

MEETING NOTICE

FOND DU LAC MPO POLICY BOARD

DATE: Wednesday, October 2, 2019
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 September 4, 2019 Fond du Lac MPO Policy Board and Technical Advisory Committee Summary of Proceedings (Enclosed)
4. Resolution 05-19: Approval of the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2020 (Enclosed)
5. Resolution 06-19: Approval of the 2020 Transportation Work Program
6. Discussion on rankings for the Surface Transportation Block Grant Programs (Enclosed)
7. Discussion Specialized Transportation Coordination/Transit Update
8. Discussion on update to Long Range Transportation Land Use Plan
9. Discussion on City of Fond du Lac Bridge Study
10. Discussion on bicycle and pedestrian update
11. Local Project Updates
12. Adjourn

SUMMARY OF PROCEEDINGS

Fond du Lac Metropolitan Planning Organization Policy Board & Technical Advisory Committee
Fond du Lac City/County Building, Rooms D-E, Wednesday, September 4, 2019

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

Committee Members Present

Paul De Vries	City of Fond du Lac-Engineering
Jordan Skiff	City of Fond du Lac-Public Works
Brian Kolstad.....	City of Fond du Lac-Council
Donna Richards	City of Fond du Lac-Council
Joe Moore	City of Fond du Lac-City Manager
Tom Janke	Fond du Lac County-Highway
Sam Tobias.....	Fond du Lac County-Planning
Nick Leonard.....	Village of North Fond du Lac-Administrator
Mitch Vis.....	Village of North Fond du Lac-Engineering

WisDOT Staff Present

Matt Halada.....	WisDOT – NE Region
Sandy Carpenter (via phone).....	WisDOT – NE Region
Alex Gramovot (via phone).....	WisDOT – Central Office

Staff Present

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

1. *Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings*
2. *Public Comment (None)*
3. *Discussion and action on Summary of Proceedings from the July 10, 2019 Policy Board and Technical Advisory Committee Meeting Minutes*

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

4. *Discussion and action on Surface Transportation Block Grant (STBG) Program project selection*

Mr. Moesch stated the Fond du Lac MPO was allocated \$1.185 million as part of the STBG program (for years 2023-2026) and had received two project applications; one from Fond du Lac County and one from Village of North Fond du Lac. Mr. Janke reviewed the County/City project for CTH VV (Pioneer Rd) from CTH V to Martin Ave (project cost: \$2.4 million). Mr. Leonard reviewed the Village project for Minnesota Ave from Rose St to Anne St (project cost: \$1.0 million). The committee agreed to allocate this program cycle funds toward the County/City project with an understanding that the Village’s project receive first consideration for the next STBG project selection. ECWRPC staff will review the project selection/criteria at the next meeting on October 2, 2019.

Mr. Skiff motioned to approve the County/City STBG project, seconded by Mr. Kolstad, motion carried.

5. *Discussion on new transportation funding program for local units of government*

Mr. Raith stated WisDOT has allocated \$75 million in the 2019-2021 state budget for transportation projects for counties, cities, villages and towns. This one time program will fund 90 percent of each eligible project, of which approximately \$27 million will be for counties; \$19 million for cities/villages; and \$29 million for towns. Program details are still being developed. For more information, please see link: [https://wisconsin.gov/Pages/about-wisdot/newsroom/news-rel/071819NewLocal\\$75MTransGrants.aspx](https://wisconsin.gov/Pages/about-wisdot/newsroom/news-rel/071819NewLocal$75MTransGrants.aspx)

6. *Discussion on Transportation Alternatives Program (TAP)*

Ms. Kraemer Badtke stated the next round of funding for the statewide TAP will be released in October. The TAP funds bicycle and pedestrian related transportation projects, Transportation Enhancements and Safe Routes to School Program related projects. Please contact either Ms. Kraemer Badtke (ECWRPC) or Ms. Carpenter (WisDOT) if you have a candidate project in mind. For more information, please see link: <https://wisconsin.gov/Pages/doing-business/local-gov/astnce-pgms/aid/tap.aspx>

7. *Discussion on Long-Range Transportation Plan update*

Mr. Erickson noted a draft version of the MPO Long-Range Transportation Plan is available on ECWRPC's website along with links to three surveys: Conditions, Needs and Priorities. Committee members are asked to review the Planning and Investments chapter which has a running total of the wish list transportation projects within the Fond du Lac Urbanized Area. If the committee has additional ideas they should contact staff to add them to the list of possible projects (for future funding). Mr. Raith also noted a major plan update will be needed after the 2020 census. For more information, please see link: <https://www.ecwrpc.org/programs/fond-du-lac-mpo/long-range-transportation-planning/>
Mr. Tobias noted the addition to the Old Plank Road Trail (part of the WIS 23 expansion) will need to be considered to complete the trail addition. This is approximately 1.5 miles where the City/County will have to agree to fund within the urbanized area near the USH 151 bypass.

8. *Discussion on draft Transportation Improvement Program for the Fond du Lac Urbanized Area – 2020*

Mr. Moesch stated the draft 2020 Transportation Improvement Program (TIP) has been uploaded to ECWRPC's website and is currently under a 30-day public comment period. Committee members should review the project ranking criteria and candidate projects tables in the plan and bring any questions to discuss at the October 2, 2019 meeting. For more information, please see link: <https://www.ecwrpc.org/programs/fond-du-lac-mpo/transportation-improvement-program/>

9. *Discussion on City of Fond du Lac Bridge Study*

Mr. Raith reviewed travel forecasts data within the downtown area for various bridge closure scenarios. Scenarios centered on the bridges of Forest Ave, 1st St, 2nd St and Stow St. Data was presented using WisDOT's Travel Demand Model. There was discussion on bridge maintenance and long-range planning on bridge replacement/repairs/closures.

10. *Discussion on Intermodal Freight Facility*

Mr. Raith shared information regarding talks of developing an intermodal freight facility at the Port of Green Bay. An intermodal freight facility would be able to streamline shipping of products for northeast Wisconsin and be able to bypass Chicago in some instances. Staff will continue to stay involved with these efforts and share information to the committee as it is available.

11. *WisDOT/Local Projects Update*

Mr. Janke shared drone footage of the CTH V/Pioneer Rd roundabout project. Mr. Halada provided an update on the following WisDOT projects:

1. **WIS 23 Expansion (Sheboygan & Fond du Lac Counties):** Work continues in Sheboygan County progressing toward the Fond du Lac/Sheboygan county line; construction in Fond du Lac County will start in 2020. Road acquisitions are in progress for Fond du Lac County properties along the route.
2. **WIS 23 (west of Fond du Lac-Rosendale):** Repave of highway from City of Fond du Lac to Village of Rosendale; adding turn lane at CTH T along with intersection improvements at Rolling Meadows Drive/WIS 23 interchange.

Ms. Biedermann stated staff is working with a state-wide coalition to collect examples of where eminent domain/right of way acquisitions impacted bicycle/pedestrian projects. Please share any examples with staff to forward to the state coalition.

12. *Adjournment*

Mr. Halada motioned to adjourn; seconded by Mr. Janke, motion carried. The Committee adjourned at 11:45 AM. The next meeting is on Wednesday, October 2, 2019 at 10:00 A.M.

PROPOSED RESOLUTION NO. 05-19

APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOND DU LAC URBANIZED AREA, 2020.

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 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

WHEREAS, metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five HSIP performance measures by either adopting their State DOT targets or commit to establishing quantifiable HSIP target(s) for the metropolitan planning area. Adopting the WisDOT 2020 targets means agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP target(s) and incorporate into the TIPs; 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, approve the Transportation Improvement Program for the Fond du Lac Urbanized Area - 2020.

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 2, 2019

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 06-19

ADOPTION OF THE 2020 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 2020 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;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Effective October 2, 2019

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

STBG Project Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the *Transportation Improvement Program*. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2020-2024 project candidates, as part of the 2020 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fond du Lac urbanized area. The MPO will promote the Complete Streets concept and consider adopting a policy. The MPO will require that any project receiving federal funding will adhere to this policy. Below is the performance – based criteria used to evaluate and prioritize the project candidates. These performance measures assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

1. **PLAN CONSISTENCY.** This criterion establishes project legitimacy within the overall transportation network. It rates projects higher when they conform in scope and timing to appropriate comprehensive or modal transportation plan element (local comprehensive plans, arterial plans, transit development and other transit plans, bicycle/pedestrian plans, regional long range plan and related elements) and evidence good regional coordination.

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

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

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

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

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

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

Non-highway applications. An assumption is made that an increase in travel options improves the efficiency of the existing infrastructure. Special considerations will be discussed at the committee level in determining non-highway applications.

- d. **Freight Operations.**

Score	5	A project that improves operations of the existing freight transportation system
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

- e. **Transit Improvements.**

Score	5	A project that provides, or is an integral factor in providing, a transit or paratransit option
	3	A project that enhances a transit or paratransit option, thereby making a transit mode more attractive or paratransit needs, but does not impact the demand for SOV (single-occupant vehicle) travel
	0	A project that inappropriately addresses transit or paratransit needs

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

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

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

Score	5	2.01 miles or greater
	4	1.51 to 2 miles
	3	1.01 to 1.50 miles
	2	0.76 to 1 mile
	1	0.51 to 0.75 miles
	0	0.5 miles or less

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

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

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

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

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

1. **Spacing.**

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

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

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

3. User Safety.

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

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

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

Alternate Rating (non-corridor based projects)

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

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

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

Score	5	> 280
	3	150-279
	0	< 149

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

Score	5	≥ 5
	3	1 - 4
	0	0

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

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

5. **MULTIMODAL.** This criterion emphasizes projects that address needs of all appropriate modes (vehicular, transit, pedestrian, bicycle, freight) or TDM actions in the corridor.

Score	5	In a multimodal corridor, the project addresses the needs of all listed modes.
	3	In a multimodal corridor, at least two modes are addressed, though not all listed modes are addressed.
	1	In a multimodal corridor, only one mode, other than vehicular, is addressed.
	0	Project is not in a multimodal corridor, or is in a multimodal corridor and only the vehicular mode is addressed.

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

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

STBG Project Selection Procedure

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

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 50 percent minimum federal funding level.

If the remaining allocation is inadequate to fund the final project at 50 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 50 percent federal funding level until balance is achieved with the allocation.

If the final project cost is so large that funding it at the 50 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 50 percent minimum federal funding level, then that project shall be passed over to the next project on the list.