

**FOND DU LAC MPO
PUBLIC PARTICIPATION PLAN**

Fond du Lac Area MPO Public Participation Plan

Background

SAFETEA-LU, (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) signed into law in August of 2005, 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. SAFETEA-LU 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 ISTEA and TEA-21. Additional areas of challenge under SAFETEA-LU include:

- Improving safety;
- Reducing traffic congestion;
- Improving efficiency in freight movement;
- Increasing intermodal connectivity;
- Protecting the environment.

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

The Fond du Lac Area MPO was formed in late 2002, based on the 2000 Census. The urbanized area includes the City of Fond du Lac, the Village of North Fond du Lac, and portions of the towns of Empire, Friendship, Fond du Lac, and Taycheedah. The MPO policy board and technical advisory committee were established with representation from these municipalities, and from various other transportation modes, WisDOT, and FHWA. An agreement was made with East Central Wisconsin Regional Planning Commission (ECWRPC) to serve as staff to the MPO.

Purpose

The purpose of the Public Participation Plan (PPP) is to establish procedures that allow for, encourage, and monitor participation of all citizens in the urbanized area, including but not limited to low income and minority individuals, and those with limited English proficiency. While traditional means of soliciting public involvement may not reach such individuals, or might not allow for meaningful avenues of input, the intent of this effort is to take reasonable actions throughout the planning process to provide opportunities for historically under-served populations to participate.

This document will lay out procedures to provide opportunities for all area citizens to participate in the development of the Transportation Improvement Program (TIP) for the Fond du Lac urbanized area, and the Long-range Transportation/Land Use Plan (LRTP) for the Fond du Lac urbanized area, and other planning documents that may be developed. The TIP is produced

annually, which compiles all federal, state, and significant locally-funded transportation projects and programs in the urbanized area, and documents the selection of transportation projects under the STP-Urban program. Projects must appear in the LRTP in order to be included in the TIP. The LRTP is a document which is updated every five years, and looks at a 20+ year horizon. The LRTP relates future land use expectations to transportation needs in the urbanized area and makes recommendations for projects and programs to meet those demands.

Also, 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.

Goals and Objectives for the Public Participation Plan

Goal: The goal of the PPP is to offer real opportunities for the engagement of all citizens of the Fond du Lac area in the development of transportation plans and programs.

Objectives:

- To determine what non-English languages and other cultural barriers exist to public participation within the Fond du Lac area.
- To provide a general notification of meetings, particularly forums for public input, in a manner that is understandable to all populations in the area.
- To hold meetings in locations which are accessible and reasonably welcoming to all area residents, including, but not limited to, low-income and minority members of the public.
- To provide avenues for two way flow of information and input from populations which are not likely to attend meetings.
- To provide a framework of actions appropriate to various types of plans and programs, as well as amendments or alterations to any such plan or program.
- To use various illustrative visualization techniques to convey the information including but not limited to charts, graphs, photos, maps and the internet.

Identification of Stakeholders

Stakeholders are those who are either directly, or indirectly, affected by a plan, or the recommendations of that plan, or by the projects included in a program of projects. Those who may be adversely affected, or who may be denied benefit of a plan's recommendation(s) or project(s), are of particular interest in the identification of specific stakeholders. As an example, the long-range transportation/land use plan for the urbanized area requires a fairly wide brushstroke in identifying stakeholders. Because of the geographically broad area covered, the entire metropolitan planning area, and the multi-modal nature of the plan, stakeholders include everyone who makes, funds, or provides trips in the area, or deals with the transportation of goods into, out of, or around the area. For the purposes of this document,

stakeholders are broken down into several groups: general citizens, minority and low-income persons, public and transportation agencies, and private organizations and businesses.

General Citizens: There are 50,058 residents in the Fond du Lac Urbanized Area (U.S. Census, 2000). Over 94 percent of the population of the urbanized area consider themselves to be of solely of a white race. Over 99 percent of the households have someone over the age of 14 who speaks English, with 93 percent speaking only English in the home.

Some of the techniques that can be used to engage the general population are public notices of meetings in the local newspaper, open house format public information meetings. While these techniques will continue, staff will make a greater effort to engage the general public, possibly with techniques such as, nominal group exercises, surveys, use of local news media, etc.

Minorities: Minority populations make up a fairly small percentage of the population in the Fond du Lac urbanized area (See Table 1.). Hispanics make up the largest minority, with nearly 3 percent of the total population of the urbanized area. Black and Asian persons account for 1.6 percent and 1.3 percent of the population, respectively. There are also a small number of American Indian/Alaska native and Hawaiian/Pacific Islander individuals, accounting for less than ½ percent each. Persons who consider themselves to be of more than one race account for just over 1 percent of the population.

Engaging minority, and low-English proficiency populations can be challenging. Language and cultural differences may not be compatible with the more traditional means of engaging the public in the planning process. The Fond du Lac Area MPO will make reasonable efforts to engage minority populations using techniques, such as including notations in public notices in appropriate non-English languages that will provide a contact where the individual can be informed of the process/project, and will have the opportunity to give input. Focus groups may also be established for the purpose of gaining input from a particular defined portion of the community. Also, advocacy groups can be a good resource for contacts and dissemination of information to minority and low-English proficiency populations. Such advocacy groups or agencies can have insight into the needs of the under-represented populations, as well as providing valuable contacts or arenas for input. Contacts with local translators should also be maintained, and used as requested and needed.

Fond du Lac Urbanized Area - Race

Category	Number	Percent of Pop.
Total	50,058	100.00%
Total one race	49,479	98.84%
White	47,224	94.34%
Black	798	1.59%
American Indian/Alaska native	242	0.48%
Asian	644	1.29%
Hawaiian & Pac. Islander	13	0.03%
Other	558	1.11%
Two or more races	579	1.16%
Hispanic	1,415	2.83%

Source: U.S. Bureau of the Census, 2000.

Low-income: Low income households, those under 150 percent of the local poverty level, account for over 15 percent of all households in the urbanized area, while seven percent of the population was actually below the poverty level, based on 1999 incomes. Low income population of the Fond du Lac urbanized area should be given every reasonable opportunity to provide input on transportation plans and programs, to avoid disproportionate harm, or lack of benefit, of transportation programs and projects.

While low-income individuals may have access to all of the traditional means of public involvement, discussed under "general public", they may be less likely to become involved, or offer input. Some methods of gaining input either directly or indirectly from this portion of the population include focus groups, informal interviews, and agency/advocacy group contacts.

Public and Transportation Agencies: Public agencies can provide valuable input to the planning process, in addition to assisting in gaining participation from traditionally under-represented populations. Pertinent public agencies include those that provide funding for transportation services, provide actual transportation services for their clients, or have clients who fall into under-represented populations, including but not limited to minorities, low-income, and limited English proficiency households. These agencies have great insight into the transportation needs of their clients and are useful partners in overcoming difficult barriers that may not be understood by professionals dealing more distinctly with the provision of transportation services.

Transportation agencies are obviously critical to the planning process. All agencies and private providers of transportation services have a vested interest in the plan's recommendations, and their input to the process helps to smooth implementation of those recommendations. Special efforts should be made to include representatives from all modes of transportation on technical committees. Fond du Lac Area Transit and an existing paratransit coordinating committee are an important part of the planning process and serve as valuable resources.

Private Organizations and Businesses: Private organizations and businesses offer a number of perspectives that are valuable to the transportation planning process. Participation from privately operated modes, such as railroads and trucking companies can be more difficult to attain than from those that are publicly owned and operated, but these modes are especially critical in topics related to highway congestion and freight movement. Often, transportation for employees is of critical concern to private sector employers. What is frequently a larger issue is freight movement. The ability to access major highways, and the proper mode of transportation (truck or rail), is at the root of business decisions and, of concern to local officials, economic development potential. For these reasons, representation of private business interests will be included in the planning process, particularly on long-range plan committees. The Fond du Lac Area Chamber of Commerce and the Fond du Lac County Economic Development Corporation have been a good resource for making contacts and sparking participation with their involvement in the MPO planning process.

Milestones

Public Participation Plan: This document, upon its adoption, is to serve as the PPP for the Fond du Lac Area MPO. The adoption of this process will not occur before the public review and comment period of at least 45 days. Availability of the policy for review will be advertised in a manner reasonably expected to reach the general public, as well as minority populations, low-income persons, and other traditionally under-served populations. This could occur through contacts mentioned earlier in this document, notification of contacts available in English, Spanish, and Hmong languages, in addition to traditional public notices in local newspapers.

Any comment received during the 45-day comment period will be considered by the MPO Policy Board, and incorporated as appropriate. If such comments prompt significant change to the policy, or if significant changes are prompted by internal review, such that a population protected by under Title VI is adversely affected, or disproportionately loses benefits included in the original policy, a 30-day review period will follow prior to final action by the MPO Policy Board.

Long Range Plans: The Public Participation Plan should be reviewed and updated at the beginning of each long range planning process. This will consist of a preliminary schedule of the planning process, public involvement activities, key meetings, public information meetings, review periods, and anticipated approvals.

Public involvement is important at all stages of plan development. An initial input session and at least one review and comment period, at a minimum, will be offered, but it is suggested that there be some input opportunity at each major stage of the process, including: needs identification, plan goals and objectives, alternatives, policies, draft document, and amendments to the plan.

At some stages, particularly needs identification and alternatives, particular techniques could be used to gather valuable input directly from the public at large or from under-represented subgroups of the population, such as nominal group exercises, focus groups, a citizens' advisory committee, surveys, and an interactive website. Through the Fond du Lac MPO website, people can obtain information about each plan element and provide input to the process immediately.

Other stages of the planning process, like reviewing objectives or policies compiled by the MPO staff and the MPO TAC, or reviewing a draft documents or summaries, are more conducive to other techniques. Documents are available for review at the Fond du Lac Public Library, UW-Fond du Lac Library and the Spillman Library in the Village of North Fond du Lac. If materials are requested in Spanish, Hmong, large type and/or Braille, MPO staff will make a reasonable attempt to accommodate those needs. Presentations to targeted groups or representative organizations, and availability on the Fond du Lac MPO websites are also good techniques for this review and comment function.

Other techniques could also be determined to be useful at any particular stage of the process, and new and different techniques will be utilized as deemed appropriate.

<http://www.eastcentralrpc.org/planning/transportation.htm>

TIP: The Transportation Improvement Program (TIP) is compiled annually, and therefore lends itself to a more structured schedule of planning process, as well as the public input to that process. The TIP compiles all federal and state funded projects, as well all significant locally funded transportation projects. Another purpose of the TIP is to document the prioritization and selection of STP-Urban projects. The following rough schedule presents a framework for the compilation of the TIP and key points for public involvement opportunities.

MPO staff will determine if any proposed projects will affect minority and low-income populations using U.S. Census data. More contacts will be made if an effect is detected. In any case, appropriate language notation will occur in each public notice, likely in Spanish and/or Hmong, which would inform the reader of a contact for further information.

**TIP Process Schedule
Fond du Lac Area MPO**

Time	Public Involvement Opportunity	MPO Action
late April	public notice of request for projects	projects requested of municipalities and state
late May	deadline for project submittal	deadline for project submittal
June		STP-Urban projects prioritized by MPO staff, draft TIP compiled
late June	30-day public review and comment period	TAC receives draft TIP
mid July	TAC meeting	TAC meets to recommend STP-Urban projects for funding and review draft document
mid August		MPO approval

TIP Amendments: The MPO will amend the TIP when new projects are added to the program following its adoption and when projects shift between programming years.

No Amendment Required

- Schedule
 - Changing the implementation schedule for projects within the first four years of the TIP.
- Scope
 - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
 - Changing the source (Fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

Minor Amendment (processed through MPO committee structure and WisDOT)

- Schedule
 - Adding an exempt/preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list (TIP Table A-1) or from the out-year of the TIP.
 - Moving an exempt/preservation project out of the first four years of the TIP.
- Scope
 - Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate.
- Funding
 - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four-year window.

Major Amendment A major TIP amendment will be necessary when, a project that is approved for federal funds in the TIP is replaced by another project in the TIP's priority list (Table B-12 of the TIP) or when a project is moved into the first four years of the TIP. Also, any new non-exempt or expansion projects should be included in major amendments.

A major amendment will require the following steps:

- MPO staff will begin the amendment process by releasing the proposed amendment for a 30-day public review period. Staff will inform the public of the proposed amendment by sending notices to the organizations on the Policy and Technical Advisory Committee, and other public agencies and private transportation provider's mailing lists, and by publishing legal notices in local newspapers. These notices will be distributed before the 30-day review period begins.

- The public notices in local newspapers will include contacts for more information as well as a mailing and email address to submit comment, and the date of anticipated action by the MPO Policy Committee.
 - The amendment will be reviewed by the MPO TAC with a recommendation to the MPO Policy Board for approval.
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- Schedule
 - Adding a non-exempt/expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-year of the TIP.
 - Moving a non-exempt/expansion project out of the first four years of the TIP.
 - Scope
 - Significantly changing the scope (character of work or project limits) of a non-exempt/expansion project within the first four years of the TIP such that current description is no longer reasonably accurate.
 - Funding (thresholds to be defined by the MPO in consultation with WisDOT and FHWA and subject to WisDOT approval).
 - Adding or deleting any project that exceeds the lesser of:
 - 20 percent of the total Federal funding programmed for the calendar year, or
 - \$1,000,000.

Annual Listing of Obligated Projects: As required by SAFETEA-LU, an Annual Listing of Obligated Projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan transportation improvement program (TIP).

This provision is intended to increase the transparency of government spending on transportation projects and strategies in metropolitan areas to State and local officials, and to the public at large. Realizing this objective involves promoting accuracy and responsiveness in financial planning and adoption of a proactive approach to sharing information with the public in a meaningful way, at an appropriate time, and in a user-friendly format.

The Annual Listing of obligated projects is available upon request, or is online at the East Central Wisconsin Regional Planning Commission's website.

<http://www.eastcentralrpc.org/planning/transportation.htm>

MPO Consultation in Public Participation Plan, LRTP and TIP Coordination: In developing metropolitan plans and TIPs, the MPO shall consult, as appropriate, with agencies and officials responsible for other planning activities within the MPA that are affected by transportation. This consultation shall be completed prior to the 45-day public review period and adoption of the Public Participation Plan. To coordinate the planning functions to the

maximum extent practicable, such consultation shall compare metropolitan transportation plans and TIPs, as they are developed, with the plans, maps, inventories, and planning documents developed by other agencies. This consultation shall include, as appropriate, contacts with State, local, Indian Tribal, and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation, and historic preservation. **(See Appendix A: Public Participation Plan Contacts)** In addition, transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area.

Environmental Mitigation Activities in Long-Range Transportation Plan: A long-range transportation plan shall include a general, policy level discussion, not project specific discussion of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by metropolitan transportation plan.

Environmental mitigation activities means strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, rectify, reduce, or compensate for (by replacing or providing substitute resources) the impacts to or disruption of elements of the human and natural environment associated with the implementation of a long-range statewide transportation plan of metropolitan transportation plan. The human and natural environment includes, for example, neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and water resources, forested and other natural areas, agricultural areas, endangered and threatened species, and ambient air. The environmental mitigation strategies and activities are intended to be regional in scope, even though the mitigation may address potential project-level impacts. The environmental mitigation strategies and activities must be developed in consultation with Federal, State, and Tribal wildlife, land management, and regulatory agencies **(See Appendix A: Public Participation Plan Contacts)** during the statewide and metropolitan transportation planning processes and be reflected in all adopted transportation plans.

Planning Studies: The MPO's major planning studies will typically involve the following components, though a specific determination of public involvement actions will be identified as appropriate to each study:

Issue Identification

The Issue Identification element of the MPO's studies will be a cooperative effort between staff and some or all of the following:

- The public (through visioning sessions, neighborhood meetings, transit surveys, etc.).
- Professionals in various fields (planners, engineers, transit managers, educators, social service providers, businesspeople, etc.).
- Elected officials and appointed board members (common council members, planning commission members, etc.).

The Issue Identification phase of MPO studies can involve the creation of an advisory committee comprised of citizens, professionals, elected officials, and/or appointed board members. These committees will typically meet within the area being studied (at a municipal building or within a neighborhood, preferably accessible by public transportation, and staff will hold as many meetings as appropriate.

Goals and Objectives

The goals and objectives of studies will typically be based on the information collected during the Issue Identification phase, and they will be presented to advisory committees at public meetings when advisory committees are a part of the process.

Alternatives and Policies

Alternatives and policies that are developed and recommended during planning studies will be presented to advisory committees at public meetings when these committees are a part of the process, as well as to the MPO TAC.

Draft Documents

After completing draft documents, the documents will be made available for public review (30-days) after being sent to the study advisory committees, if advisory committees exist, or to the MPO TAC. The public will also be invited to attend presentations of the documents to the appointed and/or elected bodies that will adopt them, usually the MPO Policy Board.

Amendments

The MPO will ensure that the public has an opportunity to comment before its planning studies are amended by informing the public of proposed amendments, establishing a 30-day public review period, and holding an open house/public hearing. The public will also be invited to attend the amendment adoption meetings.

Outreach Efforts

In addition to the outreach efforts identified earlier in this policy, MPO staff will use the following techniques during its planning studies, as deemed appropriate by staff and the MPO Policy Board:

- Presentations to professional, citizen, and student organizations.
- Articles in community newsletters.
- Press releases and meetings with local media representatives.
- "Drop-in" meetings with business owners and others.
- Informal conversations with individuals and small groups.
- Interviews with people who are or could be affected by study recommendations.

- Presentations by experts on various transportation-related subjects.
- Telephone and on-board transit surveys.
- Surveys and questionnaires concerning various planning issues.
- Posting transportation-related studies and plans on the MPO website.
- Use various illustrative visualization techniques to convey the information including but not limited to charts, graphs, photos, maps and the internet.

The MPO will also experiment with other techniques to determine the best methods of involving all segments of the metropolitan area population in the planning process.

Evaluation Criteria and Process

The MPO will use the following evaluation criteria for its public participation techniques, as deemed appropriate for each project:

<u>Participation Techniques</u>	<u>Evaluation Criteria</u>	<u>Performance Goals</u>	<u>Methods of Meeting Goals</u>
Public Participation Process. Visualization Techniques	Consultation Requirements in SAFETEA – LU	Documentation of correspondence from the various stakeholders and operating agencies	MPO staff will review the PPP annually to determine if modifications are necessary.
Citizens Advisory Committees.	Attendance.	Average committee meeting attendance of at least 50 percent during a planning effort.	Distribute committee materials before meetings, establish consistent meeting schedules, when possible.
Direct Mailings (letters, fliers, etc.).	Completed flier surveys returned, number of people reached by the mailings, etc.	Minimum 1 percent of flier surveys returned or mailings reach at least 90 percent of the people who are affected by a project.	Design the fliers and other mailings in ways that encourage people to open and read them.
Community Visioning Sessions/Public Informational meetings	Attendance.	Minimum ½ percent of affected population attends each session.	Schedule at convenient times and accessible locations
Website	Number of hits; comments received	Minimum of 20 hits per month	Advertise the site in public notices and other, encourage people to obtain information from the site.
Project-Specific Newsletter Articles.	Comments from project participants and others.	newsletter reaches at least 50 percent of people who are affected by a project.	Encourage publishers to place articles in prominent locations within newsletters.

Participation Techniques	Evaluation Criteria	Performance Goals	Methods of Meeting Goals
Open House Meetings.	Attendance.	Minimum 1/2 percent of affected population attends during each project.	Schedule the meetings at convenient times and accessible locations.
Public Hearings.	None - required by Wisconsin Statutes, (not required under SAFETEA-LU for attainment areas)	N/A	Schedule meetings at convenient times and accessible locations.
Legal Advertisements.	None - required by Wisconsin Statutes.	N/A	N/A
Presentations to Professional, Citizen, and Student Organizations.	Comments from participants.	Most comments indicate that presentations are clear and informative.	Use pictures and other visuals to demonstrate concepts.
Press Releases, Meetings with Local Media Representatives.	Publication and broadcasting of planning-related stories.	No standard.	Inform media representatives of planning issues, be available to answer questions, develop and maintain relationships with media representatives, etc.
Presentations by Experts on Transportation-Related Subjects.	Attendance, comments from attendees.	Most comments indicate that presentations are clear and informative.	Hold presentations at convenient times and accessible locations, publicize the presentations thoroughly.
Surveys (mailed).	Number of responses.	At least 25 percent of recipients return the surveys.	Keep surveys short, include self-addressed stamped envelopes with the surveys

Participation Techniques	Evaluation Criteria	Performance Goals	Methods of Meeting Goals
Surveys (telephone).	Number of responses.	At least 90 percent of target number.	Call at times when people are often home (evenings, weekends, etc.), keep surveys relatively short, inform people of importance of survey.
Surveys (transit patrons).	Number of responses.	At least 10 percent of average daily ridership.	Keep surveys relatively short, work with operator to determine best distribution method, offer to help riders complete the surveys.

These criteria will be reviewed and modified each year as necessary. If new techniques are tried and found to be successful between review periods, the list will be updated to include the new techniques.

Documentation

Availability of Planning Documents: Hard copies of documents prepared by the MPO will be available at the City of Fond du Lac and Village of North Fond du Lac Community Development Offices, and the Taycheedah, Empire, Fond du Lac, and Friendship town halls. Electronic versions of the documents will be available on the Fond du Lac MPO website. Significant plans and studies will also be made available at public libraries and other public agencies in the metropolitan area, as deemed appropriate. The locations of the documents will be public noticed in the local newspaper.

<http://www.eastcentralrpc.org/planning/transportation.htm>

<http://www.ci.fond-du-lac.wi.us/index.iml?mdl=links.mdl>

Methods of Addressing Comments: The MPO will document comments, present them to decision-making bodies, modify the contents of the document as necessary, and include the comments in the appendices of planning products after they are approved and published. Comments received after studies and other planning products are completed and approved will be documented and referenced when amending or updating the planning products.

Responses to Information Requests and Comments: Information can be requested from MPO staff in person and by phone, fax, e-mail, and U.S. mail.

Appendix A: Public Participation Plan Contact List

Transportation Providers-Public

Fond du Lac Area Transit & JobTrans

Elderly Transportation
Fond du Lac County Senior Services

Transportation Providers-Private

Greyhound Bus Lines

City Taxi Dispatch

Quality Cab

Nichols Five Star Charter

Lamers Bus Lines, Inc.

Kobussen Buses Ltd.

GoldStar Tours & Charters

Johnson School Bus Service

Fond du Lac City Ambulance Service

Canadian National Railroad

Other Private Entities

Forest Mall, Management

Mr. Steve Ditter, President
Fond du Lac County Snowmobile Association

Fond du Lac Cyclery

Attitude Sports

Other Public Agencies

Fond du Lac Area Job & Career Center

Fond du Lac Co. Dept. of Social Services

City of Fond du Lac Housing Authority

Other Public Agencies, cont.

Fond du Lac Public Library

Spillman Library

Fond du Lac Co. Shelter Care Facilities

Fond du Lac Co. Employment Training

Brothertown Nation, Inc.

Fond du Lac Adult Literacy Program

United Migrant Opportunities (UMOS)

N. Fond du Lac Ambulance

University Relations

UW-Fond du Lac

UW-Extension-Fond du Lac County

Fond du Lac Co. Econ. Development Corp.

Fond du Lac Area Association of Commerce

Fond du Lac Area Catholic Education System

Moraine Park Technical College

Marian College of Fond du Lac

Brooke Industries, Inc.

Northgate Senior Apartments

St. Agnes Hospital - Adult Day Services

Aging and Disability Resource Center

Aurora Health Center

Director of Transportation

Fond du Lac School District

North Fond du Lac School District

Regulatory Agencies MPO Area Contacts

Department of Agriculture, Trade & Consumer Protection

Natural Resources Conservation Services

National Park Service, Midwest Region

WI State Historic Preservation Office

North Central Region Bureau of Sport Fisheries & Wildlife

Wisconsin Transportation Builders Association

Sierra Club, John Muir Chapter

United States Forest Service

Department of Army Corp of Engineers

Ninth Coast Guard District

Department of Natural Resources, Bureau of Environmental Impact

Bureau of Indian Affairs

Environmental Protection Agency

Calumet County Planning and Zoning Department

Outagamie County Zoning Department

Winnebago County Zoning Department

Department of Natural Resources, Regional Transportation Liaisons