

Transportation Improvement Program

Fond du Lac Urbanized Area

2021-2024



Fond du Lac
Metropolitan Planning Organization

Approved - October 7, 2020



East Central Wisconsin
Regional Planning Commission

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TRANSPORTATION IMPROVEMENT PROGRAM

FOND DU LAC URBANIZED AREA

- 2021 -

Approved – October 7, 2020

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 - 2021

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

DATE: Approved – October 7, 2020

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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 2021-2024 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 2021 through 2024; for transit assistance programs, 2021 and 2022.

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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 2021 to 2024. 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; and
- 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 2025 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, NHPP, 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 5339 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 to the transit provider requesting candidate projects to be identified. On September 6, 2020, a legal notice was published in the Fond du Lac daily paper identifying a review and comment period from September 6 to October 5, 2020. The MPO Technical Advisory Committee and Policy Board met on October 7, 2020 where the TIP was approved. 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	FLX
Safety	HSIP
Transportation Alternatives	TA

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 STBG program in each of the urbanized areas. The four-year program, 2021-2024, itemized in the listing this year includes the 2021 through 2024 projects that were submitted by the local entities.

The allocation of STBG funds for 2022-2025 is approximately \$1,185,640 in the Fond du Lac urbanized area.

STBG 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 2021-2025 project candidates, as part of the 2021 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

STBG 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.

STBG Projects Recommended for Funding

A full listing of the candidate STBG projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STBG Projects, 2025-2026. 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 2021 through 2024.

2021 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 (443-21-001). 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: 2021, 2022, 2023, and 2024.

Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing
2021 - 2024

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

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

Responsible Agency Primary Jurisdiction	Project Description	Type of Cost	2021				2022				2023				2024				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.	810	491	520	1821	834	501	526	1861	857	511	532	1900	885	521	538	1944	
	Paratransit	Contr.	53	48	94	195	54	49	97	200	55	50	102	207	56	51	106	213	
	Capital Projects	Purch.	791	0	198	989	805	0	207	1012	60	0	15	75	62	0	16	78	
	Section 5307	TOTAL	1654	539	812	3005	1693	550	830	3073	972	561	649	2182	1003	572	660	2235	
WisDOT Fond du Lac	WIS 23/WIS 67 - USH 151	DESIGN				0				0				0				0	
	Reconstruction, 4-lane	ROW				0				0				0				0	
	1440-15-00, 01, 21, 22, 71, 72, 73	CONST	23416	15374	810	39600				0				0				0	Construction moved up to 2022
443-08-005	FLX 1.9 m. (E)	TOTAL	23416	15374	810	39600	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	I-41 / SCL - USH 151	DESIGN				0				0				0				0	
	Resurface	ROW				0				0				0				0	
	1100-50-00, 71	CONST				0	11948	2987	0	14935				0				0	
443-13-011	FLX 7.23 m (P)	TOTAL	0	0	0	0	11948	2987	0	14935	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	WIS 23/Taft Rd. - CTH P	DESIGN				0				0				0				0	
	Fond du Lac - Plymouth	ROW				0				0				0				0	
	1440-15-78	CONST	4312	1078	0	5390				0				0				0	
443-15-018	FLX 16.81 m. (P)	TOTAL	4312	1078	0	5390	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT C of Fond du Lac	Military Rd. / Superior - Western	DESIGN				0				0				0				0	
	RECST	ROW				0				0				0				0	
	4986-00-24, 25	CONST				0	1616	0	698	2314				0				0	
443-19-009	STP-U 0.44 m. (P)	TOTAL	0	0	0	0	1616	0	698	2314	0	0	0	0	0	0	0	0	
WisDOT Fond du Lac	I-41/Fond Du Lac-Oshkosh	DESIGN				0				0				0				0	
	Town Line Rd Overpass BRRHB	ROW				0				0				0				0	
	1150-74-71	CONST				0				0	877	219	0	1096				0	
443-19-028	NHPP .002 m (P)	TOTAL	0	0	0	0	0	0	0	0	877	219	0	1096	0	0	0	0	
WisDOT C of Fond du Lac	USH 45/W Johnson St	DESIGN				0				0				0				0	
	Pioneer Rd Intersection MISC	ROW				0				0				0				0	
	1440-40-71	CONST	993	145	70	1208				0				0				0	Design 7/25/21. Construction 12/10/2024.
443-19-030	HSIP .089 m (P)	TOTAL	993	145	70	1208	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT T of Lamartine	Townline Road	DESIGN	173	0	43	216				0				0				0	
	W Branch Fond Du Lac River Bridge	ROW				0				0				0				0	
	3822-02-00, 71	CONST				0				0				0	923	0	231	1154	Design 7/25/21. Construction 12/10/2024.
443-20-015	STBG 0 miles (P)	TOTAL	173	0	43	216	0	0	0	0	0	0	0	0	923	0	231	1154	
WisDOT T of Empire	CTH T	DESIGN	71	0	18	89				0				0				0	
	Taycheedah Creek Bridge B-20-0019	ROW				0				0				0				0	
	4840-00-00, 71	CONST				0				0				0	350	0	112	462	Design 7/25/21. Construction 12/10/2024.
443-20-016	STBG 0 miles (P)	TOTAL	71	0	18	89	0	0	0	0	0	0	0	0	350	0	112	462	

Table 2: Fond du Lac Urbanized Area, 2021-2024
Summary of Federal Funds Programmed and Available
(\$000)

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2021	2022	2023	2024	2021	2022	2023	2024
Federal Highway Administration								
National Highway Performance Program	0	0	877	0	0	0	877	0
Surface Transportation Program								
Fond du Lac Urbanized Area	390	1,616	0	3,942	390	1,616	0	3,942
Surface Transportation Program								
State Flexibility	27,728	11,948	0	0	27,728	11,948	0	0
Highway Safety Improvement Program (HSIP)	993	0	0	0	993	0	0	0
Transportation Alternatives Program	0	0	0	0	0	0	0	0
Programmed Expenditures	29,111	13,564	877	3,942	29,111	13,564	877	3,942
* Annual Inflation Factor 1.78%	518	241	16	70	518	241	16	70
Estimated Need with Inflation Factor	29,629	13,805	893	4,012	29,629	13,805	893	4,012
Federal Transit Administration								
Section 5307 Operating	\$810	\$834	\$857	\$885	\$810	\$834	\$857	\$885
Section 5307 Capital	791	810	60	62	791	810	60	62
Programmed Expenditures	1,601	1,644	917	947	1,601	1,644	917	947
* Annual Inflation Factor 1.78%	28	29	16	17	28	29	16	17
Estimated Need with Inflation Factor	1,629	1,673	933	964	1,629	1,673	933	964
Section 5310	0	0	-not yet programmed-		0	0	-not yet programmed-	

* FAST Act requires that the financial elements of the TIP include inflation factors that estimate the costs of projects in their construction years. This is a summary of TIP projects with the inflation factor applied.

**Table 3: Implementation Status of 2020
Fond du Lac Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2020				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Fond du Lac 443-08-005	STH 23/STH 67 - USH 151	PE				0			
	Reconstruction, 4-lane	ROW				0		X	
	1440-15-00, 01, 21, 22, 71, 72, 73	CONST	12814	18833	753	32400			
	FLX 1.9 m. (E)	TOTAL	12814	18833	753	32400			
WisDOT Fond du Lac 443-19-029	USH 151/Fond du Lac-Chilton	PE	96	24	0	120			
	CTH K-NCL RESURF	ROW				0		X	
	4050-29-00	CONST				0			
	FLX 5.93 m (P)	TOTAL	96	24	0	120			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fond du Lac Urbanized Area - Candidate Project Listing (2021-2025)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2021				2022				2023				2024				2025 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	USH 45/Scott - NCL	DESIGN				0				0				0				0				0
Fond du Lac	Resurface	ROW				0				0				0				0				0
<i>Illustrative</i>	4110-28-71	CONST				0				0				0				0	4170	1027	0	5197
	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4170	1027	0	5197
WisDOT	USH 41 / FdL - Osh	DESIGN				0				0				0				0				0
Fond du Lac	CTH D - STH 26 Resurface	ROW				0				0				0				0				0
<i>Illustrative</i>	1100-52-71	CONST				0				0				0				0	24904	6226	0	31130
	STP 15.47 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24904	6226	0	31130
Fond du Lac Co	CTH V/CTH K-National Ave	DESIGN				0				0				0				0	0	0	120	120
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	120	120
<i>Illustrative</i>		CONST				0				0				0				0	0	0	3000	3000
	Local 1.50 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3240	3240
Fond du Lac Co	Mascoutin Valley Trail Extension	DESIGN				0				0				0				0				0
Fond du Lac	CTH VV-CTH VVV	ROW				0				0				0				0				0
<i>Illustrative</i>		CONST				0				0				0				0	0	0	1500	1500
	Local 0.25 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Fond du Lac Co	CTH T/STH 23-Esterbrook	DESIGN				0				0				0				0	0	0	200	200
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	200	200
<i>Illustrative</i>		CONST				0				0				0				0	0	0	2800	2800
	Local 1.5 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3200	3200
Fond du Lac Co	CTH T/USH 151 Overpass-National	DESIGN				0				0				0				0	0	0	150	150
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	300	300
<i>Illustrative</i>		CONST				0				0				0				0	0	0	3000	3000
	Local 2.0 m. (E)	TOTAL	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3450	3450
Fond du Lac Co	CTH K/USH 151-CTH V	DESIGN				0				0				0				0				0
Fond du Lac	Reconstruction, 4-lane, urban	ROW				0				0				0				0				0
<i>Illustrative</i>		CONST				0				0				0				0	0	0	5000	5000
	Local 5.0 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5000	5000
Fond du Lac Co	CTH K/USH 151-CTH WH	DESIGN				0				0				0				0				0
Fond du Lac	Reconstruction	ROW				0				0				0				0				0
<i>Illustrative</i>		CONST				0				0				0				0	0	0	2000	2000
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	2000
Fond du Lac Co	CTH VV/Forest Ave-Johnson St.	DESIGN	0	0	136	136				0				0				0				0
Fond du Lac	Reconstruction	ROW				0	0	0	125	125				0				0				0
<i>Illustrative</i>		CONST				0				0	0	0	1700	1700				0				0
		TOTAL	0	0	136	136	0	0	125	125	0	0	1700	1700	0	0	0	0	0	0	0	0
Fond du Lac Co	CTH VV/Sullivan-Forest Ave	DESIGN				0				0	0	0	700	700				0				0
Fond du Lac		ROW				0				0				0				0				0
<i>Illustrative</i>		CONST				0				0				0				0				0
		TOTAL	0	0	0	0	0	0	0	0	0	0	700	700	0	0	0	0	0	0	0	0
Fond du Lac Co	CTH N (Kinker Rd)/CTH RP-USH 45	DESIGN				0			100	100				0				0				0
Fond du Lac	Reconstruct	ROW				0				0			150	150				0				0
<i>Illustrative</i>		CONST				0				0				0				0	0	0	2500	2500
		TOTAL	0	0	0	0	0	0	100	100	0	0	150	150	0	0	0	0	0	0	2500	2500
V of N Fond du L	Minnesota Ave / Rose - Anne	DESIGN				0				0				0				0				0
Fond du Lac	Reconstruction	ROW				0				0				0				0				0
<i>Illustrative</i>		CONST				0				0				0				0	0	0	576	576
	Local 0.2 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	576	576

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2025-2026 biennium)
Fond du Lac Urbanized Area

Project Evaluation (Criteria)-Performance Measures/Score

Jurisdiction	2025 & 2026 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 = \$1,185,640																	
Fond du Lac Area Trans	Diesel Bus	5	TI	3	AR	3	NF	3	vTBP	3	3	3	20	\$500,000			
Fond du Lac Co.	CTH V / USH 45 & National Avenue Intersection	3	PC (7)	1	0.74	3	140	0	VPBT	5	5	5	17	\$1,700,000			
	Mascoutin Trail Ext. over USH 41/ CTH VV-CTH VV	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	3	3	14	\$576,000			
Total														\$3,166,000	\$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. The combined total of state and federal transit operating subsidies equaled 55.5% in 2020. In 2020, Fond du Lac Area Transit was the recipient of a CARES Act grant from the Federal Government for assistance due to the Corona virus. The CARES Act grant is different from traditional grants in that the funds may be used over several years.

Each year WisDOT reviews capital requests from the state's transit systems and allocates money from the state's 5339 formula apportionments accordingly. 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. Fond du Lac Area Transit's next fleet replacement project will begin in 2021.

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. The Volkswagen Settlement has helped, but there are still many unmet capital needs in Wisconsin.

For 2021, 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 2021-2025 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2021	Jan-Dec 2022	Jan-Dec 2023	Jan-Dec 2024
Operating Assistance/ Section 5307	FDLAT					
Directly Operated-Fixed Route Expenses			\$2084	\$2126	\$2168	\$2211
Revenues			263	265	268	267
Deficit			1821	1861	1900	1944
Federal Share w/CARES ACT		443-21-009	810	834	857	885
State Share			491	501	511	521
Other Local			310	316	322	328
Municipal Local Share			210	210	210	210
 Purchased Transp.-Paratransit Expenses	FDLAT		\$285	\$291	\$297	\$303
Revenues			90	90	90	90
Deficit			195	201	207	213
Federal Share		443-21-010	53	54	55	56
State Share			48	49	50	51
Contract Local			35	35	35	36
Municipal Local Share			59	62	67	70
 Capital Projects/Section 5309	FDLAT					
Small Bus Replacement Computer		443-21-011	69	72	75	78
Bus Wash Replacement Copy machine Sitting Benches Shelter Refurbishment Transit Bus Replacement						
		443-21-012	920	935		
Total Cost:			\$989	\$1,012	\$75	\$78
Federal Share:			791	805	60	62
Local Share:			198	207	15	16

**Table B-2: 2021 Paratransit Projects
Fond du Lac Urbanized Area**

2021	ADA	County E & D Specialized	TOTAL
Annual Estimated Trips	14,300	19,000	33,300
Trip Costs	\$285,387	\$336,000	\$621,387
Farebox Revenues	\$90,000	\$0	\$90,000
Deficit	\$195,387	\$336,000	\$531,387
	TIP # 443-21-013	TIP # 443-21-014	
Federal Share	\$62,524	\$107,520	\$170,044
State Share	\$48,847	\$84,000	\$132,600
Village Contribution	\$35,000	\$0	\$35,000
Total Local Share	\$49,286	\$144,480	\$193,743

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

	2021	2022	2023	2024	2025
Operating Expenses					
Fixed Route	\$1,298,998	\$1,318,483	\$1,338,260	\$1,358,333	\$1,378,709
Jobtrans	100,000	102,000	104,040	106,121	108,243
School Tripper	63,550	65,139	66,767	68,436	70,147
Paratransit	285,387	291,095	296,917	302,855	308,912
Non-ADA E&D Transit	336,000	342,720	349,574	356,566	363,697
Total Operating Expenses	\$2,083,935	\$2,119,436	\$2,155,558	\$2,192,311	\$2,229,709
Revenue					
Farebox Revenue	\$226,000	\$226,000	\$230,520	\$235,130	\$239,833
Other Revenue	30,000	30,000	30,000	30,000	30,000
Total Revenue	\$256,000	\$256,000	\$260,520	\$265,130	\$269,833
Funding					
Federal (including CARES ACT)	\$846,477	\$874,265	\$886,430	\$898,714	\$911,117
State	491,338	496,251	508,658	521,374	534,408
NFDL Contribution	44,000	44,440	44,884	45,333	45,787
County Finance Plan	236,000	238,360	240,744	243,151	245,583
Total Funding	\$1,617,815	\$1,653,316	\$1,680,716	\$1,708,572	\$1,736,895
Tax Levy					
Operating Local share	\$210,120	\$210,120	\$214,322	\$218,608	\$222,981
	\$2,083,935	\$2,119,436	\$2,155,558	\$2,192,311	\$2,229,709
Capital					
Federal	\$791,200	\$809,600	\$60,000	\$62,400	\$64,800
Local	197,800	202,400	15,000	15,600	16,200
Total Capital Expenses (1*)	\$989,000	\$1,012,000	\$75,000	\$78,000	\$81,000
OPERATING STATISTICS					
No. of Buses	7	7	7	7	7
No. of Employees (2*)	10	10	10	10	10
Fixed Route Revenue Hours	12,500	12,500	12,500	12,500	12,500
Paratransit Revenue Hours	10,800	10,800	10,800	10,800	10,800
Non-ADA Revenue Hours	4,600	4,600	4,600	4,600	4,600
School Tripper Revenue Hours	600	600	600	600	600
Jobtrans Revenue Hours	2,000	2,000	2,000	2,000	2,000
Total Hours	30,500	30,500	30,500	30,500	30,500
Fixed Route Revenue Miles	165,500	165,500	165,500	165,500	165,500
Paratransit Revenue Miles	100,000	100,000	100,000	100,000	100,000
Non-ADA Revenue Miles	58,500	58,500	58,500	58,500	58,500
School Tripper Revenue Miles	8,000	8,000	8,000	8,000	8,000
Jobtrans Revenue Miles	33,000	33,000	33,000	33,000	33,000
Total Miles	365,000	365,000	365,000	365,000	365,000
Fixed-Route Passengers	100,000	102,000	105,000	110,000	115,000
Paratransit Passengers	13,000	13,000	13,000	13,000	13,000
Non-ADA Passenger	17,500	17,500	17,500	17,500	17,500
School Tripper Passengers	5,000	10,000	10,000	10,000	10,000
Jobtrans Passengers	9,000	9,000	9,000	9,000	9,000
Total Passengers	144,500	151,500	154,500	159,500	164,500
Fixed Route Statistics					
Average Fare	\$12.99	\$12.93	\$12.75	\$12.35	\$11.99
Operating Ratio (Rev/Exp)	0.65	0.66	0.66	0.66	0.66
Cost per Vehicle Mile	7.85	7.97	8.09	8.21	8.33
Cost per Passenger	12.99	12.93	12.75	12.35	11.99
Cost per Vehicle Hour	103.92	105.48	107.06	108.67	110.30
Passengers Per Mile	0.60	0.62	0.63	0.66	0.69
Passengers per Hour	8.00	8.16	8.40	8.80	9.20

NOTES:

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

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fond du Lac urbanized area, the capital projects for 2021-2025 include a medium bus each year to be used in our ADA adjunct program, Handi-Van. Fond du Lac Area Transit will start our fleet replacement program in 2021, and hope to replace all seven fixed route buses over 3 years. Fond du Lac Area Transit is looking into Federal Capital Grant opportunities which would fund 80% of each project.

TRANSIT FINANCIAL CAPACITY

In compliance with regulations that require the TIP to be fiscally constrained, this section of the TIP assesses the transit systems' financial capacity to assure that the transit systems have the ability to continue to effectively utilize federally-assisted equipment and facilities. It is understood, however, that the major review of progress regarding financial capacity is made by the Federal Transit Administration during conduct of triennial reviews of these transit systems. A Triennial review was completed in 2019. 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.

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 2020, our intergovernmental agreement listed an annual cost of \$259,000. 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.

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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. Transit Administration had contemplated a fare increase for January 2021, based on inflation and the increased costs of providing service. However, due to COVID-19, and the hardship faced by a majority of our customers, it was decided to delay a fare increase at this time.

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

Ridership Trends

Fond du Lac Area Transit's fixed route ridership saw declines after the 2003 service decrease. Efforts are continually underway to make minor route adjustments to serve new traffic generators. Service changes were made to routes #30 and #50 in August 2019. Transit made these changes to address timeliness and to better serve the Mercury Marine plant on Pioneer Road. Due to COVID-19, starting in March of 2020, we have seen major declines in ridership numbers. As of this writing, August 2020, we are seeing ridership numbers at approximately 45% of norm.

Paratransit Ridership

Paratransit Ridership (including ADA and non-ADA service) is projected to be approximately 34,000 for 2019. In 2020, the number of riders has dropped drastically due to the pandemic. 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 2021.

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 2020 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 Amtrak, Badger in Madison, 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 9, 2020

Dear Transportation Provider:

Enclosed is a link to the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2021. 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 October 5, 2020. 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
Kay Miller – City of Fond du Lac
Brian Kolstad – City of Fond du Lac
Jordan Skiff – City of Fond du Lac
Tom Janke – Fond du Lac County
Nick Leonard – 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. Kolell.....	Town of Empire
Tom Janke	Fond du Lac County Highway
James Pierquet	Town of Empire
Walt Raith	ECWRPC

ENVIRONMENTAL CONSULTATION ORGANIZATIONS

Members:

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

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September 9, 2020

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 – 2021.

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 - 2021*** (TIP). This document will be under a 30-day public review period from September 6, to October 5, 2020. 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 & Technical Advisory Committee
Fond du Lac City/County Building, Rooms D-E & GOTO Meeting, Wednesday, June 3, 2020

The meeting was called to order by Ms. Benson at 10:03 AM

Committee Members Present

Paul De Vries	City of Fond du Lac-Engineering
Dyann Benson	City of Fond du Lac-Community Development
Brian Kolstad	City of Fond du Lac-Council
Kay Miller	City of Fond du Lac-Council
Joe Moore.....	City of Fond du Lac-City Manager
Tom Janke.....	Fond du Lac County-Highway
Allen Buechel	Fond du Lac County
Jeff Meisenberg.....	Town of Friendship

FHWA/WisDOT Staff Present

Matt Halada WisDOT – NE Region

Staff Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Kim Biedermann.....	ECWRPC
Melissa Kraemer Badtke	ECWRPC

1. *Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings*
2. *Public Comment (None)*
3. *Discussion and action on Summary of Proceedings from the February 5, 2020 Fond du Lac MPO Policy Board and Technical Advisory Committee Meeting summary of proceedings*

Mr. Kolstad motioned to approve the summary of proceedings; seconded by Ms. Benson; motion carried.

4. *Discussion and action on Proposed Resolution 01-20: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area (2020)*

Mr. Moesch noted that he was working with WisDOT Northeast Region to get recently approved Surface Transportation Block Grant (formerly STP-Urban) projects amended into the Transportation Improvement Program for the Fond du Lac Urbanized Area 2020. There are six projects being considered for approval by the Policy Board. Five of the projects are bridge replacement projects, Townline Road, two on CTH T, McKinley Street and Promen Drive, and also the CTH VV project from CTH V to Martin Avenue. These projects will use federal funding and are all in the urbanized area. Ms. Benson made a motion to approve the amendment and Mr. Janke seconded the motion, all approved the motion.

5. *Discussion on Long Range Transportation Land Use Plan*

Mr. Raith gave a brief overview of the update to the LRTP and transportation projects within the Fond du Lac MPO. Mr. Raith asked the committee to continue to review the document and forward comments with staff as they become available. The final Long Range Plan will be approved at the October meeting.

6. Discussion on public engagement strategies

Mr. Moesch explained to the committee that staff is trying to develop public engagement strategies for feedback pertaining to the LRTP since COVID has disrupted public meeting opportunities. Mr. Raith noted that we will be holding a webinar on the LRTP to get public comment. Numerous committee members stated that social media has not been a good forum lately for input. Mr. Buechel noted that virtual committee meetings we working as well as could be considering the climate.

7. Discussion on bicycle and pedestrian and Safe Routes to School (SRTS) Update

Ms. Biedermann noted ECWRPC worked with Fond du Lac City and County staff in the past on a series of bicycle/pedestrian counts on area trails. She noted that bike/ped trails have seen more users since the outbreak of COVID and they hope to continue the counter program to document the usage.

8. WisDOT/Local Projects Update

Mr. Halada provided an update on the WisDOT projects that are underway in the area, including the WIS 23 expansion project that is on schedule.

9. Adjournment

Mr. Benson motioned to adjourn; seconded by Mr. Halada, motion carried. The Committee adjourned at 10:45 AM.

SUMMARY OF PROCEEDINGS

Fond du Lac Metropolitan Planning Organization Policy Board & Technical Advisory Committee
Fond du Lac City/County Building, Rooms D-E & GOTO Meeting, Wednesday, October 7, 2020

The meeting was called to order by Ms. Benson at 10:00 AM

Committee Members Present

Paul De Vries City of Fond du Lac-Engineering
Dyann Benson City of Fond du Lac-Community Development
Brian Kolstad City of Fond du Lac-Council
Kay Miller City of Fond du Lac-Council
Nick Leonard Village of North Fond du Lac-Administrator
Tom Janke Fond du Lac County-Highway
Allen Buechel Fond du Lac County
Jeff Meisenberg Town of
Friendship

FHWA/WisDOT Staff Present

Matt Halada WisDOT – NE Region

Staff Present

Walt Raith ECWRPC
Kim Biedermann ECWRPC
Melissa Kraemer Badtke ECWRPC
Ashley Tracy ECWRPC
Tanner Russell ECWRPC

3. *Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings*
4. *Public Comment (None)*
5. *Discussion and action on Summary of Proceedings from the June 3, 2020 Fond du Lac MPO Policy Board and Technical Advisory Committee Meeting*

Ms. Benson motioned to approve the summary of proceedings; seconded by Mr. Janke; motion carried.

6. *Discussion and action on Proposed Resolution 02-20: Approving the 2021 Unified Transportation Work Program for the Fond du Lac Urbanized Area and Annual MPO Certification*

Ms. Kraemer Badtke went through the spreadsheet explaining each Transportation Work Program Number and talked about what the budget will be for each program in 2021. Mr. Kolstad made a motion to approve the amendment and Mr. Skiff seconded the motion, all approved the motion.

10. *Discussion and action on Proposed Resolution 03-20: Approving the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2021*

Ms. Kraemer Badtke explained that the draft document of the Transportation Improvement Program for the Fond du Lac Urbanized Area was posted online, and briefly went through the chapters for the committee members. Mr. Kolstad made a motion to approve the amendment and Mr. Skiff seconded the motion, all approved the motion

11. *Discussion and action on Proposed Resolution 04-20: Adopting the Updated 2020 Title VI Non Discrimination Program Americans with Disabilities Act Plan for the East Central Wisconsin Regional Planning Commission as a Sub-Recipient of the Wisconsin Department of Transportation*

Ms. Biedermann explained that as a subrecipient of federal funds, ECWRPC is required to update the Title VI/Americans with Disabilities plan every three years. This plan covers how ECWRPC will ensure that no person is excluded from, participation in, denied the benefits of, or otherwise subjected to discrimination on the basis of race, color, national origin, disability, sex, age, religion, income status or limited English proficient (LEP) in any and all programs, activities or services in accordance with Title VI of the Civil Rights Act of 1964, related nondiscrimination authorities, and the Americans with Disabilities Act.

This plan covers all three MPOs in the region; the Fond du Lac MPO will vote on this plan at their own Policy Board meeting. This plan is still under the public comment period; so far the only feedback has been from WisDOT, which gave minor revisions and provided positive feedback on the content and details of the plan.

12. Discussion and action on Proposed Resolution 05-20: Adoption of the Update to the Fond du Lac Urbanized Area Long Range Transportation/Land Use Plan

Ms. Kraemer Badtke explained that the explained that the draft document of the Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area was posted online. Ms. Kraemer Badtke briefly went through the chapters for the committee members and explained that this plan was an interim update, as well as the fact that this is a “living” document and is meant to be updated when changes are needed. Mr. Skiff made a motion to approve the amendment and Mr. Kolstad seconded the motion, all approved the motion.

13. *Adjournment*

Ms. Benson motioned to adjourn; seconded by Mr. Halada, motion carried. The Committee adjourned at 10:45 AM.



APPENDIX E

MPO RESOLUTION OF ADOPTION

PROPOSED RESOLUTION NO. 03-20

**APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FOND DU LAC URBANIZED AREA, 2021.**

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 - 2021.

Section 2: That the Policy Board certifies that the metropolitan planning process is addressing the major transportation issues in these areas in conformance with all applicable requirements.

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

PROPOSED RESOLUTION NO. 03-20

Effective Date: October 7, 2020

Submitted By: MPO Staff

Prepared By: David J. Moesch, Associate Transportation Planner



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: 0004355592
Total Ad Cost: \$31.02
Published Dates: 09/06/2020

Martha Steinbart

Legal Clerk

State of Wisconsin
County of Brown
Subscribed and sworn to before on September 6, 2020

Nancy Heyrman

Notary Public State of Wisconsin, County of Brown

5.15.23

My Commission Expires

of Affidavits 1

This is not an invoice

NANCY HEYRMAN
Notary Public
State of Wisconsin

NOTICE OF OPPORTUNITY TO
REVIEW
METROPOLITAN PLANNING
ORGANIZATION
LONG RANGE
TRANSPORTATION/LAND USE PLAN
UPDATE

The Metropolitan Planning Organization (MPO) for the Fond du Lac Urbanized Area, has prepared a Long Range Transportation/Land Use Plan (LRTP) update. The LRTP has been developed in consultation with various federal, state and local agencies in an effort to improve public involvement and interaction in the transportation and land use planning process.

This update will provide the necessary information in the interim of the major update that will take place when the 2020 decennial U.S. Census is released. The update is in accordance to the requirements of the Fixing America's Surface Transportation Act (FAST Act) for long-range transportation and land use planning in metropolitan areas. The Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area can be viewed on the internet at:

<https://www.ecwrpc.org/programs/fond-du-lacmopo/long-range-transportation-planning/>

A 30-day public review and comment period for the LRTP update will commence on Sunday, September 6, and end on Monday, October 5, 2020. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 and forward any comments to the Commission at 400 Ahnape Street, Suite 100, Menasha, WI 54952-3311.
09/06/20 wnaxlp

EAST CENTRAL WI PLANNING COMM
Re: 0004355592

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

East Central Wisconsin Regional Planning Commission

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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 – 2021*.

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 2021 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2018 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2021 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2021 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 2018 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 2018 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 2018 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2021 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.

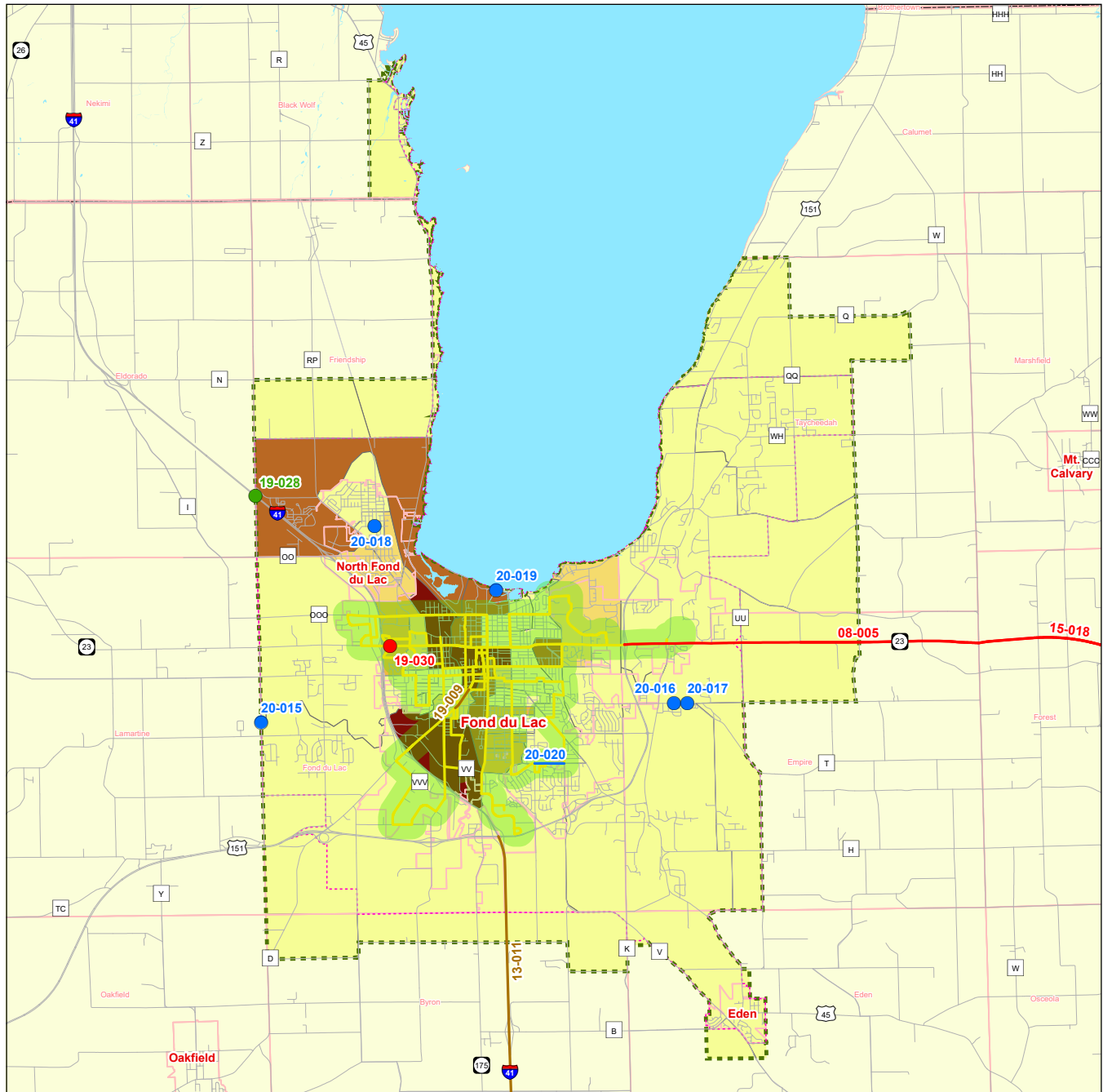
Map G-6 depicts 2018 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2021 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

Map G-7 depicts 2018 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 2021 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 2018 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 2021 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 (2021 - 2024) and
Population Below Poverty Level (American Community Survey 2018)**



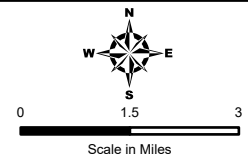
- Transit Routes
- 1/4 mile transit buffer
- Population Below Poverty Level**
- < 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25.00%
- - - 2019 Metropolitan Planning Boundary
- - - 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

TIP Intersection Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**



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

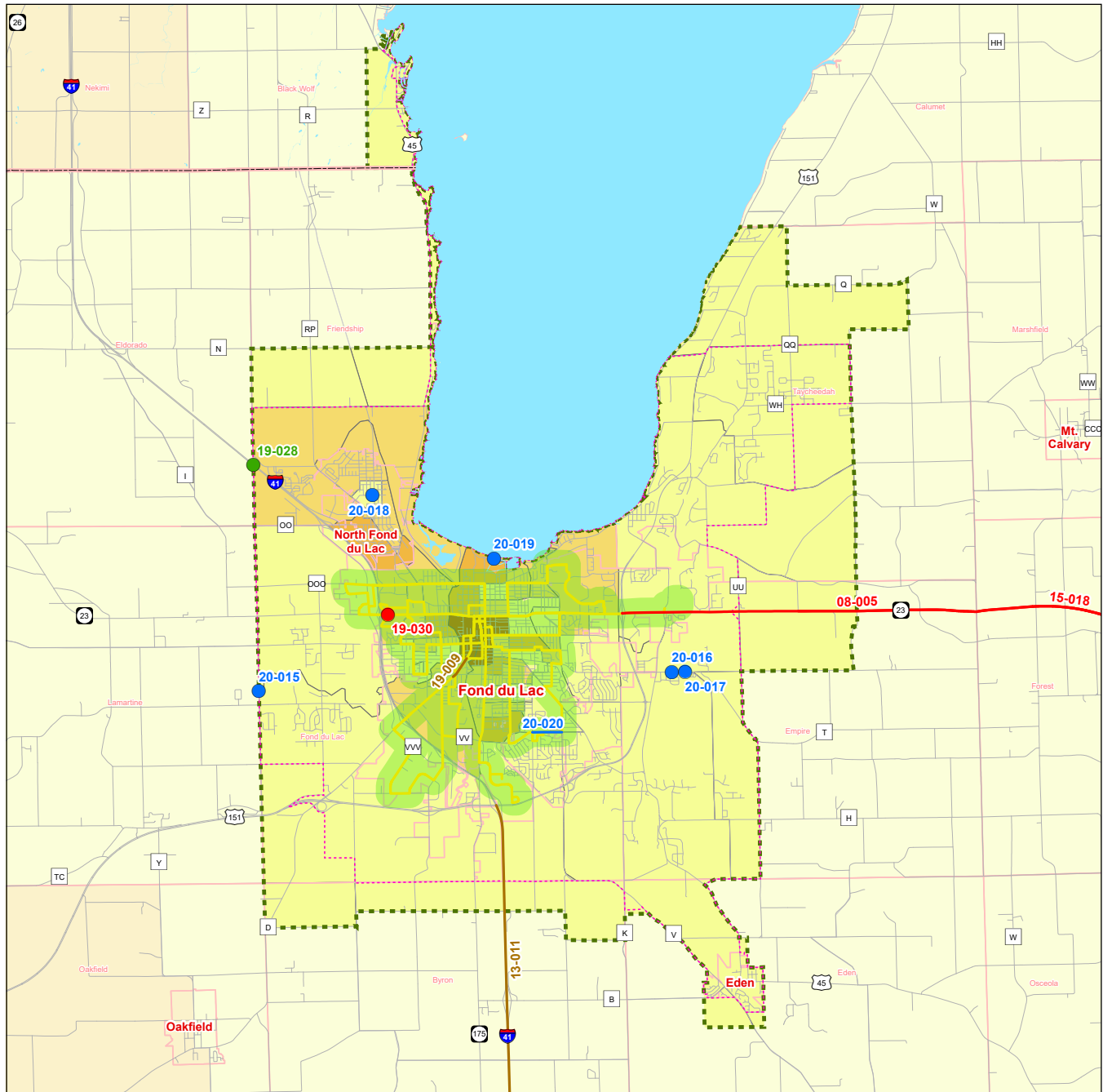
Prepared AUGUST 2020:



Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2019 centerline and 2019 hydrology.

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Figure G-2
Fond du Lac Urbanized Area TIP Projects (2021 - 2024) and
Household Income Less than \$25,000 per Year (American Community Survey 2018)



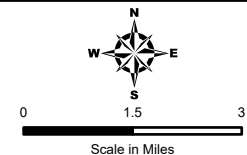
- Transit Routes
- 1/4 mile transit buffer
- Household Income Less than \$25,000**
- < 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- > 60.00%
- 2019 Metropolitan Planning Boundary
- 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

TIP Intersection Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**



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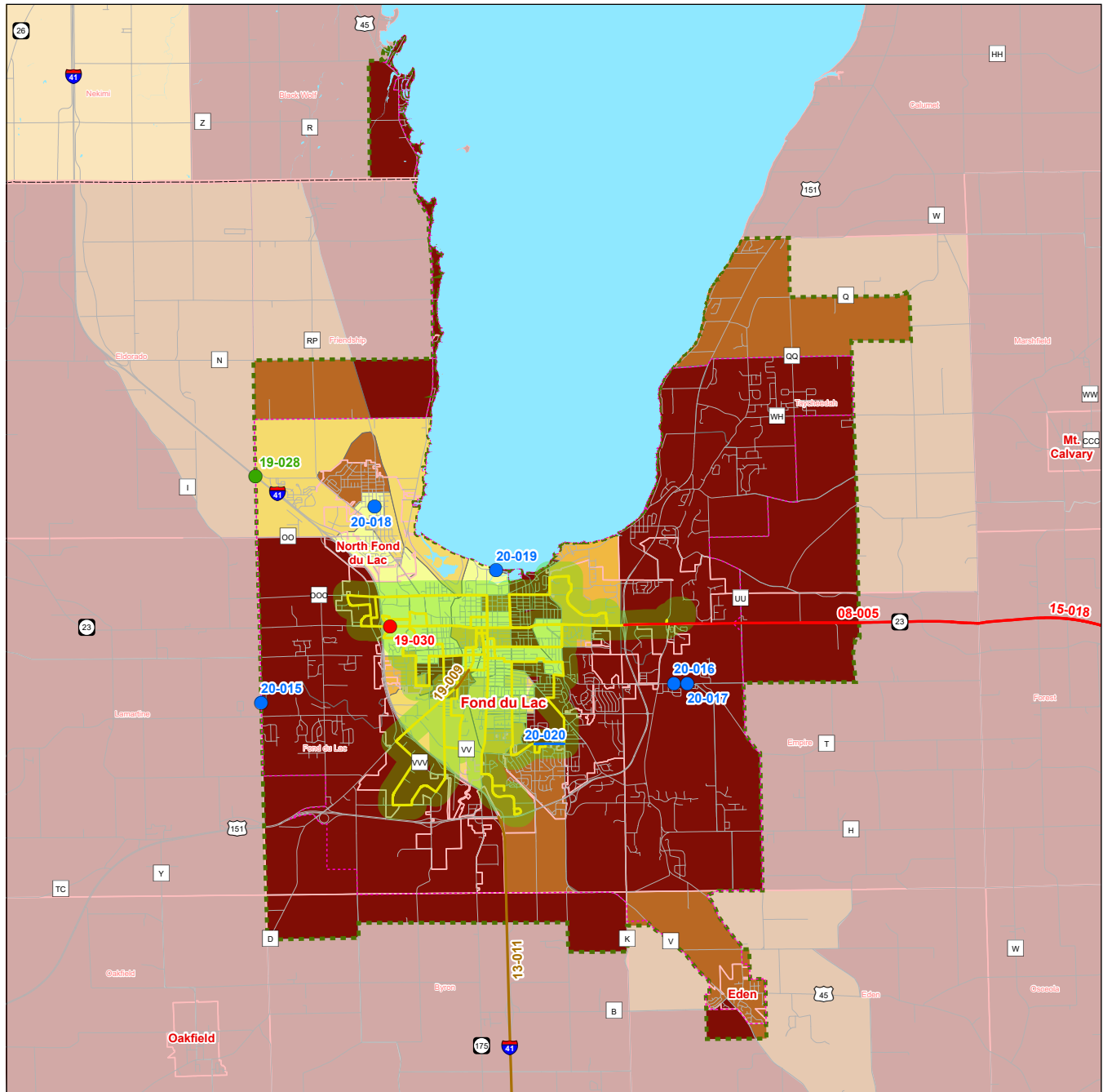
Prepared AUGUST 2020:



Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2019 centerline and 2019 hydrology.

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Figure G-3
Fond du Lac Urbanized Area TIP Projects (2021 - 2024) and
Household Income Greater than \$100,000 per Year (American Community Survey 2018)



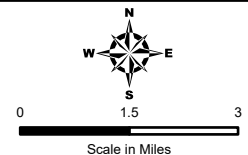
- Transit Routes
- 1/4 mile transit buffer
- Household Income Greater than \$100,000**
- < 10.00%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25%
- 2019 Metropolitan Planning Boundary
- 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 06-056
- 2022 06-056
- 2023 06-056
- 2024 06-056

TIP Intersection Project Year and Number

- 2021 06-056
- 2022 06-056
- 2023 06-056
- 2024 06-056



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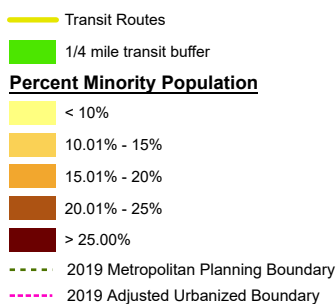
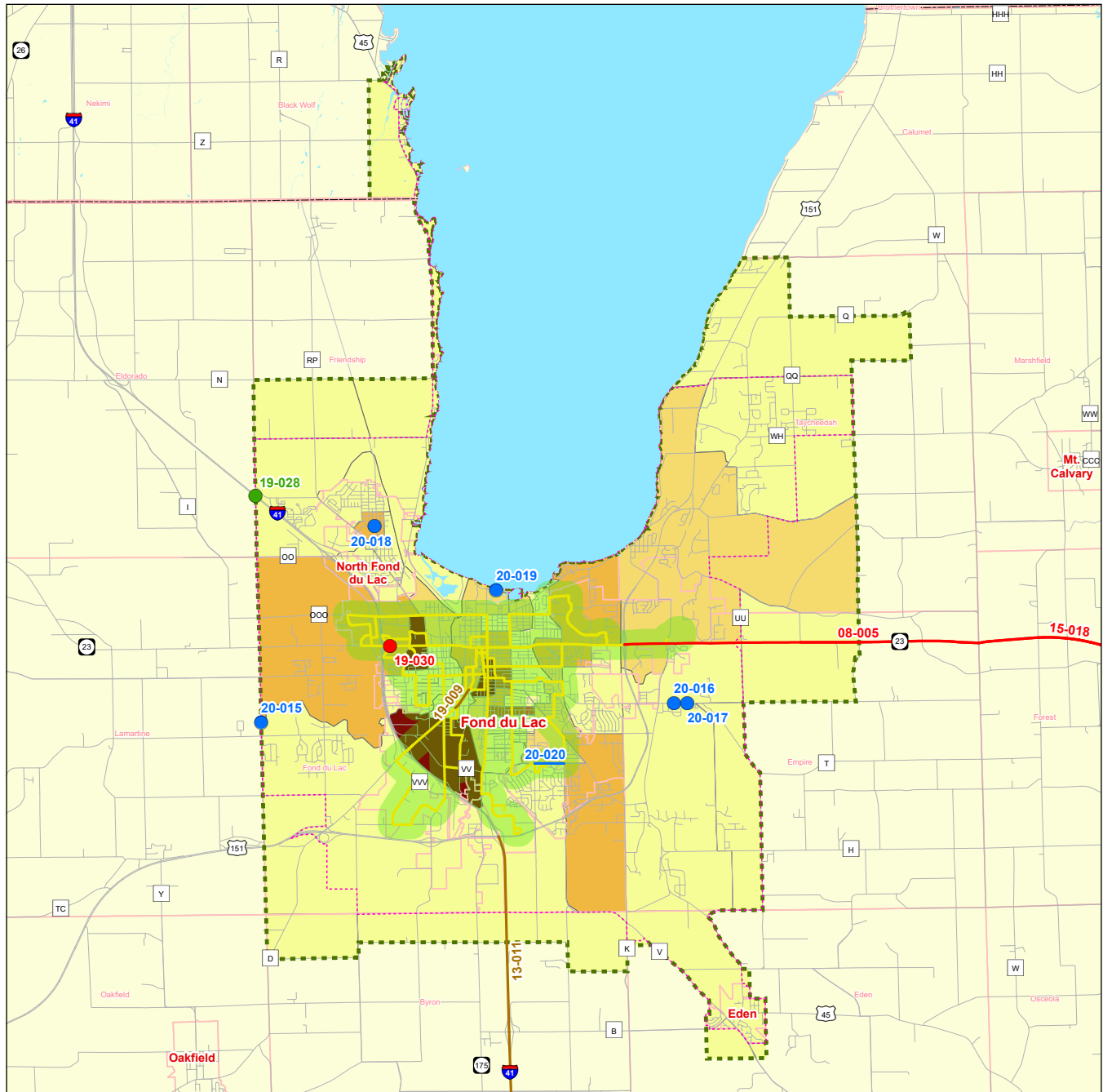
Prepared AUGUST 2020:



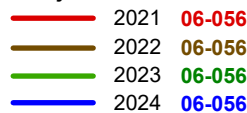
Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2019 centerline and 2019 hydrology.

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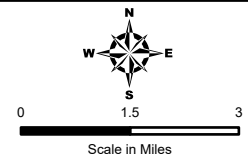
Figure G-4
Fond du Lac Urbanized Area TIP Projects (2021 - 2024) and
Minority Population (American Community Survey 2018)



TIP Project Year and Number



TIP Intersection Project Year and Number



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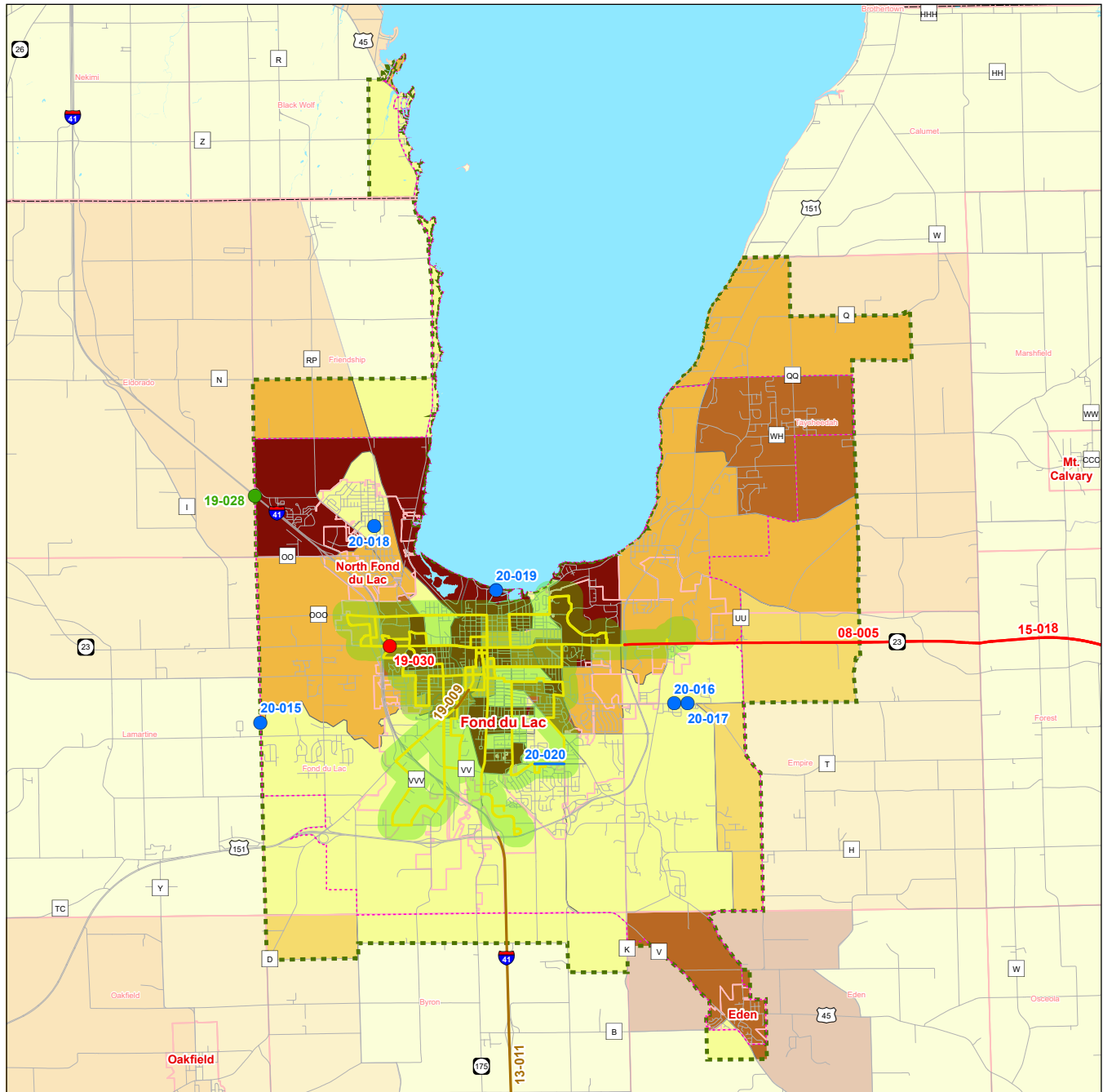
Prepared AUGUST 2020:



Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2019 centerline and 2019 hydrology.

TR: O:\1344FondyTIP\MXD\2020\TIP_Project\TIP_Project.aprx

**Figure G-5
Fond du Lac Urbanized Area TIP Projects (2021 - 2024) and
Hispanic Population (American Community Survey 2018)**



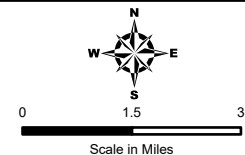
- Transit Routes
- 1/4 mile transit buffer
- Percent Hispanic Population**
- < 2.00%
- 2.01% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- > 10.00%
- - - 2019 Metropolitan Planning Boundary
- - - 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

TIP Intersection Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**



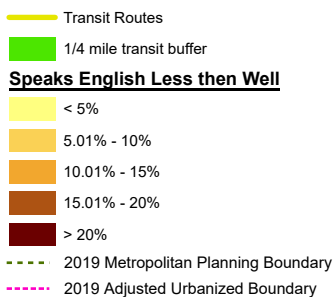
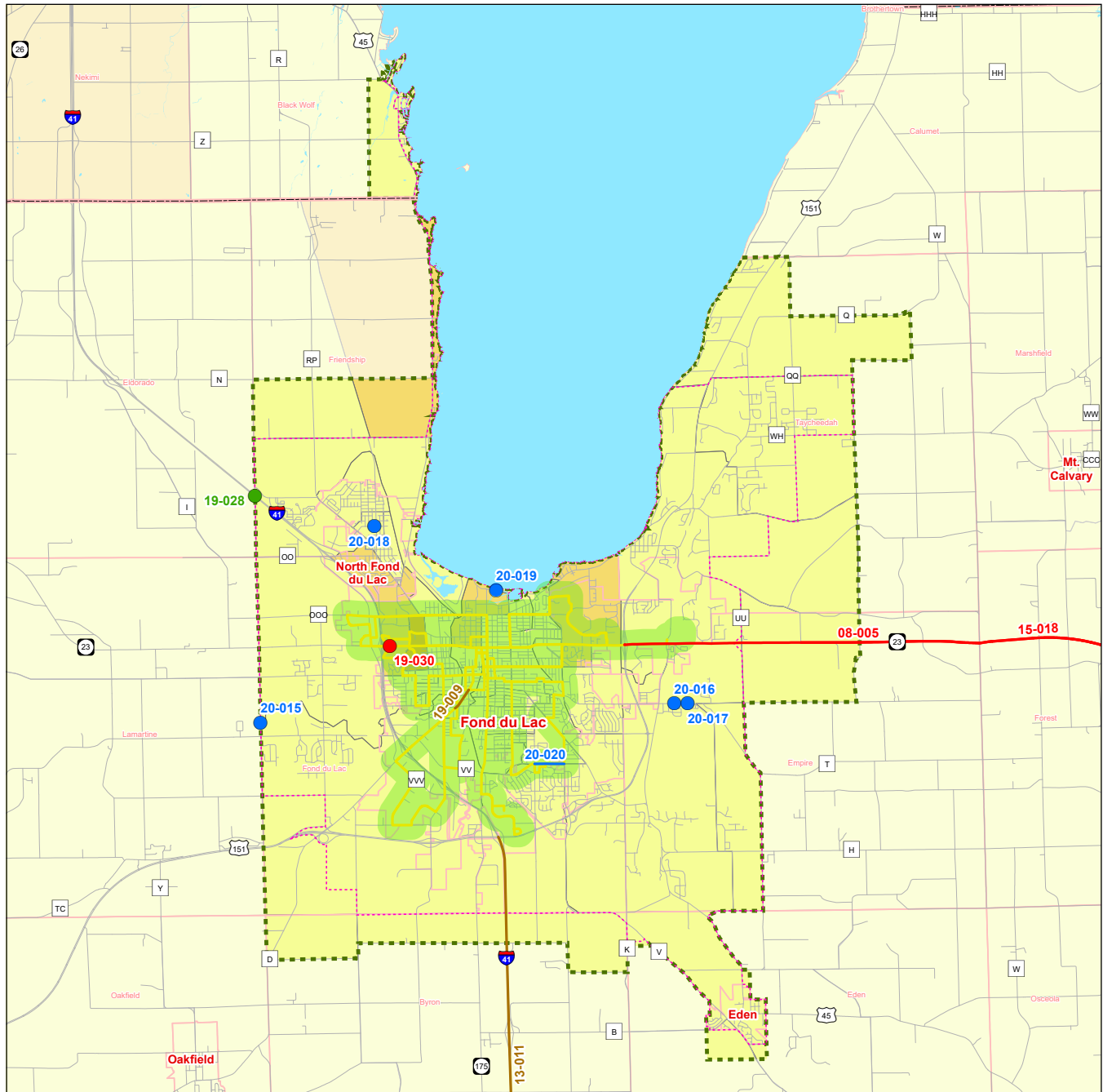
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Prepared AUGUST 2020:



Sources: American Community Survey 2018 Census Block, 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2019 centerline and 2019 hydrology.

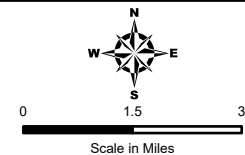
Figure G-6
Fond du Lac Urbanized Area TIP Projects (2021 - 2024) and
"Speaks English Less than Well" (American Community Survey 2018)



TIP Project Year and Number



TIP Intersection Project Year and Number



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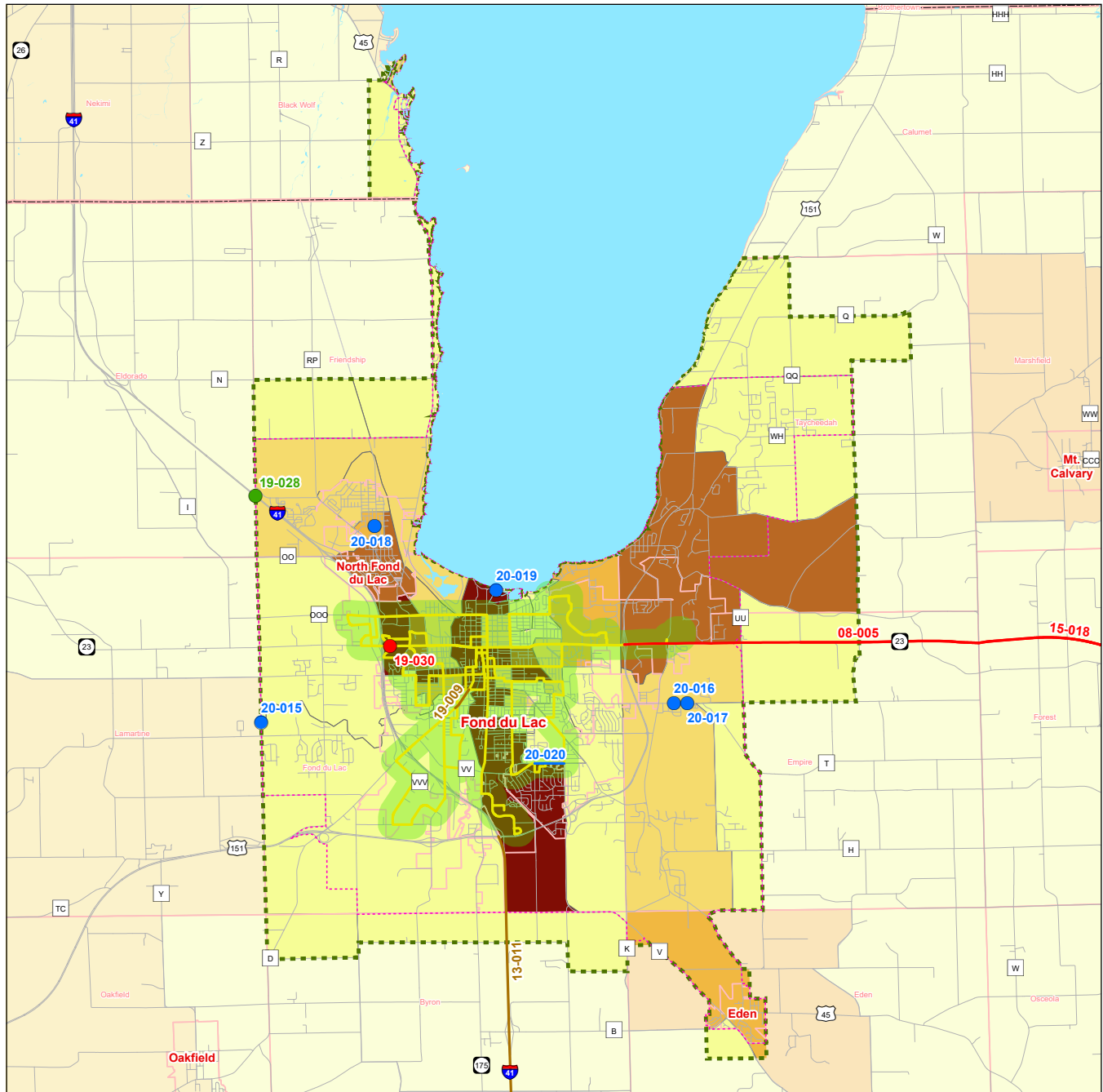
Prepared AUGUST 2020:



Sources: American Community Survey 2018 Census Block Data, 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2019 centerline and 2019 hydrology.

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Figure G-7
Fond du Lac Urbanized Area TIP Projects (2021 - 2024) and
Household No Access to a Car (American Community Survey 2018)



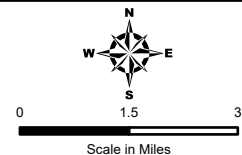
- Transit Routes
- 1/4 mile transit buffer
- Household No Access to a Car**
- < 2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- > 10.00%
- - - 2019 Metropolitan Planning Boundary
- - - 2019 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

TIP Intersection Project Year and Number

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**



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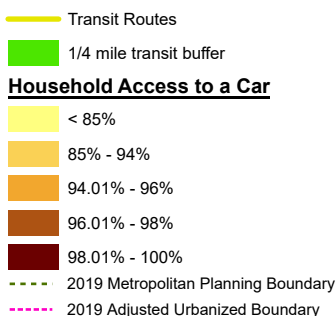
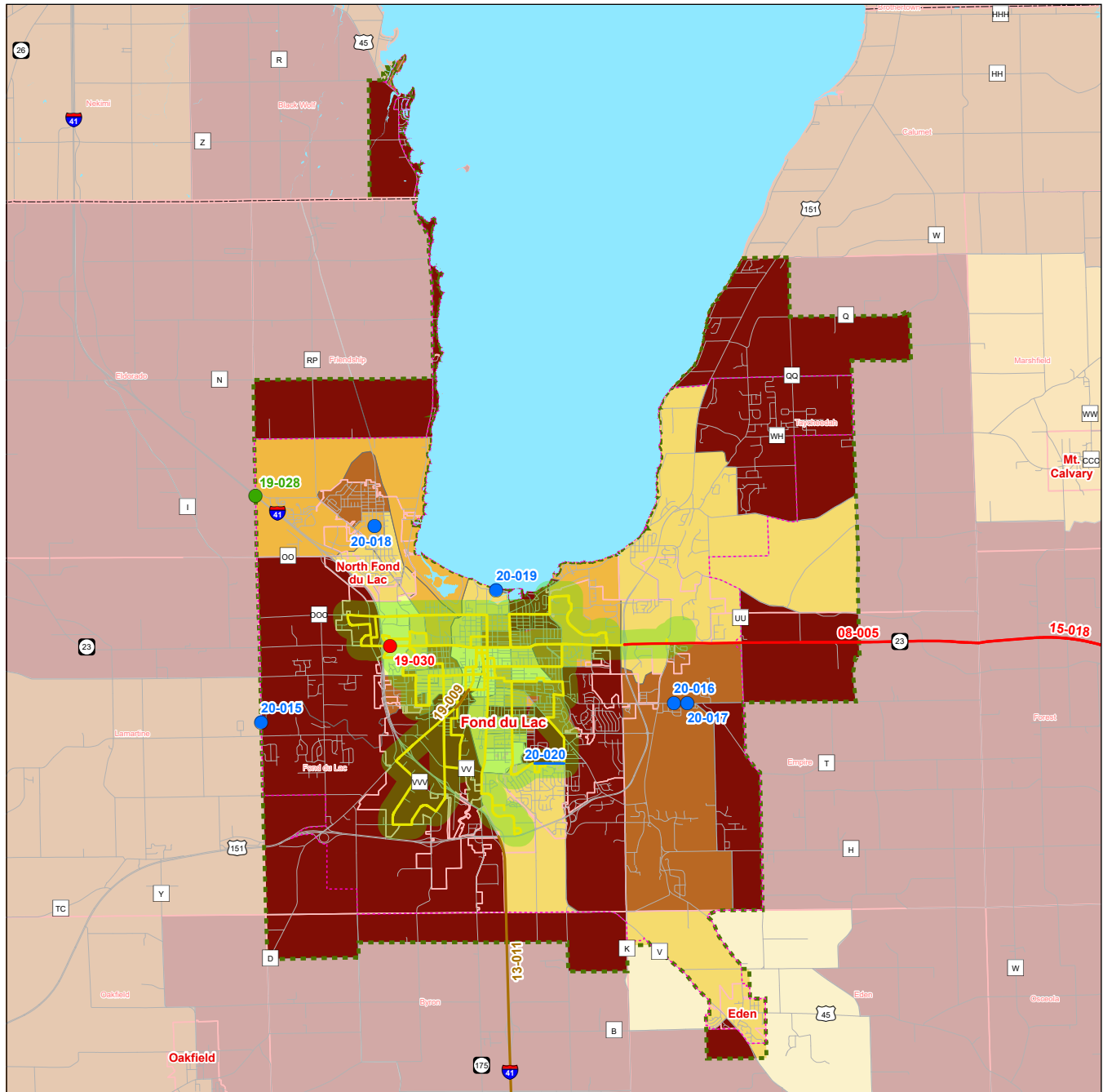
Prepared AUGUST 2020:



Sources: American Community Survey 2018 Census Block Data, 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2019 centerline and 2019 hydrology.

TR: O:\1344FondyTIP\MXD\2020\TIP_Project\TIP_Project.aprx

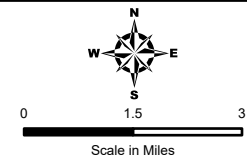
Figure G-8
Fond du Lac Urbanized Area TIP Projects (2021 - 2024) and
Household Access to a Car (American Community Survey 2018)



TIP Project Year and Number



TIP Intersection Project Year and Number



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Prepared AUGUST 2020:



Sources: American Community Survey 2018 Census Block Data, 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2019 centerline and 2019 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.

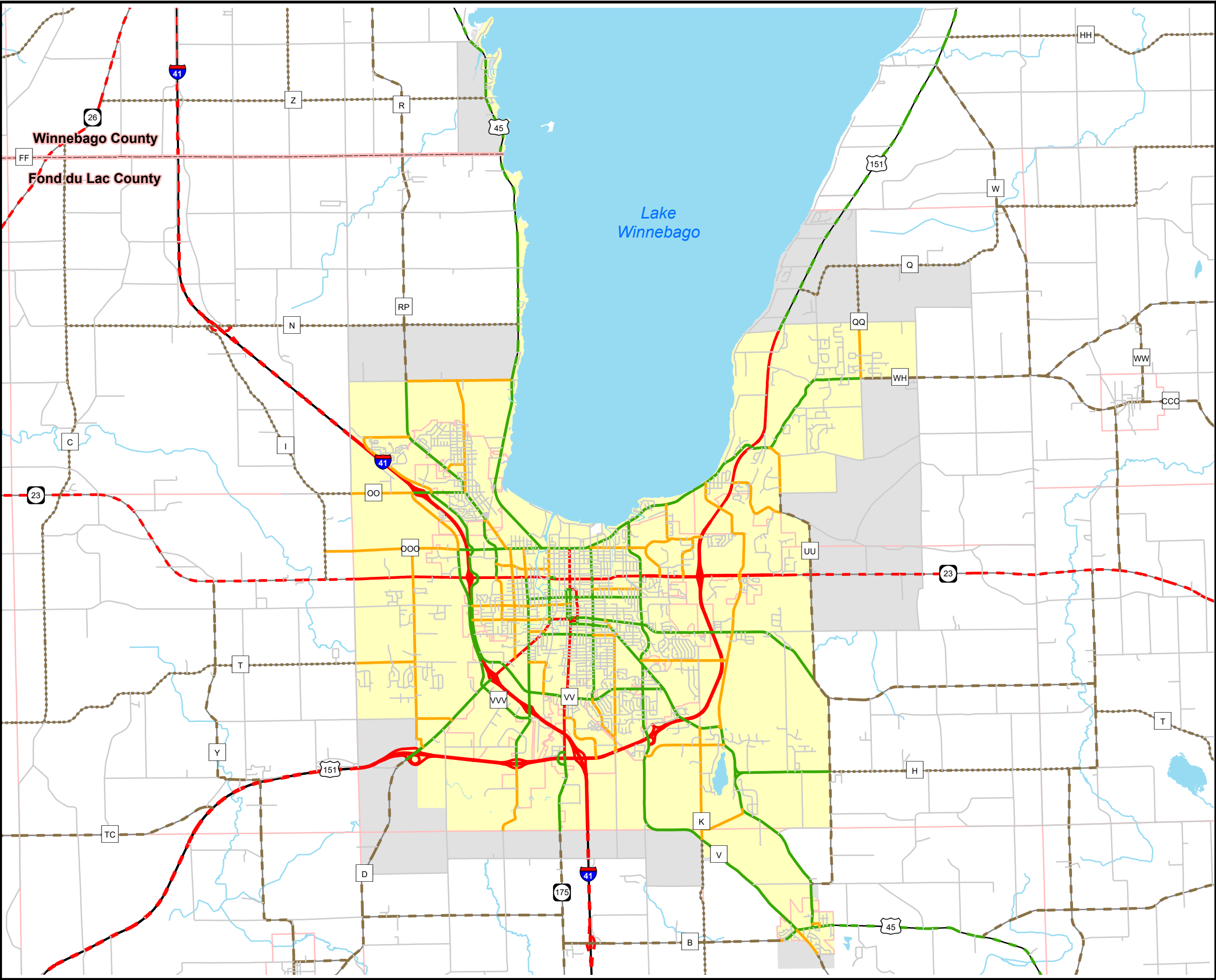
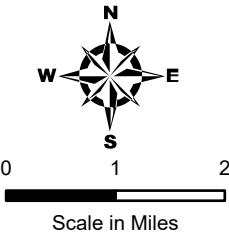


Figure H-1
Fond du Lac Urbanized Area
Functional Classification System 2020

- 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 2019.
 Functional Classification System provided by WisDOT/
 ECWRPC 2019.
 MPO data provided by WisDOT/ECWRPC 2019.

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Prepared AUGUST 2020 by:





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 – 2021 can be viewed at the following link.

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

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 2021 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, 2020. The WisDOT targets are:

- Number of fatalities < 576.0 (587.8 - 2015-'19 averages)
- Rate of fatalities < 0.890 per 100 million vehicle miles traveled (VMT) (0.908 - 2015-'19 averages)
- Number of serious injuries < 2,897.9 (3,050.4 - 2015-'19 averages)
- Rate of serious injuries < 4.482 per 100 million VMT (4.718 - 2015-'19 averages)
- Number of non-motorized fatalities and non-motorized serious injuries < 350.2 (368.6 - 2015-'19 averages)

The City of Fond du Lac MPO Policy Board adopted the targets at the October 7, 2020 meeting. 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 2021 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 is one Highway Safety Improvement Program (HSIP) project scheduled in the Fond du Lac Urbanized Area in the four-year program (2021-2024). The project is on West Johnson Street at the Pioneer Road intersection. The plan is for safety improvements by means of an intersection modification to improve capacity. 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 2021-2024 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 WIS 23 from US 151 to County P in Fond du Lac and Sheboygan counties. In this area, WIS 23 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 WIS 23 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 2021-2024 TIP contains one project that is programmed for construction in the City of Fond du Lac. The CTH VV project from CTH V to Martin Avenue will be constructed in fiscal year 2024. The existing pavement is a rural cross-section and is in poor condition and beyond standard maintenance repairs. Some of the deficiencies include: pavement cracking, surface deterioration, and pavement rating of 4. Existing traffic signals are experiencing local failures and in need of replacement. The proposed project is to reconstruct CTH VV with an urban cross-section to include bicycle accommodations, curb and gutter, storm sewer and trail to connect to Pioneer Road Bike Trail.

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 2021 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

WisDOT evaluated the inventory of its sub-recipient vehicle capital items and 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. WisDOT and its sub-recipients have set the following TAM performance targets:

Rolling Stock – Acceptable percentage of revenue vehicle fleet that is past its useful life

Performance Measure	2020 Performance (%)	2021 Target (%)
AO - Automobile	77.00	77.00
BU - Bus	44.00	44.00
CU - Cutaway	47.00	47.00
MV – Minivan	51.00	51.00
VN -- Van	27.00	27.00

Equipment – Acceptable percentage of non-revenue vehicle fleet that is past its useful life

Performance Measure	2020 Performance (%)	2021 Target (%)
AO – Automobile	33.00	33.00
TR -- Truck	29.00	29.00

Facility Targets

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. Each facility has been given the useful life of 40 years.

Facility – Acceptable percentage of facilities that are past its useful life

Performance Measure	2020 Performance (%)	2021 Target (%)
Admin/Maint. Facilities	10.00	10.00

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 40 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 assist transit providers on how to use the useful life benchmarks established in the TAM Plan to prioritize their vehicles requests at the time of grant application, and are working to share best practices on vehicle maintenance across agencies and organizations.

WisDOT will also continue to work closely with its sub-recipients and FTA on any additional asset management requirements or changes, and update the TAM targets and plan as necessary.

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 will consider the targets for approval by formal resolution on October 7, 2020. 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 2021 and 2023 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.



APPENDIX J

OPERATIONS AND MAINTENANCE

OPERATIONS AND MAINTENANCE

INTRODUCTION

Current federal transportation law requires that the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, state(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53) (See Table 2 – Summary of Federal Funds Programmed) . In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, state(s), and public transportation operator(s).

To complete a financial analysis of local expenditures for the Fond du Lac MPO, financial expenditures data was used as part of the published report from the Wisconsin Department of Revenue’s (DOR) county and municipal revenues and expenditures reports. State and federal transportation expenditures and revenues were taken from ECWRPC’s annual Transportation Improvement Program (TIP) from 2021 – 2024.

Local Financial Analysis

Local expenditures were gathered for the Fond du Lac MPO municipalities from 2014 to 2018 to provide a historic pattern of local transportation expenditures. This analysis looked at the following local transportation expenditures which are defined by the DOR¹:

- **Highway Maintenance and Administration** – Includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. In counties, this entry will include depreciation for equipment and buildings.
- **Highway Construction** – Includes the operating expenditures and capital outlay for constructing highways.

¹ <http://www.revenue.wi.gov/report/m.html>. (8/20/20)

- **Road Related Facilities** – Includes operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.
- **Other Transportation** – Includes operating expenditures and capital outlays for airports, mass transit, docks and harbors, and other transportation facilities.

State and Federal Financial Analysis

State (WisDOT) and federal (FHWA and FTA) expenditures were gathered from ECWRPC's short range Transportation Improvement Program (TIP) for the five year period from 2021-2025 using the year of expenditure dollar amounts. WisDOT expenditures included both preservation and expansion project dollars. Federal funding expenditures included the following sources:

- National Highway System
- Bridge Replacement/Rehab
- Surface Transportation Program Fond du Lac Urbanized Area
- Surface Transportation Program State Flexibility
- Surface Transportation Program (Highway Safety Improvement Program)
- Surface Transportation Program Enhancements
- Section 5307 Operating Funds
- Section 5307 Capital Funds

ESTIMATED LONG RANGE FINANCIAL NEED

Local Municipalities

The estimated long range financial need for local MPO expenditures was calculated using the following steps:

1. Gathered local expenditures for Highway Maintenance and Administration, Highway Construction, Road Related Facilities and Other Construction for the local municipalities (2014-2018) provided by the DOR. Please reference **Table J-1**.
2. To account for a degree of variation in local transportation spending projects in a given year by municipalities, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of local transportation expenditures.
3. To account for projected revenues needed over the life of this plan, it was assumed that local transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2 percent (provided by WisDOT) was applied to the 2014-2018 annual average expenses for each municipality and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table J-2**.

**Table J-1: Historic Expenditures for Fond du Lac MPO Municipalities
(Dollars) (2014 – 2018)**

Municipality	2018	2017	2016	2015	2014	5-Year Average
C Fond du Lac						
Highway Maintenance & Adm.	4,642,988	3,947,400	4,317,200	4,224,100	4,459,300	
Highway Construction	5,233,492	1,206,400	1,608,200	1,855,900	2,077,100	
Road Related Facilities	3,713,296	3,261,700	4,269,800	4,720,900	3,780,200	
Other Transportation	1,897,742	2,006,200	3,052,000	1,735,500	1,614,700	
Total Local Transportation Expenditures	15,487,518	10,421,700	13,247,200	12,536,400	11,931,300	12,724,824
T Black Wolf (Winnebago Co)						
Highway Maintenance & Adm.	180,343	129,900	125,600	181,100	203,700	
Highway Construction	0	0	0	0	0	
Road Related Facilities	6,936	3,500	5,300	7,400	4,700	
Other Transportation	0	2,800	3,200	34,500	1,600	
Total Local Transportation Expenditures	187,279	136,200	134,100	223,000	210,000	178,116
T Eden						
Highway Maintenance & Adm.	183,047	200,900	165,000	256,500	232,900	
Highway Construction	0	0	0	0	0	
Road Related Facilities	1,341	1,300	1,400	1,300	1,200	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	184,388	202,200	166,400	257,800	234,100	208,978
T Empire						
Highway Maintenance & Adm.	152,997	150,800	293,400	144,400	174,700	
Highway Construction	148,907	98,700	106,700	83,200	124,900	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	301,904	249,500	400,100	227,600	299,600	295,741
T Fond du Lac						
Highway Maintenance & Adm.	459,807	309,900	145,800	347,400	603,200	

Municipality	2018	2017	2016	2015	2014	5-Year Average
Highway Construction	0	0	668,700	0	0	
Road Related Facilities	9,061	14,200	13,000	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	468,868	324,100	827,500	347,400	603,200	514,214
T Friendship						
Highway Maintenance & Adm.	156,045	220,300	261,100	194,400	279,800	
Highway Construction	0	0	0	0	0	
Road Related Facilities	6,551	6,600	6,600	6,500	5,200	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	162,596	226,900	267,700	200,900	285,000	228,619
T Taycheedah						
Highway Maintenance & Adm.	513,122	257,300	392,700	386,500	296,200	
Highway Construction	0	1,100	0	0	0	
Road Related Facilities	1,378	1,300	1,300	1,100	1,200	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	514,500	259,700	394,000	387,600	297,400	370,640
V Eden						
Highway Maintenance & Adm.	26,979	63,200	24,900	77,200	78,500	
Highway Construction	0	0	0	0	0	
Road Related Facilities	21,770	15,200	16,500	13,600	15,200	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	48,749	78,400	41,400	90,800	93,700	70,610
V North Fond du Lac						
Highway Maintenance & Adm.	843,160	546,800	752,000	751,800	592,400	
Highway Construction	542,095	261,700	220,500	42,200	367,200	
Road Related Facilities	69,635	66,400	63,500	89,100	57,700	
Other Transportation	44,311	43,800	37,600	31,800	30,900	
Total Local Transportation Expenditures	1,499,201	918,700	1,073,600	914,900	1,048,200	1,090,920

Municipality	2018	2017	2016	2015	2014	5-Year Average
Fond du Lac County						
Highway Maintenance & Adm.	10,181,531	5,763,200	6,093,900	6,180,100	6,189,900	
Highway Construction	853,630	2,604,900	1,745,000	113,600	513,900	
Road Related Facilities	574,802	917,500	1,061,400	1,002,700	767,100	
Other Transportation	2,336,859	0	0	0	0	
Total Local Transportation Expenditures	13,946,822	9,285,600	8,900,300	7,296,400	7,470,900	9,380,004
MPO total	32,801,825	22,103,000	25,452,300	22,482,800	22,473,400	
5-Year Average Total						25,062,665

Source: Wisconsin Department of Revenue (2014 – 2018)

Table J-2: Total Local Expenditures and Projected Local Revenues (Dollars)

	2014-2018 Annual Average	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2050
C Fond du Lac	12,277,060	65,753,038	73,670,564	82,541,463	92,480,535	103,616,400	116,093,170	157,908,969
T Black Wolf (Winnebago Co)	179,400	960,824	1,076,520	1,206,147	1,351,383	1,514,107	1,696,425	2,307,464
T Eden	215,280	1,152,989	1,291,824	1,447,376	1,621,659	1,816,928	2,035,710	2,768,956
T Empire	289,120	1,548,459	1,734,913	1,943,819	2,177,881	2,440,126	2,733,949	3,718,695
T Fond du Lac	468,300	2,508,104	2,810,113	3,148,487	3,527,606	3,952,376	4,428,294	6,023,329
T Friendship	228,780	1,225,292	1,372,833	1,538,140	1,723,352	1,930,866	2,163,368	2,942,595
T Taycheedah	316,280	1,693,921	1,897,891	2,126,422	2,382,471	2,669,352	2,990,777	4,068,030
V Eden	74,980	401,575	449,930	504,108	564,809	632,819	709,019	964,401
V North Fond du Lac	1,010,340	5,411,143	6,062,715	6,792,745	7,610,681	8,527,106	9,553,881	12,995,110
Fond du Lac County	7,891,560	42,265,334	47,354,633	53,056,750	59,445,477	66,603,490	74,623,421	101,502,160
Total Local Expenditures	22,951,100	122,920,680	137,721,937	154,305,459	172,885,853	193,703,571	217,028,013	295,199,710
Projected Local Revenues	22,951,100	122,920,680	137,721,937	154,305,459	172,885,853	193,703,571	217,028,013	295,199,710

Source: ECWRPC (2020)

WisDOT Expenditures/Revenues

The estimated long range financial need for WisDOT MPO expenditures was calculated using the following steps:

1. Gathered preservation and expansion project expenditures from the MPO's TIP (2021-2024-year of expenditure dollars) provided by ECWRPC. Please reference **Table 1**.
2. To account for a degree of variation in local transportation spending projects in a given year by WisDOT, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of WisDOT MPO transportation expenditures.
3. To account for projected revenues needed over the life of this plan, it was assumed that WisDOT transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 1.78 percent (provided by WisDOT) was applied to the 2021-2024 annual average expenses and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table J-3**.

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Expenditures/Revenues

The estimated long range financial need for FHWA and FTA MPO expenditures was calculated using the following steps:

1. Gathered federal expenditures from the MPO's TIP (2021-2024) provided by ECWRPC. Please reference **Table 2**.
2. To account for projected revenues needed over the life of this plan, it was assumed that FHWA and FTA transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2.0 percent (provided by WisDOT) was applied to the 2014-2018 annual average expenses and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table J-3**.

Table J-3: Total State and Federal Expenditures and Projected Revenues (Dollars)

	2010-2014 annual average	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2050
WisDOT	5,977,800	32,015,687	35,870,795	40,190,107	45,029,522	50,451,665	56,526,705	76,887,157
FHWA	8,852,600	45,608,729	47,935,232	50,380,411	52,950,318	55,651,316	58,490,093	74,139,699
FTA	1,053,000	5,425,072	5,701,805	5,992,654	6,298,340	6,619,619	6,957,286	8,818,777
Total Expenditures	15,883,400	83,049,488	89,507,832	96,563,172	104,278,180	112,722,600	121,974,083	159,845,633
Total Projected Revenues	15,883,400	83,049,488	89,507,832	96,563,172	163,526,837	112,722,600	121,974,083	159,845,633

Source: Transportation Improvement Program (2010 – 2014)

Note: Using the assumptions outlined within this chapter, the Fond du Lac MPO (over the life of the LRTP at a 35 year horizon) will utilize approximately **\$455,045,342** in funding sources/revenues from local municipalities (\$295,199,710), (\$76,887,157) from WisDOT, (\$74,139,699) from FHWA and (\$8,818,777) from FTA. As forecasting needs into the future are relatively uncertain, it will be important to revisit funding calculations when this plan is updated on a five year basis (2020 will be the next update to this plan).

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