MEETING NOTICE

FOND DU LAC MPO POLICY BOARD AND TECHNICAL ADVISORY COMMITTEE MEETING

DATE: Wednesday, October 3, 2018
TIME: 10:00 A.M.
PLACE: Rooms D & E – City/County Government Center

AGENDA

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

2. Public Comment

3. Discussion and action on July 11th, 2018 Fond du Lac MPO Policy Board Meeting Minutes (Enclosed)

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

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

6. Discussion and action on Proposed Resolution 07-18: Approval of the Transportation Improvement Program for the Fond du Lac Urbanized Area – 2019 – Dave Moesch
   Document can be viewed here - http://www.ecwrpc.org/programs/fond-du-lac-mpo/transportation-improvement-program/

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

8. Discussion and action on Proposed Resolution 08-18: Approval of the 2019 Fond du Lac MPO Work Program (Enclosed) – Melissa Kraemer Badtke and Walt Raith

10. WisDOT Regional Projects Update – Matt Halada

11. Transit and Specialized Transportation Update – Nick Musson

12. Bicycle and Pedestrian Update – Kim Biedermann

13. Regional Safe Routes to School Update – Melissa Kraemer Badtke

14. Adjourn
SUMMARY OF PROCEEDINGS  
Fond du Lac Metropolitan Planning Organization Policy Board  
Fond du Lac City/County Building, Rooms D-E, Wednesday, July 11, 2018

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

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

WisDOT Members Present  
Matt Halada .................................................. WisDOT – NE Region  
Sandy Carpenter .......................................... WisDOT – NE Region

Staff Members Present  
Walt Raith .................................................... ECWRPC  
Dave Moesch ................................................ ECWRPC  
Kim Biedermann ........................................ ECWRPC  
Melissa Kraemer Badtke ................................ ECWRPC  
Ashley Tracey ............................................... ECWRPC

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

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

2. Public Comment (None)

3. Discussion and action on Summary of Proceedings from the May 9, 2018 Policy Board meeting

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

4. Discussion and action on Proposed Resolution 03-18: Amending the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2018

   Mr. Moesch stated an amendment was necessary for the Transportation Improvement Program to approve a WETAP (Wisconsin Employment Transportation Assistance Program) Project administered through WisDOT. He noted the Section 5307 (urban area) project is for Advocap to subsidize capital and operating expenses. Typical projects these funds support include: operating, mobility management projects, vehicle repair and purchase loan programs. Federal 5307 funds amount to $62,381, with a local match of $26,864 for a total project cost of $419,586. The project is also awarded Section 5311 (rural area) state funding in the amount of $7,5347. The remaining funding is with 85.24 State funds.
Mr. Moesch noted this amendment was included in the Transportation Improvement Program as Advocap provides services to low income individuals and families throughout Fond du Lac County.

Mr. Buechel asked the committee if they had any comments or questions regarding proposed Resolution 03-18. Hearing none, Mr. Buechel asked the committee for a motion to approve Resolution 03-18. Ms. Benson made a motion to amend the Transportation Improvement Program, Mr. Buechel seconded the motion and the motion passed unanimously.

5. Discussion on Kinker Road / CTH N Train Study

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

6. WisDOT Regional Projects Update

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

7. Transit and Specialized Transportation Update

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

8. Discussion on Traffic Count Webmap

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

9. Bicycle and Pedestrian Program Update

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

10. Regional Safe Routes to School Program Update

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

11. Adjournment

Mr. Buechel asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Ms. Benson seconded the motion. The motion passed unanimously and the Committee adjourned at 11:30 AM.
PROPOSED RESOLUTION 04-18


WHEREAS, the City of Fond du Lac, as the Metropolitan Planning Organization (MPO) for the Fond du Lac Urbanized Area, adopted the 2018 Transportation Improvement Program for the Fond du Lac Urbanized Area, at the October 4, 2017 Policy Board meeting; and

WHEREAS, the Transportation Improvement Program was prepared to meet the requirements of the Fixing America’s Surface Transportation Act: (FAST), as prescribed by federal regulations; and

WHEREAS, the metropolitan planning organization (MPO) must work with Fond du Lac Area Transit to establish calendar year targets for transit performance measures addressed in the State Transit Asset Management Plan (TAM) and incorporate them into the TIP; and

NOW, THEREFORE, BE IT RESOLVED that the MPO approves the amendment as presented to include the performance measures in the adopted 2018 Transportation Improvement Program for the Fond du Lac Urbanized Area.

Effective October 3, 2018

Mr. Allen Buechel, Fond du Lac MPO Policy Board Chair
PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES

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

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

WISDOT TRANSIT ASSET MANAGEMENT PLAN

Introduction

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), the Wisconsin Department of Transportation (WisDOT), is the TAM sponsor for all 5311 Formula Grants for Rural Areas and 5310 Enhanced Mobility for Seniors and Individuals with Disabilities sub-recipients. The smaller transit agencies such as Fond du Lac Transit have not done a Transit Asset Management Plan (TAM) of their own and will be a part of the State plan.

Methodology

WisDOT reviewed the inventory of federally funded vehicles, equipment, and facilities in its BlackCat Grants Management System and used age to ascertain a starting point for the 2017 TAM targets. WisDOT’s formal sponsored TAM Plan will likely include additional evaluation criteria as well as capital items not purchased through federal funds.

Vehicles and Equipment

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

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Vehicle Count</th>
<th>Useful Life Age Benchmark (ULB)</th>
<th>Percent of Fleet Beyond ULB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Duty Bus, 35-40'</td>
<td>55</td>
<td>12</td>
<td>27%</td>
</tr>
<tr>
<td>Heavy Duty Bus, 30'</td>
<td>11</td>
<td>10</td>
<td>55%</td>
</tr>
<tr>
<td>Medium-Duty Bus</td>
<td>606</td>
<td>7</td>
<td>36%</td>
</tr>
<tr>
<td>(Cutaways)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>-------------------------------</td>
<td>-----</td>
<td>-----</td>
<td>---</td>
</tr>
<tr>
<td>Light-Duty Vehicles</td>
<td>393</td>
<td>4</td>
<td>67%</td>
</tr>
<tr>
<td>(Revenue Vehicles)</td>
<td></td>
<td></td>
<td></td>
</tr>
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<td>10</td>
<td>4</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,075</td>
<td></td>
<td>48%</td>
</tr>
</tbody>
</table>

**Overall Target for Vehicle and Equipment**

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

**Facilities**

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

**Facility Targets**

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

WisDOT will continue to work with Fond du Lac Transit to evaluate and adjust its targets as needed.
PROPOSED RESOLUTION 06-18

ADOPTION OF HIGHWAY SAFETY IMPROVEMENT PROGRAM, SECOND PERFORMANCE RULE (PM 2), AND THIRD PERFORMANCE RULE (PM3) PERFORMANCE MEASURES FOR THE FOND DU LAC URBANIZED AREA - 2019

WHEREAS, the Wisconsin Department of Transportation (WisDOT) established statewide calendar year targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

WHEREAS, Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS); and

WHEREAS, Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System, freight movement on the Interstate System; and

WHEREAS, the City of Fond du Lac, as the Metropolitan Planning Organization (MPO) for the Fond du Lac Urbanized Area, adopted the 2018 Highway Safety Improvement Program safety measures, at the May 9, 2018 Policy Board meeting; and

WHEREAS, metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the performance measures by either adopting their State DOT targets or commit to establishing their own for the metropolitan planning area. Adopting the WisDOT targets means agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT’s target(s) and incorporate into the TIPs; and

NOW, THEREFORE, BE IT RESOLVED that the MPO approves the resolution as presented to include the performance measures adopted by the Wisconsin Department of Transportation.

Effective October 3, 2018

Mr. Allen Buechel, Fond du Lac MPO Policy Board Chair
PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

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

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

23 USC 150: National performance measure goals are:

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

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

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


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

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


SETTING TARGETS FOR PERFORMANCE MEASURES

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

The U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The Wisconsin Department of Transportation (WisDOT)
established statewide calendar year 2019 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and that was approved at the state level on August 31, 2018. The WisDOT targets are:

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

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

LINK OF INVESTMENTS TO PERFORMANCE MEASURES

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

ANALYSIS OF SAFETY PROJECTS IN THE TIP

Highway Safety Improvement (HSIP) Projects

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

Major Reconstruction Projects

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

The Wisconsin Department of Transportation (WisDOT) is proposing improvements to a 19-mile stretch of WIS 23 from US 151 to County P in Fond du Lac and Sheboygan counties. In this area, WIS 23 is a critical east-west connector between two Interstate highways, I-41 in Fond du Lac.
Lac and I-43 in Sheboygan, serving freight and local, regional, and statewide traffic. The majority of WIS 23 from US 151 to County P is a rural, 2-lane highway, with significant safety, access, and operational concerns. Improvements are being considered to address these concerns.

**Surface Transportation Block Grant Program – Urban Projects**

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

**Pedestrian/Bicycle Safety Education Programs**

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

**SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES**

MAP-21/Fast Act Performance Measures for transit as established in 49 USC 625 and 23 CFR 490 are:
- Transit
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**WISDOT TRANSIT ASSET MANAGEMENT PLAN**

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WisDOT will continue to work with Fond du Lac Transit to evaluate and adjust its targets as needed.

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

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

Comments for FHWA on the PM2 Rule Calculations

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

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

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

<table>
<thead>
<tr>
<th>Measure</th>
<th>2-Year Target (2019)</th>
<th>4-Year Target (2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate – Percentage pavements in “Good” condition</td>
<td>NA</td>
<td>&gt; 45%</td>
</tr>
<tr>
<td>Interstate – Percentage pavements in “Poor” condition</td>
<td>NA</td>
<td>&lt; 5%</td>
</tr>
<tr>
<td>Non-Interstate NHS – Percentage pavements in “Good” condition</td>
<td>≥ 20%</td>
<td>≥ 20%</td>
</tr>
<tr>
<td>Non-Interstate NHS – Percentage pavements in “Poor” condition</td>
<td>≤ 12%</td>
<td>≤ 12%</td>
</tr>
</tbody>
</table>

### Exhibit B

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

<table>
<thead>
<tr>
<th>Measure</th>
<th>2-Year Target (2019)</th>
<th>4-Year Target (2021)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of NHS bridges by deck area in “Good” condition</td>
<td>≥ 50%</td>
<td>≥ 50%</td>
</tr>
<tr>
<td>Percentage of NHS bridges by deck area in “Poor” condition</td>
<td>≤ 3%</td>
<td>≤ 3%</td>
</tr>
</tbody>
</table>

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

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System, freight movement on the Interstate System. The 2019 and 2021 targets for the performance measures are identified in Exhibit C.
Comments for FHWA on the PM3 Rule Calculations

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

The reliability measures are based on the following metrics:

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

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

Wisconsin Department of Transportation

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

The City of Fond du Lac MPO Policy Board agreed to adopt the targets and they were approved by formal resolution on October 3, 2018. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2019 and 2021 PM2 and PM3 performance measures.
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PROPOSED RESOLUTION NO. 07-18


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

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

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

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

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

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

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

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

Section 1: That the Policy Board, as the designated MPO, adopt the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2019.

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

Section 3: That the Policy Board further certifies that the TIP contains projects that are consistent with the metropolitan plans for the urbanized area.
PROPOSED RESOLUTION NO. 07-18

Effective Date: October 3, 2018
Submitted By: MPO Staff
Prepared By: David J. Moesch, Associate Transportation Planner

Mr. Allen Buechel, Chair, Policy Board
Fond du Lac Metropolitan Planning Organization
PROPOSED RESOLUTION NO. 05-18

ADOPTION OF THE PUBLIC PARTICIPATION PLAN FOR THE FOND DU LAC METROPOLITAN PLANNING ORGANIZATION (MPO)

WHEREAS, Fond du Lac Policy Board as the Metropolitan Planning Organization (MPO) for the Fond du Lac MPO, and charged with conducting cooperative, comprehensive and continuing urban transportation planning as prescribed by federal and state law; and

WHEREAS, a public participation plan must be developed by the MPO in consultation with stakeholders to meet the requirements of the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, the public participation plan identifies the methods, techniques and strategies that will be used or considered to solicit input and participation from the public during the development of long range plans and transportation improvement programs; and

WHEREAS, the public participation plan establishes measures, milestones, benchmarks and goals to determine if the amount of public participation is reasonable when compared to minority, low income and general populations in the MPO areas; and

WHEREAS, the public participation plan will be monitored and reviewed on a regular basis to insure that all citizens and stakeholders interested in transportation planning and programming have ample opportunities to provide input and participate in the process; and

WHEREAS, contingent on 45 day public comment period was provided including two consecutive public notices in the newspaper of record announcing the availability of the Public Participation Plan which ends October 23, 2018;

WHEREAS, public comments are being received by U.S. Mail, the MPO website, telephone or other communication; and,

WHEREAS, if there are public comment received, East Central staff will bring those comments to the Fond du Lac Technical Advisory Committee and Policy Board for their review. jmmmmjkk

Now, Therefore:

BE IT RESOLVED BY THE FOND DU LAC POLICY BOARD ADOPT THE PUBLIC PARTICIPATION PLAN FOR THE FOND DU LAC METROPOLITAN PLANNING ORGANIZATION (MPO):

Effective Date: October 23, 2018

Prepared for: Fond du Lac Policy Board

Prepared By: Melissa Kraemer Badtke, Principal Transportation Planner

__________________________________________
Mr. Allen Buechel, Fond du Lac MPO Policy Board Chair
PROPOSED RESOLUTION 08-18
ADOPTION OF THE 2019 UNIFIED TRANSPORTATION WORK PROGRAM
FOR THE FOND DU LAC URBANIZED AREA
AND ANNUAL MPO CERTIFICATION

WHEREAS, the City of Fond du Lac was designated by the Governor as the Metropolitan
Planning Organization for the Fond du Lac, Wisconsin Urbanized Area; and

WHEREAS, the Fond du Lac MPO Policy Board, with representation from all jurisdictions within
the Urbanized Area, has the responsibility to direct, coordinate, and administer the transportation
planning process in the urbanized area; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration, under 23
CFR and 49 CFR 616, requires the development of a Unified Transportation Work Program; and

WHEREAS, the Policy Board has reviewed the transportation planning activities outlined in the
2018 Unified Transportation Work Program and finds them consistent with the transportation
planning process and desires of the MPO.

NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the Fond du Lac Metropolitan
Planning Organization adopts the 2019 Unified Transportation Work Program and directs the staff
to submit this document to the Wisconsin Departments of Transportation, the Federal Highway
Administration and the Federal Transit Administration; and

BE IT FURTHER RESOLVED that in accordance with 23 CFR 450.336 (Self Certifications and
Federal Certifications) the Fond du Lac MPO Policy Board 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, 49 U.S.C. 5303, and this subpart;
(2) In nonattainment 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 U.S.C. 2000d-1) and 49 CFR part 21;
(4) 49 U.S.C. 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 FAST Act (Pub. L. 112-141) and 49 CFR part 26 regarding the
involvement of disadvantaged business enterprises in 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;
CFR parts 27, 37, and 38;
(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the
basis of age in programs or activities receiving Federal financial assistance;
(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding
discrimination against individuals with disabilities.

Effective October 3, 2018

Mr. Allen Buechel, Fond du Lac MPO Policy Board Chair