

Transportation Improvement Program Oshkosh Urbanized Area 2019



Oshkosh
Metropolitan Planning Organization
Approved on October 26, 2018



East Central Wisconsin
Regional Planning Commission

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TRANSPORTATION IMPROVEMENT PROGRAM

OSHKOSH URBANIZED AREA

- 2018 -

Final – October 26, 2018

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
OSHKOSH URBANIZED AREA - 2019

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

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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 2019-2022 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, 2019 and 2020.

TABLE OF CONTENTS

INTRODUCTION	1
Report Format.....	1
Certifications	1
TRANSPORTATION IMPROVEMENT PROGRAM	3
Federal Planning Requirements.....	3
The TIP Process	3
TIP Amendments.....	4
TIP Project Solicitation and Public Involvement	5
Project Review for Eligibility.....	5
Flexibility of Funding Sources.....	6
Federal-Aid Highway Programs.....	6
Federal-Aid Transit Programs.....	6
Prioritization of STP-Urban Projects	7
STP-Urban Project Criteria	7
STP-Urban Project Selection Procedure.....	12
STP-Urban Projects Recommended for Funding.....	12
2019 TIP Project Listing	13
Primary Jurisdiction	13
Project Description	13
Estimated Cost.....	13

FIGURES

Figure G-1	Oshkosh Urbanized Area TIP Projects and Population Below Poverty Level	G-5
Figure G-2	Oshkosh Urbanized Area TIP Projects and Household Income Less than \$25,000 per Year	G-6
Figure G-3	Oshkosh Urbanized Area TIP Projects and Household Income Greater than \$100,000 per Year	G-7
Figure G-4	Oshkosh Urbanized Area TIP Projects and Minority Population	G-8
Figure G-5	Oshkosh Urbanized Area TIP Projects and Hispanic Population.....	G-9
Figure G-6	Oshkosh Urbanized Area TIP Projects and “Speaks English Less than Very Well”	G-10
Figure G-7	Oshkosh Urbanized Area TIP Projects and Household with No Access to a Car.....	G-11
Figure G-8	Oshkosh Urbanized Area TIP Projects and Household Access to a Car	G-12
Figure H-1	Oshkosh Urbanized Area Functional Classification System	H-3

TABLES

Table 1	Oshkosh Urbanized Area - Project Listing (2019-2022).....	15
Table 2	Oshkosh Urbanized Area, 2019-2022 Summary of Federal Funds Programmed and Available	17
Table 3	Implementation Status of 2018 Oshkosh Urbanized Area Projects	18
Table A-1	Oshkosh Urbanized Area – Candidate Project Listing	A-1
Table A-2	Evaluation and Ranking of Proposed STP-Urban Projects, 2023-2024	A-2
Table B-1	Transit Projects, Oshkosh Urbanized Area.....	B-2
Table B-2	Contracted Paratransit Service, GO Transit	B-3

Table B-3	Transit Financial Capacity Analysis, GO Transit.....	B-4
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APPENDICES

Appendix A	Urban Area Candidate Project Tables.....	A-1
Appendix B	Federal Transit Operating and Capital Assistance	B-1
Appendix C	MPO Policy Board, Technical Advisory Committee and Environmental Consultation Contacts.....	C-1
Appendix D	Summary of Proceedings	D-1
Appendix E	MPO Resolution of Adoption	E-1
Appendix F	Documentation of Public Involvement Notices	F-1
Appendix G	Title VI and Environmental Justice	G-1
Appendix H	Functional Classification System and STP-Urban Eligible Roadways	H-1
Appendix I	Performance Measures.....	I-1



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 2019 to 2022. 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 2023 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 July 2, 2018, requesting candidate projects to be identified. On September 26, 2018, a legal notice was published in the Oshkosh daily paper identifying a review and comment period from September 26 to October 25, 2018. The Transportation Committee would meet October 9, 2018 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 26, 2018 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, 2019-2022, itemized in the listing this year includes the 2019 through 2022 projects that were submitted by the local entities. In developing this 2019 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 \$2,510,072 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 2019-22 project candidates, as part of the 2019 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Oshkosh urbanized area. The MPO will promote the Complete Streets concept and consider adopting a policy. The MPO will require that any project receiving federal funding will adhere to this policy. 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
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- 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 \$2,510,072

- 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 2019 through 2022.

2019 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 (253-19-001). 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: 2019, 2020, 2021 and 2022.

Table 1: Oshkosh Urbanized Area - Project Listing (2019-2022)
(\$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	2019				2020				2021				2022				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	1133	868	1244	3245	1155	886	1269	3310	1178	903	1295	3376	
	Paratransit	Contr.	390	299	311	1000	398	305	321	1024	406	311	330	1047	414	318	340	1072	
	Capital Projects	Purch.	1362	0	340	1702	104	0	26	130	2448	0	612	3060	800	0	200	1000	
	Section 5307	TOTAL	2862	1150	1860	5872	1635	1173	1591	4399	4009	1197	2211	7417	2392	1221	1835	5448	
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	1882	470	0	2352				0				0				0	
	253-10-009 BR .5 Miles (P)	TOTAL	1882	470	0	2352	0	0	0	0	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	144	78	0	222				0				0	
	253-10-008 OCR (P)	TOTAL	0	0	0	0	144	78	0	222	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	9011	2253	0	11264				0				0				0	
	253-14-012 STP 3.72 miles (P)	TOTAL	9011	2253	0	11264	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	342	0	87	429				0				0				0	
	253-17-009 STP 3.72 miles (P)	TOTAL	342	0	87	429	0	0	0	0	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	
		CONST	53	0	12	65				0				0				0	
	252-18-009 TAP (P)	TOTAL	53	0	12	65	0	0	0	0	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	
		CONST				0	50	0	13	63				0				0	
	252-18-010 TAP (P)	TOTAL	0	0	0	0	50	0	13	63	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	
	253-19-001 STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Rail/Hwy Xing Safety	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	253-19-002 STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

WisDOT	Hwy Safety Improve Prog (HSIP) Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
253-19-003	STP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	RR Xing STP protective Devices Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
253-19-004	STP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	Preventative Maint. National Highway Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
253-19-005	NHPP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	STH Preventative Maint. Connecting Highway Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
253-19-006	STP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT	Enhancements Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
253-19-007	STP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
OCR	OCR Rail-Highway Xing Safety Grouped Projects	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
253-19-008	OCR (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT T of Algoma Winn Co	Omro Road / Leonard Pt - Brooks Lane	STUDY ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
253-19-009	URB 1.8 miles (E)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	2510 0 2505 5015	2510 0 2505 5015	0 0 0 0
WisDOT Winnebago	WIS 26 / SCL-USH 41 Rosendale-Oshkosh 1110-13-71 RESURF	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	2517 629 0 3146	0 0 0 0	0 0 0 0	0 0 0 0
253-19-010	STP 4.45 miles (P)	TOTAL	0 0 0 0	2517 629 0 3146	2517 629 0 3146	0 0 0 0	0 0 0 0	0 0 0 0
WisDOT C of Oshkosh Winnebago	Tribal Heritage Crossing Trail WIS 21/Oshkosh Ave.	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	255 0 69 324	255 0 69 324	0 0 0 0
253-19-011	TAP .79 miles (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	255 0 69 324	255 0 69 324	0 0 0 0
WisDOT Calumet, Out, Winn Co	Regional Safe Routes to School Program	STUDY ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
252-19-015	TAP (P)	TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	21 0 5 26	21 0 5 26	21 0 5 26
		DESIGN ROW CONST TOTAL	0 0 0 0 0 0 0 0 11288 2723 99 14110 11288 2723 99 14110	0 0 0 0 0 0 0 0 2711 707 13 3431 2711 707 13 3431	0 0 0 0 0 0 0 0 2786 0 2579 5365 2786 0 2579 5365	0 0 0 0 0 0 0 0 21 0 5 26 21 0 5 26	0 0 0 0 0 0 0 0 21 0 5 26 21 0 5 26	0 0 0 0 0 0 0 0 21 0 5 26 21 0 5 26
Preservation Subtotal			11288 2723 99 14110	2711 707 13 3431	276 0 74 350	21 0 5 26	21 0 5 26	21 0 5 26
Expansion Subtotal			0 0 0 0	0 0 0 0	2510 0 2505 5015	0 0 0 0	0 0 0 0	0 0 0 0

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

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

Table 2: Oshkosh Urbanized Area, 2019-2022
Summary of Federal Funds Programmed and Available
(\$000)

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2019	2020	2021	2022	2019	2020	2021	2022
Federal Highway Administration								
National Highway Performance Program	0	0	0	0	0	0	0	0
Surface Transportation Program								
Oshkosh Urbanized Area	0	0	2,510	0	0	0	2,510	0
Surface Transportation Program								
State Flexibility	9,406	2,711	276	21	9,406	2,711	276	21
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	9,406	2,764	2,836	21	9,406	2,764	2,836	21
* Annual Inflation Factor 1.7%	160	47	48	0	160	47	48	0
Estimated Need with Inflation Factor	9,566	2,811	2,884	21	9,566	2,811	2,884	21
Federal Transit Administration								
Section 5307 Operating	\$1,110	\$1,133	\$1,155	\$1,178	\$1,110	\$1,133	\$1,155	\$1,178
Section 5309 Capital	1,362	104	2,448	800	1,362	104	2,448	800
Programmed Expenditures	2,472	1,237	3,603	1,978	2,472	1,237	3,603	1,978
* Annual Inflation Factor 1.7%	42	21	61	34	42	21	61	34
Estimated Need with Inflation Factor	2,514	1,258	3,664	2,012	2,514	1,258	3,664	2,012
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 2018
Oshkosh Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2018				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Winnebago 253-11-027	City of Oshkosh Bridge Lift Structures Rehab for remote operations 4110-19-71 BR (P)	DESIGN				0			
		ROW				0			
		CONST	0	864	0	864			X
		TOTAL	0	864	0	864			
WisDOT C of Oshkosh Winnebago 253-13-030	Oregon/Jackson St Bridge 4994-07-00, 21, 71 BR (E)	DESIGN				0			
		ROW	0	998	0	998			
		CONST				0			X
		TOTAL	0	998	0	998			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE
PROJECT TABLES

Table A-1: Oshkosh Urbanized Area - Candidate Project Listing (2019-2023)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2019				2020				2021				2022				2023+ Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	Oregon/Jackson St Bridge	DESIGN				0				0				0				0				0
C of Oshkosh		ROW				0				0				0				0	0	969	0	969
Winnebago	4994-07-00, 21, 71	CONST				0				0				0				0				0
253-13-030	BR (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	969	0	969
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 - 35th St.	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
ECWRPC	I 41 Commuter Service Feasibility Study	DESIGN	120	0	30	150				0				0				0				0
Illustrative	Evaluation of commuter service from Gr	ROW				0				0				0				0				0
		CONST				0				0				0				0				0
		TOTAL	120	0	30	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

		Plan	Preserve								Planned Pro-gramming			Rank		
	2023 +	Consis-	Existing	Capacity	Safety		Multi-				Total		Project		Max. STP	
Jurisdiction	STP Projects	tency	System	V/C				Modal			Score		Cost		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	4	4	22		\$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	2	2	22		\$4,600,000	
C. Oshkosh	W 9th Ave (Oakwood-Linden Oaks)	5	PC(5)	3	0.33	1	39	0	VtBP	3	2	2	14			
GO Transit	Diesel Buses	5	TI	3	AR	3	NF	3	VTBP	3	2	2	19		\$2,500,000	
Winnebago Co.	CTH Y (WIS 76 - CTH S)	3	PC(4)	5	0.25	1	5	5	VtBP	3	4	4	21		\$2,700,000	
Winnebago Co.	CTH I (Ripple - 35th St.)	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	3	3	15		\$4,625,000	
Winnebago Co.	CTH N (CTH I - WIS 45)	3	PC(3)	5	0.40	2	79	0	VtBP	3	3	3	16		\$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 2017, the allocation was 30.7 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 2017 was 24.1 percent of eligible expenses.

The combined state and federal share of operating assistance for tier b transit systems in 2017 was 54.8%. 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 2019, 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 2019-2023 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2019 (000)	Jan-Dec 2020 (000)	Jan-Dec 2021 (000)	Jan-Dec 2022 (000)	Jan-Dec 2023 (000)
Operating Assistance	GO Transit			Illustrative	Illustrative	Illustrative	Illustrative
Directly Operated - Fixed Route							
Expenses			\$3,701	\$3,775	\$3,851	\$3,928	\$4,006
Revenues			530	530	541	551	562
Deficit			3,171	3,245	3,310	3,376	3,444
Federal Share		253-19-012	1,110	1,133	1,155	1,178	1,202
State Share			851	868	886	903	921
Local - Municipal & County			1,209	1,244	1,269	1,295	1,320
Purchased Transp. - Paratransit	GO Transit						
Expenses			\$1,301	\$1,327	\$1,354	\$1,381	\$1,408
Revenues			300	303	306	309	312
Deficit			1,001	1,024	1,048	1,072	1,096
Federal Share		253-19-013	390	398	406	414	422
State Share			299	305	311	318	324
Local- Municipal & County			311	321	330	340	350
Capital Projects	GO Transit						
Diesel Buses (2)		253-19-014	1,000			1,000	1,000
Electronic Fareboxes		253-19-015	400				
Admin Facility Surveillance Equipment		253-19-016	15				
Bus Shelter (2)		253-19-017	12				12
Replace Fuel Storage and Equipment		253-19-018	150				
Downtown Transit Center Planning		253-19-019	50				
Service Vehicle		253-19-020	65				
Accessibility Improvements		253-19-021	10	10	10		
Automated Pass Purchasing System				20			
Digital Transit Radios				100			
A&E Downtown Transit Center					50		
Downtown Transit Center Upgrade					3,000		
Total Cost:			\$1,702	\$130	\$3,060	\$1,000	\$1,012
Federal Share:			\$1,362	\$104	\$2,448	\$800	\$810
Local Share:			\$340	\$26	\$612	\$200	\$202

Table B-2
Contracted Paratransit Service
GO Transit
CY 2019

	DIAL-A-RIDE	CABULANCE	OVER 60 RURAL	UNDER 60 RURAL	ACCESS TO JOBS	TOTAL
EXPENSES	\$ 427,000	\$ 428,000	\$ 133,000	\$ 94,000	\$ 130,000	\$ 1,212,000
REVENUES	\$ 113,000	\$ 39,900	\$ 25,200	\$ 17,900	\$ 30,000	\$ 226,000
TIP #	253-19-022	253-19-023	253-19-024	253-19-025	253-19-026	
FEDERAL/STATE AIDS*	\$ 226,310	\$ 226,840	\$ 70,490	\$ 49,820	\$ 68,900	\$ 642,360
LOCAL	\$ 87,690	\$ 161,260	\$ 37,310	\$ 26,280	\$ 31,100	\$ 343,640

* Based on anticipated 2019 funding levels.

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

		2019	2020	2021	2022	2023
Operating Expenses						
Fixed Route (DO)	(\$000)	\$3,701	\$3,775	\$3,851	\$3,928	\$4,006
Paratransit (DR)	(\$000)	\$1,301	\$1,327	\$1,354	\$1,381	\$1,408
Total Operating Expenses	(\$000)	\$5,002	\$5,102	\$5,204	\$5,308	\$5,414
Revenue						
Farebox Revenue						
Fixed Route (DO)	(\$000)	\$530	\$530	\$541	\$551	\$562
Paratransit (DR)	(\$000)	\$300	\$303	\$306	\$309	\$312
Total Revenue	(\$000)	\$830	\$833	\$847	\$861	\$875
Deficit						
Federal (2*)	(\$000)	\$1,501	\$1,531	\$1,561	\$1,592	\$1,624
State (2*)	(\$000)	\$1,150	\$1,173	\$1,197	\$1,221	\$1,245
Local - City & County	(\$000)	\$1,521	\$1,565	\$1,599	\$1,634	\$1,670
Total Deficit	(\$000)	\$4,172	\$4,269	\$4,357	\$4,448	\$4,540
Capital						
Federal (5307 & 5339)	(\$000)	\$1,362	\$104	\$2,448	\$800	\$810
Local	(\$000)	\$340	\$26	\$612	\$200	\$202
Total Capital Expenses (3*)	(\$000)	\$1,702	\$130	\$3,060	\$1,000	\$1,012
Operating Statistics						
No. of Buses		16	16	16	16	16
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	700	707	714	721
Fixed Route Statistics						
Average Fare		\$0.76	\$0.76	\$0.76	\$0.77	\$0.78
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		105.74	108.92	112.18	115.55	119.01
Passengers Per Mile		1.45	1.45	1.46	1.48	1.49
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 2019 and each succeeding year.
3. Projected capital expenses.

JUSTIFICATION FOR CAPITAL PROJECTS

Oshkosh Urbanized Area

2019 Projects*

ITEM	TOTAL COST	FUNDING SOURCE
35' Diesel Bus (2)	\$1,000,000	Sect. 5339
Electronic Fareboxes	\$400,000	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
Service Vehicle	\$65,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5307

*Project list depends on city CIP budget approval

35' Bus Replacements. GO Transit's fleet contains three model year 2003 buses. In 2019, 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 2019 project will use funding to replace 2 buses. The third 2003 bus was budgeted in 2018 and will be replaced along with the other 2 in 2019. GO Transit prefers to stagger bus replacements but funding impacts the timing of replacements.

Admin Facility Surveillance Equipment. GO Transit reconfigured its administration facility in 2016 and added security upgrades at facility access points. This project would support the install of cameras at the 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. There is also demand for additional shelters. 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 age and 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 where the DTC would be, who would participate, what would the uses be, and how could it be funded.

Service Vehicle. GO Transit's non-revenue fleet includes a service vehicle. The service vehicle is used to do mobile repairs, tow the buses, and plow snow. The model year of the current service vehicle is 2005. 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.

2020 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Automated Pass Purchasing System	\$20,000	Sect. 5339
Digital Transit Radios	\$100,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

2021 Projects

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

2022 Projects

ITEM	TOTAL COST	FUNDING SOURCE
40' Diesel Bus (2)	\$1,000,000	Sect. 5339

2023 Projects

ITEM	TOTAL COST	FUNDING SOURCE
40' Bus (2)	\$1,000,000	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 many years. This had resulted in an increase to GO Transit's fleet age. GO Transit was fortunate to have a few capital grants awarded over the last few years which helped reduce the fleet age significantly in 2018. However; GO Transit still has three buses in its fleet of sixteen that have surpassed their useful life (> 12 years old). This trend has impacted 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. In 2019, the plan is to replace these remaining 2003 buses.

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 are for zero growth in 2019 due possible consequences of a potential fare increase. Ridership generally temporarily decreases after a fare increase and then eventually recovers. 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 many 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. UW-Oshkosh is currently evaluating if they want to modify this agreement in the future due to university budget cuts.

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 more riders use the bus to access employment and school, modest fixed route ridership growth of two percent per year is projected through 2020, 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 35' buses and nine 40' buses. All are low-floor New Flyer buses built in 2003, 2010, 2013, and 2018. 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, has operated this service since the 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 26, 2018

Dear Transportation Provider:

Enclosed is a link to the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2019. 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 25, 2018. 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



APPENDIX D

SUMMARY OF PROCEEDINGS

Oshkosh Metropolitan Planning Organization (MPO)
Transportation Policy Advisory Committee
Winnebago County Highway Department (901 CTH Y, Oshkosh, WI 54903)
Tuesday, April 3, 2018

Committee Members

Ray Palonen Winnebago County Highway Department
James Rabe City of Oshkosh
Jim Collins City of Oshkosh
Darryn Burich City of Oshkosh
Ben Krumenauer Town of Algoma
Matt Halada WisDOT – Northeast Region

MPO Staff

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

The meeting was called to order by Ms. Kraemer Badtke at 1:30 PM

1. Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec.19.84 regarding Open Meetings and introductions were made.
2. Public Comment (None)
3. Discussion Public Participation Plan

Ms. Kraemer Badtke noted as part of the Oshkosh MPO planning process, staff is required to develop and periodically update a public participation plan (PPP). The PPP was last updated in 2013 and this plan guides the public engagement strategies and techniques to implementing transportation programs/plans within the MPO. A draft plan will be available by mid-April with a 45 day comment period. The final plan will go to ECWRPC's Transportation Committee and Commission for approval in July.

4. Discussion and update on the incorporation of performance measures

Ms. Kraemer Badtke and Mr. Moesch noted the federal transportation legislation (FAST Act) requires all urbanized areas to coordinate on the incorporation of performance measures and targets into its Long Range Transportation Plan and Transportation Improvement Program. The primary performance measures categories include Safety, Pavement, Bridge, Traffic/Freight and Transit Asset Management. These measures will be approved at the state level (WisDOT) and the MPO will have 180 days to approve these same measures or set their own.

5. Discussion and update on the Long Range Transportation Plan (LRTP)

Ms. Kraemer Badtke stated staff is starting the update process for the LRTP for the MPO. Work will involve including the performance measures and targets and streamlining chapters and text to include more visuals (charts/tables) and electronic mapping.

6. Discussion and update on the Transportation Improvement Program (TIP)

Mr. Moesch stated he will be sending out a memo to the local communities to submit their transportation projects to be included in future funding cycles for the TIP. Both implementable and long-term “wish list” projects should be included. Wish list candidate projects are also included in the LRTP.

7. Discussion on I-41 corridor

Ms. Kraemer Badtke noted ECWRPC and Outagamie County have coordinated conversations to promote the expansion of I-41 on the remaining 2-lane stretch from Appleton to De Pere. Currently WisDOT does not have any plans or funds committed to expanding this segment of the Interstate. Mr. Raith noted the initial goals are to encourage WisDOT to study the corridor and plan/design for expansion. There was a discussion on infrastructure and business placement along the I-41 corridor.

8. Regional Bicycle & Pedestrian Update

Ms. Biedermann noted staff has developed a draft document of Complete Streets Policies to implement at the regional and MPO levels. Regional complete streets policies are advisory and are to be a guide for the rural portions; at the MPO level these policies could be helpful when applying for federal transportation funds. The regional complete streets policies/document will go for approval at the April Transportation Committee and Commission meetings and the MPO policies/document will go for approval in July. Ms. Biedermann also noted staff developed wayfinding guidance for suggestions on regional bicycle and pedestrian facilities. ECWRPC also has a bicycle/pedestrian counter program and can deploy infrared and pneumatic tube counters for member counties and communities at no cost. There is a request form available on the ECWRPC website and counters are deployed on a first-come-first-serve basis.

9. Regional Safe Routes to School Update

Ms. Kraemer Badtke stated 70 local schools in the area have activities planned for National Walk to School Day on May 9th. UWO will be hosting a bike rodeo on this day too. Staff will be out and about in the region for events this spring.

10. WisDOT Northeast Region Local Project Updates

No updates.

11. Transit & Specialized Transportation Update

Mr. Musson noted staff continues work with Oshkosh (GO Transit) to update their Transit Development Plan with completion later this year. SRF Consulting is assisting with recommendations for Route 9 which has the least ridership in the system. Staff is also

working to update the Transportation Human Service Coordination Plan for Winnebago County. The Coordination Plan is a five year plan to help coordination transportation for those entities which apply for and receive federal/state funds for elderly and disabled transportation. The coordination meeting is May 22nd from 10:00-Noon at the Winnebago County ADRC building. Also, staff will submit a request for proposal for a commuter feasibility study along I-41 from approximately Fond du Lac to Green Bay. This is a planning grant through WisDOT. Staff is also working with a coalition in Winnebago County focusing in on rural transportation needs. The grant that was awarded is for a total of \$100,000.

12. Adjourn

Mr. Halada motioned to adjourn; Mr. Krumenauer seconded the motion; motion passed unanimously.

SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Office
Tuesday, October 9, 2018

Committee Members Present

Neal Strehlow, Chair	Waushara County
Ken Robl, Vice Chair.....	Winnebago County
Dick Koeppen	Waupaca County
Jerry Erdmann	Shawano County
Donna Kalata	Waushara County
David Albrecht.....	Winnebago County
Craig Moser (Alternate for Jeff Nooyen)	Outagamie County
Matt Halada	WisDOT – NE Region
Ron McDonald	Valley Transit
Jill Michaelson.....	WisDOT – NE Region
Matt Spiel (via phone)...	FHWA-Wisconsin

Staff Members Present

Walt Raith.....	ECWRPC
Melissa Kraemer Badtke.....	ECWRPC
David Moesch.....	ECWRPC
Kolin Erickson	ECWRPC

The meeting was called to order by Mr. Strehlow at 1:32 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 & Moment of Silence*
4. *Discussion and action on July 10, 2018 Transportation Committee Summary of Proceedings*

Mr. Strehlow stated the Summary of Proceedings from the July 10, 2018 meeting for the transportation committee meeting was included in the committee's meeting packet. 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. Robl seconded the motion and the motion passed unanimously.

5. *Discussion and reaffirmation of Resolution 23-18: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area (TMA) 2018*

Mr. Moesch noted an amendment was needed to approve the Transit Asset Management (TAM) state-wide performance measures for capital assets of transit agencies, specifically for Valley Transit (Fox Cities). These new yearly performance measures are grouped by rolling stock, equipment and facilities and are included in the current Transportation Improvement Program (TIP). Additionally, these projects were asked to be advanced in the TIP (for design funds only):

- I-41/STH 125 Interchange/Ramp Widening
- I-41/CTH J Interchange/Modification
- I-41/CTH N Interchange/Modification
- I-41/CTH CE Interchange/Extend Ramp
- WIS 96/Kaukauna-Wrightstown Resurface

Mr. Moesch noted the steering committee approved this amendment on behalf of the Commission to meet an October 1 deadline.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 23-18. Hearing none, Mr. Strehlow asked the committee for a motion. Ms. Kalata made a motion to reaffirm Resolution 23-18, Mr. McDonald seconded the motion and the motion passed unanimously.

6. *Discussion and reaffirmation of Proposed Resolution 24-18: Amending the Transportation Improvement Program for the Oshkosh Urbanized Area 2018*

Mr. Moesch noted an amendment was needed to approve the Transit Asset Management (TAM) state-wide performance measures for capital assets of transit agencies, specifically for GO Transit (Oshkosh). These new yearly performance measures are grouped by rolling stock, equipment and facilities and are included in the current Transportation Improvement Program (TIP). Mr. Moesch noted the steering committee approved this amendment on behalf of the Commission to meet an October 1 deadline.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 24-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to reaffirm Resolution 24-18, Mr. Koeppen seconded the motion and the motion passed unanimously.

7. *Discussion and action on Proposed Resolution 31-18: Adoption of Highway Safety Improvement Program, Second Performance Rule (PM 2), and Third Performance Rule (PM 3) for the Fox Cities Transportation Management Area (TMA) 2019*

Mr. Moesch noted per the federal FAST Act, the urbanized areas and WisDOT agree to establish performance measures and targets, specifically for the Highway Safety Improvement Program (HSIP) or PM2. These WisDOT targets include: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and non-motorized serious injuries. Additional performance measures (for PM3) will be used to assess the conditions of the National Highway System for pavement, bridges and travel/freight reliability rates. These performance measures will be included in both the TIP and Long Range Transportation Plans for the Fox Cities urbanized area.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 31-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made the motion to approve Resolution 31-18, Mr. Robl seconded the motion and the motion passed unanimously.

8. *Discussion and action on Proposed Resolution 32-18: Adoption of Highway Safety Improvement Program, Second Performance Rule (PM 2), and Third Performance Rule (PM 3) for the Oshkosh Urbanized Area (TMA) 2019*

Mr. Moesch noted per the federal FAST Act, the urbanized areas and WisDOT agree to establish performance measures and targets, specifically for the Highway Safety Improvement Program (HSIP) or PM2. These WisDOT targets include: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and non-motorized serious injuries. Additional performance measures (for PM3) will be used to assess the conditions of the National Highway System for pavement, bridges and travel/freight reliability rates. These performance measures will be included in both the TIP and Long Range Transportation Plans for the Oshkosh urbanized area.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 32-18. Hearing none, Mr. Strehlow asked the committee for a motion. Ms. Kalata made a motion to approve Resolution 32-18 and Mr. McDonald seconded the motion and the motion passed unanimously.

9. *Discussion and action on Proposed Resolution 28-18: Approval of the Transportation Improvement Program for the Fox Cities Transportation Management Area (TMA) 2019*

Mr. Moesch noted the 2019-2022 TIP for the Fox Cities is under a 30-day public review period, was properly noticed in the Appleton Post-Crescent and is on track to be adopted by the full commission at the October 26 quarterly meeting. Local officials have provided feedback for their projects; however, no public comments have been received to date. The programmed/funded projects and wish list (illustrative/un-funded candidate projects) for highways and transit (Valley Transit) were reviewed with the committee.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 28-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made the motion to approve Resolution 28-18. Mr. Erdmann seconded the motion and the motion passed unanimously.

10. *Discussion and action on Proposed Resolution 29-18: Approval of the Transportation Improvement Program for the Oshkosh Urbanized Area (TMA) 2019*

Mr. Moesch noted the 2019-2022 TIP for Oshkosh is under a 30-day public review period, was properly noticed in the Northwestern and is on track to be adopted by the full commission at the October 26 quarterly meeting. Local officials have provided feedback for their projects; however, no public comments have been received to date. The programmed/funded projects and wish list (illustrative/un-funded candidate projects) for highways and transit (GO Transit) were reviewed with the committee.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 29-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made the motion to approve Resolution 29-18. Mr. Robl seconded the motion and the motion passed unanimously.

11. *Discussion and action on the Proposed Resolution 27-18: Adopting the 2019 Unified Transportation Work Program and the Annual MPO Self Certification and Regional Transportation Program Self Certification for the East Central Wisconsin Regional Planning Commission*

Ms. Kraemer Badtke reviewed the 2019 work program with the committee. New for this document is that the urbanized areas (MPO's) transportation elements were separated out from the regional work program elements. Approximately \$25,000 additional funds were allocated to the urbanized areas (Appleton, Fond du Lac and Oshkosh). Each transportation work program element was briefly reviewed.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 27-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made the motion to approve Resolution 27-18. Mr. Koeppen seconded the motion and the motion passed unanimously.

12. *Discussion and action on Proposed Resolution 26-18: Adoption of the Public Participation Plan for the Appleton (Fox Cities) Transportation Management Area and the Oshkosh Metropolitan Planning Organization (MPO)*

Ms. Kraemer Badtke noted the Public Participation Plan is under a 45-day public review period until October 23. This document is updated before the start of the Long Range Transportation Plans of the three urbanized areas. The plan outlines the engagement techniques staff will use to gather feedback/input for the Long Range Transportation Plans.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 26-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. McDonald made the motion to approve Resolution 26-18. Mr. Robl seconded the motion and the motion passed unanimously.

13. *Discussion and action on Proposed Resolution 30-18: Adoption of the Appleton (Fox Cities) Transportation Management Area and Oshkosh Metropolitan Planning Organization Complete Streets*

Ms. Kraemer Badtke noted similar to the regional complete streets policy recently adopted by the commission, staff wanted to develop a specific complete streets policy framework for the urbanized areas. Successful transportation projects will also tie into the Surface Transportation Block Grant program funds as another way to increase funding for local projects. Staff hosted webinars and created an online feedback form to gather feedback on these policies.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 30-18. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made the motion to approve Resolution 30-18. Mr. Robl seconded the motion and the motion passed unanimously.

14. *Update on Long Range Transportation Land Use Plan*

Mr. Raith noted the current Long Range Transportation Plans for the urbanized areas have a number of performance measures. These plans will need to be updated to include the federal FAST Act performance measures and targets which have been rolled out and for future measures and targets yet to be approved.

15. *WisDOT Regional Projects Update*

Mr. Halada stated there are a number of projects happening in the region and gave a general overview and highlighted the following projects:

- **WIS 55 (Delanglade Street) Kaukauna Reconstruction** (WIS 55/Delanglade Street in city of Kaukauna from I-41 to Lawe Street)
- **WIS 441 Fox River Bridge Painting** (WIS 441 bridge that crosses the Fox River, Canadian National Railroad and WIS 96 (E College Ave. to E Northland Ave); city of Appleton)
- **WIS 44 Resurfacing** (South Fond du Lac/Winnebago County line near Pickett to WIS 91 in the city of Oshkosh)
- **WIS 116 Reconstruction, Omro** (WIS 116 in city of Omro (West of Spruce Street to north city limits)
- **WIS 116 Reconstruction, Village of Winneconne** (WIS 116 in city of Omro (West of Spruce Street to north city limits)
- **WIS 116, Wolf River Bridge and Approaches** (WIS 116 bridge and approaches, village of Winneconne 2nd Street to 2nd Avenue)
- **WIS 441 Tri-County Expansion Project: US 10/WIS 441 Midway Interchange Mainline** (US 10/WIS 441 at the Midway Road Interchange)
- **WIS 441 Tri-County Expansion Project: US10/WIS 441 Mainline/Oneida Street Interchange** (City of Appleton/Village of Fox Crossing/City of Menasha)

16. *Transit and Specialized Transportation Update*

Mr. Erickson noted staff is working with both Oshkosh (GO Transit) and Appleton (Valley Transit) to help them update their strategic plans (Transit Development Plans). GO Transit's plan is in the public comments phase and will be looking to approve the document in November. Valley Transit's steering committee has met seven times and is working through preliminary route change/recommendations. Valley Transit's document will be approved in 2019. SRF Consulting has been working as part of both strategic plans.

17. *Bicycle and Pedestrian Plan Program Update*

Ms. Kraemer Badtke noted staff assisted local planning/parks officials to help with wayfinding signage for the Loop the Lake bicycle/pedestrian trails edition in Neenah and Menasha. Staff also organized/hosted a League of American Bicyclists certified instructor course for bicycle safety.

18. *Regional Safe Routes to School Program Updates*

Ms. Kraemer Badtke noted October 10, 2018 is International Walk to School Day. Across the area, 75 schools will be participating this year. ECWRPC staff have participated/promoted this event for the past ten years. Staff is also working with the Appleton School District to complete bike/walk audits at all schools; many will be completed in fall 2018 and the remainder in spring 2019.

19. *Adjourn*

Mr. Stehlow asked if there was any other business. Hearing none, Mr. McDonald made a motion to adjourn and Ms. Michaelson seconded the motion. The motion passed unanimously and the Committee adjourned at 2:52 p.m.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 29-18

**APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR OSHKOSH
URBANIZED AREA-2019**

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 - 2019.

RESOLUTION NO. 29-18

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 26, 2018

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

A handwritten signature in blue ink, appearing to read "Martin Farrell", is written over a horizontal line.

Martin Farrell, Chair – Fond du Lac Co.



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

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: 0003166872
No. of Affidavits: 1
Total Ad Cost: \$27.32
Published Dates: 09/26/18

(Signed)

[Signature]
Legal Clerk

(Date)

10-4-18



Signed and sworn before me

[Signature]

My commission expires

9-19-21

NOTICE OF OPPORTUNITY
TO REVIEW
METROPOLITAN PLANNING
ORGANIZATION
2019 TRANSPORTATION
IMPROVEMENT PROGRAM
The Oshkosh Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Areas - 2019. 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 2019 - 2022. The MPO's public participation satisfies the Oshkosh Area Transit public participation requirements for the Program of Projects. This document also establishes performance measure targets from WisDOT and the MPO. The draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area- 2019 can be viewed on the internet at:
<http://www.ecwrpc.org/programs/fox-clies-and-oshkosh-mpo/transportation-improvement-program/>
A 30-day public review and comment period for this document will commence on September 26, and end on October 25, 2018. 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: Sept. 26, 2018 WNAXLP

EAST CENTRAL WI PLANNING COMM



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 – 2019*.

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 2019 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2016 households making less than \$25,000 (low-income) for the area. In addition to the MPO boundaries, there are 2019 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2019 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 2016 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 2016 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 2016 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2019 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.

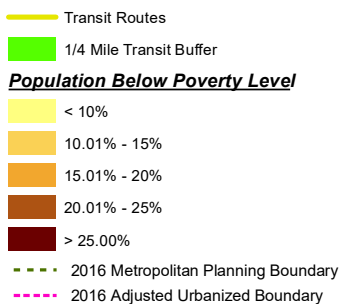
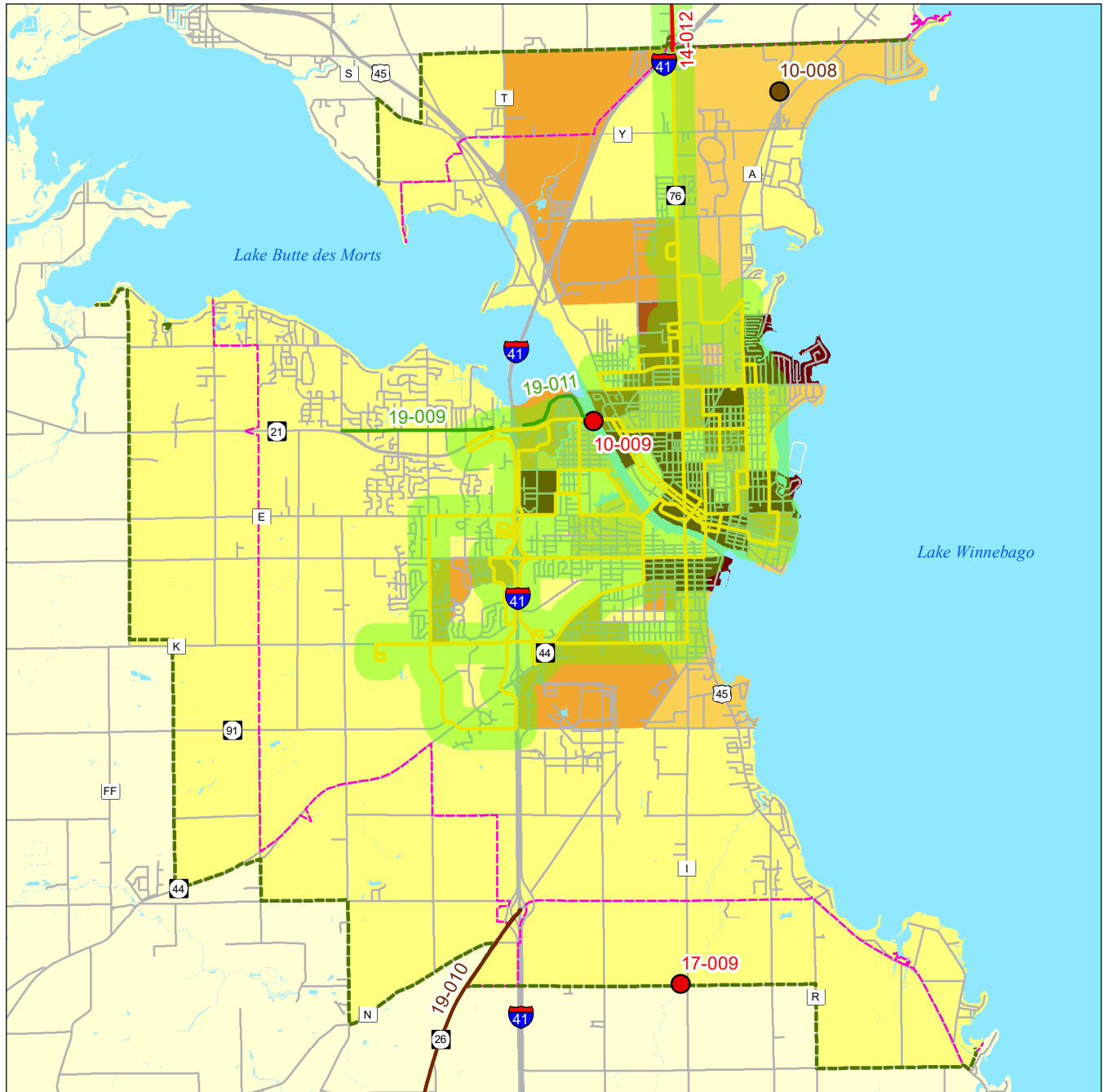
Map G-6 depicts 2016 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2018 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

Map G-7 depicts 2016 distribution of households with no car in the Oshkosh MPO area by census tract. This analysis is included with transit fixed routes and 2019 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 2016 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 2019 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.

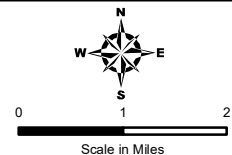
Figure G-1
Oshkosh Urbanized Area TIP Projects (2019 - 2022) and
Population Below Poverty Level (American Community Survey 2016)



TIP Project Year and Number

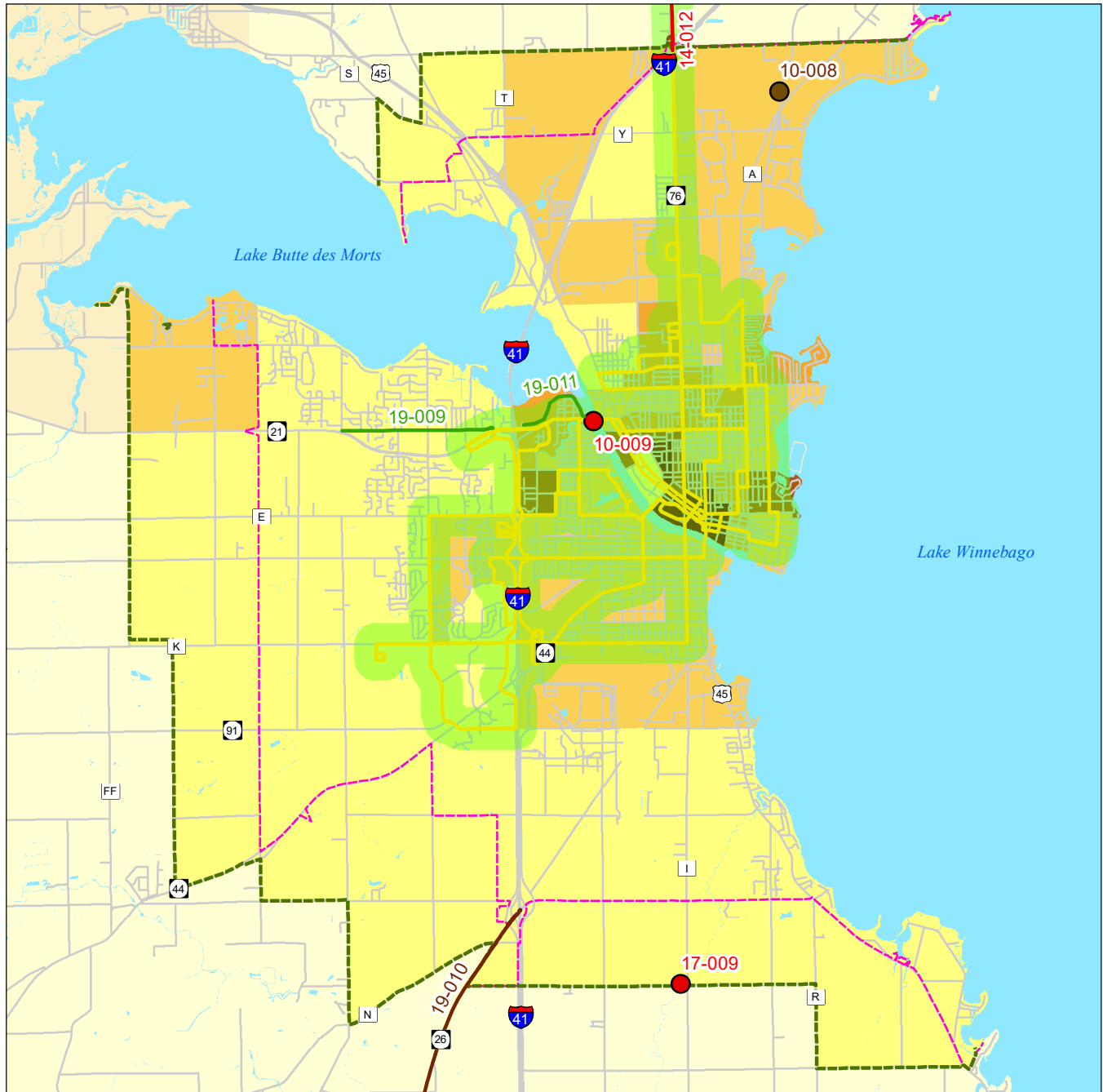


TIP Intersection Project Year and Number



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Figure G-2
Oshkosh Urbanized Area TIP Projects (2019 - 2022) and
Household Income Less than \$25,000 per Year (American Community Survey 2016)



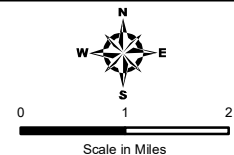
- Transit Routes
- 1/4 Mile Transit Buffer
- Household Income Less than \$25,000**
- < 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- > 60.00%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

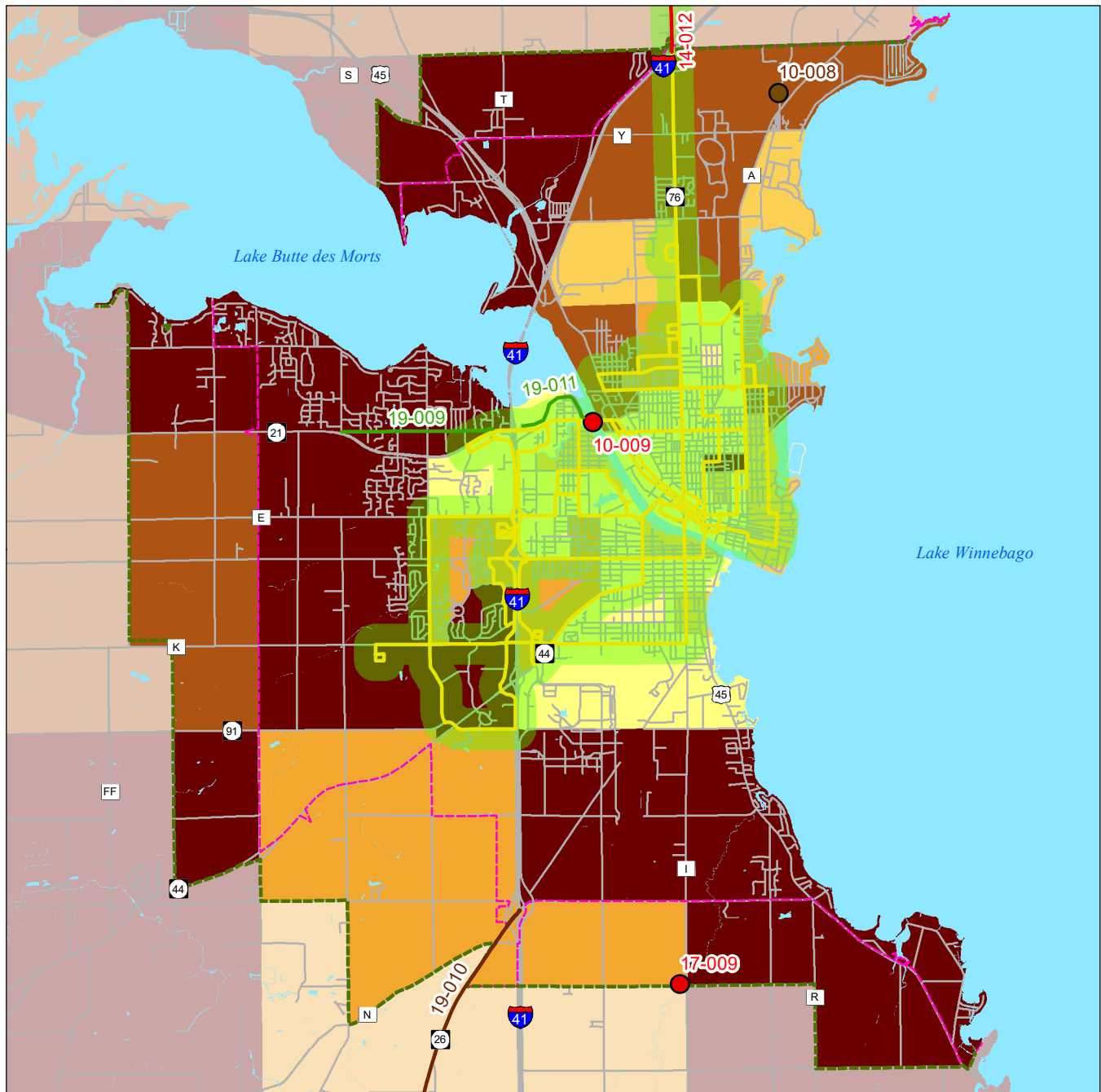
TIP Intersection Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**



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**Figure G-3
Oshkosh Urbanized Area TIP Projects (2019 - 2022) and
Household Income Greater than \$100,000 per Year (American Community Survey 2016)**



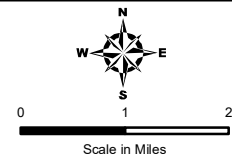
- Transit Routes
- 1/4 Mile Transit Buffer
- Household Income Greater than \$100,000**
- < 10.00%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25%
- - - 2016 Metropolitan Planning Boundary
- - - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

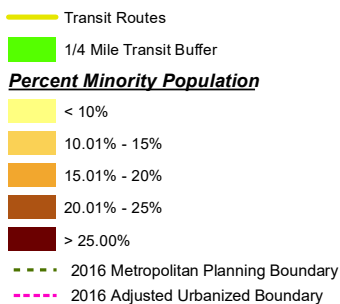
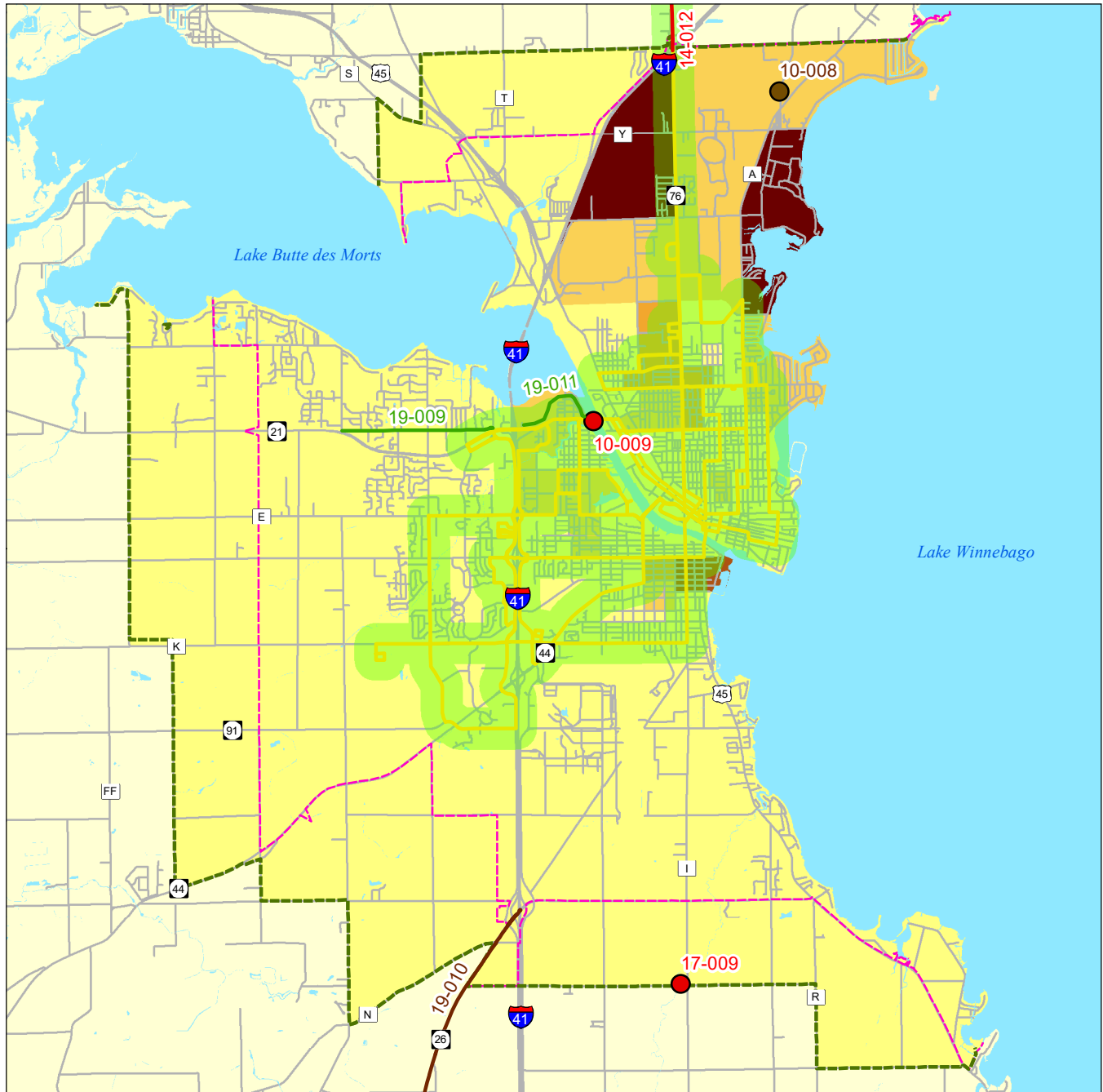
TIP Intersection Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**



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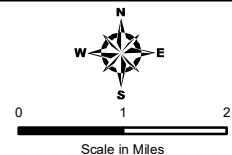
**Figure G-4
Oshkosh Urbanized Area TIP Projects (2019 - 2022) and
Minority Population (American Community Survey 2016)**



TIP Project Year and Number

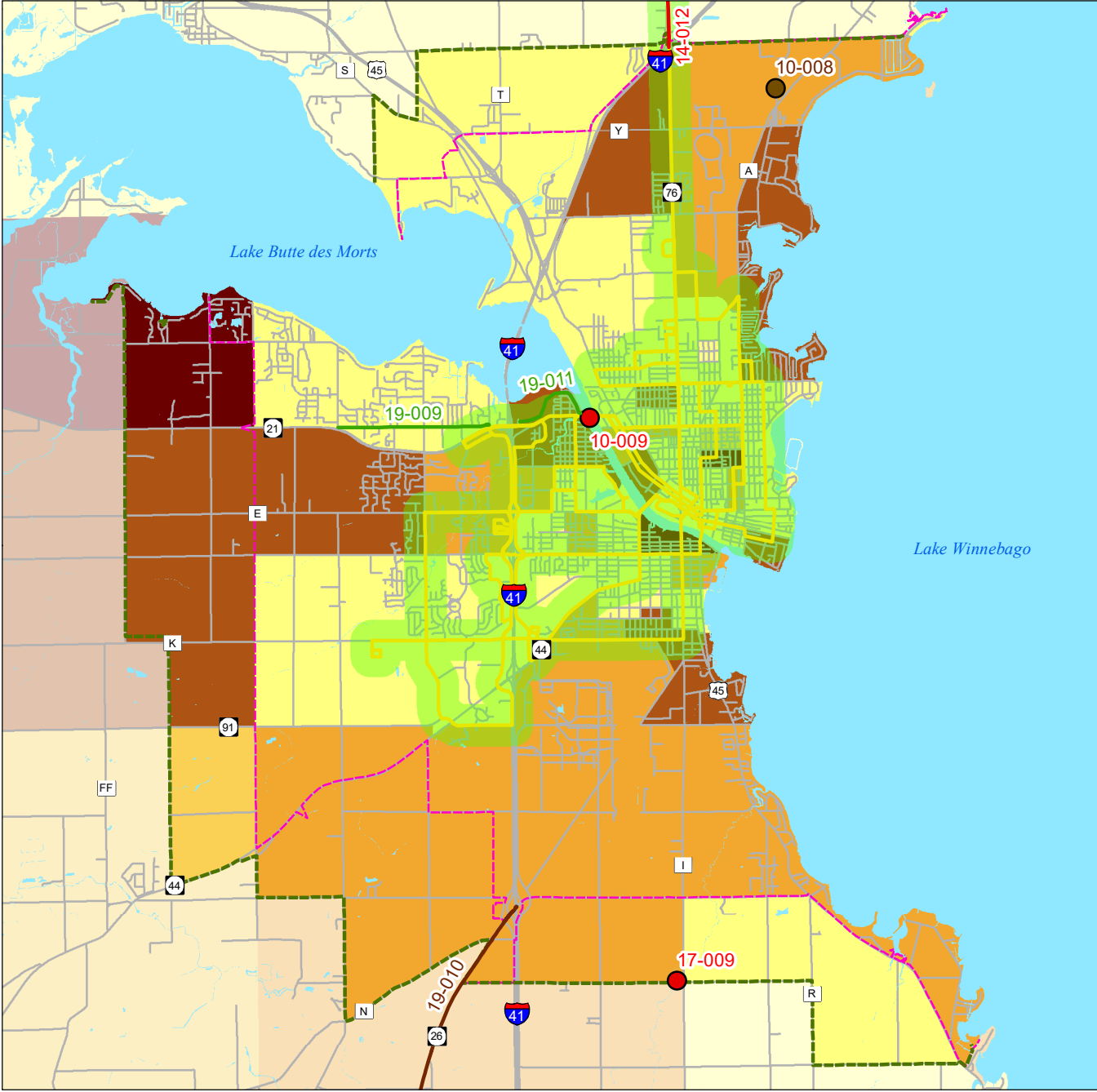


TIP Intersection Project Year and Number



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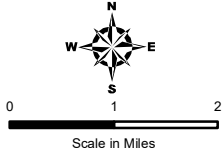
Figure G-5
Oshkosh Urbanized Area TIP Projects (2019 - 2022) and
Hispanic Population (American Community Survey 2016)



- 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**
- 2019 **06-056**
 - 2020 **06-056**
 - 2021 **06-056**
 - 2022 **06-056**

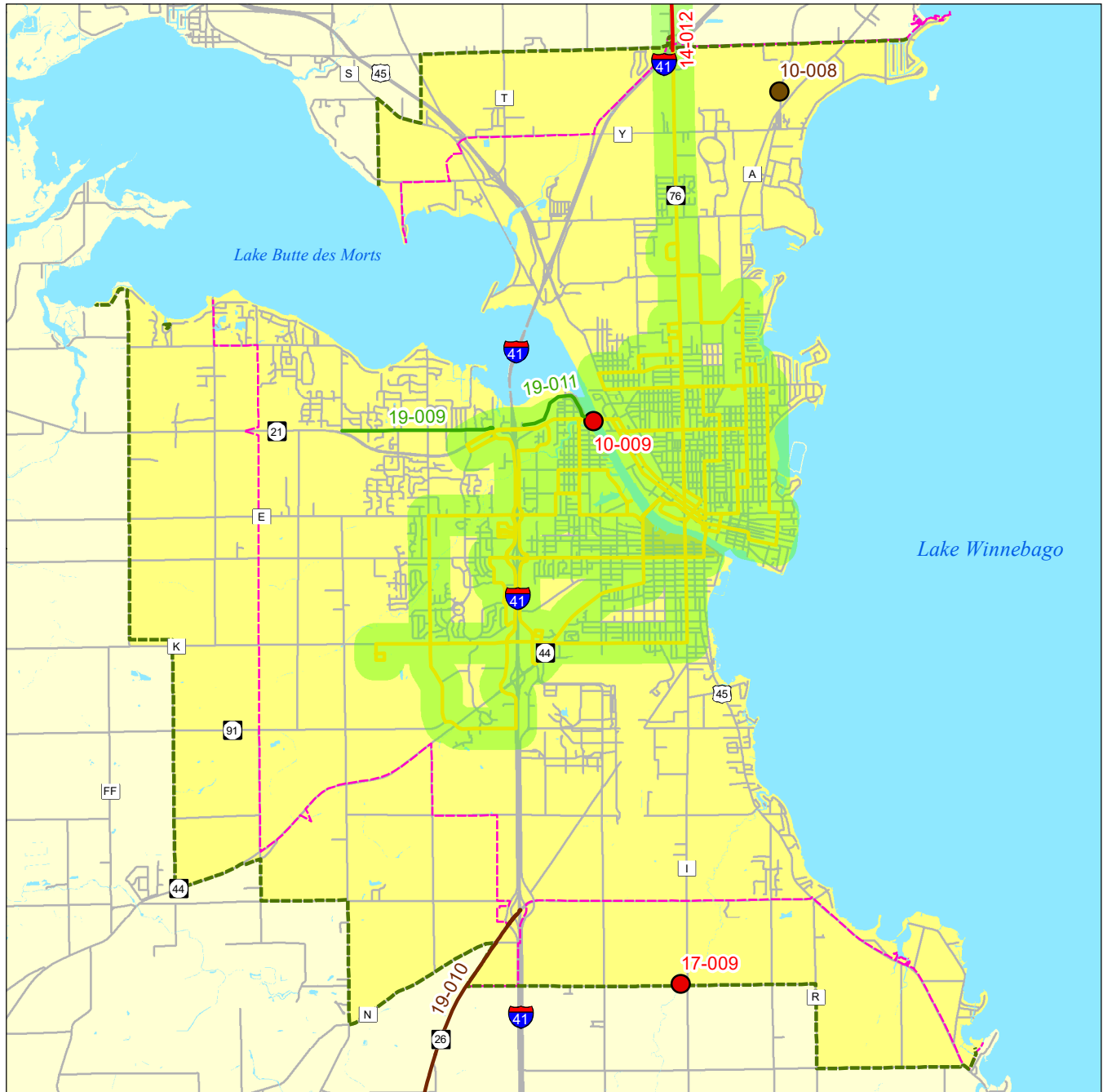
- TIP Intersection Project Year and Number**
- 2019 **06-056**
 - 2020 **06-056**
 - 2021 **06-056**
 - 2022 **06-056**



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Sources: American Community Survey 2016 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)



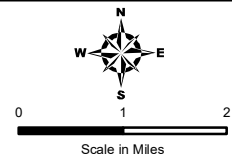
- Transit Routes
- 1/4 Mile Transit Buffer
- Speaks English Less than Well**
- < 5%
- 5.01% - 10%
- 10.01% - 15%
- 15.01% - 20%
- > 20%
- - - 2016 Metropolitan Planning Boundary
- - - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

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

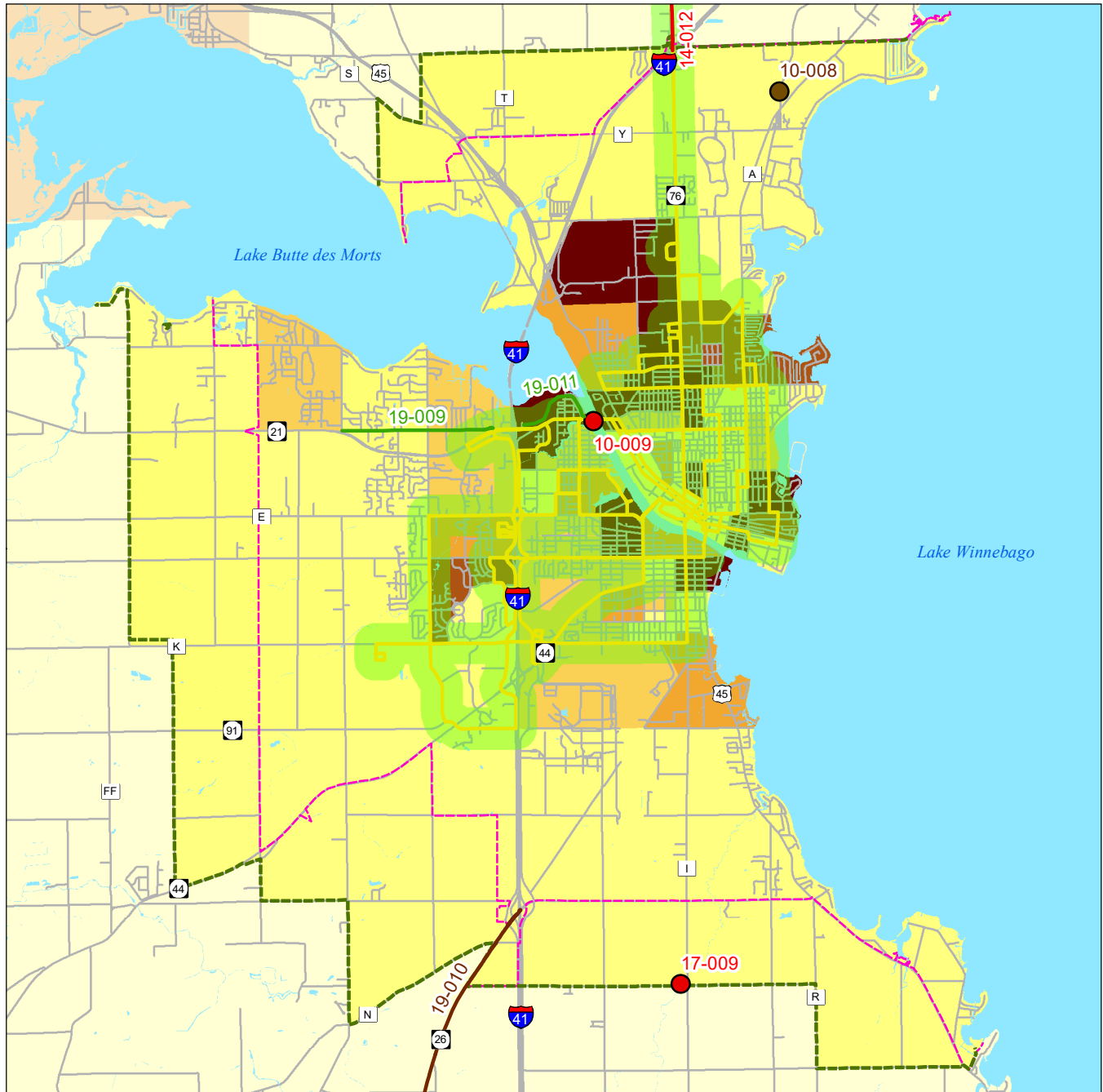
TIP Intersection Project Year and Number

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



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Figure G-7
Oshkosh Urbanized Area TIP Projects (2019 - 2022) and
Household No Access to a Car (American Community Survey 2016)



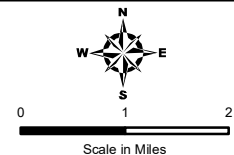
- Transit Routes
- 1/4 mile transit buffer
- Household No Access to a Car**
- < 2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- > 10.00%
- 2016 Metropolitan Planning Boundary
- 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

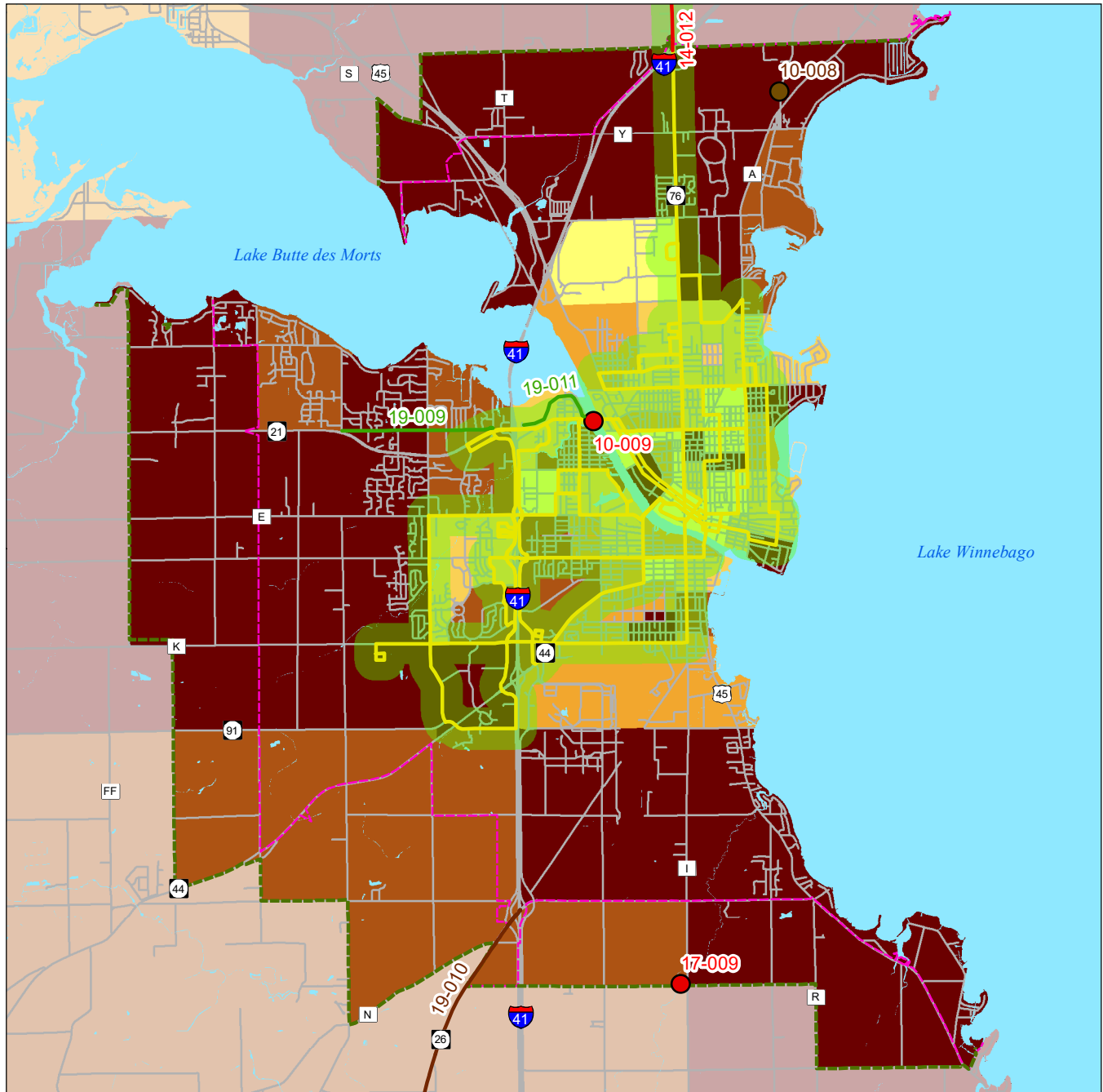
TIP Intersection Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**



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Figure G-8
Oshkosh Urbanized Area TIP Projects (2019 - 2022) and
Household Access to a Car (American Community Survey 2016)



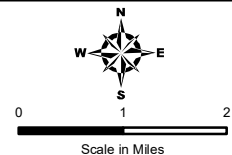
- Transit Routes
- 1/4 mile transit buffer
- Household Access to a Car**
- < 85%
- 85% - 94%
- 94.01% - 96%
- 96.01% - 98%
- 98.01% - 100%
- - - 2016 Metropolitan Planning Boundary
- - - 2016 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**

TIP Intersection Project Year and Number

- 2019 **06-056**
- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**



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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.



APPENDIX I

PERFORMANCE MEASURES

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 – 2019 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 has 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 2019 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, 2018. The WisDOT targets are:

- Number of fatalities < 555.7 (567.0 - 2013-'17 averages)
- Rate of fatalities < 0.915 per 100 million vehicle miles traveled (VMT) (0.934 - 2013-'17 averages)
- Number of serious injuries < 2,967.6 (3,123.8 - 2013-'17 averages)
- Rate of serious injuries < 4.785 per 100 million VMT (5.037 - 2013-'17 averages)
- Number of non-motorized fatalities and non-motorized serious injuries < 342.0 (360.0 - 2013-'17 averages)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 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 2019 HSIP targets.

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 (2019-2022).

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 2019-2022 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 2019-2022 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). All of these enhancements are designed to focus on one overarching responsibility, safety. Current pavement deficiencies include a driving surface that has reached its useful 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.

SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES

MAP-21/Fast Act Performance Measures for transit as established in 49 USC 625 and 23 CFR 490 are:

- Transit
 - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
 - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

GO Transit Asset Management Plan

Introduction

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), GO Transit has developed the following 2019 performance measures for capital assets. Assets are categorized by Rolling Stock, Equipment and Facilities. GO Transit is a tier II provider.

Performance Measures & Targets

Performance measure of vehicles will be based on the percentage of vehicles that have either met or exceeded their established useful life benchmark (ULB). The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years.

For equipment and facilities, performance will be measured by condition rating of each individual asset.

The following targets have been established:

Transit Asset Management Goals

Category	Target
Revenue Vehicles	Allow less than 19% of vehicles to meet or exceed ULB.
Non-Revenue Vehicles	Allow less than 25% of vehicles to meet or exceed ULB.
Equipment & Facilities	Maintain a condition rating above 2 (marginal).

*ULB is useful life benchmark. The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years.

Asset Condition Summary

Asset Category/Class	Description	Count	Avg Age	Condition Rating*	% at or past ULB
Revenue Vehicles	Buses	15	11.8		60%
Non-Revenue Vehicles	Staff and Maintenance Vehicles	4	10.3		50%
Facility	Administration	1	40	4	
Facility	Passenger Facility	1	35	3	

* Condition Rating Scale

5, Excellent, No visible defects, new or near new condition, may still be under warranty, if applicable

4, Good, Good condition, but no

longer new, may be slightly
defective or deteriorated, but is
overall functional

3, Adequate, Moderately
deteriorated or defective; but has
not exceeded useful life

2, Marginal, Defective or deteriorated in need of replacement; exceeded
useful life

1, Poor, Critically damaged or in need of immediate repair; well past useful life

An asset is not in good repair if it is rated 1 or 2

The methodology used to establish targets is based on staff input, empirical data and comparisons to other plans developed by peers. Targets set above may be adjusted as needed. The East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 26, 2018. The MPO will continue to work cooperatively with GO Transit to monitor targets and maximize federal funding to improve vehicles and facilities throughout the system.

SETTING TARGETS FOR 2019 – 2021 NATIONAL PERFORMANCE MANAGEMENT MEASURES – SECOND PERFORMANCE RULE (PM2) – 23 CFR Part 490

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS). The 2019 and 2021 NHS pavement condition targets are identified in Exhibit A. The 2019 and 2021 NHS bridge condition targets are identified in Exhibit B.

Comments for FHWA on the PM2 Rule Calculations

WisDOT would like to provide the following comments about the calculations for the pavement condition performance measure:

The FHWA pavement rating metrics of “good”, “fair”, and “poor” allow national comparisons of NHS condition, using data all states can reasonably collect. While WisDOT understands the utility a simplified measure provides for broad national comparisons, the department cautions that these newly created measures provide only a rudimentary assessment that does not precisely correlate with the more comprehensive condition assessment measure used by the department for establishing condition of state highways. WisDOT uses the Pavement Condition Index (PCI) method to assess state highway conditions. PCI is an American Society of Testing and Materials standard (ASTM D6433-11) that has been widely accepted and used by transportation agencies since its development in the 1970s. PCI is a comprehensive pavement condition measure that involves the identification and measurement of unique distress types for developing accurate condition ratings. PCI provides key information about the causative factors creating the distresses defining pavement condition, and that information is essential to the development of cost-effective improvement plans.

Exhibit A**Wisconsin Department of Transportation NHS Pavement Condition Targets**

Measure	2-Year Target (2019)	4-Year Target (2021)
Interstate – Percentage pavements in “Good” condition	NA	> 45%
Interstate – Percentage pavements in “Poor” condition	NA	< 5%
Non-Interstate NHS – Percentage pavements in “Good” condition	≥ 20%	≥ 20%
Non-Interstate NHS – Percentage pavements in “Poor” condition	≤ 12%	≤ 12%

Exhibit B**Wisconsin Department of Transportation NHS Bridge Condition Targets**

Measure	2-Year Target (2019)	4-Year Target (2021)
Percentage of NHS bridges by deck area in “Good” condition	≥ 50%	≥ 50%
Percentage of NHS bridges by deck area in “Poor” condition	≤ 3%	≤ 3%

There are currently no programmed projects on the National Highway System in the Oshkosh Urbanized Area that will improve pavement or bridge conditions. The MPO will continue to work with WisDOT Northeast Region and Central Office to monitor conditions and program projects as needed.

SETTING TARGETS FOR 2019 – 2021 NATIONAL PERFORMANCE MANAGEMENT MEASURES – THIRD PERFORMANCE RULE (PM3) – 23 CFR Part 490

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System, freight movement on the Interstate System. The 2019 and 2021 targets for the performance measures are identified in Exhibit C.

Comments for FHWA on the PM3 Rule Calculations

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

The reliability measures are based on the following metrics:

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

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

Exhibit C**Wisconsin Department of Transportation**

Measure	2017 Results	2-Year Target (2019)	4-Year Target (2021)
Travel Reliability 1) Percent of person-miles traveled that are reliable on the Interstate	97.9%	94.0%	90.0%
2) Percent of person-miles traveled that are reliable on Non-Interstate NHS	93.9%	NA	86.0%
Freight Reliability 3) Truck Travel Time Reliability Index on the Interstate	1.16	1.40	1.60

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 26, 2018. Staff within the MPO will work closely with the Wisconsin Department of Transportation Northeast Region and Central Office to plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2019 and 2021 PM2 and PM3 performance measures. Further analysis and mapping will be developed and used to better understand how these measures can influence decision making for the MPO area.

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