

Transportation Improvement Program

Fond du Lac Urbanized Area

2023



Approved - October 5, 2022



East Central Wisconsin
Regional Planning Commission
ECWRPC

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TRANSPORTATION IMPROVEMENT PROGRAM

FOND DU LAC URBANIZED AREA

- 2023 -

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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 – 2023

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

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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 2023-2026 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 2023 through 2026; for transit assistance programs, 2023 and 2024.

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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 Fond du Lac 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 Bipartisan Infrastructure Law (BIL) and 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 2023 to 2026. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by Fond du Lac MPO Technical Advisory Committee (TAC) 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 – <https://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 Programming of Projects.



**TRANSPORTATION IMPROVEMENT
PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

The Bipartisan Infrastructure Law (BIL) was signed into law on November 15, 2021 and supersedes the Fixing America's Surface Transportation (FAST) Act. The BIL, FAST Act, 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. BIL 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 the FAST Act, MAP-21, TEA-21 and SAFETEA-LU. Additional areas of challenge under BIL 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, FAST Act, and BIL 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; it 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, Fast Act, and subsequently BIL 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 2027 are considered future year projects (illustrative). The MPO and WisDOT agreed 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

Administrative Modification

- Schedule
 - Changing the implementation schedule for projects within the first four years of the TIP. Provided that the change does not trigger a redemonstration of fiscal restraint.
- Scope
 - Changing the 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 5309 programs.

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided via email on September 4, 2022 requesting candidate projects to be identified. On September 4, 2022, a legal notice was published in the Fond du Lac daily paper identifying a review and comment period from September 4 to October 4, 2022. It is anticipated that the MPO Technical Advisory Committee on October 5, 2022 would act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO policy board at its October 5, 2022 meeting. Documentation of the TIP published public involvement notice will be included in Appendix F. Need to include if there are any public responses received.

Project Review for Eligibility

Projects submitted must be included in a locally adopted Capital Improvements Program and are reviewed for consistency with long-range 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

The BIL retains the majority of the highway program structure from the FAST Act legislation, while retaining the 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. Programs include:

Federal-Aid Highway Programs

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

Federal-Aid Transit Programs

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

Following is a list of the categorical programs included in the BIL and 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	TAP
Carbon Reduction Program	CRP
Office of the Commissioner of Railroads	OCR
Transit	
Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310	
Elderly & Disabled	Section 5310

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

Prioritization of STBG-Urban Projects

The only categorical program that the MPO prioritizes is the Surface Transportation Block Grant (STBG) program in each of the urbanized areas. The four-year program, 2023-2026, itemized in the listing this year includes the 2023 through 2026 projects that were submitted by the local entities. Include here that one project was selected by the Policy Board for the 2023-2026 program cycle.

The allocation of STBG funds for (fiscal year) 2023-2027 is approximately \$1,142,448 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. 2023-2026 project candidates are evaluated using the project approval prioritization system created for the first TIP and continued on each subsequent year. 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 are 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 1), 2) and 3) 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 1), 2), and 3) are averaged and rounded to the nearest integer.)

1. **Spacing.**

Score	5	No alternative parallel route available
	3	Adjacent parallel routes 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. (Scores of criteria a), b), and c) are averaged and rounded to the nearest integer.)

- 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

2023-2027 allocations resulted in staff recommending funding for two projects in the Fond du Lac Urbanized Area. The Village North Fond du Lac Minnesota Avenue project was selected during the STBG 2026-2027 Biennium cycle. This project was selected by the action of the Policy Board for the Fond du Lac Urbanized Area on November 10, 2021.

The BIL Funding for STP-Urban 2023-2026 solicitation cycle resulted in the Fond du Lac County CTH VV project being selected. This project was selected by the action of the Policy Board for the Fond du Lac Urbanized Area on July 13, 2022.

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, 2026-2027. 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 2023 through 2026.

2023 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 (443-23-001). 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: 2023, 2024, 2025, and 2026.

Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing
2023-2026

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

(\$000)

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

Responsible Agency Primary Jurisdiction	Project Description	Type of Cost	2023				2024				2025				2026			
			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.	921	458	526	1905	939	511	532	1982	958	521	538	2017	852	531	644	2027
	Paratransit	Contr.	95	54	58	207	96	54	55	205	97	55	54	206	98	55	54	207
	Capital Projects	Purch.	882	0	221	1103	101	0	25	126	102	0	26	128	104	0	26	130
	Section 5307	TOTAL	1898	512	805	3215	1136	565	612	2313	1157	576	618	2351	1054	586	724	2364
WisDOT Fond du Lac	I 41/Fond Du Lac-Oshkosh	DESIGN																0
	Town Line Rd Overpass BRRHB	ROW																0
	1150-74-71	CONST	909	227	0	1136				0				0				0
443-19-028	NHPP .002 m (P)	TOTAL	909	227	0	1136	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Lamartine	Townline Road	DESIGN				0				0				0				0
	W Branch Fond Du Lac River Bridge	ROW				0				0				0				0
	3822-02-00, 71 BRRPL	CONST				0	923	0	231	1154				0				0
443-20-015	STBG 0 miles (P)	TOTAL	0	0	0	0	923	0	231	1154	0	0	0	0	0	0	0	0
WisDOT T of Empire	CTH T	DESIGN				0				0				0				0
	Taycheedah Creek Bridge B-20-0019	ROW				0				0				0				0
	4840-00-00, 71 BRRPL	CONST				0	350	0	112	462				0				0
443-20-016	STBG-BR 0 miles (P)	TOTAL	0	0	0	0	350	0	112	462	0	0	0	0	0	0	0	0
WisDOT T of Empire	CTH T	DESIGN				0				0				0				0
	Taycheedah Creek Bridge B-20-0020	ROW				0				0				0				0
	4840-01-00, 71 BRRPL	CONST				0	391	0	123	514				0				0
443-20-017	STBG 0 miles (P)	TOTAL	0	0	0	0	391	0	123	514	0	0	0	0	0	0	0	0
WisDOT V of North Fond Du Lac	McKinley Street	DESIGN				0				0				0				0
	Mosher Creek Bridge	ROW				0				0				0				0
	4986-00-58, 59 BRRPL	CONST				0	316	0	79	395				0				0
443-20-018	STBG 0 miles (P)	TOTAL	0	0	0	0	316	0	79	395	0	0	0	0	0	0	0	0
WisDOT C of Fond du Lac	Promen Drive	DESIGN				0				0				0				0
	Lakeside Park Lagoon	ROW				0				0				0				0
	4986-00-56, 57 BRRPL	CONST				0				0	776	0	611	1387				0
443-20-019	STBG 0 miles (P)	TOTAL	0	0	0	0	0	0	0	0	776	0	611	1387	0	0	0	0
WisDOT C of Fond du Lac	CTH VV	DESIGN				0				0				0				0
	CTH V to Martin Avenue	ROW				0				0				0				0
	4831-05-00, 71 RECST	CONST				0	1186	0	1185	2371				0				0
443-20-020	STBG .53 miles (P)	TOTAL	0	0	0	0	1186	0	1185	2371	0	0	0	0	0	0	0	0
WisDOT	Preventative Maint. National Highway	DESIGN				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST				0				0				0				0
443-21-001	NHPP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH Preventative Maint. Connecting Highway	DESIGN				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST				0				0				0				0
443-21-002	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Transportation Improvement Program – 2023
Fond du Lac Urbanized Area

WisDOT	Enhancements Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0					
443-21-003	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0					
WisDOT	Safety Funds Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0					
443-21-004	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0					
WisDOT	Rail/Hwy Xing Safety Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0					
443-21-005	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0					
WisDOT	Hwy Safety Improvement Program (HSIP) Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0					
443-21-006	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0					
WisDOT	RR Xing STP protective devices Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0					
443-21-007	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0					
WisDOT	OCR Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0					
443-21-008	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0					
WisDOT Fond du Lac	I 41/CTH D- WIS 26 Fond du Lac - Oshkosh 1100-52-71 RESURF	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	24904 24904	6226 6226	0 0	31130 31130	0 0	0 0					
443-21-015	NHPP 15.57 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0					
WisDOT Fond du Lac	V North Fond Du Lac, Minnesota Ave Chapleau St. to Anne St. 4986-00-64, 65 RECST	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1070 1070	0 0	314 314	1384 1384	0 0	0 0					
443-22-016	STBG FFY 2022 Approved by FDL MPO STBG .26 miles	TOTAL	0	0	0	0	0	0	0	0	0	0	0					
WisDOT Fond du Lac	C Fond Du Lac, West Scott Street CTH 000 Overpass B-20-0058 1100-57-00 BRRHB	DESIGN ROW CONST TOTAL	0.9 0 0 0	0.1 0 0 0	0 0 0 0	1 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0					
443-23-001	Expecting Project Approval Before TIP Approval NHPP .012 miles	TOTAL	0.9	0.1	0	1	0	0	0	0	0	0	0					
		CONST TOTAL	909 910	227 227	0 0	1136 1137	3166 3166	0 0	1730 1730	4896 4896	25680 26750	6226 6226	611 925	32517 33901	0 0	0 0	0 0	0 0
	Preservation Subtotal		910	227	0	1137	3166	0	1730	4896	26750	6226	925	33901	0	0	0	0
	Expansion Subtotal		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Table 2: Fond du Lac Urbanized Area, 2023-2026
Summary of Federal Funds Programmed and Available
(\$000)

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

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2023	2024	2025	2026	2023	2024	2025	2026
Federal Highway Administration								
National Highway Performance Program	\$ 910	\$ -	\$ 24,904	\$ -	\$ 910	\$ -	\$ 24,904	\$ -
Surface Transportation Program								
Fond du Lac Urbanized Area	\$ -	\$ 2,816	\$ 1,846	\$ -	\$ -	\$ 2,816	\$ 1,846	\$ -
Surface Transportation Program								
State Flexibility	\$ -	\$ 350	\$ -	\$ -	\$ -	\$ 350	\$ -	\$ -
Highway Safety Improvement Program (HSIP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Alternatives Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programmed Expenditures	\$ 910	\$ 3,166	\$ 26,750	\$ -	\$ 910	\$ 3,166	\$ 26,750	\$ -
* Annual Inflation Factor 1.89%	\$ 17	\$ 60	\$ 506	\$ -	\$ 17	\$ 60	\$ 506	\$ -
Estimated Need with Inflation Factor	\$ 927	\$ 3,226	\$ 27,256	\$ -	\$ 927	\$ 3,226	\$ 27,256	\$ -
Federal Transit Administration								
Section 5307 Operating	\$ 921	\$ 939	\$ 958	\$ 852	\$ 921	\$ 939	\$ 958	\$ 852
Section 5307 Capital	\$ 882	\$ 101	\$ 102	\$ 104	\$ 882	\$ 101	\$ 102	\$ 104
Programmed Expenditures	\$ 1,803	\$ 1,040	\$ 1,060	\$ 956	\$ 1,803	\$ 1,040	\$ 1,060	\$ 956
* Annual Inflation Factor 1.89%	\$ 34	\$ 20	\$ 20	\$ 18	\$ 34	\$ 20	\$ 20	\$ 18
Estimated Need with Inflation Factor	\$ 1,837	\$ 1,060	\$ 1,080	\$ 974	\$ 1,837	\$ 1,060	\$ 1,080	\$ 974
Section 5310	\$ -	\$ -	-not yet programmed-		\$ -	\$ -	-not yet programmed-	
Section 5311	\$ -	\$ -	-not yet programmed-		\$ -	\$ -	-not yet programmed-	

* BIL and 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 2021
Fond du Lac Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2021				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Fond du Lac	WIS 23/Taft Rd. - CTH P	DESIGN				0			
	Fond du Lac - Plymouth	ROW				0			
	1440-15-78 RECST	CONST	3628	907	0	4535		X	
443-15-018	FLX 16.81 m. (P)	TOTAL	3628	907	0	4535			
WisDOT C of Fond du Lac	USH 45/W Johnson St	DESIGN				0			
	Pioneer Rd MISC	ROW				0			
	1440-40-71	CONST	1067	164	62	1293	X		
443-19-030	HSIP .089 m. (P)	TOTAL	1067	164	62	1293			
WisDOT Fond du Lac	I 41 / SCL - USH 151	DESIGN				0			
	Resurface	ROW				0			
	1100-50-00, 71	CONST	8826	981	0	9807		X	
443-13-011	FLX 7.23 m. (P)	TOTAL	8826	981	0	9807			
WisDOT C of Fond du Lac	Military Rd. / Superior - Western	DESIGN				0			
	RECST	ROW				0			
	4986-00-24, 25	CONST	1616	0	3455	5071		X	
443-19-009	STBG 0.659 m. (P)	TOTAL	1616	0	3455	5071			
WisDOT Fond du Lac	USH 151, Waupun-Fond du Lac	DESIGN	457	114	0	571			
	SCL - CTH D	ROW				0			
	1420-30-00 PSRS30	CONST				0		X	
443-22-017	NHPP 13.77 miles (P)	TOTAL	457	114	0	571			
WisDOT Fond du Lac	IH 41, Fond du Lac - Oshkosh	DESIGN	0	207	0	207			
	USH 151 - CTH D	ROW				0			
	1100-56-00 PSRS30	CONST				0		X	
443-22-018	NHPP 2.269 miles (P)	TOTAL	0	207	0	207			

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APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fond du Lac Urbanized Area - Candidate Project Listing (2023-2027)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2023				2024				2025				2026				2027 + Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Fond du Lac <i>Illustrative</i>	USH 45/Scott - NCL	DESIGN				0				0				0				0				0
	Resurface	ROW				0				0				0				0				0
	4110-28-71	CONST				0				0				0				0	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 Fond du Lac <i>Illustrative</i>	USH 41 / FdL - Osh	DESIGN				0				0				0				0				0
	CTH D - STH 26 Resurface	ROW				0				0				0				0				0
	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
WisDOT Fond du Lac 443-21-018	I 41 / CTH D - WIS 26	DESIGN				0				0				0				0				0
	Fond du Lac-Oshkosh	ROW				0				0				0				0				0
	1100-52- RESURF	CONST				0				0				0				0	25000	6000	0	31000
	NHPP 15.57 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25000	6000	0	31000
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH V/CTH K-National Ave	DESIGN				0				0				0				0	0	0	120	120
	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	120	120
		CONST				0				0				0				0	0	0	3000	3000
	Local 1.50 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3240	3240
Fond du Lac Co Fond du Lac <i>Illustrative</i>	Mascoutin Valley Trail Extension	DESIGN				0				0				0				0				0
	CTH VV-CTH VVV	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1500	1500
	Local 0.25 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH T/STH 23-Esterbrook	DESIGN				0				0				0				0	0	0	200	200
	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	200	200
		CONST				0				0				0				0	0	0	2800	2800
	Local 1.5 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3200	3200
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH T/USH 151 Overpass-National	DESIGN				0				0				0				0	0	0	150	150
	Reconstruction, 4-lane, urban	ROW				0				0				0				0	0	0	300	300
		CONST				0				0				0				0	0	0	3000	3000
	Local 2.0 m. (E)	TOTAL	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3450	3450
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K/USH 151-CTH V	DESIGN				0				0				0				0				0
	Reconstruction, 4-lane, urban	ROW				0				0				0				0				0
		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 Fond du Lac <i>Illustrative</i>	CTH N (Kinker Rd)/CTH RP-USH 45	DESIGN			100	100				0				0				0				0
	Reconstruct	ROW				0			150	150				0				0				0
		CONST				0				0				0				0	0	0	2500	2500
		TOTAL	0	0	100	100	0	0	150	150	0	0	0	0	0	0	0	0	0	0	2500	2500
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH N (Kinker Rd)	DESIGN				0				0				0				0				0
	Railroad Overpass	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	10000	10000
	Local 0.1 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10000	10000

Transportation Improvement Program – 2023
Fond du Lac Urbanized Area

Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K/ USH 151 south .75 mi Reconstruction Local .75 m. (P)	DESIGN ROW CONST TOTAL	50 50 50 50 0 0 0 100 100	0 0 1750 1750 0 0 1750 1750	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K/ Wis 23 north .5 mi Reconstruction, Rural Local 0.5 m. (P)	DESIGN ROW CONST TOTAL	50 50 50 50 0 0 0 100 100	50 50 50 50 0 0 0 100 100	0 0 1500 1500 0 0 1500 1500	0 0 0 0 0 0 0	0 0 0 0 0 0 0	130 130 100 100 1500 1500 0 0 1730 1730
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH VV/ Old Pioneer Rd - Martin Ave. Reconstruct, Urban Local 0.1 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 100 100 290 290 2500 2500 0 0 2890 2890
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH V / Rienzi Road De Neveu Creek Bridge BRRPL Local 0.1 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 200 200 30 30 1400 1400 0 0 1630 1630
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K Taycheedah Creek Bridge BRRPL Local 0.1 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 200 200 30 30 1320 1320 0 0 1550 1550
WisDOT Fond du Lac <i>Illustrative</i>	C Fond Du Lac, Forest Ave. East Branch Fond du Lac River Bridge 4986-00-63 BRRPL STBG .018 miles	DESIGN ROW CONST TOTAL	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 1945 0 486 2431 1945 0 486 2431

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects
Fond du Lac Urbanized Area

Project Evaluation (Criteria) - Performance Measures/Score

Fond du Lac STBG 2026-2027 biennium Available Funding for the Fond du Lac MPO: \$1,142,448				Plan Consistency Score	Preserves Existing System Score	Capacity Score	Safety Average Score	Multimodal Score	Planned Programming Score	Total Score	Total Project Cost	Federal Dollars Awarded	Local Match Required
Municipality	Roadway	To	From										
Village of N. Fond du Lac	Minnesota Ave.	Chapleau St.	Anne St.	0	1	3	2	5	5	16	\$1,492,925	\$1,142,448 (76.5%)	\$350,477
Fond du Lac BIL FFY 23-26 Available Funding for the Fond du Lac MPO: \$3,060,444				5	5	3	5	5	0	23	\$5,020,600	\$3,060,444 (61.0%)	\$1,960,156
Municipality	Roadway	To	From										
Fond du Lac County	CTH VV	Woodbind Park Rd.	Old Pioneer Rd.										

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APPENDIX B

FEDERAL TRANSIT OPERATING & CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fond du Lac urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. The combined total of state and federal transit operating subsidies equaled 60% in 2022. 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 suballocates funding from the FTA Section 5339 Bus and Bus Facilities formula program based on capital requests from the state's transit systems. These annual grants have provided the much-needed support to meet capital needs. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain and enhance transit's infrastructure. Fond du Lac Area Transit will receive three (3) new Gillig 29' buses in early February 2023. We hope to replace the remaining four buses in 2024 and 2025.

Currently operating under the BIL, the transportation bill has increased Transit's annual operating funding, but remains limited due to local match requirements. 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.

Fond du Lac Area Transit is aware of two applicants 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. Brooke Industries also has a vehicle planned for delivery in 2023. 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 2023-2026 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2023 0	Jan-Dec 2024 0	Jan-Dec 2025 0	Jan-Dec 2026 0
Operating Assistance/ Section 5307	FDLAT					
Directly Operated-Fixed Route Expenses			\$2,170	\$2,213	\$2,257	\$2,302
Revenues			265	268	270	275
Deficit			1905	1945	1987	2027
Federal Share w/CARES/ARPA		443-23-002	921	902	928	852
State Share			458	511	521	531
Other Local			316	322	328	335
Municipal Local Share			210	210	210	309
Purchased Transp.-Paratransit	FDLAT					
Expenses			\$277	\$280	\$286	292
Revenues			70	75	80	85
Deficit			207	205	206	207
Federal Share		443-23-003	95	96	97	98
State Share			54	54	55	55
Contract Local			32	32	32	32
Municipal Local Share			26	23	22	22
Capital Projects			2023	2024	2025	2026
Section 5307 & 5339 Funds						
Standard 30' Transit Bus Replacements (2)	FDLAT					
Federal Share		443-23-004	880			
Local Share			220			
Section 5339						
Small Bus Replacement	FDLAT	443-23-005	123	126	128	130
Radio System	FDLAT	443-23-006	40			
Total Cost:			\$1,223	\$126	\$128	\$130
Federal Share:			1010	101	102	104
Local Share:			350	25	26	26

**Table B-2: 2023 Paratransit Projects
Fond du Lac Urbanized Area**

2023	ADA	County E & D Specialized	TOTAL
Annual Estimated Trips	8,000	12,000	20,000
Trip Costs	\$277,000	\$300,000	\$577,000
Farebox Revenues	\$70,000	\$0	\$70,000
Deficit	\$207,000	\$300,000	\$507,000
	TIP # 443-23-007	TIP # 443-23-008	
Federal Share	\$79,100	\$114,600	\$193,700
State Share	\$45,100	\$65,400	\$110,500
Village Contribution	\$32,000	\$0	\$32,000
Total Local Share	\$50,800	\$120,000	\$170,800

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

	2023	2024	2025	2026	2027
Operating Expenses					
Fixed Route	\$1,480,047	\$1,509,648	\$1,539,841	\$1,570,638	\$1,602,050
Jobtrans	109,000	111,180	113,404	115,672	117,985
School Tripper	64,000	65,280	66,912	68,585	70,299
Paratransit	279,507	285,097	290,799	296,615	302,547
Non-ADA E&D Transit	300,000	306,000	312,120	318,362	324,730
Total Operating Expenses	\$2,232,554	\$2,277,205	\$2,323,076	\$2,369,872	\$2,417,612
Revenue					
Farebox Revenue	\$236,000	\$280,000	\$285,600	\$291,312	\$297,138
Other Revenue	30,000	30,000	30,000	30,000	30,000
Total Revenue	\$266,000	\$310,000	\$315,600	\$321,312	\$327,138
Funding					
Federal (including CARES ACT)	\$1,182,590	\$1,206,242	\$1,230,367	\$1,254,974	\$1,241,967
State	449,000	460,225	471,731	483,524	495,612
NFDL Contribution	44,000	44,440	44,884	45,333	45,787
County Finance Plan	80,844	81,653	82,469	83,294	84,127
Total Funding	\$1,756,434	\$1,792,560	\$1,829,451	\$1,867,125	\$1,867,493
Tax Levy					
Operating Local share	\$210,120	\$213,925	\$218,091	\$222,453	\$222,981
	\$2,232,554	\$2,316,485	\$2,363,142	\$2,410,890	\$2,417,612
Capital					
Federal	\$132,000	\$102,000	\$104,040	\$106,120	\$108,240
Local	33,000	25,500	26,010	26,530	27,060
Total Capital Expenses (1*)	\$165,000	\$127,500	130,050	\$132,650	135,300
OPERATING STATISTICS					
No. of Buses	7	7	7	7	7
No. of Employees (2*)	11	11	11	11	11
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	\$1.84	\$2.05	\$2.04	\$2.01	\$1.99
Operating Ratio (Rev/Exp)	0.80	0.80	0.80	0.80	0.78
Cost per Vehicle Mile	8.94	9.12	9.30	9.49	9.68
Cost per Passenger	14.80	14.80	14.67	14.28	13.93
Cost per Vehicle Hour	118.40	120.77	123.19	125.65	128.16
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 2023-2026 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 2022. 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 2023, our intergovernmental agreement listed an annual cost of \$277,000. The financial capacity table reflects operating statistics based on fixed route costs only. A recent study conducted by the Wisconsin Department of Transportation shows that bus and paratransit costs yield three times the savings to consumers and the Wisconsin economy.

Revenue Trends

In January 2012 the basic cash fare was increased to \$1.50 and the senior/disabled fare became \$.75. The student cash fare rose at the same time to \$1.25. Adult tokens sell for 10/\$13.00 and student tokens are 10/\$11.00. The fare on Handi-Van, Fond du Lac Area Transit's complementary paratransit service was increased to \$3.00 in January 2012. 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, Fond du Lac Transit saw major declines in ridership numbers. As of August 2020, ridership numbers are at approximately 45% of norm.

Paratransit Ridership

Paratransit Ridership (including ADA and non-ADA service) is projected to be approximately 34,000 for 2023 if ridership returns to pre-pandemic levels. 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 2024.

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 4, 2022

Dear Transportation Provider:

Enclosed is a link to the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2023. 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 4, 2022. The document can be viewed at the following website:

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

Sincerely,



Tanner Russell
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**

Policy Board Membership		
Voting Members		
City of Fond du Lac	Community Development Director	Dyann Benson, Chair
City of Fond du Lac	Director of Public Works	Paul DeVries, Vice Chair
City of Fond du Lac	City Manager	Joe Moore
City of Fond du Lac	Council President	Patrick Mullen
Fond du Lac County	County Executive	Sam Kaufman
Fond du Lac County	Highway Commissioner	Tom Janke
Village of North Fond du Lac	Village Administrator	Nick Leonard
Township Representative (representing all Towns)	Chairperson	Jim Pierquet
WisDOT, NE Region	Deputy Director	Scott Nelson
Non-Voting Members		
Fond du Lac County (Alternate)	Director of Land Information	Terry Dietzel
City of Fond du Lac (Alternate)	City Engineer	Chris Johnson
Village of North Fond du Lac (Alternate)	Director of Public Works	Mitch Vis
East Central Wisconsin Regional Planning Commission	MPO Director	Melissa Kraemer Badtke
WisDOT, NE Region (Alternate)	Planning Unit Supervisor	Jenny Nelson/ Nick Weber
WisDOT Central Office	MPO Liaison	Matt Schreiber
Federal Highway Administration	Team Lead, Senior Planner	Mary Forlenza

**FOND DU LAC AREA METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE**

Technical Advisory Committee Membership		
Voting Members		
City of Fond du Lac	Director of Public Works	Paul DeVries, Chair
City of Fond du Lac	Community Development Director	Dyann Benson, Vice Chair
City of Fond du Lac	City Engineer	Chris Johnson
Fond du Lac Area Transit	Transit Manager	Lynn Gilles
Fond du Lac County	Director of Land Information	Terry Dietzel
Fond du Lac County	Highway Engineer	Ryan Sommer
Village of North Fond du Lac	Director of Public Works	Mitch Vis
Non-Voting Members		
Fond du Lac County (Alternate)	County Planner	John Scopelliti
Town of Empire	Chairperson	Jim Pierquet
Town of Taycheedah	Chairperson	Joseph Thome
Town of Fond du Lac	Chairperson	Robert Giese
Town of Friendship	Chairperson	Jeff Meisenburg
Fond du Lac County Airport	Airport Manager	James Thomas
East Central Wisconsin Regional Planning Commission	MPO Director	Melissa Kraemer Badtke
WisDOT, NE Region	Local Program Manager	Alex Dums
WisDOT, Central Office	MPO Liaison	Matt Schreiber
Federal Highway Administration	Team Lead, Senior Planner	Mary Forlenza

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
U.S. Army Corps of Engineers
U.S. Coast Guard
Wisconsin Bureau of Aeronautics

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September 4, 2022

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 – 2023.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. The Bipartisan Infrastructure Law (BIL) and 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 - 2023*** (TIP). This document will be under a 30-day public review period from September 4, to October 4, 2022. 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:

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

Please direct any comments or concerns to:

Tanner Russell
East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
Email: trussell@ecwrpc.org

Sincerely,

Tanner Russell
Associate Transportation Planner



APPENDIX D

SUMMARY OF PROCEEDINGS

PLACEHOLDER

August/Sept. 2022 Summary of Proceedings will be inserted at later date.

Summary of proceedings from Aug/Sept. Technical Advisory Committee – Recommend Draft
TIP for public review

October 2022 Summary of Proceedings will be inserted at later date.

Summary of proceedings from October Technical Advisory Committee & Policy Board –
Approval of the 2023 FDL TIP

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APPENDIX E
MPO RESOLUTION OF
ADOPTION

RESOLUTION 12-22

APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA, 2023

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 Bipartisan Infrastructure Law (BIL) and 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 - 2023.

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.

Effective October 5, 2022

Submitted To: Fond du Lac MPO Policy Board

Prepared By: Tanner Russell, Associate Transportation Planner



Ms. Dyann Benson, Chair, Policy Board
Fond du Lac Metropolitan Planning Organization



Signature Attested by:
East Central Wisconsin Regional
Planning Commission



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

**NOTICE OF PUBLIC REVIEW OPPORTUNITY
TO REVIEW THE TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
FOR THE FOND DU LAC METROPOLITAN
PLANNING ORGANIZATION – 2023**

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Fond du Lac MPO, has prepared a draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area – 2023. This publication of the TIP includes projects that will receive federal or state funding to complete the projects and are located within the Fond du Lac Metropolitan Planning Organization. The TIP will coordinate local, state and federal programs to meet federal metropolitan planning regulations that include provisions for a formal TIP amendment process.

Comments regarding the 2023 TIP will be accepted until October 4, 2022. If you would like more information about the 2023 Transportation Improvement Program for the Fond du Lac Metropolitan Planning Organization, and a detailed listing of projects, please visit our Web Site at <https://www.ecwrpc.org/public-review/> or contact the East Central Wisconsin Regional Planning Commission (920)751-4770.

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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:

NOTICE OF PUBLIC REVIEW OPPORTUNITY

TO REVIEW THE TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) FOR
THE FOND DU LAC METROPOLITAN
PLANNING ORGANIZATION - 2023

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Fond du Lac MPO, has prepared a draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area - 2023. This publication of the TIP includes projects that will receive federal or state funding to complete the projects and are located within the Fond du Lac Metropolitan Planning Organization. The TIP will coordinate local, state and federal programs to meet federal metropolitan planning regulations that include provisions for a formal TIP amendment process.

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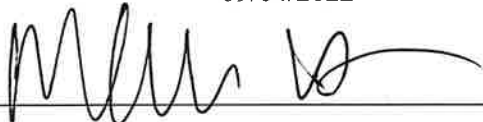
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Account Number: GWM-N5251

Order Number: 0005400552

Total Ad Cost: \$23.31

Published Dates: 09/04/2022



Legal Clerk

State of Wisconsin

County of Brown

Subscribed and sworn to before on September 4, 2022



Notary Public State of Wisconsin, County of Brown

5.15.23

My Commission Expires

of Affidavits 1

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Notary Public
State of Wisconsin

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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 – 2023*.

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 2023 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2020 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2023 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2023 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 2020 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 Fond du Lac County. 13.4 percent of the population of Fond du Lac County consider themselves to be a minority population. **Map G-4** illustrates the 2020 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 5.4 percent of the total population of Fond du Lac County. **Map G-5** illustrates the 2020 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2023 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 2020 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 2023 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 2020 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 2023 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.

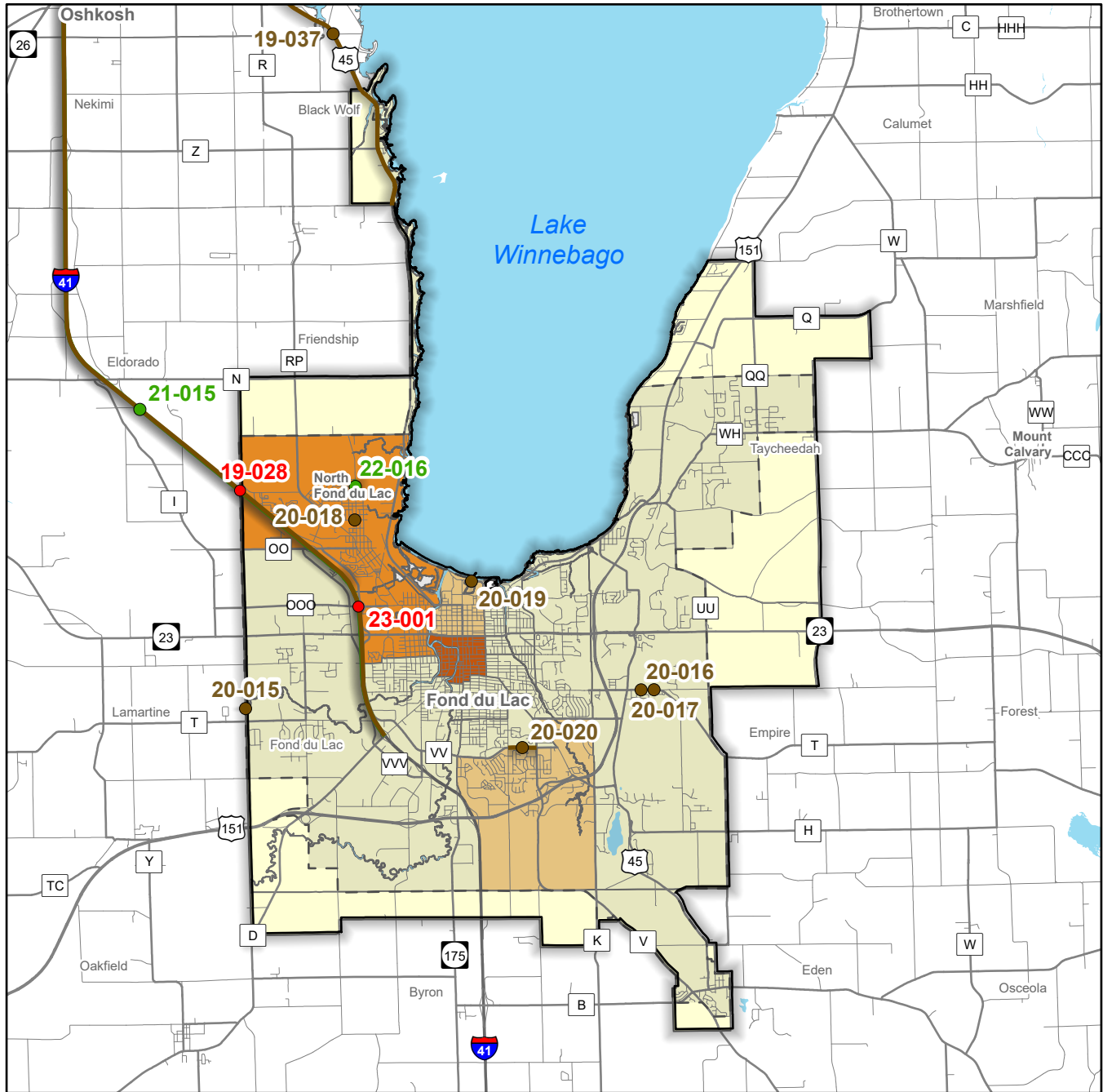
Map G-8 depicts 2020 distribution of households with at least one car in the Fond du Lac MPO area by census tract. This analysis is included with transit fixed routes and 2023 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

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

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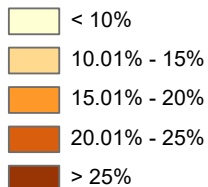
Map G-1

Fond du Lac Metropolitan Planning Organization TIP Projects (2023 - 2026) and Percent of Population Below Poverty Level (American Community Survey 2016-2020)

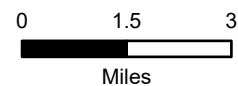
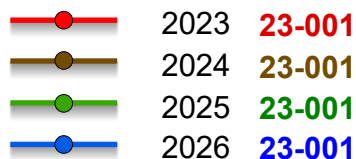


□ Planning Area Boundary
 □ Urbanized Area Boundary

Population Below Poverty Level



TIP Project Year and Number



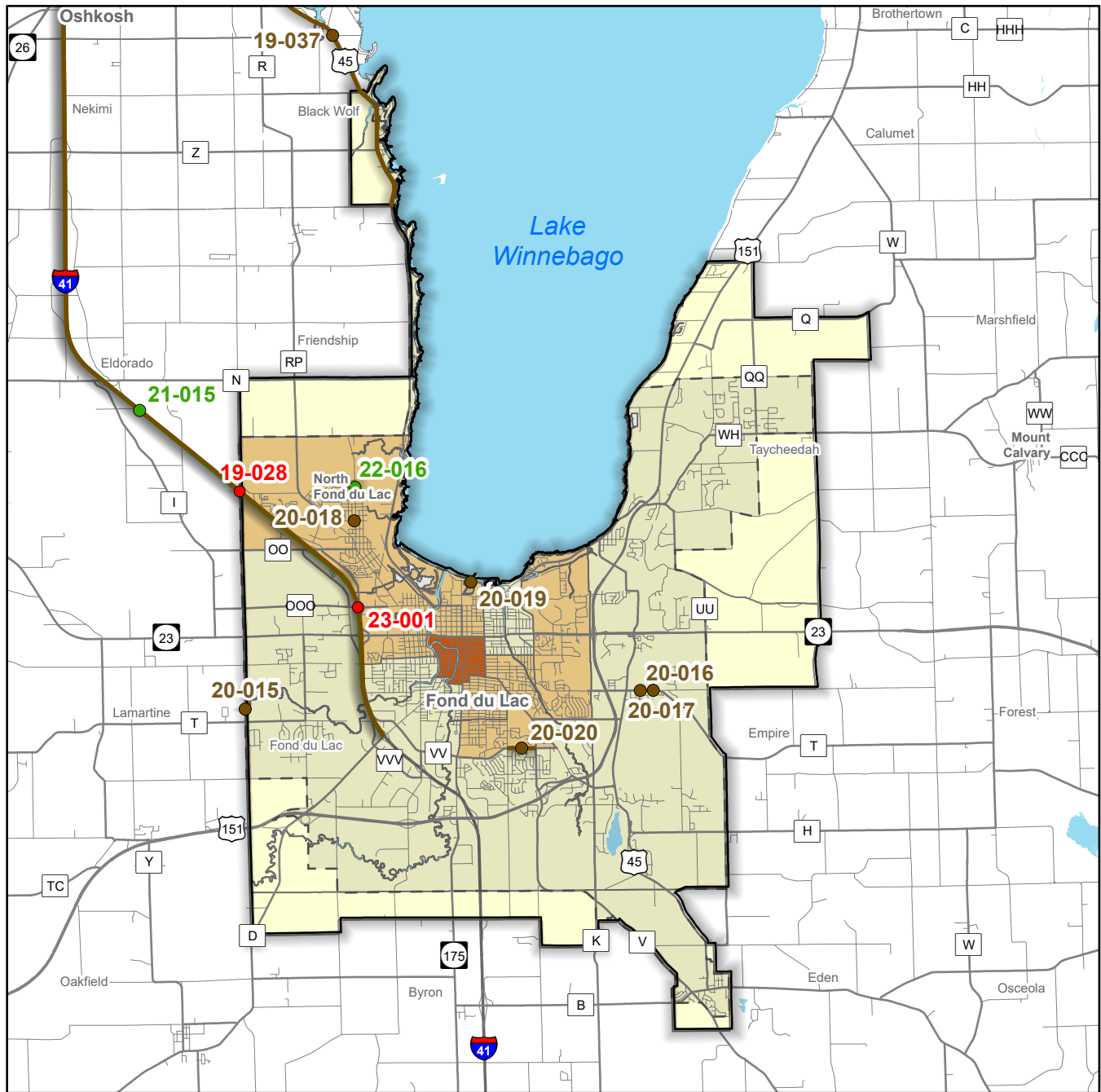
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Map G-2

Fond du Lac Metropolitan Planning Organization TIP Projects (2023 - 2026) and Household Income Less than \$25,000 per Year (American Community Survey 2016-2020)



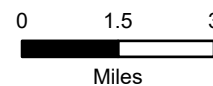
- Planning Area Boundary
- Urbanized Area Boundary

Household Income Less than \$25,000

- < 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- > 60.01%

TIP Project Year and Number

- 2023 23-001
- 2024 23-001
- 2025 23-001
- 2026 23-001

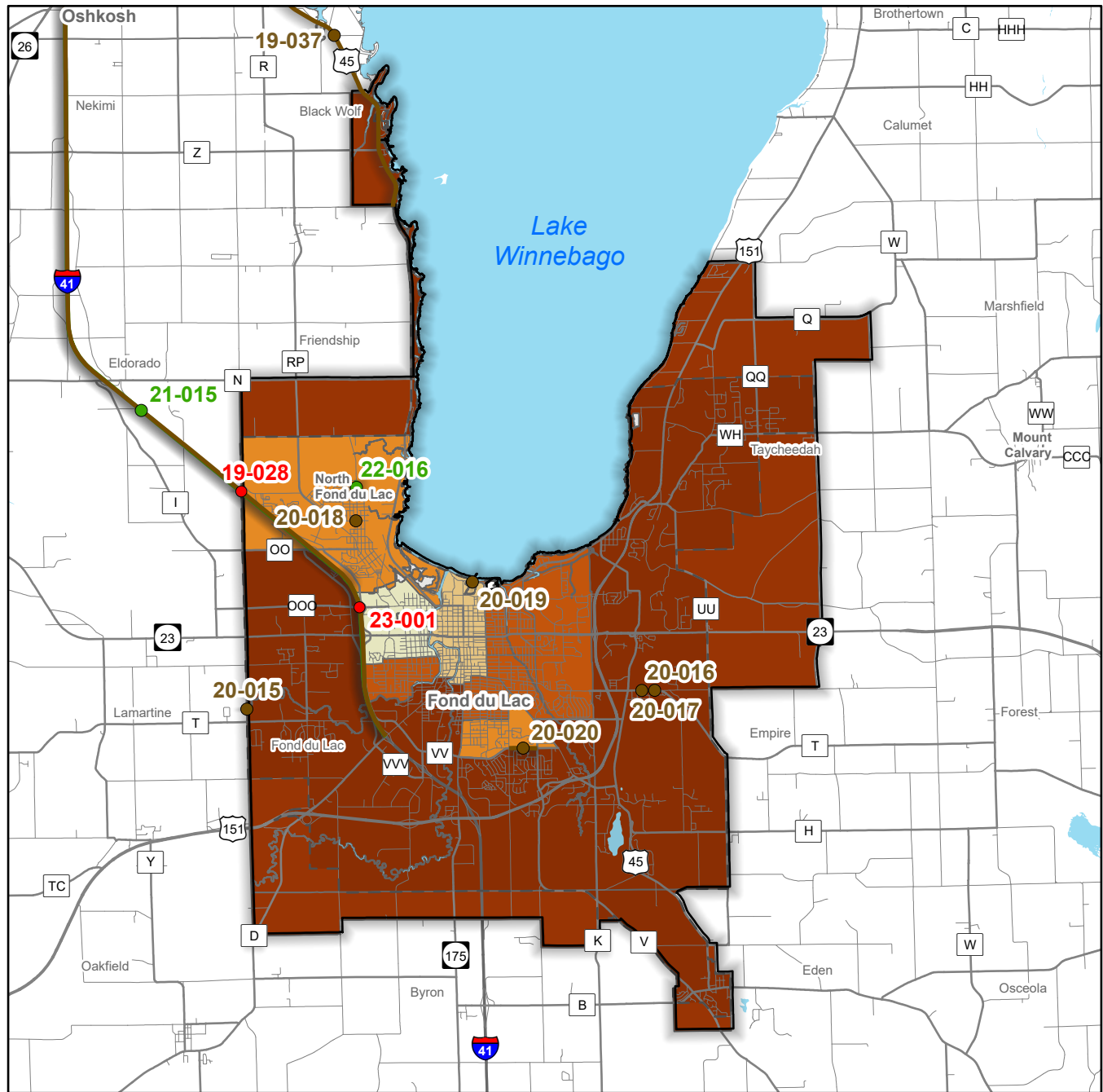


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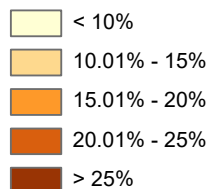


Map G-3 Fond du Lac Metropolitan Planning Organization TIP Projects (2023 - 2026) and Household Income Greater than \$100,000 per Year (American Community Survey 2016-2020)

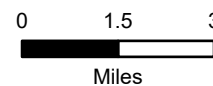


- Planning Area Boundary
- Urbanized Area Boundary

Household Income Greater than \$100,000



TIP Project Year and Number

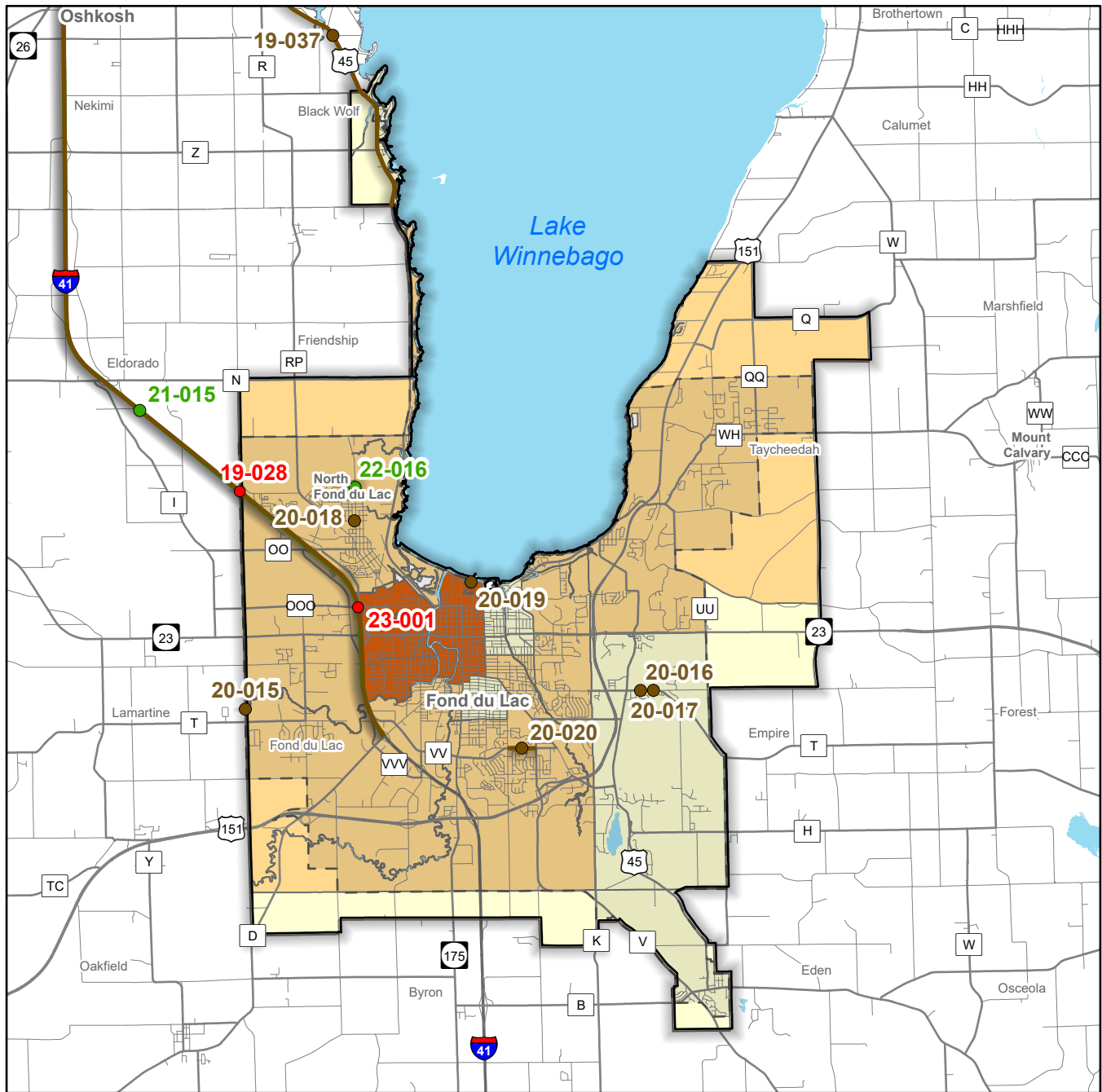


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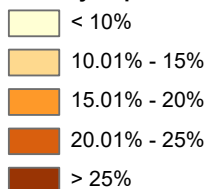


Map G-4 Fond du Lac Metropolitan Planning Organization TIP Projects (2023 - 2026) and Percent Minority Population (American Community Survey 2016-2020)

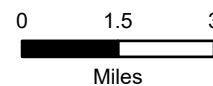
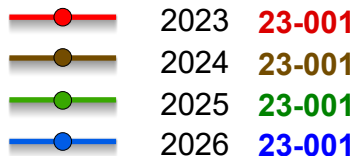


- Planning Area Boundary
- Urbanized Area Boundary

Minority Population



TIP Project Year and Number

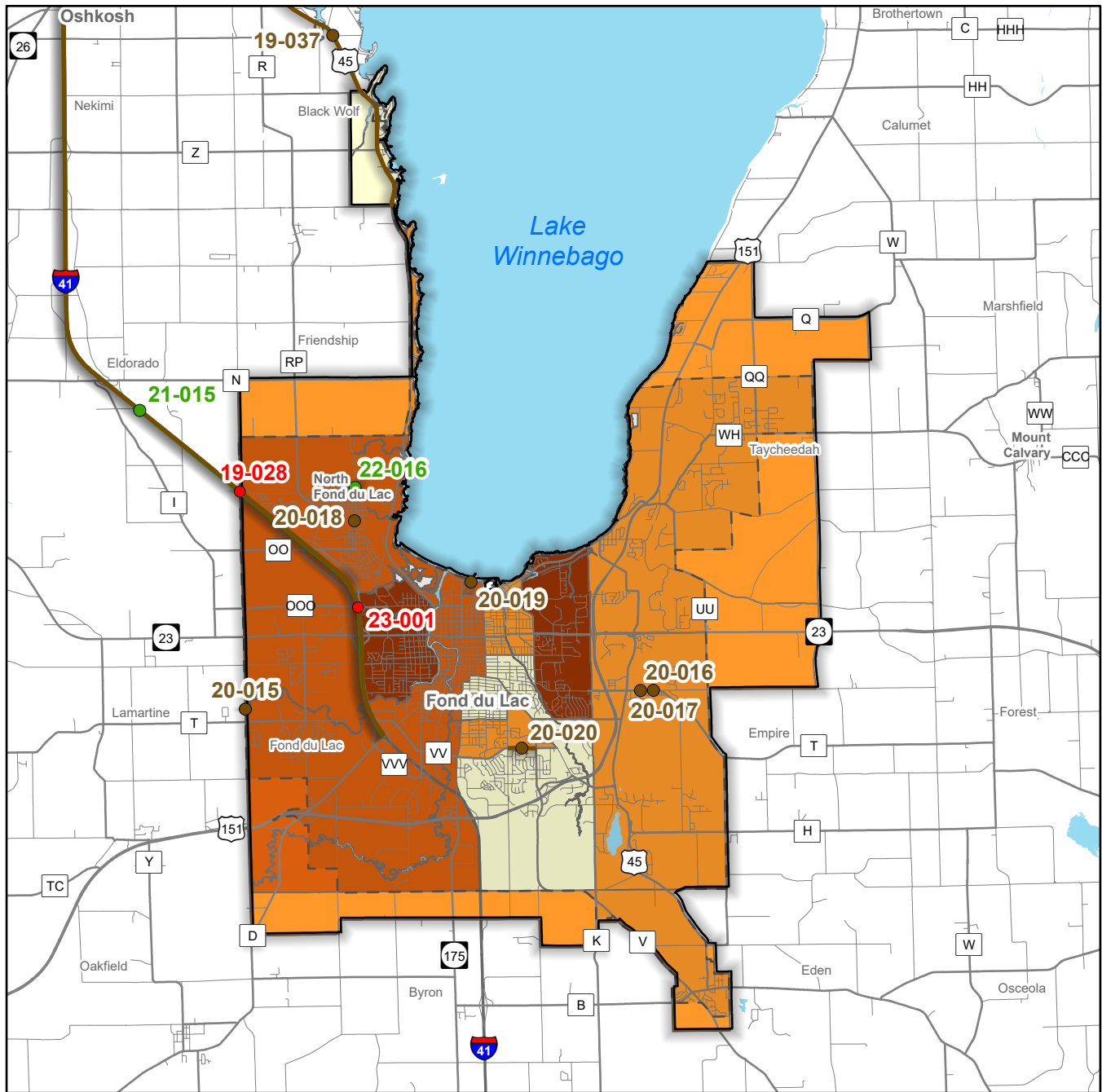


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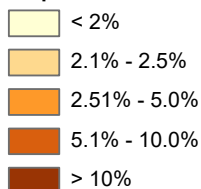


Map G-5 Fond du Lac Metropolitan Planning Organization TIP Projects (2023 - 2026) and Percent Hispanic or Latino Population (American Community Survey 2020)

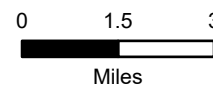
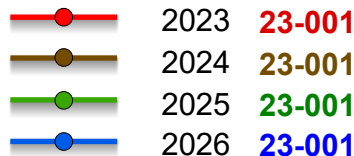


□ Planning Area Boundary
 □ Urbanized Area Boundary

Hispanic or Latino Population



TIP Project Year and Number



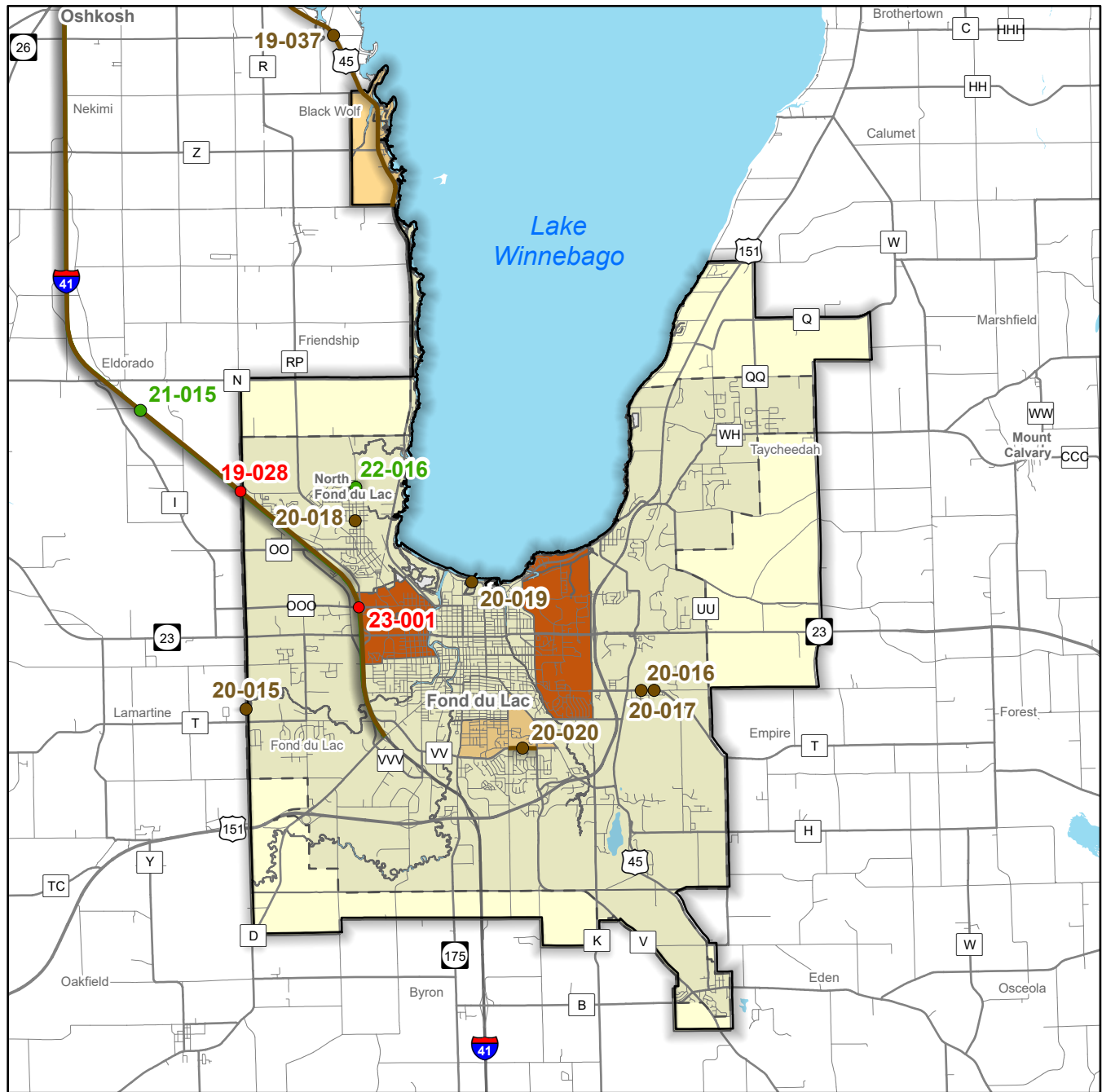
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Map G-6

Fond du Lac Metropolitan Planning Organization TIP Projects (2023 - 2026) and Percent of Population with Limited English (American Community Survey 2020)



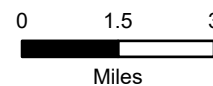
- Planning Area Boundary
- Urbanized Area Boundary

Limited English Population

- < 2%
- 2.01% - 2.5%
- 2.51% - 5.0%
- 5.01% - 10.0%
- > 10%

TIP Project Year and Number

- 2023 23-001
- 2024 23-001
- 2025 23-001
- 2026 23-001



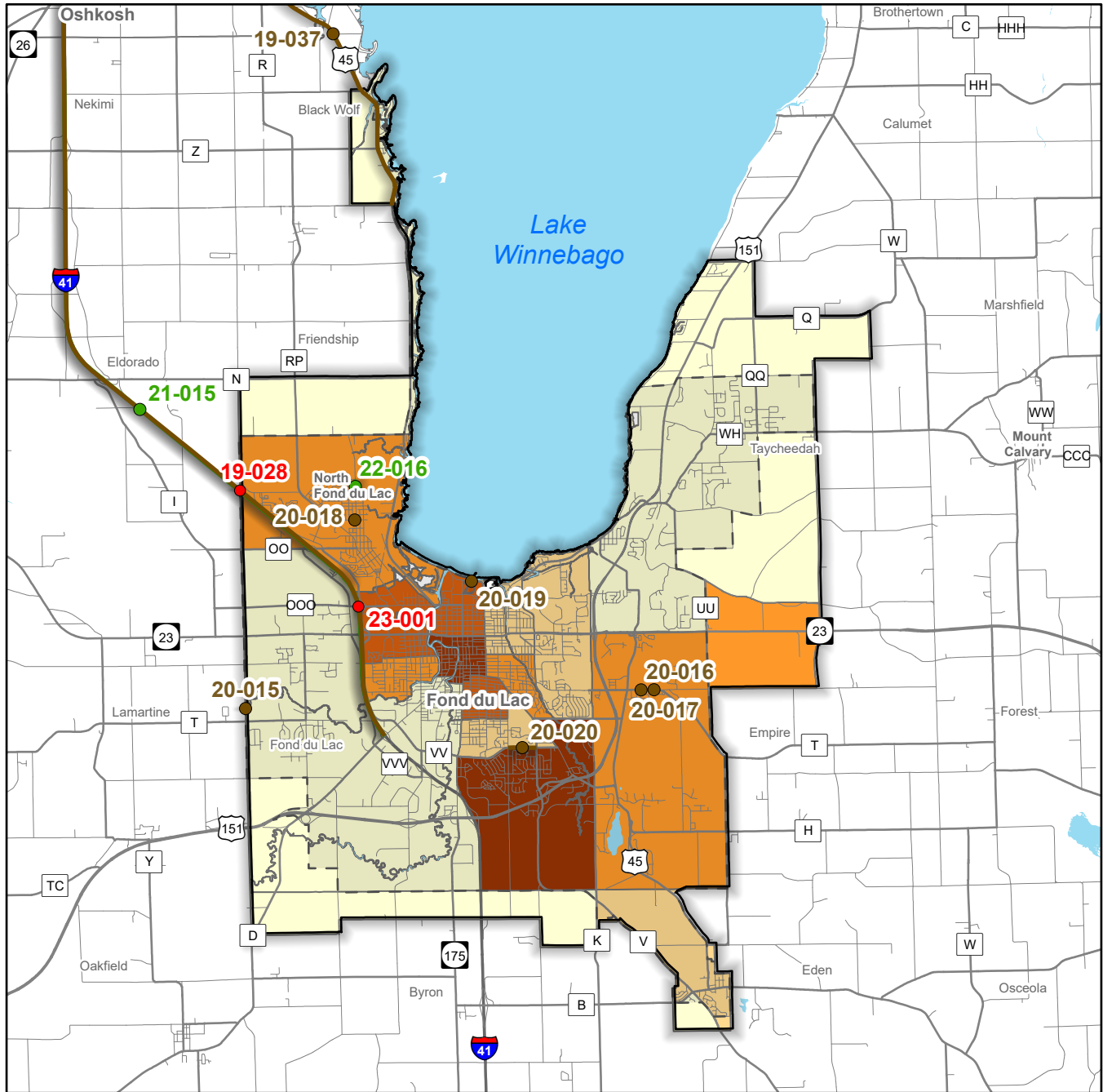
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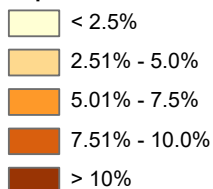
Map G-7

Fond du Lac Metropolitan Planning Organization TIP Projects (2023 - 2026) and Percent of Population Without Vehicle Access (American Community Survey 2020)

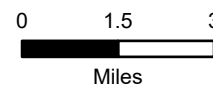
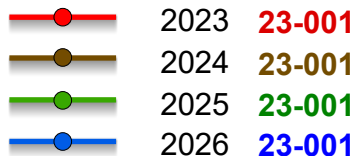


- Planning Area Boundary
- Urbanized Area Boundary

Population Without Vehicle Access



TIP Project Year and Number

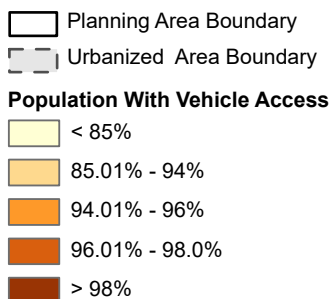
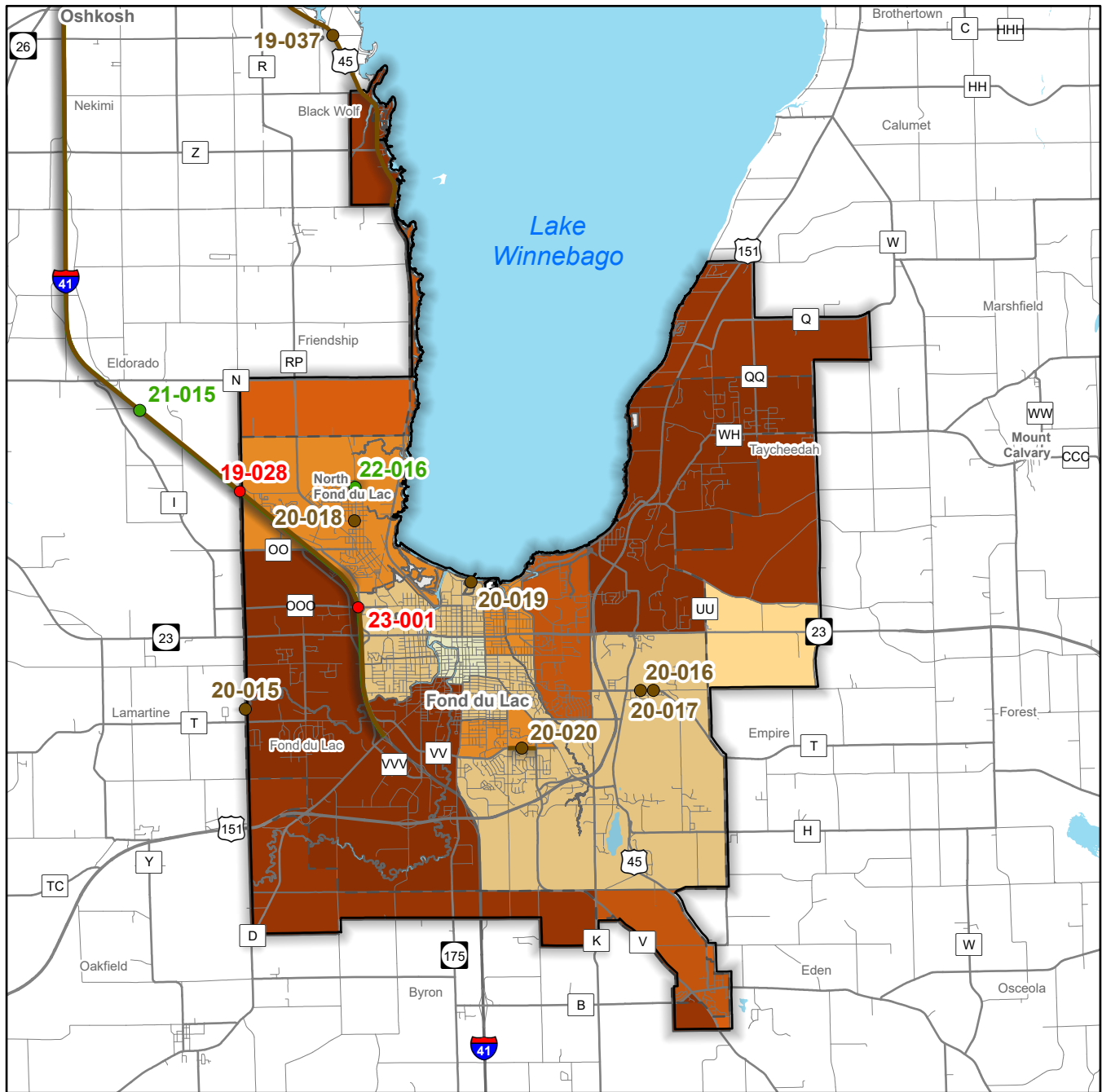


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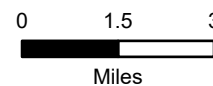
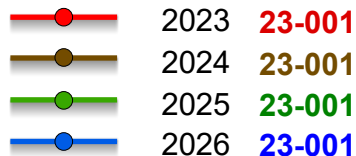
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Map G-8 Fond du Lac Metropolitan Planning Organization TIP Projects (2023 - 2026) and Household Access to a Car (American Community Survey 2016-2020)



TIP Project Year and Number



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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM & STP-URBAN ELIGIBLE ROADWAYS

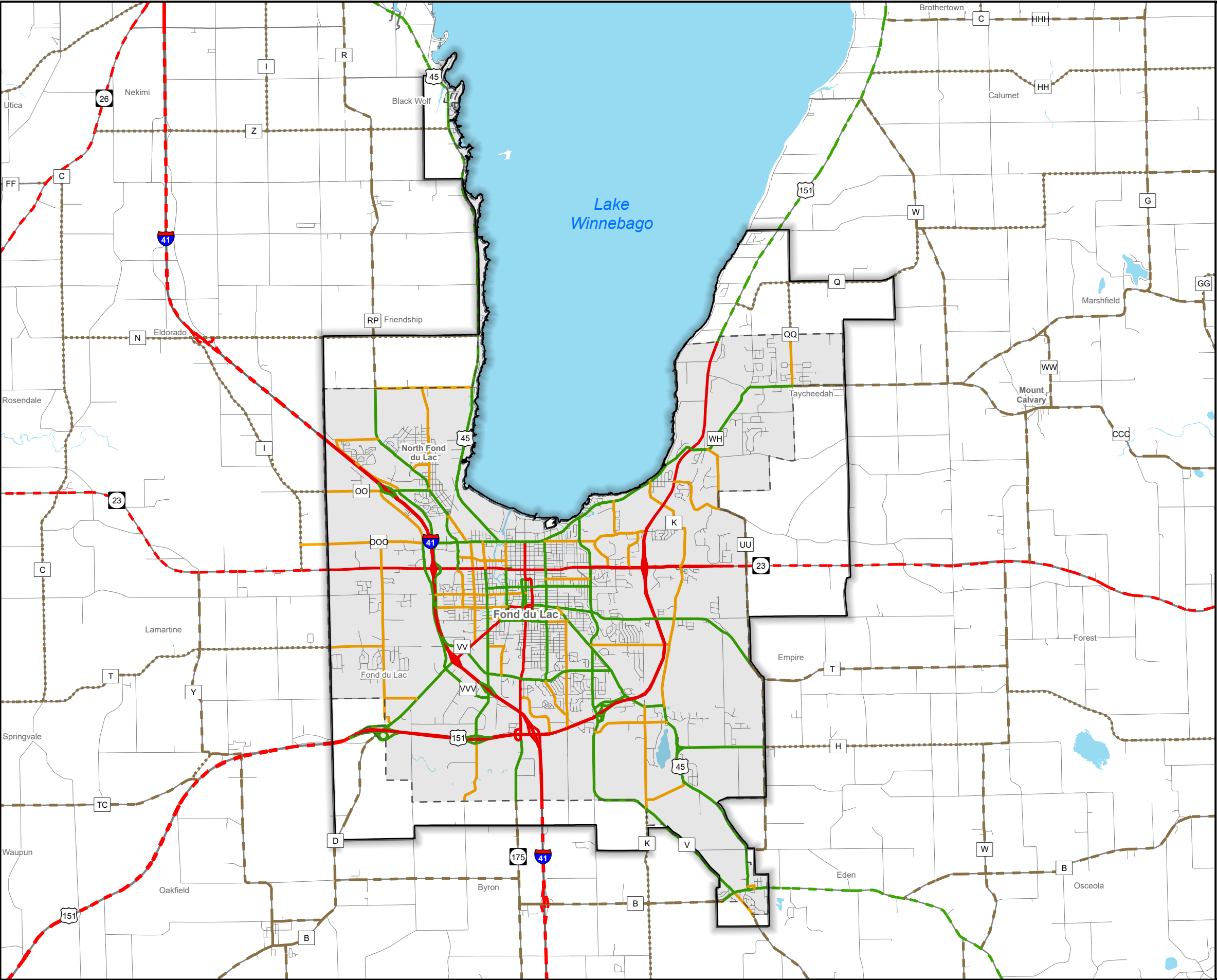
FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

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

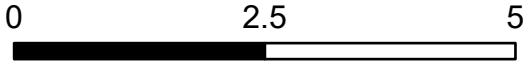
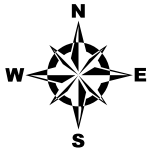
Map H - 1 shows the Fond du Lac urbanized area.

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Map H-1 Fond du Lac Metropolitan Planning Organization Functional Classification System 2021

- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Local
- Planning Area Boundary
- Urbanized Area Boundary



Scale in Miles

Source:
Base data provided by Fond du Lac County 2021.
Functional Classification System provided by WisDOT/
ECWRPC 2021.
MPO data provided by WisDOT/ECWRPC 2010.

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Prepared OCTOBER 2022 by:





APPENDIX I

PERFORMANCE MEASURES

PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

As part of the latest federal transportation bills, BIL, FAST Act, and MAP-21, , 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 Bipartisan Infrastructure Law (BIL).

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 requirement as a part of the federal MAP-21 transportation legislation and was continued in BIL. 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, 2020 and can be viewed at the following link to the MPO website.

<https://www.ecwrpc.org/wp-content/uploads/2021/07/LRTP-FDL-2020.pdf>

Performance measures for the Fond du Lac MPO Area were also in part developed out of aligning similar recommendations/strategies from the Fond du Lac Long Range Transportation Plan. There are strong similarities between the objectives outlined in 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 – 2022 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 2023 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, 2022. The WisDOT targets are:

- Number of fatalities < 587.2 (599.2 – 2017-2021 baseline average)
- Rate of fatalities < 0.937 per 100 million vehicle miles traveled (VMT) (0.956 – 2017-2021 baseline average)
- Number of serious injuries < 3,044.3 (3,107.2 – 2017-2021 baseline average)
- Rate of serious injuries < 4.857 per 100 million VMT (4.956 – 2017-2021 baseline average)
- Number of non-motorized fatalities and non-motorized serious injuries < 364.0 (371.4 – 2017-2021 baseline average)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 5, 2022. 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 2023 HSIP targets.

LINK OF INVESTMENTS TO PERFORMANCE MEASURES

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

ANALYSIS OF SAFETY PROJECTS IN THE TIP

Highway Safety Improvement (HSIP) Projects

There are no Highway Safety Improvement Program (HSIP) projects scheduled in the Fond du Lac Urbanized Area in the four-year program (2023-2026).

Major Reconstruction Projects

The 2023-2026 TIP contains one major 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.

There are also a number of bridge reconstruction projects within the Fond du Lac Urbanized Area in the 2023-2026 four-year program. These projects include the W. Branch of the Fond du Lac River Bridge (Townline Rd.), two Taycheedah Creek Bridges (both on CTH T), Mosher Creek Bridge (McKinley St.), and Lakeside Park Lagoon (Promen Dr.).

Surface Transportation Block Grant Program – Urban Projects

The 2023-2026 TIP contains two projects that are programmed for construction in the Fond du Lac MPO. The Village of North Fond du Lac project on Minnesota Ave. from Chapleau St. to Anne St. will be constructed in fiscal year 2026. The existing pavement is a rural cross-section in need of repair because of failing base conditions that underlay the roadway. The proposed project is to reconstruct Minnesota Ave. with an urban cross-section to include bicycle and pedestrian accommodations, curb and gutter, and storm sewer.

The Fond du Lac County project on CTH VV (Pioneer Rd.) from Woodbind Park Rd. to Old Pioneer Rd. will also be constructed in fiscal year 2026. The existing pavement is a rural cross-section in need of repair because of significant cracking, surface deterioration, and inadequate turn lanes. The proposed project is to reconstruct CTH VV with an urban cross-section to include bicycle and pedestrian accommodations, curb and gutter, storm sewer, improved signals, and a connection 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 over 150 schools that participate. This program is funded through the Transportation Alternatives Program (TAP). Funding is used to provide pedestrian and bicycle safety education and programs. One of the programs is the Walking School Bus program. Fond du Lac has one of the most active Walking School Bus Programs in the region. Our staff are working with the Fond du Lac School District and local municipalities and the County to update their local Safe Routes to School Action Plan in 2023.

SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES

BIL/ Fast Act/ MAP-21 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 Area Transit has not completed 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 as shown in Table B-4:

Table B-4: Asset Goals and Condition
Rolling Stock – Acceptable percentage of revenue vehicle fleet that is past its useful life

Performance Measure	FDLAT Fleet Quantity	FDLAT 2022 Fleet Past Useful Life (%)	WisconsinDOT 2023 TAM Target (%)
AO- Automobile	0	0	77
BU- Bus	7	44	44
CU- Cutaway	6	47	47
MV- Minivan	0	0	51
VN- Van	*6	0	27

*Non-ADA vehicles. City does not own.

Facility Targets

WisDOT evaluated the condition of the facilities in its sponsored TAM plan FTA's Transit Economic Requirements Model (TERM).as a guide. This scale has the following values:

- 5 – Excellent • 4 – Good • 3 – Adequate • 2 – Marginal • 1 – Poor

Facility – Acceptable percentage of facilities that are rated below a “3” on the TERM guide

Performance Measure	2021 Performance (%)	2022 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.

Public Transit Agency Safety Plan (PTASP)

The Moving Ahead for Progress in the 21st Century (MAP-21) Act granted the Federal Transit Administration (FTA) with authority to establish and enforce a comprehensive regulatory framework to oversee the safety of public transportation throughout the United States. As a component of this safety oversight framework, Fond du Lac Transit was required to develop and implement a Public Transit Agency Safety Plan (PTASP).

As part of the PTASP requirement, Fond du Lac Transit established safety performance targets. The target data is shared with the MPO (ECWRPC) to integrate into the TIP and other planning processes. Fond du Lac Transit's performance targets related to safety are shown below and on Table B-5.

GOAL 1: SMS TO REDUCE CASUALTIES/OCCURRENCES

Fond du Lac Area Transit will utilize a safety management systems framework to identify safety hazards, mitigate risk and reduce casualties and occurrences resulting from transit operations.

1. Objective/Outcome:
Reduce the number of transit related fatalities
 - a. *Metric: Number of fatalities per specified passenger miles traveled*
 - b. *Baseline: 0*
 - c. *Target: 0*
2. Objective/Outcome:
Reduce the number of transit related injuries
 - a. *Metric: Number of injuries per specified passenger miles traveled*
 - b. *Baseline: 2*
 - c. *Target: 1*
3. Objective/Outcome:
Increase assessment and analysis of existing personnel, equipment and procedures to identify and mitigate any potential safety hazards

- a. *Metric: Number of safety audits, inspections, or assessments completed per specified period of time*
 - b. *Baseline: 1 per year*
 - c. *Target: 1 per year*
4. Objective/Outcome
Develop a corrective action plan and mitigation strategies to address identified hazards
- a. *Metric: Percent of corrective action strategies complete per specified period of time*
 - b. *Baseline: 3 per year*
 - c. *Target: 4 per year*

GOAL 2: CULTURE

Fond du Lac Area Transit will foster agency-wide support for transit safety by establishing a culture where management is held accountable for safety and everyone in the organization takes an active role in securing transit safety.

1. Objective/Outcome:
Establish a dedicated staff person as the Transit Agency Safety Officer to manage the agency's transit safety program
 - a. *Metric: Number of years of transit safety experience*
 - b. *Baseline: 5 years*
 - c. *Target: 5 years*
2. Objective/Outcome:
Establish regular transit safety meetings comprised of staff at varying levels, including executives, officers, managers, operators and maintenance personnel
 - a. *Metric: Number of meetings per specified period of time or number of meetings per incidents/occurrences*
 - b. *Baseline: 3 per year*
 - c. *Target: 3 per year*
3. Objective/Outcome:
Develop and promote a Non-Punitive Reporting Policy
 - a. *Metric: Percent of staff receiving Non-Punitive Reporting Policy*
 - b. *Baseline: 100%*
 - c. *Target: 100%*
4. Objective/Outcome:
Increase the reporting of near miss occurrences and incidents that would otherwise go unreported

- a. *Metric: Number of near miss occurrences/incidents reported per specified passenger-miles traveled or per specified period of time*
 - b. *Baseline: 3 per year*
 - c. *Target: 4 per year*
5. Objective/Outcome:
Increase employee safety training opportunities and attendance
 - a. *Metric: Number of employee safety training hours completed per specified period of time*
 - b. *Baseline: 6 hours per year*
 - c. *Target: 8 hours per year*
6. Objective/Outcome:
Increase safety material distributed amongst employees and the general public
 - a. *Metric: Number of manuals, newsletters, brochures, posters or campaigns distributed per specified period of time*
 - b. *Baseline: 10 per year*
 - c. *Target: 12 per year*

GOAL 3: SYSTEMS/EQUIPMENT:

Fond du Lac Area Transit will provide a safe and efficient transit operation by ensuring that all vehicles, equipment and facilities are regularly inspected, maintained and serviced as needed.

1. Objective/Outcome:
Reduce the number of vehicle/equipment/facility maintenance issues reported
 - a. *Metric: number of vehicle/equipment/facility maintenance issues reported per specified period of time*
 - b. *Baseline: 5 per month*
 - c. *Target: 6 per month*
2. Objective/Outcome:
Increase scheduled preventative maintenance
 - a. *Metric: Number of preventative maintenance inspections completed per specified period of time or specified vehicle mileage*
 - b. *Baseline: 1 Preventive maintenance per 250 service hours*
 - c. *Target: 1 Preventive maintenance per 250 service hours*

Table B-5: Public Transportation Agency Safety Plan - Targets
Fond du Lac Area Transit - Fixed Route

	Fatalities (total)	Fatalities rate (i.e. per 100K VRM)	Injuries	Injuries rate	Reportable Safety Events	Reportable Safety Events rate	System Reliability (mean distance between major mechanical failures)
2021 Baseline data (most recent available)	0	0	2	1	2	1	5500
2023 Target	0	0	1	0	1	0	5500

Fond du Lac Area Transit - Paratransit

	Fatalities (total)	Fatalities rate (i.e. per 100K VRM)	Injuries	Injuries rate	Reportable Safety Events	Reportable Safety Events rate	System Reliability (mean distance between major mechanical failures)
2021 Baseline	0	0	2	1	2	1	5500
2023 Target	0	0	1	0	1	0	5500

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.

NHS Travel Reliability Targets: (New targets are to be made available in late 2022/early 2023 and will be incorporated into the TIP via Amendment.)

Exhibit A

Wisconsin Department of Transportation NHS Pavement Condition Targets

Measure	Baseline (2016)	2-Year Target (2019)	4-Year Target (2021)	Condition (2020)
Interstate – Percentage pavements in “Good” condition	64.4%	NA	> 45%	66.5%
Interstate – Percentage pavements in “Poor” condition	1.3%	NA	< 5%	0.4%
Non-Interstate NHS – Percentage pavements in “Good” condition	33.3%	≥ 20%	≥ 20%	35.3%
Non-Interstate NHS – Percentage pavements in “Poor” condition	3.7%	≤ 12%	≤ 12%	2.6%

Exhibit B

Wisconsin Department of Transportation NHS Bridge Condition Targets

Measure	Baseline (2016)	2-Year Target (2019)	4-Year Target (2021)	Condition (2020)
Percentage of NHS bridges by deck area in “Good” condition	57.2%	≥ 50%	≥ 50%	51.7%
Percentage of NHS bridges by deck area in “Poor” condition	1.6%	≤ 3%	≤ 3%	1.4%

SETTING TARGETS FOR 2020 – 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	Baseline (2017)	2-Year Target (2019)	4-Year Target (2021)	Condition (2020)
Travel Reliability				
Percent of person-miles traveled that are reliable on the Interstate	97.9%	94.0%	90.0%	99.7%
Percent of person-miles traveled that are reliable on Non-Interstate NHS	93.9%	NA	86.0%	94.2%
Freight Reliability				
Truck Travel Time Reliability Index on the Interstate	1.16	1.40	1.60	1.16

The Fond du Lac MPO Policy Board considered the targets for approval by formal resolution on October 5, 2022. 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 2023 – 2026.

Local Financial Analysis

Local expenditures were gathered for the Fond du Lac MPO municipalities from 2016 to 2020 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 <https://www.revenue.wi.gov/Pages/Report/county-municipal-revenues-expenditures.aspx>. (9/27/21)

- **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 2022-2026 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 (2016-2020) 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 1.89 percent (provided by WisDOT) was applied to the 2016-2020 annual average expenses for each municipality and compounded for each year out to 2026. This data is shown in **Table J-2**.

**Table J-1: Historic Expenditures for Fond du Lac MPO Municipalities
(Dollars) (2016 – 2020)**

Municipality	2020	2019	2018	2017	2016	5-Year Average
C Fond du Lac						
Highway Maintenance & Adm.	5,786,459	4,957,847	4,642,988	3,947,400	4,317,200	
Highway Construction	5,915,473	1,865,664	5,233,492	1,206,400	1,608,200	
Road Related Facilities	3,668,160	3,552,539	3,713,296	3,261,700	4,269,800	
Other Transportation	1,690,057	1,978,900	1,897,742	2,006,200	3,052,000	
Total Local Transportation Expenditures	17,060,149	12,354,950	15,487,518	10,421,700	13,247,200	13,714,303

T Black Wolf (Winnebago Co)						
Highway Maintenance & Adm.	198,596	170,187	180,343	129,900	125,600	
Highway Construction	0	0	0	0	0	
Road Related Facilities	30,431	6,242	6,936	3,500	5,300	
Other Transportation	0	0	0	2,800	3,200	
Total Local Transportation Expenditures	229,027	176,429	187,279	136,200	134,100	172,607

T Eden						
Highway Maintenance & Adm.	153,368	257,619	183,047	200,900	165,000	
Highway Construction	0	0	0	0	0	
Road Related Facilities	1,235	1,343	1,341	1,300	1,400	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	154,603	258,962	184,388	202,200	166,400	193,311

T Empire						
Highway Maintenance & Adm.	146,240	175,252	152,997	150,800	293,400	
Highway Construction	140,170	137,379	148,907	98,700	106,700	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	286,410	312,631	301,904	249,500	400,100	310,109

T Fond du Lac						
Highway Maintenance & Adm.	282,178	302,113	459,807	309,900	145,800	
Highway Construction	0	0	0	0	668,700	
Road Related Facilities	15,221	13,070	9,061	14,200	13,000	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	297,399	315,183	468,868	324,100	827,500	446,610

Municipality	2020	2019	2018	2017	2016	5-Year Average
T Friendship						
Highway Maintenance & Adm.	90,381	363,782	156,045	220,300	261,100	
Highway Construction	0	0	0	0	0	
Road Related Facilities	6,623	6,863	6,551	6,600	6,600	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	97,004	370,645	162,596	226,900	267,700	224,969

T Taycheedah						
Highway Maintenance & Adm.	570,967	516,958	513,122	257,300	392,700	
Highway Construction	0	0	0	1100	0	
Road Related Facilities	1,425	1,564	1,378	1,300	1,300	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	572,392	518,522	514,500	259,700	394,000	451,823

V Eden						
Highway Maintenance & Adm.	27,068	25,101	26,979	63,200	24,900	
Highway Construction	0	800,173	0	0	0	
Road Related Facilities	15,592	17,140	21,770	15,200	16,500	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	42,660	842,414	48,749	78,400	41,400	210,725

V North Fond du Lac						
Highway Maintenance & Adm.	652,366	658,179	843,160	546,800	752,000	
Highway Construction	278,613	60,446	542,095	261,700	220,500	
Road Related Facilities	65,845	71,215	69,635	66,400	63,500	
Other Transportation	46,216	44,000	44,311	43,800	37,600	
Total Local Transportation Expenditures	1,043,040	833,840	1,499,201	918,700	1,073,600	1,073,676

Fond du Lac County						
Highway Maintenance & Adm.	11,467,446	1,122,655	10,181,531	5,763,200	6,093,900	
Highway Construction	305,735	1,612,716	853,630	2,604,900	1,745,000	
Road Related Facilities	606,288	837,005	574,802	917,500	1,061,400	
Other Transportation	1,071,318	22,590,595	233,685	0	0	
Total Local Transportation Expenditures	13,450,787	26,162,971	13,946,822	9,285,600	8,900,300	14,349,296

MPO total	33,233,471	42,146,547	32,801,825	22,103,000	25,452,300	
5-year Average Total						31,147,429

Note: Portions of Jurisdiction may be located outside of the Fond du Lac Urbanized Area boundary
Definitions: **Highway Construction** = Operating revenues and expenditures for constructing roads. **Highway Maint/Admin** = Operating revenues and expenditures for engineering, highway equipment and buildings, and road maintenance. **Road-Related Facilities** – Operating revenues and expenditures for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities. **Other Transportation** = Operating revenues and expenditures for airports, mass transit, docks & harbors, & other transportation facilities.

Source: Wisconsin Department of Revenue (2016 – 2020)

Financial Estimates with Inflation Factors

The Bipartisan Infrastructure Law (BIL) requires that the TIP include inflation factors for financial elements to estimate the cost of projects during their construction years.

- **Expenditure Inflation Rate (currently 1.89%):** This expenditure inflation rate is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates as they are updated annually.
- **Revenue Inflation Rate (currently 2.0%):** The 2.00% yearly increase corresponds with the BIL apportionment 2.00% annual increases.

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

	2016-2020 Annual Average	2023 Projection	2024 Projection	2025 Projection	2026 Projection
C Fond du Lac	13,714,303	14,506,694	14,780,870	15,060,229	15,344,867
T Black Wolf (Winnebago Co)	172,607	182,580	186,031	189,547	193,129
T Eden	193,311	204,480	208,344	212,282	216,294
T Empire	310,109	328,027	334,226	340,543	346,979
T Fond du Lac	446,610	472,414	481,343	490,440	499,710
T Friendship	224,969	237,967	242,465	247,048	251,717
T Taycheedah	451,823	477,928	486,961	496,165	505,542
V Eden	210,725	222,900	227,113	231,405	235,779
V North Fond du Lac	1,073,676	1,135,711	1,157,176	1,179,047	1,201,331
Fond du Lac County	14,349,296	15,178,375	15,465,246	15,757,540	16,055,357
Total Local Expenditures	31,147,429	32,947,077	33,569,776	34,204,245	34,850,705
Projected Local Revenues	31,147,429	32,947,077	33,569,776	34,204,245	34,850,705

Source: ECWRPC (2022)

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

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

- Gathered preservation and expansion project expenditures from the MPO's TIP (2023-2026-year of expenditure dollars) provided by East Central Wisconsin Regional Planning Commission. Please reference **Table 1: Fond du Lac Urbanized Area – Programmed Projects Listing 2023-2026**.
- Gathered federal expenditures from the MPO's TIP (2023-2026) provided by East Central Wisconsin Regional Planning Commission. Please reference **Table 2: Fond du Lac Urbanized Area, 2023-2026 Summary of Federal Funds Programmed and Available**.

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