

PROPOSED RESOLUTION NO. 14-18

AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2018.

WHEREAS, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Oshkosh Urbanized Area, adopted the *2018 Transportation Improvement Program for the Oshkosh Urbanized Area*, at the October 27, 2017 quarterly Commission meeting; and

WHEREAS, the Transportation Improvement Program was prepared to meet the requirements of the Fixing America's Surface Transportation Act: (FAST), as prescribed by federal regulations; and

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

WHEREAS, all projects that use federal funds must appear in an adopted Transportation Improvement Program; and

WHEREAS, the MPO staff will prepare the appropriate documentation to meet federal and state requirements for any transportation project appearing in the TIP, **Now Therefore;**

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

SECTION 1. That the Commission approves the amendment as presented to include the proposed project in the adopted 2018 Transportation Improvement Program for the Oshkosh Urbanized Area.

Effective Date: April 27, 2018

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

Neal Strehlow, Chair

Ken Robl, Vice Chair

Jerry Erdmann

David Albrecht

Jeff Nooyen

Dick Koeppen

Ron McDonald

Jill Michaelson

Martin Farrell

Donna Kalata

PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

As part of the latest federal transportation bills, MAP-21 and the FAST ACT, it is a requirement to incorporate performance based planning and programming into the development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Fixing America's Surface Transportation Act (FAST Act).

23 USC 150: National performance measure goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

More information on the National performance measure goals can be viewed at the Federal Highway Administration website link listed below.

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

East Central Wisconsin Regional Planning Commission being the designated Metropolitan Planning Organization (MPO) for the Oshkosh Urbanized Area has been planning using performance measures in one way or another for many years. The Long Range Transportation/Land Use Plan for 2050 addressed performance measures as a new requirement as a part of the federal MAP-21 transportation legislation. Staff at the MPO has been tracking and updating data as it becomes available. The goals identified above have been incorporated into the policies and performance measures monitored in the LRTP. The Long Range Transportation/Land Use Plan was adopted on October 30, 2015 and can be viewed at the following link to the MPO website.

<http://www.ecwrpc.org/wp-content/uploads/2017/01/2015-2050-Oshkosh-LRTP.pdf>

Performance measures for the Oshkosh MPO Area were also in part developed out of aligning recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. There are strong similarities between the objectives outlined in the CMP to that of the TIP and LRTP for the Oshkosh area which naturally facilitate its integration into the larger transportation planning process. It is also important that there be an agreed upon level of consistency of the goals and objectives between the TIP and LRTP. The TIPs consequently impact which projects are initiated in both the short and long term future, which ultimately impacts the status of the LRTP. It is vital that these plans work together to meet the demands of the regional transportation network.

East Central has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant – Urban Program (STBG-U) in the Transportation Improvement Program and for the Transportation Alternatives Program (TAP). The ranking criteria for these federal programs use scoring systems that are tied to the LRTP goals and policies. The TIP evaluates short range projects based on criteria that include: plan consistency, preservation of existing systems, pavement condition, capacity needs, safety, multimodality, freight, transit improvements, bike/pedestrian improvements and planned capital improvement programming. Projects will be scored on a set number of points for each category, resulting in a project ranking and recommendation list for the TIP. The Transportation Improvement Program for the Oshkosh Urbanized Area – 2018 can be viewed at the following link.

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

SETTING TARGETS FOR PERFORMANCE MEASURES

According to the requirement for the federal performance measure management process, targets are set for national performance measures on a schedule based on when the measures were finalized. In this case, the Wisconsin Department of Transportation must report to the USDOT on the progress in achieving the targets for each measure. The Wisconsin Department of Transportation is the first to set their performance measure targets in coordination with MPOs, from there the MPOs can choose to set their own targets or support the measures WisDOT have adopted. In Wisconsin, most MPOs have chosen to follow and support WisDOT and their performance measure targets.

The U.S. Department of Transportation established five performance measures for the Highway

Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The Wisconsin Department of Transportation (WisDOT) established statewide calendar year 2018 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and that was approved at the state level on August 31, 2017. The WisDOT targets are:

- Number of fatalities < 556.1 (2% reduction from 2012-'16 average)
- Rate of fatalities < 0.917 per 100 million vehicle miles traveled (VMT) (2% reduction from 2012-'16 average)
- Number of serious injuries < 3,023 (5% reduction from 2012-'16 average)
- Rate of serious injuries < 4.997 per 100 million VMT (5% reduction from 2012-'16 average)
- Number of non-motorized fatalities and non-motorized serious injuries < 343.3 (5% reduction from 2012-'16 average)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they were approved by formal resolution on January 26, 2018. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2018 HSIP targets. Performance measures such as pavement and bridge condition, travel time reliability on the National Highway System, truck travel time reliability, transit vehicle and facilities condition will be set in the next update cycle and will continue to be monitored in the future Transportation Improvement Programs (TIPs).

LINK OF INVESTMENTS TO PERFORMANCE MEASURES

Federal planning requirements for metropolitan planning organizations for the long range transportation plan (LRTP) and transportation improvement programs (TIPs) are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established. The next section outlines projects with investment priorities to those with safety benefits to the transportation system. Projects are programmed in the first 4 years of the TIP will assist WisDOT in achieving the safety performance measure targets. As more performance measures are developed a more thorough analysis will be adopted.

ANALYSIS OF SAFETY PROJECTS IN THE TIP

Highway Safety Improvement (HSIP) Projects

There were no Highway Safety Improvement Program projects programmed in the Oshkosh Urbanized Area in the four-year program (2018-2021).

Office of the Commissioner of Railroads Projects

There is an Office of the Commissioner of Railroads (OCR) project on Sherman Road to install warning devices on the at-grade crossing with Wisconsin Central Ltd. Railroad Tracks in the Town of Oshkosh. This project will improve sight distance as the tracks cross at a 45 degree angle, and has significant curvature on either side of the crossing. This project will install new automatic flashing lights with gates and constant warning time circuitry, pavement markings and stop lines. This project is scheduled to be installed by December 31, 2020.

Major Reconstruction Projects

The 2018-2021 TIP contains one reconstruction project that will improve safety to the transportation system.

- The WIS 76 (I-41 to CTH JJ) project will be reconstructed in 2019. This is an important parallel route to I-41 and has had significant crashes along this stretch of highway in the past.

Surface Transportation Block Grant Program – Urban Projects

The 2018-2021 TIP contains one project that is programmed for construction in the Town of Algoma. The Omro Road project from Leonard Point Road to Brooks Lane presents a unique opportunity to take an existing traditional rural cross section and upgrade capacity to include new vehicle drive lanes, pedestrian and bicycle accommodations, upgraded storm sewer capacity (in alignment with Town storm water management initiatives) and create a community of enhancement and openness. All of these enhancements are designed to focus on one overarching responsibility, safety. Current pavement deficiencies include an existing drive surface that has reached its usable life, non-existent bicycle and pedestrian accommodations and steep shoulder and ditch grades that provide no space for emergency measures or pullovers. Additional deficiencies revolve around the poor intersection quality at Leonard Point Road and Oakwood Road. These intersections require additional enhancements to improve traffic operations and overall functionality of the Town's road infrastructure. Additional surface deficiencies include transverse and longitudinal cracking along the full 1.8 mile length, several severe shoulder deficiencies and patching that is settling. The last major maintenance project on Omro Road was an asphalt overlay completed in 2001. This surface treatment bought the community time but the facility has reached the end of its serviceable life.

Pedestrian/Bicycle Safety Education Programs

East Central Wisconsin Regional Planning Commission also runs a federally funded regional Safe Routes to School Program that has 157 schools that participate. This program is funded through the Transportation Alternatives Program (TAP) and has an extensive pedestrian and bicycle safety education curriculum.