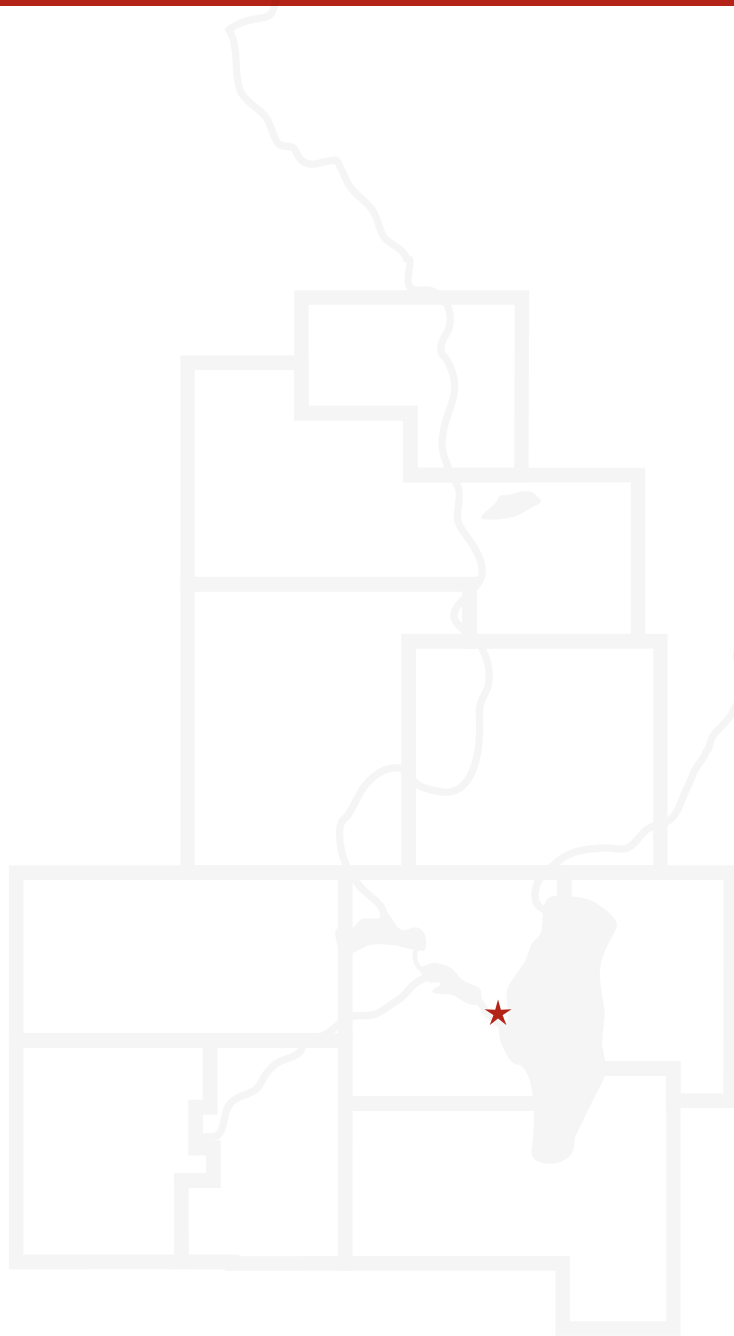


Transportation Improvement Program Oshkosh Urbanized Area 2014



Oshkosh
Metropolitan Planning Organization
Final
Adoped October 25, 2013



East Central Wisconsin
Regional Planning Commission
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TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE OSHKOSH URBANIZED AREA

- 2014 -

Prepared by the
EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Final - October 2013

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
OSHKOSH URBANIZED AREA - 2014

AUTHOR: David J. Moesch, Associate Transportation Planner

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

DATE: Final – October 2013

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The *Transportation Improvement Program for the Oshkosh Urbanized Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of five years and includes projects recommended for implementation during the 2014-2018 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for STP-Urban Projects are for 2014-2015; for transit assistance programs, 2014 and 2015.

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INTRODUCTION

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the five-year period from 2014 to 2018. These lists of programmed candidate projects were then reviewed, prioritized, and recommended by Technical Advisory Committees (TACs) for each urbanized area. TAC recommendations were in turn reviewed by the standing Transportation Committee of the Commission and final action was taken by the Commission as the MPO recommending these projects to the governor for inclusion in the STIP.

REPORT FORMAT

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

The appendices include a variety of background information.

CERTIFICATIONS

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

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;

- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- (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.

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

In addition, the MPO's **public participation and certification process satisfies** Oshkosh Area Transit's public participation requirements for the Program of Projects.

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

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

- improving safety;
- maintaining infrastructure condition;
- reducing traffic congestion;
- system reliability;
- freight movement and economic vitality;
- environmental sustainability; and
- reduced project delivery delays.

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

The Oshkosh urbanized area is located entirely within Winnebago County and includes all of the City of Oshkosh, large portions of the towns of Algoma and Oshkosh and small portions of the towns of Nekimi and Black Wolf. The 2010 urbanized area population is 74,495.

THE TIP PROCESS

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of five years with projects identified for each of the first four years as the minimum program. Projects are grouped for 2018 as future year projects. 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 or third year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

TIP Amendments

No Amendment Required

- Schedule
 - Changing the implementation schedule for projects within the first four years of the TIP. Provided that the change does not trigger redemonstration of fiscal constraint.
- Scope
 - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
 - Changing the source (fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

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

- Schedule
 - Adding an exempt/preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list (Table A-1) or from the out-year of the TIP.
 - Moving an exempt/preservation project out of the first four years of the TIP.
- Scope
 - Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current

description is no longer reasonably accurate.

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

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

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

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP.

Concerning the federal funding sources the MPO has identified for individual projects in its TIP, it is agreed that WisDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WisDOT must seek MPO staff approval to use Entitlement or allocated STP and CMAQ funds for projects not identified for that source of funding in the TIP. Also, WisDOT can unilaterally interchange FTA Section 5309 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 populations without necessitating a STIP or TIP amendment.

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next five-year period for inclusion in the TIP. Notification was provided by direct letter, dated April 18, 2013, requesting candidate projects to be identified. On September 22, 2013, a legal notice was published in the *Oshkosh Northwestern* daily papers, identifying a review and comment period, from September 22 to October 21, 2013. The notice indicated that the TC would meet October 15, 2013 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO at its October 25, 2013 quarterly Commission meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

State, STP-Safety, Bridge and Section 5310, Elderly and Disabled projects were solicited directly from WisDOT Northeast Region or WisDOT Madison for inclusion in the TIP.

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, availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded highway, transit, and other projects must be included in the TIP to compete for the receipt of federal funding assistance. "Regionally significant" projects scheduled for implementation with state and local funds must also be included for informational and coordinative purposes, except that all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source.

Flexibility of Funding Sources

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

Federal-Aid Highway Programs

MAP-21	SAFETEA-LU
National Highway Performance Program (NHPP)	NHS, IM, & Bridge (on NHS)
Surface Transportation Program (STP)	STP & Bridge (non-NHS)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing Transportation Alternatives	Railway Highway Grade Crossing Transportation Enhancements, Safe Routes to School, Recreational Trails

Federal-Aid Transit Programs

MAP-21	SAFETEA-LU
Urbanized Area Formula Grants (5307)	Urbanized Area Formula Grants (5307) Job Access & Reverse Commute Program (5316) (Part)
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Elderly & Persons with Disabilities Program (5310)
Rural Area Formula Grants (5311)	New Freedom Program (5317) Nonurbanized Area Formula Program (5311) Job Access & Reverse Commute Program (5316) (Part)
State of Good Repair Program (5337) (Formula)	Fixed Guideway Modernization (5309) (Discretionary)
Bus and Bus Facilities Formula Program (5339)	Bus and Bus-Related Projects (5309) (Discretionary)
Fixed Guideway Capital Investment Grants (5309)	New Starts & Small Starts Programs (5309) (Discretionary)

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

<u>Categorical Program</u>	<u>Acronym</u>
National Highway System State	NHS
Bridge Replacement & Rehabilitation State	BR
Surface Transportation Program	STP
Enhancements	EN
Urban	URB
Rural	RU
State Flexibility	FLX
Safety	HSIP
Miscellaneous	MSC
Transit	
Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310	
Elderly & Disabled	Section 5310

Of these categorical programs, the majority are programmed by WisDOT. The forum of the TIP will serve to provide comment from the MPO annually and should generate additional public exposure to influence the project prioritization by WisDOT. The Section 5307 Transit Programs are developed

directly by the transit operators in conformance with the Transit Development Programs, Americans with Disabilities Act (ADA) plans, and the long-range multimodal plan. The Section 5310 elderly and disabled paratransit capital projects are listed in the TIP as candidate projects only with later prioritization and funding determinations by WisDOT.

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The five-year program, 2014-2018, itemized in the listing this year includes the 2014 and 2015 projects that were **submitted by the local entities. Since the 2002 TIP, two years' programming recommendations have been made in the even year TIP (2008, 2010,...), and are reaffirmed in the odd year TIP (2007, 2009...).** In developing this 2013 TIP, STP-Urban projects were ranked for the 2014-2015 biennium.

The 2014 TIP, recommended one project for funding in in the Oshkosh urbanized area in 2014-2015.

The anticipated allocations of STP-Urban funds for 2014-2015 are \$973,440 in Oshkosh. This allocation is distributed among the municipalities within the respective urbanized areas based on their share of total federal functionally classified mileage. For example, the City of Oshkosh's share of the total urbanized area allocation is 58.49 miles divided by the Oshkosh total of 88.95 functionally classified miles equals .0657 or 65.7 percent. This allocation is then added to the accounting balance for the City of Oshkosh and is used in determining its entitlement balance. As will be noted in the description of the prioritization process that follows, this entitlement is used in determining the community's eligibility to compete, and as a ratio of funding balance to project cost as one ranking criterion. However, it does not guarantee that the funds will ever be available to the community, and is therefore not to be considered a suballocation of the urban funds.

STP-Urban Project Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the Transportation Improvement Program. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2014-2015 project candidates, as part of the 2014 TIP, is being used that was first developed in 1990, with slight refinements being made periodically through 1994. Based on a major review in 1995, the criteria have been modified to prioritize projects across modal lines. Minor clarifications were made to the criteria language in 1997. In 2005, a safety criteria was added based on crash rates. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

1. **PLAN CONSISTENCY.** This criterion establishes project legitimacy within the overall transportation network. It rates projects higher when they conform in scope and timing to the appropriate comprehensive or modal transportation plan element (local comprehensive plans,

arterial plans, Transit Development Plan and other transit plans, bicycle/pedestrian plans, regional long range plan and related elements) and evidence good regional coordination.

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

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

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

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

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

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

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

d. **Freight Operations.**

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

e. **Transit Improvements.**

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

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

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

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

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

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

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

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

- 2) **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) **Spacing.**

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

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

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

c) **User Safety.**

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

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

Score	5	> 1.00
	4	0.80 - 1.00
	3	0.60 - 0.79

2	0.40 - 0.59
1	0.20 - 0.39
0	< .20

Alternate Rating (non-corridor based projects)

Score	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term

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

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

Score	5	> 280
	3	150-279
	0	< 149

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

Score	5	≥ 5
	3	1 - 4
	0	0

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

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

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

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

- 0 Project is not in a multimodal corridor, or is in a multimodal corridor and only the vehicular mode is addressed.

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

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

7. **AVAILABILITY OF FUNDING.** An indicator of how well projects correspond to funding entitlement. Appendix A, Table A-3 shows each jurisdiction's 2012 funding balance, 2012 and 2013 allocation, and the resulting entitlement. It also shows the resulting funding availability rating for each project, which is calculated by taking the maximum STP portion of project costs and dividing it into the jurisdiction's entitlement. If the jurisdiction has more than one project, the entitlement is adjusted by subtracting the prior project's STP funding before calculating the funding availability rating. This rating ranges from the highest positive number being the highest ranking to the lowest negative number being the lowest ranking. There is an overriding criterion that a county or community project must have a positive funding availability rating to compete for STP funding. Also, when ties occur among projects having the same total score, the funding availability rating is used as the tie-breaker.

Score	5	> 1.50
	4	1.00 - 1.50
	3	0.50 - 0.99
	2	0.25 - 0.49
	1	0.00 - 0.24
	0	< 0.00

The project scores for each criterion are totaled and ranked from highest to lowest score. Any project that is not ranked because it has a negative funding eligibility rating is deemed ineligible for participation in the STP-Urban program.

STP-Urban Project Selection Procedure

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

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized.

The final project will be funded at no less than the 20 percent minimum federal funding level.

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

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

STP-Urban Projects Recommended for Funding

Application of the above project selection procedure to projects competing for the 2014-2015 allocations resulted in a funding recommendation for one project in Oshkosh.

Oshkosh Project: Available Funding Allocation of \$973,440

- Winnebago County's CTH I project, from Ripple Avenue to Fox Valley Technical College.

A full listing of the candidate STP-Urban projects can be found in Appendix A, Tables A-1. Also found in Appendix A are Table A-2: Proposed STP-Urban Funding Allocations and Proposed Projects, 2014-2015 and Table A-3: Evaluation and Ranking of Proposed STP-Urban Projects, 2014-2015.

2014 TIP PROJECT LISTING

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

Primary Jurisdiction. This column lists the primary implementing jurisdiction on the top line of each project listing. The second line contains the county within which the project is located. The fourth line is the TIP number, for example (253-14-001). The first number is the federal designated number for the Oshkosh MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

Project Description. The first line of the project description lists the highway segment (segment termini a/termini b), the intersection or interchange (highway/highway), or a non-highway project characterization. The second line characterizes the type of improvement to be undertaken. The third line lists the WisDOT project number, if known. The fourth line contains the federal acronym, if federal funds are being used, the length of the project in miles, and a categorization as a preservation (P) or expansion (E) project.

Estimated Cost. Estimated cost figures are always shown in thousands of dollars except for some transit and planning categories, which should be evident. They are subcategorized by federal, state, and local sources and totaled by project for each of the following time periods: 2014, 2015, 2016, 2017, and 2018.

TABLE 1
OSHKOSH URBANIZED AREA - PROJECT LISTING (2014-2018)
(\$000)

****Funds are listed in Year of Expenditure \$.**

****Funds are obligated approximately 6 weeks prior to LET date.**

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Go Transit Winnebago	Fixed Route Bus	Oper.	1041	780	881	2702	1072	804	918	2794	1104	828	957	2889	1137	853	997	2987	1171	878	1038	3087
	Paratransit	Contr.	460	345	232	1037	482	362	259	1103	507	380	289	1176	532	399	319	1250	559	419	352	1330
	Capital Projects	Purch.	306	0	76	382	5886	0	1471	7357	114	0	28	142	19	0	5	24	18	0	4	22
	Section 5307	TOTAL	1807	1125	1189	4121	7440	1166	2648	11254	1725	1208	1274	4207	1688	1252	1321	4261	1748	1297	1394	4439
WisDOT Winnebago	USH 41/USH 45-Breezewood	PE				0				0			0				0				0	
	Reconstruction	ROW				0	0	5418	0	5418			0				0				0	
	1120-09-21 , 72-90	CONST	9385	2346	0	11731	0	0	0	0			0				0				0	
	NHS 15.9 m. (E)	TOTAL	9385	2346	0	11731	0	5418	0	5418	0	0	0	0	0	0	0	0	0	0	0	0
253-07-001	USH 41/STH 26-Breezewood	PE				0				0			0				0				0	
	Reconstruction	ROW				0	0	24891	0	24891			0				0				0	
	1120-11-00 to 93, 1120-10-70 to 90	CONST	0	1616	0	1616	99	231	0	330			0				0				0	
	NHS 15.9 m. (E)	TOTAL	0	1616	0	1616	99	25122	0	25221	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	STH 21, OSHKOSH AVE.	PE				0				0			0				0				0	
	C. Oshkosh Fox River Br	ROW				0				0			0				0				0	
	6180-18- 71	CONST				0				0			0	0	0	0	0	1288	322	0	1610	
	BR .5 Miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1288	322	0	1610
WisDOT T of Oshkosh	Sherman Road	PE				0				0			0				0				0	
	WCL Crossing Signal and Gates	ROW				0				0			0				0				0	
	1009-93-44	CONST				0	131	71	0	202			0				0				0	
	OCR (P)	TOTAL	0	0	0	0	131	71	0	202	0	0	0	0	0	0	0	0	0	0	0	0
253-10-016	Safe Routes to School	PE				0				0			0				0				0	
	City of Oshkosh	ROW				0				0			0				0				0	
	4994-06-71	CONST	73			73				0			0				0				0	
	STP (P)	TOTAL	73	0	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
253-10-030	City of Oshkosh Bridge Lift Structures	PE				0				0			0				0				0	
	Rehab for remote operations	ROW				0				0			0				0				0	
	4110-19-71	CONST				0				0			0				0				0	
	BR (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	864	0	0	864
253-11-027	Fernau Ave. / STH 76 - Vinland Rd.	PE	0	0	42	42				0			0				0				0	
	Reconstruction, 4-lane, urban	ROW				0				0			0				0				0	
	4625-01-00, 71	CONST				0	969	0	920	1889			0				0				0	
	URB (E)	TOTAL	0	0	42	42	969	0	920	1889	0	0	0	0	0	0	0	0	0	0	0	0
253-11-028	USH 41 Interstate Conversion Plan	STUDY	600	150	0	750				0			0				0				0	
	Milwaukee - Green Bay	ROW				0				0			0				0				0	
	1113-00-00	CONST				0				0			0				0				0	
	STP (P)	TOTAL	600	150	0	750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
253-13-009	Oregon/Jackson St Bridge	PE	0	2000	0	2000				0			0				0				0	
	Design	ROW				0				0			0				0				0	
	4994-07-00, 21, 71	CONST				0				0			0				0				0	
	BR (E)	TOTAL	0	2000	0	2000	0	0	0	0	0	0	0	0	0	0	0	0	30800	7000	0	37800
253-13-030	Regional Safe Routes to School Program	STUDY				0				0			0				0				0	
	Calumet, Out, Winn Co	ROW				0				0			0				0				0	
	SRTS (P)	CONST	69	0	0	69				0			0				0				0	
		TOTAL	69	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
252-13-035	I-41 Conversion / State Line - Green Bay	PE				0				0			0				0				0	
	SCL Dodge Co - I-43 Signing	ROW				0				0			0				0				0	
	1130-03-76	CONST	1989	497	0	2486				0			0				0				0	
	STP (P)	TOTAL	1989	497	0	2486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
253-13-032	Safety Funds	PE	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
	Grouped Projects	ROW				0				0			0				0				0	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
	STP (P)	TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120
253-14-001																						

TABLE 1
OSHKOSH URBANIZED AREA - PROJECT LISTING (2014-2018)
(\$000)

****Funds are listed in Year of Expenditure \$.**

****Funds are obligated approximately 6 weeks prior to LET date.**

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018+				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT 253-14-002	Rail/Hwy Xing Safety Grouped Projects STP (P)	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
		TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
WisDOT 253-14-003	Hwy Safety Improve Prog (HSIP) Grouped Projects STP (P)	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
		TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
WisDOT 253-14-004	RR Xing STP protective Devices Grouped Projects STP (P)	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
WisDOT 253-14-005	Preventative Maint. National Highway Grouped Projects NHS (P)	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
WisDOT 253-14-006	STN Preventative Maint. Connecting Highways Grouped Projects STP (P)	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	
		TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	
WisDOT 253-14-007	Enhancements Grouped Projects STP (P)	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	
		TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	
OCR 253-14-008	OCR Rail-Highway Xing Safety Grouped Projects OCR (P)	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
WisDOT 253-14-009	Black Wolf Ave / Willow Harbor Crk Local Bridge 4617-07-00, 71 BRRPL BR (P)	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	178	0	45	223																	
		TOTAL	178	0	45	223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT 253-14-010	North Main Street New York to Murdock 4994-01-15 RECST STP 0.51 miles (P)	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST				0	1170	0	624	1794				0				0				0	
		TOTAL	0	0	0	0	1170	0	624	1794	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT 253-14-011	USH 41 Drainage Study FdL - Oshkosh / CTH Z to STH 26 1100-53-30 RDMTN STP 2.89 miles (P)	PE	0	110	0	110				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST				0				0				0				0				0	
		TOTAL	0	110	0	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT 253-14-012	STH 76 USH 41 - CTH JJ 6430-12-00, 21, 71 RECST STP 3.72 miles (P)	PE				0				0				0				0				0	
		ROW				0				0	0	375	0	375				0				0	
		CONST				0				0				0				0	5223	1306	0	6529	
		TOTAL	0	0	0	0	0	0	0	0	0	375	0	375	0	0	0	0	5223	1306	0	6529	
		PE	616	2264	42	2922	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	
		ROW	0	0	0	0	0	30309	0	30309	0	375	0	375	0	0	0	0	0	938	0	938	
		CONST	13152	4671	185	18008	3827	514	1684	6025	1458	212	140	1810	1458	212	140	1810	39633	8840	140	48613	
		TOTAL	13768	6935	227	20930	3843	30827	1684	36354	1474	591	140	2205	1474	216	140	1830	39649	9782	140	49571	
	Preservation Subtotal				4230	2953	185	7368	2564	196	764	3524	1394	196	140	1730	1394	196	140	1730	32194	8134	140
Expansion Subtotal				80	20	42	142	1049	20	920	1989	80	20	0	100	80	20	0	100	944	20	0	964

****Funds are obligated approximately 6 weeks prior to LET date.**

****Funds are listed in Year of Expenditure \$.**

2013 TIP Project Implementation Status

Table 2 provides a summary of federal funds programmed and available for the 2014-2018 time period for the Oshkosh urbanized area. Table 3 presents the current status of projects previously approved for the Oshkosh area in 2013. The table provides the project description and type, the funding program, the implementing jurisdiction, and the current implementation status.

TABLE 2
OSHKOSH URBANIZED AREA, 2014-2018
SUMMARY OF FEDERAL FUNDS PROGRAMMED AND AVAILABLE
(\$000)

Agency/Program	Programmed Expenditures					Estimated Available Funding				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
Federal Highway Administration										
Interstate Highway Maintenance	\$0	\$0	\$0	\$0	\$0	-----Not Eligible-----				
National Highway System	9,785	499	400	400	400	9,785	499	400	400	400
Bridge Replacement/Rehab	114	0	0	0	32,952	114	0	0	0	32,952
Congestion Mitigation & Air Quality	0	0	0	0	0	-----Not Eligible-----				
Surface Transportation Program										
Oshkosh Urbanized Area	969	0	0	0	0	969	0	0	0	0
Surface Transportation Program										
State Flexibility	3,592	2,100	930	930	6,153	3,592	2,100	930	930	6,153
Surface Transportation Program										
Safety	0	0	0	0	0	0	0	0	0	0
Surface Transportation Program										
Enhancements	0	0	0	0	0	0	0	0	0	0
Programmed Expenditures	14,460	2,599	1,330	1,330	39,505	14,460	2,599	1,330	1,330	39,505
* Annual Inflation Factor 2.5%	362	65	33	33	988	362	65	33	33	988
Estimated Need with Inflation Factor	14,822	2,664	1,363	1,363	40,493	14,822	2,664	1,363	1,363	40,493
Federal Transit Administration										
Section 5307 Operating	\$1,041	\$1,072	\$1,104	\$1,137	\$1,171	\$1,041	\$1,072	\$1,104	\$1,137	\$1,171
Section 5309 Capital	306	5,886	114	19	18	306	5,886	114	19	18
Programmed Expenditures	1,347	6,958	1,218	1,156	1,189	1,347	6,958	1,218	1,156	1,189
* Annual Inflation Factor 2.5%	34	174	30	29	30	34	174	30	29	30
Estimated Need with Inflation Factor	1,381	7,132	1,248	1,185	1,219	1,381	7,132	1,248	1,185	1,219
Section 5310	0	0	-not yet programmed-			0	0	-not yet programmed-		

* MAP-21 requires that revenue and cost estimates must use an inflation rate to reflect year of expenditure dollars

**TABLE 3
IMPLEMENTATION STATUS OF 2013
OSHKOSH URBANIZED AREA PROJECTS**

Primary Jurisdiction	Project Description	Type of Cost	2013				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT City of Oshkosh 4994-06-71 253-10-030	Safe Routes to School	PE				0			
		ROW				0			
		CONST	73	0	0	73			
	STP (P)	TOTAL	73	0	0	73			X 2014

APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

**TABLE A-1
OSHKOSH URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018+ Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
T of Algoma Winnebago <i>Illustrative</i>	Omro Rd Bike Path	PE				0				0				0				0	0	0	92	92
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	462	462
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	554	554
T of Oshkosh Winnebago <i>Illustrative</i>	Vinland Rd./Smith-Snell Reconstruction	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1750	1750
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1750	1750
C of Oshkosh T of Oshkosh Winnebago <i>Illustrative</i>	Snell Rd./Jackson-CTH A (Bowen) Reconstruction	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1500	1500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Oshkosh Winnebago <i>Illustrative</i>	Main St/Fox River-16th Avenue Reconstruction	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	4363	4363
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4363	4363
Oshkosh Winnebago <i>Illustrative</i>	Washburn St/Ripple - STH 26 Reconstruction	PE				0				0				0				0	0	0	76	76
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	835	835
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	911	911
Oshkosh Winnebago <i>Illustrative</i>	Main St/Irving-New York Reconstruction	PE				0				0				0				0	0	0	225	225
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2300	2300
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2525	2525
Winnebago Co. Winnebago	CTH I/Ripple Rd.-Technical School Reconstruction 4-lane, urban	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	900	900
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900	900
WisDOT Winnebago	USH 41/USH 45-Breezewood Reconstruction 1120-09-21, 72-90	PE				0				0				0				0				0
		ROW				0	0	5418	0	5418				0				0				0
		CONST	9385	2346	0	11731	0	0	0	0				0				0				0
		TOTAL	9385	2346	0	11731	0	5418	0	5418	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	USH 41/STH 26-Breezewood Reconstruction 1120-11-00 to 93, 1120-10-70 to 90	PE				0				0				0				0				0
		ROW				0	0	24891	0	24891				0				0				0
		CONST	0	1616	0	1616	99	231	0	330				0				0				0
		TOTAL	0	1616	0	1616	99	25122	0	25221	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	STH 21, OSHKOSH AVE. C. Oshkosh Fox River Br 6180-18- 71	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0	0	0	0	0	1288	322	0	1610
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1288	322	0	1610
WisDOT T of Oshkosh	Sherman Road WCL Crossing Signal and Gates 1009-93-44	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0	131	71	0	202				0				0				0
		TOTAL	0	0	0	0	131	71	0	202	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 253-10-016	Safe Routes to School City of Oshkosh 4994-06-71	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	73			73				0				0				0				0
		TOTAL	73	0	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 253-10-030	City of Oshkosh Bridge Lift Structures Rehab for remote operations 4110-19-71	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	864	0	0	864
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	864	0	0	864
WisDOT T of Oshkosh	Fernau Ave. / STH 76 - Vinland Rd. Reconstruction, 4-lane, urban 4625-01-00, 71	PE	0	0	42	42				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0	969	0	920	1889				0				0				0
		TOTAL	0	0	42	42	969	0	920	1889	0	0	0	0	0	0	0	0	0	0	0	0

**TABLE A-1
OSHKOSH URBANIZED AREA - CANDIDATE PROJECT LISTING (2014-2018)
(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2014				2015				2016				2017				2018+ Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT Winnebago Multiple MPOs 253-13-009	USH 41 Interstate Conversion Plan Milwaukee - Green Bay 1113-00-00 STP (P)	STUDY ROW CONST TOTAL	600	150	0	750				0				0				0				0
						0							0				0				0	
						0							0				0				0	
			600	150	0	750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT C of Oshkosh Winnebago 253-13-030	Oregon/Jackson St Bridge Bridge Replacement 4994-07-00, 21, 71 BR (E)	PE ROW CONST TOTAL	0	2000	0	2000				0				0				0		938	0	938
						0							0				0		30800	7700	0	38500
			0	2000	0	2000	0	0	0	0	0	0	0	0	0	0	0	0	30800	8638	0	39438
WisDOT Calumet, Out, Winn Co 252-13-035	Regional Safe Routes to School Program SRTS (P)	STUDY ROW CONST TOTAL				0				0				0				0				0
			69	0	0	69								0				0				0
			69	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago 253-13-032	I-41 Conversion / State Line - Green Bay SCL Dodge Co - I-43 Signing 1130-03-76 STP (P)	PE ROW CONST TOTAL				0				0				0				0				0
			1989	497	0	2486								0				0				0
			1989	497	0	2486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 253-14-001	Safety Funds Grouped Projects STP (P)	PE ROW CONST TOTAL	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
						0				0				0				0				0
			80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
			96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120
WisDOT 253-14-002	Rail/Hwy Xing Safety Grouped Projects STP (P)	PE ROW CONST TOTAL				0				0				0				0				0
						0								0				0				0
			80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
			80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
WisDOT 253-14-003	Hwy Safety Improve Prog (HSIP) Grouped Projects STP (P)	PE ROW CONST TOTAL				0				0				0				0				0
			90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
			90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
WisDOT 253-14-004	RR Xing STP protective Devices Grouped Projects STP (P)	PE ROW CONST TOTAL				0				0				0				0				0
			144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
			144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT 253-14-005	Preventative Maint. National Highway Grouped Projects NHS (P)	PE ROW CONST TOTAL				0				0				0				0				0
			400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
			400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT 253-14-006	STN Preventative Maint. Connecting High Grouped Projects STP (P)	PE ROW CONST TOTAL				0				0				0				0				0
			400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
			400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
WisDOT 253-14-007	Enhancements Grouped Projects STP (P)	PE ROW CONST TOTAL				0				0				0				0				0
			120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
			120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
OCR 253-14-008	OCR Rail-Highway Xing Safety Grouped Projects OCR (P)	PE ROW CONST TOTAL				0				0				0				0				0
			144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
			144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT T of Black Wolf 253-14-009	Black Wolf Ave / Willow Harbor Crk Local Bridge 4617-07-00, 71 BRRPL BR (P)	PE ROW CONST TOTAL				0				0				0				0				0
			178	0	45	223								0				0				0
			178	0	45	223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Oshkosh 253-14-010	North Main Street New York to Murdock 4994-01-15 RECST STP 0.51 miles (P)	PE ROW CONST TOTAL				0				0				0				0				0
						0	1170	0	624	1794				0				0				0
			0	0	0	0	1170	0	624	1794	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago 253-14-011	USH 41 Drainage Study FdL - Oshkosh / CTH Z to STH 26 1100-53-30 RDMTN STP 2.89 miles (P)	PE ROW CONST TOTAL	0	110	0	110				0				0				0				0
						0				0				0				0				0
						0				0				0				0				0
			0	110	0	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago 253-14-012	STH 76 USH 41 - CTH JJ 6430-12-00, 21, 71 RECST STP 3.72 miles (P)	PE ROW CONST TOTAL				0				0				0				0				0
			0	0	0	0	0	0	0	0	0	375	0	375	0	0	0	0	5223	1306	0	6529
			0	0	0	0	0	0	0	0	0	375	0	375	0	0	0	0	5223	1306	0	6529

TABLE A-2
STP-URBAN FUNDING ALLOCATIONS AND BALANCES, (2014-2015 biennium)
OSHKOSH URBANIZED AREA

Jurisdiction	STP Miles	% Miles	Allocation	2012 - 2013 Balance	Entitle- ment	Project Requests	Total Costs	Federal Funds	Local Cost	Funding Avail. Rating
Oshkosh	Allocation = \$973,440			Total miles = 88.95						
Winnebago Co.	18.07	20.31	197,752	(432,810)	(137,023)	CTH I (Ripple - FV Tech)	900,000	720,000	180,000	(0.19)
C. Oshkosh	58.49	65.76	640,095		(741,752)	Main St (Fox River - 16th Ave)	4,363,000	3,490,400	872,600	0.02
T. Algoma	6.32	7.11	69,164	(539,748)	(435,427)	Poberezny Rd (STH 44 - CTH N)	1,200,000	879,000	321,000	0.07
T. Black Wolf	0.93	1.05	10,177	41,672	57,019					
T. Nekimi	2.34	2.63	25,608	24,195	62,812					
T. Oshkosh	2.80	3.15	30,642	561,417	608,285					
Total	88.95	100.00		(\$345,274)	(\$586,086)		\$6,463,000	\$5,089,400	\$1,373,600	

TABLE A-3
EVALUATION AND RANKING OF PROPOSED STP-URBAN PROJECTS, (2014-2015 biennium)
OSHKOSH URBANIZED AREA
Project Evaluation (Criteria)/Score

Jurisdiction	2014 & 2015 STP Projects	Plan Consistency	Preserve Existing System	Capacity V/C		Safety			Multi-Modal		Planned Pro-gramming		Funding Avail-ability		Total Score	Rank	Project Cost	Max. STP Funding
Oshkosh Allocation = \$973,440																		
Winnebago Co.	CTH I (Ripple - FV Tech)	3	PC(6)	3	0.30	1	715	5	VtbP	1	5	5	(1.00)	0	18	NE	\$900,000	
T. Nekimi	Poberezny (WIS 44 - CTH N)	3	PC(3)	5	0.15	0	1	0	VtBP	3	2	2	0.07	1	14	1	\$1,200,000	
Total																	\$2,100,000	

APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fox Cities and Oshkosh urbanized areas through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For CY 2012 the allocation is 30.1 percent. For purposes of this document a federal funding level of 29 percent is assumed for 2013 and beyond.

In 1996, the Wisconsin Department of Transportation began distributing the state share of operating assistance similar to the federal share, with each transit system within a tier receiving an equal percentage of assistance. State operating assistance for CY 2012 was 25.2 percent of eligible expenses. A 25 percent state share has been assumed for 2013 and beyond also.

Each year WisDOT pools the capital requests of the state's transit systems and applies to the FTA for Section 5309 Capital Discretionary Grants. The federal capital funding has transitioned from an earmark process to a competitive grant process. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain and enhance transit's infrastructure.

First with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), later with TEA-21 (1997), SAFETEA-LU (2005) and now with MAP-21 (Moving Ahead for Progress Act), state and local governments received more flexibility to determine overall transportation solutions. Priority criteria were established during the 1996 TIP cycle, and continue to allow transit projects to compete with highway projects. While this was a dramatic change in federal regulations, it has proven to be of little utility to transit systems on the local level. The local sponsorship and submittal of a transit project by the City of Oshkosh for competition with a substantial backlog of highway projects for the relatively small allocation of STP-Urban funds has not occurred, nor is it likely to occur.

For 2013, no applicants in the Oshkosh urbanized area are seeking grants under the federal and state Section 5310 program. This is a competitive program offering funding assistance to private non-profit organizations that provide transportation services to elderly and disabled persons living in Wisconsin.

The following tables list the operating assistance and capital projects proposed for the 2014-2018 period.

**Table B-1
TRANSIT PROJECTS
OSHKOSH URBANIZED AREA**

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2014 (000)	Jan-Dec 2015 (000)	Jan-Dec 2016 (000)	Jan-Dec 2017 (000)	Jan-Dec 2018 (000)
Operating Assistance	GO Transit						
Directly Operated - Fixed Route							
Expenses			\$3,252	\$3,350	\$3,450	\$3,554	\$3,660
Revenues			550	556	561	567	572
Deficit			2,702	2,794	2,889	2,987	3,088
Federal Share		253-14-013	1,041	1,072	1,104	1,137	1,171
State Share			780	804	828	853	878
Local - Municipal			881	918	957	997	1,038
Purchased Transp. - Paratransit	GO Transit						
Expenses			\$1,436	\$1,508	\$1,583	\$1,662	\$1,745
Revenues			400	404	408	412	416
Deficit			1,036	1,104	1,175	1,250	1,329
Federal Share		253-14-014	460	482	507	532	559
State Share			345	362	380	399	419
Local-County			232	259	289	319	352
Capital Projects	GO Transit						
35' Buses (11)				6,600			
Automated Pass Purchasing System					20		
Automated Passenger Counting							
AVL System		253-14-015	100				
Bus benches						2	
Bus Shelters		253-14-016	12	12	12	12	12
Camera System at Transit Center		253-14-017	30				
Electronic Fareboxes				275			
Hybrid Bus Battery					100		
Maintenance Facility Ceiling Rplmt		253-14-018	35				
Maintenance Facility Painting		253-14-019	50				
Accessibility Improvements		253-14-020	10	10	10	10	10
Sealcoat Parking Lot				50			
Shop Computer Station		253-14-021	5				
Spare Parts		253-14-022	50				
Transit Center Rehab		253-14-023	40				
Office Upgrades				410			
Van w/ ramp		253-14-024	50				
Total Cost:			\$382	\$7,357	\$142	\$24	\$22
Federal Share:			\$306	\$5,886	\$114	\$19	\$18
Local Share:			\$76	\$1,471	\$28	\$5	\$4

**TABLE B-1, cont.
CONTRACTED PARATRANSIT SERVICE
GO TRANSIT SYSTEM
CY 2014**

	<u>DIAL-A-RIDE</u>	<u>CABULANCE</u>	<u>OVER 60 RURAL</u>	<u>UNDER 60 RURAL</u>	<u>ACCESS TO JOBS</u>	<u>TOTAL</u>
EXPENSES	\$ 606,191	\$ 462,556	\$ 168,540	\$ 73,838	\$ 125,000	\$ 1,436,125
REVENUES	\$ 161,144	\$ 57,358	\$ 62,581	\$ 3,305	\$ 45,000	\$ 329,388
TIP #	253-14-025	253-14-026	253-14-027	253-14-028	253-14-029	
FEDERAL/STATE AIDS*	\$ 339,467	\$ 259,031	\$ 94,382	\$ 41,349	\$ 70,000	\$ 804,230
LOCAL	\$ 105,580	\$ 146,167	\$ 11,577	\$ 29,184	\$ 10,000	\$ 302,507

* BASED ON ANTICIPATED 2014 FUNDING LEVELS

Table B-2
TRANSIT FINANCIAL CAPACITY ANALYSIS
GO Transit System

		2014	2015	2016	2017	2018
Operating Expenses						
Fixed Route (DO)	(\$000)	\$3,252	\$3,350	\$3,450	\$3,554	\$3,660
Paratransit (DR)	(\$000)	\$1,436	\$1,508	\$1,583	\$1,662	\$1,745
Total Operating Expenses	(\$000)	\$4,688	\$4,857	\$5,033	\$5,216	\$5,406
Revenue						
Farebox Revenue						
Fixed Route (DO)	(\$000)	\$550	\$556	\$561	\$567	\$572
Paratransit (DR)	(\$000)	\$400	\$404	\$408	\$412	\$416
Total Revenue	(\$000)	\$950	\$960	\$969	\$979	\$989
Deficit						
Federal (2*)	(\$000)	\$1,500	\$1,554	\$1,611	\$1,669	\$1,730
State (2*)	(\$000)	\$1,125	\$1,166	\$1,208	\$1,252	\$1,297
Local - County	(\$000)	\$232	\$259	\$289	\$319	\$352
Local - Municipal	(\$000)	\$881	\$918	\$957	\$997	\$1,038
Total Deficit	(\$000)	\$3,738	\$3,898	\$4,064	\$4,237	\$4,417
Capital						
Federal (S. 5307 & 5309)	(\$000)	\$306	\$5,886	\$114	\$19	\$18
Local	(\$000)	\$76	\$1,471	\$28	\$5	\$4
Total Capital Expenses (3*)	(\$000)	\$382	\$7,357	\$142	\$24	\$22
Operating Statistics						
No. of Buses		17	17	17	17	17
No. of Employees (1*)		20	20	20	20	20
Revenue Hours	(000)	35	35	35	35	35
Revenue Miles	(000)	471	471	471	471	471
Revenue Passengers	(000)	710	717	724	732	739
Fixed Route Statistics						
Average Fare		\$0.72	\$0.72	\$0.72	\$0.72	\$0.72
Operating Ratio (Rev/Exp)		0.17	0.20	0.19	0.19	0.18
Cost per Vehicle Mile		6.90	7.11	7.32	7.54	7.77
Cost per Passenger		4.58	4.67	4.77	4.86	4.96
Cost per Vehicle Hour		92.91	95.70	98.57	101.53	104.58
Passengers Per Mile		1.51	1.52	1.54	1.55	1.57
Passengers per Hour		20.29	20.49	20.69	20.90	21.11

NOTES:

1. This is the total number of drivers only (FT & PT)
2. Assumes approximately a 32% federal share and 24% state share in 2014 and each succeeding year.
3. Projected capital expenses.

JUSTIFICATION FOR CAPITAL PROJECTS

Oshkosh Urbanized Area

2014 Projects

ID	ITEM	TOTAL COST	FUNDING SOURCE
14-01	Maintenance Facility Interior Painting	\$50,000	Sect. 5309
14-02	Camera System Upgrade at Transit Center	\$30,000	Sect. 5309
14-03	Maintenance Facility Ceiling Replacement	\$35,000	Sect. 5309
14-04	AVL System for Buses	100,000	Sect. 5309
14-05	Bus Shelters (2)	\$12,000	Sect. 5309
14-06	Lift-equipped Van (AWD)	\$50,000	Sect. 5309
14-07	Shop Computer Station	\$5,000	Sect. 5309
14-08	Transit Center Rehab	\$40,000	Sect. 5309
14-09	Pedestrian Accessibility Improvements	\$10,000	Sect. 5309
14-10	Spare Parts	\$50,000	Sect. 5309

Maintenance Facility Interior Rehab

GO Transit's maintenance facility located at 926 Dempsey Trail requires a ceiling replacement and interior painting. There are two related projects. ID# 14-01 covers interior painting and ID# 14-03 covers ceiling replacement.

Transit Center Camera System

GO Transit's downtown transit center (110 Pearl Ave) requires a new camera system to replace outdated technology.

AVL System

AVL (automated vehicle location) systems provide real time information on each vehicle's location and other operational data. This ITS project will improve route monitoring, customer service and planning. GO Transit intends to implement this project on all 17 buses in the fleet.

Automatic Passenger Counting System

APC systems are employed on revenue vehicles to automate collection of passenger boarding/alighting data. This new ITS project would provide GO Transit with better ridership data on a daily-basis and allow for more informed route/bus stop location decisions.

Bus Shelters (4)

GO Transit installed bus shelters over 25 years ago. This funding will allow scheduled shelter replacement, as well as, new shelter locations at major trip generators along the new routes.

Lift-equipped Van (AWD)

GO Transit's existing van has exceeded useful life standards. The current van is used for staff travel, driver shift changes, and fixed-route service support. The replacement van would include a lift to enable intermittent service to individuals with disabilities, would be used to temporarily support the bus system.

Shop Computer Station

This project would purchase a computer that would be located in the garage at 926 Dempsey Trail. This project would also require a desk and extension of network cables to the new location. The station would be used by mechanics to access maintenance software, manufacturers' manuals and view/input other data.

Transit Center Rehab

This project would fund the cleaning, prepping, and painting of the metal surfaces found on the columns and the metal roof structure of the downtown transit center (110 Pearl Ave). This project will also replace the display cases used for passenger info and recondition the monument sign located near the intersection of Pearl Ave and Market Street.

Pedestrian Accessibility Improvements

This project includes funds to improve ADA access to GO Transit's bus stops. GO Transit's 2011 TDP provides a listing of bus stops where accessibility improvements are required.

Spare Parts

This ongoing project includes a variety of major component parts including transmissions, engines, differentials, tires, and other components. Spare parts are normally kept on hand to prevent extended vehicle down time.

2015 Projects

ID	ITEM	TOTAL COST	FUNDING SOURCE
15-01	Bus Shelters (2)	\$12,000	Sect. 5309
15-02	Pedestrian Accessibility Improvements	\$10,000	Sect. 5309
15-03	Electronic Fareboxes	\$275,000	Sect. 5309
15-04	35' Bus (11)	\$6,600,000	Sect. 5309
15-05	Sealcoat parking lot	\$50,000	Sect. 5309
15-06	Office Upgrades	\$410,000	Sect. 5309

2016 Projects

ID	ITEM	TOTAL COST	FUNDING SOURCE
16-01	Automated Pass Purchasing System	\$20,000	Sect. 5309
16-02	Pedestrian Accessibility Improvements	\$10,000	Sect. 5309
16-03	Bus Shelters (2)	\$12,000	Sect. 5309
16-04	Hybrid Bus Battery (4)	\$100,000	Sect. 5309

2017 Projects

ID	ITEM	TOTAL COST	FUNDING SOURCE
17-01	Bus Shelters (2)	\$12,000	Sect. 5309
17-02	Pedestrian Accessibility Improvements	\$10,000	Sect. 5309
17-03	Bus Benches (4)	\$1,600	Sect. 5309

2018 Projects

ID	ITEM	TOTAL COST	FUNDING SOURCE
18-01	Bus Shelters (2)	\$12,000	Sect. 5309
18-02	Pedestrian Accessibility Improvements	\$10,000	Sect. 5309

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. No significant problems pertaining to financial capacity were identified during the last triennial review.

The assessment of transit financial capacity in the Oshkosh 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 are described below.

Oshkosh Urbanized Area

Cost Trends. GO Transit*, formerly Oshkosh Transit System (OTS), was exclusively a fixed route service provider between 1978 and 1992. Starting in 1992, GO Transit began diversifying to provide paratransit service for persons with disabilities and the elderly. Cabulance and Dial-A-Ride services were added in 1992. Additional paratransit service, in response to new requirements of the Americans with Disabilities Act (ADA), was added in 1993. Significant coordination with a number of special transportation programs, including transportation for elderly and disabled individuals within the City of Oshkosh and Winnebago County have increased operating costs. In late 1999, a service was instituted under the Jobs Access and Reverse Commute Program, which provided work and work-related trips to low income individuals when or where the fixed route could not accommodate the trip. Trips could originate or have a destination anywhere in Winnebago County. The program has been extremely popular, and was, at one point, faced with insufficient funds to continue through the program year. At that point, all riders were recertified under more stringent eligibility requirements. Late in 2000, with strong evidence that this service was largely providing trips between Oshkosh and Neenah, and with the recognition that these trips could be more efficiently served by fixed route service, a fixed route between the GO Transit downtown transit center and the Neenah Transit Center was instituted. The route provides service connecting the Oshkosh system with the Valley Transit system through three routes that meet at the Neenah Transit Center. This action has allowed service to continue and be available for work trips for low income individuals, as well as the general public. While coordination has helped run these programs more efficiently, increases in ridership and program costs have created upward cost pressures.

As recommended by GO Transit's 2011 TDP, a new route structure was implemented on April 1, 2013. The new routes utilized existing resources and did not have a significant impact on expenses. Even with new routes, GO Transit anticipates maintaining the current level of fixed route service through 2017. Projections in this document are based on the assumption of a 3

* Please note that on September 17, 2012, the Oshkosh Transit System launched a new brand, GO Transit.

percent annual cost increase for fixed route service through 2017. Paratransit costs, however, are expected to increase at 5 percent per year.

Cost-efficiency and Effectiveness Trends. GO Transit's fixed-route cost per mile, hour, and passenger ratios continue to increase at a modest rate. These service performance measures are not applied to paratransit service, which is provided on a contractual basis.

Revenue Trends. Projections for future years show modest increases in ridership, resulting in revenue increases. Increases in bus advertising and other revenues, including fixed route revenues, are anticipated to slightly improve the overall revenue picture. Revenue from service provided during the annual Experimental Aviation Association (EAA) convention and airshow are expected to remain constant. An EAA bus pass was instituted in 2007 and was met with great success in both convenience for the user and generating revenue for the system. GO Transit believes that the long-term viability of the system requires any fare increase to be small and used only as a last resort.

Ridership Trends. Ridership declined from the mid-eighties through 1992. Beginning in 1993, ridership has been increasing due to the expansion of paratransit services and annual growth of fixed-route ridership. With economic decline in 2009 and 2010, fixed-route ridership had declined for the first time this decade. In late 2010 and throughout 2011, GO Transit began to experience ridership increases. In April of 2013, GO Transit launched a new route system. As experienced by other transit systems that have implemented new routes, GO Transit expects a short-term ridership decrease while adjustments are made and customers adapt to the significant change. Once the economy fully recovers and more riders use the bus to access employment, modest fixed route ridership growth of three percent per year is projected through 2018, with paratransit anticipating a similar growth rate also.

Levels of Service Trends. GO Transit downsized its route structure between 1984 and 1997 as a result of the reduction of federal support. Service reductions are not expected between 2013 and 2017 unless available funding is significantly reduced.

A new route structure was implemented in 2013. The new routes slightly increased service span and opened service to new areas of the city. The 2011 TDP has shown that there is great rider interest in extending service into the evening. This will continue to be a consideration and can only be implemented with local support and increased funding.

GO Transit's buses are accessible and the system is in full compliance with ADA. The fleet **consists of seven 40' buses and ten 35' buses.** All are low-floor New Flyer buses built in 2003, 2010, and 2013. The low-floor construction allows for easier and faster boarding and alighting of all passengers. GO Transit provides paratransit service to elderly and disabled individuals that exceeds minimum federal requirements. This service is provided in partnership with Winnebago County and a private transportation provider. The relationship is productive and has resulted in savings and greater service levels in a number of areas.

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. A change in 1999 gave the state more flexibility in how to allocate grant funds. As a result GO Transit and the other mid-sized transit systems in the state experienced additional uncertainty in future funding levels. Overall, these systems have seen modest increases in federal operating assistance since 1998.

The state has historically been a strong partner in operating assistance. However state funding levels have gradually declined over the past several years. State funding levels are somewhat uncertain and trending downward.

The local share has increased in the recent past. Funding partnerships with Winnebago County and UWO have helped to control the amount of the local share increase.

Likelihood of Trends Continuing. Changes at the state and federal level of funding for operating assistance and capital projects threaten the stability of service. Stable funding sources are critical to future planning. It is hoped that a strong federal, state and local funding commitment to providing the vital role of transportation to all citizens will continue, especially as it relates to the elderly, disabled, and low income citizens in our area.

Intercity Bus Service

Green Bay – Madison Service

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

DOCUMENTATION FOR REVIEW OF PRIVATE ENTERPRISE PARTICIPATION

Following is the documentation required for review of the TIP in accordance with the January 24, 1986 issue of the *Federal Register*, "Guidance on Documentation of Private Enterprise Participation in Urban Mass Transportation Programs." Portions of this requirement were rescinded effective April 26, 1994. East Central will continue to follow the 1986 guidelines for the 2012 TIP.

A. East Central's Private Sector Policy Process.

(1) Expanding private operator representation on the TACs and TPACs.

The Transportation Technical Advisory Committee (TTAC) and the Transportation Policy Advisory Committee (TPAC) are responsible for reviewing the major transportation plans and programs funded by FTA and FHWA. This includes review of projects selected for inclusion in the annual TIP.

The TTAC, which is composed principally of local highway engineers, planners, and transit staff, has always included representation by private transportation operators. The TPAC is composed of head elected officials of governmental jurisdictions within the urbanized area plus federal and state transportation liaisons. While the TPAC has not traditionally included representation by private operators, private transportation operators have been appointed.

(2) Including private operators on study committees.

When plans or plan updates are undertaken, a study committee is often formed. Private operators will continue to be asked to participate on these committees.

(3) Notifying private operators of opportunities for providing transportation services.

During the planning process, private operators are notified of consideration being given to the establishment of new services or the expansion of existing services. Staff will meet with them to discuss their interest and ability to provide service. Staff will also act as a liaison between private operators and the local governments and agencies providing public transportation.

(4) Evaluating private proposals for service provision.

The service requirements for new or expanded services being considered in the planning process will be specified and made available to private operators. Private proposals will be evaluated according to criteria which considers ability to provide the service and cost. Fully allocated costs will be the basis for comparison between public and private operators.

- (5) Incorporating private operators in the clearinghouse notification process.

East Central is the designated clearinghouse for federally funded projects. While private operators have been included on the project notification list for transit projects in the past, a greater effort has been made to include all private operators in the review process. This will enable private operators a greater opportunity to comment on federal as well as state and local transportation projects.

- (6) Providing technical assistance.

Traditionally, East Central has provided technical assistance primarily to local public bodies and public agencies. This has been extended to private operators who request information or assistance with projects related to the transit planning program.

- (7) Resolving complaints.

Private operators who feel unfairly treated under any aspect of this policy may file a formal complaint with the East Central Wisconsin Regional Planning Commission. The Commission's Transportation Committee will review and issue a determination within sixty (60) days from receipt of the complaint. If the parties involved do not agree with the East Central determination, the issue will be forwarded to FTA Region V.

B. New and Restructured Services

In Winnebago County, under the same program, a new fixed route provides service to the north of the City of Oshkosh, in the vicinity of the county health center, and an employment area with the potential to employ W-2 recipients. This service has since operated at acceptable levels and has, with some adjustments, become a permanent **part of the fixed route system, funded under OTS's regular operating budget.**

Paratransit. GTS contracts with private-for-profit operators for paratransit service. Service is provided during hours comparable to the fixed-route bus system following guidelines of the Americans with Disabilities Act of 1990. Both systems also provide non-ADA paratransit to the elderly. GTS also provides service on Sundays, when the transit system is not operating, as well as evening service well beyond the fixed-route service hours. Valley Transit expanded ADA paratransit hours into the evening along with fixed route service in 1998.

The Oshkosh Transit System, in 1992, incorporated the Seniors Center elderly Dial-A-Ride program into its ADA-required service. In 1993, two other urban services were provided under the umbrella of GTS: Cabulance for the under-55 ambulatory disabled;

and Park View/Winnebago elderly and disabled service. GTS contracts with a single private operator for these services. In 1994, GTS added transportation to Work Adjustment Services, which employs a different private operator. In 1995, coordination took place with three additional services: ADVOCAP nutrition transportation for disabled persons, Zion Eldercare transportation for the elderly to nutrition sites, and work site transportation for individuals with developmental disabilities who are clients of Residential Care for Developmentally Disabled (RCDD). These services are provided by private, non-profit agencies operating their own vehicles.

Several non-fixed route services, or demand responsive services, were initiated in both urbanized areas in 1999. OTS began providing work and work-related trips to low income individuals throughout Winnebago County, under the FTA Jobs Access and Reverse Commute program. For the served population, this service addresses the long time service gap between Oshkosh and Neenah. Initial over-popularity of the program, which threatened its financial viability, resulted in a recertification of riders to more strictly serve those in need of employment transportation.

C. Analysis of existing public services

A TDP was completed for the Oshkosh Transit System in 2011. Recommended were route restructuring, purchase of smaller buses, and continued coordination with the county to provide paratransit service. All recommendations were implemented.

ADA paratransit plans were prepared and submitted to FTA in January of 1992, and updated for FTA submittal in 1993, 1994, and 1995. Oshkosh Transit System is now in full ADA compliance. Certification of compliance was submitted in January of 1996 and again in January of 1997 and 1998, in accordance with FTA requirements. Since 1998, self-certification of ADA compliance has occurred.

D. Description of private sector proposals offered for consideration in the TIP.

No private sector proposals were submitted for inclusion in the 2013 TIP during the initial planning phase when proposals were being solicited or during the public comment period. Upon completion of the TIP, the transit portion was sent to private transportation providers in the area for comment and possible participation. A copy of the cover letter and list of providers follow.

E. Description of efforts to include private sector capital investment strategies.

The major capital investments for both transit systems since 1992 has been purchase of new, lift equipped buses. Vendors were obtained through a competitive bidding process. Other capital projects proposed in the Program of Projects will be purchased from private vendors either through the competitive bidding process or through negotiated purchase.

OTS continues a fixed route service, privately operated, minibus for a new area of the city that has shown low ridership. Attempts to service the area with a demand-responsive bus were defeated by neighborhood residents. Private operation of the route to the South Industrial Park initiated in 1994 was discontinued at the end of 1994 because of low ridership. OTS has arranged for existing passengers, all of whom are disabled, to be transported by Work Adjustment Services, a private non-profit agency which coordinates its paratransit services with OTS. Arrangements made with a private radio station to paint a bus to advertise the station generated additional revenue for OTS. This arrangement has evolved into a revenue agreement with a bus ad sales company. OTS receives guaranteed revenue through multiple bus advertisers managed by the ad sales company.

OTS continues to employ private companies in maintaining their buildings and equipment.



September 23, 2013

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2014. This material is being sent to you as a private transportation operator to give you an opportunity to review and comment on transit projects receiving federal funds.

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

Appendix B is the section of the TIP that would be of most interest to you. If you have any comments or wish information about participating in any of the proposed transit projects, please contact me as soon as possible, preferably before October 21, 2013.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure

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WINNEBAGO COUNTY TRANSPORTATION PROVIDERS

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

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

Safe-T-Way Bus Service Inc.
3483 Jackson Road
Oshkosh, WI 54901

Garvens Bros. Shared-Ride Taxi
979 Willow Street
Omro, WI 54963

Oshkosh City Cab
2723 Harrison Street
Oshkosh, WI 54901-1663

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APPENDIX C

POLICY AND TECHNICAL ADVISORY COMMITTEE

OSHKOSH TRANSPORTATION POLICY ADVISORY COMMITTEE

County Officials

Mark Harris, Winnebago County Executive

City Mayors

Burk Tower, City of Oshkosh

Town Board Chairmen

Tim Blake, Town of Algoma

Frank Frassetto, Town of Black Wolf

Glen Barthels, Town of Nekimi

Jim Erdman, Town of Oshkosh

Federal Officials

Alexis Kuklenski, Community Planner

Dwight McComb, Planning & Program Development Engineer

Marisol Simon, Region Director, FTA

State Officials

Will Dorsey, Director, WisDOT Northeast Region

Sandra Beaupre, Director Bureau of System Planning, Madison

Other

Kelly Aschebrook, Vocational Rehabilitation

Mark Rohloff, City Manager, Oshkosh

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

County Highway Commissioners

Mike Ottery, Calumet
Tom Janke, Fond du Lac
Amy Brooks, Green Lake
Randy Ravenscroft, Marquette
Al Geurts, Outagamie
Grant Bystol, Shawano
Dean Steingraber, Waupaca
Tom Dahlke, Waushara
Ernest Winters, Winnebago
Jeremy Weso, Menominee

Public Works Director/Engineers

Paula Van de Hey, City of Appleton
Jordan Skiff, City of Fond du Lac
Roy Van Gheem, City of Little Chute
John Sundelius, City of Kaukauna
Mark Radtke, City of Menasha
Gerry Kaiser, City of Neenah
David Patek, City of Oshkosh
Dave Vandervelden, Village of Kimberly
Tom Marquardt, Town of Grand Chute

Planners

Wayne Rollin, City of Fond du Lac
Robert Buckingham, Town of Grand Chute
Robert Jakel, City of Kaukauna
Greg Keil, City of Menasha
George Dearborn, Town of Menasha
Chris Haese, City of Neenah
Darryn Burrich, City of Oshkosh
Julie Schmelzer, Calumet County
Mike Hendrick, Outagamie County
Jerry Bougie, Winnebago County

Airport Managers

Abe Weber, Outagamie County
Peter Moll, Wittman Field

State Officials

Will Dorsey, Director,
WisDOT, Northeast Region
Sandra Beaupre, Director, Bureau
of Planning, Madison

Federal Officials

Alexis Keklenski, Community Planner
Dwight McComb, Planning & Program
Development Engineer
Marisol Simon, FTA Region 5

Transit Operators

Chris Strong, Go Transit
Deborah Wetter, Valley Transit
Lynn M. Gilles, Fond du Lac Transit
Don Davies, Oshkosh City Cab
Mark Stenz, Huettl Coaches

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Metropolitan Planning Organization
 Transportation Advisory Committee
 East Central Wisconsin Regional Planning Commission
 ECWRPC Offices
 Wednesday, April 3, 2013

Committee Members Present

Travis Parish..... Town of Harrison
 George DearbornTown of Menasha
Gerry Kaiser........ City of Neenah
 Paula Vandehey City of Appleton
 Dena Mooney Calumet County
Andrew Rowell..........Outagamie County Highway Dept.

Mary RobbWisDOT
 Derek Weyer.....WisDOT, NE Region
 Alexis KuklenskiFHWA

Walt RaithECWRPC
 Dave MoeschECWRPC
 Melissa Kraemer BadtkeECWRPC
 Nick MussonECWRPC

The meeting was called to order by Mr. Raith at 10:00 A.M.

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

No members of the public were present.

3. Discussion and action on the June 27, 2012 Summary of Proceedings.

Mr. Raith stated the summary of proceedings from the June 27, 2012 meeting was enclosed in the meeting materials. Mr. Raith asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Raith asked the committee for a motion.

Mr. Parish made a motion to approve the summary of proceedings, Mrs. Vandehey seconded the motion and the motion passed unanimously.

4. Discussion and action on 2010 Fox Cities and Oshkosh Urbanized Area Boundary and Metropolitan Planning Area Boundary update.

Mr. Raith explained that they have been working on urbanized and planning area boundary since the US Census released it. He noted that they had an opportunity to adjust the boundary or smooth it out and the DOT has commented as well. WisDOT's comment was to include the entire corporate limits for the Village of Sherwood. Mr. Raith showed the committee the two maps of the Fox Cities and Oshkosh Urbanized Area Boundary and Metropolitan Planning Area Boundary. Mrs. **Kuklenski noted that FHWA's goal is to have all TMA boundaries approved by May. Mr. Raith explained that after FHWA signs off on it, it will go to the governor's office. There are so many federal programs that use the boundary as a criteria for funding eligibility.**

Mr. Raith noted that he has worked with Oshkosh on changes to the urbanized boundary.

Mr. Raith stated that he is looking for approval of the 2010 Fox Cities and Oshkosh Urbanized Area Boundary and Metropolitan Planning Area Boundary. Mr. Raith asked the committee if there was any discussion or comments on Urbanized Area Boundary and Metropolitan Planning Area Boundary. Hearing none, Mr. Raith asked the committee for a motion.

Mrs. Vandehey made a motion to approve the 2010 Fox Cities and Oshkosh Urbanized Area Boundary and Metropolitan Planning Area Boundary, Mr. Kaiser seconded the motion and the motion passed unanimously.

5. Public Participation Plan (PPP) for the Fox Cities and Oshkosh Metropolitan Planning Organization (MPO).

Mr. Moesch explained that updating the PPP is the first step in updating the Long Range Transportation Plan's (LRTP). **The update to the PPP includes MAP-21 language.** He noted in addition to the MAP-21 update, he added 2010 race data. Mr. Moesch also noted that they have a new website for the Appleton and Oshkosh MPOs. It is www.fcompo.org and it contains all the meeting notices, dates and public review periods. Also included in the PPP is the timeline, outreach efforts and methods for addressing comments. This document is in draft form and he is accepting comments.

Mrs. Vandehey asked if he could show race from ten years ago to see the changes. Mr. Moesch stated that he has the data and can add it. Mrs. Kuklenski noted that the document is general asked about engagement of the public. Mr. Moesch noted that it is defined in the timeline. Mrs. Kuklenski noted that you have to have reference to public engagement in the plan. She asked Mr. Moesch to include reference specific outreach for the TIP and work program in the PPP.

6. Discussion on the Appleton Transportation Management Area (TMA) Congestion Management Process.

Mr. Musson explained that a Congestion Management Plan (CMP) is now required of the Appleton MPO as a result of becoming a TMA. A CMP is a systematic approach to effectively improve the transportation system congestion with management strategies. He explained further that the CMP uses a number of analytic tools to define and identify congestion within a region and to develop and select appropriate strategies to reduce congestion or mitigate the impacts of congestion. He noted that reduced congestion is achieved by a balanced multi-modal approach to transportation. Transportation efficiency is tracked through a number of performance measures and performance targets set by the TMA, the State and Federal Highway Administration (FHWA). He stated that they are currently in the process of collecting **data to evaluate the region's transportation network and to set performance measures. They are looking** at modal counts, travel demand model analysis, crash data, Intelligent Transportation System, freight, rail, transit, air quality, density, accessibility and connectivity. He asked the committee if they are using different performance measures that he should include the CMP. Mr. Raith noted that we want data that we can track. Mr. Dearborn asked what happens when there needs to be improvement to the system to reduce congestion. Mr. Musson explained that there will be congestion management strategies within the plan to reduce congestion. Mr. Dearborn asked about timeline. Mr. Raith stated that we want this document to stay current so will be updated on an annual basis. Mrs. Kuklenski asked if document will **guide expansion projects. Mr. Raith we don't have much in the way of expansion projects. He can't think** of anything that can be done to avoid expansion projects. He noted that the CMP needs to be completed by fall. Mrs. Vandehey asked if congestion is defined by level of service. Mr. Raith stated that congestion is defined by level of service and travel times.

7. Discussion on the Transportation Improvement Program (TIP) schedule and amendments.

Mr. Moesch stated that it is TIP planning process time and he will be sending out memos for new projects. He will be adding new candidate projects in the near future. He explained that the TIP will be up for approval in October. Mr. Raith noted that they will know the funding levels in July. Mr. Moesch

noted that there is a public review period in affect now for the Racine St. Bridge project and funding for Lutheran Social Services for the Appleton area and for Oshkosh the Jackson st. bridge project and funding **for a floor scrubber for "Go Transit"**. Mrs. Kuklenski reminded them to add the projects for the expanded area. Mr. Raith stated that the obligated projects are posted on the Fox Cities and Oshkosh website.

8. Discussion on the Fox Cities and Oshkosh Long Range Transportation/Land Use Plans.

Mr. Raith explained that they are starting the planning process right now. They are getting comprehensive plans from local municipalities to update the LRTP. They are also in the process of updating existing land use. They are looking at a horizon year of 2045. They are getting their employment projections from Woods & Poole for the travel demand model. In the next month or so they will control totals for the model.

9. Discussion on the Transportation Alternative Program (TAP).

Mr. Raith explained that MAP-21 lumped a number of the previous programs like Safe Routes To School and Transportation Enhancement under one program called TAP. Now that Appleton is a TMA they compete for TAP funds from within. Mrs. Kraemer Badtke explained that the funding allocation all depends on what happens with the State budget. She noted that she will be working on a work group that will help develop the application. Mrs. Vandehey asked if the funds can be rolled over to the next year. Mrs. Kuklenski explained that it is possible, but would have to be decided by WisDOT. She also asked if the TAP application would be part of the STP-Urban process or standalone. Mr. Raith explained that it would most likely be a standalone process.

10. Discussion on the Regional Safe Routes to School Program

Mrs. Kraemer Badtke went over the Regional Safe Routes To School initiatives with the committee. In January of 2012 the Transportation Committee adopted the 2012-2016 Regional Safe Routes To School strategic plan. She explained that they have a regional advisory committee that meets quarterly and they developed the vision and focus areas for the strategic plan. In addition to the strategic plan they have an annual action plan. Mrs. Kraemer Badtke went over the strategic plan status report that highlights programs and activities they are working on with the committee. They were funded in December for the **next two years. One of the highlights she covered was the work they've done with rural schools** establishing a walking program. She announced that the Youth Engagement Project was officially kicked off. Woodworth Middle School in Fond du Lac and Omro Middle School have volunteered to be the two pilot schools for the program. This summer the City of Appleton will be offering bicycle safety courses to students. East Central Staff is continuing to work with stake holders within the Shawano Area School District on developing recreation use agreements to increase physical activity opportunities within their communities under Transform Wisconsin. They did some webinars with America Walks and the Safe Routes To School Partnership. The Weight of the Fox Valley Summit took place a few weeks ago which had a lot of constituents and discussions on initiatives to tackle obesity. They are also working on the school recognition program to encourage them to move up the ladder.

11. Adjourn

Mr. Raith asked if there was any other business. Hearing none, Mrs. Mooney made a motion to adjourn and Mr. Dearborn seconded the motion. The motion passed unanimously and the Committee adjourned at 10:55 A.M.

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SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Metropolitan Planning Organization
Transportation Advisory Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Tuesday, October 8, 2013

Committee Members Present

Mark Mommaerts	Town of Harrison
George Dearborn	Town of Menasha
Dean Schiller	Town of Greenville
Paula Vandehey	City of Appleton
Dena Mooney	Calumet County
Al Guerts	Outagamie County Highway Dept.
Mary Robb	WisDOT
Natalie Robb	Student
Matt Halada	WisDOT, NE Region
Sal LaPuma	Valley Transit
Frank Frassetto	Town of Black Wolf

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Melissa Kraemer Badtke	ECWRPC

The meeting was called to order by Mr. Raith at 10:00 A.M.

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

No members of the public were present.

3. Discussion on the Long Range Transportation/Land Use planning process.

Mr. Raith explained that staff has updated the existing 2010 land use and 2050 future land use maps from comprehensive plans from local municipalities as part of the LRTP. Staff has completed the mapping, WisDOT and FHWA has approved the urbanized area boundaries and metropolitan planning area boundaries for the Appleton and Oshkosh areas. Mr. Raith presented maps of the major recommended projects for both the Appleton and Oshkosh MPO areas that will likely be completed over the life of the plan. Mr. Raith mentioned that this mapping and lists of projects will be updated to reflect what projects are listed in the transportation improvement programs before the final plans are completed. Mr. Raith also noted that staff will incorporate possible freight facilities and strategies into the next plan as well.

4. Discussion on the draft Appleton Congestion Management Plan.

Mr. Raith explained that a Congestion Management Plan (CMP) is now required of the Appleton MPO as a result of becoming a TMA. A CMP is a systematic approach to effectively improve the transportation system congestion with management strategies. He explained further that the CMP uses a number of analytic tools to define and identify congestion within a region and to develop and select appropriate strategies to reduce congestion or mitigate the impacts of congestion. He noted that reduced congestion is achieved by a balanced multi-modal approach to transportation. Transportation efficiency is tracked

through a number of performance measures and performance targets set by the TMA, the State and Federal Highway Administration (FHWA). He stated that the document displays modal counts, travel demand model analysis, crash data, Intelligent Transportation System, freight, rail, transit, air quality, density, accessibility and connectivity. Mr. Raith noted that this document needs to be completed by February of 2014, and **will be up for adoption at this month's quarterly commission meeting.**

5. Discussion on the Transportation Alternative Program (TAP).

Ms. Kraemer Badtke mentioned that because the Fox Cities is now a TMA, ECWRPC will now be the designated agency to select local projects for TAP and administer available allocated TAP funding. ECWRPC is working closely with WisDOT to develop this selection process. She noted that there will probably be a two-step selection process: a pre-scoping application selection process to find eligible projects in October and, the selection process taking place in June of 2014 by the Governor. She noted that the Appleton TMA will have approximately \$314,000 in TAP funding to award.

She also explained that the Transportation Policy Advisory Committee for the Fox Cities and Oshkosh are considering adding members who have experience/work in the healthcare and law enforcement fields to their committee. These individuals could add to the discussion of their group and be able to provide important perspectives to transportation related issues in their respective fields. She asked the committee if they had any questions.

6. Discussion on the development of the Fox Cities and Oshkosh MPO Bike/Pedestrian Plan

Ms. Kraemer Badtke noted that staff conducted a series of extensive bicycle and walk audits for the Fox Cities and Oshkosh MPOs this fall. She stated that staff visited a number of intersections and documented the condition of bicycle and pedestrian facilities; took pictures and videos, developed maps, and provided recommendations for improvements. Ms. Kraemer Badtke also noted that the steering committee is also looking into the regional network connections for the bicycle and pedestrian facilities. She stated that the steering committee plans to have a draft plan developed by January. Ms. Kraemer Badtke noted that staff plan on talking with local municipalities to review this document and identify any gaps in the recommendations. There will be public information meetings scheduled as the process continues.

7. Discussion on the Transportation Improvement Program (TIP) for the Fox Cities Transportation Management Area - 2014

Mr. Moesch reviewed the full TIP document for the Fox Cities Transportation Management Area of programmed funding for 2014. He explained that Table 1 of this document contains projects within the Fox Cities TMA which are programmed for federal and state funding; Table A-1, shows those projects that are candidate projects that are not yet funded, as well as projects that are in the programmed list. He noted that Appendix B is the request for capital and operating expenses from Valley Transit.

8. Discussion on the Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area - 2014

Mr. Moesch noted that the Oshkosh TIP is a stand-alone document now since the Fox Cities was designated as a transportation management area. This document has the same format, but with only the Oshkosh project information pertaining to it. Mr. Moesch noted that both documents underwent a 30-day public review period and both were properly posted in their respective newspapers and on the fcompo website. No public comments were received.

9. Adjourn

Mr. Raith asked if there was any other business. Hearing none, Mr. Frassetto made a motion to adjourn and Mr. Guerts seconded the motion. The motion passed unanimously and the Committee adjourned at 11:15 A.M.

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SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Tuesday, October 15, 2013

Committee Members Present

Ken Robl, Vice Chair..... Winnebago County
Kevin Sturn..... Outagamie County
Dick Koeppen..... Waupaca County
Jerry Erdmann..... Shawano County

WisDOT Members Present

Matt Halada..... WisDOT – NE Region
Derek Weyer..... WisDOT – NE Region

Staff Members Present

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

The meeting was called to order by Mr. Robl at 1:30 P.M.

Mr. Robl welcomed the group and began introductions.

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

No comments.

3. Discussion and action on July 16, 2013 Transportation Committee meeting Summary of Proceedings

Mr. Robl stated the summary of proceedings from the July 16, 2013 meeting was enclosed in the meeting materials. Mr. Robl asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Robl asked the committee for a motion. Mr. Erdmann made a motion to approve the summary of proceedings, Mr. Koeppen seconded the motion and the motion passed unanimously.

4. Discussion and action on Proposed Resolution 21-13: Adopting the 2014 Unified Transportation Work Program and Annual MPO Certification for the East Central Wisconsin Regional Planning Commission

Mr. Raith reviewed the full 2014 Unified Transportation Work Program with the committee. He noted that this document is similar to past work programs; the major addition however, was the new designation of the Fox Cities as a Transportation Management Area (TMA). Mr. Raith

explained that the TMA designation required the creation of a Congestion Management Process (CMP) plan for the Fox Cities. Mr. Raith reviewed the new planning area boundaries and urbanized area boundaries of the three MPOs (Fox Cities, Oshkosh and Fond du Lac) with the committee.

Mr. Raith also stated that ECWRPC is now designated as a 'Transportation Authority' under MAP-21 guidance allowing the Commission to have more direct control over how funding projects can be chosen within the region. He noted that ECWRPC will not need to request a sponsor to apply for grants and the Commission will be able to apply for funding on its own. Mr. Raith asked the group if they had any questions regarding the Unified Work Program.

The group had a brief discussion regarding the Highway 41 to Interstate 41 conversion. Mr. Raith noted that the project is going forward as scheduled, with implementation in early 2014. Mr. Koeppen asked about the new weight limits for Interstate 41. Mr. Raith noted that the current Highway 41 weight standards will be applied to the new Interstate 41.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 21-13: Adopting the 2014 Unified Transportation Work Program and Annual MPO Certification for the East Central Wisconsin Regional Planning Commission. Hearing none, Mr. Robl asked the committee for a motion. Mr. Sturn made a motion to adopt Resolution 21-13, Mr. Koeppen seconded the motion and the motion passed unanimously.

5. Discussion on Resolution 22-13: Authorizing the Commission to enter into a contract for professional services between the East Central Wisconsin Regional Planning Commission and Outagamie County, Wisconsin for the administration of the 85.21 county elderly and disabled transportation assistance program

Mr. Moesch explained that since 2007, Outagamie County has contracted with ECWRPC for the administration of the 85.21 county elderly and disabled transportation assistance program/funding. He noted that this current contract is valid from September through the end of December 2013; it is a 97 hour contract valued at \$5,500. Mr. Moesch stated that no action was necessary from the committee members but that he wanted to update the group on its progress.

6. Discussion on Resolution 23-13: Authorizing the Commission to enter into a contract for professional services between the East Central Wisconsin Regional Planning Commission and Waupaca County, Wisconsin for the administration of the 85.21 county elderly and disabled transportation assistance program

Mr. Moesch explained that Waupaca County has contracted with ECWRPC for the administration of the 85.21 county elderly and disabled transportation assistance program/funding. He noted that this current contract is valid from September through the end of December 2013; it is a 97 hour contract valued at \$5,500. Mr. Moesch stated that no action was necessary from the committee members but that he wanted to update the group on its progress.

7. Discussion and action on Proposed Resolution 33-13: Adoption of the Fox Cities (Appleton) Transportation Management Area Congestion Management Process Plan

Mr. Musson provided a brief overview of the Congestion Management Process Plan to the committee. He noted that the CMP is a requirement for the Fox Cities now that it is classified as a TMA (areas exceeding 200,000 in population). Mr. Musson shared survey results from the

plan. He explained that the goal is to keep the CMP document and data current on a yearly basis. He also explained that the CMP emphasizes a multi-modal approach to congestion management within the system. He noted that staff followed the '8 Action' steps to mitigate congestion which was provided by federal guidance. Mr. Musson explained that many of the performance measures within the CMP will be updated on a more regular basis.

Ms. Kraemer Badtke stated that in addition to analyzing traffic congestion, the CMP addresses linkages to health and wellness and health outcomes. She mentioned the importance of bringing more health officials into the discussion of transportation related projects.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 33-13: Adoption of the Fox Cities (Appleton) Transportation Management Area Congestion Management Process Plan. Hearing none, Mr. Robl asked the committee for a motion. Mr. Sturn made a motion to adopt Resolution 33-13, Mr. Erdmann seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 27-13: Amending the Transportation Improvement Program for the Oshkosh Urbanized Area-2013

Mr. Moesch noted the amendment to the 2013 TIP is to start processing the funding for the Highway 41 to Interstate 41 conversion/signage project in January 2014 for the 90 mile stretch of the corridor from the Wisconsin-Illinois line to Green Bay. He noted that this entire project will receive approximately \$1.9 million; this Amendment is for the portion of Highway 41 through the Oshkosh Urbanized Area. He asked the committee if they had any questions about this project.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 27-13: Amending the Transportation Improvement Program for the Oshkosh Urbanized Area-2013. Hearing none, Mr. Robl asked the committee for a motion. Mr. Koeppen made a motion to amend Resolution 27-13, Mr. Erdmann seconded the motion and the motion passed unanimously.

9. Discussion and action on Proposed Resolution 28-13: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area-2013

Mr. Moesch noted the amendment to the 2013 TIP is to start processing the funding for the Highway 41 to Interstate 41 conversion/signage project in January 2014 for the 90 mile stretch of the corridor from the Wisconsin-Illinois line to Green Bay. He noted that this entire project will receive approximately \$1.9 million; this Amendment is for the portion of Highway 41 through the Fox Cities TMA. He asked the committee if they had any questions about this project.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 28-13: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area-2013. Hearing none, Mr. Robl asked the committee for a motion. Mr. Erdmann made a motion to amend Resolution 28-13, Mr. Sturn seconded the motion and the motion passed unanimously.

10. Discussion and action on Proposed Resolution 29-13: Adoption of the Transportation Improvement Program for the Oshkosh Urbanized Area-2014

Mr. Moesch reviewed the full TIP document for the Oshkosh Urbanized Area of programmed funding for 2014. He explained that Table 1 of this document contains projects within the

Oshkosh MPO which are eligible for federal and state funding; Table A-1, conversely shows those projects that are candidate projects that are not yet funded, but could be incorporated into the programmed list. He asked the committee if they had any questions about this document.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 29-13: Adopting the Transportation Improvement Program for the Oshkosh Urbanized Area-2014. Hearing none, Mr. Robl asked the committee for a motion. Mr. Erdmann made a motion to adopt Resolution 29-13, Mr. Koeppen seconded the motion and the motion passed unanimously.

11. Discussion and action on Proposed Resolution 30-13: Adoption of the Transportation Improvement Program for the Fox Cities Transportation Management Area-2014

Mr. Moesch reviewed the full TIP document for the Fox Cities Transportation Management Area of programmed funding for 2014. He explained that Table 1 of this document contains projects within the Fox Cities TMA which are eligible for federal and state funding; Table A-1, conversely shows those projects that are candidate projects that are not yet funded, but could be incorporated into the programmed list. He asked the committee if they had any questions about this document.

Mr. Raith mentioned that they decided to separate the Oshkosh and Fox Cities TIP plans because of the Fox Cities designation as a TMA. He noted that the Fox Cities TMA will eventually have a committee to select projects for the Transportation Alternatives Program; separating the TIP projects from each respective MPO will better facilitate the selection and ranking of transit projects for the TMA.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 30-13: Adopting the Transportation Improvement Program for the Fox Cities Transportation Management Area-2014. Hearing none, Mr. Robl asked the committee for a motion. Mr. Koeppen made a motion to adopt Resolution 30-13, Mr. Sturn seconded the motion and the motion passed unanimously.

12. Discussion on the development of the Fox Cities and Oshkosh MPO Bike/Pedestrian Plan

Ms. Kraemer Badtke noted that staff conducted a series of extensive bicycle and walk audits for the Fox Cities and Oshkosh MPOs this fall. She stated that staff visited a number of intersections and documented the condition of bicycle and pedestrian facilities; took pictures and videos, developed maps, and provided recommendations for improvements. Ms. Kraemer Badtke also noted that the steering committee is also looking into the regional network connections for the bicycle and pedestrian facilities. She stated that the steering committee plans to have a draft plan developed by January. Ms. Kraemer Badtke noted that staff plan on talking with local municipalities to review this document and identify any gaps in the recommendations. She asked the committee if they had any questions.

No questions were asked from the group.

13. Discussion on the Regional Safe Routes to School Strategic Plan Status Report – 3rd Quarter

Ms. Kraemer Badtke went over the 3rd Quarter Report for the Regional SRTS, noting a number of highlights such as: Student Engagement (International Walk to School Day [with over 80 local schools in participation]), Walking School Bus/Frequent Walker Program, Youth

Engagement Projects and the Fire Up Your Feet Wisconsin Program), Policy Planning/Infrastructure, Local Partnerships, Communication, and Regional Sustainability. She asked the committee if they had any questions.

No questions were raised by the group.

14. Discussion and action on Proposed Resolution 32-13: Adoption of the Youth Engagement Guidebook for the Regional Safe Routes to School Program

Ms. Kraemer Badtke stated that ECWRPC worked with Toole Design Group and Active Transportation Alliance to help them develop the Youth Engagement Guidebook for the Regional Safe Routes to School Program for middle school aged students. She reviewed the document with the committee and talked about the major highlights of the program on youth engagement. Ms. Kraemer Badtke also demoed a short video on the youth engagement program at Omro Middle School. She asked the committee if they had any questions.

No questions were brought up by the group.

Mr. Robl asked the committee if there was any discussion or comments on Proposed Resolution 32-13: Adopting the Youth Engagement Guidebook for the Regional Safe Routes to School Program. Hearing none, Mr. Robl asked the committee for a motion. Mr. Sturn made a motion to adopt Resolution 32-13, Mr. Erdmann seconded the motion and the motion passed unanimously.

15. Discussion on the Transportation Alternatives Program (TAP)

Ms. Kraemer Badtke mentioned that because the Fox Cities are a TMA, ECWRPC will now be the designated agency to select local projects for TAP and administer available allocated TAP funding. ECWRPC is working closely with WisDOT to develop this selection process. She noted that there will probably be a two-step selection process: 1) a pre-scoping application selection process to find eligible projects in October and 2) the selection process taking place in June of 2014 by the Governor. She noted that the Appleton TMA will have approximately \$314,000 in TAP funding to award.

She also explained that the Transportation Policy Advisory Committee for the Fox Cities and Oshkosh are considering adding members who have experience/work in the healthcare and law enforcement fields to their committee. These individuals could add to the discussion of their group and be able to provide important perspectives to transportation related issues in their respective fields. She asked the committee if they had any questions.

16. Discussion on the RPC Transportation Authority Designation

Mr. Raith noted that under federal legislation (MAP-21), ECWRPC is now designated as a Transportation Authority. With this designation, he explained that as the MPO for the Fox Cities, the Commission could only administer funding for the SRTS Program; however, now that the RPC is a Transportation Authority, the Commission can both apply and administer this funding without needing to require a sponsor for the RPC.

17. Discussion on Implements of Husbandry Study

Mr. Raith stated that the Implements of Husbandry Study was conducted and available for review on the WisDOT website. He noted that this group researched and provided a number of recommendations to WisDOT and the Department of Agriculture, Trade and Consumer Protection (DATCP) on the impacts of agriculture equipment on the states roadways. Mr. Raith stated that the state needs to find a balance between the types of agricultural implements used and reducing their potentially negative impacts on state and local roads. He noted that this study is a first attempt at getting the conversation started between the state and farmers.

Mr. Sturn reiterated the need to find a fair balance for the agricultural implements. He also noted that vehicle height considerations should be considered in this discussion. Mr. Raith asked if the group had any other questions regarding the Implements of Husbandry Study. No questions were asked of the committee. Mr. Raith noted he would keep the committee updated on this study.

18. Adjourn

Mr. Robl asked if there was any other business. Hearing none, Mr. Erdmann made a motion to adjourn and Mr. Koeppen seconded the motion. The motion passed unanimously and the Committee adjourned at 2:55 P.M.

RESOLUTION NO. 29-13

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR OSHKOSH URBANIZED AREA-2014

WHEREAS, the East Central Wisconsin Regional Planning Commission has been designated by the Governor as the Metropolitan Planning Organization (MPO) for the purpose of carrying out cooperative, comprehensive and continuing urban transportation planning in the Oshkosh urbanized area; and

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

WHEREAS, the urban area transit systems are required by the Federal Transit Administration to publish a biennial program of projects; and

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

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

WHEREAS, this organization's 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, the Federal Highway Program Manual requires the evaluation, review, and coordination of federal and federally-assisted programs and projects in accordance with clearinghouse review requirements of the Project Notification and Development Review Process; and

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

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

BE IT RESOLVED BY THE EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION:

Section 1: That the Commission, as the designated MPO, adopt the Transportation Improvement Program for the Oshkosh Urbanized Area - 2014.

RESOLUTION NO. 29-13

Section 2: That the Commission 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 Commission further certifies that the TIP contains only projects that are consistent with the metropolitan plans for the urbanized areas.

Effective Date: October 25, 2013

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner



Robert G. Hermes, Chair – Menominee Co.

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2014 TRANSPORTATION IMPROVEMENT PROGRAM

The Oshkosh Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Areas – 2014. This publication of the TIP serves to update the listing of state and federally funded, in addition to significant local transportation projects for the years 2014 – 2018. **The MPO's public participation satisfies the Oshkosh Area Transit public participation requirements for the Program of Projects.** The draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area— 2014 can be viewed on the internet at:

www.fcompo.org

A 30-day public review and comment period for this document will commence on Sunday, September 22, and end on Monday, October 21, 2013. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy of this document and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100.

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Oshkosh Northwestern

www.thenorthwestern.com

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM
400 AHNAIP ST STE 100
MENASHA, WI 54952

Natalie Bridenhagen

Being duly sworn, doth depose and say that she/he is an authorized representative of the Oshkosh Northwestern, a daily newspaper published in the city of Oshkosh, in Winnebago County, Wisconsin, and that an advertisement of which the annexed is a true copy, taken from said paper, which was published therein on

Account Number: N5251

Ad Number: 6869514

Published Date: September 22, 2013

Total Ad Cost: \$27.26

(Signed) Natalie Bridenhagen (Date) 9/23/13
Legal Clerk

Signed and sworn before me

Shonda M. Zuleigh
Notary Public, Brown County, Wisconsin

My commission expires 10/16/2013

NOTICE OF
OPPORTUNITY
TO REVIEW
METROPOLITAN
PLANNING
ORGANIZATION
2014

TRANSPORTATION
IMPROVEMENT
PROGRAMThe Oshkosh
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draft Transportation Im-
provement Program
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banized Area- 2014 can
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at:

EAST CENTRAL WI PLANNING COM
Re: Noti

www.fcompo.org
A 30-day public review
and comment period for
this document will com-
mence on Sunday, Sep-
tember 22, and end on
Monday, October 21,
2013. Please contact
East Central Wisconsin
Regional Planning Com-
mission at (920)751-
4770 for more informa-
tion or a copy of this doc-
ument and forward any
comments to the Com-
mission at 400 Ahnaip
Street, Suite 100, Mena-
sha, WI 54952-3100.

September 22, 2013
WNAXLP

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ENVIRONMENTAL JUSTICE

Environmental justice is a process which seeks to ensure that access to transportation systems and the transportation planning process is available to all, regardless of race or socioeconomic status. In terms of race, the Oshkosh Urbanized Area has a substantially low minority population which is fairly scattered. Public involvement efforts within the planning process to include minority groups have included notification to local minority organizations and agencies and disclaimers on public documents in Hmong and Spanish (the primary languages spoken by non-English speaking residents of the Urbanized Area) for further information and contacts.

In terms of low income populations, areas are more easily identified. In this case, consistent areas of low income populations were defined through the use of 2006-2010 census tract data. These areas were categorized as less than 20 percent, 20 to 39.99 percent, 40 to 59.99 percent, and 60 or more percent of the total households. Areas identified in Exhibit G-1 and G-2 are included in the *Long-Range Transportation/Land Use Plan for the Oshkosh Urbanized Area - 2005*.

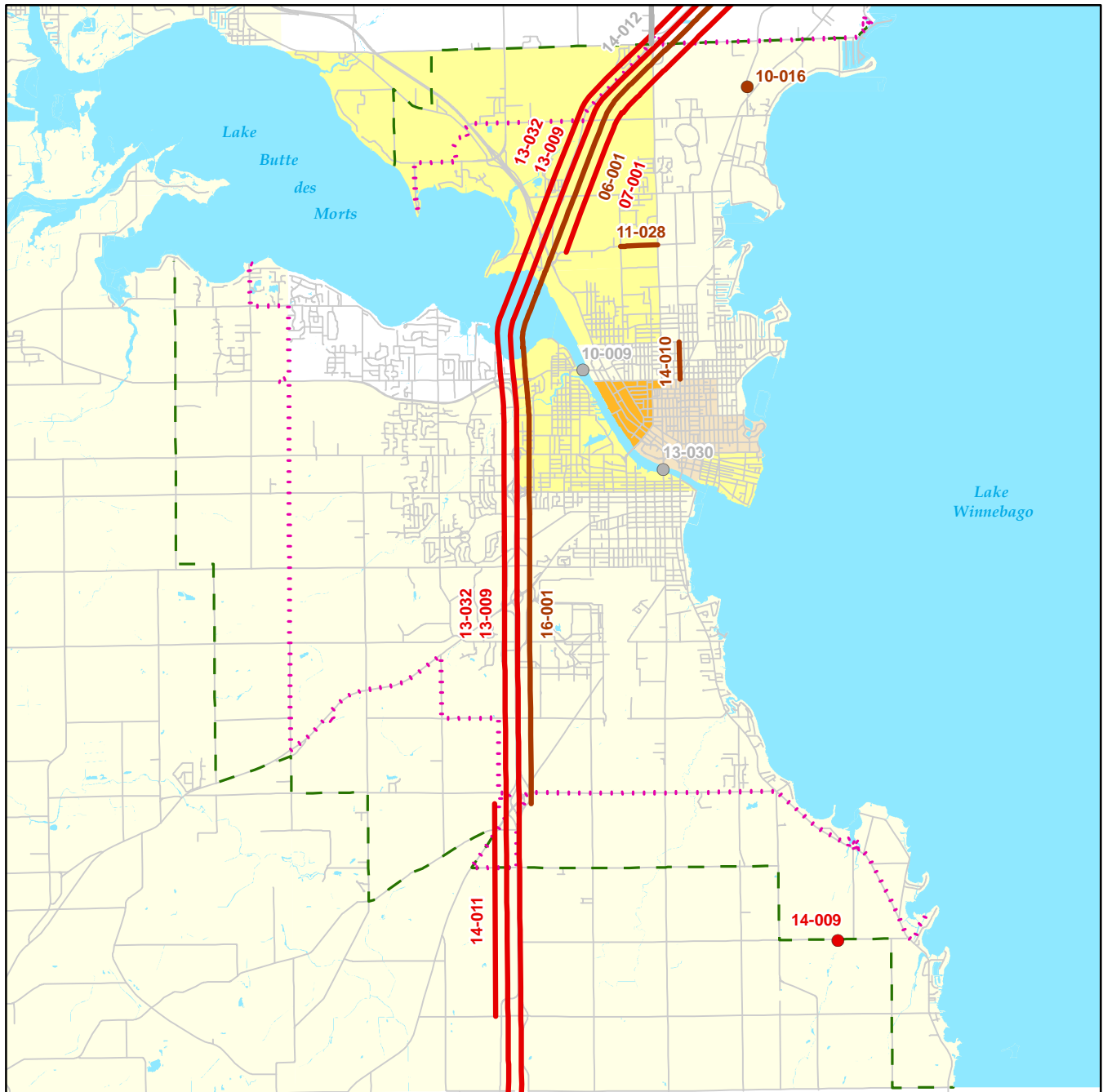
Efforts were made to include all individuals within the planning process. Public information meetings were held during all phases of the planning process. Advertisements were published in the *Oshkosh Northwestern* prior to public information meetings held throughout the entire planning process. Flyers and notices were distributed via mail and e-mail to various committees, organizations, and agencies throughout the planning process for distribution to as many individuals as possible. Presentations were made to local groups with further interest in the planning process. Locations of public information meetings were crucial in the public involvement process. All meeting locations were selected to include easy access for all individuals, especially transit and alternative mode users, as well as facilities which catered to the mobility needs of the disabled. Various planning documents, including the draft of this plan were open to public comment. Public participation throughout the process is characterized as consistent.

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Oshkosh Urbanized Area – 2014*. Figure G-1 shows the relationship of projects to low-income populations in the Oshkosh urbanized area. Figure G-2 is a similar map relating project locations to minority population concentrations in the Oshkosh urbanized area.

It appears that none of the programmed projects disproportionately affect areas of minority or low income population concentration in the Oshkosh urbanized area. Also, the concentration of minority and low income populations near the city centers, allows for optimal access to a number of transportation modes, including the radial route design of the urban transit system, urban bicycle and pedestrian routes, and well-developed and maintained local street and highway systems.

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Figure G-1
Oshkosh Urbanized Area TIP Projects (2014-2018) and
Percent Households by Census Tract with Low to Extremely Low Income (2006 - 2010)



Households with Low to Extremely Low Income

- Less than 15%
- 15% - 29.99%
- 30% - 44.99%
- 45% - 59.99%
- 60% or More

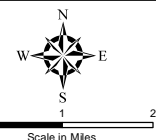
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**

TIP Intersection Project Year and Number

- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**



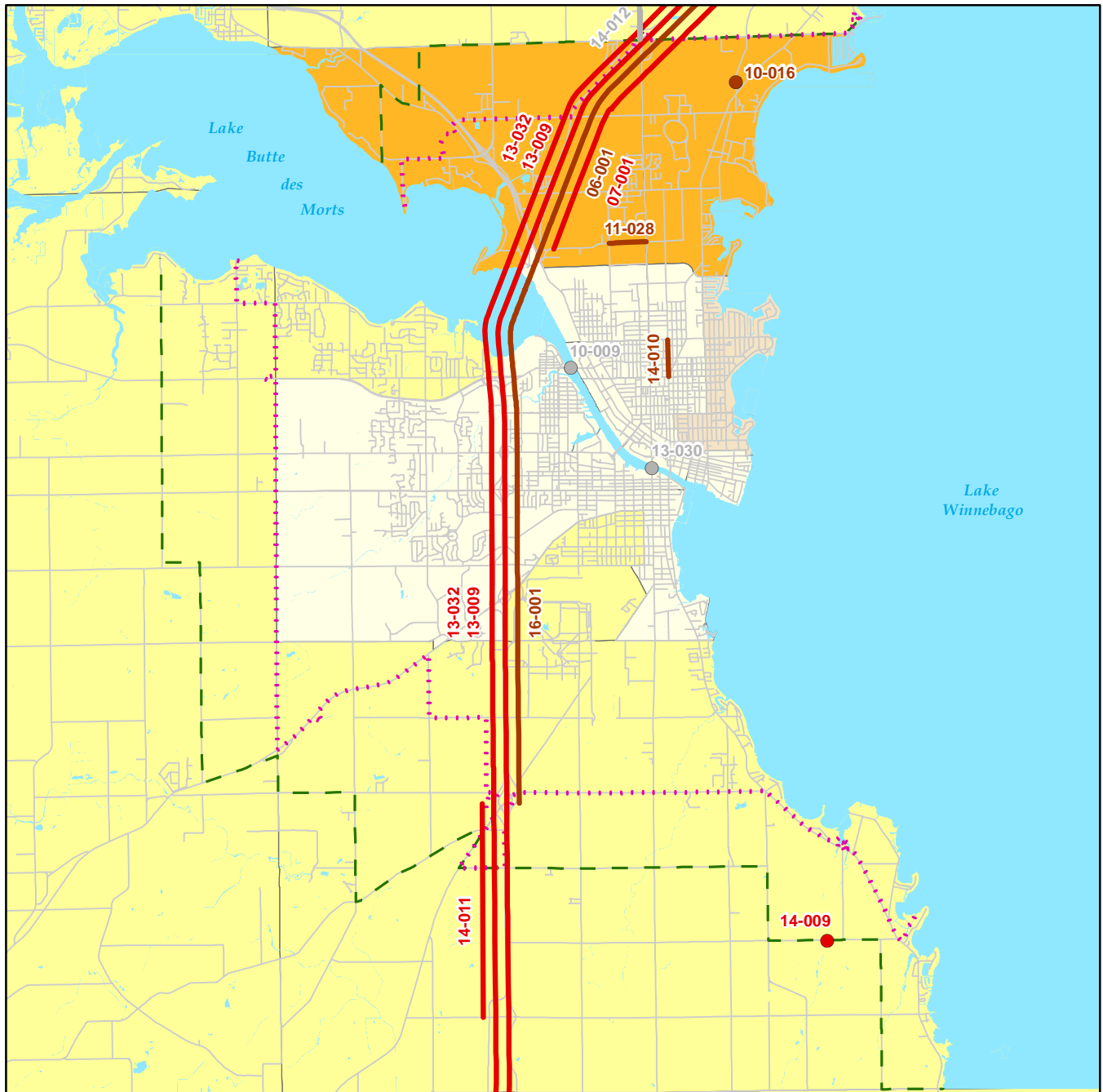
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Prepared By:
 EAST CENTRAL WISCONSIN
 REGIONAL PLANNING COMMISSION
 SEPTEMBER 2012



Source: U.S. Census Bureau 2010 TIGER Census Tracts, 2010 MPO and Adjusted Urbanized Areas provided by ECWRPC and WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

**Figure G-2
Oshkosh Urbanized Area TIP Projects (2014-2018) and
Non-White Population Concentration (2010)**



Percent Non-White Population by Census Tract

- Less than 5%
- 5% - 9.99%
- 10% - 14.99%
- 15% or More

- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**

TIP Intersection Project Year and Number

- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**



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Scale in Miles

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Prepared By:
EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION
SEPTEMBER 2012



Source: American Community Survey 2005 - 2009 TIGER Census Tracts, 2010 MPO and Adjusted Urbanized Areas provided by ECWRPC and WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM

FUNCTIONAL CLASSIFICATION SYSTEM

The following maps identify the urbanized area functional classification system and the roadways that are eligible for STP-Urban funding in the Oshkosh urbanized area. Projects must meet federal and state requirements. Counties, towns, cities, villages and certain public authorities located within the urbanized areas are eligible for funding on roads functionally classified as higher than "local".

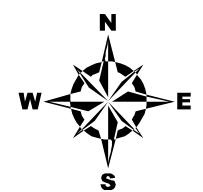
Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Moving Ahead for Progress in the 21st Century Act (MAP-21).

Figure H - 1 shows the Oshkosh urbanized area.

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**Figure H-1
Oshkosh Urbanized Area
Functional Classification
System 2013**

- Urban Principal Arterial
- Urban Planned Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Planned Collector
- - - - Rural Principal Arterial
- - - - Rural Minor Arterial
- - - - Rural Major Collector
- Rural Minor Collector
- Local
- - - - County
- Municipal Boundaries
- Adjusted Urbanized Area
- Planning Area Boundary

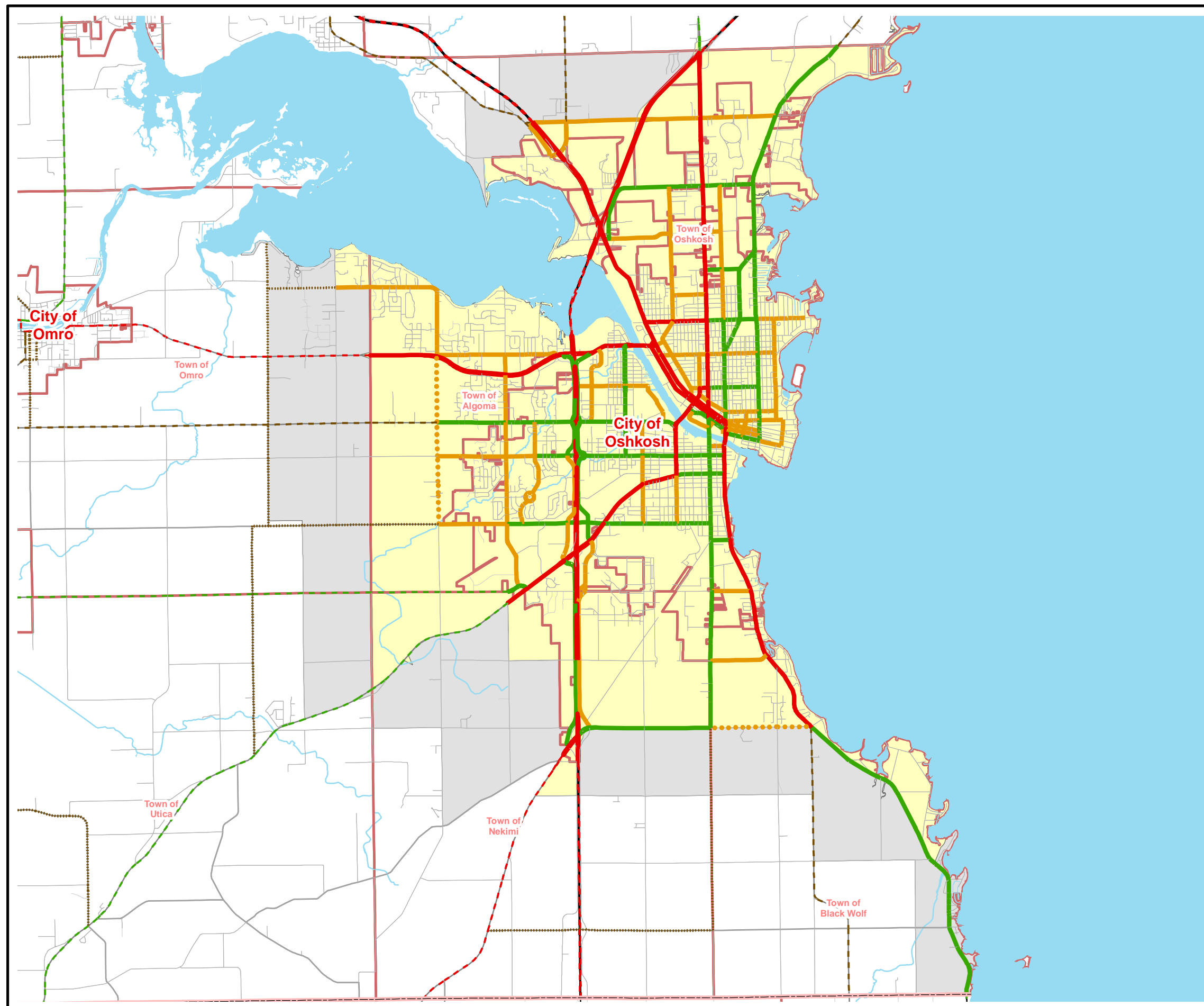


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Scale in Miles

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

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Prepared By:
EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION - August 2012
East Central Wisconsin
Regional Planning Commission
ECWRPC



APPENDIX I
AMENDMENTS

None at this time.

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