



FOND DU LAC
METROPOLITAN PLANNING ORGANIZATION
**TRANSPORTATION
IMPROVEMENT PROGRAM**

2025-2028

Transportation Improvement Program for the Fond du Lac Metropolitan Planning Organization

2025-2028

Approved October 2, 2024

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: Transportation Improvement Program for the Fond du Lac Metropolitan Planning Organization 2025-2028

AUTHOR: East Central Transportation Staff

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

DATE: Approved October 2, 2024

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

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The *Transportation Improvement Program for the Fond du Lac Metropolitan Planning Organization* 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 2025-2028 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 the STBG-Urban Projects from 2025 through 2028; for transit assistance programs, 2025 through 2028.

Necessary TIP Development Content (23 CFR 450.326)
450.326(a) – TIP covers a period of no less than four years.
450.326(b) – TIP development process conducted consistent with adopted MPO Public Participation Plan and includes: <ul style="list-style-type: none"> ▪ Visualization techniques; electronically accessible format ▪ Per conformity regulations, complete air quality conformity analysis documentation ▪ Consultation with state/local agencies and official responsible for planned growth, economic development, environmental protection, airport operations, public transit, freight movements ▪ Outreach to low income and minority populations; results of TIP environmental justice analysis ▪ Results of TIP environmental justice analysis
450.326(c),(d) – TIP shall address performance management and includes: <ul style="list-style-type: none"> ▪ The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established. ▪ The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.
450.326(e) – TIP includes all capital and non-capital U.S. C. Title 23 and 49 funded projects (and project phases) scheduled for implementation within the MPOs’ boundaries.
450.326(f) – TIP includes all regionally significant projects requiring an action by FHWA/FTA irrespective of funding (federal or non-federal) source.
450.326(g) – TIP project listing includes: <ul style="list-style-type: none"> ▪ Project ID (PID number) ▪ Project description ▪ Project phase ▪ Project work type ▪ Project location/length ▪ Project sponsor
450.326(i) – TIP and metropolitan transportation plan consistency
450.326(j), (k), (l), (m) – Fiscal constraint analysis/documentation to include: <ul style="list-style-type: none"> ▪ MPO suballocated funds fiscal constraint analysis ▪ Narrative statement confirming that the WisDOT STIP addresses the fiscal constraint for projects included in the TIP, financed with WisDOT controlled funding sources ▪ TIP fiscal constraint analysis coordinated between WisDOT and the MPO ▪ System-level estimates of costs and revenues sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation.
450.326(n) – TIP to address: <ul style="list-style-type: none"> ▪ Criteria and process for prioritizing implementation of MTP for inclusion in the TIP; any change in priorities from previous TIP ▪ Identification of major projects implemented from previous TIP and any significant delays to prior TIP projects.
The TIP Should include the following resolutions of approval from the MPO Policy Board: <ul style="list-style-type: none"> ▪ Self-certification resolution ▪ Resolution of TIP approval

Funding by phase/fiscal year/fund type; estimated total project cost

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INTRODUCTION

INTRODUCTION

The *Transportation Improvement Program* (TIP) is an annually prepared program of transportation projects that are intended to address the needs and maintenance of the transportation network in the region. The TIP reflects the investment and project priorities established in the current Metropolitan Transportation Plan (MTP) and covers a period of at least four years.

The TIP utilizes a performance-based planning and programming (PBPP) approach. PBPP is a data-driven process that helps to identify strategies and investment opportunities that advance the transportation system and aid in the efficient movement of commerce and individuals in the region. PBPP is meant to be a comprehensive planning process that connects performance measures to goals and objectives of the region.

The TIP utilizes federal and state funding to assist in the implementation of scheduled projects. This document includes cost, phase, and schedule information for transportation projects within the Metropolitan Planning Area Boundary. It has been developed by the East Central Wisconsin Regional Planning Commission (ECWRPC) as the staff for the Fond du Lac Metropolitan Planning Organization (MPO). The MPO works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for preparing a State Transportation Improvement Program (STIP) programming federally-assisted transportation projects statewide.

The federal funding assistance to be programmed is provided by the Bipartisan Infrastructure Law (BIL)/ Infrastructure Investment and Jobs Act (IIJA), which carries forward many of the programs found in its preceding infrastructure bill, the Fixing America's Surface Transportation Act (FAST Act). BIL/ IIJA is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central staff has worked with the WisDOT Northeast Region office, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement plans and budgets for the four-year period from 2025-2028. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by the transportation Technical Advisory Committee (TACs) for the MPO. 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.

Urban Area

Following the decennial census in 2020, the US Census Bureau developed new criteria for defining urban areas. Prior to the 2020 census, U.S. Census Urbanized Areas were defined as populations of 50,000 or more individuals and Urban Clusters were categorized as areas with populations of between 2,500 and 50,000.

New criteria allow for two different ways to qualify as an urban area. The new criteria state that to qualify, the area must encompass at least 5,000 people or at least 2,000 housing units. The

Certifications

In accordance with 23 CFR 450.336 East Central Wisconsin Regional Planning Commission hereby as well as the Fond du Lac MPO certify 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 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) 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 27 regarding discrimination against individuals with disabilities.

ECWRPC certifies that the TIP contains only projects that are consistent with the metropolitan transportation plan for the Fond du Lac MPO.

In addition, the MPO's public participation and certification process satisfies the Fond du Lac Area Transit public participation requirements for the programming of projects.

FOND DU LAC MPO SELF-CERTIFICATION DOCUMENTATION

The Fond du Lac MPO Policy Board is charged with implementing the metropolitan planning process in accordance with applicable requirements of federal transportation legislation, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. All agencies involved in the transportation planning process must also be held accountable to these federal requirements.

By federal law, agencies providing transportation services and/or receiving federal funding must adhere to the requirements listed in the MPO’s adoption/self-certification resolution.

With the approval of the Self-Certification, the policy board is certifying that regulations and policies of the MPO as a sub-recipient of federal aid are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities, and transportation services. The Transportation Planning Work Program includes documentation that as an agency and in partnership with its members, the MPO policy board adheres to the applicable requirements of federal transportation legislation and the Clean Air Act.

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart. These citations summarize the metropolitan planning organization requirements. This MPO is currently certified and has an approved Transportation Improvement Program, Long-Range Transportation Land Use Plan, Transportation Planning Work Program, and Public Participation Plan. This MPO also has the required interagency agreements approved metropolitan area boundaries, and annual listings of obligated projects.

Fond du Lac MPO Compliance: The Fond du Lac MPO complies with this requirement because it currently has an approved TIP, Long-Range Transportation Land Use Plan, Bicycle and Pedestrian Plan, a Unified Planning Work Program and a Public Participation Plan. The MPO also has all of its required agreements, approved boundaries, and listings of obligated projects.

Table 1: Fond du Lac MPO Compliance Certification

Metropolitan Transportation Plan	Fond du Lac Metropolitan Planning Organization (MPO) 2050 Long Range Land Use Transportation Plan - Approved October 7, 2020 Anticipated approval of the 2050 Metropolitan Transportation Plan for the Fond du Lac Metropolitan Planning Organization in October 2025.
Transportation Improvement Program	2024 Transportation Improvement Program for the Fond du Lac Metropolitan Planning Organization - Approved October 4, 2023 Transportation Improvement Program for the Fond du Lac Metropolitan Planning Organization – 2025-2028 - Approved October 2, 2024

Unified Planning Work Program	2024 Planning Work Program for the Fond du Lac Metropolitan Planning Organization - Approved October 27, 2023 2025 Unified Planning Work Program – Approved October 2, 2024
Public Participation Plan	Public Participation Plan Fond du Lac Metropolitan Planning Organization Adopted October 4, 2023
MPO Cooperative Agreement	Executed November 14, 2017 https://www.ecwrpc.org/wp-content/uploads/2017/01/CooperativeAgreementGOTransit.pdf
Metropolitan Planning Area Boundary	Approved by MPO & WisDOT
Annual Listing of Obligated Projects	2023 annual listing posted on website https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/obligated-projects/
Title VI & LEP Plan	Adopted October 4, 2023
Performance Resolutions	All resolutions are current; various dates.

(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. State and local transportation officials take part in 3C planning process to determine which planning elements will be implemented to improve air quality.

Fond du Lac MPO Compliance: This requirement does not currently apply to the Fond du Lac MPO because it is not within a non-attainment or maintenance area.

(3) Title VI of Civil Rights Act of 1964, as amended (42 U.S. C. 20000d-1) and 49 CFR Part 21. Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally-assisted programs on the grounds of race, color or national origin.

Fond du Lac MPO Compliance: The MPO complies with this requirement through the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan that was updated and approved by the Fond du Lac Policy Board on October 4, 2023.

(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.

Fond du Lac MPO Compliance: The MPO complies with this requirement through the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan that was updated and approved by the Fond du Lac Policy Board on October 4, 2023.

(5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

Fond du Lac MPO Compliance: The Fond du Lac MPO will follow WisDOT's DBE policy if outside contracts are hired to complete MPO projects using federal MPO planning funds.

(6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

Fond du Lac MPO Compliance: This requirement does not directly apply to the Fond du Lac MPO because it is not involved in federal and federal-aid highway construction contracts. However, ECWRPC, as staff for the Fond du Lac MPO, does follow an equal employment opportunity policy.

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38. Programs and activities funded with federal dollars are prohibited from discrimination based on disability.

Fond du Lac MPO Compliance: The MPO complies with this requirement through the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan that was updated and approved by the Fond du Lac Policy Board on October 4, 2023.

(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.

Fond du Lac MPO Compliance: The MPO complies with this requirement through the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan that was updated and approved by the Fond du Lac Policy Board on October 4, 2023.

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.

Fond du Lac MPO Compliance: The MPO complies with this requirement through the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan that was updated and approved by the Fond du Lac Policy Board on October 4, 2023.

(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.

Fond du Lac MPO Compliance: The MPO complies with this requirement through the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan that was updated and approved by the Fond du Lac Policy Board on October 4, 2023.

Federal Planning Requirements

The Bipartisan Infrastructure Law (BIL)/ Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021 and supersedes the Fixing America's Surface Transportation (FAST) Act. The BIL/ IIJA, FAST Act, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. BIL planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multimodal perspective, as previously emphasized under MAP-21, TEA-21, SAFETEA-LU, and FAST Act.

Summary of BIL Highway Provisions:

- Funds highway programs for five years (FY 22-26)
- \$350.8 billion dollars (FY 22-26) for highway programs
 - \$303.5 billion dollars in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - +\$47.3 billion dollars in advance appropriations from the General Fund (GF)
- More than a dozen new highway programs, including—
 - Formula: resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - Discretionary: bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- More opportunities for local governments and other non-traditional entities to access new funding
- \$90 billion dollars transferred (GF->HTF) to keep the Highway Trust Fund (HTF) Highway Account solvent for years

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

The Fond du Lac urbanized area is located entirely within Fond du Lac County and includes all of the City of Fond du Lac and the Village of North Fond du Lac, and portions of the towns of Friendship, Fond du Lac, Empire, and Taycheedah. The Fond du Lac Metropolitan Planning Area (MPA) includes all of the City of Fond du Lac, the Village of North Fond du Lac, and the Town of Fond du Lac, and portions of the towns of Friendship, Byron, Eden, Empire, and Taycheedah. The 2020 U.S. Census lists the Fond du Lac MPO population within the adjusted urban boundary as 59,500 and within the MPA as 62,977.

RESOLUTION 12-24

**APPROVING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR
THE FOND DU LAC MPO 2025-2028**

WHEREAS, the City of Fond du Lac has been designated by the Governor as a Metropolitan Planning Organization (MPO), and;

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

WHEREAS, all transportation projects in the Fond du Lac planning area to be implemented with federal funds or that are regionally significant must be included in 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 planning area boundary, and;

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

WHEREAS, in accordance with the Bipartisan Infrastructure Law (BIL), 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 MPO

Section 1: That the Fond du Lac MPO Policy Board approve the Transportation Improvement Program for the Fond du Lac MPO 2025-2028.

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 planning area.

Effective Date: October 2, 2024
Submitted To: Fond du Lac MPO Policy Board
Prepared By: Brice Richardson, Transportation Planner
East Central Wisconsin Regional Planning Commission



Ms. Dyann Benson-Chair
Policy Board
Fond du Lac Metro Planning Organization



Attest: Melissa Kraemer Badtke—Exe Director
East Central WI Regional Planning Commission

10/2/2024

Approval Date



**TRANSPORTATION
IMPROVEMENT PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROCESS

One of the objectives of BIL/ IJA 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 Transportation Improvement Program (TIP) prioritization process.

The TIP is a staged multi-year program of 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 listed outside of the four-year horizon 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.

Financial Constraint

At the beginning of each yearly TIP update, WisDOT develops a list of estimated funding resources for the MPOs of anticipated federal and state funding for highway and transit projects. Each TIP demonstrates fiscal constraint by showing financial data comparing costs with expected funding. The MPO, WisDOT, local units of government and transit operators develop estimates of funds reasonably expected to be available to support TIP implementation.

Relation to Metropolitan Transportation Plan

It is federally required that regionally significant projects be drawn from the region's Metropolitan Transportation Plan (MTP), and all projects in the TIP must work toward implementing the goals of the MTP. The MTP is intended to direct transportation and land-use development and policy decision making over the require 20+ year horizon. Included in the plan is are lists of projects, policies, strategies, and actions to assist in achieving in the region's goals.

Local communities, counties, and municipalities shall identify and advance projects anticipated to be needed in the next 5-15 years for listing in the MTP. ECWRPC works in coordination with the Fond du Lac MPO by utilizing additional modeling, analysis, and data collection tools to identify locations for potential projects and collaborates with communities to feature those that are relevant in the MTP. The MTP uses ranking criteria to prioritize the included projects, identifies funding, and schedules prioritized projects into the TIP for implementation once projects lie within the 4-year timeframe of the TIP. Fiscal constraint is ensured based on expected funding levels in the MTP and available funds in the TIP. Public comment periods occur at designated times.

Project Solicitation and Public Involvement

Annually, each transit operator, local municipality, or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided to local units of government and transit agencies requesting candidate projects to be identified in June of each Fiscal Year.

In early September, a legal notice is published in the daily paper identifying a review and comment period open to the public for 30 days.

Once the project lists are developed by the counties and agencies, and the public has reviewed and submitted comments, the project list is reviewed by the Technical Advisory Committee (TAC) to ensure that the highest priority needs within the region are being addressed and that projects are consistent with regional goals. The TAC then makes recommendations for approval by the MPO Policy Board. The Fond du Lac MPO Policy Board approves the Transportation Improvement Program annually in October. Amendment to the TIP may occur throughout the year and will be considered by the Fond du Lac MPO Policy Board.

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 (MTPs), 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 coordination purposes; except that all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source.

Regionally significant projects are transportation projects (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that are on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

TIP Amendments

After the TIP is adopted and approved, monthly changes to update it may occur. Updates are referred to as either Major/Minor Amendments or Administrative Modifications and are categorized based on the extent of the change/update.

The TIP modifications and amendment guidelines outlined in Appendix A have been established by the MPO in conjunction with FHWA, FTA, and WisDOT to illustrate common changes that may occur during the implementation of an approved TIP and corresponding levels of action that the MPO would be expected to take in formally amending the TIP before federal funding could be committed to the affected projects.

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. The City of Fond du Lac, Fond du Lac Area Transit, and WisDOT rely 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.



PERFORMANCE MEASURES AND TARGETS

PERFORMANCE MEASURES AND TARGETS

Background

As part of the latest federal transportation bill, it is a requirement to incorporate performance-based planning and programming into the development of the MPO's MTP and TIP. The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Bipartisan Infrastructure Law (BIL). 23 USC 150: National performance measure goals are:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
- System Reliability - To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. More information on the national performance measure goals can be viewed at the Federal Highway Administration website link – <https://www.fhwa.dot.gov/tpm/about/goals.cfm>

As staff for the Fond du Lac MPO, the Commission tracks performance measures over time to ensure adequate performance of the overall transportation system and comply with federal regulations. The charts in Appendix B identify performance measure baseline values and targets to illustrate performance over time. Performance measures are defined by Federal

Highway Administration. Baseline and target values are updated by WisDOT every one to two years. The Fond du Lac MPO Policy Board has historically adopted these state targets. All projects programmed into the TIP advance these performance measures, demonstrated through the definition of project targets, baselines, and total investments for each individual performance measure.

Performance Based Planning

Performance based planning and programming (PBPP) is a performance management approach that is used in transportation agencies to achieve desired performance outcomes for the multimodal transportation system. Performance management in this context is the strategic use of performance data to support project selection decisions that help to achieve desired performance outcomes. It is credited with improving project and program delivery, informing investment decision-making, and providing greater transparency and accountability to the public. PBPP is a requirement under current, and past, transportation and infrastructure laws. PBPP attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals.

In 2016, the FHWA established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The following sections address the MPO's adopted performance targets and the anticipated affects to the transportation system.

ECWRPC is working in coordination with the Fond du Lac MPO to refine its performance measure criteria and procedures. Enhanced and more robust measurement procedures will be implemented in upcoming TIPs.

PM1: Highway Safety Performance Measure

Pursuant to 23 CFR 490.209, state DOTs and MPOs are required to establish targets annually based on five-year rolling averages of the following categories:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

According to the regulation, MPOs must establish targets no later than 180 days after the DOT has established and reported their targets in the state Highway Safety Improvement Program (HSIP) annual report. The majority of MPOs in Wisconsin have chosen to follow and support the measures established by WisDOT.

The Fond du Lac MPO adopted the targets established by WisDOT on December 6, 2023. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of WisDOT's HSIP targets.

The performance measures established by WisDOT and adopted by ECWRPC for 2025 are shown in Table 2 for reference.

Table 2: PM1 Safety Targets

Performance Measure	Regional Baseline (2018-2022)	Regional Target (2020-2024)
Number of Fatalities	600.8	588.8
Rate of Fatalities per 100 mil VMT	0.934	0.915
Number of Serious Injuries	3095.6	3033.7
Rate of Serious Injuries per 100 mil VMT	4.822	4.726
Number of Non-Motorized Fatalities and Serious Injuries	379.4	371.8

Table 3 below shows the projects and amount of money that is being invested to improve the *safety* of the MPO’s transportation system. A total of 61.90 miles, with \$45,696,000 invested across these miles, are advancing safety within the MPO. The specific projects are as follows:

Table 3: Safety Projects Advancing PM1

Funding Source	Count of Projects	Total Length	Total Cost
NHPP	4	27.95 miles	\$13,874,000
HSIP	2	13.78 miles	\$2,626,000
STBG	4	3.01 miles	\$14,522,000
STBG-BR	3	0.38 miles	\$2,681,000
BFP - Local Bridge	4	0.35 miles	\$7,208,000
PROTECT	2	16.43 miles	\$4,785,000
Total	19	61.90 miles	\$45,696,000

Safety Projects:

- USH 45: Scott St. to NCL
- CTH VV: CTH V to Martin Ave.
- Minnesota Ave: Chapleau St. to Anne St.
- Pioneer Rd.: Woodbind Park Rd. to Park Ave.
- USH 151: SCL to CTH D
- STH 23: CTH T Intersection

PM2: Infrastructure (Pavement and Bridge) Performance Management Measure Rule

Pursuant to 23 CFR Part 490, 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 Fond du Lac MPO adopted the targets established by WisDOT on May 3, 2023.

The 2023 and 2025 NHS pavement condition targets are identified in Table 4 below.

Table 4: PM2 Infrastructure Targets

Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
Interstate – Percentage pavements in “Good” condition	65.90%	>60%	>60%
Interstate – Percentage pavements in “Poor” condition	0.30%	<4%	<4%
Non-Interstate NHS – Percentage pavements in “Good” condition	36.30%	>30%	>30%
Non-Interstate NHS – Percentage pavements in “Poor” condition	4.20%	<10%	<10%

The 2023 and 2025 NHS bridge condition targets are identified in Table 5 below.

Table 5: PM2 Bridge Targets

Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
Percentage of NHS bridges by deck area in “Good” condition	51.30%	>49%	>48%
Percentage of NHS bridges by deck area in “Poor” condition	2.60%	<3%	<3%

Table 6 shows the projects and amount of money that is being invested to maintain and improve pavement and bridge conditions in the MPO region during the TIP period. A total of 31.40 miles and 65 bridges, with \$75,831,000 invested across these, are advancing infrastructure condition within the MPO.

Table 6: Projects Advancing PM2

Pavement Projects	Number of Projects	Miles	Total Project Cost
Interstate	1	15.57	\$28,453,000
Non-Interstate	2	15.83	\$14,580,000
Bridge Projects	Number of Projects	Number of Bridges	Total Project Cost
NHS	19	65	\$32,798,000
Total	22	31.40 Miles 65 Bridges	75,831,000

Interstate NHS Projects:

- I-41: CTH D to Wis 26

Non-Interstate NHS Projects:

- USH 151: SCL to CTH D
- STH 23, 45, 151

Bridge Projects:

- USH 45: Scott St. to NCL
- Townline Rd: W Branch Fond du Lac River Bridge
- CTH T: Taycheedah Creek Bridge (Phase 1)
- CTH T: Taycheedah Creek Bridge (Phase 2)
- McKinley St: Mosher Creek Bridge
- Promen Dr: Lakeside Park Lagoon
- I-41: DTH D to Wis 26
- Stow St: De Neveu Creek Bridge
- CTH V: De Neveu Creek Bridge
- CTH K: Taycheedah Creek Bridge
- I-41: USH 151 to CTH D
- Rogersville Rd: W Branch Fond du Lac River Bridge
- Forest Ave: E Branch Fond du Lac River Bridge
- Scott St: Scott St Bridge
- USH 151: SCL to CTH D
- USH 151: Townline Rd. to I-41
- STH 23, 45, 151
- West Scott St: CTH OOO Overpass
- Hickory St: W Branch of Fond du Lac River Bridge

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.

PM3: System Performance (NHS, Freight, CMAQ) Performance Management Measure

Pursuant to 23 CFR Part 490, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System (NHS) and the efficient movement of freight on the Interstate System. East Central Wisconsin Regional Planning Commission adopted the targets established by WisDOT on May 3, 2023.

The 2023 and 2025 performance measure targets are identified in Table 7 below.

Table 7: PM3 System Performance Targets

Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
Travel Reliability			
Percent of person-miles traveled that are reliable on the Interstate	96.4%	92.5%	93.0%
Percent of person-miles traveled that are reliable on Non-Interstate NHS	93.9%	91.0%	89.5%
Freight Reliability			
Truck Travel Time Reliability Index on the Interstate	1.20	1.30	1.30

Table 8 below shows the projects and amount of money that is being invested to improve travel time reliability on the NHS system in the MPO region during the TIP period. A total of 31.40 miles, with \$43,033,000 invested across these miles, are advancing system performance within the MPO.

Table 8: Projects Advancing PM3

	Number of Projects	Miles	Total Project Cost
Interstate	1	15.57	\$28,453,000
Non-Interstate	2	15.83	\$14,580,000
Total	3	31.40	\$43,033,000

Interstate NHS Projects:

- I-41: CTH D to Wis 26

Non-Interstate NHS Projects:

- USH 151: SCL to CTH D
- STH 23, 45, 151

Comments for FHWA on the PM3 Rule Calculations

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

The reliability measures are based on the following metrics:

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

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

Transit Asset Management (TAM)

Fond du Lac Area Transit is required by FTA to develop and maintain a Transit Asset Management (TAM) Plan. The TAM Plan is used by the transit agency to prioritize capital projects and support funding decisions. In accordance with 49 CFR Parts 625 and 630, Fond du Lac Area Transit has developed the following performance measures for capital assets. Fond du Lac Area Transit is a Tier II provider.

Assets are categorized as either Rolling Stock, Equipment, or Facilities. Rolling stock refers to revenue vehicles. Performance measure of vehicles will be based on the percentage of vehicles that have either met or exceeded their established useful life benchmark (ULB). The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years. For equipment and facilities, performance will be measured by condition rating of each individual asset. Useful life targets are shown in Table 9.

Table 9: TAM Targets

Category	Target
Revenue Vehicles	Allow less than 30% of vehicles to meet or exceed ULB
Equipment	Allow less than 30% of equipment to meet or exceed ULB
Facilities	Allow 0% of facilities to fall below a condition rating of 3

In order to coordinate this plan with the TIP and regional planning, the asset targets and condition summary areas of the TAM Plan are listed in Table 10.

Table 10: Asset Conditions and Goals

Asset Class/Category	Description	Count	Avg Age	2024 Baseline	2024 Performance / Condition Rating	2025 Target
Revenue Vehicles	Buses	7	7.14	80%	80%	0%
Equipment	Non-Revenue Service Auto	1	16	100%	100%	100%
Equipment	Trucks & Other Rubber Tire Vehicles	0				
Equipment	Bus Wash	1	7	3	3	3
Equipment	Fare Collection System	0				
Equipment	AVL System	0				
Equipment	Floor Scrubber	0				
Facility	Transit Center	0				
Facility	Operations & Maintenance	1	25	3	3	3

Four out of seven buses are rated a 1: Poor. In 2025 FDLAT will be replacing these 4 buses. Our non-revenue service vehicle is only for shift change and is driven very minimally. It is typically driven less than a mile every day. Bus wash is rated a 3. It has some moderate deterioration but is constantly being worked on. FDLAT's bus wash builders stop coming for quarterly maintenance during COVID because they could not find employees, this unfortunately is still the case. We now have an internal employee through the City's construction and maintenance department who is working on getting the bus wash back to functionality. Our Operations/Maintenance facility is rated a 3. It has exceeded its useful life but continues to work with only some marginal defections in need of replacement.

The TIP is developed and is managed in cooperation with Fond du Lac Area Transit. It reflects the investment priorities and project selection process established in the MTP. The process is intended to use available funding to improve the condition of the region’s transit assets.

Public Transit Agency Safety Plan (PTASP)

The Moving Ahead for Progress in the 21st Century (MAP-21) Act granted the Federal Transit Administration (FTA) with authority (carried over in BIL programs) to establish and enforce a comprehensive regulatory framework to oversee the safety of public transportation throughout the United States. As a component of this safety oversight framework, Fond du Lac Area Transit was required to establish safety performance measures and to develop and implement a Public Transit Agency Safety Plan (PTASP). Safety performance target data is shared with the MPO for integration into the TIP and other planning processes.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan. The transit safety performance measures are:

- Total # of Fatalities
- Fatality Rate per Vehicle Revenue Miles
- Total # of Injuries
- Injury Rate per Vehicle Revenue Miles
- Total # of Safety Events
- Safety Event Rate per Vehicle Revenue Miles
- System Reliability

Fond du Lac Area Transit’s safety performance targets can be seen in Tables 11 and 12.

Table 11: Safety and Performance 2025 Targets

2025 Targets							
Service Mode	Fatalities (Total)	Fatalities (per 100K VRM)	Injuries (Total)	Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	System Reliability (VRM / failures)
Fixed Route	0	0	2	1	2	1	5500
ADA & Paratransit	0	0	1	0	1	0	5500
System Reliability: expressed in miles - the mean (average) distance between major mechanical failures for revenue vehicles							

Table 12: Safety and Performance Baseline

2024 Baseline							
Service Mode	Fatalities (Total)	Fatalities (per 100K VRM)	Injuries (Total)	Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	System Reliability (VRM / failures)
Fixed Route	0	0	2	1	2	1	5500
ADA & Paratransit	0	0	1	0	1	0	5500
<i>System Reliability: expressed in miles - the mean (average) distance between major mechanical failures for revenue vehicles</i>							

The methodology used to establish targets is based on staff input, empirical data and comparisons to other plans developed by peers. Targets set above may be adjusted as needed.

Safety performance targets for Fond du Lac Area Transit are based on the safety performance measures, established under the National Public Transportation Safety Plan. The targets are based on review of the previous 5 years of Fond du Lac Area Transit’s safety performance data. Safety data will be analyzed for potential safety impacts. Identified areas of concern are reported to appropriate personnel in the form of specific project reports, memos, and recommendations from the safety committee.

The Fond du Lac MPO agreed to support the Fond du Lac Area Transit safety targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving Fond du Lac Area Transit’s targets.



PROJECT SELECTION

PROJECT SELECTION

Surface Transportation Block Grant – Urban (STBG-Urban)

Project Selection Process

The Fond du Lac MPO Policy Board ranks project applications based on pre-established criteria that align with and advance the adopted performance measures. The selection and ranking criteria for STBG-Urban projects are listed below. The allocation of STBG urban funds for 2024-2029 was \$1,784,153 in the Fond du Lac urbanized area.

As part of this program cycle, communities applying for STBG Program funding will need to have a pre-scoping meeting with East Central and the WisDOT – NE Region staff. If the roadway project has a transit route, the community will also need to inform and work with Fond du Lac Area Transit to include any infrastructure improvements that will assist with pedestrian crossings, transit shelter locations, and ADA accessible curb cuts. East Central staff will rank the STBG Urban projects based on the criteria below and provide a recommendation to the Technical Advisory Committee and the Policy Board for the Fond du Lac MPO.

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.

Project Ranking 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. Candidate projects for are evaluated using the project approval prioritization system created by the Technical Advisory Committee and Policy Board. The MPO Policy Board has approved a complete streets policy and will require that any project receiving federal funding will adhere to this policy. 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.

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.

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
1.1 Plan Consistency	5	Direct Relationship	
	3	Some Relationship	
	1	No Relationship	

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.

Sections 2.1 – 2.3: Highway vs non-highway applications:

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

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.

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
2.1 Pavement Condition	5	Rating of 1-2 (in very poor condition, reconstruction necessary)	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.
	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)	

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
2.2 New Facilities	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects	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.
	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	
2.3 Traffic Operations Improvements	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects	Principally intersection channelization or signalization projects or improvements to corridor performance through access management.
	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	
2.4 Freight Operators	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	
2.5 Transit Improvements	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	

Section 2.6: Bicycle and Pedestrian Improvements. Projects can be categorized as either Barrier Crossing Improvements or Corridor Improvements and rated using the appropriate set of criteria. (Scores of criteria A), B) and C) are averaged and rounded to the nearest integer.)

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description/ Metric	
2.6 Bicycle & Pedestrian Improvements – 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.)	
A. Barrier Crossing Improvements - Spacing	5	2.01 miles or greater	(distance between facilities)
	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	
B. Barrier Crossing Improvements – Level of Use	5	Residential to multimodal transfer locations	(origin/destination pairs)
	5	Residential to employment centers/schools/colleges	
	3	Residential to commercial/recreational	
	1	Residential to residential	
	0	Recreational to recreational	
C. Barrier Crossing Improvements – User Safety	5	No potential for at-grade crossing	(Is at-grade crossing possible?)
	3	At-grade crossing possible; safety concerns remain	
	0	Safe at-grade crossing is possible	
OR			

2.6 Bicycle & Pedestrian Improvements – 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.)		
A. Corridor Improvements - Spacing	5	No alternative parallel route available	(distance between facilities)
	3	Adjacent parallel routes would be better option	
	0	Adequate parallel route already exists	
B. Corridor Improvements – Level of Use	5	Residential to multimodal transfer locations	(origin/destination pairs)
	5	Residential to employment centers/schools/colleges	
	3	Residential to commercial/recreational	
	1	Residential to residential	
	0	Recreational to recreational	
C. Corridor Improvements – User Safety	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups	(Is at-grade crossing possible?)
	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	

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. Noncorridor-based projects would use the alternate rating based on the appropriateness of their location, magnitude and size, and projected usage.

Sub criteria	Points	Assessment Scoring Description / Metric	Additional Guidelines
Corridor Ratings	5	> 1.00	Corridor-based projects
	4	0.80 - 1.00	
	3	0.60 - 0.79	
	2	0.40 - 0.59	
	1	0.20 - 0.39	
	0	< .20	
OR			
Alternate Rating	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects	Non-corridor-based 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	

Safety

This criterion emphasizes a goal of eliminating or minimizing corridor or intersection safety problems on the system. Alternative ratings are available by project type based on segment crash rates, high accident locations, and new facilities. (Scores of criteria a), b), and c) are averaged and rounded to the nearest integer.)

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
Segment Crash Rates	5	> 280	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.
	3	150-279	
	0	< 149	
High Accident Locations	5	> 5	Intersections defined as any locations with >5 crashes in any one year
	3	1 - 4	
	0	0	
New Facilities	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups	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.
	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	

Multimodal

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

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
Multimodal	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.	

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.

Sub criteria	Points	Assessment Scoring	Additional Guidelines
		Description / Metric	
Planned Programming	5	Five Years or More	
	4	Four Years	
	3	Three Years	
	2	Two Years	
	1	One Year	

Projects Recommended for Funding

The 2024-2029 cycle allocation was chosen to be applied to a previously selected project (443-22-023) to accommodate an increase in estimated cost associated with extending the project scope to Park Ave. No other applications were received during this solicitation. The other projects are listed by schedule, selected from a previous STBG-U solicitation. Each selected project scored higher in relation to the other applications in the scoring criteria, and maxed utilization of funding allocations.

CY 2025

- 443-22-016: Village of North Fond du Lac - Minnesota Ave from Chapleau St. to Anne St.

CY 2026

- 443-22-023: City of Fond du Lac – Pioneer Rd. from Woodbind Park Rd. to Park Ave.

Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP) was established through the BIL. The program offers funding for projects that reduce transportation emissions and requires each state to develop a comprehensive carbon reduction strategy. The Fond du Lac MPO is responsible for awarding funding to eligible projects. CRP projects are funded up to 80 percent federal and 20 percent local. The allocation for the Fond du Lac MPO is \$613,873 for FFY 2025; additional application cycles run through FFY 2028.

Project Selection Process

Candidate projects for are evaluated using the project approval prioritization system approved by the Technical Advisory Committee and Policy Board. The MPO Policy Board has approved a complete streets policy and will require that any project receiving federal funding will adhere to this policy. Below are the criteria used to evaluate and prioritize the project candidates. The project ranking criteria assess the project overview, carbon reduction, connectivity and employment, regional planning priorities, cost-effectiveness, equity, and a general category. Each category is weighted to emphasize areas of importance and normalize scoring to a 100-point scale. Points denoted as a range (e.g. 1-5) are up to the reviewer's judgement based on the merits of the application.

Project Ranking Criteria

Project Overview (5%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Overview & Eligibility	5	Application provides brief, clear general overview of the project; project is eligible	Overview should include type of facility or project, location, and applicant contact info (person or organization). The reviewer should be able to decide on the merits of the project from the summary.
	1	Application overview is unclear or incomplete	

Carbon Reduction (30%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Active Transportation OR General Management	1-10	Project demonstrates significant benefit to active transportation network	Active transportation is a major element of CRP funding and ECWRPC planning priorities. Projects that improve road operations and performance metrics will be prioritized.
	1-10	Project demonstrates significant improvement to traffic/road operations	
Reduced Road Demand	1-10	Project will shift demand to non-peak hours or other (non-vehicle) modes, increases vehicle occupancy rate, reduces congestion, VMT, or otherwise reduces demand	Reduction in road demand reduces emissions. Active transportation projects are eligible in this category.
Network Cohesion	1-5	Project fills a gap in the existing transportation network or will serve as a backbone for multi-modal transportation	Projects that improve connectivity and cohesion with the existing network will gain priority.
Safety	1-5	Project incorporates necessary safety measures and will positively impact safety outcomes (for all modes) in the project location	Safety is a priority for ECWRPC in all plans and practices.

Connectivity & Land Use (15%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Land Use & Community Facilities	1-10	Project has connections to existing land use and resulting positive impacts from project implementation are described	Projects that improve cohesion and connectivity with existing land uses gain priority. This includes employment.
Housing Density	10	Project occurs in an area with above average housing density	Projects occurring in an area with higher housing density receive priority.
	5	Project occurs in an area with below average housing density	

Regional Planning Priorities (15%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Alignment with Metropolitan Transportation Plan goals	5	Projects furthers 3+ MTP goals	Projects that align with the stated goals for the region as described in the MTP receive priority.
	3	Project furthers 1-2 MTP goals	
	1	Project does not address MTP goals	
Alignment with other plans	5	Projects furthers 3+ other plans	Other plans include a Bicycle & Pedestrian Plan, Complete Streets Plan, CORP, or other local plan.
	3	Project furthers 1-2 other plans	
	1	Project does not apply to any other plans	

Cost-Effectiveness (10%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Cost Assessment	5	Project uses <50% of total allocated funding	Projects requesting fewer funds from the total Federal allocation amount are awarded more points. Cost assessment scale is curved to better benefit lower cost projects. Projects requesting funding in multiple years will be scored by percent use of the apportionment for each year by averaging the scores for each year.
	4	Project uses 50-70% of total allocated funding	
	3	Project uses 70-85% of total allocated funding	
	2	Project uses 85-95% of total allocated funding	
	1	Project uses 95-100% of total allocated funding	
	4	Project is 50 – 60% Federally funded	
Schedule	5	Schedule is abundantly clear; any obstacles are mitigated	Applications should fully and clearly show how the project will be completed in a timely manner and detail any obstacles to implementation.
	3	Schedule is somewhat clear; there may be obstacles	
	1	Schedule is unclear; there are obstacles	

Equity (15%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Equity Analysis	10	Project occurs completely within an identified tract	Tracts will be identified according the regional EJ index developed using data from ETC. A tract will be identified as disadvantaged if it exceeds the 65 th percentile threshold for the region according to ETC criteria.
	5	Project is partially within an identified tract	
	1	Project does not occur within an identified tract	

General (10%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Community Support	1-5	Letters of support or other documentation of community involvement and support for the project have been included	Shows the organization has active participation in and interest in bettering the community.
Organization Experience	1-5	Organization has previous experience handling grant projects	Applicants with a record of successful projects receive credit.
Project Tracking	1-5	Project includes a way to track progress, impacts, and successes	Tracking progress informs and improves future projects.

Projects Recommended for Funding

No project applications were received during the most recent CRP cycle. The previous cycle received one project application, which was selected and is highlighted below.

CY 2025

- 443-23-012: City of Fond du Lac – Replacing streetlights with energy efficient options

Transit Operating and Capital Assistance

Project Selection Procedure

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. Currently operating under the BIL, the transportation bill remains limited due to local match requirements. Capital, especially the purchase of buses, is behind its benchmark. Many Wisconsin transit systems are using buses that are significantly past their useful life. State and federal transit operating subsidies equaled 58.35% in 2023. In 2020, Fond du Lac Area Transit was the recipient of a CARES Act grant from the Federal Government for assistance due Covid-19. The CARES Act grant is different from traditional grants in that the funds may be used over several years.

Each year, WisDOT suballocates funding from the FTA Section 5339 Bus and Bus Facilities formula program based on capital requests from the state’s transit systems. These annual grants have provided the much-needed support to meet capital needs. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain and enhance transit's infrastructure. Fond du Lac Area Transit (FDLAT) received three (3) new Gillig 29’ buses in early February 2023. FDLAT will replace the remaining 4 buses in 2025. Operating assistance and capital projects proposed for the 2024-2027 period are located in Appendix H-2.



**TITLE VI AND
ENVIRONMENTAL JUSTICE**

TITLE VI AND ENVIRONMENTAL JUSTICE

The Title VI and Civil Rights Act of 1964 states that *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”* [42 U.S.C. 2000(d)]

Similarly, Executive Order 12898 establishes that agencies receiving federal funding *“shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”*

Prior to these regulations, planning and construction projects had been used to cut various populations from one another, often creating secluded communities, inequitable distribution of resources, and causing adverse health effects. These regulations establish planning and policy principals that aim at aim to prevent these types of bad practices based on discriminations and to assure that all members of the populations, especially those communities that have been historically disparaged, are no longer adversely affected.

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. The project evaluation approach used to create this TIP aim to:

- 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.

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 disproportionate 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.

To achieve these goals listed above, it is important to understand the unique needs and dispersal of various socio-economic groups in the region. The MPO utilizes a number of tools and processes to identify historically disadvantaged populations and uses this as a basis to address any potential adverse impacts.

Identifying Historically Disadvantaged Populations

The MPO utilizes U.S. Census data to identify and track the growth of minority and low-income populations. A snapshot of the Demographic Profile of the region can be seen in Table 13 below. An important note is that the total population in the adjusted urban boundary and the metropolitan planning area boundary featured in the Federal Planning Requirements section does not match the total population listed in Table 13 below. This is because the adjusted urban boundary and metropolitan planning area boundary above use the 2020 Census values, which align with the data that is federally required to be used to update these boundaries, while the demographic data uses 2024 ESRI business analyst data as it is more recent data. The two data sources summarize the population within the same area.

The table highlights the demographic composition of the Metropolitan Planning Organization (MPO) compared to the regional population. The MPO has a total population of 63,488, with the White population being the largest at 83.31%. The Black or African American population in the MPO is 3.70%, nearly double the regional percentage of 1.94%. Notably, the Hispanic or Latino population constitutes 8.96% of the MPO population, compared to 5.47% regionally. The Asian population constitutes 1.71% of the MPO population, which is less than the 2.47 regional percentage. American Indian/ Alaskan Natives also make up a lower percentage of the MPO population in comparison to the regional population, at 0.62% and 1.92% respectively. Those who identify as Pacific Islander make up 0.02 percent of the MPO population and 0.05% of the regional population. Finally, individuals of two or more races make up 6.36% of the MPO population, slightly higher than the 5.22% of the regional population.

Table 13: Fond du Lac MPO Demographics

POPULATION GROUPS	FOND DU LAC MPO ESTIMATES	FOND DU LAC MPO PERCENTAGE	REGIONAL TOTAL (10 COUNTY AREA)	REGIONAL PERCENTAGE
Total	63,488	100%	680,828	100%
Race				
White	52,892	83.31%	586,193	86.10%
Black or African American	2,349	3.70%	13,208	1.94%
Asian	1,086	1.71%	16,816	2.47%
American Indian/ Alaska Native	394	0.62%	13,072	1.92%
Pacific Islander	13	0.02%	340	0.05%
Other Race	2,724	4.29%	15,591	2.29%
Two or More Races	4,038	6.36%	35,539	5.22%
Ethnicity				
Hispanic or Latino (Any Race)	5,688	8.96%	37,241	5.47%

**Numbers may not add up to exact totals due to rounding*

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. The mapped projects and populations as they pertain to this TIP can be seen in Appendix C.

GIS Analysis

Map C-1 illustrates the existing fixed route transit system in relation to TIP projects.

Map C-2 depicts the identified disadvantaged locations within the Fond du Lac MPO region by census tract. Historically disadvantaged communities were identified through Justice40 and USDOT ETC data. Justice40 populations are considered to be those of low income, vulnerable, and underserved. ETC data is composed of five components that cumulatively express the burden communities experience as a result of underinvestment in transportation. The five

components that make up the ETC data are as follows: transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact these communities.

Map C-3 illustrates the 2018-2022 average distribution of minority populations by U.S. Census tract for the MPO area. Further analysis of the TIP projects in relation to the minority populations do not propose a disproportionately high adverse impact compared to the general population. 16.69% of the Fond du Lac MPO population identifies as non-white.

Map C-4 illustrates the 2018-2022 average distribution of Hispanic or Latino population by U.S. Census tract for MPO area. 2025 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. 8.96% of the Fond du Lac MPO population identifies as Hispanic.

Map C-5 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. Inclusion of 2025 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map C-6: Median Household Income illustrates the relationship of projects to each census tract's median household income. Median household income data assists in identifying lower income populations, that might not meet the poverty threshold, as well as higher income populations. Analysis is conducted to ensure TIP projects do not disproportionately adversely impact lower income populations, nor disproportionately benefit higher income populations.

Map C-7 depicts the 2018-2022 average households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with 2025 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 C-8 depicts the 2018-2022 average distribution of households with no vehicle access in the Fond du Lac MPO area by census tract. This analysis is included with 2025 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.

None of the programmed projects disproportionately affect any certain population concentration in the Fond du Lac Metropolitan Planning Area boundary. 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.



PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT

As part of the public involvement process for the TIP, East Central Wisconsin Regional Planning Commission publishes a notice in the local paper directing interested stakeholders and the public on where to access the draft TIP for review and comments. The statement used to alert the public is as follows:

East Central Wisconsin Regional Planning Commission, as staff of the Metropolitan Planning Organization (MPO) for the Fond du Lac urban area, has prepared a draft Transportation Improvement Program (TIP) for the Fond du Lac MPO – 2025 to 2028. This publication of the TIP includes projects that will receive federal or state funding to complete the projects and are located within the Fond du Lac MPO. The TIP will coordinate local, state and federal programs to meet federal metropolitan planning regulations that include provisions for a formal TIP adoption process.

Comments regarding the 2025 TIP will be accepted from September 1, 2024 through October 1, 2024. If you would like more information about the 2025 Transportation Improvement Program for the Fond du Lac Metropolitan Planning Organization and a detailed listing of projects, please visit our Web Site at <https://www.ecwrpc.org/public-review/> or contact the East Central Wisconsin Regional Planning Commission (920)751-4770.

The **Proof of Publication** for this TIP can be found in Appendix D. This was posted for a 30-day public comment period from September 1, 2024 to October 1, 2024. No public comments were received.

ECWRPC is in the process of procuring TIP software that will provide additional transparency to the public by improving ease of access and improving reporting accuracy, particularly with respect to amendments. This software will also allow for improved collaboration with WisDOT and other project partners.

Public Engagement Resources

Community engagement is a critical piece of any transportation project, plan, or program. Community engagement provides local governments with key information and local expertise that may not be available anywhere else and is often required to receive federal, regional, state, or local funding. Additionally, when community engagement is conducted inclusively with principles of mobility and environmental justice, it can help local governments improve equity in both process and outcome.

Conducting equitable engagement invites people to reflect on their lived experiences and consider how they would improve moving about their community from big picture changes to incremental steps. Historically, marginalized communities have intentionally and unintentionally been excluded from transportation planning efforts and decision-making, which has resulted in these communities having less access to safe, comfortable, and convenient transportation.

ECWRPC wants to address these past wrongs and help prevent their own organization and local partners from perpetuating past harms in future planning efforts.

Historically, community engagement efforts for transportation projects have attracted people who are already comfortable interacting with government agencies and have the time and resources to participate in engagement activities. This often means people who are most impacted by a project do not get the opportunity to express their opinions, provide feedback, or assist in decision-making. For example, without representative participation in community involvement, cities and neighborhoods are built in ways that only people with transportation choices can navigate easily and conveniently. For example, neighborhoods without sidewalks or that are divided by major arterials are only designed for those who have access to a vehicle, which can align with income, ability, and race. More inclusive and equitable engagement can help ensure that our streets and neighborhoods are built for the needs of all residents. ECWRPC wants to be intentional in engaging community members who are diverse in age, race, disability status, and language, and those who bring life experiences and expertise often missing from existing data and current decision-making groups.

As ECWRPC and local governments work to improve community engagement efforts to reach historically underserved communities, it is important to acknowledge and take accountability for the historical wrongs and ongoing systemic barriers that have led to distrust and perpetuate transportation disparities.

Various types of intentional and unintentional inequities have a lasting impact on people's willingness to engage with local government, especially if not explicitly addressed. Although nothing can change history, acknowledgement of past government wrongdoings in addition to earnest efforts to improve diversity, equity, and inclusion through community engagement can help ECWRPC and local partners begin repairing relationships with marginalized communities.

ECWRPC makes a great effort to engage communities equitably. Several plans and resources have been developed to assist in this venture including the *Title VI and LEP Plan*, the MPO's *Public Participation Plan*, and the *Equitable Engagement Toolkit and Guidebook*. Each of these resources are explained in more detail below with links to the resource.

Title VI and LEP Program

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. Several other federal legal authorities supplement Title VI by extending protections based on age, sex, disability, limited English proficiency, and low-income status. In addition, the Civil Rights Restoration Act of 1987 clarified Title VI enforcement by mandating that Title VI requirements apply to all programs and activities of federal-aid recipients regardless of whether any particular program or activity involves federal funds. Taken together, these laws require recipients and subrecipients of federal funds to ensure all programs and services are delivered to the public without discrimination.

East Central Wisconsin Regional Planning Commission (ECWRPC), as a recipient of federal financial assistance, will ensure compliance with Title VI of the Civil Rights Act of 1964; 49 C.F.R. Part 21; FTA Circular 4702.1b (Title VI Requirements and Guidelines for Federal Transit

Administration Recipients); (Department of Transportation Regulations for the Implementation of Title VI of the Civil Rights Act of 1964); 49 C.F.R Part 21; and related statutes and regulations. ECWRPC acknowledges it is subject to and will comply with Federal Highway Administration Title VI Assurances.

This plan explains the how the Regional Planning Commission incorporates the requirements of Title VI and related legal authorities into its operations. The plan will be used a reference for ECWRPC and an informational resource for the public. The plan will be updated every three years to reflect changes in Title VI compliance operations.

The Title VI Non-Discrimination Program and Limited English Proficiency Plan for the Fond du Lac MPO can be viewed at the following website: <https://www.ecwrpc.org/programs/fond-du-lac-mpo/>

Public Participation Plan

The purpose of this Public Participation Plan (PPP) is to establish procedures that allow for, encourage, and monitor agency outreach to and participation of all residents in the MPO. The intent of this effort is to take reasonable actions throughout the planning process to provide opportunities for historically under-served populations to participate, including but not limited to people of color, people who speak languages other than English, and low-income populations.

This document will lay out procedures to provide opportunities for all area residents to participate in the development of the MPO's Transportation Improvement Program (TIP), and the Metropolitan Transportation Plan (MTP), and other planning documents that may be developed.

This document is intended to meet federal civil rights requirements included in Title VI – Civil Rights Act of 1964. Environmental Justice provisions, adopted in Executive Order #12898, require that no population, particularly minority and low-income, be subject to a disproportionate share of adverse impacts, or are denied benefits of a program. Environmental Justice adds specific protected status of low-income individuals to the Title VI requirements, to provide all members of the public equal access to federal aid programs.

The Public Participation Plan can be viewed at the following website:

<https://www.ecwrpc.org/wp-content/uploads/2024/02/Fond-du-Lac-MPO-2023-Public-Participation-Plan.pdf>

Equitable Engagement Toolkit and Guidebook

One of the most important pieces of public participation is ensuring that all members of the community have their voices heard in regard to their transportation needs. ECWRPC strives to enhance public outreach work by incorporating inclusion from the beginning and throughout the planning process. ECWRPC's Equitable Engagement Toolkit and Guidebook was developed with stakeholder and public involvement in 2022. This resource offers guidance and strategies that will make engagement activities more meaningful, purposeful, and worthwhile for those that live in the region. The Guidebook is specifically designed to improve engagement to reach those

in historically underserved communities, such as People of Color, low-income households, people with disabilities, or those who do not primarily speak English, among others.

The Equitable Engagement Toolkit and Guidebook can be viewed at the following website:
<https://www.ecwrpc.org/wp-content/uploads/2022/12/Equitable-Engagement-Toolkit-and-Guidebook.pdf>



FINANCIAL PLAN

FINANCIAL PLAN

Federal transportation law requires that the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.

For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by 49 U.S.C. 53). Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, state(s), and public transportation operator(s). Additionally, project costs prior to or beyond the four-year TIP period must also be included in the total project cost, as required 23 C.F.R. 450.326(g).

Inflation rate factors used in the financial constraint tables are determined by WisDOT, based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates, as they are updated annually. The 2024-2027 TIP inflation rates were used in the project tables and are listed in Table 14. As of the time of publication, WisDOT has not yet provided an updated inflation rate for use in the 2025-2028 TIP.

Table 14: Yearly Inflation Factor

Yearly Inflation Factor	
2025	2.93%
2026	2.93%
2027	2.93%
2028	2.93%

Federal Funding Programs

Flexibility of Funding Sources

The BIL retains a majority of the highway program structure from the FAST Act legislation, retaining the latitude to flex 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.

These programs allow states to transfer up to 50% of funds made available each fiscal year from one program to any other apportionment of the state, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, National Highway Freight Program, Carbon Reduction Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to STBG.

Flexible Federal-Aid Highway Programs include:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Grade Crossing
- Transportation Alternative Program (TAP)
- Carbon Reduction Program (CRP)

Flexible Federal-Aid Transit Programs include:

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

Program Summaries

Categorical programs, and corresponding acronyms, included in the BIL and FAST Act legislation applicable to the Fond du Lac urbanized area are listed in this section. Of these categorical programs, the majority are programmed by WisDOT. The TIP serves as a forum to communicate with the MPO annually and generate additional public exposure to influence the project prioritization by WisDOT. The MPO continues to work with WisDOT to better understand the process for obligation and contract authority that the state has and how that may impact scheduling and obligation of projects within the TIP.

National Highway Performance Program – State (NHPP)

NHPP funding supports the condition and performance of the National Highway System (NHS), supports the construction of new facilities on the NHS, ensures that investments of Federal-aid funds in highway construction are used to support achieving State performance targets, and to increase the resiliency of the NHS through mitigating future damages from sea level rise, extreme weather events, flooding, wildfires, and other natural disasters.

Bridge Replacement and Rehabilitation – State (BR, BH) – Local (BR-Local)

The Bridge Formula Program (BFP) provides funding to replace, rehabilitate, preserve, protect, and construct highway bridges.

Surface Transportation Block Grant (STBG) – Urban (URB) – Rural (RU) – State (FLX)

STBG Urban provides funding to be used by states and localities for projects to preserve and improve the conditions and performance of federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects within urban areas.

The STBG Rural program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

A portion of STBG funds are allocated to states as Flex (FLX) funding. STBG-FLX funding has additional flexibility compared to the standard STBG funds and allows local and regional agencies to better address transportation needs through the funding of public transit, bicycle and pedestrian infrastructure, safety improvements, and environmental mitigation projects. This flexibility in funding enables a more tailored approach that can address unique challenges and opportunities.

Safety (HSIP)

The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. The program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The BIL allows a State to use up to 10% of its HSIP funding for specified safety projects that:

- Promote public awareness and informs the public regarding highway safety matters
- Facilitates enforcement of traffic safety laws
- Provides infrastructure and infrastructure-related equipment to support emergency services
- Conducts safety-related research to evaluate experimental safety countermeasures or equipment
- Support safe routes to school non-infrastructure related activities

Carbon Reduction Program (CRP)

The CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

In Wisconsin, CRP funds can be used for projects that fall in the following categories:

- Establishment or operation of a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems (23 USC, Section 149(b)(4))
- A public transportation project that is eligible for federal assistance (23 USC, Section 142)
- Construction, planning, and design of on- or off-road trail facilities for pedestrians and bicyclists
- Advanced transportation and congestion management technologies (23 USC, Section 503(c)(4)(E))
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications systems
- Replacement of street lighting and traffic control devices with energy-efficient alternatives
- Congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection and transportation demand management strategies
- Efforts to reduce environmental and community impacts of freight movements;
- Diesel engine retrofit projects as described in 23 USC, Section 149(b)(8)
- Certain types of projects to improve traffic flow and that does not result in the construction of new capacity (23 USC, Section 149(b)(5))
- Reduction of transportation emissions at port facilities, including through the advancement of port electrification

Office of the Commissioner of Railroads (OCR)

The focus of the OCR is to ensure public safety at railroad crossings. The OCR determines the adequacy of warning devices at railroad crossings as well as approving the installation of new railroad crossings, alteration of existing crossings, and closing or consolidating of existing crossings.

Section 5307 – Formula Capital and Operating Assistance

Section 5307, the Urbanized Area Formula Funding program, makes federal resources available for transit capital and operating assistance and transportation-related planning in urbanized areas. Funding is apportioned based on legislative formulas.

For urbanized areas with populations of 50,000 to 199,999, the formula is based on population, low-income population, and population density. For urbanized areas with a population of 200,000 or more, the formula is based on a combination of bus vehicle revenue miles, bus passenger miles, fixed guideway vehicle revenue miles, fixed guideway directional route miles,

fixed guideway passenger miles, and operating expenses, as well as population, low-income population, and population density.

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.

Section 5310 – Elderly and Disabled

The Section 5310 program aids in improving mobility for older adults and people with disabilities by removing barriers to transportation services and expanding transportation mobility options. The program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas and when the transportation service provided is unavailable, insufficient, or inappropriate to meet these needs.

Funds are apportioned based on each state's share of the population of older adults and individuals with disabilities.

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.

Section 5339 – Bus and Bus Facilities Program

The Section 5339 program provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment, and to construct bus related facilities including technological changes or innovations to modify low- or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

Non-Federal Funding Sources

As detailed in 23 U.S.C. 120, most federal funding programs cover only 80%-95% of total project costs, depending on the project type. States have additional ability to lower the federal share allowable on a project. However, there are also project categories that allow increased Federal share of project costs, such as certain safety projects.

In situations where all costs are not covered by Federal funding sources, alternative sources of funding must be acquired to fund and maintain projects. The MPO utilizes the following revenue sources to fill this funding gap for projects in the region:

- State Funding
- Transit Revenue
- Local Match (local grant programs, tax revenue, etc.)

External funding sources allow the MPO to progress many desirable and beneficial project within the region.

Operations and Maintenance

In compliance with regulations that require the TIP to be fiscally constrained, this section of the TIP assesses the transportation systems' financial capacity to assure that the transportation system has the ability to continue to effectively utilize federal funding to sustain the operations and maintenance of the overall system.

Major review of progress regarding financial capacity is made by FTA during conduct of triennial reviews of these transit systems. No significant problems pertaining to financial capacity were identified during the recent triennial review.

To complete a financial analysis of local expenditures for the Fond du Lac MPO, financial expenditures data was used as part of the published report from the Wisconsin Department of Revenue's (DOR) County and Municipal Revenues and Expenditures reports.

Local Financial Analysis

Local expenditures were gathered for the Fond du Lac MPO municipalities from 2018 to 2022 to provide a historic pattern of local transportation expenditures. This analysis looked at the following local transportation expenditures which are defined by the DOR:

- **Highway Maintenance and Administration:** includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. In counties, this entry will include depreciation for equipment and buildings.
- **Highway Construction:** includes the operating expenditures and capital outlay for constructing highways.
- **Road Related Facilities:** include operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.
- **Other Transportation:** includes operating expenditures and capital outlays for airports, mass transit, docks and harbors, and other transportation facilities.

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

1. Gathered local expenditures for Highway Maintenance and Administration, Highway Construction, Road Related Facilities and Other Construction for the local municipalities (2018-2022) provided by the DOR.
2. To account for a degree of variation in local transportation spending projects in a given year by municipalities, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of local transportation expenditures. This data is shown in Table 15.
3. To account for projected revenues needed over the life of this plan, it was assumed that local transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2.93 percent (provided by WisDOT) was applied to the 2018-2022 annual average expenses for each municipality and compounded for each year out to 2026. This data is shown in Table 16.

Table 15: Historic Expenditures for Fond du Lac MPO Municipalities

Municipality	2018	2019	2020	2021	2022	5 Year Average
City of Fond du Lac						
Highway Maintenance & Admin	\$ 4,642,988.00	\$ 4,957,847.00	\$ 5,786,459.00	\$ 4,471,448.00	\$ 4,723,204.00	\$ 4,984,739.50
Highway Construction	\$ 5,233,492.00	\$ 1,865,664.00	\$ 5,915,473.00	\$ 4,250,325.00	\$ 6,557,480.00	\$ 4,647,235.50
Road Related Facilities	\$ 3,713,296.00	\$ 3,552,539.00	\$ 3,668,160.00	\$ 2,769,750.00	\$ 4,258,514.00	\$ 3,562,240.75
Other Transportation	\$ 1,897,742.00	\$ 1,978,900.00	\$ 1,690,057.00	\$ 1,815,038.00	\$ 2,042,031.00	\$ 1,881,506.50
Total Local Transportation Expenditures	\$ 15,487,518.00	\$ 12,354,950.00	\$ 17,060,149.00	\$ 13,306,561.00	\$ 17,581,229.00	\$ 15,075,722.25
Town of Black Wolf						
Highway Maintenance & Admin	\$ 180,343.00	\$ 170,187.00	\$ 198,596.00	\$ 172,127.00	\$ 418,275.00	\$ 239,796.25
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ 6,936.00	\$ 6,242.00	\$ 30,431.00	\$ 21,385.00	\$ 4,661.00	\$ 15,679.75
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 187,279.00	\$ 176,429.00	\$ 229,027.00	\$ 193,512.00	\$ 422,936.00	\$ 255,476.00
Town of Eden						
Highway Maintenance & Admin	\$ 183,047.00	\$ 257,619.00	\$ 153,368.00	\$ 176,285.00	\$ 324,278.00	\$ 227,887.50
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ 1,341.00	\$ 1,343.00	\$ 1,235.00	\$ 1,393.00	\$ 1,382.00	\$ 1,338.25
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 184,388.00	\$ 258,962.00	\$ 154,603.00	\$ 177,678.00	\$ 325,660.00	\$ 229,225.75
Town of Empire						
Highway Maintenance & Admin	\$ 152,997.00	\$ 175,252.00	\$ 146,240.00	\$ 143,651.00	\$ 225,205.00	\$ 172,587.00
Highway Construction	\$ 148,907.00	\$ 137,379.00	\$ 140,170.00	\$ 146,751.00	\$ 128,152.00	\$ 138,113.00
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 301,904.00	\$ 312,631.00	\$ 286,410.00	\$ 290,402.00	\$ 353,357.00	\$ 310,700.00
Town of Fond du Lac						
Highway Maintenance & Admin	\$ 459,807.00	\$ 302,113.00	\$ 282,178.00	\$ 220,211.00	\$ 287,526.00	\$ 273,007.00
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ 9,061.00	\$ 13,070.00	\$ 15,221.00	\$ 12,897.00	\$ 15,982.00	\$ 14,292.50
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 468,868.00	\$ 315,183.00	\$ 297,399.00	\$ 539,775.00	\$ 303,508.00	\$ 363,966.25
Town of Friendship						
Highway Maintenance & Admin	\$ 156,045.00	\$ 363,782.00	\$ 90,381.00	\$ 197,466.00	\$ 276,386.00	\$ 232,003.75
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ 6,551.00	\$ 6,863.00	\$ 6,623.00	\$ 6,926.00	\$ 5,594.00	\$ 6,501.50
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 162,596.00	\$ 370,645.00	\$ 97,004.00	\$ 204,392.00	\$ 281,980.00	\$ 238,505.25
Town of Taycheedah						
Highway Maintenance & Admin	\$ 513,122.00	\$ 516,958.00	\$ 570,967.00	\$ 541,898.00	\$ 509,392.00	\$ 534,803.75
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ 1,378.00	\$ 1,564.00	\$ 1,425.00	\$ 1,312.00	\$ 1,210.00	\$ 1,377.75
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 514,500.00	\$ 518,522.00	\$ 572,392.00	\$ 543,210.00	\$ 510,602.00	\$ 536,181.50
Town of Byron						
Highway Maintenance & Admin	\$ 48,907.00	\$ 52,241.00	\$ 196,194.00	\$ -	\$ 100,777.00	\$ 87,303.00
Highway Construction	\$ 213,996.00	\$ 193,920.00	\$ 280,844.00	\$ 308,253.00	\$ 285,818.00	\$ 267,208.75
Road Related Facilities	\$ 4,669.00	\$ 4,705.00	\$ 4,662.00	\$ 4,931.00	\$ 4,899.00	\$ 4,799.25
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 267,572.00	\$ 250,866.00	\$ 481,700.00	\$ 313,184.00	\$ 391,494.00	\$ 359,311.00
Village of North Fond du Lac						
Highway Maintenance & Admin	\$ 843,160.00	\$ 658,179.00	\$ 652,366.00	\$ 853,768.00	\$ 767,561.00	\$ 732,968.50
Highway Construction	\$ 542,095.00	\$ 60,446.00	\$ 278,613.00	\$ 441,363.00	\$ 66,740.00	\$ 211,790.50
Road Related Facilities	\$ 69,635.00	\$ 71,215.00	\$ 65,845.00	\$ 70,726.00	\$ 55,424.00	\$ 65,802.50
Other Transportation	\$ 44,311.00	\$ 44,000.00	\$ 46,216.00	\$ 46,216.00	\$ 44,000.00	\$ 45,108.00
Total Local Transportation Expenditures	\$ 1,499,201.00	\$ 833,840.00	\$ 1,043,040.00	\$ 1,412,073.00	\$ 933,725.00	\$ 1,055,669.50
Fond du Lac County						
Highway Maintenance & Admin	\$ 10,181,531.00	\$ 11,226,255.00	\$ 11,467,446.00	\$ 9,653,504.00	\$ 9,279,647.00	\$ 10,406,713.00
Highway Construction	\$ 853,630.00	\$ 1,612,716.00	\$ 305,735.00	\$ 3,197,714.00	\$ 7,260,301.00	\$ 3,094,116.50
Road Related Facilities	\$ 574,802.00	\$ 837,005.00	\$ 606,288.00	\$ 867,291.00	\$ 1,545,010.00	\$ 963,898.50
Other Transportation	\$ 2,336,859.00	\$ 22,590,595.00	\$ 1,071,318.00	\$ 283,721.00	\$ -	\$ 5,986,408.50
Total Local Transportation Expenditures	\$ 13,946,822.00	\$ 36,266,571.00	\$ 13,450,787.00	\$ 14,002,230.00	\$ 18,084,958.00	\$ 20,451,136.50
MPO Total	\$ 33,020,648.00	\$ 51,658,599.00	\$ 33,672,511.00	\$ 30,983,017.00	\$ 39,189,449.00	\$ 38,875,894.00

Financial Estimates with Inflation Factors

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

- **Expenditure Inflation Rate (currently 2.93%):** This expenditure inflation rate is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates as they are updated annually.
- **Revenue Inflation Rate (currently 2.0%):** The 2.00% yearly increase corresponds with the BIL apportionment 2.00% annual increases.

Table 16: Total Local Expenditures and Projected Local Revenue for Fond du Lac MPO

Municipality	2018-2022 Average	2025 Projection	2026 Projection	2027 Projection	2028 Projection
City of Fond du Lac	\$ 15,075,722	\$ 16,400,878	\$ 16,842,597	\$ 17,284,316	\$ 17,726,034
Town of Black Wolf	\$ 255,476	\$ 277,932	\$ 285,418	\$ 292,903	\$ 300,389
Town of Eden	\$ 229,226	\$ 249,375	\$ 256,091	\$ 262,807	\$ 269,524
Town of Empire	\$ 310,700	\$ 338,011	\$ 347,114	\$ 356,218	\$ 365,321
Town of Fond du Lac	\$ 363,966	\$ 395,959	\$ 406,623	\$ 417,287	\$ 427,952
Town of Friendship	\$ 238,505	\$ 259,470	\$ 266,458	\$ 273,446	\$ 280,434
Town of Taycheedah	\$ 536,182	\$ 583,312	\$ 599,022	\$ 614,732	\$ 630,442
Town of Byron	\$ 359,311	\$ 390,894	\$ 401,422	\$ 411,950	\$ 422,478
Village of North Fond du Lac	\$ 1,055,670	\$ 1,148,463	\$ 1,179,394	\$ 1,210,325	\$ 1,241,256
Fond du Lac County	\$ 20,451,137	\$ 22,248,791	\$ 22,848,010	\$ 23,447,228	\$ 24,046,446
Total Local Expenditures	\$ 38,875,894	\$ 42,293,085	\$ 43,432,149	\$ 44,571,212	\$ 45,710,276
Project Local Revenues	\$ 38,875,894	\$ 42,293,085	\$ 43,432,149	\$ 44,571,212	\$ 45,710,276

State and Federal Financial Analysis

State (WisDOT) and federal (FHWA and FTA) expenditures were gathered from ECWRPC’s short range Transportation Improvement Program (TIP) for the five-year period from 2018-2022 using the year of expenditure dollar amounts. WisDOT expenditures included both preservation and expansion project dollars. Federal funding expenditures included the following sources:

- National Highway System
- Bridge Replacement/Rehab
- Surface Transportation Program Fond du Lac Urbanized Area
- Surface Transportation Program State Flexibility

- Surface Transportation Program (Highway Safety Improvement Program)
- Surface Transportation Program Enhancements
- Section 5307 Operating Funds
- Section 5307 Capital Funds

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

1. Gathered preservation and expansion project expenditures from the MPO's TIP (2025-2028-year of expenditure dollars) provided by East Central Wisconsin Regional Planning Commission.
2. Gathered federal expenditures from the MPO's TIP (2025-2028) provided by East Central Wisconsin Regional Planning Commission.

The listing of WisDOT, FHWA, and FTA expenditures can be seen in the TIP Project Listing, Table 18.

Transit Financial Analysis

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 FTA during conduct of triennial reviews of these transit systems. No significant problems pertaining to financial capacity were identified during the recent triennial review. The financial capacity table is located in Appendix E-1.

The assessment of transit financial capacity in the MPO region is based on a trend analysis of recent historical data and projections of future condition. Seven indicators of financial condition reflected in the tables are described below.

Justification for Capital Projects

In the Fond du Lac urbanized area, the capital projects for 2024-2027 include a medium bus each year to be used in our ADA adjunct program, Handi-Van. Fond du Lac Area Transit will start our fleet replacement program in 2021, and replace all 7 buses by end of year 2025. Fond du Lac Area Transit is working with FTA on 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 2023. There were no findings in any area of the Triennial Review 2023.

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

Fond Du Lac Urbanized Area Cost Trends

Fond du Lac Area Transit's fixed route operating expenses over the past three years have risen at an inflationary rate due primarily to employee wages and benefits. Health insurance costs have increased significantly.

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

Cost-Efficiency and Effectiveness Trends

Fond du Lac Area Transit's fixed route costs per mile and per hour ratios have crept up slowly over the past several years. These service performance measures cannot be applied to Fond du Lac Area Transit's complementary paratransit service, which is provided on a contractual basis. This service is provided by Fond du Lac County Senior Services on an annual basis. For budget 2024, our intergovernmental agreement listed an annual cost of \$288,000. The financial capacity table reflects operating statistics based on fixed route costs only. A recent study conducted by the Wisconsin Department of Transportation shows that bus and paratransit costs yield three times the savings to consumers and the Wisconsin economy.

Revenue Trends

In January 2024 the basic cash fare was increased to \$2.00 and the senior/disabled fare became \$1.00. The student cash fare rose at the same time to \$1.50. Adult tokens/punch cards sell for 10/\$15.00 and student tokens are 10/\$13.00. The all-day pass increased to \$5.00. The fare on Handi-Van, Fond du Lac Area Transit's complementary paratransit service was increased to \$4.00 in January 2024.

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 2024. Complicating the potential to increase the fare revenue portion of system costs is the fragility of ridership levels. Fond du Lac Area Transit strives to provide affordable transportation given that survey information indicates about 66% of the riders come from families with household income under \$20,000.

Ridership Trends

Efforts are continually underway to make minor route adjustments to serve new traffic generators. Service changes were made to routes #55 and #120 Tripper during our 2022 Transit Development Plan. This was to better accommodate school capacity, and serve the frontage road on the new route #55.

Due to COVID-19, starting in March of 2020, Fond du Lac Transit saw major declines in ridership numbers. As of June 2024, Fond du Lac Area Transit Fixed Route is at about 80% of pre-pandemic ridership. We saw a 10% increase from 2023 to 2024. Handivan and Shared Ride Taxi are also up 10% as well.

Paratransit Ridership

Paratransit Ridership (ADA only) was 7,566 in 2023. In 2020, the number of riders has dropped drastically due to the pandemic. Previously our ADA paratransit service was contracted out to Fond du Lac County Senior Services. In July 2013, this relationship became an intergovernmental contract. The current contract runs through June 2027.

Level of Service Trends

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

Besides Handi-Van, Fond du Lac Area Transit provides non-ADA transportation services in conjunction with Fond du Lac County. Non-ADA took a hit and never quite recovered after COVID. The County is working with a local cab company to bring back the Elderly Walk on service. 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 2024 percentage is approximately 15%.

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. Cares and ARPA monies have helped to supplement the local cost for now.

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

Greyhound/Amtrak

In 2015, Greyhound's Oshkosh ticket agent office closed and shortly after they discontinued serving the market. In 2019, Amtrak has taken over this market offering same-day round trips between I-41 cities Green Bay, Appleton, Oshkosh and Fond du Lac. This bus provides seamless connections among these cities and to Milwaukee. Connection to Chicago is possible from Milwaukee via the Amtrak Hiawatha train.

Fond du Lac County Transit Providers

Elderly Transportation
Fond du Lac County Senior Services
160 Macy
Fond du Lac, WI 54935

Lamers Bus Lines, Inc.
1825 Novak Drive
Menasha, WI 54952

Johnson School Bus Service
711 Morris
Fond du Lac, WI 54935

Program of Projects

Fond du Lac Area Transit relies on the annual TIP, TIP public notice, and ECWRPC's public participation process to comply with Section 5307 public involvement requirements for the Program of Projects (POP).

Fiscal Constraint of TIP

In developing the TIP, the MPO, the state, and public transportation operator(s) must demonstrate fiscal constraint by developing estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall consider all projects and strategies funded under 23 U.S.C., 49 U.S.C. 53, and other federal funds, and regionally significant

projects that are not federally funded. Financial tables that demonstrate fiscal constraint for non-transit and transit projects are located in Appendix F-1.

Illustrative Projects

The financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Illustrative projects will include a project description and cost estimate that may be displayed in a range.

Illustrative Project tables are listed in Appendix G.



**PREVIOUS TIP
ACCOMPLISHMENTS**

PREVIOUS TIP ACCOMPLISHMENTS

This section provides a status update on projects from the previous version (2024-2027) of the MPO’s TIP.

Existing ability to feature previous TIP accomplishments is limited in this document, as many project details are currently unavailable for past projects. ECWRPC staff are updating the project selection criteria, scheduled to be amended into this TIP document in 2025. Updates to the criteria will both improve the project prioritization process and result in East Central collecting and retaining more information on projects. These additional requirements will allow staff to better track projects over time, each project’s contribution toward meeting performance measures, and advancing the goals set out in the MTP. Projects to be implemented in 2024 are described according to the best data currently available regarding project scope and impacts on performance measures. Table 15 illustrates the projects completed during the previous TIP cycle.

Table 17: Previous TIP Accomplishments

TIP Number	Location	Type of Work	Description
443-11-022	USH 45, Fond du Lac – NCL	RSRF30	<ul style="list-style-type: none"> • Patch and Structural Overlay • Beam guard
443-20-018	McKinley St.	Bridge Improvement	<ul style="list-style-type: none"> • Bridge Improvement
443-20-020	CTH VV – Martin Ave to CTH V	Reconstruction	<ul style="list-style-type: none"> • Replacing rural roadway with urban roadway • Curb, gutter, sidewalk, shared use path, and storm sewer • New traffic signals and two way left turn lane
443-21-015	I-41 – CTH D to Wis 26	Resurfacing	<ul style="list-style-type: none"> • Pavement mill and overlay • Guardrail, drainage
443-24-017	I-41 Alternative Fuels Corridor		<ul style="list-style-type: none"> • Installing EV charging station

TIP PROJECT LISTING

The project listing for the Fond du Lac MPO is presented in Appendix H. An explanation of the structure of the tables is as 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 (253-23-001). The first number is the federal designated number for the Fond du Lac MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

Project Category

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: 2025, 2026, 2027, and 2028.

Project Description

Federal planning requirements for metropolitan planning organizations for the MTP and TIP are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established.

Projects programmed in the first 4 years of the TIP will assist WisDOT in achieving the safety performance measure targets. This section of the table explains and justifies the project, how the project aligns with performance measures, and the anticipated safety benefits to the transportation system.

**Table 19: Transit Projects
Fond du Lac Area Transit
(\$000)**

Project Description	Recipient/ Funding Type	TIP Number	2025	2026	2027	2028	2029
Operating Assistance and Maintenance							
Operating Assistance	<i>FDLAT</i>						
Expenses			\$2,005	\$2,041	\$2,075	\$2,106	\$2,137
Revenues			\$127	\$130	\$132	\$135	\$138
Deficit			\$1,878	\$1,911	\$1,943	\$1,971	\$1,999
Federal Share	Section 5307	443-25-004	\$1,017	\$1,025	\$1,044	\$1,063	\$1,082
State Share			\$344	\$350	\$356	\$362	\$368
Municipal Local Share			\$189	\$201	\$201	\$201	\$201
Other Local Share			\$328	\$335	\$342	\$349	\$356
Purchased Transp. (Paratransit)	<i>FDLAT</i>						
Expenses			\$294	\$299	\$306	\$315	\$326
Revenues			\$85	\$88	\$90	\$91	\$92
Deficit			\$209	\$211	\$216	\$224	\$234
Federal Share (Operating)	Section 5307	443-25-005	\$118	\$120	\$121	\$122	\$123
State Share			\$38	\$38	\$40	\$40	\$41
Municipal Local Share			\$21	\$21	\$22	\$22	\$23
Other Local Share							
Total Cost			\$2,055	\$2,090	\$2,126	\$2,159	\$2,194
Federal Share			\$1,135	\$1,145	\$1,165	\$1,185	\$1,205
State Share			\$382	\$388	\$396	\$402	\$409
Local Share			\$538	\$557	\$565	\$572	\$580
Capital Projects							
Vehicle Replacement	<i>FDLAT</i>						
Federal Share	Section 5307	443-25-006	\$1,792				
State Share			\$566				
Local Share							
Small Bus Replacement			\$130	\$133	\$135	\$137	\$139
Federal Share			\$1,922	\$133	\$135	\$137	\$139
State Share			\$566	\$0	\$0	\$0	\$0
Local Share			\$0	\$0	\$0	\$0	\$0
Total Cost			\$2,488	\$2,489	\$2,490	\$2,491	\$2,492

*If CARES or ARP Act funding is required, these federal sources cover 100% of costs. Total facility cost is estimated at \$18 M. Funding mixture allocated to the facility is contingent upon a pending competitive grant.

We replace a medium duty bus every other year for paratransit vehicles after they have reached their useful life.
We will be replacing 4 heavy duty 30ft Gillig buses in the Spring of 2025 that are past their useful life.

Table 20: Paratransit Projects
Fond du Lac MPO

2025	ADA	County E & D Specialized (non-ada)	Total
Annual Estimated Trips	9,000	8,000	21,000
Trip Costs	\$288,000	\$200,000	\$488,000
TOTAL	\$297,000	\$208,000	\$509,000
TIP #	443-25-009	443-25-010	
Funding Type	Section 5307	Section 5307	
Federal Share	\$97,349	\$80,000	\$177,349
State Share	\$40,547	\$36,600	\$77,147
Farebox Revenues	\$45,000	\$40,000	\$85,000
Village Contribution	\$44,000	\$0	\$44,000
TOTAL	\$226,896	\$156,600	\$383,496
Deficit/Local Share	\$243,000	\$200,000	\$443,000
Total paratransit local contribution	\$61,104	\$83,400	\$144,504



APPENDIX A

Administrative Modification

- 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 (federal, 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, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
- Funding
 - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four year window.

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

- Schedule
 - Adding a non-exempt/expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the outyear 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 nonexempt/expansion project within the first four years of the TIP such that current description is no longer reasonably accurate, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
- Funding (Thresholds to be defined by the MPO in consultation with WisDOT and FHWA and subject to WisDOT approval.)
 - Adding or deleting any project that exceeds the lesser of:

- 20% of the total federal funding programmed for the calendar year, or \$1,000,000.



APPENDIX B

In order to comply with federal regulations, ECWRPC tracks performance measure trends over time. Appendix B features charts that display the performance measure historical baseline values and future targets for FHWA set PM1: Safety, PM2: Infrastructure, and PM3: System performance measures. Metropolitan planning organizations have the ability to either adopt the state targets or adopt their own targets on each of these measures. ECWRPC has typically adopted the state targets. While solely the FHWA performance measure charts are featured in this document, ECWRPC also tracks progress with respect to additional state performance measures called Mobility, Accountability, Preservation, Safety, and Service (MAPSS) and region-specific performance measures. ECWRPC is in the process of redeveloping project selection and prioritization criteria for STBG, CRP, MTP, etc. to become more data driven with explicit connections to performance measures, ensuring projects are contributing to meeting targets.

Figure B-1

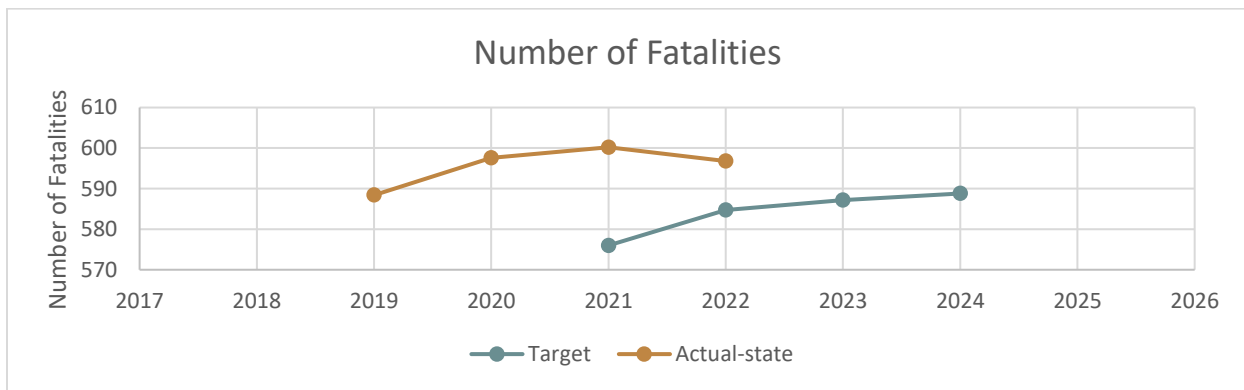


Figure B-2

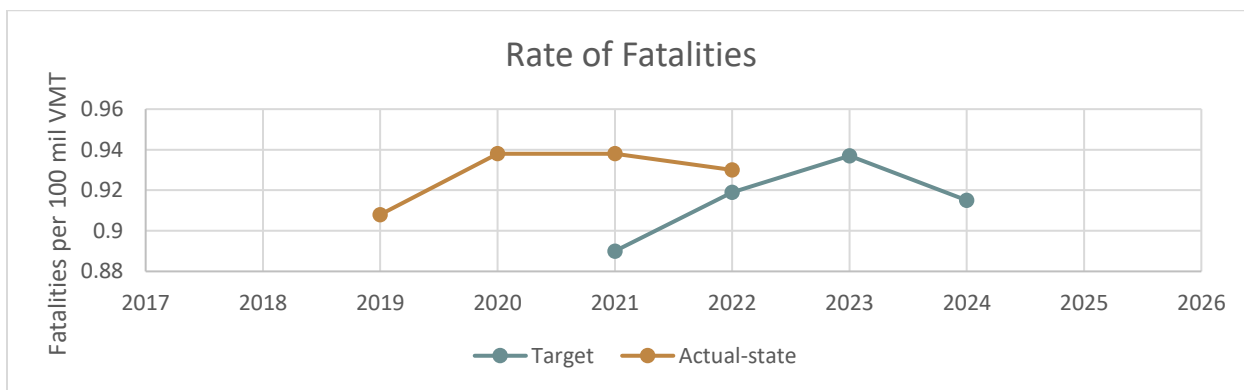


Figure B-3

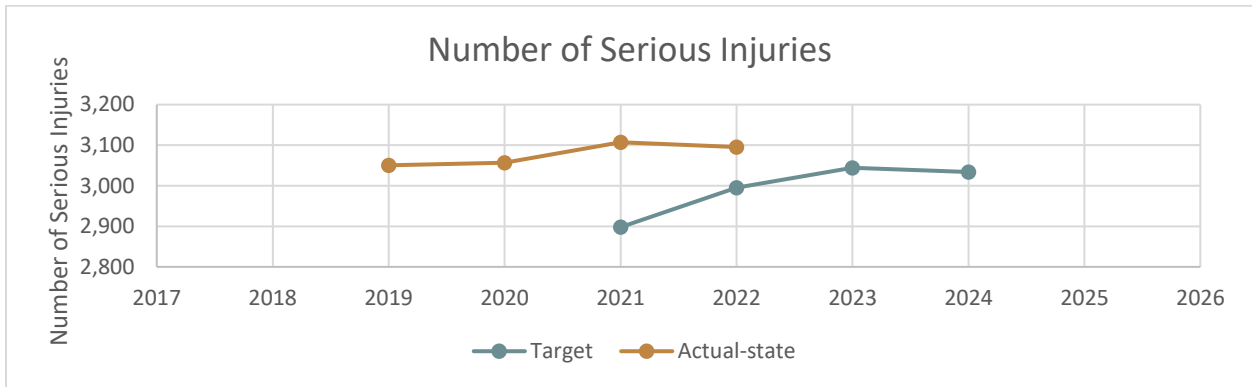


Figure B-4

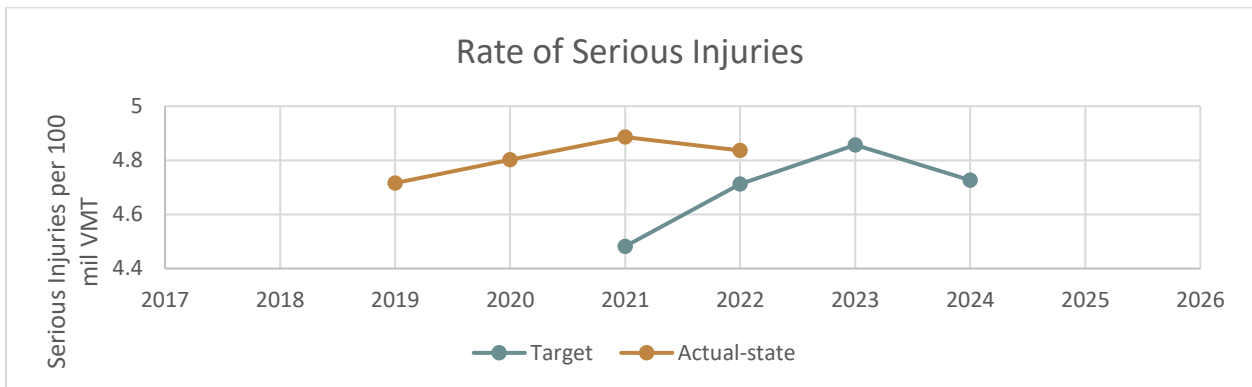


Figure B-5

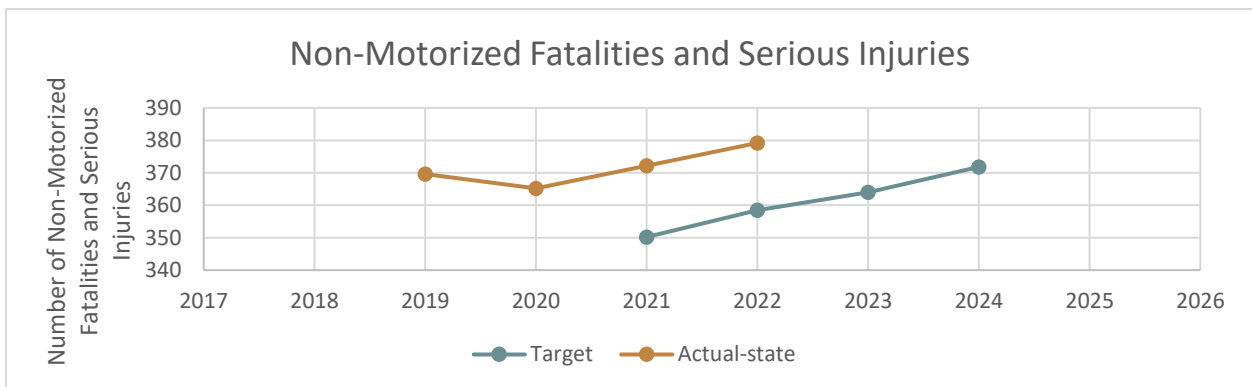


Figure B-6

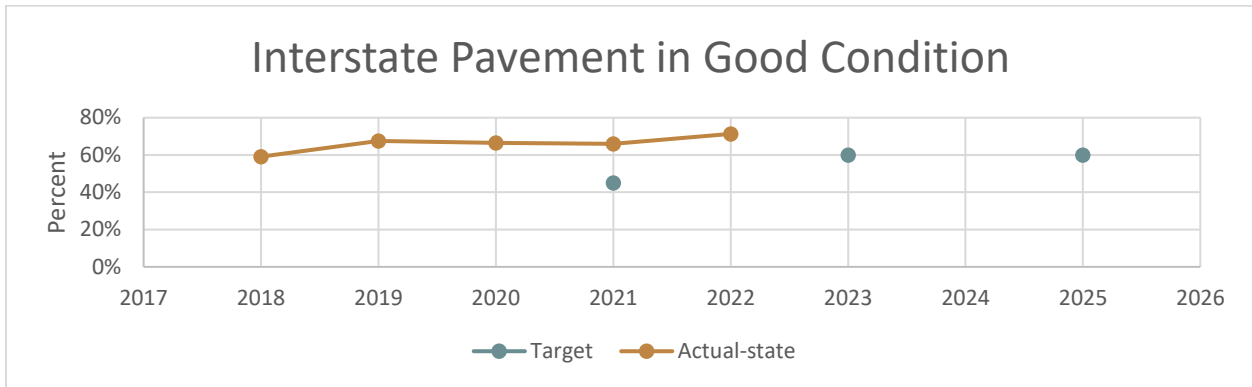


Figure B-7

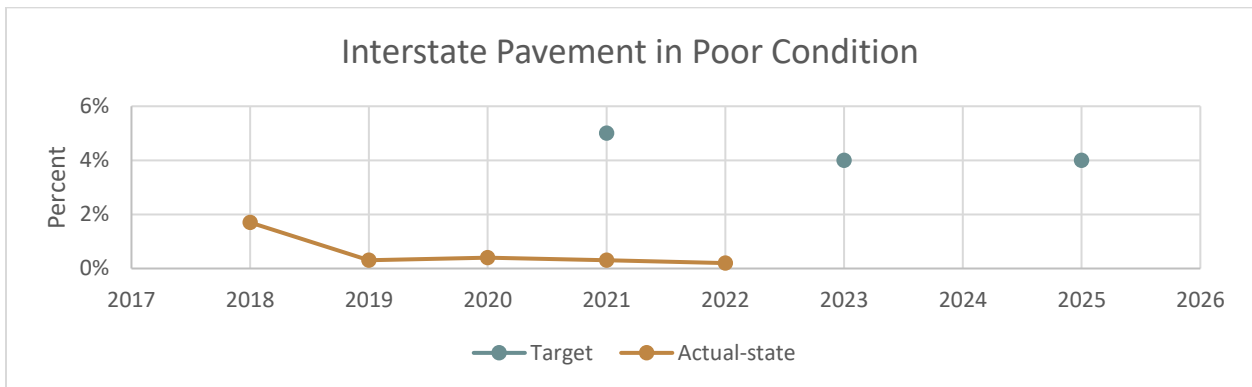


Figure B-8

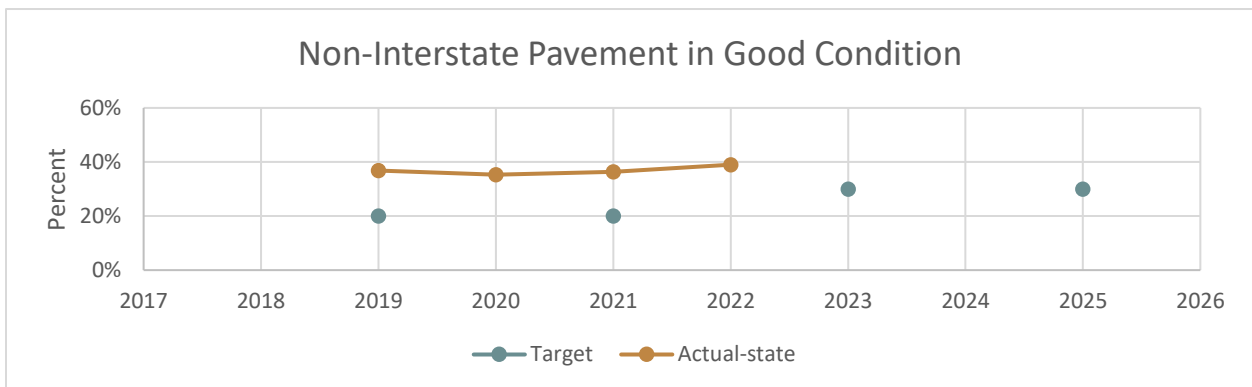


Figure B-9

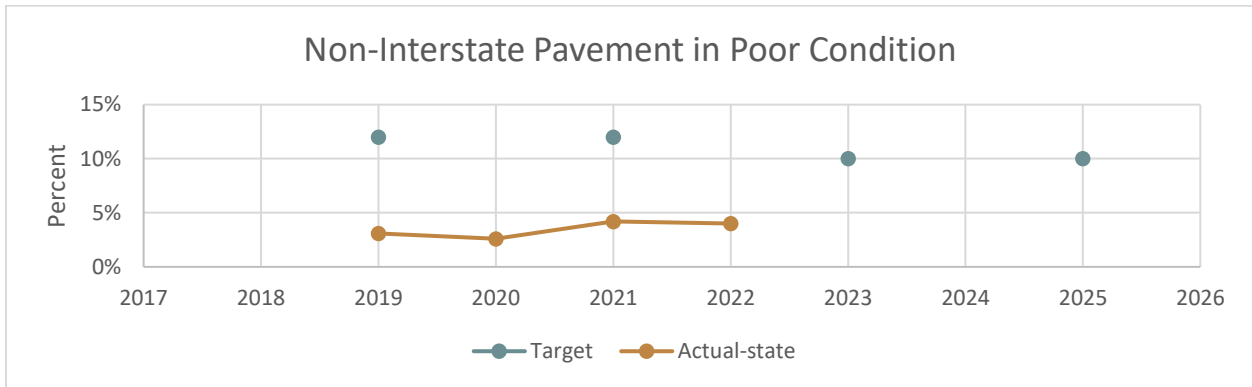


Figure B-10

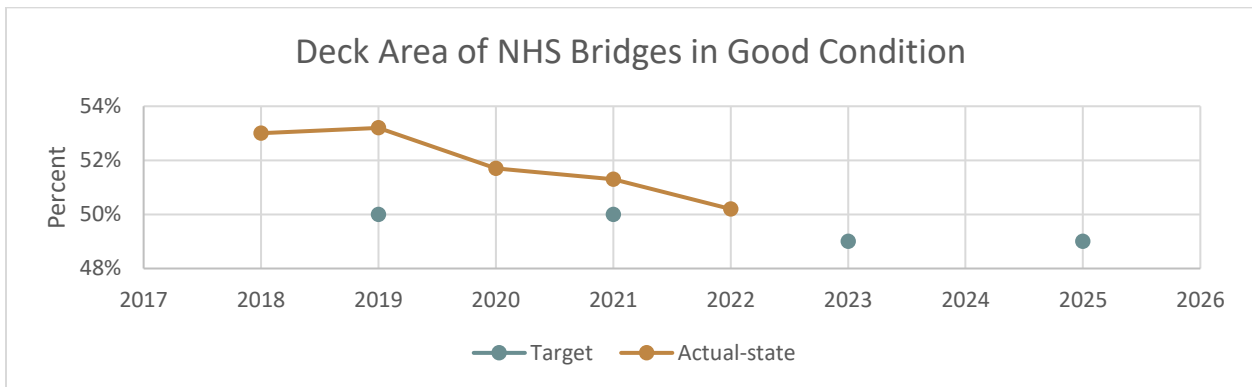


Figure B-11

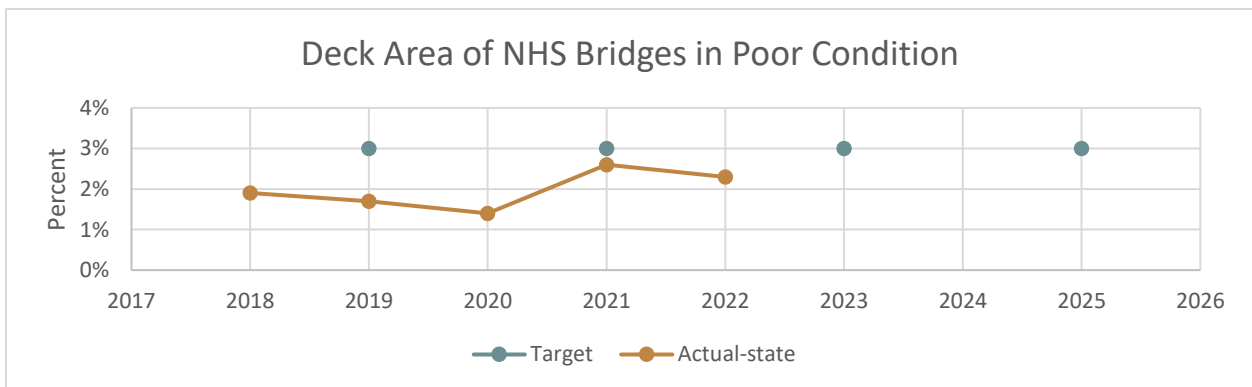


Figure B-12

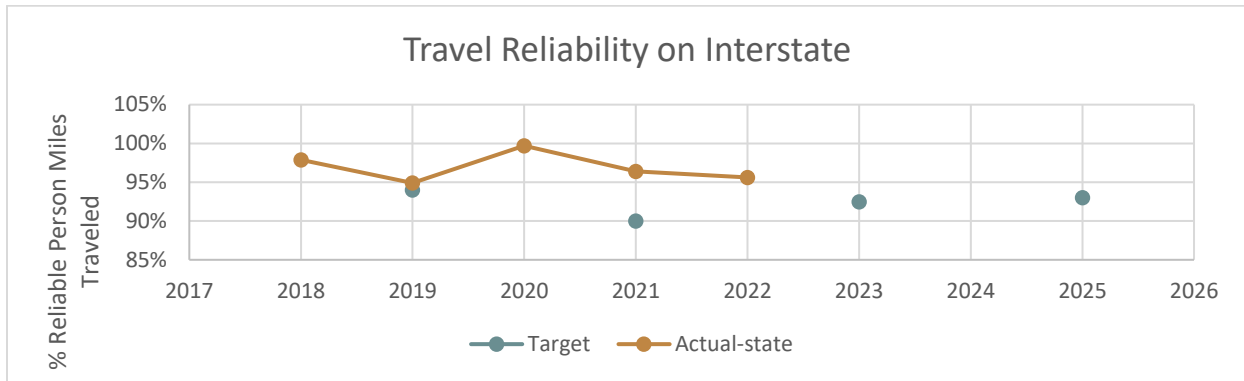


Figure B-13

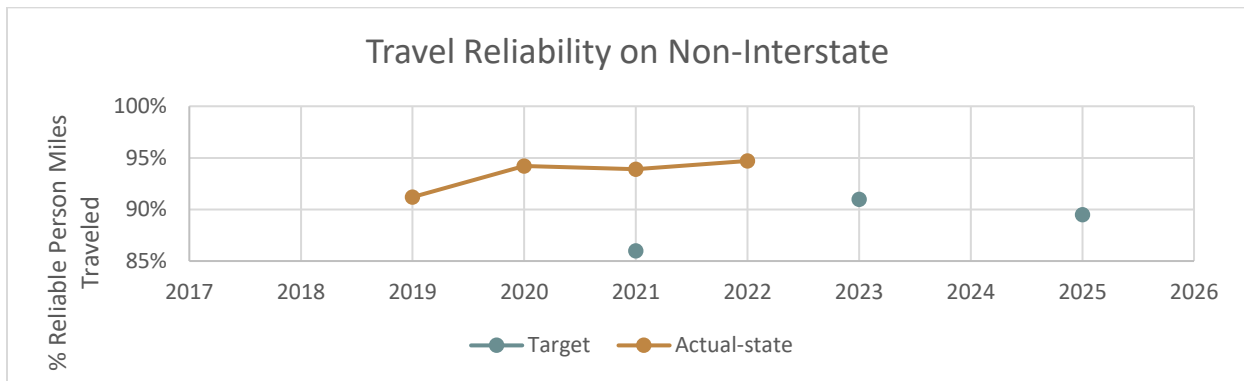
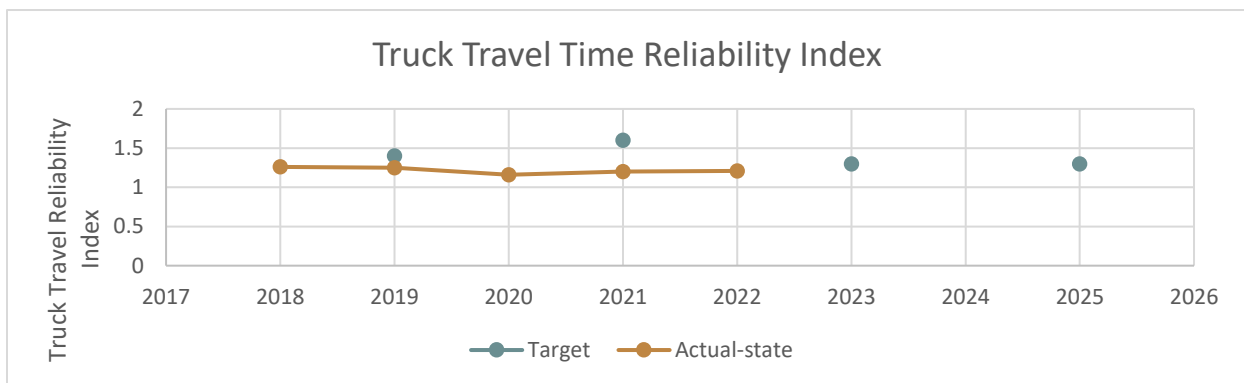


Figure B-14



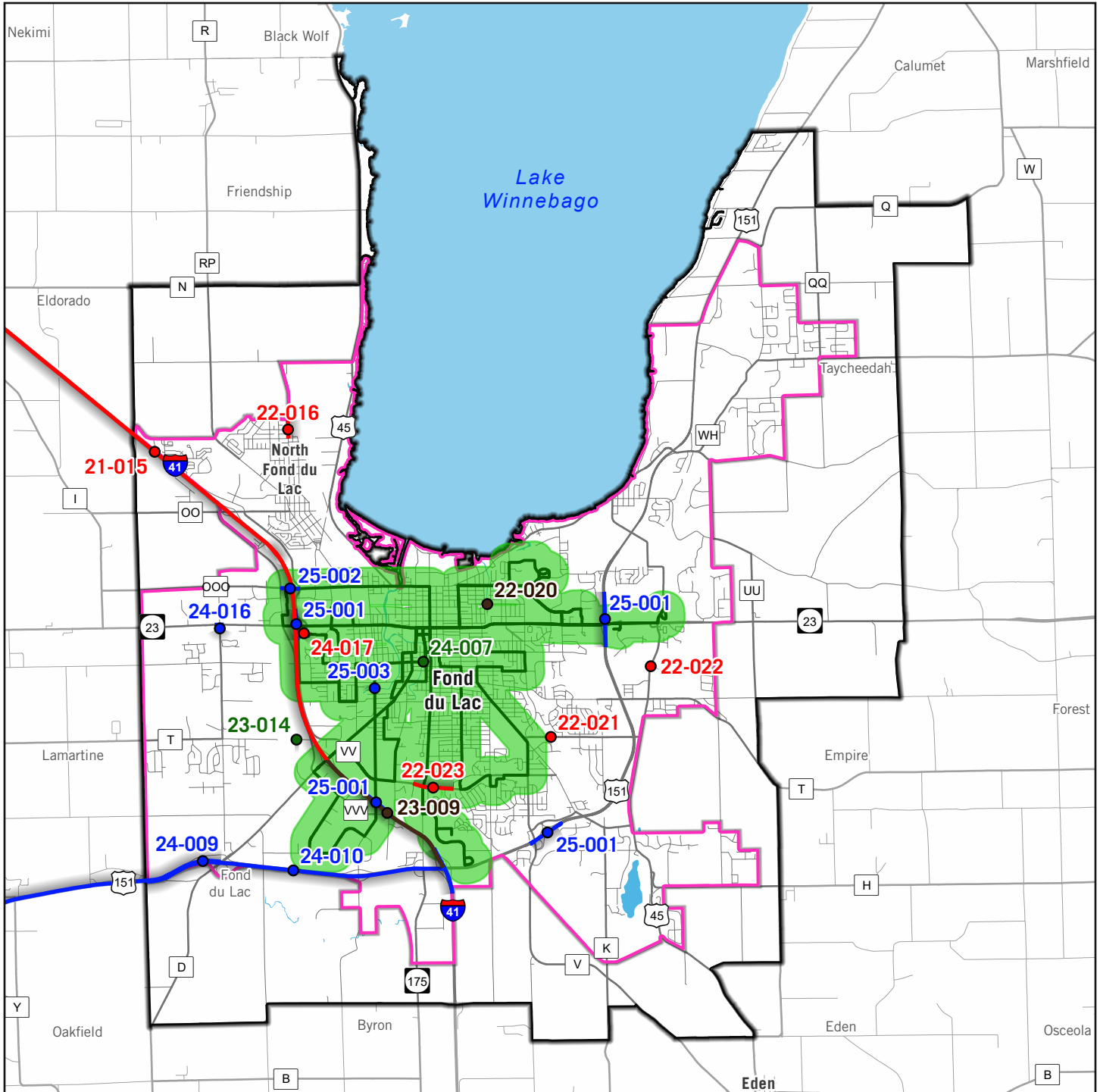
*Data for the above tables sourced from the FHWA Wisconsin State Performance Dashboard (<https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Wisconsin>)





APPENDIX C

Map C-1



Fond du Lac Metropolitan Planning Organization TIP Projects (2025-2028) and Transit Routes



MPO Boundaries

-  Metropolitan Planning Area
-  Urban Area Boundary

Transit Routes

-  Fixed-Route Transit
-  1/4 Mile Buffer

TIP Project by Year

-  2025
-  2026
-  2027
-  2028

Sources: USDOT 2024 Equitable Transportation Community and Justice40 Tracts, 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

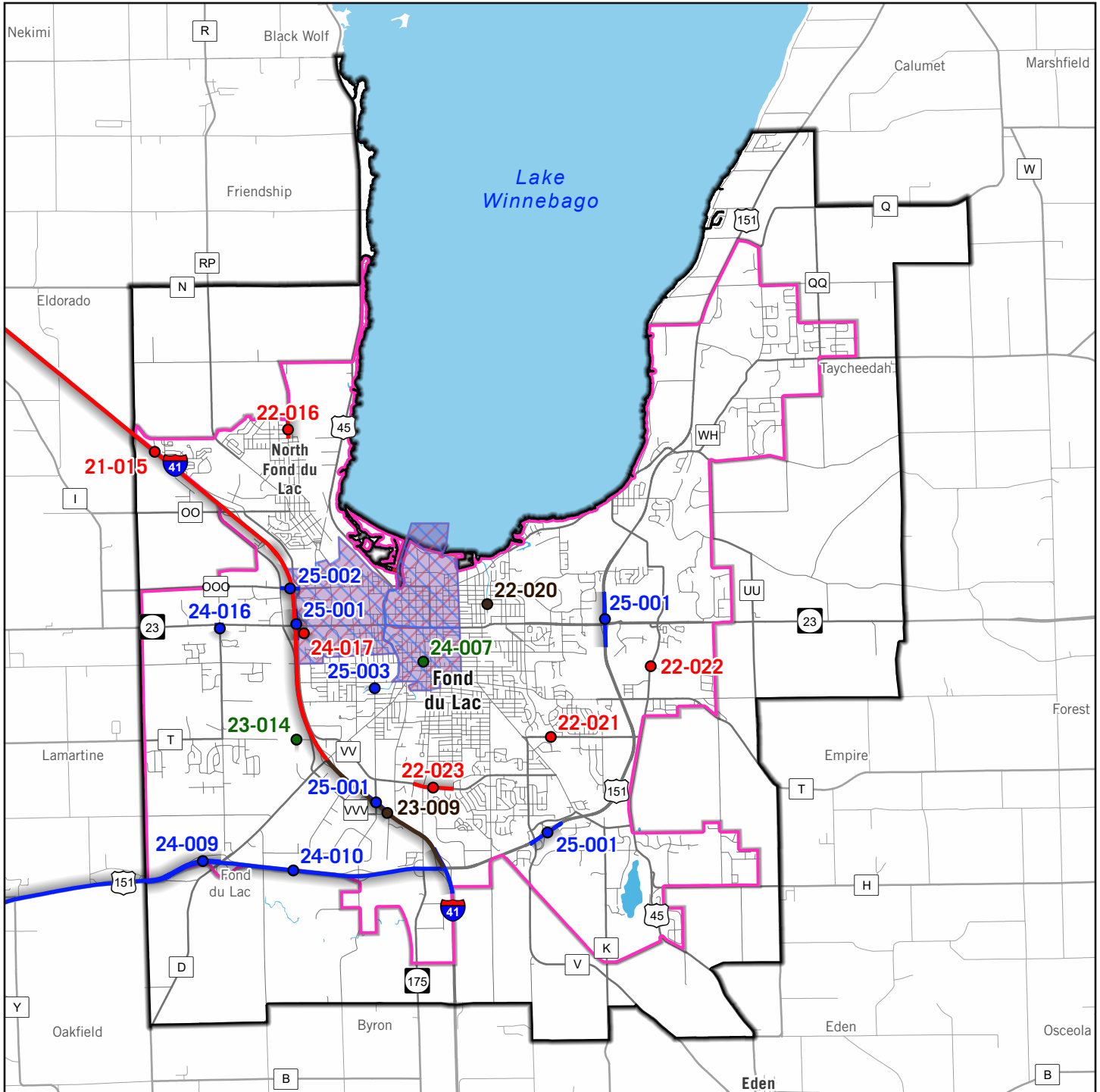
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PREPARED JULY 2024 BY:



Map C-2

Fond du Lac Metropolitan Planning Organization TIP Projects (2025-2028) and Identified Disadvantaged Locations



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Disadvantaged Census Tracts

- Equitable Transportation Community Tracts
- Justice40 Initiative Tracts

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: USDOT 2024 Equitable Transportation Community and Justice40 Tracts, 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

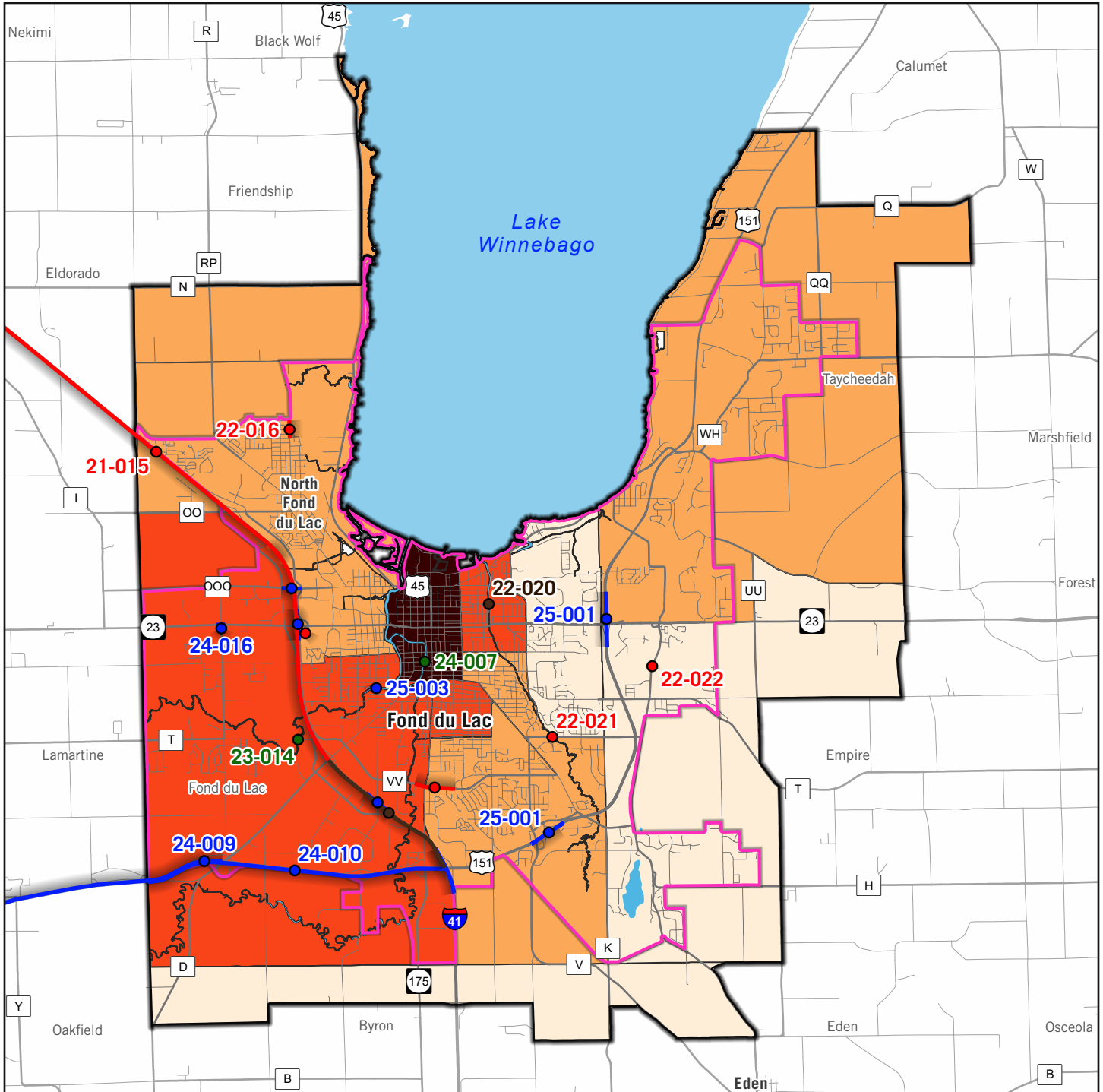
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Map C-3

Fond du Lac Metropolitan Planning Organization TIP Projects (2025-2028) and Minority Population (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Minority Population

- < 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% - 25.00%
- > 25.01%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

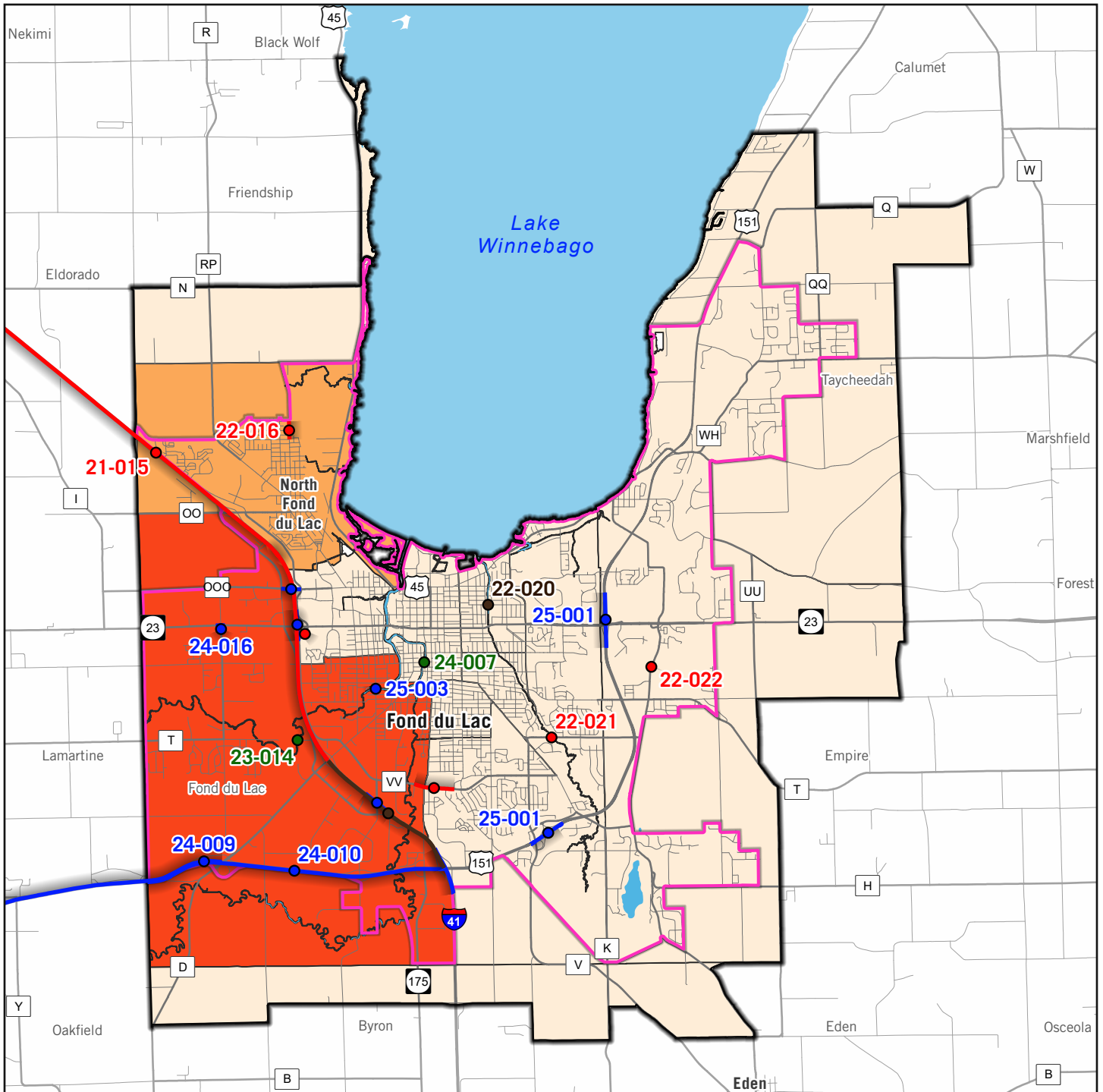
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Map C-4

Fond du Lac Metropolitan Planning Organization TIP Projects (2025-2028) and Hispanic or Latino Population (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Hispanic or Latino Population

- < 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% - 25.00%
- > 25.00%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

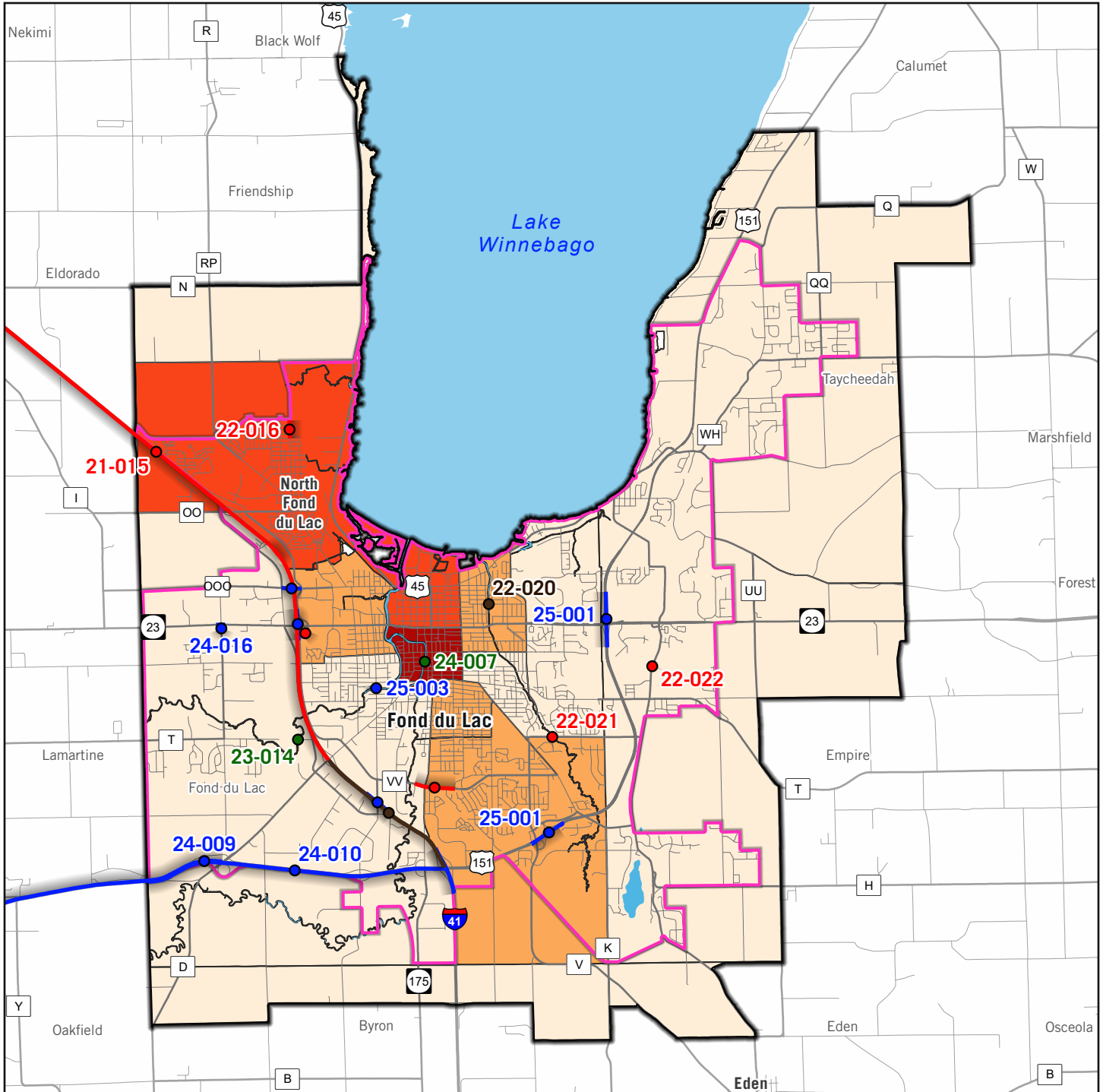
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Map C-5

Fond du Lac Metropolitan Planning Organization TIP Projects (2025-2028) and Population Below Poverty Level (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Population Below Poverty Level

- < 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% - 25.00%
- > 25.00%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

N



Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

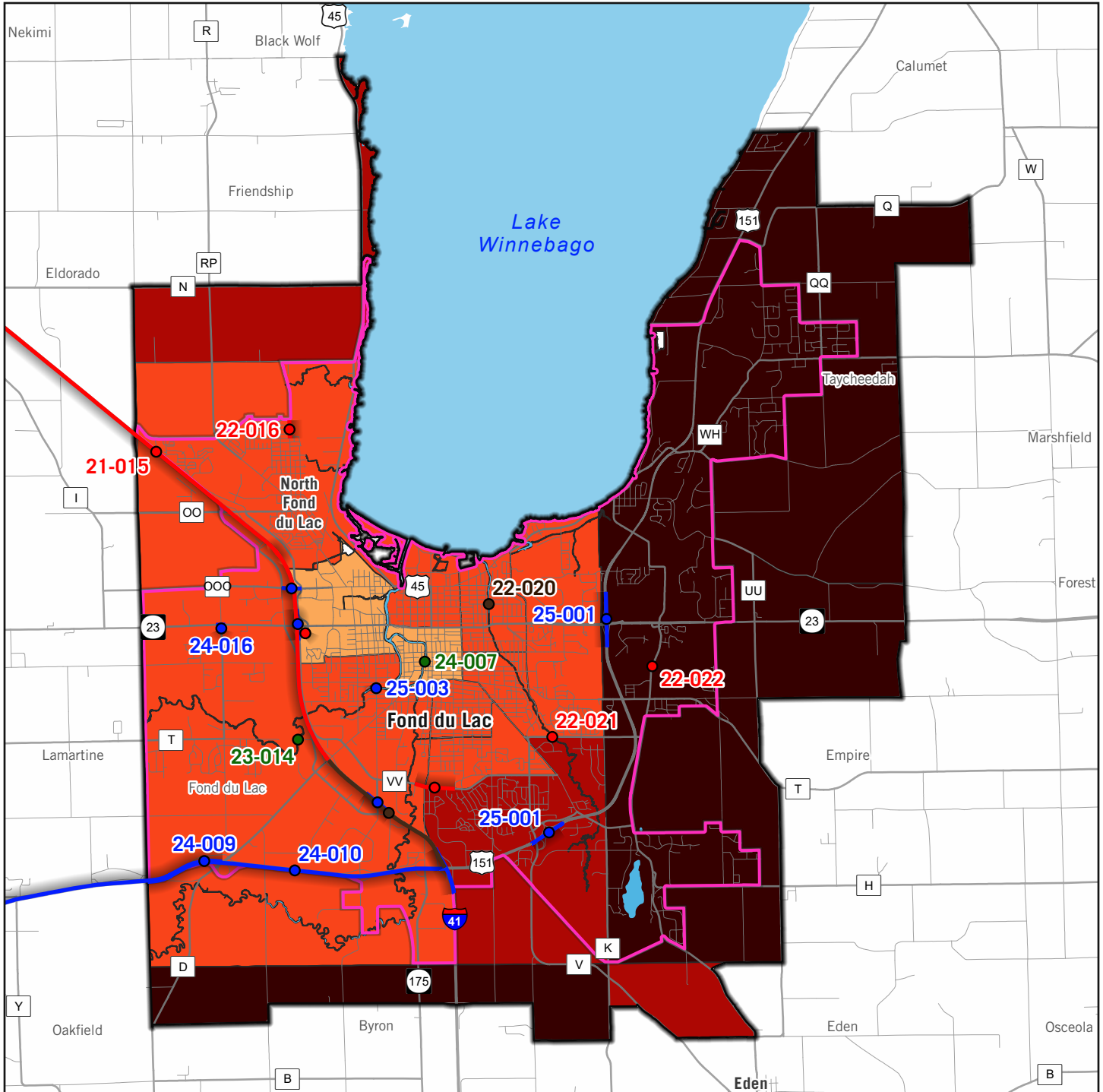
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Map C-6

Fond du Lac Metropolitan Planning Organization TIP Projects (2025-2028) and Median Household Income (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Median Household Income

- < \$25,000
- \$25,001 - \$50,000
- \$50,001 - \$75,000
- \$75,001 - \$100,000
- > \$100,000

TIP Project by Year

- 2025
- 2026
- 2027
- 2028



Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

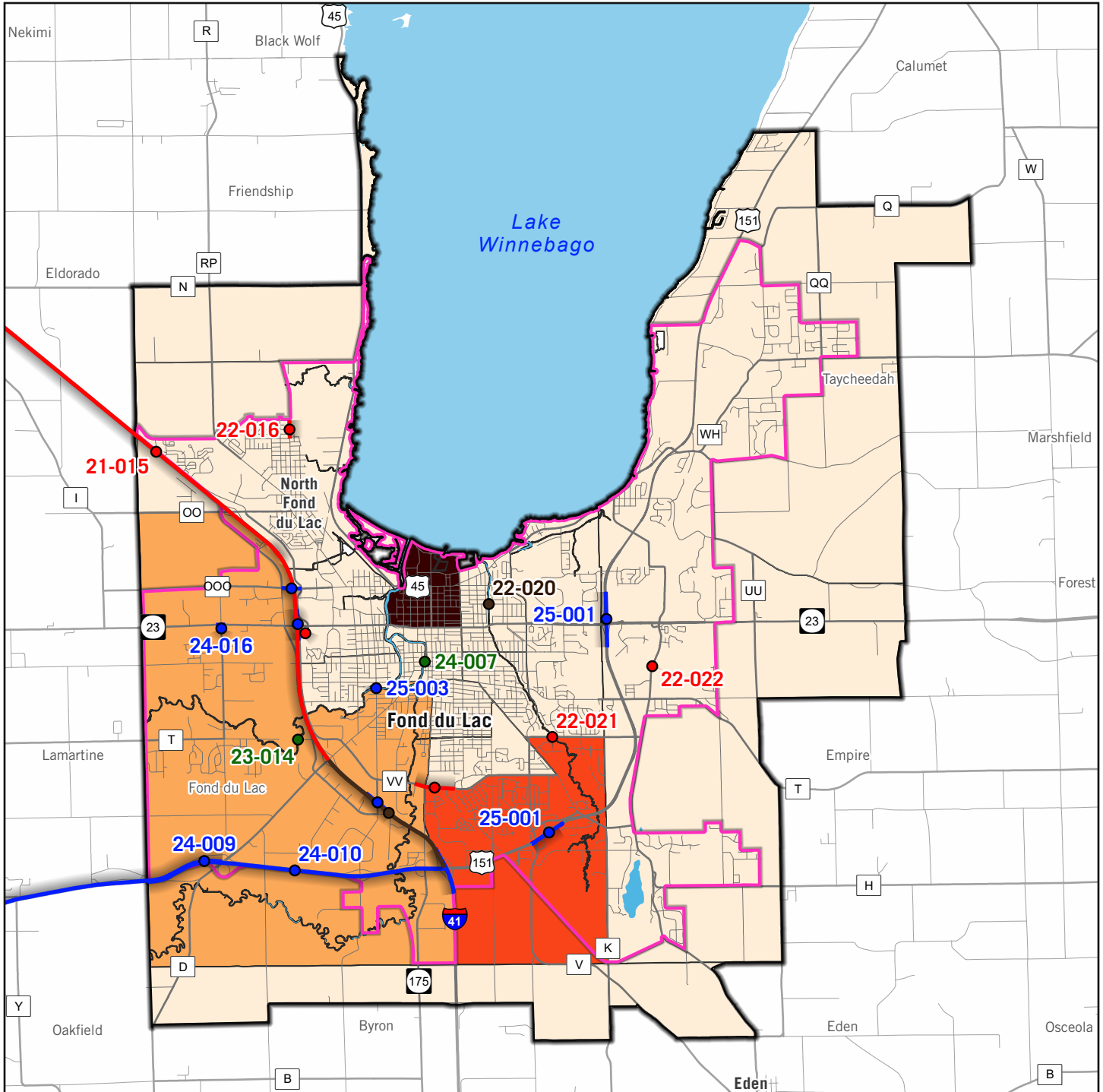
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Map C-7

Fond du Lac Metropolitan Planning Organization TIP Projects (2025-2028) and Limited English Population (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Limited English Population

- < 2.50%
- 2.51% - 5.00%
- 5.01% - 7.50%
- 7.51% - 10.00%
- > 10.00%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

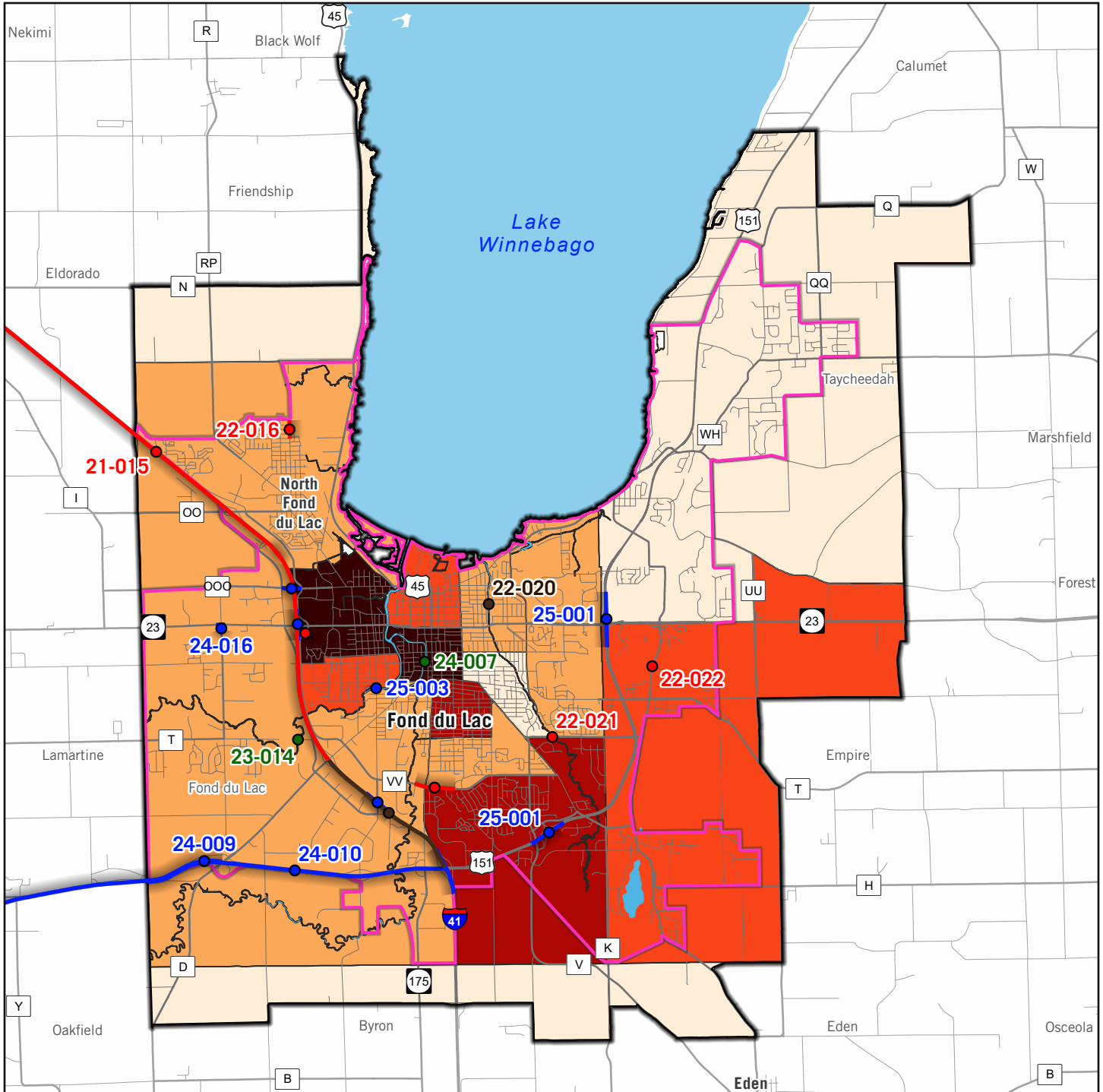
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Map C-8

Fond du Lac Metropolitan Planning Organization TIP Projects (2025-2028) and Population Without Vehicle Access (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Population Without Vehicle Access

- < 2.50%
- 2.51% - 5.00%
- 5.01% - 7.50%
- 7.51% - 10.00%
- > 10.01%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

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PREPARED JULY 2024 BY:





APPENDIX D

AFFIDAVIT OF PUBLICATION

EAST CENTRAL WI PLANNING COMM
Commission
East Central Wi Planning Comm
400 Ahnaip St Ste 100
Menasha WI 54952-3388

STATE OF WISCONSIN, COUNTY OF BROWN

I being duly sworn, doth depose and say that I am an authorized representative of The Reporter, a daily newspaper published in the city of Fond du Lac, Wisconsin; and that an advertisement of which the annexed is a true copy, taken from said paper, has been published in said newspaper in the issues dated:

09/01/2024

That said newspaper was regularly issued and circulated on those dates and that the fees charged are legal.

Sworn to and subscribed before on 09/01/2024

Legal Clerk

Notary, State of WI, County of Brown

My commission expires

Publication Cost:	\$28.54	
Tax Amount:	\$0.00	
Payment Cost:	\$28.54	
Order No:	10522141	# of Copies:
Customer No:	1012891	1
PO #:		

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

AMY KOKOTT
Notary Public
State of Wisconsin

**NOTICE OF PUBLIC REVIEW
OPPORTUNITY TO REVIEW THE
TRANSPORTATION**

**IMPROVEMENT PROGRAM (TIP) FOR
THE FOND DU LAC METROPOLITAN
PLANNING ORGANIZATION – 2025**

East Central Wisconsin Regional Planning Commission, as staff of the Metropolitan Planning Organization (MPO) for the Fond du Lac urban area, has prepared a draft Transportation Improvement Program (TIP) for the Fond du Lac MPO – 2025 to 2028. This publication of the TIP includes projects that will receive federal or state funding to complete the projects and are located within the Fond du Lac MPO. The TIP will coordinate local, state and federal programs to meet federal metropolitan planning regulations that include provisions for a formal TIP adoption process.

Comments regarding the 2025 TIP will be accepted from September 1, 2024 through October 1, 2024. If you would like more information about the 2025 Transportation Improvement Program for the Fond du Lac urban area, and a detailed listing of projects, please visit our website at <https://www.ecwrpc.org/public-review/> or contact the East Central Wisconsin Regional Planning Commission (920) 751-4770.

Run: September 1, 2024 WNAXLP



August 30, 2024

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Appleton (Fox Cities) Metropolitan Transportation Organization (MPO) Transportation Improvement Program 2025-2028, the Oshkosh Metropolitan Planning Organization (MPO) Transportation Improvement Program 2025-2028, and the Fond du Lac Metropolitan Planning Organization (MPO) Transportation Improvement Program 2025-2028.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. The Bipartisan Infrastructure Law (BIL) 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.

Below is a link to the draft ***Transportation Improvement Programs (TIP) for each respective MPO***. These documents will be under a 30-day public review period from September 1, 2024 to October 1, 2024. Your comments are an important part of this planning process and will be incorporated into the document.

<https://www.ecwrpc.org/public-review/> .

More information about the MPOs and the TIPs may be found in the links below:

Appleton and Oshkosh MPOs:

<https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Fond du Lac MPO:

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

Please direct any comments or concerns to:

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

Sincerely,

Kim Biedermann
Principal Transportation Planner
East Central Wisconsin Regional Planning Commission



APPENDIX E

**Table E-1: Transit Financial Capacity Analysis
FDLAT**

	2025	2026	2027	2028	2029
Operating Expenses	(000)	(000)	(000)	(000)	(000)
Fixed Route	\$1,525,637	\$1,556,150	\$1,587,272	\$1,619,017	\$1,651,397
Jobtrans	\$113,404	\$115,672	\$117,985	\$120,344	\$122,751
School Tripper	\$66,912	\$68,585	\$70,299	\$71,705	\$73,139
Paratransit	\$293,760	\$299,635	\$305,627	\$311,739	\$317,974
Non-ADA E&D Transit	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Total Operating Expenses	\$2,299,713	\$2,340,042	\$2,381,183	\$2,422,805	\$2,465,261
Revenue					
Farebox Revenue	\$285,600	\$291,312	\$297,138	\$303,081	\$309,142
Other Revenue	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Total Revenue	\$315,600	\$321,312	\$327,138	\$333,081	\$339,142
Deficit					
Federal (includes Cares Act)	\$1,224,793	\$1,237,366	\$1,260,969	\$1,286,188	\$1,311,912
State	\$421,847	\$430,284	\$440,181	\$448,985	\$457,965
Local	\$210,120	\$222,453	\$233,575	\$245,255	\$257,517
Total Deficit	\$1,856,760	\$1,890,103	\$1,934,725	\$1,980,428	\$2,027,394
Capital					
Federal	\$104,040	\$106,120	\$108,240	\$110,404	\$112,612
Local	\$26,010	\$26,530	\$27,060	\$27,603	\$28,155
Total Capital Expenses	\$130,050	\$132,650	\$135,300	\$138,007	\$140,767
Fixed-Route Operating Data					
No. of Revenue Vehicles	7	7	7	7	7
No. of Employees	11	11	11	11	11
Fixed-Route Revenue Hours	12,500	12,500	12,500	12,500	12500
Fixed-Route Revenue Miles	165,500	165,500	165,500	165,500	165500
Fixed-Route Passengers	105,000	110,000	115,000	120,000	125,000
Paratransit Passengers	13,000	13,000	13,000	13,000	13,000
Non-ADA Passengers	12,000	12,000	12,000	12,000	12,000
Total Passengers	308,000	313,000	318,000	323,000	328,000
Fixed-Route Statistics					
Average Fare	\$2.00	\$2.00	\$2.00	\$2.00	2.00
Operating Ratio (Rev/Exp)	0.21	0.21	0.21	0.21	0.21
Cost per Vehicle Mile	9.22	9.40	9.59	9.78	9.98
Cost per Passenger	14.53	14.15	13.80	13.49	13.21
Cost per Vehicle Hour	122.05	124.49	126.98	129.52	132.11
Passengers Per Mile	0.63	0.66	0.69	0.73	0.76
Passengers per Hour	8.40	8.80	9.20	9.60	10.00

NOTES:

These are projections and may change based on cost of living increases, city council approval, and budget restrictions.

Using a 2% increase in most areas for this projection.



APPENDIX F

**Table F-1: Fond du Lac Urbanized Area, 2025-2028
Summary of Federal Funds Programmed and Available
(\$000)**

** Funds are listed in Year of Let

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2025	2026	2026	2028	2025	2026	2027	2028
Federal Highway Administration								
National Highway Performance Program (NHPP)	\$ -	\$ -	\$ 8,053	\$ 3,123	\$ -	\$ -	\$ 8,053	\$ 3,123
Surface Transportation Block Grant (STBG)	\$ 1,070	\$ 4,845	\$ 1,945	\$ 3,268	\$ 1,070	\$ 4,845	\$ 1,945	\$ 3,268
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	\$ -	\$ 3,828	\$ -	\$ -	\$ -	\$ 3,828	\$ -	\$ -
Highway Safety Improvement Program (HSIP)	\$ -	\$ -	\$ 386	\$ 2,016	\$ -	\$ -	\$ 386	\$ 2,016
STBG Bridge (STBG-BR)	\$ 2,143	\$ -	\$ -	\$ -	\$ 2,143	\$ -	\$ -	\$ -
Transportation Alternatives (TAP/TA Set-aside)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carbon Reduction Program (CRP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Rehabilitation (Bridge Rehab)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Formula Program - Local (BFP - Local Bridge)	\$ 1,644	\$ 1,391	\$ 712	\$ 2,192	\$ 1,644	\$ 1,391	\$ 712	\$ 2,192
National Electric Vehicle Infrastructure (NEVI)	\$ 4	\$ 4	\$ 4	\$ -	\$ 4	\$ 4	\$ 4	\$ -
Programmed Expenditures	\$ 4,861	\$ 10,068	\$ 11,100	\$ 10,599	\$ 4,861	\$ 10,068	\$ 11,100	\$ 10,599
* Annual Inflation Factor 2.93%	\$ 142	\$ 295	\$ 325	\$ 311	\$ 142	\$ 295	\$ 325	\$ 311
Estimated Need with Inflation Factor	\$ 5,003	\$ 10,363	\$ 11,425	\$ 10,910	\$ 5,003	\$ 10,363	\$ 11,425	\$ 10,910
Federal Transit Administration								
Section 5307 Operating	\$ 1,017	\$ 1,025	\$ 1,044	\$ 1,063	\$ 1,017	\$ 1,025	\$ 1,044	\$ 1,063
Section 5307 Capital	\$ 1,990	\$ 106	\$ 108	\$ 110	\$ 1,990	\$ 106	\$ 108	\$ 110
Programmed Expenditures	\$ 3,007	\$ 1,131	\$ 1,152	\$ 1,173	\$ 3,007	\$ 1,131	\$ 1,152	\$ 1,173
* Annual Inflation Factor 2.93%	\$ 88	\$ 33	\$ 34	\$ 34	\$ 88	\$ 33	\$ 34	\$ 34
Estimated Need with Inflation Factor	\$ 3,095	\$ 1,164	\$ 1,186	\$ 1,207	\$ 3,095	\$ 1,164	\$ 1,186	\$ 1,207
Section 5310	\$ -	\$ -	*not yet programmed*		\$ -	\$ -	*not yet programmed*	
Section 5311	\$ -	\$ -	*not yet programmed*		\$ -	\$ -	*not yet programmed*	

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



APPENDIX G

Table G-1: Fond du Lac Urbanized Area - Candidate Project Listing (2024-2028+)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028 + Illustrative				Comments				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total					
WisDOT Fond du Lac <i>Illustrative</i>	USH 45/Scott - NCL Resurface 4110-28-71 STP (P)	DESIGN ROW CONST TOTAL				0				0				0				0				0	4170	1027		5197	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4170	1027	0	5197					
WisDOT Fond du Lac <i>Illustrative</i>	USH 41 / FdL - Osh CTH D - STH 26 Resurface 1100-52-71 STP 15.47 m. (P)	DESIGN ROW CONST TOTAL				0				0				0				0	24904	6226		31130					
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24904	6226	0	31130					
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH V/CTH K-National Ave Reconstruction, 4-lane, urban Local 1.50 m. (E)	DESIGN ROW CONST TOTAL				0				0				0				0				0			120	120	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3000	3000	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3240	3240	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	Mascoutin Valley Trail Extension CTH VV-CTH VVV Local 0.25 m. (P)	DESIGN ROW CONST TOTAL				0				0				0				0				0			1500	1500	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH T/STH 23-Esterbrook Reconstruction, 4-lane, urban Local 1.5 m. (E)	DESIGN ROW CONST TOTAL				0				0				0				0				0			200	200	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800	2800	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3200	3200	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH T/USH 151 Overpass-National Reconstruction, 4-lane, urban Local 2.0 m. (E)	DESIGN ROW CONST TOTAL				0				0				0				0				0			150	150	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	300	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3000	3000	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3450	3450	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K/USH 151-CTH V Reconstruction, 4-lane, urban Local 5.0 m. (E)	DESIGN ROW CONST TOTAL				0				0				0				0				0			5000	5000	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5000	5000	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH N (Kinker Rd)/CTH RP-USH 45 Reconstruct Local 150	DESIGN ROW CONST TOTAL				0				0				0				0				0			2500	2500	
			0	0	150	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500	
			0	0	150	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH N (Kinker Rd) Railroad Overpass Local 0.1 m. (P)	DESIGN ROW CONST TOTAL				0				0				0				0				0			10000	10000	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10000	10000	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K/USH 151 south .75 mi Reconstruction Local .75 m. (P)	DESIGN ROW CONST TOTAL				0				0				0				0				0			1750	1750	Added 2022 from TIP Portal
			0	0	1750	1750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1750	1750	
			0	0	1750	1750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1750	1750	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K/ Wis 23 north .5 mi Reconstruction, Rural Local 0.5 m. (P)	DESIGN ROW CONST TOTAL				0				0				0				0				0			100	100	Added 2022 from TIP Portal
			0	0	100	100	0	0	1500	1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1730	1730	
			0	0	100	100	0	0	1500	1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1730	1730	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH VV/ Old Pioneer Rd - Martin Ave. Reconstruct, Urban Local 0.1 m. (P)	DESIGN ROW CONST TOTAL				0				0				0				0				0			290	290	Added 2022 from TIP Portal
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2890	2890	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH V / Rienzi Road De Neveu Creek Bridge Local 0.1 m. (P)	DESIGN ROW CONST TOTAL				0				0				0				0				0			1400	1400	Added 2022 from TIP Portal
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1630	1630	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1630	1630	
Fond du Lac Co Fond du Lac <i>Illustrative</i>	CTH K Taycheedah Creek Bridge Local 0.1 m. (P)	DESIGN ROW CONST TOTAL				0				0				0				0				0			1320	1320	Added 2022 from TIP Portal
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1550	1550	
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1550	1550	
WisDOT Fond du Lac <i>Illustrative</i>	Fond du Lac - Chilton CTH WH - NCL 4050-29-00, 71 STBG 9.31 miles	DESIGN ROW CONST TOTAL				0				0				0				0	6859	1715	0	8574					LET scheduled for 09/10/2030. Added to illustrative in 2025.
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6859	1715	0	8574					
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6859	1715	0	8574					



APPENDIX H

MEETING MINUTES

FOND DU LAC MPO
Policy Board

Date: Wednesday, October 2, 2024

Time: 10:00 A.M.

Place: Fond du Lac City/ County Government Center, 160 S Macy St, Fond du Lac. WI

Chair Dyann Benson called the meeting to order at 10:03 A.M.

1. Introductions and Roll Call

MPO Policy Board Members Present

Dyann Benson (Chair) Community Development Director – City of Fond du Lac
Joe Moore City Manager – City of Fond du Lac
Paul De Vries Department of Public Works – City of Fond du Lac
Tom Buchholz Northeast Director – WisDOT
Tom Janke Highway Commissioner – Fond du Lac County
Terry Dietzel Director of Land Information – Fond du Lac County
Tiffany Brault Fond du Lac City Council President
Nick Weber WisDOT – NE Region

Staff Members & Guests Present

Melissa Kraemer Badtke Executive Director – ECWRPC
Brice Richardson Associate Planner – ECWRPC
Brenna Root Whitby Associate Planner – ECWRPC
Brett Rankey Fond du Lac Resident
Ryan Sommer Highway – Fond du Lac County

2. Public Comment – No public comments received.

3. Approval of July 10, 2024 Meeting Minutes – A motion was made by Mr. Paul De Vries and a second by Mr. Joe Moore to approve the meeting minutes as presented. Motion carried.

4. Staff Report

- a. Fond du Lac Focus 2050 MTP: Ms. Brenna Root Whitby reported that the first round of community engagement has been completed. The second stakeholder meeting is scheduled for October 16. The second round of community engagement is planned for late 2024 into early 2025.
- b. Safe Routes to School – Ms. Brenna Root Whitby reported that there are 10 Fond du Lac Schools that are signed up for walk to school day. Six schools are participating in the educational campaign which is themed “Safe Routes Together”.
- c. Specialized Transportation Coordination Plans: Ms. Brenna Root Whitby noted that the first specialized transportation coordination plan implementation assistance meeting was held in early summer. The second is scheduled for October 17. This meeting brings together all counties to discuss implementation of the specialized transportation coordination plans and share best practices.
- d. Infill Study: Mr. Brice Richardson announced that the model/ index creation has been completed. Work is continuing on narrative sections and the story map.
- e. Mr. Brice Richardson noted that there is an intention to include congestion data in the Fond du Lac MTP, even though a full congestion management process is not required for the MPO. As

part of this, ECWRPC is planning to place Miovision cameras at the top 5 congested intersections as identified by the travel demand model to gather on the ground traffic counts.

5. Resolution 12-24: Approving the Transportation Improvement Program for the Fond du Lac MPO 2025-2028.

Mr. Brice Richardson presented the updated Fond du Lac Transportation Improvement Program (TIP) for the years 2025-2028. The TIP is a federally required, annually prepared document that includes programmed projects that receive federal funding. ECWRPC worked with WisDOT central office and Northeast region, Fond du Lac Area Transit, and other local officials to compile a list of applicable projects within the Metropolitan Planning Area boundary. The main table features projects within the four-year TIP time horizon, while projects outside of this are included in the illustrative table.

The 30-day public review period took place from September 1 to October 1, 2024. No public comment was received.

A motion was made by Mr. Tom Janke and was seconded by Mr. Paul De Vries to approve Resolution 12-24: Approving the Transportation Improvement Program for the Fond du Lac MPO 2025-2028. The motion carried unanimously.

6. Resolution 13-24: Adopting the 2025 Unified Planning Work Program and Budget for the Fond du Lac MPO and Annual MPO Certification Program for the Fond du Lac Urbanized Area.

Ms. Brenna Root Whitby noted that staff have been working for the past few months to produce the Unified Planning Work Program (UPWP). This product is developed on an annual basis and looks at the priorities and products for the Fond du Lac MPO for the following year. The 2025 UPWP was developed in accordance with federal regulation and in coordination with local communities, WisDOT, Federal Highway, and Federal Transit. Major projects include the Metropolitan Transportation Plan, update Fond du Lac Title VI plan, providing technical assistance to Fond du Lac area transit on a few different studies, implementing an ETIP software, continue bike/ ped planning, updating selection criteria for STBG, GIS visualization, etc. Allocations for Planning, Federal Highway Administration, and Federal Transit Administration funding were received from WisDOT in August.

A motion was made by Mr. Joe Moore and was seconded by Ms. Dyann Benson to approve Resolution 13-24: Adopting the 2025 Unified Planning Work Program and Budget for the Fond du Lac MPO and Annual MPO Certification Program for the Fond du Lac Urbanized Area. The motion carried unanimously.

7. Wisconsin Department of Transportation Updates

Mr. Tom Buchholz noted that there is construction work on Townline Rd. This is installing a polyester overlay onto the bridge deck. Additionally, the TAP program was recently announced. Staff continues to work on planning for the NFL Draft.

Ms. Kraemer Badtke noted that the WisDOT freight railroad conference agenda was recently sent out. It is scheduled for November in Madison.

8. Next Meeting Date – Wednesday, November 6, 2024 at the Fond du Lac Highway Building.
9. Adjourn – A motion was made by Mr. Tom Janke and a second by Mr. Paul De Vries to adjourn with the time noted at 10:25 AM.

Respectfully submitted by
Brice Richardson – Associate Planner
East Central WI Regional Planning Commission