442	1,449	644	1,835	1,436	1,443	638
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 2018
Fond du Lac Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2018				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Fond du Lac	STH 23/STH 67 - USH 151 Reconstruction, 4-lane	PE				0			
	1440-15-00, 01, 21, 22,71,72,73	ROW	0	9585	0	0			
443-08-005	STP 1.9 m. (E)	CONST	7758	14640	2229	24627			X
		TOTAL	7758	24225	2229	24627			
WisDOT Fond du Lac	USH 45/Eden - Fond du Lac Resurfacing	PE				0			
	4110-26-00, 21, 71	ROW				0		X	
443-09-001	STP 5.52 m. (P)	CONST	3230	788	79	4097			
		TOTAL	3230	788	79	4097			
WisDOT Fond du Lac	STH 23/Rosendale - USH 41 STH 26 - CTH VV, Resurface	PE				0			
	1430-18-00,71,72,73	ROW				0		X	
443-11-021	STP (P)	CONST	3935	923	0	4858			
		TOTAL	3935	923	0	4858			
WisDOT Fond du Lac	USH 45 / Main & FdL Streets (V. of Elm St - N. Village Limits RECST	PE				0			
	4080-04-50,71	ROW	143	14	22	179		X	
443-14-011	STP 0.91 m. (P)	CONST	2434	608	289	3331			
		TOTAL	2577	622	311	3510			
WisDOT Fond du Lac	USH 45/CTH B CN RR Xing Signals V of Eden	PE				0			
	4080-04-51	ROW				0		X	
443-18-009	STP (P)	CONST	159	40	0	199			
		TOTAL	159	40	0	199			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fond du Lac Urbanized Area - Candidate Project Listing (2019-2023)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2019				2020				2021				2022				2023 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Fond du Lac <i>Illustrative</i>	USH 45/Scott - NCL	DESIGN				0				0				0				0				0
	Resurface	ROW				0				0				0				0				0
	4110-28-71	CONST				0				0				0	0	0	0	0	5230	1308	0	6538
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5230	1308	0	6538
WisDOT Fond du Lac <i>Illustrative</i>	USH 41 / SCL - USH 151	DESIGN				0				0				0				0				
	Resurface	ROW				0				0				0				0				
	1100-50-00, 71	CONST				0				0				0				0	12096	3024	0	15120
	STP 7.23 m (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12096	3024	0	15120
WisDOT Fond du Lac <i>Illustrative</i>	USH 41 / FdL - Osh	DESIGN				0				0				0				0				
	CTH D - STH 26 Resurface	ROW				0				0				0				0				
	1100-52-71	CONST				0				0				0				0	26960	6740	0	33700
	STP 15.47 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26960	6740	0	33700
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH V/CTH K-National Ave	DESIGN				0				0				0				0	0	0	120	120
	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	120	120
		CONST				0				0				0				0	0	0	3000	3000
	Local 1.50 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3240	3240
Fond du Lac Co Fond du Lac <i>Illustrative</i>	Mascoutin Valley Trail Extension	DESIGN				0				0				0				0				
	CTH VV-CTH VVV	ROW				0				0				0				0				
		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 Fond du Lac <i>Illustrative</i>	CTH T/STH 23-Esterbrook	DESIGN				0				0				0				0	0	0	200	200
	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	200	200
		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 Fond du Lac <i>Illustrative</i>	CTH T/USH 151 Overpass-National	DESIGN				0				0				0				0	0	0	150	150
	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	300	300
		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 Fond du Lac <i>Illustrative</i>	CTH V/USH 45-CTH VV	DESIGN	0	0	172	172				0				0				0	0	0	150	150
	Reconstruct	ROW	0	0	290	290				0				0				0	0	0	150	150
		CONST				0	0	0	1750	1750				0				0	0	0	1700	1700
	Local 1.0 m. (P)	TOTAL	0	0	462	462	0	0	1750	1750	0	0	0	0	0	0	0	0	0	0	2000	2000

[illegible]

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 Consis- tency	Preserve Existing System	Capacity V/C		Safety		Multi- Modal	Planned Programming			Total Score	Rank	Project Cost	Max. STP Funding	Grant Awards	
																Federal \$	Local \$
Fond du Lac Allocation = \$2,312,330																	
Fond du Lac Area Transit	Diesel Bus	5	TI	3	AR	3	NF	3	vTBP	3	2	2	19		\$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	4	4	16		\$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	2	2	13		\$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 54.5% in 2018. According to WisDOT the combined subsidy for 2019 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 2019 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 2019-2023 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2019	Jan-Dec 2020	Jan-Dec 2021	Jan-Dec 2022	Jan-Dec 2023
Operating Assistance/ Section 5307	FDLAT						
Directly Operated-Fixed Route							
Expenses			\$1907	\$1926	\$1945	\$1964	\$2003
Revenues			269	272	275	278	287
Deficit			1638	1654	1670	1686	1720
Federal Share		443-19-010	558	564	570	576	588
State Share			436	440	444	448	457
Other Local			432	436	440	444	453
Municipal Local Share			212	214	216	218	222
Purchased Transp.-Paratransit	FDLAT						
Expenses			\$254	\$259	\$264	\$269	\$274
Revenues			102	102	103	103	103
Deficit			152	157	161	166	171
Federal Share		443-19-011	44	45	46	48	49
State Share			39	40	41	42	43
Contract Local			23	24	24	25	26
Municipal Local Share			46	48	50	51	52
Capital Projects/Section 5309	FDLAT						
Small Bus Replacement(up to 4)		443-19-012	65	67	69	71	73
Computer							
Bus Wash Replacement							
Copy machine							
Sitting Benches							
Shelter Refurbishment							
Transit Bus Replacement (up to 6)		443-19-013	(3)1500	(2)1000	(2)1000		
Total Cost:			\$1,565	\$1,067	\$1069	71	73
Federal Share:			1252	854	855	57	58
Local Share:			313	213	214	14	15

**Table B-2: 2019 Paratransit Projects
Fond du Lac Urbanized Area**

2019	ADA	County E & D Specialized	TOTAL
Annual Estimated Trips	14,300	19,000	33,300
Trip Costs	\$254,000	\$331,000	\$585,000
Farebox Revenues	\$96,200	\$0	\$96,200
Deficit	\$157,800	\$331,000	\$488,800
	TIP # 443-19-014	TIP # 443-19-015	
Federal Share	\$45,900	\$98,000	\$143,900
State Share	\$40,100	\$82,500	\$122,600
Village Contribution	\$25,000	\$0	\$25,000
Total Local Share	\$46,800	\$150,500	\$197,300

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

	2019	2020	2021	2022	2023
Operating Expenses					
Fixed Route	\$1,188,889	\$1,188,889	\$1,193,245	\$1,197,300	\$1,202,050
Jobtrans	73,607	75,079	76,581	78,112	79,675
School Tripper	56,478	57,890	59,337	60,821	62,341
Paratransit	260,100	265,302	270,608	276,020	281,541
Non-ADA E&D Transit	321,726	328,161	334,724	341,418	348,247
ADVOCAP					
Total Operating Expenses	\$1,900,800	\$1,907,000	\$1,926,000	\$1,945,000	\$1,964,000
Revenue					
Farebox Revenue	\$266,200	\$266,200	\$271,524	\$276,954	\$282,494
Other Revenue	30,000	12,000	12,000	12,000	12,000
Total Revenue	\$296,200	\$278,200	\$283,524	\$288,954	\$294,494
Funding					
Federal	\$557,520	\$563,095	\$568,726	\$582,944	\$597,518
State	436,320	440,683	451,700	462,993	474,568
NFDL Contribution	40,000	40,400	40,804	41,212	41,624
County Finance Plan	226,240	228,502	230,787	233,095	235,426
Total Funding	\$1,260,080	\$1,272,681	\$1,292,018	\$1,320,244	\$1,349,136
Tax Levy					
Operating Local share	\$344,520	\$362,996	\$357,416	\$342,926	\$327,666
	\$1,900,800	\$1,913,877	\$1,932,958	\$1,952,125	\$1,971,296
Capital					
Federal	\$1,200,000	\$800,000	\$800,000	\$57,000	\$59,000
Local	300,000	200,000	200,000	14,000	14,000
Total Capital Expenses (1*)	\$1,500,000	\$1,000,000	\$1,000,000	\$71,000	73,000
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	\$8.49	\$8.41	\$8.36	\$8.30	\$8.24
Operating Ratio (Rev/Exp)	0.47	0.47	0.48	0.49	0.50
Cost per Vehicle Mile	7.21	7.21	7.23	7.26	7.29
Cost per Passenger	8.49	8.41	8.36	8.30	8.24
Cost per Vehicle Hour	94.36	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 2019-2023 include a small bus each year to be used in our ADA adjunct program, Handi-Van. We have previously listed a bus wash in our Capital Improvement Plan, and will be completing that project in Summer/Fall 2018. 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 2019, our intergovernmental agreement listed an annual cost of \$254,000. 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/\$13.00 and student tokens are 10/\$11.00. The fare on Handi-Van, 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 2019. Transit Administration has discussed a possible rate increase starting in January 2020.

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 increased 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 2019. 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 2019 percentage is approximately 23%.

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, 2018

Dear Transportation Provider:

Enclosed is a link to the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2019. 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, 2018. 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
Ben Giles – 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
Nick Leonard.....	Village of North Fond du Lac
Norbert C. Koll.....	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, 2018

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 – 2019.

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 - 2019*** (TIP). This document will be under a 30-day public review period from September 2, to October 1, 2018. 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://www.ecwrpc.org/programs/fond-du-lac-mpo/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 City/County Building, Rooms D-E, Wednesday, July 11, 2018

The meeting was called to order by Mr. Allen Buechel at 10:02 AM

Committee Members Present

Jordan Skiff	City of Fond du Lac
Joe Moore	City of Fond du Lac
Dyann Benson	City of Fond du Lac
Ben Giles	Fond du Lac City Council
Nick Leonard	Village of North Fond du Lac
Allen Buechel	Fond du Lac County
Tom Janke	Fond du Lac County

WisDOT Members Present

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

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Kim Biedermann	ECWRPC
Melissa Kraemer Badtke	ECWRPC
Ashley Tracey	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. Introductions were made to the group.

2. Public Comment (None)

3. Discussion and action on Summary of Proceedings from the May 9, 2018 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 03-18: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2018

Mr. Moesch stated an amendment was necessary for the Transportation Improvement Program to approve a WETAP (Wisconsin Employment Transportation Assistance Program) Project administered through WisDOT. He noted the Section 5307 (urban area) project is for Advocap to subsidize capital and operating expenses. Typical projects these funds support include: operating, mobility management projects, vehicle repair and purchase loan programs. Federal 5307 funds amount to \$62,381, with a local match of \$26,864 for a total project cost of \$419,586. The project is also awarded Section 5311 (rural area) state funding in the amount of \$75,347. The remaining funding is with 85.24 State funds.

Mr. Moesch noted this amendment was included in the Transportation Improvement Program as Advocap provides 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 03-18. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 03-18. Ms. Benson made a motion to amend the Transportation Improvement Program, Mr. Buechel seconded the motion and the motion passed unanimously.

5. Discussion on Kinker Road / CTH N Train Study

Mr. Raith noted that he was working with the Fond du Lac County on preliminary work to study traffic patterns near the Kinker Road/CTH N railroad crossing. As part of this effort, staff set up traffic cameras and has processed the data and viewed videos of the crossing. Mr. Raith noted that staff also has used the travel demand model to study traffic patterns if there was an overpass on CTH N. Currently there are about 500 cars per days at this crossing and is projected to have 1600 ADT (average daily traffic) in 2045. Mr. Raith noted that staff will continue to review the traffic data and work with the County and consultant to see how it may affect the local road system. It was noted that this is a vital connection from USH 45 to I 41 and is important for local traffic and emergency services. There was some discussion on how local traffic reacts to trains blocking the roadway and it was stated that if there was a grade separation that people would use it knowing there was no delay in using CTH N.

6. WisDOT Regional Projects Update

Mr. Halada noted the US 45 resurfacing project from Fond du Lac (CTH VV) to Eden (CTH B) is underway and will continue through the fall. State Highway 23 from I-41 west to Village of Rosendale is also being resurfaced presently. There was also some discussion on the WIS 23 project that is delayed and there was a big turnout for the public information meeting and WisDOT hopes this will be resolved over the next months and the project can be built starting in 2019.

7. Transit and Specialized Transportation Update

Mr. Moesch noted staff worked with Fond du Lac County to help update their County Human Services Transportation Coordination Plan in May and that has been completed. He also noted that Fond du Lac Transit is working with the local school district to possibly provide busing and free passes for school children. Mr. Skiff gave an overview of some proposals and would continue to update the committee with the outcomes.

8. Discussion on Traffic Count Webmap

Mr. Moesch gave an overview of the interactive traffic count webmap that is available on the East Central webpage. He noted that it is very user friendly and has present and historical WisDOT traffic count data available. The data can be queried and manipulated for any application and maps can be printed. He encouraged committee members to check out the site and use where necessary.

9. Bicycle and Pedestrian Program Update

Ms. Biedermann explained that the ECWRPC Complete Streets Policy document was approved by the ECWRPC board in April. Ms. Biedermann noted that this can be crafted for the MPO and will look forward to this at a future meeting. Ms. Biedermann also noted that East Central staff has counters available for using to assist locals in getting trail user data should anyone be interested.

10. Regional Safe Routes to School Program Update

Ms. Badtke stated staff continues to work with the Fond du Lac school districts who participate in the regional Safe Routes to School Program (SRTS) sponsored by ECWRPC. The Fond du Lac School District is looking to add 6 new walking school buses to the next school year and all schools have planned their walks and activities.

11. Adjournment

Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Ms. Benson seconded the motion. The motion passed unanimously and the Committee adjourned at 11:30 AM.

SUMMARY OF PROCEEDINGS

Fond du Lac Metropolitan Planning Organization Policy Board & Technical Advisory Committee
Fond du Lac City/County Building, Rooms D-E, Wednesday, October 3, 2018

The meeting was called to order by Ms. Benson at 10:12 AM

Committee Members Present

Jordan Skiff	City of Fond du Lac
Paul DeVries	City of Fond du Lac
Joe Moore	City of Fond du Lac
Dyann Benson	City of Fond du Lac
Lynn Gilles	Fond du Lac Area Transit
Ben Giles	Fond du Lac City Council
Nick Leonard	Village of North Fond du Lac
Allen Buechel	Fond du Lac County
Tom Janke	Fond du Lac County
Jeff Meisenburg	Town of Friendship

WisDOT & FHWA Members Present

Matt Halada	WisDOT – NE Region
Matt Spiel	FHWA - Wisconsin

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Melissa Kraemer-Badtke	ECWRPC
Nick Musson	ECWRPC
Kolin Erickson	ECWRPC

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

Ms. Benson welcomed the group and noted 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 7, 2018 Policy Board meeting

Ms. Benson asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing no comments, Ms. Benson asked the committee for a motion to approve the summary of proceedings. Mr. Halada made a motion to approve the summary of proceedings, Mr. Skiff seconded the motion and the motion passed unanimously.

4. Discussion and action on Proposed Resolution 04-18: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2018

Mr. Moesch noted an amendment was necessary to include targets for transit performance measures addressed in the State Transit Asset Management Plan (TAM) and incorporate them into the plan. The MPO will work with Fond du Lac Area Transit to make sure these targets and measures are addressed on a yearly basis. Since Fond du Lac Area Transit is a small urban transit system, it may adopt the measures set by WisDOT.

Ms. Benson asked the committee if they had any comments or questions regarding proposed Resolution 04-18. Hearing none, Ms. Benson asked the committee for a motion to amend the Transportation Improvement Program for the Fond du Lac Urbanized Area. Mr. Skiff made a motion to amend the Transportation Improvement Program, Mr. Moore seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 06-18: Adoption of Highway Safety Improvement Program, Second Performance Rule (PM2), and Third Performance Rule (PM3) Performance Measures for the Fond du Lac Urbanized Area - 2019

Mr. Moesch noted WisDOT has established statewide targets for the federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS) (or PM2) and to assess performance of the NHS and freight movement on the Interstate System (or PM3). Both PM2 and PM3 are included in the 2019 plan pursuant to the federal highway bill (FAST Act). MPO's have the ability to adopt WisDOT's measures or create their own if they choose to do so. There was a general discussion from the group regarding local projects and the Surface Transportation Block Grant Program.

Ms. Benson asked the committee if they had any comments or questions regarding proposed Resolution 06-18. Hearing none, Ms. Benson asked the committee for a motion to adopt the Highway Safety Improvement Program, Second Performance Rule (PM2), and Third Performance Rule (PM3) Performance Measures for the Fond du Lac Urbanized Area. Mr. Giles made a motion to adopt Performance Measures (PM2 and PM3), Mr. Janke seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 07-18: Approval of the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2019

Mr. Moesch reviewed the 2019-2022 plan with the committee members and briefly reviewed the list of programmed projects, illustrative (projects not yet funded) and federal transit projects tables programmed out to 2022. The plan completed a 30-day public review period and was noticed in the Fond du Lac Reporter; no comments were received.

Ms. Benson asked the committee if they had any comments or questions regarding proposed Resolution 07-18. Hearing none, Ms. Benson asked the committee for a motion to adopt the Approval of the Transportation Improvement Program for the Fond du Lac Urbanized Area. Mr. Leonard made a motion to approve the Transportation Improvement Program, Mr. Skiff seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 05-18: Approval of the Public Participation Plan for the Fond du Lac MPO

Ms. Kraemer-Badtke stated a Public Participation Plan must be created by the MPO to identify methods, techniques and strategies that will be used or considered to solicit input and participation from the public during the development of the long range plans and transportation improvement programs. It also establishes measures, milestones, benchmarks and goals to determine if the amount of public participation is reasonable when compared to minority, low income and general populations in the MPO planning area. This plan is under a 45-day public review period until October 23.

Ms. Benson asked the committee if they had any comments or questions regarding proposed Resolution 05-18. Hearing none, Mr. Skiff asked the committee for a motion to adopt the Public Participation Plan for the Fond du Lac MPO. Mr. Buechel made a motion to approve the Public Participation Plan, Mr. Moore seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 08-18: Approval of the 2019 Fond du Lac MPO Work Program

Ms. Kraemer-Badtke reviewed the 2019 work program and project elements/funding tables for calendar year 2019. A complete listing of all meetings is included.

Ms. Benson asked the committee if they had any comments or questions regarding proposed Resolution 08-18. Hearing none, Ms. Benson asked the committee for a motion to adopt the 2019 Fond du Lac MPO Work Program. Mr. Skiff made a motion to approve the MPO Work Program, Mr. Janke seconded the motion and the motion passed unanimously.

9. Discussion on Critical Freight Network

Mr. Raith reviewed a map of designated freight corridors within the urbanized area which was included in the last Long Range Transportation Plan update. As staff starts to update the Long Range Transportation Plan for 2020, he asked for members to review the map and identify any future routes which could/should be included to the freight network. The MPO would need to work with WisDOT to designate additional routes of importance.

10. WisDOT Regional Projects Update

Mr. Halada provided project updates on: USH 45 (resurfacing from USH 151 to Village of Eden); with upgrades to CTH H interchange along this corridor; a separate USH 45 project is also on-going in the Village of Eden at CTH B and the rail road crossing; USH 151/CTH Y bridge beam replacement is complete; STH 23 from STH 26 to Townline Road will be wrapping up soon.

11. Transit and Specialized Transportation Update

Mr. Musson noted ECWRPC and SRF Consulting will be facilitating a regional commuter service feasibility study, starting with a kick-off meeting on October 30. A project steering committee was created and invite letters have been sent out to transit agencies/partner organizations from Fond du Lac to Green Bay. Additionally, staff hopes to study commuter transportation demand south of Fond du Lac to Quad Graphics in Dodge County.

12. Bicycle and Pedestrian Program Update

Ms. Kraemer-Badtke noted staff is able to assist municipalities with complete streets policies/implementation and trail/wayfinding signage projects/planning. Staff also has the capabilities to deploy trail counters (both infrared and tube counters) and is open to technical assistance requests for 2019.

13. Regional Safe Routes to School Program Update

Ms. Kraemer-Badtke noted that Wednesday, October 10th is International Walk to School Day. The Fond du Lac School District has and continues to participate in the Walking School Bus programs and the Walk to School Day event.

14. Adjournment

Ms. Benson asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Giles seconded the motion. The motion passed unanimously and the Committee adjourned at 11:15 AM. The next meeting is on Wednesday, November 7, 2018 at 10:00 A.M.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 07-18

APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA, 2019.

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 - 2019.

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. 07-18

Effective Date: October 3, 2018

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: 0003127155
No. of Affidavits: 1
Total Ad Cost: \$22.03
Published Dates: 09/02/18

(Signed) Sam Beaton (Date) 9/7/18
Legal Clerk



Signed and sworn before me

Dicky Letty
My commission expires 9-17-21

NOTICE OF OPPORTUNITY TO
REVIEW METROPOLITAN PLANNING
ORGANIZATION
2019 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 - 2019. 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
2019 - 2022. The Fond du Lac MPO's
public participation satisfies the Fond du
Lac Area Transit public participation re-
quirements for the Program of Projects.
The draft Transportation Improvement
Program (TIP) for the Fond du Lac
Urbanized Area - 2019 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 pe-
riod for this document will commence on
Sunday, September 2, and end on Mon-
day, October 1, 2018. Please contact
East Central Wisconsin Regional Plan-
ning Commission at (920)751-4770 for
more information or a copy, and forward
any comments to the Commission at 400
Ahnaip Street, Suite 100, Menasha, WI
54952-3100.
Run: Sept. 2, 2018 WNAXLP

EAST CENTRAL WI PLANNING COMM

Re: 2019 TIP program

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

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East Central Wisconsin Regional Planning Commission

F-1



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 – 2019*.

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 2019 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2016 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2019 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2019 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 2016 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 2016 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 2016 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2019 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.

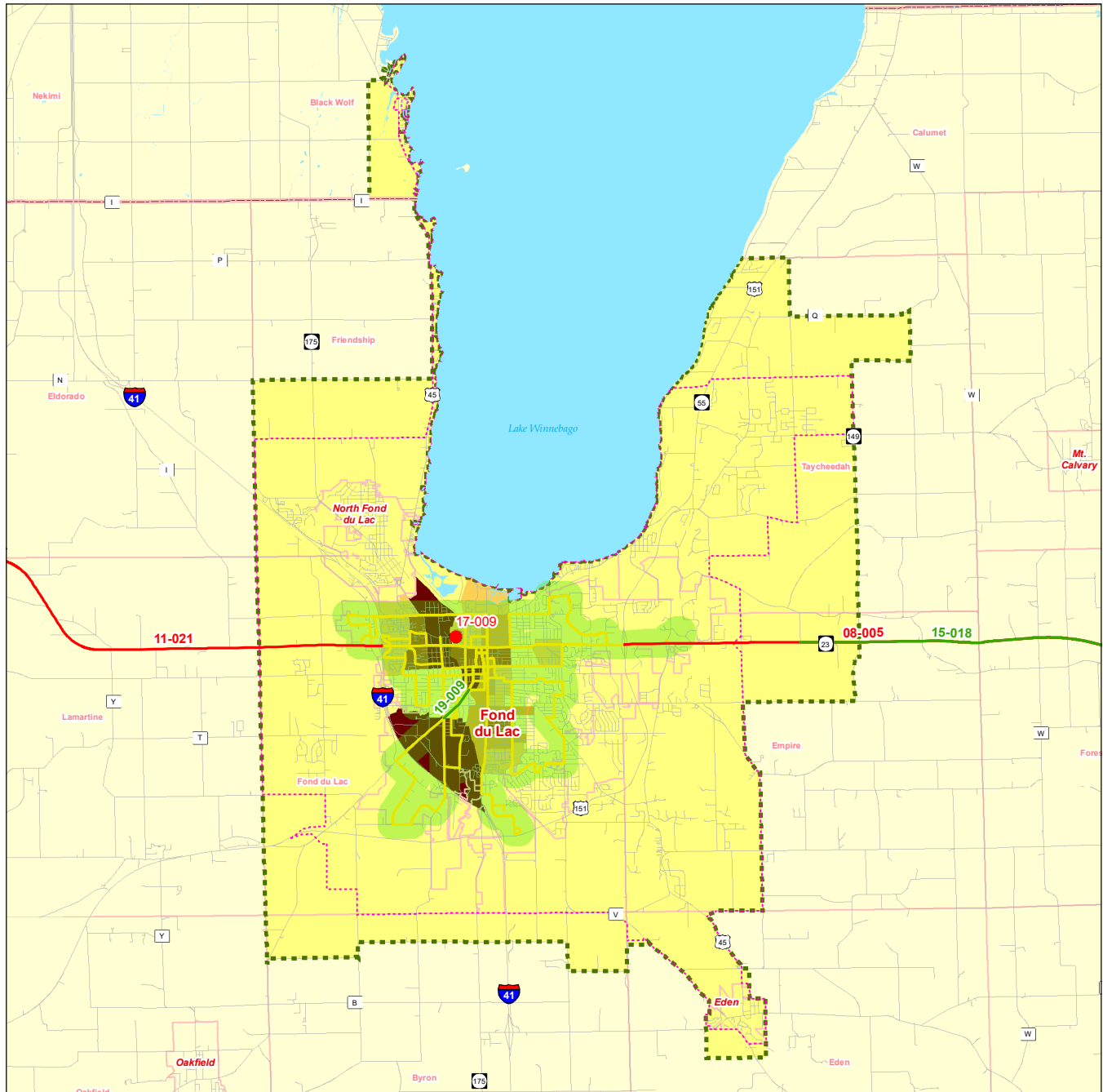
Map G-6 depicts 2016 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2019 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

Map G-7 depicts 2016 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 2019 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 2016 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 2019 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 (2019 - 2022) and
Population Below Poverty Level (American Community Survey 2016)**



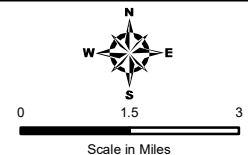
- Transit Routes
- 1/4 mile transit buffer
- Population Below Poverty Level**
- < 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25.00%
- - - 2016 Metropolitan Planning Boundary
- - - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

TIP Intersection Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

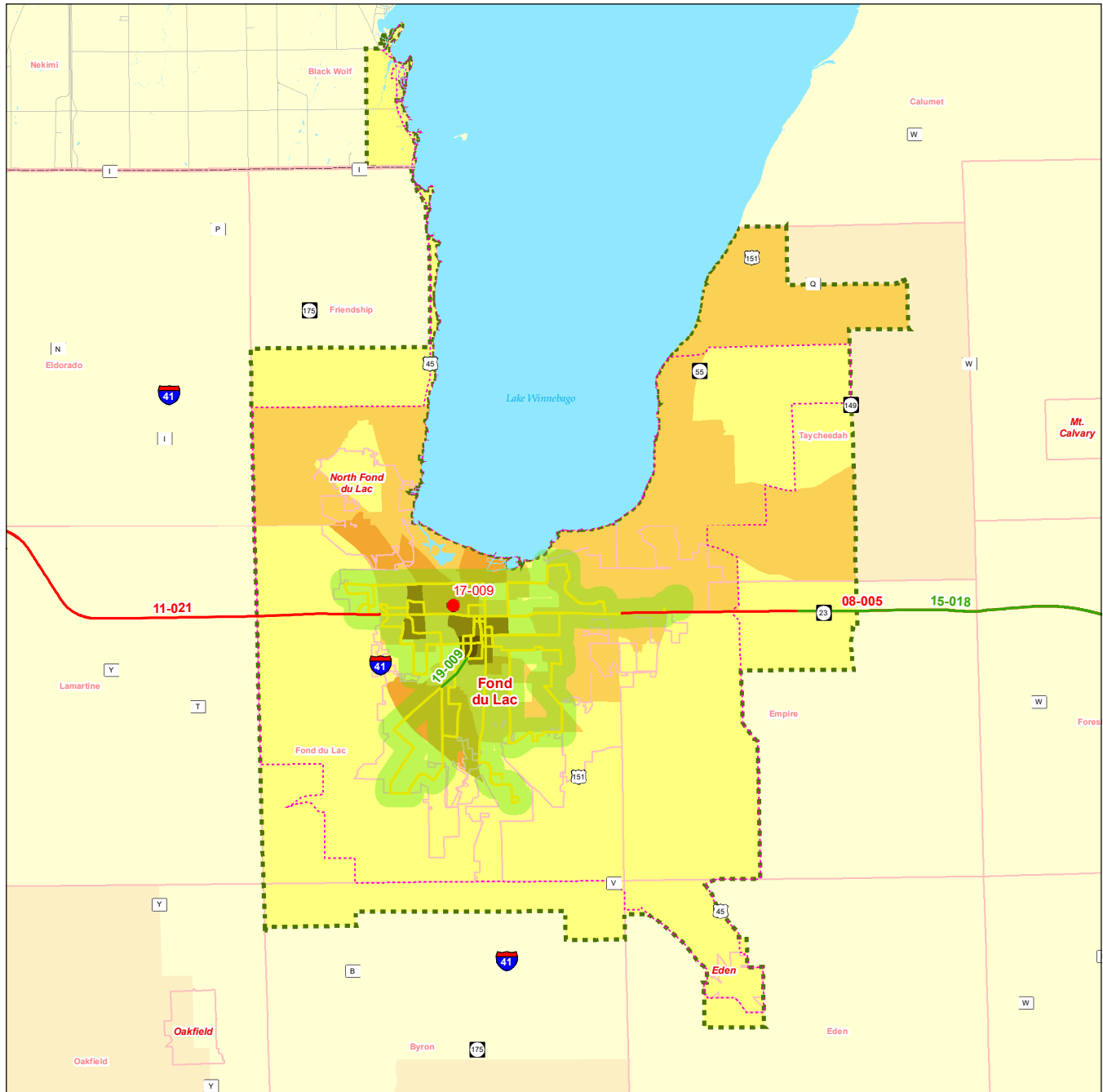


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Figure G-2
Fond du Lac Urbanized Area TIP Projects (2019 - 2022) and
Household Income Less than \$25,000 per Year (American Community Survey 2016)



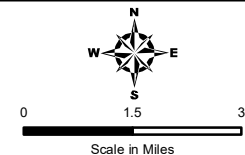
- Transit Routes
- 1/4 mile transit buffer
- Household Income Less than \$25,000**
- < 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- > 60.00%
- - - 2016 Metropolitan Planning Boundary
- - - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

TIP Intersection Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

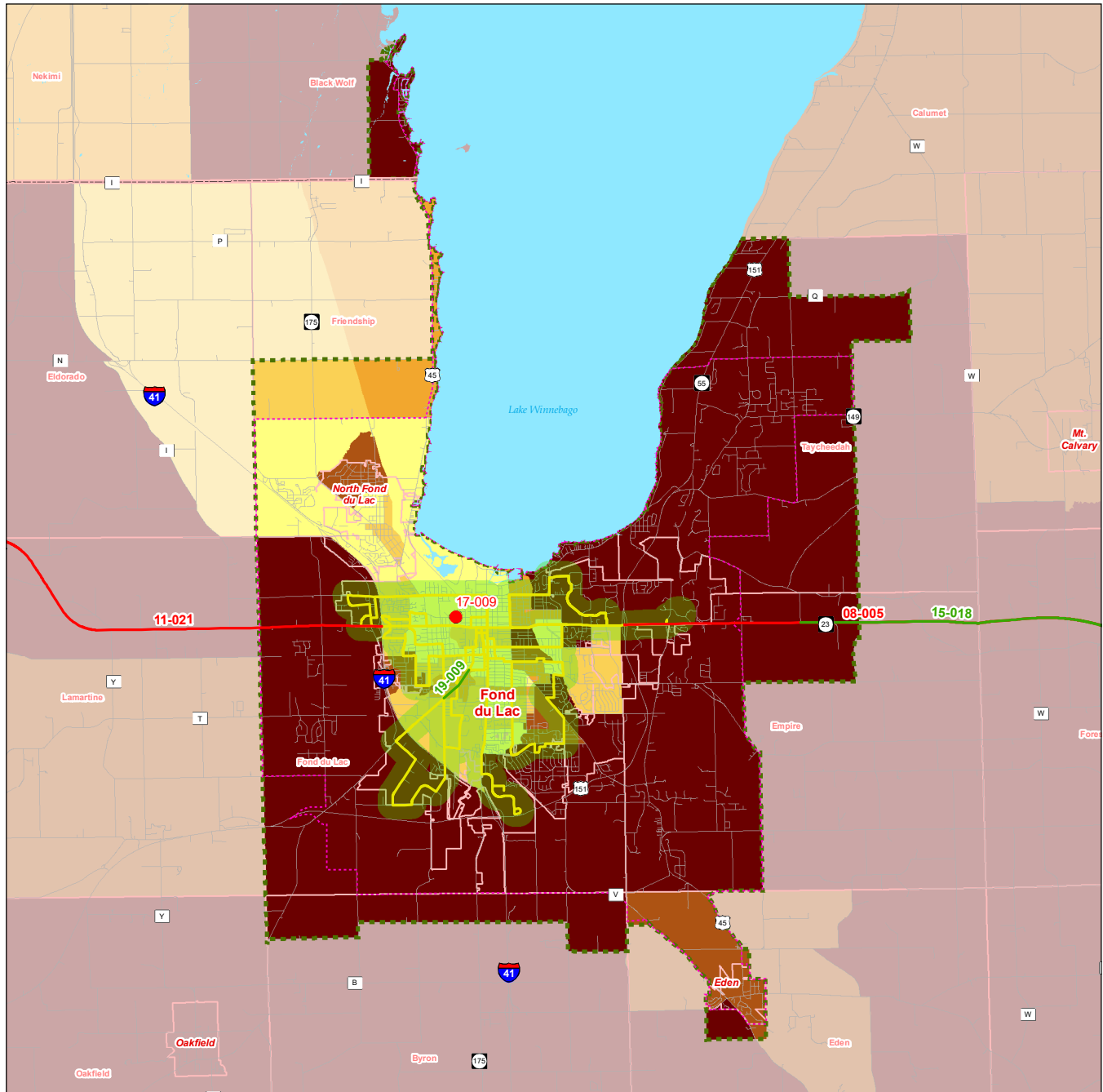


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Figure G-3
Fond du Lac Urbanized Area TIP Projects (2019 - 2022) and
Household Income Greater than \$100,000 per Year (American Community Survey 2016)



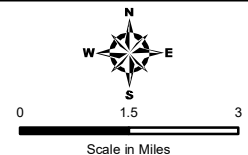
- Transit Routes
- 1/4 mile transit buffer
- Household Income Greater than \$100,000**
- < 10.00%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2019 06-056
- 2020 06-056
- 2021 06-056
- 2022 06-056

TIP Intersection Project Year and Number

- 2019 06-056
- 2020 06-056
- 2021 06-056
- 2022 06-056

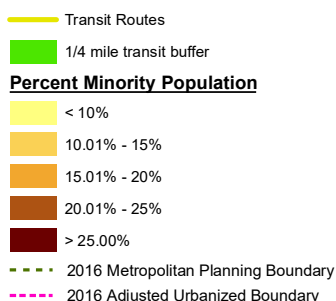
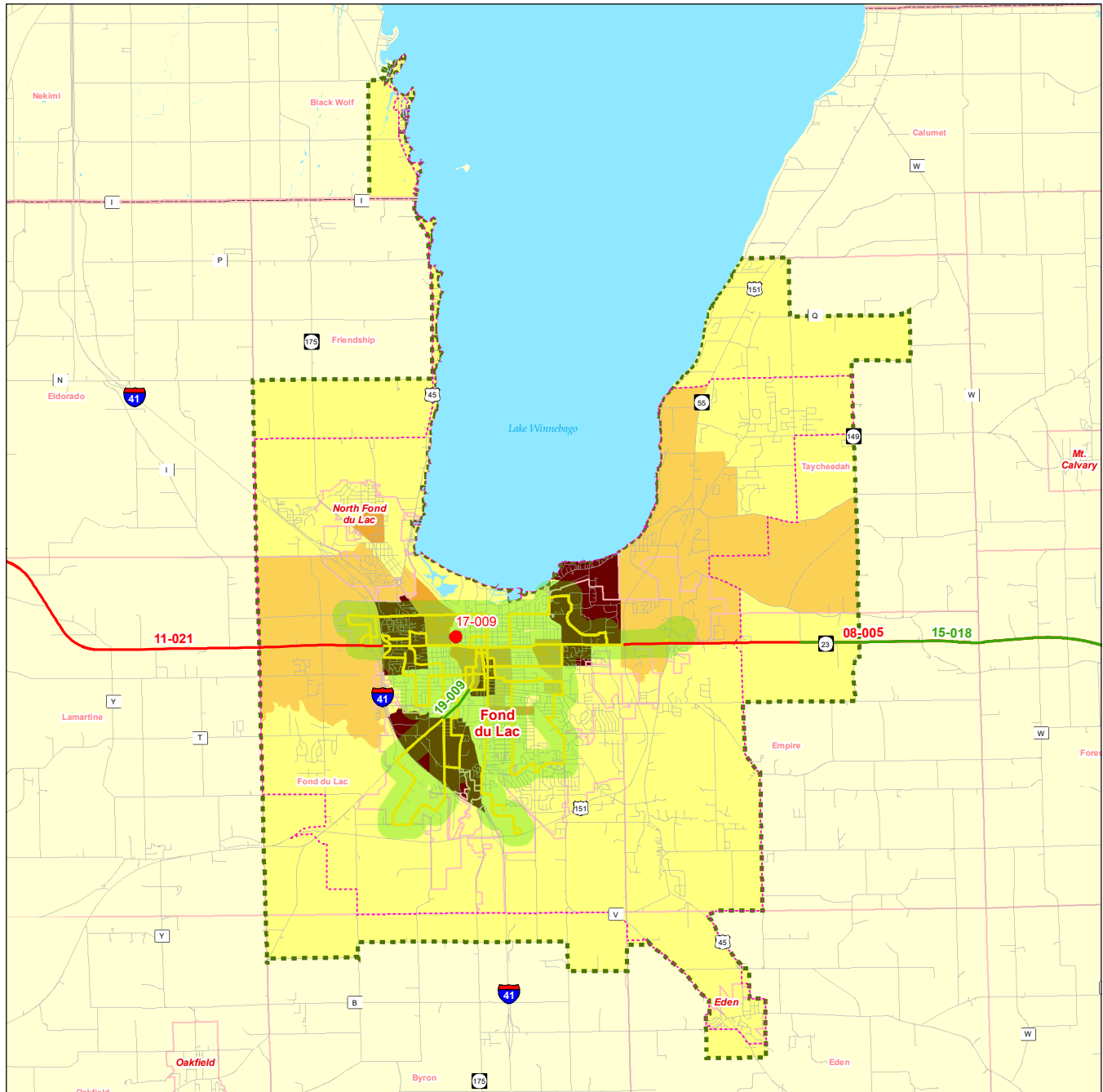


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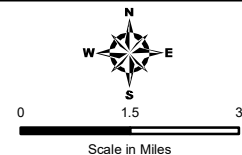
Figure G-4
Fond du Lac Urbanized Area TIP Projects (2019 - 2022) and
Minority Population (American Community Survey 2016)



TIP Project Year and Number



TIP Intersection Project Year and Number

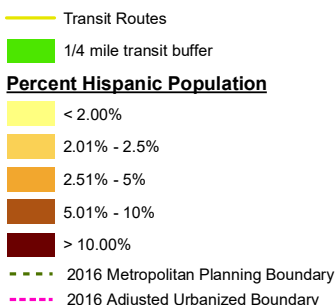
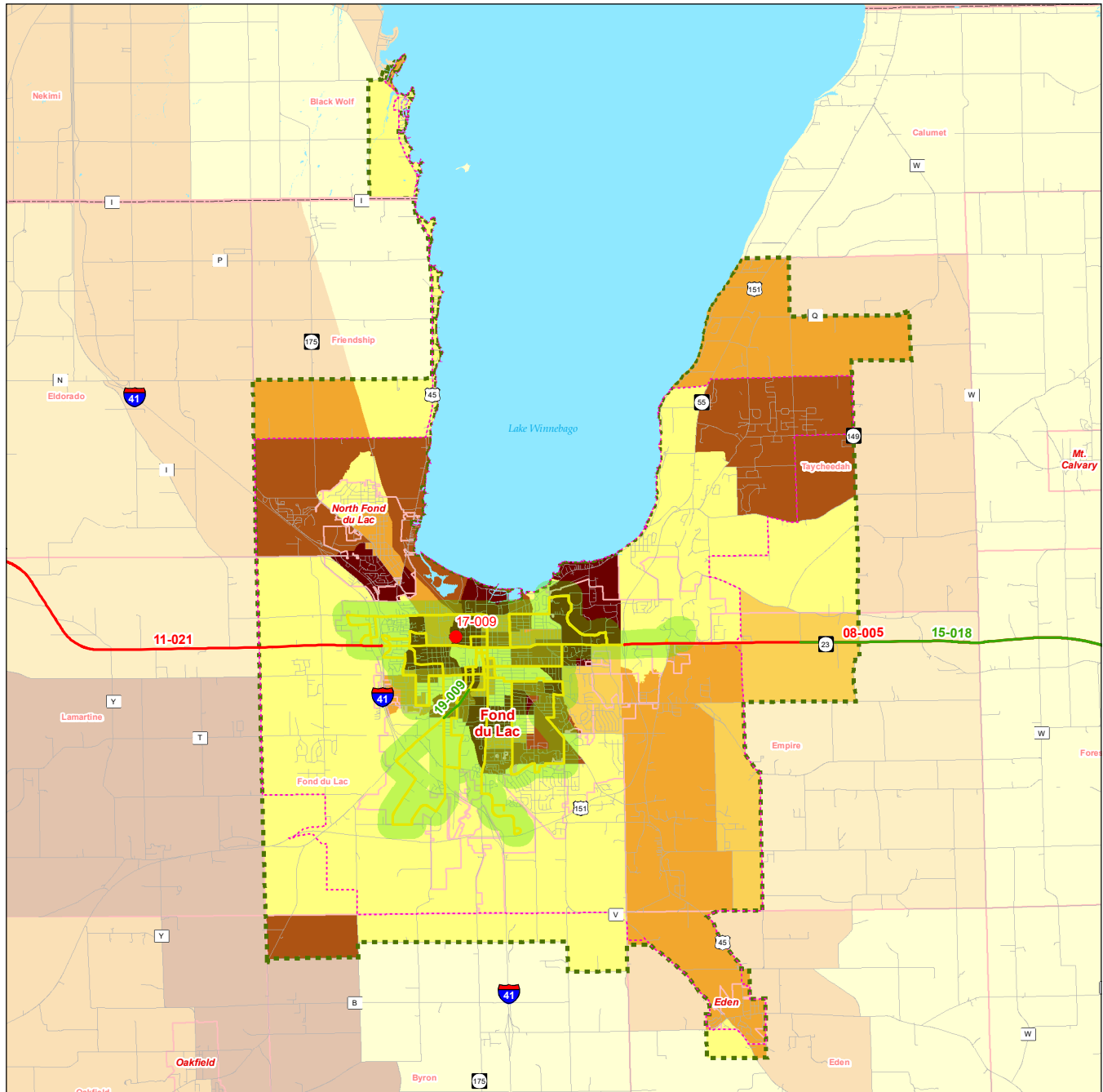


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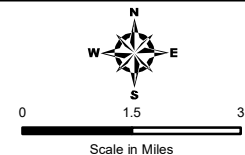
**Figure G-5
Fond du Lac Urbanized Area TIP Projects (2019 - 2022) and
Hispanic Population (American Community Survey 2016)**



TIP Project Year and Number



TIP Intersection Project Year and Number

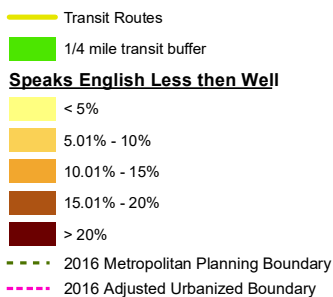
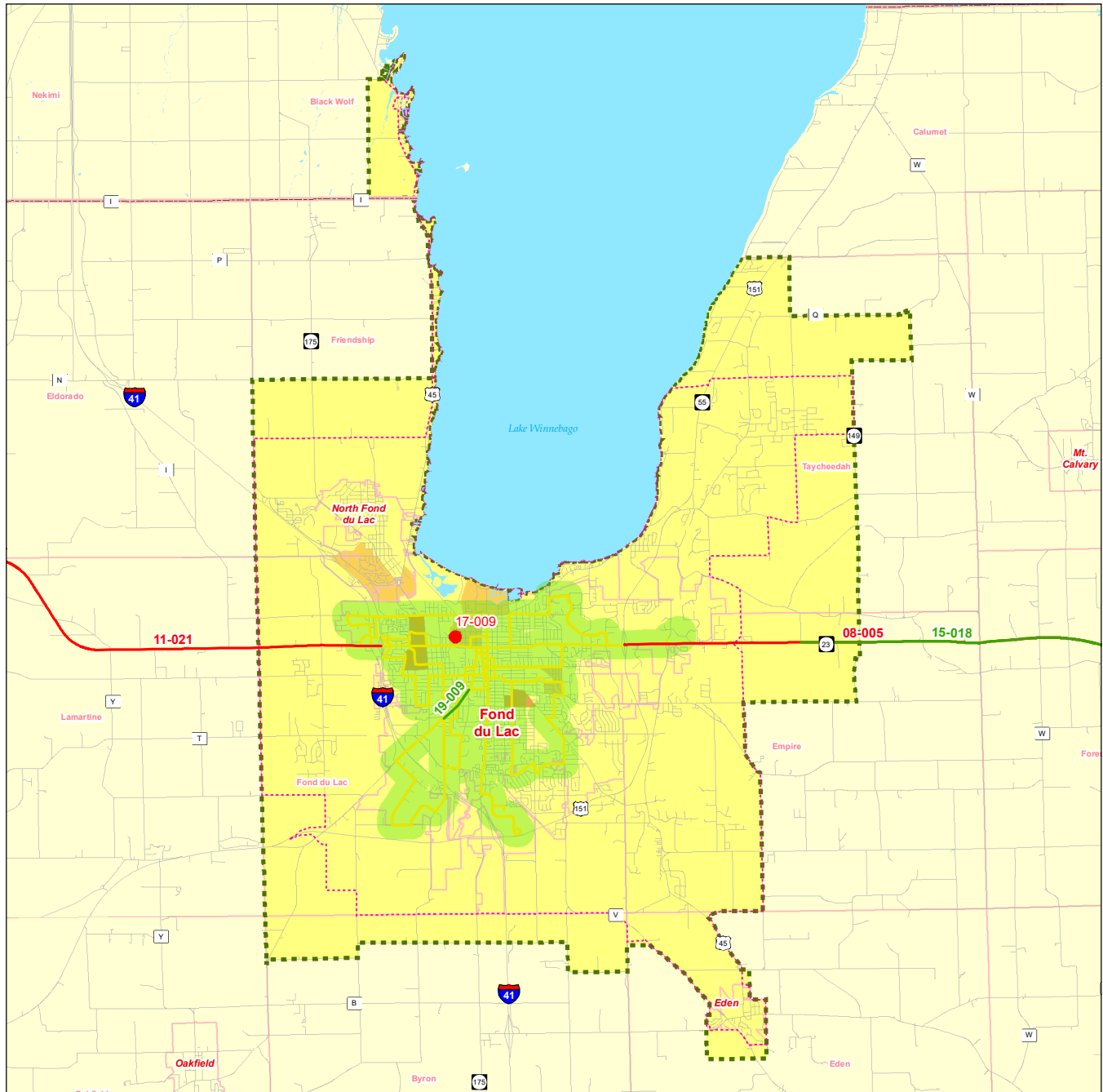


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Prepared AUGUST 2018:



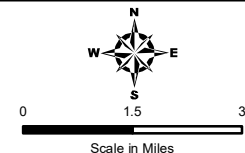
Figure G-6
Fond du Lac Urbanized Area TIP Projects (2019 - 2022) and
"Speaks English Less than Well" (American Community Survey 2016)



TIP Project Year and Number



TIP Intersection Project Year and Number

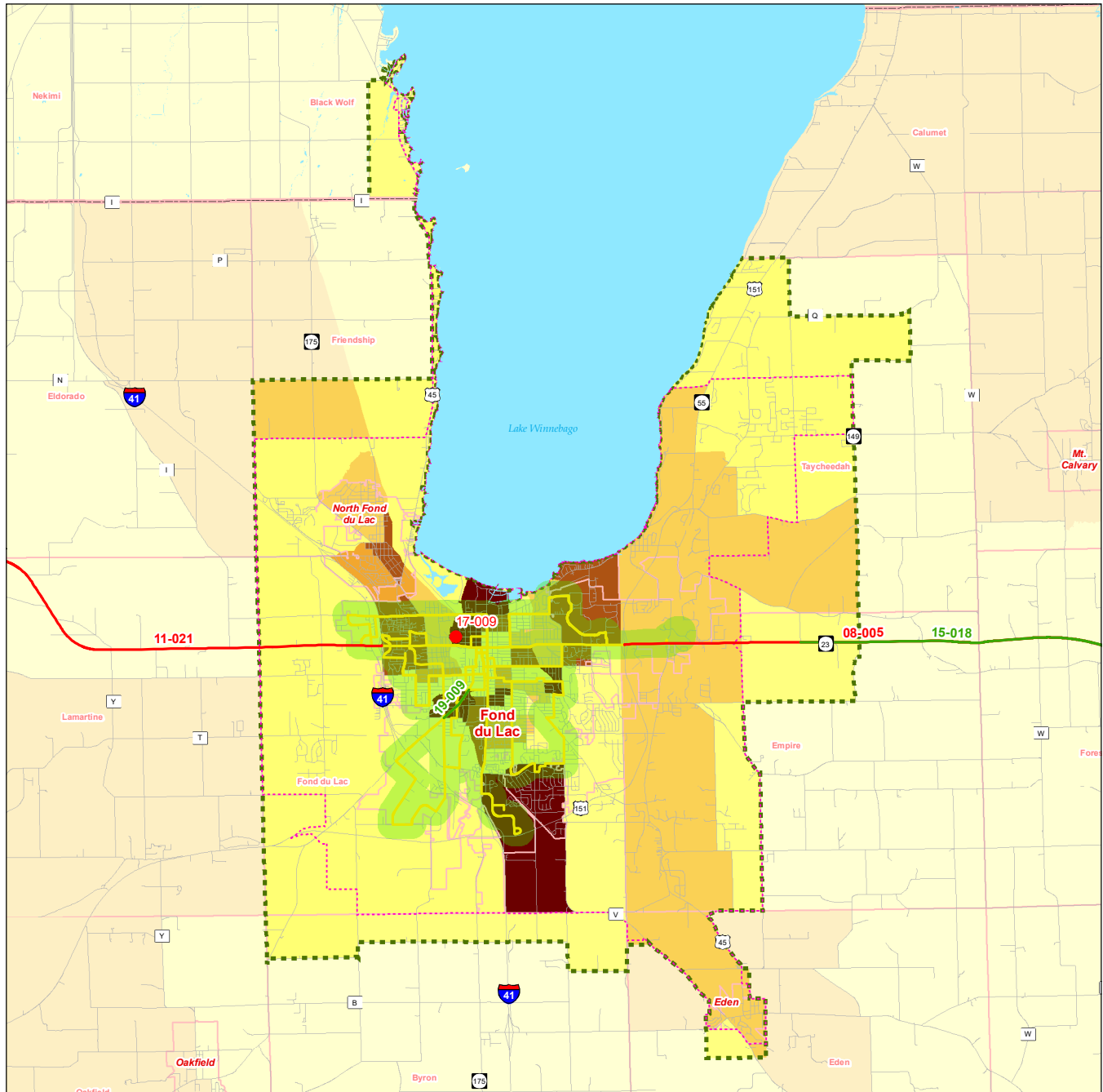


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**Figure G-7
Fond du Lac Urbanized Area TIP Projects (2019 - 2022) and
Household No Access to a Car (American Community Survey 2016)**



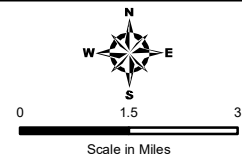
- Transit Routes
- 1/4 mile transit buffer
- Household No Access to a Car**
- < 2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- > 10.00%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

TIP Intersection Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

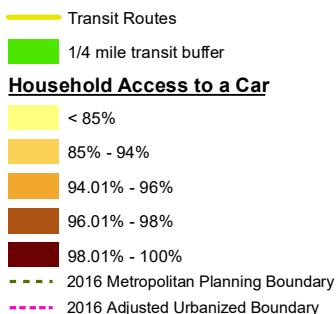
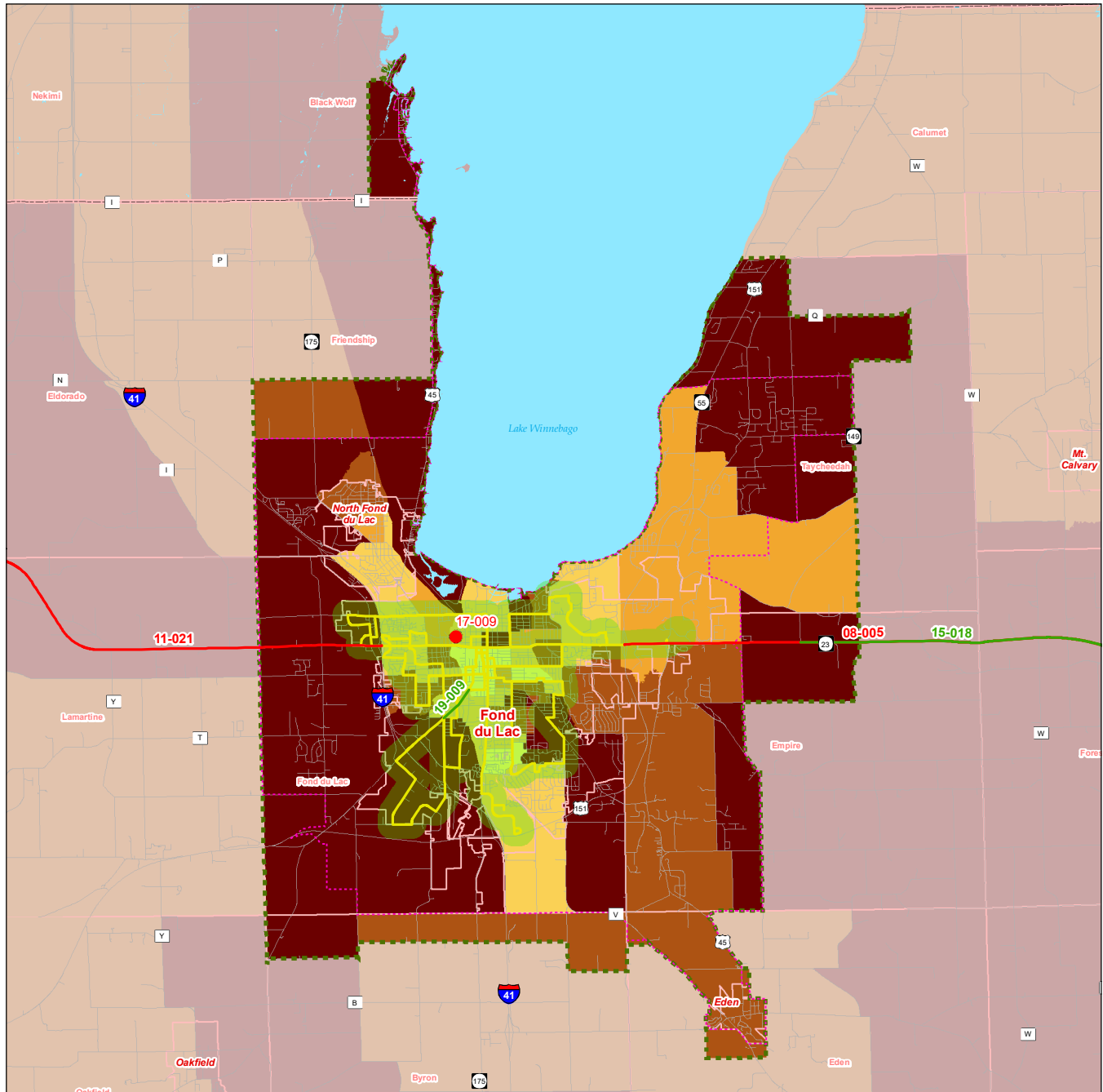


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Prepared AUGUST 2018:



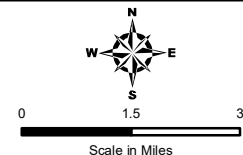
**Figure G-8
Fond du Lac Urbanized Area TIP Projects (2019 - 2022) and
Household Access to a Car (American Community Survey 2016)**



TIP Project Year and Number



TIP Intersection Project Year and Number



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Prepared AUGUST 2018:



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



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.

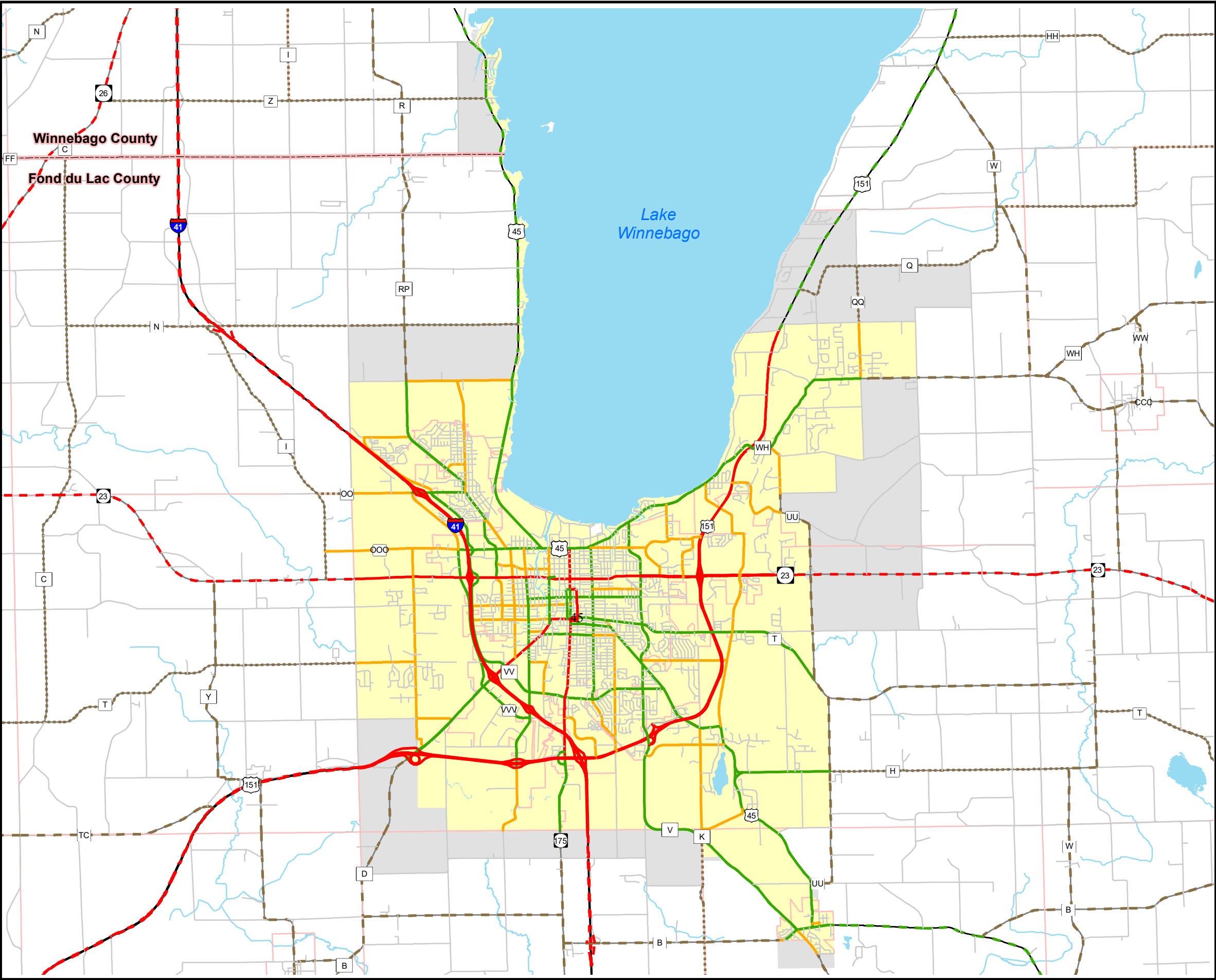
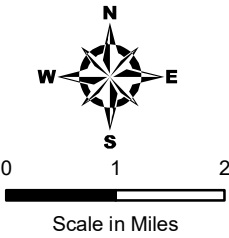


Figure H-1
Fond du Lac Urbanized Area
Functional Classification System 2018

- 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.

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APPENDIX I

PERFORMANCE MEASURES

PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

As part of the latest federal transportation bills, MAP-21 and the FAST ACT, it is a requirement to incorporate performance based planning and programming into the development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

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).

23 USC 150: National performance measure goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

More information on the National performance measure goals can be viewed at the Federal Highway Administration website link listed below.

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

East Central Wisconsin Regional Planning Commission as staff for the designated Metropolitan Planning Organization (MPO) for the Fond du Lac Urbanized Area has been planning using performance measures since the MPO planning process began for the Fond du Lac area. The Long Range Transportation/Land Use Plan for 2050 addressed performance measures as a new requirement as a part of the federal MAP-21 transportation legislation. Staff at the MPO has been tracking and updating data as it becomes available. The goals identified above have been incorporated into the policies and performance measures monitored in the LRTP. The Long Range Transportation/Land Use Plan was adopted on October 7, 2015 and can be viewed at the following link to the MPO website.

http://www.ecwrpc.org/wp-content/uploads/2017/01/FDL_LRP_2015.pdf

Performance measures for the Fond du Lac MPO Area were also in part developed out of aligning similar recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. There are strong similarities between the objectives outlined in the CMP to that of the TIP and LRTP for the Fond du Lac area which naturally facilitate its integration into the larger transportation planning process. It is also important that there be an agreed upon level of consistency of the goals and objectives between the TIP and LRTP. The TIPs consequently impact which projects are initiated in both the short and long term future, which ultimately impacts the status of the LRTP. It is vital that these plans work together to meet the demands of the regional transportation network.

East Central has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant – Urban Program (STBG-U) in the Transportation Improvement Program. The ranking criteria for these federal programs uses scoring systems that are tied to the LRTP goals and policies. The TIP evaluates short range projects based on criteria that include: plan consistency, preservation of existing systems, pavement condition, capacity needs, safety, multimodality, freight, transit improvements, bike/pedestrian improvements and planned capital improvement programming. Projects will be scored on a set number of points for each category, resulting in a project ranking and recommendation list for the TIP. The Transportation Improvement Program for the Fond du Lac Urbanized Area – 2019 can be viewed at the following link.

<http://www.ecwrpc.org/wp-content/uploads/2017/01/Draft-2019-Fond-du-Lac-TIP.pdf>

SETTING TARGETS FOR PERFORMANCE MEASURES

According to the requirement for the federal performance measure management process, targets are set for national performance measures on a schedule based on when the measures were finalized. In this case, the Wisconsin Department of Transportation must report to the USDOT on the progress in achieving the targets for each measure. The Wisconsin Department of Transportation is the first to set their performance measure targets in coordination with MPOs, from there the MPOs can choose to set their own targets or support the measures WisDOT have adopted. In Wisconsin, most MPOs have chosen to follow and support WisDOT and their performance measure targets.

The U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The Wisconsin Department of Transportation (WisDOT)

established statewide calendar year 2019 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and that was approved at the state level on August 31, 2018. The WisDOT targets are:

- Number of fatalities < 555.7 (567.0 - 2013-'17 averages)
- Rate of fatalities < 0.915 per 100 million vehicle miles traveled (VMT) (0.934 - 2013-'17 averages)
- Number of serious injuries < 2,967.6 (3,123.8 - 2013-'17 averages)
- Rate of serious injuries < 4.785 per 100 million VMT (5.037 - 2013-'17 averages)
- Number of non-motorized fatalities and non-motorized serious injuries < 342.0 (360.0 - 2013-'17 averages)

The City of Fond du Lac MPO Policy Board agreed to adopt the targets and they were approved by formal resolution on October 3, 2018. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2019 HSIP targets.

LINK OF INVESTMENTS TO PERFORMANCE MEASURES

Federal planning requirements for metropolitan planning organizations for the long range transportation plan (LRTP) and transportation improvement programs (TIPs) are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established. The next section outlines projects with investment priorities to those with safety benefits to the transportation system. Projects are programmed in the first 4 years of the TIP will assist WisDOT in achieving the safety performance measure targets. As more performance measures are developed a more thorough analysis will be adopted.

ANALYSIS OF SAFETY PROJECTS IN THE TIP

Highway Safety Improvement (HSIP) Projects

There are no Highway Safety Improvement Program (HSIP) project scheduled in the Fond du Lac Urbanized Area in the four-year program (2019-2022). Staff will work with area local officials and WisDOT staff to monitor areas for potential HSIP projects to be added to the program.

Major Reconstruction Projects

The 2019-20212 TIP contains one reconstruction project that will improve safety to the transportation system.

The Wisconsin Department of Transportation (WisDOT) is proposing improvements to a 19-mile stretch of WIS23 from US 151 to County P in Fond du Lac and Sheboygan counties. In this area, WIS23 is a critical east-west connector between two Interstate highways, I-41 in Fond du Lac and

I-43 in Sheboygan, serving freight and local, regional, and statewide traffic. The majority of WIS23 from US 151 to County P is a rural, 2-lane highway, with significant safety, access, and operational concerns. Improvements are being considered to address these concerns.

Surface Transportation Block Grant Program – Urban Projects

The 2019-2022 TIP contains one project that is programmed for construction in the City of Fond du Lac. The Military Road project from Superior Street to Western Avenue will be constructed in 2022. The existing pavement from 1949 is in poor condition and beyond standard maintenance repairs. Some of the deficiencies include: pavement cracking, surface deterioration, and sunken panels. Existing geometry at Military & Western could be improved. The project scope includes 3 intersections currently with traffic signals and one could be a candidate for replacement with a roundabout. There is a mainline Canadian National railroad crossing within 200 feet of the project limits and there will be new automatic flashing lights with gates and constant warning time circuitry, pavement markings and stop lines installed as part of the project. Fond du Lac Area Transit operates bus routes and stops within the project limits. This project will continue to serve transit users. Sidewalk currently exists along the entire project and would be replaced as part of this project. There are no on street bike lanes or accommodations currently, but adding bike lanes will be strongly considered. Current on street parking will be evaluated and would likely need to be removed to accommodate on street bike lanes. There is a bike trail crossing within the project limits that is part of the Fond du Lac Loop.

Pedestrian/Bicycle Safety Education Programs

East Central Wisconsin Regional Planning Commission also runs a federally funded regional Safe Routes to School Program that has 157 schools that participate. This program is funded through the Transportation Alternatives Program (TAP) and has an extensive pedestrian and bicycle safety education curriculum.

SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES

MAP-21/Fast Act Performance Measures for transit as established in 49 USC 625 and 23 CFR 490 are:

- Transit
 - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
 - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

WISDOT TRANSIT ASSET MANAGEMENT PLAN

Introduction

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), the Wisconsin Department of Transportation (WisDOT), is the TAM sponsor for all 5311 Formula Grants for Rural Areas and 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

sub-recipients. The smaller transit agencies such as Fond du Lac Transit have not done a Transit Asset Management Plan (TAM) of their own and will be a part of the state plan.

Methodology

WisDOT reviewed the inventory of federally funded vehicles, equipment, and facilities in its *BlackCat* Grants Management System and used age to ascertain a starting point for the 2018 TAM targets. WisDOT's formal sponsored TAM Plan will likely include additional evaluation criteria as well as capital items not purchased through federal funds.

Vehicles and Equipment

WisDOT evaluated the inventory of its sub-recipient vehicle capital items and divided all vehicle types into four categories, heavy duty bus 35'-40', heavy duty bus 30', medium duty bus (cutaway), and light duty vehicles (auto/minivan/van/SUV). WisDOT then used FTA's Useful Life Age Benchmark (ULB) set in FTA 5010.1D, page IV-7 to determine if the vehicles were beyond their useful life. The chart below shows the results of WisDOT's findings of the smaller transit agencies.

Vehicle Type	Vehicle Count	Useful Life Age Benchmark (ULB)	Percent of Fleet Beyond ULB
Heavy Duty Bus, 35-40'	55	12	27%
Heavy Duty Bus, 30'	11	10	55%
Medium-Duty Bus (Cutaways)	606	7	36%
Light-Duty Vehicles (Revenue Vehicles)	393	4	67%
Equipment (Non-Revenue Vehicles)	10	4	100%
Total	1,075		48%

Overall Target for Vehicle and Equipment

WisDOT, and its sub-recipients, set the TAM performance target to only allow for 48 percent of the vehicles and capital equipment to pass beyond useful life.

Facilities

WisDOT evaluated the condition of the facilities in its sponsored TAM plan using the remaining useful life standards outlined in FTA 5010.1D, page IV-18, 2(f) as a guide. Instead of the FTA 40 year minimum standard, WisDOT raised the minimum useful life standard for facilities to 50 years to determine the condition of the facilities.

Facility Targets

The majority of the transit facilities in WisDOT's sponsored TAM Plan are relatively new and in excellent condition. None of the facilities are beyond their useful life of 50 years. WisDOT and its sub-recipients set the TAM performance target to only allow 10 percent of the facilities to pass beyond useful life.

WisDOT will continue to work with Fond du Lac Transit to evaluate and adjust its targets as needed. The agencies will work cooperatively to maximize federal funding and will improve vehicles and facilities where possible. The MPO will approve the targets developed in the State Asset Management Plan on October 3, 2018.

SETTING TARGETS FOR 2019 – 2021 NATIONAL PERFORMANCE MANAGEMENT MEASURES – SECOND PERFORMANCE RULE (PM2) – 23 CFR Part 490

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS). The 2019 and 2021 NHS pavement condition targets are identified in Exhibit A. The 2019 and 2021 NHS bridge condition targets are identified in Exhibit B.

Comments for FHWA on the PM2 Rule Calculations

WisDOT would like to provide the following comments about the calculations for the pavement condition performance measure:

The FHWA pavement rating metrics of “good”, “fair”, and “poor” allow national comparisons of NHS condition, using data all states can reasonably collect. While WisDOT understands the utility a simplified measure provides for broad national comparisons, the department cautions that these newly created measures provide only a rudimentary assessment that does not precisely correlate with the more comprehensive condition assessment measure used by the department for establishing condition of state highways. WisDOT uses the Pavement Condition Index (PCI) method to assess state highway conditions. PCI is an American Society of Testing and Materials standard (ASTM D6433-11) that has been widely accepted and used by transportation agencies since its development in the 1970s. PCI is a comprehensive pavement condition measure that involves the identification and measurement of unique distress types for developing accurate condition ratings. PCI provides key information about the causative factors creating the distresses defining pavement condition, and that information is essential to the development of cost-effective improvement plans.

Exhibit A**Wisconsin Department of Transportation NHS Pavement Condition Targets**

Measure	2-Year Target (2019)	4-Year Target (2021)
Interstate – Percentage pavements in “Good” condition	NA	> 45%
Interstate – Percentage pavements in “Poor” condition	NA	< 5%
Non-Interstate NHS – Percentage pavements in “Good” condition	≥ 20%	≥ 20%
Non-Interstate NHS – Percentage pavements in “Poor” condition	≤ 12%	≤ 12%

Exhibit B**Wisconsin Department of Transportation NHS Bridge Condition Targets**

Measure	2-Year Target (2019)	4-Year Target (2021)
Percentage of NHS bridges by deck area in “Good” condition	≥ 50%	≥ 50%
Percentage of NHS bridges by deck area in “Poor” condition	≤ 3%	≤ 3%

SETTING TARGETS FOR 2019 – 2021 NATIONAL PERFORMANCE MANAGEMENT MEASURES – THIRD PERFORMANCE RULE (PM3) – 23 CFR Part 490

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System, freight movement on the Interstate System. The 2019 and 2021 targets for the performance measures are identified in Exhibit C.

Comments for FHWA on the PM3 Rule Calculations

WisDOT is supplying the data as required, but the department cautions its use. While the reliability measures may be useful for describing reliability of individual urban areas or individual states, these measures are not practical to use for inter-state comparisons. The following reliability metric calculations use the “normal” or 50th percentile travel time in the denominator. Comparisons should not be drawn between states with greater prevalence of recurring congestion with “normal” travel times that are significantly higher than free-flow travel times, and states with “normal” travel times that are close to the posted or free-flow speed.

The reliability measures are based on the following metrics:

- **Travel Reliability Metric:** *Level of Travel Time Reliability (LOTTR) = 80th percentile travel time / 50th percentile travel time*
- **Freight Reliability Metric:** *Truck Travel Time Reliability (TTTR) = 95th percentile travel time / 50th percentile travel time*

These reliability metrics do not allow for meaningful comparison between states because urbanized areas with higher levels of recurring congestion may have 50th percentile travel times well above the free-flow travel times, while other urbanized areas with lower levels of recurring congestion have 50th percentile speeds that are closer to the free-flow travel times. For example, it is difficult to compare two 10-mile freeway corridors with a posted speed of 60 mph, when one route has an 80th and 50th percentile travel times of 20 minutes (30 mph) and 10 minutes (60 mph) respectively, while the other route with higher levels of recurring congestion has 80th and 50th percentile travel times of 30 minutes (20 mph) and 15 minutes (40 mph) respectively. While the reliability measures show that these two routes have the same reliability index, the route with the lower 50th percentile travel time has significantly better traffic flow and throughput. For these reasons, these reliability measures should not be used to make simple comparisons between states.

Exhibit C**Wisconsin Department of Transportation**

Measure	2017 Results	2-Year Target (2019)	4-Year Target (2021)
Travel Reliability 1) Percent of person-miles traveled that are reliable on the Interstate	97.9%	94.0%	90.0%
2) Percent of person-miles traveled that are reliable on Non-Interstate NHS	93.9%	NA	86.0%
Freight Reliability 3) Truck Travel Time Reliability Index on the Interstate	1.16	1.40	1.60

The City of Fond du Lac MPO Policy Board agreed to adopt the targets and they were approved by formal resolution on October 3, 2018. Staff and the MPO will work closely with the Wisconsin Department of Transportation Northeast Region and Central Office to plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2019 and 2021 PM2 and PM3 performance measures. Further analysis and mapping will be developed and used to better understand how these measures can influence decision making for the MPO area.

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