

Transportation Improvement Program Oshkosh Urbanized Area 2018



Oshkosh
Metropolitan Planning Organization
Approved - October 27, 2017

TRANSPORTATION IMPROVEMENT PROGRAM

OSHKOSH URBANIZED AREA

- 2018 -

Approved October 27, 2017

Prepared by the

East Central Wisconsin Regional Planning Commission

The East Central Wisconsin Regional Planning Commission's CY 2017 planning program is supported by federal assistance. Specific funding for this report was provided by the Federal Highway Administration, Federal Transit Administration, the Wisconsin Department of Transportation, the Economic Development Administration, the Wisconsin Department of Administration and the Wisconsin Department of Natural Resources. The contents of this document do not necessarily reflect the official views and policies of the U.S. Department of Transportation, Federal Highway Administration

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
OSHKOSH URBANIZED AREA - 2018

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

DATE: Approved October 27, 2017

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

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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 four years and includes projects recommended for implementation during the 2018-2021 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 from 2021 through 2022; for transit assistance programs, 2018 and 2019.

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INTRODUCTION

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). The MPO works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for preparing a State Transportation Improvement Program (STIP) programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by the Fixing America's Surface Transportation Act (FAST Act) 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 four-year period from 2018 to 2021. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the urbanized area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

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.

The Oshkosh MPO Public Participation Plan (PPP) and Annual Listing of Obligated Projects can be viewed on the Fox Cities and Oshkosh MPO website.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/obligated-projects/>

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 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 areas.

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



**TRANSPORTATION
IMPROVEMENT PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

FAST Act, signed into law in December of 2015, 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. FAST Act planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multimodal perspective, as previously emphasized under MAP-21, TEA-21 and SAFETEA-LU. Additional areas of challenge under FAST Act include:

- improving mobility on America's highways;
- creating jobs and promoting economic growth; and
- accelerating project delivery and promotes innovation.

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, and MAP-21, and FAST Act 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 SAFETEA-LU, MAP-21 and subsequently the FAST Act 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 four years with projects identified during this period as the minimum program. Projects for 2022 are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to

proceed with projects not scheduled in the first year of the TIP, the MPO agrees that projects from the second, third or fourth year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

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

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

- **Schedule**
 - Adding a non-exempt/expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the 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, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
 - Funding (Thresholds to be defined by the MPO in consultation with WisDOT and FHWA and subject to WisDOT approval.)
 - Adding or deleting any project that exceeds the lesser of:
 - 20% of the total federal funding programmed for the calendar year, or \$1,000,000.

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. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307 and 5309 programs.

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 four-year period for inclusion in the TIP. Notification was provided by direct letter, dated June 28, 2017, requesting candidate projects to be identified. On September 27, 2017, a legal notice was published in the Oshkosh daily paper identifying a review and comment period from September 27 to October 26, 2017. The Transportation Committee would meet October 10, 2017 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 27, 2017 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.

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 (LRTPs), 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 (FAST Act) 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

FAST Act	Associated Prior Act Funding Programs
National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)
Surface Transportation Block Program (STBG)	Surface Transportation Program (STP)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing	Railway Highway Grade Crossing
Transportation Alternatives	Transportation Alternatives

Federal-Aid Transit Programs

FAST Act	Associated Prior Act Funding Programs
Urbanized Area Formula Grants (5307)	Urbanized Area Formula Grants (5307)
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
Rural Area Formula Grants (5311)	Rural Area Formula Grants (5311)
State of Good Repair Program (5337) (Formula)	State of Good Repair Program (5337) (Formula)
Bus and Bus Facilities Formula Program (5339)	Bus and Bus Facilities Formula Program (5339)
Fixed Guideway Capital Investment Grants (5309)	Fixed Guideway Capital Investment Grants (5309)

Following is a list of the categorical programs included in the FAST Act legislation as they apply to the Oshkosh urbanized area:

<u>Categorical Program</u>	<u>Acronym</u>
National Highway Performance Program	
State	NHPP
Bridge Replacement & Rehabilitation	
State	BR, BH
Local	BR-Local
Surface Transportation Block Grant	STBG
Urban	URB
Rural	RU
State	STP
Safety	HSIP

Transportation Alternatives	TAP
Office of the Commissioner of Railroads	OCR
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 four-year program, 2018-2021, itemized in the listing this year includes the 2018 through 2021 projects that were submitted by the local entities. In developing this 2018 TIP, one project was selected by the Policy Board for the 2021 and 2022 biennium.

The allocation of STP-Urban funds for 2021-2022 is \$3,137,590 in the Oshkosh urbanized area.

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 2018-21 project candidates, as part of the 2018 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Oshkosh urbanized area. Below is the performance – based 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 appropriate comprehensive or modal transportation plan element (local comprehensive plans, arterial plans, transit development and other transit plans, bicycle/pedestrian plans, regional long range plan and related elements) and evidence good regional coordination.

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

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

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

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

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

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

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

d. **Freight Operations.**

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

e. **Transit Improvements.**

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

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

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

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

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

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

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

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

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

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

1. **Spacing.**

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

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

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

3. **User Safety.**

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

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

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

Alternate Rating (non-corridor based projects)

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

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

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

Score	5	> 280
	3	150-279
	0	< 149

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

Score	5	≥ 5
	3	1 - 4
	0	0

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

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

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

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

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

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

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 50 percent minimum federal funding level.

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

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

STP-Urban Projects Recommended for Funding

2021-2022 allocations resulted in staff recommending funding for one project in the Oshkosh urbanized area. This project was selected by action of the Technical Advisory Committee for the Oshkosh urbanized area on April 3, 2017:

Oshkosh Project: Available Funding Allocation of \$3,137,590

- The Town of Algoma's Omro Road, Leonard Point to Brooks Lane.

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, 2023-2024. Table A-1 is a listing of projects that can be considered for possible future funding but are listed as illustrative, meaning that no funds are programmed out beyond the 4 year program for 2018 through 2021.

2018 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 (253-18-001). 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: 2018, 2019, 2020 and 2021.

Table 1: Oshkosh Urbanized Area - Project Listing (2018-2021)
(\$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	2018				2019				2020				2021				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Go Transit Winnebago	Fixed Route Bus	Oper.	1110	851	1209	3170	1132	868	1233	3233	1155	885	1258	3298	1178	903	1283	3364	
	Paratransit	Contr.	390	299	211	900	398	305	220	923	406	311	228	945	414	318	237	969	
	Capital Projects	Purch.	2126	0	531	2657	332	0	83	415	82	0	20	102	0	0	0	0	
	Section 5307	TOTAL	3626	1150	1951	6727	1862	1173	1536	4571	1643	1196	1506	4345	1592	1221	1520	4333	
WisDOT Winnebago	STH 21, OSHKOSH AVE.	DESIGN				0				0				0				0	
	C. Oshkosh Fox River Br	ROW				0				0				0				0	
	6180-18- 71	CONST				0	1882	470	0	2352				0				0	
	253-10-009 BR .5 Miles (P)	TOTAL	0	0	0	0	1882	470	0	2352	0	0	0	0	0	0	0	0	
WisDOT T of Oshkosh	Sherman Road	DESIGN				0				0				0				0	
	WCL Crossing Signal and Gates	ROW				0				0				0				0	
	1009-93-44	CONST				0				0	131	71	0	202				0	
	253-10-008 OCR (P)	TOTAL	0	0	0	0	0	0	0	0	131	71	0	202	0	0	0	0	
WisDOT Winnebago	City of Oshkosh Bridge Lift Structures	DESIGN				0				0				0				0	
	Rehab for remote operations	ROW				0				0				0				0	
	4110-19-71	CONST				0	0	864	0	864				0				0	
	253-11-027 BR (P)	TOTAL	0	0	0	0	0	864	0	864	0	0	0	0	0	0	0	0	
WisDOT C of Oshkosh Winnebago	Oregon/Jackson St Bridge	DESIGN				0				0				0				0	
		ROW				0	0	938	0	938				0				0	
	4994-07-00, 21, 71	CONST				0				0				0				0	
	253-13-030 BR (E)	TOTAL	0	0	0	0	0	938	0	938	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 76	DESIGN				0				0				0				0	
	I-41 - CTH JJ	ROW				0				0				0				0	
	6430-12-00, 21, 71 RECST	CONST				0	9011	2253	0	11264				0				0	Moved up from 2019 due to program re-balance.
	253-14-012 STP 3.72 miles (P)	TOTAL	0	0	0	0	9011	2253	0	11264	0	0	0	0	0	0	0	0	
WisDOT Calumet, Out, Winn Co	Regional Safe Routes to School Program	STUDY				0				0				0				0	
		ROW				0				0				0				0	
	1009-00-74	CONST	54	0	14	68				0				0				0	
	252-15-037 SRTS (P)	TOTAL	54	0	14	68	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT T Nekimi	Nekimi Ave	DESIGN				0				0				0				0	
	Weyhurst Creek Bridge	ROW				0				0				0				0	
	6435-03-00, 71 BRRPL	CONST				0	342	0	86	428				0				0	
	253-17-009 STP 3.72 miles (P)	TOTAL	0	0	0	0	342	0	86	428	0	0	0	0	0	0	0	0	
WisDOT	Safety Funds	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	253-18-001 STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Table 2: Oshkosh Urbanized Area, 2018-2021
Summary of Federal Funds Programmed and Available
(\$000)

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2018	2019	2020	2021	2018	2019	2020	2021
Federal Highway Administration								
National Highway Performance Program	0	0	0	0	0	0	0	0
Surface Transportation Program								
Oshkosh Urbanized Area	0	0	0	3,138	0	0	0	3,138
Surface Transportation Program								
State Flexibility	54	9,406	181	0	54	9,406	181	0
Highway Safety Improvement Program	0	0	0	0	0	0	0	0
Transportation Alternatives Program	0	53	50	0	0	53	50	0
Programmed Expenditures	54	9,459	231	3,138	54	9,459	231	3,138
* Annual Inflation Factor 1.8%	1	170	4	56	1	170	4	56
Estimated Need with Inflation Factor	55	9,629	235	3,194	55	9,629	235	3,194
Federal Transit Administration								
Section 5307 Operating	\$1,110	\$1,132	\$1,155	\$1,178	\$1,110	\$1,132	\$1,155	\$1,178
Section 5309 Capital	2,126	332	82	0	2,126	332	82	0
Programmed Expenditures	3,236	1,464	1,237	1,178	3,236	1,464	1,237	1,178
* Annual Inflation Factor 1.8%	58	26	22	21	58	26	22	21
Estimated Need with Inflation Factor	3,294	1,490	1,259	1,199	3,294	1,490	1,259	1,199
Section 5310	0	0	-not yet programmed-		0	0	-not yet programmed-	

* FAST Act requires that revenue and cost estimates must use an inflation rate to reflect year of expenditure dollars.

**Table 3: Implementation Status of 2017
Oshkosh Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2017				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Winnebago 253-07-001	I-41/USH 45-Breezewood Reconstruction 1120-09-21 , 72-90 NHS 15.9 m. (E)	DESIGN				0	X		
		ROW	0	5418	0	5418			
		CONST				0			
		TOTAL	0	5418	0	5418			
WisDOT Go Transit 253-16-026	Diesel Buses URB (P)	DESIGN				0	X		
		ROW				0			
		CONST	1000	0	500	1500			
		TOTAL	1000	0	500	1500			
WisDOT T Nekimi 253-17-009	Nekimi Ave Weyhurst Creek Bridge 6435-03-00 BRRPL STP 3.72 miles (P)	DESIGN	73	0	28	101	X		
		ROW				0			
		CONST				0			
		TOTAL	73	0	28	101			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE
PROJECT TABLES

Table A-1: Oshkosh Urbanized Area - Candidate Project Listing (2018-2022)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2018				2019				2020				2021				2022+ Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	SCL-USH 41	DESIGN				0				0				0				0				0
Winnebago	Rosendale-Oshkosh	ROW				0				0				0				0				0
	1110-13-71 RESURF	CONST				0				0				0				0	1194	498	0	1692
253-17-010	STP 4.45 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1194	498	0	1692
T of Algoma	Leonard Point Road	DESIGN				0				0				0				0	0	0	350	350
Winnebago	WIS 21 - Highland Shore Lane	ROW				0				0				0				0				0
Illustrative	Reconstruction	CONST				0				0				0				0	0	0	2350	2350
	Local 1.2 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2700	2700
Winnebago Co	CTH Y / WIS 76 - CTH S	DESIGN				0				0				0				0				0
Winnebago	Reconstruction	ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	1000	1000
	Local 2.2 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Winnebago Co	CTH I / Ripple - FV Tech	DESIGN				0				0				0				0	0	0	400	400
Winnebago	Reconstruction	ROW				0				0				0				0	0	0	100	100
Illustrative		CONST				0				0				0				0	0	0	4200	4200
	Local .33 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4700	4700
Winnebago Co	CTH E / Oakwood - Algoma T Line	DESIGN				0				0				0				0	0	0	400	400
Winnebago	Reconstruction	ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	3600	3600
	Local 1.5 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4000	4000
Winnebago Co	CTH N / CTH I - USH 45	DESIGN				0				0				0				0				0
Winnebago	Reconstruction	ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	1750	1750
	Local 1.3 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1750	1750
T of Oshkosh	Vinland Rd./Smith-Snell	DESIGN				0				0				0				0				0
Winnebago	Reconstruction	ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	1500	1500
	Local 1.25 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
C of Oshkosh	Snell Rd./Jackson-CTH A (Bowen)	DESIGN				0				0				0				0				0
T of Oshkosh	Reconstruction	ROW				0				0				0				0				0
Winnebago		CONST				0				0				0				0	0	0	4600	4600
Illustrative	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4600	4600
C of Oshkosh	S Main/W 6th-W 16th	DESIGN				0				0				0				0				0
Winnebago	Reconstruction	ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	3400	3400
	Local 0.6 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3400	3400
C of Oshkosh	W 9th/Oakwood - Linden Oaks	DESIGN				0				0				0				0				0
Winnebago	Reconstruction	ROW				0				0				0				0				0
Illustrative		CONST				0				0				0				0	0	0	2500	2500
	Local 0.65 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500
C of Oshkosh	Diesel Buses	DESIGN				0				0				0				0				0
Go Transit		ROW				0				0				0				0				0
Winnebago		CONST				0				0				0				0	0	0	1000	1000
Illustrative	Local (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2023 - 2024 biennium)
Oshkosh Urbanized Area
Project Evaluation (Criteria)/Score

Jurisdiction	2023 + STP Projects	Plan Consis- tency	Preserve Existing System	Capacity V/C	Safety	Multi- Modal	Planned Pro- gramming	Total Score	Rank	Project Cost	Max. STP Funding					
Oshkosh Allocation = \$973,440																
T. Algoma	Leonard Pt Rd (WIS 21-Highland Sh)	5	PC(6)	3	0.48	2	5	5	VtBP	3	3	3	21		\$3,200,000	
T. Oshkosh	Vinland Rd (Smith-Snell)	3	PC(4)	5	0.23	1	34	0	Vtbp	1	5	5	15		\$1,750,000	
C. Oshkosh	Snell Rd (Jackson - CTH A)	5	PC(5)	3	0.54	2	48	0	Vtbp	1	5	5	16		\$1,500,000	
C. Oshkosh	South Main St (W 6th-W16th)	5	PC(4)	5	1.05	5	44	0	VTBP	5	1	2	22		\$4,600,000	
C. Oshkosh	W 9th Ave (Oakwood-Linden Oaks)	5	PC(5)	3	0.33	1	39	0	VtBP	3	1	2	14			
GO Transit	Diesel Buses	5	TI	3	AR	3	NF	3	vTBP	3	1	2	19		\$2,500,000	
Winnebago Co.	CTH Y (WIS 76 - CTH S)	3	PC(4)	5	0.25	1	5	5	VtBP	3	2	3	20		\$2,700,000	
Winnebago Co.	CTH I (Ripple - FV Tech)	3	PC(6)	3	0.30	1	715	5	VtBP	1	5	5	18		\$1,000,000	
Winnebago Co.	CTH E (Oakwood - Algoma T Line)	3	PC(4)	5	0.25	1	112	0	VtBP	3	1	2	14		\$4,625,000	
Winnebago Co.	CTH N (CTH I - WIS 45)	3	PC(3)	5	0.40	2	79	0	VtBP	3	1	2	15		\$3,930,000	
Total															\$22,605,000	



APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Oshkosh urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with a population of less than 200,000 so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For 2016, the allocation was 30.9 percent.

The Wisconsin Department of Transportation also distributes state funding (85.20). Each transit system receives a share of operating assistance similar to the federal share. Each transit system within tier b receives an equal percentage of assistance. Tier b is comprised of transit systems operating within urban areas, excluding Milwaukee and Madison. State operating assistance for tier b in 2016 was 24.0 percent of eligible expenses.

The combined state and federal share of operating assistance for tier b transit systems in 2016 was 54.9%. Tier b includes GO Transit. In 2006, the state and federal share was 60%. Over the past decade, cuts to aid along with inflationary increase to transit budgets have caused a reduction in operating assistance. Local funding sources have also been stressed, which creates an environment where service cuts and fare increases are considered each year.

Each year, WisDOT pools the capital requests of the State's transit systems and applies to the FTA for Section 5339 Capital formula grants. These annual grants have provided the much-needed support to meet capital needs. The elimination of capital earmarks and recent cuts to federal capital grant funding has resulted in a backlog of capital requests statewide. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain the transit infrastructure and return it to a state of good repair.

For 2017, it is unknown if there are applicants in the City of 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 2018-2021 period.

**Table B-1
Transit Projects
Oshkosh Urbanized Area**

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2018 (000)	Jan-Dec 2019 (000)	Jan-Dec 2020 (000)	Jan-Dec 2021 (000)	Jan-Dec 2022 (000)
Operating Assistance	GO Transit						
Directly Operated - Fixed Route							
Expenses			\$3,700	\$3,774	\$3,849	\$3,926	\$4,005
Revenues			530	541	551	562	574
Deficit			3,170	3,233	3,298	3,364	3,431
Federal Share		253-18-010	1,110	1,132	1,155	1,178	1,201
State Share			851	868	885	903	921
Local - Municipal & County			1,209	1,233	1,258	1,283	1,309
Purchased Transp. - Paratransit	GO Transit						
Expenses			\$1,301	\$1,327	\$1,354	\$1,381	\$1,408
Revenues			400	404	408	412	416
Deficit			901	923	946	969	992
Federal Share		253-18-011	390	398	406	414	422
State Share			299	305	311	318	324
Local - Municipal & County			211	220	228	237	246
Capital Projects	GO Transit						
Diesel Buses (7)		253-18-012	1,500				2,200
Electric Bus & Charging Equipment (1)		253-18-013	840				
Planning/A&E Downtown Transit Center		253-18-014	50		50		
Surveillance System		253-18-015	15				
Downtown Transit Center Upgrades					3,000		
Automated Pass Purchasing System				20			
Van		253-18-016	40				
Bus Shelters (4)		253-18-017	12				12
Electronic Fareboxes				300			
Maintenance Facility Painting				50			
Accessibility Improvements		253-18-018	50	10			
Maintenance Facility Ceiling Replacement				35			
Replace Fuel Storage & Equipment		253-18-019	150				
Service Truck					100,000		
Total Cost:			\$2,657	\$415	\$103,050	\$0	\$2,212
Federal Share:			\$2,126	\$332	\$82,440	\$0	\$1,770
Local Share:			\$531	\$83	\$20,610	\$0	\$442

Table B-2
Contracted Paratransit Service
GO Transit
CY 2018

	DIAL-A-RIDE	CABULANCE	OVER 60 RURAL	UNDER 60 RURAL	ACCESS TO JOBS	TOTAL
EXPENSES	\$ 458,000	\$ 412,000	\$ 148,000	\$ 87,000	\$ 120,000	\$ 1,225,000
REVENUES	\$ 119,000	\$ 40,000	\$ 28,000	\$ 16,000	\$ 30,000	\$ 233,000
TIP #	253-18-020	253-18-021	253-18-022	253-18-023	253-18-024	
FEDERAL/STATE AIDS*	\$ 242,740	\$ 218,360	\$ 78,440	\$ 46,110	\$ 63,600	\$ 649,250
LOCAL	\$ 96,260	\$ 153,640	\$ 41,560	\$ 24,890	\$ 26,400	\$ 342,750

* Based on anticipated 2018 funding levels.

**Table B-3: Transit Financial Capacity Analysis
GO Transit**

		2018	2019	2020	2021	2022
Operating Expenses						
Fixed Route (DO)	(\$000)	\$3,700	\$3,774	\$3,849	\$3,926	\$4,005
Paratransit (DR)	(\$000)	\$1,301	\$1,327	\$1,354	\$1,381	\$1,408
Total Operating Expenses	(\$000)	\$5,001	\$5,101	\$5,203	\$5,307	\$5,413
Revenue						
Farebox Revenue						
Fixed Route (DO)	(\$000)	\$530	\$541	\$551	\$562	\$574
Paratransit (DR)	(\$000)	\$400	\$404	\$408	\$412	\$416
Total Revenue	(\$000)	\$930	\$945	\$959	\$975	\$990
Deficit						
Federal (2*)	(\$000)	\$1,500	\$1,530	\$1,561	\$1,592	\$1,624
State (2*)	(\$000)	\$1,150	\$1,173	\$1,197	\$1,221	\$1,245
Local - City & County	(\$000)	\$1,420	\$1,453	\$1,486	\$1,520	\$1,554
Total Deficit	(\$000)	\$4,071	\$4,156	\$4,244	\$4,333	\$4,423
Capital						
Federal (5307 & 5339)	(\$000)	\$2,126	\$332	\$82,440	\$0	\$1,770
Local	(\$000)	\$531	\$83	\$20,610	\$0	\$442
Total Capital Expenses (3*)	(\$000)	\$2,657	\$415	\$103,050	\$0	\$2,212
Operating Statistics						
No. of Buses		16	15	15	15	15
No. of Employees (1*)		21	21	21	21	21
Revenue Hours	(000)	35	35	35	35	35
Revenue Miles	(000)	483	483	483	483	483
Revenue Passengers	(000)	700	707	714	721	728
Fixed Route Statistics						
Average Fare		\$0.76	\$0.76	\$0.77	\$0.78	\$0.79
Operating Ratio (Rev/Exp)		14%	14%	14%	14%	14%
Cost per Vehicle Mile		7.66	7.89	8.13	8.37	8.62
Cost per Passenger		5.29	5.39	5.50	5.61	5.72
Cost per Vehicle Hour		105.71	108.89	112.15	115.52	118.98
Passengers Per Mile		1.45	1.46	1.48	1.49	1.51
Passengers per Hour		20.00	20.20	20.40	20.61	20.81

NOTES:

1. Full time drivers
2. Assumes approximately a 30% federal share and 23% state share in 2018 and each succeeding year.
3. Projected capital expenses.

JUSTIFICATION FOR CAPITAL PROJECTS

Oshkosh Urbanized Area

2018 Projects*

ITEM	TOTAL COST	FUNDING SOURCE
35' Diesel Bus (3)	\$1,500,000	Sect. 5339
35' Electric Bus (1) & Charging Equipment	\$840,000	Sect. 5339
Admin Facility Surveillance Equipment	\$15,000	Sect. 5307
Bus Shelter (2)	\$12,000	Sect. 5307
Replace Fuel Storage and Equipment	\$150,000	Sect. 5339
Downtown Transit Center Planning	\$50,000	Sect. 5303
Van	\$40,000	Sect. 5339
Accessibility Improvements	\$50,000	Sect. 5307

*Project list depends on city CIP budget approval

35' Bus Replacements. GO Transit's fleet contains ten model year 2003 buses. In 2018, the model year 2003 buses will have surpassed their useful life (12 years) and have already begun to require major component replacement as well as increase maintenance costs. The 2018 project will use funding to replace 4 buses. In addition to an application for three diesel buses, GO Transit submitted an application in 2017 for LoNo funding. If selected, this would fund the electric bus. Included in the electric bus line item is funding for a charging station (~\$40,000) to be located in GO Transit's garage at 926 Dempsey Trail. GO Transit prefers to stagger bus replacements over the next few years, but funding impacts the timing of replacements.

Admin Facility Surveillance Equipment. GO Transit reconfigured its administration facility in 2016 and add security upgrades at facility access points. This project would support the install of cameras at main customer vestibule and other locations to increase building security.

Bus Shelters. GO Transit's has a number of bus shelters that were installed in 1980 and now require replacement. The need for shelters will be continual until these shelters are replaced.

Replace Fuel Storage and Equipment. GO Transit currently refuels bus daily at a fueling station located on property at 926 Dempsey Trail. The fueling station consists of two pumps, four hoses and two underground tanks. These tanks were installed in 1980. Due to liability concerns, these underground tanks need to be removed and replaced with above ground tanks.

Downtown Transit Center Planning. This project involves studying and selecting a location for a downtown transit center. The plan would evaluate and determine what the DTC would be, who would participate, what would the uses be, and how could it be funded.

Van. GO Transit's non-revenue fleet includes a van. The van is used to transport employees daily and used occasionally to assist passengers when normal service is interrupted. The model year of the current van is 2002. It has surpassed its useful life and these funds would be used for a replacement.

Accessibility Improvements. This project includes funds to improve ADA access to GO Transit's bus stops. It includes concrete slabs for shelters, carriage walks and other improvements at boarding locations. GO Transit's 2015 Bus Stop Accessibility Assessment, stop usage and community input provides guidance on what locations to prioritize.

2019 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Automated Pass Purchasing System	\$20,000	Sect. 5339
Electronic Fareboxes	\$300,000	Sect. 5339
Maintenance Facility Interior Rehab	\$85,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

2020 Projects

ITEM	TOTAL COST	FUNDING SOURCE
A&E Downtown Transit Center	\$50,000	Sect. 5339
Downtown Transit Center Upgrade	\$3,000,000	Sect. 5339
Service Truck	\$100,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

2021 Projects

ITEM	TOTAL COST	FUNDING SOURCE

2022 Projects

ITEM	TOTAL COST	FUNDING SOURCE
40' Bus (4)	\$2,200,000	Sect. 5339
Bus Shelters (2)	\$12,000	Sect. 5339

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's fixed route operating expenses over the past three years have risen at or just below the inflationary rate due primarily to employee wages and benefits. Over this time, health insurance costs have increased significantly. Lower than anticipated fuel costs have provided some budgetary relief.

Capital funds have been scarce statewide for several years. This has resulted in an increase to GO Transit's fleet age. GO Transit currently has ten buses in its fleet of sixteen that have reached their useful life (> 12 years old). This trend will continue to impact the operating budget with increased maintenance costs as major components (radiators, engine, transmissions, etc.) require replacement and more structural repair is required for safe operation.

GO Transit's paratransit costs have increased near or just below inflation over the last several years. GO Transit contracts for these services and there have been inflationary escalators built into the contract. Projections for the next five years increased costs with anticipated increases to contractor rates.

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 similar revenue increases. Increases in bus advertising and other revenues, including fixed route revenues, are anticipated to slightly improve the overall revenue picture. Recent reductions in funding may require discussions on levels of service or fare changes. GO Transit believes that the long-term viability of the system requires careful consideration before any fare increase is proposed to the public. GO Transit has maintained the lowest fare in the state for a number of years.

In April 2015, GO Transit partnered with Fox Valley Technical College to provide rides to current students. The resulting revenue agreement provides guaranteed monthly revenue and is open to modification should projected ridership change.

In July 2016, GO Transit renegotiated the revenue agreement with UW-Oshkosh. The new agreement resulted in an 8% increase in revenue for 2017. This agreement allows students, staff, faculty and alumni to ride free. The agreement provides an annual minimum payment with an incentive when ridership surpasses a threshold.

Ridership Trends

In April of 2013, GO Transit launched a new route system. As experienced by other transit systems that have implemented new routes, GO Transit anticipated a short-term ridership decrease while adjustments are made and customers adapt to the significant change. In 2014, ridership began to improve. As the local economy recovers and more riders use the bus to access employment, modest fixed route ridership growth of two percent per year is projected through 2019, with paratransit anticipating a similar growth rate also.

Levels of Service Trends

GO Transit is currently working with ECWRPC to conduct the next TDP process. This process will guide levels of service into the next 5-6 year planning horizon.

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 federal and state grant funds giving each transit system an equal percentage share of operating assistance. Federal and state funding awards continue to be established a few months into each budget year. Long-term funding has not been provided to transit programs. As a result GO Transit and the other mid-sized transit systems in the state experienced additional uncertainty in future funding levels. These systems have seen modest increases in federal operating assistance since 1998, but an overall decrease to the state and federal share of operating expenses. Historically, the percentage of operating expense covered from these sources has been 60%. Over the past decade, the percentage has dropped to the lower 50's.

Funding partnerships with Winnebago County, FVTC and UWO have helped stabilize some passenger revenue and the amount of the local share required. If cost pressures occur and local budget constraints continue, higher fares or service cuts will need to be considered.

Likelihood of Trends Continuing

Future reductions 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 and to meeting the transportation needs of the riding public. 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

Lamers Connect

Lamers Bus, a private transportation company, will operate this service beginning in July 2011 (Lamers Connect). Service is provided to Milwaukee, Madison and Green Bay with intermediate stops serving Appleton, Oshkosh, Fond du Lac, Waupun, Beaver Dam, Wausau, Waupaca and Stevens Point. 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.

Greyhound

In 2015, Greyhound's Oshkosh ticket agent office closed. Greyhound continues service between Green Bay and Milwaukee with a stop at Wittman Regional Airport in Oshkosh.

WINNEBAGO COUNTY TRANSPORTATION PROVIDERS

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

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

Running Inc.
2345 Bowen St.
Oshkosh, WI 54901

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

September 27, 2017

Dear Transportation Provider:

Enclosed is a link to the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2018. 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 26, 2017. The document can be viewed at the following website:

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

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure



APPENDIX C

MPO POLICY BOARD, TECHNICAL ADVISORY COMMITTEE & ENVIRONMENTAL CONSULTATION CONTACTS

OSHKOSH TRANSPORTATION POLICY ADVISORY COMMITTEE

County Officials

Mark Harris, Winnebago County Executive

City Mayors

Steve Cummings, 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

Mary Forlenza, Planning & Program Development Engineer

Marisol Simon, Region Director, FTA

State Officials

Will Dorsey, Director, WisDOT Northeast Region

Other

Mark Rohloff, City Manager, Oshkosh

Ray Palonen, Winnebago County Highway Department

James Rabe, City of Oshkosh

Darryn Burrich, City of Oshkosh

Jim Collins, Go Transit

Ben Krumenauer, Town of Algoma

ENVIRONMENTAL CONSULTATION ORGANIZATIONS

Members

WI DNR Northeast Region
WI Historical Society
Bad River Band of Lake Superior Chippewa Indians
Forest County Potawatomi
Ho-Chunk Nation
Lac Courte Oreilles Band of Lake Superior Chippewa Indians
Lac Du Flambeau Band of Lake Superior Chippewa Indians
Menominee Indian Tribe of WI
Stockbridge-Munsee Band of Mohican Indians
Oneida Nation of WI
Red Cliff Band of Lake Superior Chippewa Indians
St. Croix Chippewa Indians of WI
Sokaogon Chippewa Community
U.S. Environmental Protection Agency
U.S. Fish & Wildlife Service
USDA Natural Resources Conservation Service
National Park Service

September 26, 2017

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Oshkosh Metropolitan Planning Organization (MPO) Transportation Improvement Program for the Oshkosh Urbanized Area – 2018.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. Fixing America's Surface Transportation Act (FAST Act) requires that the ECWRPC consult with federal, state and local entities that are responsible for economic growth and development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, and historic preservation.

Enclosed is a link to the draft ***Transportation Improvement Program for the Oshkosh Urbanized Area - 2018*** (TIP). This document will be under a 30-day public review period from September 27, to October 26, 2017. Your comments are an important part of this planning process and will be incorporated into the document.

For further information on the Oshkosh Transportation Improvement Program please visit the following website:

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

Please direct any comments or concerns to:

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

Sincerely,

David Moesch
Associate Transportation Planner



APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
Oshkosh MPO
Transportation Policy Advisory Committee Meeting
Winnebago County Highway Department Offices
901 W. County Road Y, Oshkosh, WI 54901
Wednesday, April 3, 2017

The meeting was called to order by Walt Raith at 1:30 P.M.

Committee Members Present

Sandy Carpenter	WisDOT – NE Region
Matt Halada	WisDOT – NE Region
Jim Collins	City of Oshkosh
James Rabe	City of Oshkosh
Steve Gohde	City of Oshkosh
Alexa Naudziunas	City of Oshkosh
Ray Palonen.....	Winnebago County
Ben Krumenauer	Town of Algoma

Staff Members Present

Walt Raith.....	ECWRPC
Dave Moesch	ECWRPC
Nick Musson.....	ECWRPC
Kolin Erickson	ECWRPC
Tyler DeBruin	ECWRPC

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

Mr. Raith welcomed the group and noted that the meeting was properly posted and in compliance with the open meeting requirements.

2. Public Comment

No members of the public were present.

3. Discussion and action on Oshkosh Urbanized Area STP-Urban Projects

Mr. Raith noted that for the STP-Urban Program, the Oshkosh Urbanized Area has approximately \$3.1 million to allocate for projects in the 2021-2022 biennium. Mr. Krumenauer noted the Town of Algoma is ready to proceed with their Omro Road project from Brooks Lane to Leonard Point Road. This project would include installing new curb and gutter, bicycle lanes and a shared use trail/path along the corridor. The committee members discussed the timing of the County Highway I project (Ripple to Fox Valley Tech) pertaining to Winnebago County and with the City of Oshkosh. Mr. Palonen noted Winnebago County would be willing to hold off on County Highway I, with the agreement that it would be given first priority in the next round of funding (2021-2026).

With no other discussion, Mr. Krumenauer made a motion to allocate the \$3.1 million STP-Urban funding to the Omro Road project. Mr. Rabe seconded the motion and the motion passed unanimously.

4. Update on the Winnebago County Connecting Community and People Bicycle and Pedestrian Plan Implementation

Mr. Halada noted the Winnebago County Connecting Community and People Bicycle and Pedestrian Plan was adopted by the Winnebago County Board of Supervisors in February of this year. This plan aims to implement improvements to the rural portions of Winnebago County. Implementation will be overseen by a stakeholder team and Winnebago County staff with the health department.

5. Smart Growth America Complete Streets Workshop (June 13-14)

Mr. Moesch stated ECWRPC staff was awarded grant funding through Smart Growth America to host a Complete Streets Workshop on June 13-14. The event will be hosted at the University of Wisconsin-Oshkosh. More information will be available closer to the event and anyone with any questions should contact ECWRPC.

6. Update on Bicycle and Pedestrian Wayfinding Signage Project

Mr. Moesch noted ECWRPC staff submitted an RFP in February for guidance on bicycle and pedestrian wayfinding signage as part of the Regional Bicycle and Pedestrian Plan. Seven firms applied to the RFP and staff selected a local firm to work on this project.

7. Update on Regional Safe Routes to School Program and Project RADAR Program

Mr. Moesch explained staff was awarded funding to purchase five speed/radar guns as part of its Safe Routes to School and Project RADAR Programs. The intent of this program is to encourage local school districts or neighborhood groups to utilize this program and be active in promoting safer driving conditions near schools and neighborhoods. More information is available with ECWRPC.

8. Local Project Update

Committee members provided a brief update of on-going and upcoming transportation projects within the City of Oshkosh and Winnebago County.

9. Transit Update

Mr. Collins stated GO Transit is working with ECWRPC to update its Transit Development Plan (TDP). He noted they have had two meetings thus far at Fox Valley Tech and at Aurora Medical Center. Mr. Musson noted the TDP is a strategic plan for the transit agency which has an outlook of 5-10 years. Mr. Musson stated the next meeting is on April 20th at the UW-Oshkosh Alumni and Welcome Center. Each meeting is hosted at a different location. More information is available through ECWRPC.

SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Office
Tuesday, October 10, 2017

Committee Members Present

Neal Strehlow, Chair	Waushara County
Ken Robl, Vice Chair.....	Winnebago County
Dick Koeppen	Waupaca County
Jeff Nooyen.....	Outagamie County
Joseph Koch	Fond du Lac County
Jerry Erdmann	Shawano County
Donna Kalata	Waushara County
Matt Halada	WisDOT – NE Region
Ron McDonald	Valley Transit

Staff Members Present

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

The meeting was called to order by Mr. Strehlow at 1:30 p.m.

Mr. Strehlow 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 (None)
3. Pledge of Allegiance
4. Discussion and action on July 11, 2017 Transportation Committee Summary of Proceedings

Mr. Strehlow asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve the summary of proceedings, Mr. Nooyen seconded the motion and the motion passed unanimously.

5. Discussion and action on Resolution 16-17: Adopting the 2018 Unified Transportation Work Program and the Annual MPO Certification for the East Central Wisconsin Regional Planning Commission

Ms. Kraemer Badtke reviewed the Transportation Work Program for the Fox Cities, Oshkosh and Fond du Lac Urbanized Areas. There is a \$6,000 overall increase in the budget from last year.

Mr. Raith also noted in 2018, staff will work with WisDOT to adopt their performance measures and targets for the Fox Cities, Oshkosh and Fond du Lac urbanized areas. This effort will coincide with amending the Transportation Improvement Programs and Long Range Transportation Plans for the three urbanized areas to be FAST Act compliant.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 16-17. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made a motion to approve Resolution 16-17, Mr. Halada seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 19-17: Approval of the Transportation Improvement Program for the Fox Cities Transportation Management Area Area-2018

Mr. Moesch reviewed the Transportation Improvement Program for the Fox Cities for 2018. Projects and funding are for 2018-2021 and candidate projects are included for 2022. He noted the plan will be amended in January 2018 to include performance measures and targets to be FAST Act compliant.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 19-17. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Nooyen made a motion to approve Resolution 19-17, Ms. Kalata seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 20-17: Approval of the Transportation Improvement Program for the Oshkosh Urbanized Area-2018

Mr. Moesch reviewed the Transportation Improvement Program for Oshkosh for 2018. Projects and funding are for 2018-2021 and candidate projects are included for 2022. He noted the plan will be amended in January 2018 to include performance measures and targets to be FAST Act compliant.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 20-17. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Resolution 20-17, Mr. Koch seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 21-17: Adopting the Updated 2017 Title VI Non-Discrimination Plan & Limited English Proficiency Program

Mr. Musson noted the Title VI Plan is updated every 3 years. New data for this document included using school enrollment data, setting mitigation measures for non-discrimination/limited English proficiency audiences and establishing an internal work group to provide feedback on the plan and attend trainings related to Title VI.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 21-17. Hearing none, Mr. Strehlow asked the committee for a motion. Mr.

Nooyen made a motion to approve Resolution 21-17, Mr. Koeppen seconded the motion and the motion passed unanimously.

9. Local Projects Update

Mr. Halada provided an overview of the on-going projects associated with the tri-county expansion of USH 10/STH 441. The full service interchange with I-41 and USH 10 will be completed in fall of 2018. The entire project will be complete by 2020.

10. Transit Update

Mr. Musson stated ECWRPC was awarded a transportation grant through Easterseals, valued at \$100,000 to look at filling gaps in transportation service centered in Winnebago County. ECWRPC hosted a two day workshop in September and the planning committee is now working on starting a few pilot projects based around the objectives the coalition developed at the workshop. Staff is working on two Transit Development Plan contracts. They are in the middle of the Oshkosh (GO Transit) plan update and starting the Valley Transit plan update with looking at hiring an outside consultant to help with the initial process.

Additionally, in 2018, staff will be working with the ten counties in the region to update their County Human-Service Transportation Plans with individual county facilitations. Staff also continues to pursue a WisDOT grant for a regional commuter bus feasibility study and is in the process of distributing surveys to Park and Ride lots from Fond du Lac to Green Bay along I-41.

11. Discussion and action on Proposed Resolution 23-17: Acceptance of the Wisconsin Partnership Program Funding

Ms. Biedermann noted ECWRPC is working with Fox Valley Thrives on a participatory photomapping project to understand challenges and opportunities of walking, bicycling and using public transit in the Fox Valley. ECWRPC is asking to be the fiscal agent for a grant of \$50,000 through the Wisconsin Partnership Program's Community Catalyst grant.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 23-17. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made a motion to approve Resolution 23-17, Mr. Erdmann seconded the motion and the motion passed unanimously.

12. Discussion and action on Proposed Resolution 22-17: Adoption of the East Central Wisconsin Bicycle and Pedestrian Wayfinding Guidebook

Ms. Biedermann stated staff is contracting with Alta Planning & Design to help develop a Wayfinding Guidebook for bicycle and pedestrian facilities across the region. The guidebook is part of activities associated with implementation of the Appleton and Oshkosh Urbanized Areas Bicycle and Pedestrian Regional Plan.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 22-17. Hearing none, Mr. Strehlow asked the committee for a motion. Ms.

Kalata made a motion to approve Resolution 22-17, Mr. Robl seconded the motion and the motion passed unanimously.

13. Active Transportation Update

a) Regional SRTS Update

Ms. Kraemer Badtke noted staff participated in multiple events across the region for International Walk to School Day on October 4th. Seventy schools participated in Walk to School Day events. Additionally, staff worked with 9 area schools and parents to develop Walking School Bus walking routes with their students and parents.

b) Bicycle and Pedestrian Update

Ms. Biedermann stated the Transportation Alternatives Program (TAP) through WisDOT is now accepting applications from municipalities for funding bicycle and pedestrian related projects. Questions regarding project ideas should go through WisDOT NE Region Office. Staff will also be working with regional stakeholders to compile local trail data and data standards.

14. Adjourn

Mr. Strehlow asked if there was any other business. Hearing none, Mr. Nooyen made a motion to adjourn and Mr. Robl seconded the motion. The motion passed unanimously and the Committee adjourned at 2:30 p.m.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 20-17

**APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR OSHKOSH
URBANIZED AREA-2018**

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

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

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

Section 1: That the Commission, as the designated MPO, approve the Transportation Improvement Program for the Oshkosh Urbanized Area - 2018.

RESOLUTION NO. 20-17

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 27, 2017

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner


Jerry Erdmann, Chair – Shawano County



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

NOTICE OF OPPORTUNITY
TO REVIEW
METROPOLITAN PLANNING
ORGANIZATION
2018 TRANSPORTATION
IMPROVEMENT PROGRAM

The Oshkosh Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Areas - 2018. 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 2018 - 2021. 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 - 2018 can be viewed on the internet at:
<http://www.ecwrpc.org/programs/fox-city-s-and-oshkosh-mpo/transportation-improvement-program/>

A 30-day public review and comment period for this document will commence on September 27, and end on October 26, 2017. 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.
RUN: September 27, 2017 WNAXLP

**STATE OF WISCONSIN
BROWN COUNTY**

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA

WI 549523388

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: GWM-N5251
Order Number: 0002421229
No. of Affidavits: 1
Total Ad Cost: \$24.55
Published Dates: 09/27/17

(Signed)


Legal Clerk

(Date)

10/2/17

Signed and sworn before me





My commission expires

9-19-21

EAST CENTRAL WI PLANNING COMM
Re: OPPORTUNITY TO REVIEW

GANNETT WI MEDIA
435 EAST WALNUT ST
PO BOX 23430
GREEN BAY, WI 54305-3430

GANNETT
Wisconsin Media
Delivering Customers. Driving Results.

PHONE 1-877-943-0446
FAX 877-943-0443
EMAIL legals@thenorthwestern.com



APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE

TITLE VI AND 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. The decision making process depends upon understanding and properly addressing the unique needs of different socio-economic groups. In terms of race, the Oshkosh Urbanized Area has a substantially low minority population which is fairly scattered.

Efforts were made to include all individuals within the TIP planning process. There are three fundamental environmental justice principles that were considered in developing this TIP.

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Environmental justice is more than a set of legal and regulatory obligations. Properly implemented, environmental justice principles and procedures improve all levels of transportation decision making. This approach will:

- Make better transportation decisions that meet the needs of all people.
- Design transportation facilities that fit more harmoniously into communities.
- Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
- Partner with other public and private programs to leverage transportation-agency resources to achieve a common vision for communities.
- Avoid disproportionately high and adverse impacts on minority and low-income populations.
- Minimize and/ or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

In analyzing the Oshkosh area's transportation system, it is unrealistic to think that any project will not have some type of adverse impact on someone. The goal is not just to move traffic efficiently and safely, but to do so without causing other physical, environmental or societal problems. This is especially important in identified low-income and minority areas. It is common knowledge that adverse impacts from transportation improvements will happen, but every effort to identify the impacts, minimize the impacts, and mitigate the damages from these projects will be considered. Transportation improvements also provide positive aspects to the community, such as providing access to regional networks and transit.

The Oshkosh MPO utilizes a number of tools to identify and consider minority and low income populations throughout the planning process. These tools include U.S Census data, public outreach and GIS analysis. The MPO utilizes U.S. Census data to identify and track the growth of minority and low income populations. The data can be represented either in a table or on a map. Mapping the data allows the ability to identify clusters of minority and low income populations. U.S. Census data can be broken down to either the census tract or block level. GIS analysis is used to identify minority and low income populations geographically and overlay modes of transportation (transit, rail, bicycle and pedestrian) to ensure they are not adversely affected by projects, plans or programs.

Public participation 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. Advertisements were published in the local newspaper (*The Oshkosh Northwestern*) prior to the public review period. 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 TIP 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 – 2018*.

The Title VI Non-Discrimination Plan and population data for the East Central Region and MPO areas can be viewed at the following website:

<http://www.ecwrpc.org/2017/08/22/now-accepting-comments-draft-title-vi-non-discrimination-plan/>

Map G-1 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included, are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2018 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2015 households making less than \$25,000 (low-income) for the area. In addition to the MPO boundaries, there are 2018 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2018 TIP projects allows the MPO to determine the potential for disproportionately high adverse impacts to individuals classified as in poverty or making less than \$25,000 per household. Further analysis of the TIP projects in relation to individuals classified as in poverty or making less than \$25,000 per household do not propose a disproportionately high adverse impact compared to the general population.

Map G-3 depicts 2015 households making more than \$100,000 for the area. Further analysis of the TIP projects in relation to households making more than \$100,000 per household do not

propose a disproportionately high adverse impact compared to the general population. Typically, households in this class have more resources in their ability to access all modes of transportation.

Minority populations make up a fairly small percentage of the population within the Oshkosh area. 7.5 percent of the population of Winnebago County consider themselves to be a minority population. **Map G-4** illustrates the 2015 distribution of white and minority population by U.S. Census block group for MPO area. Further analysis of the TIP projects in relation to the minority population do not propose a disproportionately high adverse impact compared to the general population.

Persons of Hispanic Ethnicity make up 3.5 percent of the total population of Winnebago County. **Map G-5** illustrates the 2015 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2018 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to the Hispanic or Latino population. Further analysis of the TIP projects in relation to the Hispanic or Latino population do not propose a disproportionately high adverse impact compared to the general population.

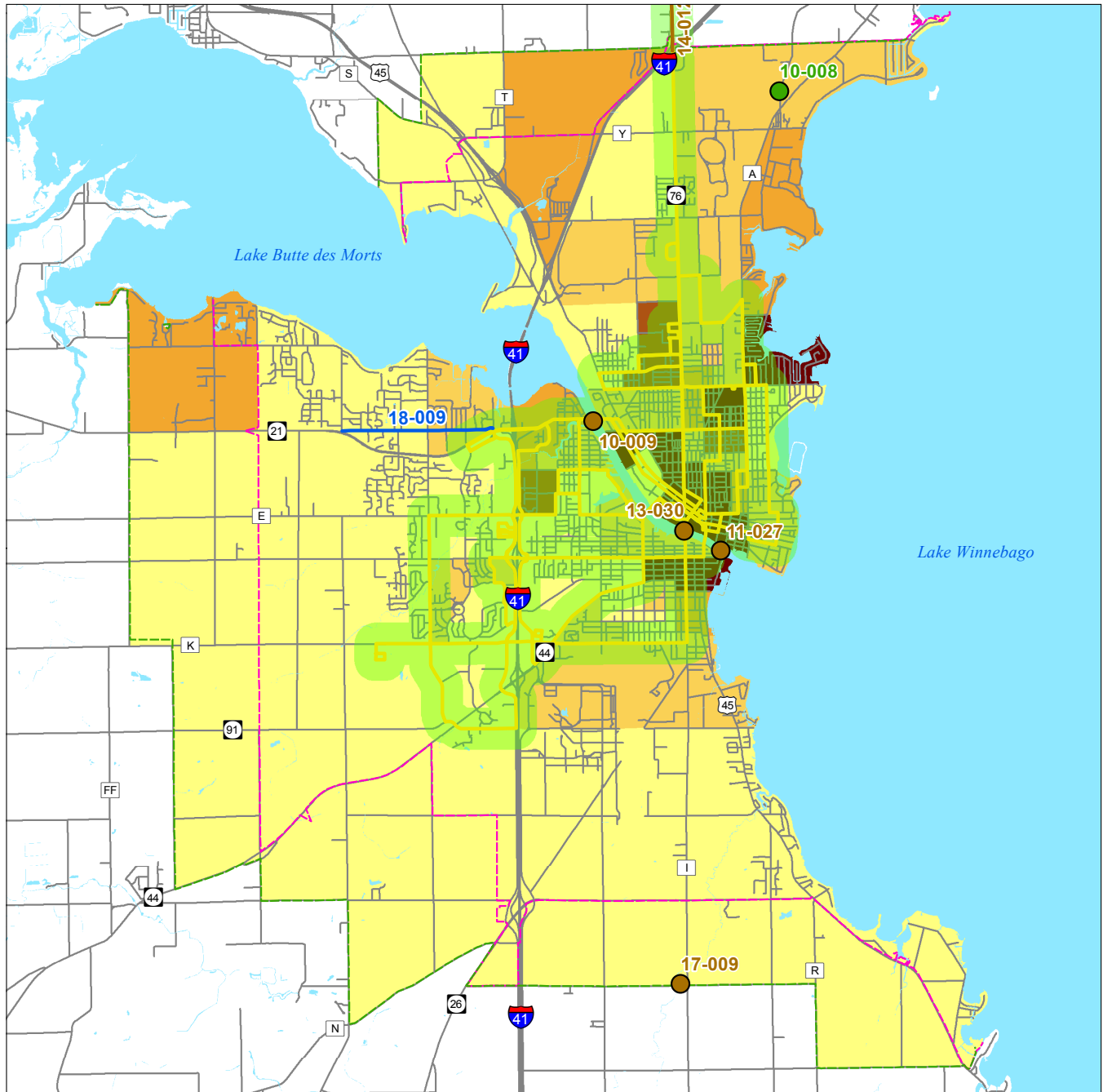
Map G-6 depicts 2015 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2018 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

Map G-7 depicts 2012 distribution of households with no car in the Oshkosh MPO area by census tract. This analysis is included with transit fixed routes and 2018 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population. The majority of these households are served by fixed transit or other modes of transportation in the area.

Map G-8 depicts 2012 distribution of households with at least one car in the Oshkosh MPO area by census tract. This analysis is included with transit fixed routes and 2018 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

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

Figure G-1
Oshkosh Urbanized Area TIP Projects (2018 - 2021) and
Population Below Poverty Level (American Community Survey 2015)



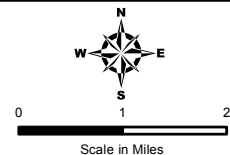
- Transit Routes
- 1/4 Mile Transit Buffer
- Population Below Poverty Level**
- < 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25.00%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

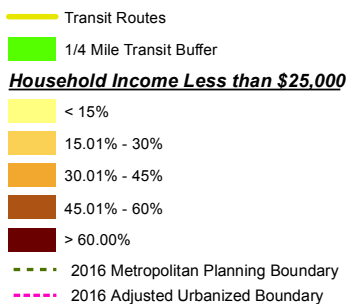
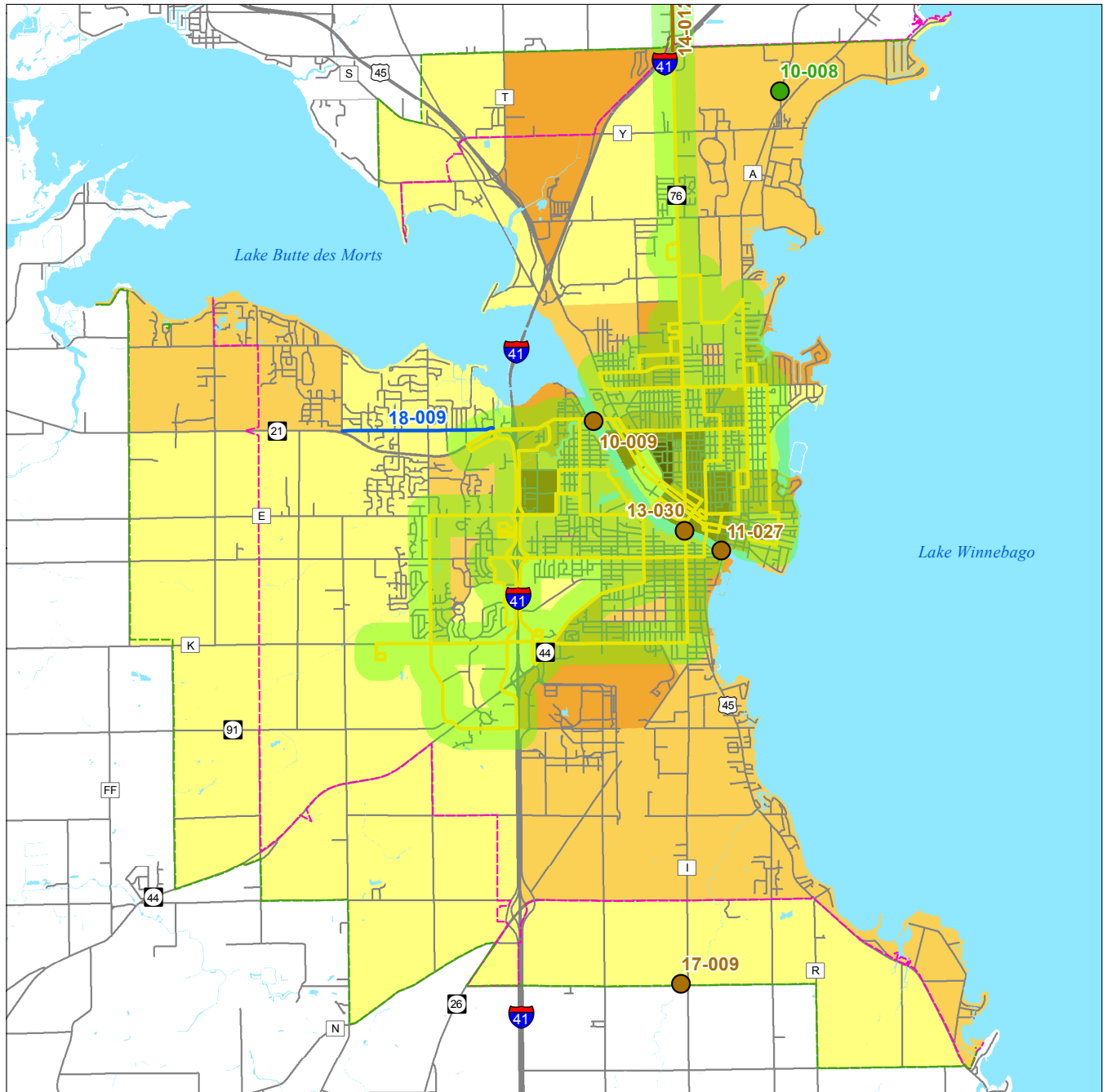


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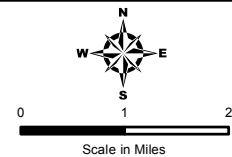
Figure G-2
Oshkosh Urbanized Area TIP Projects (2018 - 2021) and
Household Income Less than \$25,000 per Year (American Community Survey 2015)



TIP Project Year and Number



TIP Intersection Project Year and Number

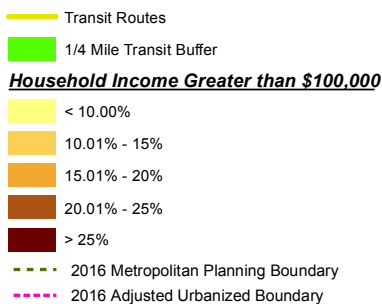
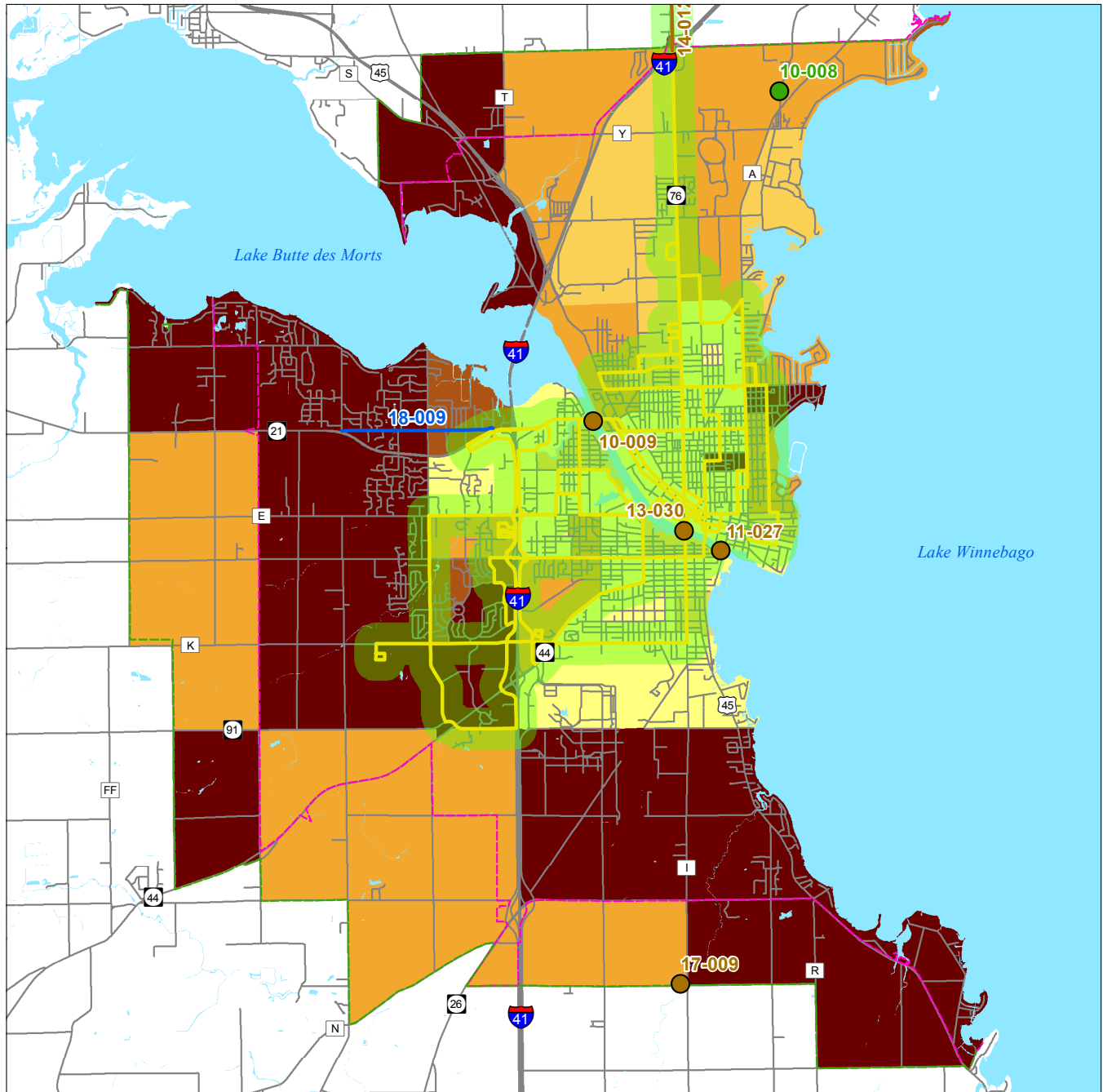


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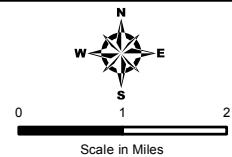
Figure G-3
Oshkosh Urbanized Area TIP Projects (2018 - 2021) and
Household Income Greater than \$100,000 per Year (American Community Survey 2015)



TIP Project Year and Number



TIP Intersection Project Year and Number

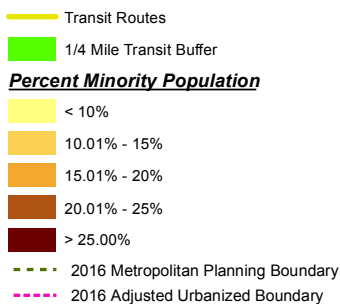
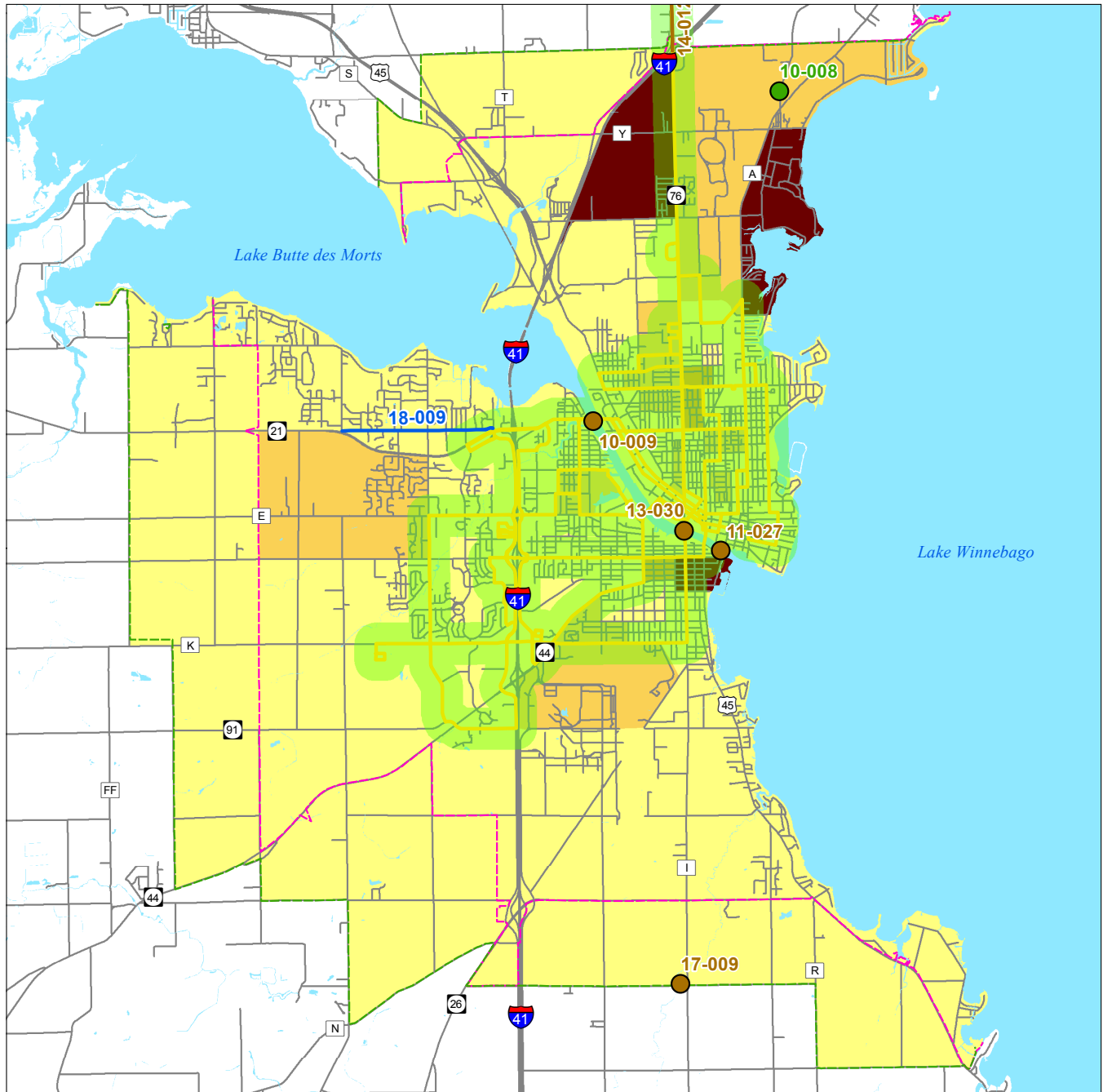


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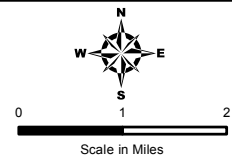
**Figure G-4
Oshkosh Urbanized Area TIP Projects (2018 - 2021) and
Minority Population (American Community Survey 2015)**



TIP Project Year and Number



TIP Intersection Project Year and Number

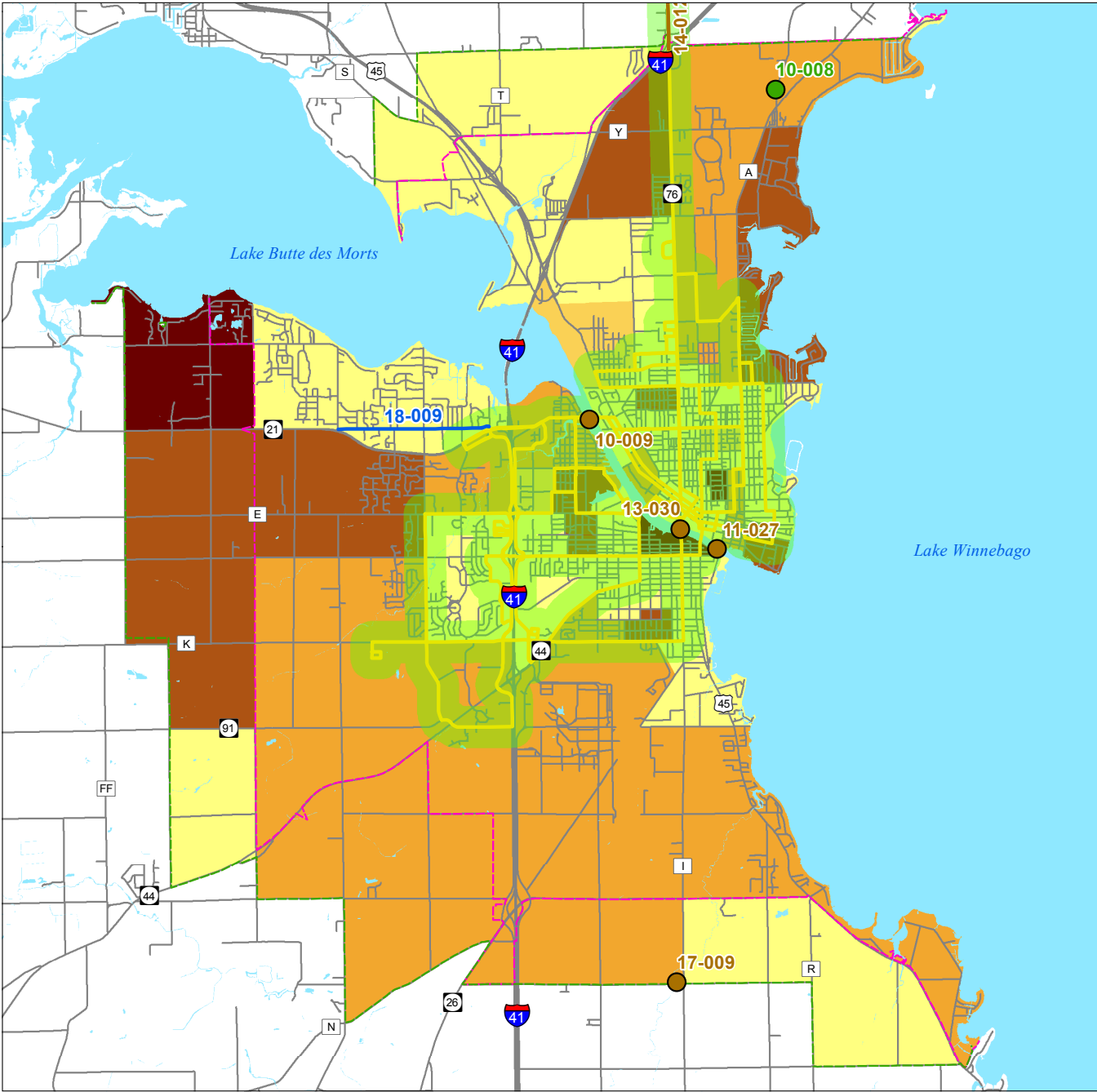


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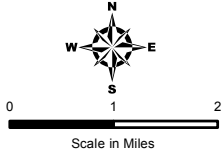
Figure G-5
Oshkosh Urbanized Area TIP Projects (2018 - 2021) and
Hispanic Population (American Community Survey 2015)



- Transit Routes
- 1/4 Mile Transit Buffer
- Percent Hispanic Population**
- < 2.00%
- 2.00% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- > 10.00%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

- TIP Project Year and Number**
- 2018 **06-056**
 - 2019 **06-056**
 - 2020 **06-056**
 - 2021 **06-056**

- TIP Intersection Project Year and Number**
- 2018 **06-056**
 - 2019 **06-056**
 - 2020 **06-056**
 - 2021 **06-056**

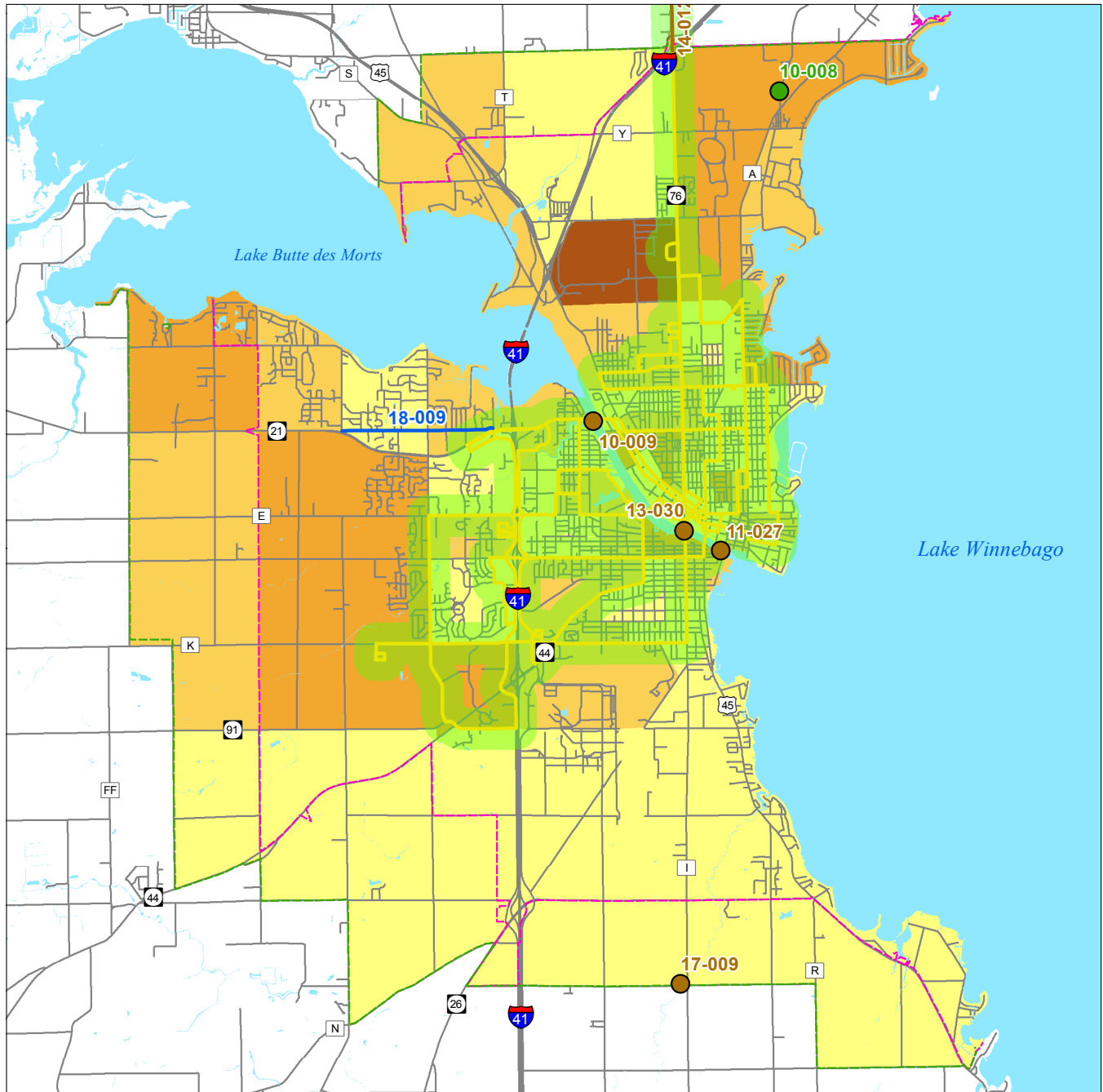


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Sources: American Community Survey 2015 TIGER Census Block Groups, 2016 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2017 centerline and 2017 hydrology.

Figure G-6
Oshkosh Urbanized Area TIP Projects (2018 - 2021) and
"Speaks English Less than Well" (American Community Survey 2015)



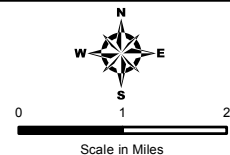
- Transit Routes
- 1/4 Mile Transit Buffer
- Speaks English Less than Well**
- < 5%
- 5.01% - 10%
- 10.01% - 15%
- 15.01% - 20%
- > 20%
- - - 2016 Metropolitan Planning Boundary
- - - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**



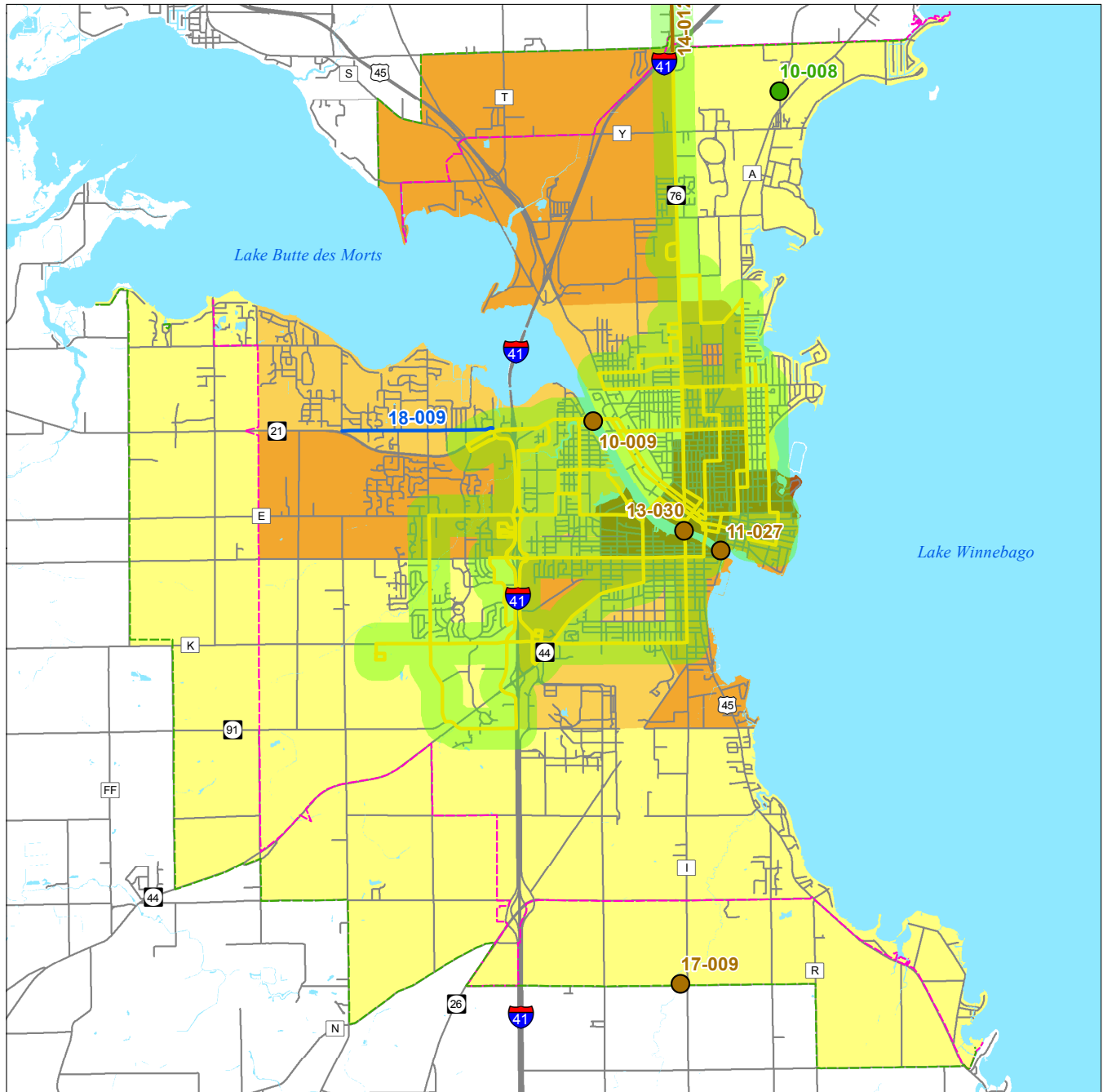
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Prepared SEPTEMBER 2017:



Sources: American Community Survey 2015 TIGER Census Block Groups, 2016 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2017 centerline and 2017 hydrology.

Figure G-7
Oshkosh Urbanized Area TIP Projects (2018 - 2021) and
Population With No Car Access (2010 Census Data)



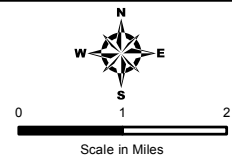
- Transit Routes
- 1/4 Mile Transit Buffer
- No Car Access**
- Less than 1%
- 2%
- 3% - 5%
- 6% - 10%
- More than 10%
- - - 2016 Metropolitan Planning Boundary
- - - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**



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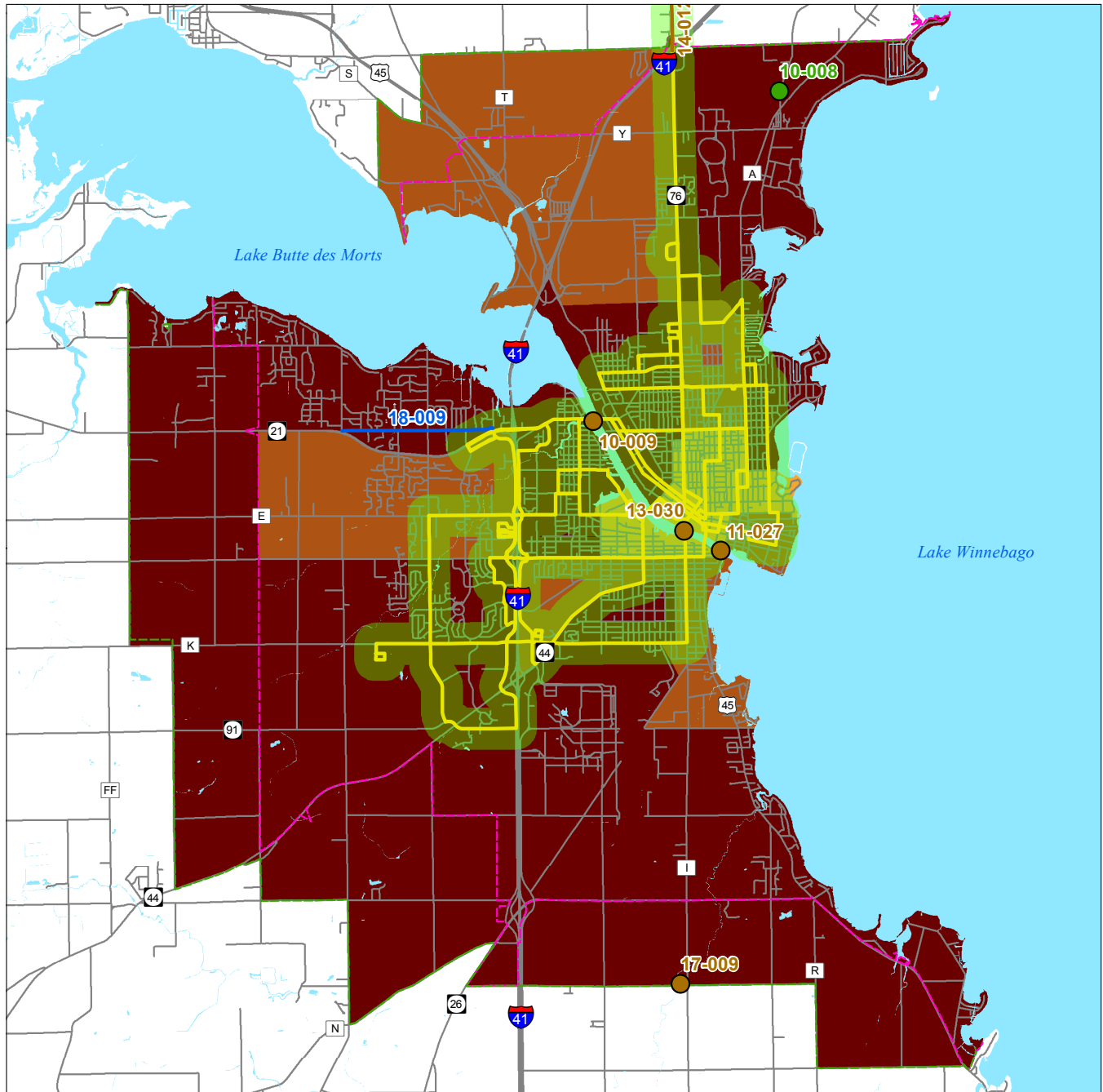
Prepared SEPTEMBER 2017:



Sources: American Community Survey 2010 TIGER Census Block Groups, 2016 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2017 centerline and 2017 hydrology.

TD: O:\1322-OshkoshTIP\MXD\2017\G7_NoCar.mxd

**Figure G-8
Oshkosh Urbanized Area TIP Projects (2018 - 2021) and
Population With Car Access (2010 Census Data)**



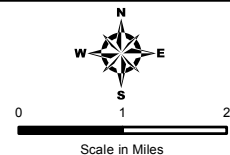
- Transit Routes
- 1/4 Mile Transit Buffer
- Access to a Car**
- Below 85%
- 85% - 90%
- 91% - 95%
- 96% - 98%
- Above 98%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**

TIP Intersection Project Year and Number

- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**
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Prepared SEPTEMBER 2017:





APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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 Fixing America’s Surface Transportation Act (FAST Act).

Figure H - 1 shows the Oshkosh urbanized area.

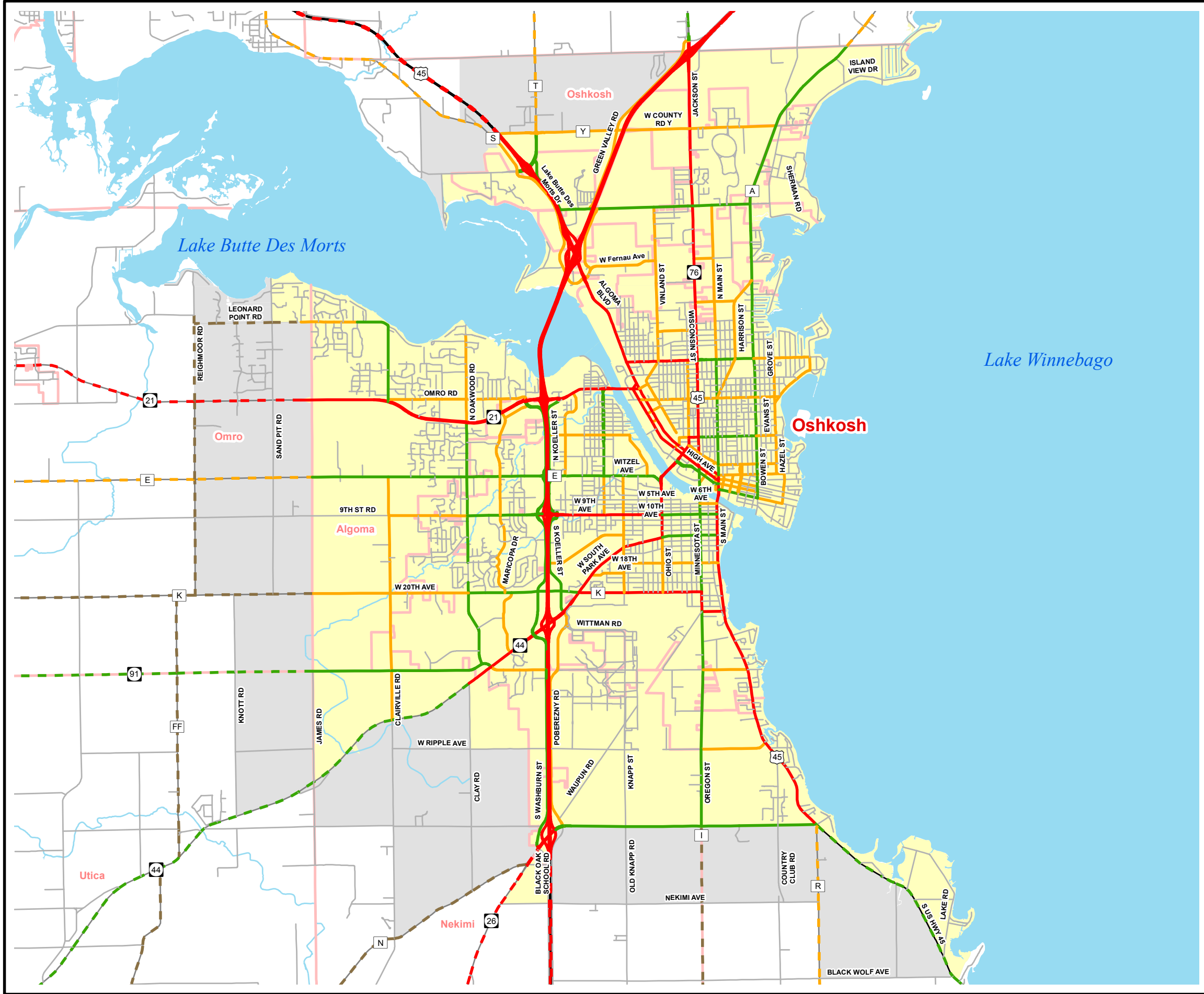
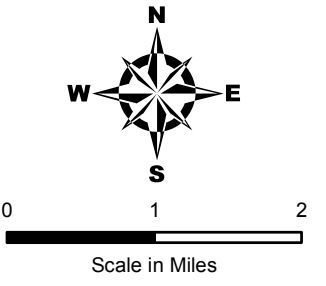


Figure H-1
Oshkosh Urbanized Area
Functional Classification
System
2017

- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- - - Rural Principal Arterial
- - - Rural Minor Arterial
- - - Rural Major Collector
- - - Rural Minor Collector
- Local
- Municipal Boundary
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Area Boundary



Source:
 WisDOT and ECWRPC provided 2016 metropolitan planning and adjusted urbanized areas
 WisDOT and ECWRPC provided 2017 functional classification system
 Base data provided by Winnebago County 2017.

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