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   Walt Raith – East Central Wisconsin Regional Planning Commission
ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2015

AUTHOR: David J. Moesch, Associate Transportation Planner

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

DATE: Final – October 2014

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

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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 2015-2018 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 2015 through 2018; for transit assistance programs, 2015 and 2016.
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INTRODUCTION
INTRODUCTION

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2015 to 2018. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the urbanized area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

REPORT FORMAT

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

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

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

CERTIFICATIONS

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

(1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
(2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;

(4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;


(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


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

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

FEDERAL PLANNING REQUIREMENTS

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

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

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

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

THE TIP PROCESS

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2019 are considered
future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to proceed with projects not scheduled in the first year of the TIP, the MPO agrees that projects from the second, third or fourth year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

TIP Amendments

No Amendment Required

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

- **Scope**
  - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.

- **Funding**
  - Changing the source (fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

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

- **Schedule**
  - Adding an exempt/preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list (Table A-1) or from the out-year of the TIP.
  - Moving an exempt/preservation project out of the first four years of the TIP.

- **Scope**
  - Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate.

- **Funding**
  - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four-year window.

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

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

- Moving a non-exempt/expansion project out of the first four years of the TIP.

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

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

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided by direct letter, dated June 30, 2014, requesting candidate projects to be identified. On September 7, 2014, a legal notice was published in the Fond du Lac daily paper identifying a review and comment period from September 7 to October 6, 2014. The Technical Advisory Committee would meet September 10, 2014 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO at its October 8, 2014 Policy Board Meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

Project Review for Eligibility

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

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

Federal-Aid Highway Programs

<table>
<thead>
<tr>
<th>Categorical Program</th>
<th>Acronym</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway Performance Program (NHPP)</td>
<td>NHS, IM, &amp; Bridge (on NHS)</td>
</tr>
<tr>
<td>Surface Transportation Program (STP)</td>
<td>STP &amp; Bridge (non-NHS)</td>
</tr>
<tr>
<td>Congestion Mitigation &amp; Air Quality Improvement Program (CMAQ)</td>
<td>CMAQ</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>HSIP (incl. High Risk Rural Roads)</td>
</tr>
<tr>
<td>Railway-Highway Grade Crossing</td>
<td>Railway Highway Grade Crossing</td>
</tr>
<tr>
<td>Transportation Alternatives</td>
<td>Transportation Enhancements, Safe Routes to School, Recreational Trails</td>
</tr>
</tbody>
</table>

Federal-Aid Transit Programs

<table>
<thead>
<tr>
<th>Categorical Program</th>
<th>Acronym</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urbanized Area Formula Grants (5307)</td>
<td>Urbanized Area Formula Grants (5307)</td>
</tr>
<tr>
<td>Enhanced Mobility of Seniors and Individuals with Disabilities (5310)</td>
<td>Elderly &amp; Persons with Disabilities Program (5310)</td>
</tr>
<tr>
<td>Rural Area Formula Grants (5311)</td>
<td>Nonurbanized Area Formula Program (5311)</td>
</tr>
<tr>
<td>State of Good Repair Program (Formula)</td>
<td>Fixed Guideway Modernization (5309)</td>
</tr>
<tr>
<td>Bus and Bus Facilities Formula Program (5339)</td>
<td>Bus and Bus-Related Projects (5309)</td>
</tr>
<tr>
<td>Fixed Guideway Capital Investment Grants (5309)</td>
<td>New Starts &amp; Small Starts Programs (5309)</td>
</tr>
</tbody>
</table>

Following is a list of the categorical programs included in the MAP-21 legislation as they apply to the Fond du Lac urbanized area:

<table>
<thead>
<tr>
<th>Categorical Program</th>
<th>Acronym</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway System</td>
<td>NHS</td>
</tr>
<tr>
<td>State</td>
<td>NHS</td>
</tr>
<tr>
<td>Local</td>
<td>NHS-Local</td>
</tr>
<tr>
<td>Bridge Replacement &amp; Rehabilitation</td>
<td>BR, BH</td>
</tr>
<tr>
<td>State</td>
<td>BR-Local</td>
</tr>
<tr>
<td>Local</td>
<td></td>
</tr>
</tbody>
</table>
Of these categorical programs, the majority are programmed by WisDOT. The forum of the TIP will serve to provide comment from the MPO annually and should generate additional public exposure to influence the project prioritization by WisDOT. The Section 5307 Transit programs are developed directly by the transit operators in conformance with the Transit Development Programs, Americans with Disabilities Act (ADA) plans, and the long-range multimodal plan. The Section 5310 elderly and disabled paratransit capital projects are listed in the TIP as candidate projects only with later prioritization and funding determinations by WisDOT.

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2015-2018, itemized in the listing this year includes the 2015 through 2018 projects that were submitted by the local entities. In developing this 2015 TIP, a project was selected by the Policy Board for the 2015 and 2018 biennium.

The allocation of STP-Urban funds for 2014-2015 is $685,641 in the Fond du Lac urbanized area.

STP-Urban Project Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the Transportation Improvement Program. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2015-2018 project candidates, as part of the 2015 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fond du Lac urbanized area. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.
1. **PLAN CONSISTENCY.** This criterion establishes project legitimacy within the overall transportation network. It rates projects higher when they conform in scope and timing to appropriate comprehensive or modal transportation plan element (local comprehensive plans, arterial plans, transit development and other transit plans, bicycle/pedestrian plans, regional long range plan and related elements) and evidence good regional coordination.

   Score 5 Direct Relationship
   3 Some Relationship
   0 No Relationship

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

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

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

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

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

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

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

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

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

d. **Freight Operations.**

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>A project that improves operations of the existing freight transportation system</td>
</tr>
<tr>
<td>3</td>
<td>Beneficial to the overall performance of the system</td>
</tr>
<tr>
<td>1</td>
<td>Some current need, more important to system performance in long term</td>
</tr>
<tr>
<td>0</td>
<td>No relationship to system performance</td>
</tr>
</tbody>
</table>

e. **Transit Improvements.**

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>A project that provides, or is an integral factor in providing, a transit or paratransit option</td>
</tr>
<tr>
<td>3</td>
<td>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</td>
</tr>
<tr>
<td>0</td>
<td>A project that inappropriately addresses transit or paratransit needs</td>
</tr>
</tbody>
</table>

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

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

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

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>2.01 miles or greater</td>
</tr>
<tr>
<td>4</td>
<td>1.51 to 2 miles</td>
</tr>
<tr>
<td>3</td>
<td>1.01 to 1.50 miles</td>
</tr>
<tr>
<td>2</td>
<td>0.76 to 1 mile</td>
</tr>
<tr>
<td>1</td>
<td>0.51 to 0.75 miles</td>
</tr>
<tr>
<td>0</td>
<td>0.5 miles or less</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Residential to multimodal transfer locations</td>
</tr>
<tr>
<td>5</td>
<td>Residential to employment centers/schools/colleges</td>
</tr>
<tr>
<td>3</td>
<td>Residential to commercial/recreational</td>
</tr>
</tbody>
</table>
1 Residential to residential
0 Recreational to recreational

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

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

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

1. **Spacing.**

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

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

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

3. **User Safety.**

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

3. **CAPACITY.** This criterion is an indicator of corridor or intersection capacity problems. A higher existing volume to capacity ratio reflects greater capacity deficiency. Highway capacity standards developed by the Federal Highway Administration and WisDOT are used to determine the volume to capacity ratio. For new facilities the non-existent V/C ratio is replaced by the long-range plan projection year V/C ratio on the designed facility for rating purposes. Corridor based non-highway projects, those directly involving travel in a highway corridor, would be rated identically to highway projects using the highway V/C ratio. Non-corridor based projects would use the alternate rating based on the appropriateness of their location, magnitude and size, and projected usage.
Transportation Improvement Program – 2015
Fond du Lac Urbanized Area

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

Alternate Rating (non-corridor based projects)

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

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

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

      Score  5    > 280
              3    150-279
              0    < 149

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

      Score  5    > 5
              3    1 - 4
              0    0

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

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

5. **MULTIMODAL.** This criterion emphasizes projects that address needs of all appropriate modes (vehicular, transit, pedestrian, bicycle, freight) or TDM actions in the corridor.
Score 5 In a multimodal corridor, the project addresses the needs of all listed modes.
3 In a multimodal corridor, at least two modes are addressed, though not all listed modes are addressed.
1 In a multimodal corridor, only one mode, other than vehicular, is addressed.
0 Project is not in a multimodal corridor, or is in a multimodal corridor and only the vehicular mode is addressed.

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

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

**STP-Urban Project Selection Procedure**

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

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 20 percent minimum federal funding level.

If the remaining allocation is inadequate to fund the final project at 20 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 20 percent federal funding level until balance is achieved with the allocation.

If the final project cost is so large that funding it at the 20 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 20 percent minimum federal funding level, then that project shall be passed over to the next project on the list.

**STP-Urban Projects Recommended for Funding**

2015-2018 allocations resulted in staff recommending funding for one project in the Fond du Lac urbanized area. This project was selected by action of the Policy Board for the Fond du Lac urbanized area on February 12, 2014:
Fond du Lac Project: Available Funding Allocation of $685,641

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

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, 2019-2020. Table A-1 is a listing of projects that can be considered for possible future funding but are listed as illustrative, meaning that no funds are programmed out beyond the 4 year program for 2015 through 2018.

2015 TIP PROJECT LISTING

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

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 (443-15-001). 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: 2015, 2016, 2017, and 2018.
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### Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing

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### Table 1: Fond du Lac Urbanized Area - Programmed Projects Listing
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<td>36</td>
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</table>

**Funds are listed in Year of Expenditure $. Funds are obligated to projects approximately 6 weeks prior to LET date.**

### Preserved Subtotal

|               |          |          |          |          |          |          |          |          |          |
|---------------|----------|----------|----------|----------|----------|----------|----------|----------|
|               | 5452     | 1761     | 382      | 7595     | 1814     | 174      | 252      | 2246     |
|               | 9882     | 1694     | 13372    | 6494     | 1371     | 240      | 8105     |

**Funds are obligated to projects approximately 6 weeks prior to LET date.**
Table 2: Fond du Lac Urbanized Area, 2015-2018
Summary of Federal Funds Programmed and Available
($000)

** Funds are listed in Year of Expenditure $.

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<th>Agency/Program</th>
<th>Programmed Expenditures</th>
<th>Estimated Available Funding</th>
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<td>400  400  400  400</td>
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<tr>
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<td>135  0   0   0</td>
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<td>0   0   2,074  0</td>
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<td>21,543 12,261 38,288 6,094</td>
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<td>203  254  144  144</td>
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<td>Programmed Expenditures</td>
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<td>22,281 12,915 40,906 6,638</td>
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<td>* Annual Inflation Factor 2.4%</td>
<td>535  310  982  159</td>
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<tr>
<td>Estimated Need with Inflation Factor</td>
<td>22,816 13,225 41,888 6,797</td>
<td>22,816 13,225 41,888 6,797</td>
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<td>$483 $498 $512 $528</td>
<td>$483 $498 $512 $528</td>
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<td>13   14   17   14</td>
<td>13   14   17   14</td>
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<td>542  595  708  594</td>
<td>542  595  708  594</td>
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<td>Section 5310</td>
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* MAP-21 requires that revenue and cost estimates must use an inflation rate to reflect year of expenditure dollars.
## Table 3: Implementation Status of 2014 Fond du Lac Urbanized Area Projects

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Table A-1: Fond du Lac Urbanized Area - Candidate Project Listing (2015-2019)
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### Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2019-2020 biennium)
**Fond du Lac Urbanized Area**

**Project Evaluation (Criteria)/Score**

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<th>Jurisdiction</th>
<th>2019 &amp; 2020 STP Projects</th>
<th>Plan Consistency</th>
<th>Preserve Existing System</th>
<th>Capacity V/C</th>
<th>Safety</th>
<th>Multi-Modal</th>
<th>Planned Programming</th>
<th>Total Score</th>
<th>Project Cost</th>
<th>Max. STP Funding</th>
<th>Grant Awards</th>
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<td>Military Road (Hickory - Western)</td>
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APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE
FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fond du Lac urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For 2014 the allocation was 31 percent.

In 1996 the Wisconsin Department of Transportation began distributing the state share of operating assistance similar to the federal share, with each transit system within a tier receiving an equal percentage of assistance. State operating assistance for 2014 was 24 percent of eligible expenses. In 2012, the State decreased operating assistance by 10%.

Each year WisDOT pools the capital requests of the State’s transit systems and applies to the FTA for Section 5309 Capital discretionary grants. These annual grants have provided the much-needed support to meet capital needs. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain and enhance transit’s infrastructure. Fond du Lac Area Transit’s fleet replacement project was completed in April 2013.

Currently operating under MAP-21, the transportation bill has allowed more flexibility in capital funding. Priority criteria were established during the 1996 TIP cycle, and continue to allow transit projects to compete with highway projects. While this was a dramatic change in federal regulations, it has proven to be of little utility to transit systems on the local level. The local sponsorship and submittal of a transit project by the City of Fond du Lac for competition with a substantial backlog of highway projects for the relatively small allocation of STP-Urban funds has not occurred.

For 2015 it is unknown if there are applicants in the City of Fond du Lac urbanized area are seeking grants under the federal and state Section 5310 program. This is a competitive program offering funding assistance to private non-profit organizations that provide transportation services to elderly and disabled persons living in Wisconsin.

The following tables list the operating assistance and capital projects proposed for the 2015-2019 period.
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<th>PROJECT DESCRIPTION</th>
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<td>43</td>
<td>45</td>
<td>46</td>
<td>46</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>State Share: 44</td>
<td>45</td>
<td>47</td>
<td>49</td>
<td>49</td>
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<tr>
<td></td>
<td></td>
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<td>Contract Local: 20</td>
<td>22</td>
<td>23</td>
<td>24</td>
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<td></td>
<td></td>
<td></td>
<td>Municipal Local Share: 42</td>
<td>45</td>
<td>45</td>
<td>48</td>
<td>48</td>
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<tr>
<td>Capital Projects/Section 5309</td>
<td>FDLAT</td>
<td>443-15-011</td>
<td>57</td>
<td>59</td>
<td>62</td>
<td>65</td>
<td>67</td>
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<tr>
<td>Small Bus Replacement (up to 4)</td>
<td></td>
<td></td>
<td>Computer: 162</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Bus Wash Replacement</td>
<td></td>
<td></td>
<td>Copy machine: 45</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sitting Benches</td>
<td></td>
<td></td>
<td>Shelter Refurbishment:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Bus Replacement (up to 6)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Total Cost</td>
<td></td>
<td></td>
<td>$57</td>
<td>$104</td>
<td>$224</td>
<td>$65</td>
<td>$67</td>
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<tr>
<td>Federal Share</td>
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<td></td>
<td>$46</td>
<td>$83</td>
<td>$179</td>
<td>$52</td>
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<td>Local Share</td>
<td></td>
<td></td>
<td>$11</td>
<td>$21</td>
<td>$45</td>
<td>$13</td>
<td>$13</td>
</tr>
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</table>
Table B-2: 2015 Paratransit Projects
Fond du Lac Urbanized Area

<table>
<thead>
<tr>
<th>2015</th>
<th>ADA</th>
<th>County E &amp; D Specialized</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Estimated Trips</td>
<td>16,500</td>
<td>23,000</td>
<td>39,500</td>
</tr>
<tr>
<td>Trip Costs</td>
<td>$268,000</td>
<td>$309,807</td>
<td>$577,807</td>
</tr>
<tr>
<td>Farebox Revenues</td>
<td>$82,000</td>
<td>$0</td>
<td>$82,000</td>
</tr>
<tr>
<td>Deficit</td>
<td>$186,000</td>
<td>$309,807</td>
<td>$495,807</td>
</tr>
</tbody>
</table>

Federal Share
- $48,360
- $80,550
- $128,910

State Share
- $50,220
- $83,648
- $133,868

Village Contribution
- $12,000
- $15,000
- $27,000

Total Local Share
- $75,420
- $130,609
- $206,029
Table B-3: Transit Financial Capacity Analysis
Fond du Lac Area Transit

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operating Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fixed Route</td>
<td>$1,010,535</td>
<td>$1,035,798</td>
<td>$1,061,693</td>
<td>$1,088,236</td>
<td>$1,115,442</td>
</tr>
<tr>
<td>Jobtrans</td>
<td>90,000</td>
<td>92,250</td>
<td>94,556</td>
<td>96,920</td>
<td>99,343</td>
</tr>
<tr>
<td>School Tripper</td>
<td>50,000</td>
<td>51,250</td>
<td>52,531</td>
<td>53,845</td>
<td>55,191</td>
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<tr>
<td>Paratransit</td>
<td>268,000</td>
<td>274,700</td>
<td>281,568</td>
<td>288,607</td>
<td>295,822</td>
</tr>
<tr>
<td>Non-ADA E&amp;D Transit</td>
<td>310,000</td>
<td>317,750</td>
<td>325,694</td>
<td>333,836</td>
<td>342,182</td>
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<tr>
<td><strong>Total Operating Expenses</strong></td>
<td>$1,728,535</td>
<td>$1,771,748</td>
<td>$1,816,042</td>
<td>$1,861,443</td>
<td>$1,907,979</td>
</tr>
<tr>
<td><strong>Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$270,000</td>
<td>$271,350</td>
<td>$272,707</td>
<td>$274,070</td>
<td>$275,441</td>
</tr>
<tr>
<td>Other Revenue</td>
<td>19,000</td>
<td>19,095</td>
<td>19,190</td>
<td>19,286</td>
<td>19,383</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>$289,000</td>
<td>$290,445</td>
<td>$291,897</td>
<td>$293,357</td>
<td>$294,823</td>
</tr>
<tr>
<td><strong>Funding</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal</td>
<td>$600,000</td>
<td>$615,000</td>
<td>$630,375</td>
<td>$646,134</td>
<td>$662,288</td>
</tr>
<tr>
<td>State</td>
<td>400,000</td>
<td>410,000</td>
<td>420,250</td>
<td>430,756</td>
<td>441,525</td>
</tr>
<tr>
<td>NFDL Contribution</td>
<td>45,000</td>
<td>46,125</td>
<td>47,278</td>
<td>48,460</td>
<td>49,672</td>
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<tr>
<td>County Finance Plan</td>
<td>172,535</td>
<td>176,848</td>
<td>181,270</td>
<td>185,801</td>
<td>190,446</td>
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<tr>
<td><strong>Total Funding</strong></td>
<td>$1,217,535</td>
<td>$1,247,973</td>
<td>$1,279,173</td>
<td>$1,311,152</td>
<td>$1,343,931</td>
</tr>
<tr>
<td><strong>Tax Levy</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Local share</td>
<td>$222,000</td>
<td>$229,600</td>
<td>$235,340</td>
<td>$241,224</td>
<td>$247,254</td>
</tr>
<tr>
<td><em><em>Total Capital Expenses (1</em>)</em>*</td>
<td>$1,728,535</td>
<td>$1,771,748</td>
<td>$1,816,042</td>
<td>$1,861,443</td>
<td>$1,907,979</td>
</tr>
</tbody>
</table>

**OPERATING STATISTICS**

|                |        |        |        |        |        |
| No. of Buses   | 7      | 7      | 7      | 7      | 7      |
| No. of Employees (2*) | 8    | 8      | 8      | 8      | 8      |
| Fixed Route Revenue Hours | 11,392 | 11,392 | 11,392 | 11,392 | 11,392 |
| Paratransit Revenue Hours   | 11,796 | 11,796 | 11,796 | 11,796 | 11,796 |
| 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      | 4,320  | 4,320  | 4,320  | 4,320  | 4,320  |
| **Total Hours** | 32,708 | 32,708 | 32,708 | 32,708 | 32,708 |
| Fixed Route Revenue Miles   | 155,000 | 155,000 | 155,000 | 155,000 | 155,000 |
| Paratransit Revenue Miles   | 102,000 | 102,000 | 102,000 | 102,000 | 102,000 |
| Non-ADA Revenue Miles       | 58,000  | 58,000  | 58,000  | 58,000  | 58,000  |
| School Tripper Revenue Miles | 8,200 | 8,200  | 8,200  | 8,200  | 8,200  |
| Jobtrans Revenue Miles      | 79,000  | 79,000  | 79,000  | 79,000  | 79,000  |
| **Total Miles** | 402,200 | 402,200 | 402,200 | 402,200 | 402,200 |
| Fixed-Route Passengers      | 128,000 | 128,000 | 129,000 | 129,000 | 130,000 |
| Paratransit Passengers      | 6,365   | 6,400   | 6,400   | 6,400   | 6,450   |
| Non-ADA Passenger           | 22,200  | 23,000  | 23,000  | 24,000  | 24,000  |
| School Tripper Passengers   | 9,000   | 9,000   | 9,200   | 9,200   | 9,300   |
| Jobtrans Passengers         | 21,000  | 21,000  | 21,000  | 21,000  | 21,000  |
| **Total Passengers**        | 186,565 | 187,400 | 188,600 | 189,600 | 190,750 |
| Fixed Route Statistics      |        |        |        |        |        |
| Average Fare                | $7.89   | $8.09   | $8.23   | $8.44   | $8.58   |
| Operating Ratio (Rev/Exp)   | 0.59    | 0.59    | 0.59    | 0.59    | 0.59    |
| Cost per Vehicle Mile       | 6.52    | 6.68    | 6.85    | 7.02    | 7.20    |
| Cost per Passenger          | 7.89    | 8.09    | 8.23    | 8.44    | 8.58    |
| Cost per Vehicle Hour       | 88.71   | 90.92   | 93.20   | 95.53   | 97.91   |
| Passengers Per Mile         | 0.83    | 0.83    | 0.83    | 0.83    | 0.84    |
| Passengers per Hour         | 11.24   | 11.24   | 11.32   | 11.32   | 11.41   |

**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 2015-2019 include a small bus each year to be used in our ADA adjunct program, Handi-Van. Transit is also planning for the replacement of all bus benches. This project is estimated to be in the $45,000 range. We are also looking into the replacement of our bus wash, which has had various and many mechanical problems. This project will be approximately $160,000. Fond du Lac Area Transit is looking into Federal Capital Grant opportunities which would fund 80% of each project.

TRANSIT FINANCIAL CAPACITY

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

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

Fond du Lac Urbanized Area

Cost Trends

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

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

Cost-Efficiency and Effectiveness Trends

Fond du Lac Area Transit's fixed route costs per mile and per hour ratios have crept up slowly over the past several years. These service performance measures cannot be applied to Fond du Lac Area Transit's complementary paratransit service, which is provided on a contractual basis. This service is provided by Fond du Lac County Senior Services on a per hour basis. In July 2013, it was $20.42 per hour including overhead and other administrative costs. The financial capacity table reflects operating statistics based on fixed route costs only. A recent study conducted by the Wisconsin Department of Transportation shows that bus and paratransit costs yield three times the savings to consumers and the Wisconsin economy.
**Revenue Trends**

In January 2012 the basic cash fare was increased to $1.50 and the senior/disabled fare became $.75. The student cash fare rose at the same time to $1.25. Adult tokens sell for 10/$11.00 and student tokens are 10/$11.00. The fare on Handi-Vans, Fond du Lac Area Transit’s complementary paratransit service was increased to $3.00 in January 2012.

There is no intention of a fare increase for 2015.

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

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

**Ridership Trends**

Fond du Lac Area Transit’s fixed route ridership saw declines after the 2003 service decrease. Efforts are continually underway to make minor route adjustments to serve new traffic generators. In 2005, 2006 and 2007 the Fond du Lac Area Transit budgets included some minor fixed-route service increases to serve some areas affected during the 2003 decrease. Fond du Lac Area Transit instituted some route changes for Summer of 2009, to better serve the Southern business park and the business expansion on Hwy. 23 East. For 2013, there were some minor service decreases. These planned service decreases amounted to an 8% drop in service hours and a corresponding drop in ridership. There are no planned service changes for 2015.

**Paratransit Ridership**

Paratransit Ridership (including ADA and non-ADA service) is projected to be approximately 37,000 for 2015. Previously our ADA paratransit service was contracted out to Fond du Lac County Senior Services. In July 2013, this relationship became an intergovernmental contract. The current contract runs through June 2016.

**Level of Service Trends**

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

Handi-Van, operated by Fond du Lac County Senior Services, provides curb-to-curb transportation to people with disabilities in Fond du Lac Area Transit’s service area to comply with the Americans with Disabilities Act and elderly transportation to residents of the City of Fond du Lac and the Village of North Fond du Lac.

Besides Handi-Van, Fond du Lac Area Transit continues to provide non-ADA transportation
services in conjunction with Fond du Lac County Senior Services. The costs of this service pass through Fond du Lac Area Transit's budget with Fond du Lac County and the Village of North Fond du Lac funding some of the local share.

**Operating Assistance Trends**

Since 1987 the State of Wisconsin has distributed the federal allocation of operating assistance giving each transit system an equal percentage share of operating assistance. Additionally the state has the authority to flex some grant funds between operating and capital purposes. The state uses this flexibility to maintain stable levels of operating assistance.

The State has historically been a strong partner in operating assistance, however funding levels have gradually declined over the past several years. In 2000 just over 40 percent of eligible expenses were funded with state operating assistance. The 2014 percentage is approximately 24%.

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

**Likelihood of Trends Continuing**

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

**Intercity Bus Service**

**Green Bay – Madison Service**

Lamers Bus, a private transportation company, will operate this service beginning in July 2011. Intermediate stops will include Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, and Appleton. The service will connect with other intercity services such as Greyhound, Badger in Madison, Amtrak Empire Builder in Columbus, and other services provided by Lamers Bus. 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.
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September 3, 2014

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA - 2015. This material is being sent to you as a private transportation operator to give you an opportunity to review and comment on transit projects receiving federal funds.

The TIP is a staged, multi-year program of both capital and operating projects designed to implement transportation plans in the area. East Central, as the designated Metropolitan Planning Organization (MPO) for the Fond du Lac urbanized area, is responsible for its preparation. Annually, each transportation provider is requested to submit a list of proposed transit projects for inclusion. These projects are reviewed for consistency with transportation plan recommendations, availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded transit projects must be in the TIP in order to receive federal aid. Projects scheduled for implementation with state and local funds may also be included.

Appendix B is the section of the TIP that would be of most interest to you. If you have any comments or wish information about participating in any of the proposed transit projects, please contact me as soon as possible, preferably before September 30, 2014.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure
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FOND DU LAC COUNTY TRANSPORTATION PROVIDERS

Kobussen Buses Ltd.
W914 Cty Tk. CE
Kaukauna, WI  54130

Huettl Bus Inc.
800 E. Factory
Seymour, WI  54164

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
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APPENDIX C

MPO POLICY BOARD & TECHNICAL ADVISORY COMMITTEE & ENVIRONMENTAL CONSULTATION CONTACTS
FOND DU LAC AREA METROPOLITAN PLANNING ORGANIZATION (MPO) 
POLICY BOARD

VOTING MEMBERS

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

NON-VOTING MEMBERS

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

Members:

Dwight McComb ................................................................................................................. FHWA
Curt Holman ..................................................................................................................... Canadian National Railroad
Matt Halada ...................................................................................................................... WisDOT, Northeast Region
Jerry Guelig ...................................................................................................................... Town of Taycheedah
Jordan Skiff ....................................................................................................................... City of Fond du Lac
Harold Manske ................................................................................................................ Town of Fond du Lac
Charles McCourt ............................................................................................................. Town of Friendship
Lynn Gilles ......................................................................................................................... City of Fond du Lac, FDLAT
James Kuehn ...................................................................................................................... WisDOT, Madison
Lee F. Perrizo ..................................................................................................................... Fond du Lac County Airport
Wayne Rollin ..................................................................................................................... City of Fond du Lac
Sam Tobias ......................................................................................................................... Fond du Lac County
Chuck Hornung ................................................................................................................ Village of North Fond du Lac
Norbert C. Kolell ............................................................................................................... Town of Empire
Tom Janke ......................................................................................................................... Fond du Lac County Highway
James Pierquet ................................................................................................................ Town of Empire
Walt Raith ......................................................................................................................... ECWRPC
ENVIROMENTAL CONSULTATION CONTACTS

Members:

Ed Culhane ................................................................. WI DNR Northeast Region
Chip Brown ................................................................. WI Historical Society
Mike Wiggins Jr. .................................................... Bad River Band of Lake Superior Chippewa Indians
Harold Frank ............................................................... Forest County Potawatomi
Jon Greendeer ........................................................... Ho-Chunk Nation
Michael Isham Jr. ........................................... Lac Courte Oreilles Band of Lake Superior Chippewa Indians
Tom Maulson .......................................................... Lac Du Flambeau Band of Lake Superior Chippewa Indians
Craig Corn ................................................................. Menominee Indian Tribe of WI
Wally Miller .............................................................. Stockbridge-Munsee Band of Mohican Indians
Ed Delgado ................................................................. Oneida Nation of WI
Rose Soulier ............................................................. Red Cliff Band of Lake Superior Chippewa Indians
Lewis Taylor .............................................................. St. Croix Chippewa Indians of WI
Chris McGeshick ................................................... Sokaogon Chippewa Community
Ken Westlake .......................................................... U.S. Environmental Protection Agency
Mark Holey ............................................................... U.S. Fish & Wildlife Service
James Bramblett .................................................. USDA Natural Resources Conservation Service
John Madden ........................................................... National Park Service
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September 3, 2014

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 – 2015.

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

Enclosed is a link to the draft Transportation Improvement Program for the Fond du Lac Urbanized Area - 2015 (TIP). This document will be under a 30-day public review period from September 7, to October 6, 2014. Your comments are an important part of this planning process and will be incorporated into the document.

For further information on the Fond du Lac Transportation Improvement Program please visit the following website: http://fdlmpo.org/planning-activities/transportation-improvement-program/

Please direct any comments or concerns to:

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

Sincerely,

David Moesch
Associate Transportation Planner
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The meeting was called to order by Allen Buechel at 10:03 A.M.

Committee Members Present
Allen Buechel ................................................................................................................ Fond du Lac County
Thomas Janke ................................................................................................................. Fond du Lac County Highway Dept.
Ryan Sommer .................................................................................................................. Fond du Lac County Highway Dept.
Sam Tobias ....................................................................................................................... Fond du Lac County
Jordan Skiff ....................................................................................................................... City of Fond du Lac
Joe Moore ....................................................................................................................... City of Fond du Lac
Paul DeVries .................................................................................................................... City of Fond du Lac
Wayne Rollin .................................................................................................................... City of Fond du Lac
Lynn Gilles ....................................................................................................................... Fond du Lac Transit
LeeAnn Lorrigan .............................................................................................................. Fond du Lac City Council
Charles McCourt ........................................................................................................... Town of Friendship
Matt Halada ..................................................................................................................... WisDOT – NE Region

Staff Members Present
Dave Moesch .................................................................................................................. ECWRPC
Nick Musson ................................................................................................................... ECWRPC
Kolin Erickson ................................................................................................................ ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 9.84 regarding Open Meetings

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

2. Public Comment

   No members of the public were present.

3. Discussion and approval of the October 9, 2013 Policy Board meeting Summary of Proceedings.

   Mr. Buechel stated the summary of proceedings from the October 9, 2013 meeting was enclosed in the meeting materials. Mr. Buechel asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing none, Mr. Buechel asked the committee for a motion to approve the summary of proceedings.

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


   Mr. Moesch noted that an amendment to the Transportation Improvement Program for the 2014 – 2018 funding cycle was needed to include two candidate projects into the programmed list of projects. He explained that the Arndt Street Bridge Replacement Project (443-14-018) is programmed for 2015, with a total of $169,000 ($135,000 federal; $34,000 local) funds allocated to the design aspects of this project. Additionally, he noted that the CTH VV/CTH VVV – Rogersville Road Reconstruct (443-12-
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East Central Wisconsin Regional Planning Commission
data has been gathered. He noted that staff is working on developing goals, objectives, and policies for the LRTP document and referred the group to their meeting materials/handouts.

Mr. Musson explained that the goals, objectives, and policies are from the 2010 LRTP update and that staff would like to gather more input from the committee members regarding their thoughts on the goals, objectives and policies for the 2015 plan. He noted that staff would be willing to set up a subcommittee of individuals to take a more thorough look at the goals, objectives and policies. He also noted that staff could review and revise these goals and send them out electronically for committee members to consider. Mr. Musson opened it up to discussion.

The committee agreed that ECWRPC staff would develop the first edition of goals, objectives, and policies and send them to the committee to review and provide comments for additions and subtractions to this chapter. Staff agreed to develop this chapter and send it back to the committee with a time table for submitting comments/recommendations from committee members.

Mr. Moesch also noted that staff is developing a digital emailing of committee members to for sending out information in addition to mailing hard copies of documents/items.

7. Adjournment

Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Skiff seconded the motion. The motion passed unanimously and the Committee adjourned at 10:45 A.M.
SUMMARY OF PROCEEDINGS
Fond du Lac MPO
Policy Board Meeting
Fond du Lac City/County Government Center
Wednesday, May 14, 2014

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

Committee Members Present
Allen Buechel ................................................................................................................ Fond du Lac County
Jordan Skiff .................................................................................................................... City of Fond du Lac
Joe Moore ...................................................................................................................... City of Fond du Lac
Wayne Rollin .................................................................................................................. City of Fond du Lac
Sam Meyer ............................................................................................................ Fond du Lac City Council
Chuck Hornung ........................................................................................................... Village of North Fond du Lac
Nick Leonard .................................................................................................... Village of North Fond du Lac
Matt Halada ........................................................................................................... WisDOT – NE Region
Lynn Warpinski ....................................................................................................... WisDOT – NE Region

Staff Members Present
Walt Raith ................................................................................................................................... ECWRPC
Dave Moesch .................................................................................................................. ECWRPC

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

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

2. Public Comment

No members of the public were present.

3. Discussion and approval of the February 12, 2014 Policy Board and Technical Advisory Committee meeting Summary of Proceedings.

Mr. Buechel stated the summary of proceedings from the February 12, 2014 meeting was enclosed in the meeting materials. Mr. Buechel asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing none, Mr. Buechel asked the committee for a motion to approve the summary of proceedings.

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


Mr. Moesch noted that an amendment to the Transportation Improvement Program for the 2014 – 2018 funding cycle was needed to include one Highway Safety Improvement Program (HSIP) project into the programmed list of projects (Table 1). WisDOT Northeast Region requested the project be advanced into the program to be constructed in 2015. He explained that the project is located at Rolling Meadows Drive and South Walmart Driveway. (443-14-019) is programmed for engineering
and right-of-way acquisition in 2014 and construction in 2015, with a total of $187,000 ($169,000 federal; $18,000 local) funds allocated to the project.

Mr. Skiff noted this south driveway entrance has visibility issues, and there are a number of t-bone and rear-end type crashes that warrant HSIP funding for this project. Mr. Moesch noted that this was considered a minor amendment that just needed Policy Board approval and a 30 day public review period was not needed for this process.

Mr. Buechel asked the committee if they had any other comments or questions regarding Proposed Resolution 02-14: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2014. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 02-14.

Mr. Rollin made a motion to approve Resolution 02-14: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2014. Mr. Meyer seconded the motion and the motion passed unanimously.

5. Discussion and update on Long-Range Transportation/Land Use planning process

Mr. Moesch provided an overview of the Long-Range Transportation/Land Use planning process. He noted that staff has been preparing numerous chapters of the LRTP for the Fond du Lac MPO. Mr. Moesch explained that the goals, objectives, and policies were reviewed from City of Fond du Lac staff and those changes were reiterated to East Central staff. The document included in the packet reflected those changes by being highlighted. Numerous changes were noted, mostly general goals and objectives that didn't necessarily apply any longer to the MPO area. Mr. Raith added that census data, population projections, household data and commuting pattern data has been gathered and will be analyzed as part of the plan.

Mr. Raith also explained that staff also continues to develop performance measures and collect data to evaluate the data similar to the WisDOT MAPPS Dashboard that is done at the state level. Mr. Moesch noted that staff is also developing environmental mapping with the entire short and long-term projects throughout the MPO urbanized area. This will be made available at future meetings for committee review. Mr. Moesch also distributed information cards that have a cellphone QR code that links to a survey that can be taken by the general public to provide input on the LRTP and transportation system for the Fond du Lac MPO. Mr. Moesch also requested that staff could attend any public meetings to get public review of the LRTP. Committee members stated that they would identify any public forums and pass that information along to East Central staff.

8. Adjournment

Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Hornung seconded the motion. The motion passed unanimously and the Committee adjourned at 10:45 A.M.
The meeting was called to order by Allen Buechel at 10:08 A.M.

Committee Members Present
Allen Buechel ................................................................................................................ Fon du Lac County
Jordan Skiff ..................................................................................................................... City of Fond du Lac
Dyann Benson ................................................................................................................ City of Fond du Lac
Joe Moore ...................................................................................................................... City of Fond du Lac
Nick Leonard .................................................................................................................... North Fond du Lac
Charles Hornung .............................................................................................................. North Fond du Lac
Jim Pierquet .................................................................................................................... Town of Empire (representing all towns)
Matt Halada ..................................................................................................................... WisDOT – NE Region

Staff Members Present
Walt Raith ........................................................................................................................ ECWRPC
Dave Moesch .................................................................................................................... ECWRPC
Kolin Erickson .................................................................................................................. ECWRPC

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

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

2. Public Comment

   No members of the public were present.

3. Nomination and action on appointing new Policy Board Vice-Chair

   Mr. Buechel asked the committee for nominations or volunteers to appoint to the Policy Board Vice-Chair position. No nominations were made; Ms. Benson volunteered for the position of Policy Board Vice-Chair position. Mr. Buechel asked the committee if they had additional nominations or volunteers regarding the Policy Board Vice-Chair positions. Hearing none, Mr. Buechel asked the committee for a motion to approve Dyann Benson as Policy Board Vice-Chair.

   Mr. Skiff made a motion to approve Dyann Benson as Policy Board Vice-Chair, Mr. Halada seconded the motion and the motion passed unanimously.

4. Discussion and action on July 9, 2014 Policy Board meeting Summary of Proceedings

   Mr. Buechel stated the summary of proceedings from the July 9, 2014 meeting was enclosed in the meeting materials. Mr. Buechel asked the committee if they had any comments or questions regarding the summary of proceedings. Hearing none, Mr. Buechel asked the committee for a motion to approve the summary of proceedings.

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

5. Discussion and update on Long-Range Transportation/Land Use planning
Process: review of Chapter 16: Environmental Mitigation

Mr. Erickson stated that the Environmental Mitigation Chapter is part of the on-going long-range transportation plan update due in October of 2015. He explained that the chapter has two parts: policy content and a review of various environmental features with strategies to reduce or mitigate environmental harm with regards to the programmed Transportation Improvement Program (TIP) transportation projects. He noted that this chapter is a system level scan of environmental issues rather than at the project specific level.

He explained that the environmental features were analyzed with GIS mapping to create buffers/thresholds of 250 feet around bridge or intersection projects and a quarter mile buffer around road segment projects. These buffers were used to determine which TIP projects could potentially impact each environmental feature.

Mr. Erickson directed the committee to review the Cultural Resources section of the text and asked the group to review the list of "Locally Significant Historic Places" to make sure the list was accurate. Ms. Benson noted that she would follow up on reviewing/updating this list.

A general discussion ensued about the Climate Change portion of the text. Staff agreed to provide more clarification of the text to reflect weather trends of all extremes.

6. Discussion and action on Proposed Resolution 03-14: Adoption of the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2015

Mr. Moesch stated that the Transportation Improvement Program (TIP) document was brought before the Technical Advisory Committee meeting in September. He noted that Mr. Skiff and Mr. Janke have been working closely with him to make revisions to the list of projects. Mr. Moesch noted that the TIP document had undergone a 30 day public review period and no comments were received. Mr. Moesch also stated that he worked with Ms. Lynn Gilles of Fond du Lac Area Transit to obtain capital and operation expenses which are included in the TIP document. Mr. Moesch stated that the TIP has an expanded environmental justice portion per FHWA guidance. Lastly, he noted that the interactive TIP map will be updated to reflect the new list of projects which is available on the MPO website.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 03-14. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 03-14. Mr. Pierquet made a motion to approve Resolution 03-14, Mr. Hornung seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 04-14: Adoption of the 2015 Unified Transportation Work Program for the Fond du Lac Urbanized Area and Annual MPO Certification

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

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 04-14. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 04-14. Mr. Moore made a motion to approve Resolution 04-14, Mr. Skiff seconded the motion and the motion passed unanimously.
8. Discussion and action on Proposed Resolution 05-14: Adopting a Title VI Non-Discrimination Program Plan and Limited English Proficiency Program for the Fond du Lac Metropolitan Planning Organization as a Sub-recipient of Federal and State Funds

Mr. Raith noted that in the past, the MPOs and WisDOT entered into an agreement in support of the Title VI Non-Discrimination Program Plan and Limited English Proficiency Program. The change is that now each regional planning commission has to create its own Title VI Non-Discrimination Program Plan and Limited English Proficiency Program that is specific to their region. This plan is specific to the ECWRPC planning area. Mr. Raith recommended that the Fond du Lac MPO adopt this plan as part of the east central region as a sub recipient of federal and state funds.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 05-14. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 05-14.

Ms. Benson made a motion to approve Resolution 05-14, Mr. Moore seconded the motion and the motion passed unanimously.

9. Update and discussion on development of Transit Development Plan (TDP) for Fond du Lac Area Transit

Mr. Raith stated that staff has been in contact with Fond du Lac Area Transit to update their Transit Development Plan (TDP). He noted that staff has submitted a proposal to WisDOT to work on behalf of Fond du Lac Area Transit with work scheduled to begin in 2015. Mr. Raith noted that more details will be forthcoming at future meetings.

10. Adjournment

Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Hornung seconded the motion. The motion passed unanimously and the Committee adjourned at 11:00 A.M.
RESOLUTION NO. 03-14


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

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

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

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

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

WHEREAS, in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), coordination has occurred between the MPO, the state and transit operators in programming multimodal projects; and

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

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

Section 1: That the Policy Board, as the designated MPO, adopt the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2015.

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 Date: October 8, 2014
Submitted By: MPO Staff
Prepared By: David J. Moesch, Associate Transportation Planner

[Signature]
Mr. Allen Buechel, Chair, Policy Board
Fond du Lac Metropolitan Planning Organization
APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES
NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2015 TRANSPORTATION IMPROVEMENT PROGRAM

The Fond du Lac Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area – 2015. This publication of the TIP serves to update the listing of state and federally funded, in addition to significant local transportation projects for the years 2015 – 2018. The Fond du Lac MPO’s public participation satisfies the Fond du Lac Area Transit public participation requirements for the Program of Projects. The draft Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area – 2015 can be viewed on the internet at:

http://fdlmpo.org/

A 30-day public review and comment period for this document will commence on Sunday, September 7, and end on Monday, October 6, 2014. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy, and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100.
STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM
400 AHNAIP ST STE 100
MENASHA WI 549523388

Alexandra Zakowski

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

Account Number: GWM-N5251
Order Number: 0000078326
No. of Affidavits: 1
Total Ad Cost: $22.73
Published Dates: 09/07/14

(Signed) Alexandra Zakowski (Date) 9/9/14
Legal Clerk

Signed and sworn before me

My commission expires 5-28-15

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EAST CENTRAL WI PLANNING COMM
Re: Notice of Opportunity to Review

East Central Wisconsin Regional Planning Commission
APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE
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 – 2015.

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

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

**Map G-1** illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person’s total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included, are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2015 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

**Map G-2** depicts 2012 households making less than $25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2015 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2015 TIP projects allows the MPO to determine the potential for disproportionately high adverse impacts to individuals classified as in poverty or making less than $25,000 per household. Further analysis of the TIP projects in relation to individuals classified as in poverty or making less than $25,000 per household do not propose a disproportionately high adverse impact compared to the general population.
Map G-3 depicts 2012 households making more than $100,000 for the area. Further analysis of the TIP projects in relation to households making more than $100,000 per household do not propose a disproportionately high adverse impact compared to the general population. Typically, households in this class have more resources in their ability to access all modes of transportation.

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

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

Map G-6 depicts 2012 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

Map G-7 depicts 2012 distribution of households with no car in the Fond du Lac MPO area by census tract. This analysis is included with transit fixed routes and 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population. The majority of these households are served by fixed transit or other modes of transportation in the area.

Map G-8 depicts 2012 distribution of households with at least one car in the Fond du Lac MPO area by census tract. This analysis is included with transit fixed routes and 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

It appears that none of the programmed projects disproportionately affect any certain population concentration in the Fond du Lac urbanized area. Also, the concentration of populations near the city center, allows for optimal access to a number of modes, including the radial route design of urban transit systems, urban bicycle and pedestrian routes, and well-developed and maintained local street and highway systems.
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Figure G-1
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Population Below Poverty Level (2010 Census Data)

Population Below Poverty Level
- <10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- 25.00%+

1/4 mile transit buffer
Transit Routes
--- 2010 Metropolitan Planning Boundary
----- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number
- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number
- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

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

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

Prepared AUGUST 2012:
East Central Wisconsin Regional Planning Commission

East Central Wisconsin Regional Planning Commission
Figure G-2
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Household Income Less than $25,000 per Year (2010 Census Data)

Household Income Less than $25,000
- 12.00% - 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- 60.00% +

1/4 mile transit buffer
--- 2010 Metropolitan Planning Boundary
----- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number
- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number
- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

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

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Figure G-3
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Household Income Greater than $100,000 per Year (2010 Census Data)

Household Income Greater than $100,000
- <8.00%
- 8.01% - 13%
- 13.01% - 19%
- 19.01% - 25%
- 25.01% - 31%

TIP Project Year and Number
- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number
- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

Scale in Miles
0 1.5 3

Prepared AUGUST 2012
East Central Wisconsin Regional Planning Commission

Source: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2011 centerline and 2005 hydrology.
Figure G-4
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Minority Population (2010 Census Data)

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

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Figure G-5
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Hispanic Population (2010 Census Data)

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

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

Percent Hispanic Population
- <2.00%
- 2.00% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- 10.01% - 15%

1/4 mile transit buffer
Transit Routes

2010 Metropolitan Planning Boundary
2010 Adjusted Urbanized Boundary

TIP Project Year and Number
- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number
- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056
Figure G-6
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and "Speaks English Less than Well" (2010 Census Data)

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

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

Prepared AUGUST 2012

East Central Wisconsin Regional Planning Commission

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Figure G-7
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Household No Access to a Car (2010 Census Data)

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

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

Legend:
- Household No Access to a Car
  - <2.5%
  - 2.51% - 5%
  - 5.01% - 7.5%
  - 7.51% - 10%
  - 10.00%>
- TIP Project Year and Number
  - 2015 06-056
  - 2016 06-056
  - 2017 06-056
  - 2018 06-056
- TIP Intersection Project Year and Number
  - 2015 06-056
  - 2016 06-056
  - 2017 06-056
  - 2018 06-056

Scale in Miles
0 1 2

Prepared AUGUST 2012
East Central Wisconsin Regional Planning Commission
Figure G-8
Fond du Lac Urbanized Area TIP Projects (2015 - 2018) and Household Access to a Car (2010 Census Data)

Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2011 centerline and 2005 hydrology. This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.
APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM
AND STP-URBAN ELIGIBLE ROADWAYS
FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

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

Map H - 1 shows the Fond du Lac urbanized area.
Figure H-1
Fond du Lac Urbanized Area Functional Classification System
2014

Source:
ECWRPC & WisDOT provided the 2004 Urbanized Functional Classification System. ECWRPC & WisDOT provided the 2010 adjusted urbanized area and the metropolitan planning area. Fond du Lac County 2006 municipality boundaries, hydrology, and centerline Data.

Prepared August 2014 By:

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