

Transportation Improvement Program Oshkosh Urbanized Area 2015



Oshkosh
Metropolitan Planning Organization
Approved
October 31, 2014

**TRANSPORTATION IMPROVEMENT
PROGRAM
FOR THE OSHKOSH URBANIZED AREA
- 2015 -
October 2014**

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
OSHKOSH URBANIZED AREA - 2015

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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 2015-2018 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for STP-Urban Projects from 2015 through 2018; for transit assistance programs, 2015 and 2016.

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INTRODUCTION

INTRODUCTION

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2015 to 2018. 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://fcompo.org/>

CERTIFICATIONS

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

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;

- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

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

- Improving safety;
- Maintain infrastructure condition;
- Reducing traffic congestion;
- System reliability;
- Freight movement and economic vitality;
- Environmental sustainability; and
- Reduced project delivery delays.

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

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

THE TIP PROCESS

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2019 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.
- Funding
 - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four-year window.

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

- Schedule
 - Adding a non-exempt/expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-year of the TIP.

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

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP. 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 15, 2014, requesting candidate projects to be identified. On September 28, 2014, a legal notice was published in the Oshkosh daily paper identifying a review and comment period from September 28 to October 27, 2014. The Transportation Committee would meet October 14, 2014 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 31, 2014 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 (MAP-21) legislation, while retaining categorical programs, was the introduction of fairly wide latitude to flexibly use funds from one category for projects in other categories. The intent is to provide states and local areas with the ability to address priority needs in their jurisdictions. Flexible programs include:

Federal-Aid Highway Programs

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

Federal-Aid Transit Programs

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

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

<u>Categorical Program</u>	<u>Acronym</u>
National Highway System	
State	NHS
Local	NHS-Local
Bridge Replacement & Rehabilitation	
State	BR, BH
Local	BR-Local
Surface Transportation Program	
Enhancements	EN

Urban	URB
Rural	RU
State	STP
Safety	HSIP
Miscellaneous	MSC
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, 2015-2018, itemized in the listing this year includes the 2015 through 2018 projects that were submitted by the local entities. In developing this 2015 TIP, a project was selected by the Policy Board for the 2015 and 2018 biennium.

The allocation of STP-Urban funds for 2014-2015 is \$969,000 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 2015-2018 project candidates, as part of the 2015 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Oshkosh urbanized area. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

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

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

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

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

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

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

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

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

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

d. Freight Operations.

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

e. Transit Improvements.

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

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

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

1. Spacing. (distance between facilities)

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

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

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

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

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

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

1. **Spacing.**

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

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

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

3. **User Safety.**

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

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

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

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

Alternate Rating (non-corridor based projects)

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

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

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

Score	5	> 280
	3	150-279
	0	< 149

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

Score	5	≥ 5
	3	1 - 4
	0	0

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

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

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

Score	5	In a multimodal corridor, the project addresses the needs of all listed modes.
	3	In a multimodal corridor, at least two modes are addressed, though not all listed modes are addressed.

- 1 In a multimodal corridor, only one mode, other than vehicular, is addressed.
- 0 Project is not in a multimodal corridor, or is in a multimodal corridor and only the vehicular mode is addressed.

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

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

STP-Urban Project Selection Procedure

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

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 20 percent minimum federal funding level.

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

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

STP-Urban Projects Recommended for Funding

2015-2018 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 February 13, 2014:

Oshkosh Project: Available Funding Allocation of \$969,000

- The Winnebago County's CTH I / 35th Street to Ripple Avenue.
See Table 1 for project listing

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, 2019-2020. 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 2015 through 2018.

2015 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 (253-15-001). 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: 2015, 2016, 2017, and 2018.

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Table 1: Oshkosh Urbanized Area - Project Listing (2015-2018)

**Funds are listed in Year of Expenditure \$. **Funds are obligated approximately 6 weeks prior to LET date.

Primary Jurisdiction	Project Description	Type of Cost	2015				2016				2017				2018				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Go Transit Winnebago	Fixed Route Bus	Oper.	971	770	918	2659	1001	794	997	2792	1031	817	1081	2929	1061	842	1170	3073	
	Paratransit	Contr.	388	308	305	1001	407	323	334	1064	428	339	364	1131	449	356	396	1201	
	Capital Projects	Purch.	1166	0	292	1458	1218	0	304	1522	1131	0	283	1414	958	0	239	1197	
	Section 5307	TOTAL	2525	1078	1515	5118	2626	1117	1635	5378	2590	1156	1728	5474	2468	1198	1805	5471	
	USH 41/USH 45-Breezewood	PE	0				0				0				0				
WisDOT Winnebago	Reconstruction	ROW	0	5418	0	5418				0				0					
	1120-09-21 , 72-90	CONST	0	0	0	0				0				0					
	NHS 15.9 m. (E)	TOTAL	0	5418	0	5418				0				0					
	USH 41/STH 26-Breezewood	PE					0			0				0					
WisDOT Winnebago	Reconstruction	ROW	0	24891	0	24891				0				0					
	1120-11-00 to 93, 1120-10-70 to 90	CONST								0				0					
	NHS 15.9 m. (E)	TOTAL	0	24891	0	24891				0				0					
	STH 21, OSHKOSH AVE.	PE					0			0				0					
Winnebago	C. Oshkosh Fox River Br	ROW					0			0				0					
	6180-18- 71	CONST	1288	0	322	1610				0				0					
	.5 Miles (P)	TOTAL	1288	0	322	1610				0				0					
	Construction in 2019 See Table A-1																		
253-10-009	Sherman Road	PE					0			0				0					
	WCL Crossing Signal and Gates	ROW					0			0				0					
	1009-93-44	CONST					0			0	131	71	0	202					
	OCR (P)	TOTAL	0	0	0	0	0	0	0	0	131	71	0	202	0	0	0	0	
WisDOT T of Oshkosh	Fennau Ave. / STH 76 - Vinland Rd.	PE					0			0				0					
	Reconstruction, 4-lane, urban	ROW					0			0				0					
	4625-01-00, 71	CONST					969	0	920	1889				0					
	URB (E)	TOTAL	0	0	0	0	969	0	920	1889	0	0	0	0	0	0	0	0	
253-11-028	Oregon/Jackson St Bridge	PE	0	2000	0	2000				0				0					
	Design	ROW					0			0				0					
	4994-07-00, 21, 71	CONST					0			0				0					
	ROW 2019 Construction 2022 See Table A-1	TOTAL	0	2000	0	2000				0	0	0	0	0	0	0	0	0	
WisDOT Calumet, Out, Winn Co	Regional Safe Routes to School Program	STUDY					0			0				0					
	SRTS (P)	ROW	69	0	0	69				0				0					
	252-13-035	CONST	69	0	0	69				0				0					
	252-13-035	TOTAL	69	0	0	69				0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	I-41 Conversion / State Line - Green Bay	PE					0			0				0					
	SCL Dodge Co - I-43 Signing	ROW					0			0				0					
	1133-03-76	CONST	1530	382	0	1912				0				0					
	STP (P)	TOTAL	1530	382	0	1912				0	0	0	0	0	0	0	0	0	
252-13-041	North Main Street	PE					0			0				0					
	New York to Murock	ROW					0			0				0					
	4994-01-15 RECAST	CONST					1170	0	624	1794				0					
	STP 0.51 miles (P)	TOTAL	0	0	0	0	1170	0	624	1794	0	0	0	0	0	0	0	0	
253-14-010	STH 76	PE					0			0				0					
	USH 41 - CTH JJ	ROW					0			0				0					
	6430-12-00, 21, 71 RECAST	CONST					0	375	0	375				0					
	STP 3.72 miles (P)	TOTAL	0	0	0	0	0	375	0	375	0	0	0	0	0	0	0	0	
WisDOT Winnebago	CTH I	PE					0			0				0					
	35th Street - Ripple Avenue	ROW					0			0				0					
	4994-01-27 RECAST	CONST					0			0				0					
	URB .3 miles (P)	TOTAL	0	0	0	0	0	375	0	375	0	0	0	0	0	0	0	0	
253-14-013																			

Table 1: Oshkosh Urbanized Area - Project Listing (2015-2018)
**Funds are obligated approximately 6 weeks prior to LET date.

Primary Jurisdiction	Project Description	Type of Cost	2015			2016			2017			2018			Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT	Safety Funds	PE	16	4	0	20	16	4	0	20	16	4	0	20	
	Grouped Projects	ROW				0				0				0	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	
253-15-001	STP	TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	
WisDOT	Rail/Hwy Xing Safety	PE				0				0				0	
	Grouped Projects	ROW				0				0				0	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	
253-15-002	STP	TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	
WisDOT	Hwy Safety Improve Prog (HSIP)	PE				0				0				0	
	Grouped Projects	ROW				0				0				0	
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	
253-15-003	STP	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	
WisDOT	RR Xing STP protective Devices	PE				0				0				0	
	Grouped Projects	ROW				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	
253-15-004	STP	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	
WisDOT	Preventative Maint. National Highway	PE				0				0				0	
	Grouped Projects	ROW				0				0				0	
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	
253-15-005	STP	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	
WisDOT	STH Preventative Maint. Connecting Highway	PE				0				0				0	
	Grouped Projects	ROW				0				0				0	
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	
253-15-006	STP	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	
WisDOT	Enhancements	PE				0				0				0	
	Grouped Projects	ROW				0				0				0	
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	
253-15-007	STP	TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	
OCR	OCR Rail-Highway Xing Safety	PE				0				0				0	
	Grouped Projects	ROW				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	
253-15-008	OCR	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	
		PE	16	2004	0	2020	16	4	0	20	16	4	0	20	
		ROW	0	30309	0	30309	0	375	0	375	0	0	0	0	
		CONST	4345	594	462	5401	3597	212	1684	5493	1589	283	140	2012	2354
		TOTAL	4361	32907	462	37730	3613	591	1684	5888	1605	287	140	2032	2370
	Preservation Subtotal		4361	598	462	5421	2644	591	764	3999	1605	287	140	2032	2370
	Expansion Subtotal		0	32309	0	32309	969	0	920	1889	0	0	0	0	0

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

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

Table 2: Oshkosh Urbanized Area, 2015-2018
Summary of Federal Funds Programmed and Available
(\$000)

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2015	2016	2017	2018	2015	2016	2017	2018
Federal Highway Administration								
Interstate Highway Maintenance	\$0	\$0	\$0	\$0				
National Highway System	400	400	400	400	400	400	400	400
Bridge Replacement/Rehab	1,288	0	0	0	1,288	0	0	0
Congestion Mitigation & Air Quality	0	0	0	0				
Surface Transportation Program								
Oshkosh Urbanized Area	0	969	0	896	0	969	0	896
Surface Transportation Program								
State Flexibility	2,529	2,100	930	930	2,529	2,100	930	930
Surface Transportation Program								
Safety	144	144	275	144	144	144	275	144
Surface Transportation Program								
Enhancements	0	0	0	0	0	0	0	0
Programmed Expenditures	4,361	3,613	1,605	2,370	4,361	3,613	1,605	2,370
* Annual Inflation Factor 2.4%	105	87	39	57	105	87	39	57
Estimated Need with Inflation Factor	4,466	3,700	1,644	2,427	4,466	3,700	1,644	2,427
Federal Transit Administration								
Section 5307 Operating	\$971	\$1,001	\$1,031	\$1,061	\$971	\$1,001	\$1,031	\$1,061
Section 5309 Capital	1,166	1,218	1,131	958	1,166	1,218	1,131	958
Programmed Expenditures	2,137	2,219	2,162	2,019	2,137	2,219	2,162	2,019
* Annual Inflation Factor 2.4%	51	53	52	48	51	53	52	48
Estimated Need with Inflation Factor	2,188	2,272	2,214	2,067	2,188	2,272	2,214	2,067
Section 5310	0	0	-not yet programmed-		0	0	-not yet programmed-	

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

**Table 3: Implementation Status of 2014
Oshkosh Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2014				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Winnebago 253-10-009	STH 21, OSHKOSH AVE. C. Oshkosh Fox River Br 6180-18- 71 BR .5 Miles (P)	PE ROW CONST TOTAL	1288	322	0	1610			X 2019
WisDOT 253-10-030	Safe Routes to School City of Oshkosh 4994-06-71 STP (P)	PE ROW CONST TOTAL	73	0	0	73		X Let 10/25/14	
WisDOT Winnebago Illustrative	City of Oshkosh Bridge Lift Structure Rehab for remote operations 4110-19-71 BR (P)	PE ROW CONST TOTAL	864	0	0	864			X 2019
WisDOT T of Oshkosh 253-11-028	Fernau Ave. / STH 76 - Vinland Rd. Reconstruction, 4-lane, urban 4625-01-00, 71 URB (E)	PE ROW CONST TOTAL	0	0	42	42		X Design	
WisDOT Winnebago Multiple MPOs 253-13-009	USH 41 Interstate Conversion Plan Milwaukee - Green Bay 1113-00-00 STP (P)	STUDY ROW CONST TOTAL	600	150	0	750		X	
WisDOT T of Black W 253-14-009	Black Wolf Ave / Willow Harbor Crk Local Bridge 4617-07-00 BRRPL BR (P)	PE ROW CONST TOTAL	178	0	45	223		X	
WisDOT Winnebago 253-14-011	USH 41 Drainage Study FdL - Oshkosh / CTH Z to STH 26 1100-53-30 RDMTN STP 2.89 miles (P)	STUDY ROW CONST TOTAL	0	110	0	110		X	



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Oshkosh Urbanized Area - Candidate Project Listing (2015-2019)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2015				2016				2017				2018				2019+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
T of Algoma Winnebago <i>Illustrative</i>	Omro Rd. / Brooks - Leonard Point	PE				0													0	0	170	170
		ROW					0												0	0	0	0
		CONST					0												0	0	2000	2000
		TOTAL					0				0	0	0	0	0	0	0	0	0	1288	322	0
T of Oshkosh Winnebago <i>Illustrative</i>	Local Vinland Rd./Smith-Snell Reconstruction	PE				0													0	0	1750	1750
		ROW					0												0	0	0	0
		CONST					0												0	0	1750	1750
		TOTAL					0				0	0	0	0	0	0	0	0	0	1288	322	0
C of Oshkosh T of Oshkosh Winnebago <i>Illustrative</i>	Local Snell Rd./Jackson-CTH A (Bowen) Reconstruction	PE				0													0	0	1750	1750
		ROW					0												0	0	0	0
		CONST					0												0	0	1500	1500
		TOTAL					0				0	0	0	0	0	0	0	0	0	1288	322	0
Oshkosh Winnebago <i>Illustrative</i>	Local Main St/Fox River-16th Avenue Reconstruction	PE				0													0	0	1500	1500
		ROW					0												0	0	0	0
		CONST					0												0	0	4363	4363
		TOTAL					0				0	0	0	0	0	0	0	0	0	1288	322	0
Oshkosh Winnebago <i>Illustrative</i>	Local Washburn St/Ripple - STH 26 Reconstruction	PE				0													0	0	76	76
		ROW					0												0	0	0	0
		CONST					0												0	0	835	835
		TOTAL					0				0	0	0	0	0	0	0	0	0	1288	322	0
Oshkosh Winnebago <i>Illustrative</i>	Local Main St/Irving-New York Reconstruction	PE				0													0	0	225	225
		ROW					0												0	0	0	0
		CONST					0												0	0	2300	2300
		TOTAL					0				0	0	0	0	0	0	0	0	0	1288	322	0
WisDOT Winnebago <i>Illustrative</i>	Local STH 21, OSHKOSH AVE. C. Oshkosh Fox River Br 6180-18- 71 BR	PE				0													0	0	0	0
		ROW					0												0	0	0	0
		CONST					0												0	0	864	864
		TOTAL					0				0	0	0	0	0	0	0	0	0	1288	322	0
WisDOT Winnebago <i>Illustrative</i>	City of Oshkosh Bridge Lift Structures Rehab for remote operations 4110-19-71 BR	PE				0													0	0	0	0
		ROW					0												0	0	0	0
		CONST					0												0	0	864	864
		TOTAL					0				0	0	0	0	0	0	0	0	0	1288	322	0
WisDOT C of Oshkosh Winnebago <i>Illustrative</i>	Oregon/Jackson St Bridge Bridge Replacement 4994-07-00, 21, 71 BR	PE				0													0	0	0	0
		ROW					0												0	0	0	0
		CONST					0												0	0	864	864
		TOTAL					0				0	0	0	0	0	0	0	0	0	1288	322	0
WisDOT Winnebago <i>Illustrative</i>	STH 76 USH 41 - CTH JJ 6430-12-00, 21, 71 RECAST STP 3.72 miles (P)	PE				0													0	0	0	0
		ROW					0												0	0	0	0
		CONST					0												0	0	864	864
		TOTAL					0				0	0	0	0	0	0	0	0	0	1288	322	0

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2019 -2020 biennium)
Oshkosh Urbanized Area
Project Evaluation (Criteria)/Score

Jurisdiction	2019 + STP Projects	Plan Consistency	Preserve Existing System	Capacity V/C	Safety	Multi-Modal	Planned Programming	Total Score	Rank	Project Cost	Max. STP Funding			
Oshkosh Allocation = \$973,440														
T. Algoma	Omro Rd (Brooks-Leonard Pt)	5	PC(7)	1	0.54	2	161	3	VTBP	5	1	1	17	\$2,170,000
	Vinland Rd (Smith-Snell)	3	PC(4)	5	0.23	1	34	0	Vtbp	1	3	3	13	\$1,750,000
C. Oshkosh	Snell Rd (Jackson - CTH A)	5	PC(5)	3	0.54	2	48	0	Vtbp	1	3	3	14	\$1,500,000
Total														\$5,420,000



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 less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For 2014 the allocation was 31 percent.

In 1996 the Wisconsin Department of Transportation began distributing the state share of operating assistance similar to the federal share, with each transit system within a tier receiving an equal percentage of assistance. State operating assistance for 2014 was 23.8 percent of eligible expenses. In 2012, the State decreased operating assistance by 10%.

Each year WisDOT pools the capital requests of the State's transit systems and applies to the FTA for Section 5309 Capital discretionary grants. These annual grants have provided the much-needed support to meet capital needs. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain and enhance transit's infrastructure.

Currently operating under MAP-21, the transportation bill has allowed more flexibility in capital funding. Priority criteria were established during the 1996 TIP cycle, and continue to allow transit projects to compete with highway projects. While this was a dramatic change in federal regulations, it has proven to be of little utility to transit systems on the local level. The local sponsorship and submittal of a transit project by the City of Oshkosh for competition with a substantial backlog of highway projects for the relatively small allocation of STP-Urban funds has not occurred.

For 2015 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 2015-2019 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2015 (000)	Jan-Dec 2016 (000)	Jan-Dec 2017 (000)	Jan-Dec 2018 (000)	Jan-Dec 2019 (000)
Operating Assistance	GO Transit						
Directly Operated - Fixed Route							
Expenses			\$3,350	\$3,450	\$3,554	\$3,660	\$3,770
Revenues			556	561	567	572	578
Deficit			2,794	2,987	3,192	3,410	3,192
Federal Share		253-15-009	971	1,001	1,031	1,061	1,093
State Share			770	794	817	842	867
Local - Municipal			918	997	1,081	1,170	1,232
Purchased Transp. - Paratransit	GO Transit						
Expenses			\$1,338	\$1,405	\$1,475	\$1,549	\$1,626
Revenues			337	340	344	347	351
Deficit			1,001	1,065	1,131	1,202	1,276
Federal Share		253-15-010	388	407	428	449	472
State Share			308	323	339	356	374
Local-County			305	334	364	396	430
Capital Projects	GO Transit						
35' Buses (10)		253-15-011	900	1,350	1,350	900	
Automated Pass Purchasing System							20
Bus benches					2		
Bus Shelters				12	12	12	
Camera System at Transit Center		253-15-012	30				
Electronic Fareboxes						275	
Hybrid Bus Battery				100			
Maintenance Facility Painting		253-15-013	50				
Accessibility Improvements		253-15-014	10	10	10	10	
Sealcoat Parking Lot				50			
Stationary Pressure Washer		253-15-015	8				
Spare Parts		253-15-016	50				
Transit Center Rehab					40		
Office Upgrades		253-15-017	410				
Total Cost:			\$1,458	\$1,522	\$1,414	\$1,197	\$20
Federal Share:			\$1,166	\$1,218	\$1,131	\$958	\$16
Local Share:			\$292	\$304	\$283	\$239	\$4

**Table B-2: Contracted Paratransit Service
Oshkosh Transit System
CY 2015**

	<u>DIAL-A-RIDE</u>	<u>CABULANCE</u>	<u>OVER 60 RURAL</u>	<u>UNDER 60 RURAL</u>	<u>ACCESS TO JOBS</u>	<u>TOTAL</u>
EXPENSES	\$ 541,422	\$ 422,314	\$ 170,857	\$ 79,149	\$ 125,000	\$ 1,338,742
REVENUES	\$ 145,327	\$ 55,776	\$ 65,609	\$ 30,393	\$ 40,000	\$ 337,105
TIP #	253-15-018	253-15-019	253-15-020	253-15-021	253-15-022	
FEDERAL/STATE AIDS*	\$ 281,539	\$ 219,603	\$ 39,297	\$ 18,204	\$ 65,000	\$ 623,644
LOCAL	\$ 114,556	\$ 146,935	\$ 65,951	\$ 30,552	\$ 20,000	\$ 377,993

* Based on Anticipated 2015 Funding Levels

**Table B-3: Tranist Financial Capacity Analysis
Oshkosh Transit System**

		2015	2016	2017	2018	2019
Operating Expenses						
Fixed Route (DO)	(\$000)	\$3,350	\$3,450	\$3,554	\$3,660	\$3,770
Paratransit (DR)	(\$000)	\$1,338	\$1,405	\$1,475	\$1,549	\$1,626
Total Operating Expenses	(\$000)	\$4,688	\$4,855	\$5,029	\$5,209	\$5,396
Revenue						
Farebox Revenue						
Fixed Route (DO)	(\$000)	\$556	\$561	\$567	\$572	\$578
Paratransit (DR)	(\$000)	\$337	\$340	\$344	\$347	\$351
Total Revenue	(\$000)	\$893	\$901	\$910	\$920	\$929
Deficit						
Federal (2*)	(\$000)	\$1,359	\$1,408	\$1,458	\$1,511	\$1,565
State (2*)	(\$000)	\$1,078	\$1,117	\$1,157	\$1,198	\$1,241
Local - County	(\$000)	\$305	\$334	\$364	\$396	\$430
Local - Municipal	(\$000)	\$918	\$997	\$1,081	\$1,170	\$1,232
Total Deficit	(\$000)	\$3,661	\$3,855	\$4,060	\$4,275	\$4,468
Capital						
Federal (S. 5307 & 5309)	(\$000)	\$1,166	\$1,218	\$1,131	\$958	\$16
Local	(\$000)	\$292	\$304	\$283	\$239	\$4
Total Capital Expenses (3*)	(\$000)	\$1,458	\$1,522	\$1,414	\$1,197	\$20
Operating Statistics						
No. of Buses		17	16	16	16	16
No. of Employees (1*)		20	20	20	20	20
Revenue Hours	(000)	35	35	35	35	35
Revenue Miles	(000)	477	477	477	477	477
Revenue Passengers	(000)	700	707	714	721	728
Fixed Route Statistics						
Average Fare		\$0.55	\$0.55	\$0.55	\$0.55	\$0.55
Operating Ratio (Rev/Exp)		19%	19%	18%	18%	17%
Cost per Vehicle Mile		7.02	7.23	7.45	7.67	7.90
Cost per Passenger		4.79	4.88	4.98	5.08	5.18
Cost per Vehicle Hour		95.70	98.57	101.53	104.58	107.71
Passengers Per Mile		1.47	1.48	1.50	1.51	1.53
Passengers per Hour		20.00	20.20	20.40	20.61	20.81

NOTES:

1. This is the total number of drivers only (FT & PT)
2. Assumes approximately a 29% federal share and 23% state share in 2015 and each succeeding year.
3. Projected capital expenses.

JUSTIFICATION FOR CAPITAL PROJECTS

Oshkosh Urbanized Area

2015 Projects

ITEM	TOTAL COST	FUNDING SOURCE
35' Bus (2)	\$900,000	Sect. 5309
Camera System Upgrade at Transit Center	\$30,000	Sect. 5309
Maintenance Facility Interior Painting	\$50,000	Sect. 5309
Stationary Pressure Washer	\$8,000	Sect. 5309
Transportation Department Facility Upgrades	\$410,000	Sect. 5309
Pedestrian Accessibility Improvements	\$10,000	Sect. 5309
Spare Parts	\$50,000	Sect. 5309

35' Bus Replacement. GO Transit's fleet contains eleven model year 2003 buses. In 2015, the model year 2003 buses will have reached their useful life (12 years) and have already begun to require major component replacement as well as increase maintenance costs. The 2015 project will use funding to replace 2 buses. GO Transit intends to stagger the replacement of these buses over the next 5 years.

Camera System Upgrade at Transit Center. GO Transit's downtown transit center is located at 110 Pearl Ave. This project would replace outdated technology with a new camera system.

Maintenance Facility Interior Rehab. GO Transit's maintenance facility located at 926 Dempsey Trail requires interior painting. The facility was previously painted over 20 years ago.

Stationary Pressure Washer. This funding would be used to purchase a natural gas stationary pressure washer to steam clean the engines, transmissions and other components on the buses. It will replace a portable diesel unit that is over 15 years old.

Transportation Department Facility Upgrades. This project would involve accessibility, security and customer-oriented improvements at the Transportation Department building at 926 Dempsey Trail, to extend the useful life of the building and improve its functionality and efficiency. The current building has been a good re-use of the former incinerator, but requires several upgrades. GO Transit completed a space needs assessment in 2011 to determine how to address the upgrade.

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

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

2016 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Bus Shelters (2)	\$12,000	Sect. 5309
Pedestrian Accessibility Improvements	\$10,000	Sect. 5309
Hybrid Bus Batteries (4)	\$100,000	Sect. 5309
35' Bus (3)	\$1,350,000	Sect. 5309
Sealcoat parking lot	\$50,000	Sect. 5309

2017 Projects

ITEM	TOTAL COST	FUNDING SOURCE
35' Bus (3)	\$1,350,000	Sect. 5309
Pedestrian Accessibility Improvements	\$10,000	Sect. 5309
Bus Shelters (2)	\$12,000	Sect. 5309
Transit Center Rehab	\$40,000	Sect. 5309
Bus Benches (4)	\$1,600	Sect. 5309

2018 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Bus Shelters (2)	\$12,000	Sect. 5309
Pedestrian Accessibility Improvements	\$10,000	Sect. 5309
35' Bus (2)	\$900,000	Sect. 5309
Electronic Fareboxes	\$275,000	Sect. 5309

2019 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Automatic Pass Purchasing System	\$20,000	Sect. 5309

TRANSIT FINANCIAL CAPACITY

In compliance with regulations that require the TIP to be fiscally constrained, this section of the TIP assesses the transit systems' financial capacity to assure that the transit systems have the ability to continue to effectively utilize federally-assisted equipment and facilities. It is understood, however, that the major review of progress regarding financial capacity is made by the Federal Transit Administration during conduct of triennial reviews of these transit systems. No significant problems pertaining to financial capacity were identified during the last triennial review.

The assessment of transit financial capacity in the Oshkosh area is based on a trend analysis of recent historical data and projections of future condition. Seven indicators of financial condition reflected in the tables are described below.

Oshkosh Urbanized Area

Cost Trends

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

As recommended by GO Transit's 2011 TDP, a new route structure was implemented on April 1, 2013. The new routes utilized existing resources and did not have a significant impact on expenses. Even with new routes, GO Transit anticipates maintaining the current level of fixed route service through 2019. Projections in this document are based on the assumption of a 3 percent annual cost increase for fixed route service through 2019. Paratransit costs, however, are expected to increase at 5 percent per year.

Cost-Efficiency and Effectiveness Trends

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

Revenue Trends

Projections for future years show modest increases in ridership, resulting in revenue increases. Increases in bus advertising and other revenues, including fixed route revenues, are anticipated to slightly improve the overall revenue picture. Revenue from service provided during the annual

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

Experimental Aviation Association (EAA) convention and airshow are expected to remain constant. An EAA bus pass was instituted in 2007 and was met with great success in both convenience for the user and generating revenue for the system. Recent reductions in funding may require future decisions on level of service or fare changes. GO Transit believes that the long-term viability of the system requires any fare increase to be small and used only as a last resort.

Ridership Trends

Ridership declined from the mid-eighties through 1992. Beginning in 1993, ridership has been increasing due to the expansion of paratransit services and annual growth of fixed-route ridership. With economic decline in 2009 and 2010, fixed-route ridership had declined for the first time this decade. In late 2010 and throughout 2011, GO Transit began to experience ridership increases. In April of 2013, GO Transit launched a new route system. As experienced by other transit systems that have implemented new routes, GO Transit expects a short-term ridership decrease while adjustments are made and customers adapt to the significant change. Once the economy fully recovers and more riders use the bus to access employment, modest fixed route ridership growth of three percent per year is projected through 2019, with paratransit anticipating a similar growth rate also.

Levels of Service Trends

GO Transit downsized its route structure between 1984 and 1997 as a result of the reduction of federal support. Service reductions are not expected between 2015 and 2019 unless available funding continues annual reductions.

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

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

Operating Assistance Trends

Since 1987 the State of Wisconsin has distributed the federal allocation of operating assistance giving each transit system an equal percentage share of operating assistance. 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.

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

Funding partnerships with Winnebago County and UWO have helped to control the amount of the local share increase.

Likelihood of Trends Continuing

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

Intercity Bus Service

Green Bay – Madison Service

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

WINNEBAGO COUNTY TRANSPORTATION PROVIDERS

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

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

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

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

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

September 25, 2014

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2015. 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 27, 2014.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure

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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

Burk Tower, City of Oshkosh

Town Board Chairmen

Tim Blake, Town of Algoma

Frank Frassetto, Town of Black Wolf

Glen Barthels, Town of Nekimi

Jim Erdman, Town of Oshkosh

Federal Officials

Dwight McComb, Planning & Program Development Engineer

Marisol Simon, Region Director, FTA

State Officials

Will Dorsey, Director, WisDOT Northeast Region

Sandra Beaupre, Director Bureau of System Planning, Madison

Other

Mark Rohloff, City Manager, Oshkosh

Ernest Winters, Winnebago

David Patek, City of Oshkosh

Darryn Burrich, City of Oshkosh

Jim Collins, Go Transit

John Haese, Town of Algoma

ENVIRONMENTAL CONSULTATION CONTACTS

Members:

Ed Culhane WI DNR Northeast Region
Chip Brown WI Historical Society
Mike Wiggins Jr..... Bad River Band of Lake Superior Chippewa Indians
Harold Frank Forest County Potawatomi
Jon Greendeer Ho-Chunk Nation
Michael Isham Jr..... Lac Courte Oreilles Band of Lake Superior Chippewa Indians
Tom Maulson Lac Du Flambeau Band of Lake Superior Chippewa Indians
Craig Corn Menominee Indian Tribe of WI
Wally Miller Stockbridge-Munsee Band of Mohican Indians
Ed Delgado Oneida Nation of WI
Rose Soulier Red Cliff Band of Lake Superior Chippewa Indians
Lewis Taylor..... St. Croix Chippewa Indians of WI
Chris McGeshick..... Sokaogon Chippewa Community
Ken Westlake..... U.S. Environmental Protection Agency
Mark Holey..... U.S. Fish & Wildlife Service
James Bramblett USDA Natural Resources Conservation Service
John Madden National Park Service

September 23, 2014

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Oshkosh Metropolitan Planning Organization (MPO) Transportation Improvement Program for the Oshkosh Urbanized Area – 2015.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that the ECWRPC consult with federal, state and local entities that are responsible for economic growth and development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, and historic preservation.

Enclosed is a link to the draft **Transportation Improvement Program for the Oshkosh Urbanized Area - 2015** (TIP). This document will be under a 30-day public review period from September 28, to October 27, 2014. Your comments are an important part of this planning process and will be incorporated into the document.

For further information on the Oshkosh Transportation Improvement Program please visit the following website:
<http://fcompo.org/planning-activities/tip/>

Please direct any comments or concerns to:

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

Sincerely,

David Moesch
Associate Transportation Planner

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APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
Fox Cities and Oshkosh MPO
Transportation Policy Advisory Committee Meeting
Outagamie County Highway Department
1313 Holland Road, Appleton
Thursday, February 13, 2014

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

Committee Members Present

Paul Sponholz	Outagamie County Highway Department
Ernie Winters	Winnebago County
Al Geurts	Outagamie County
Dave Vander Velden	Village of Kimberly
Roy Van Gheem	Village of Little Chute
Brad Werner	McMahon Group
Jim Kuehn	WisDOT – Central Office
Mike Hendrick	Outagamie County
Tom Marquardt	Town of Grand Chute
Mark Lahay	City of Appleton
Paula Vandehey	City of Appleton
Mike Ottery	Calumet County Highway Department
Greg Keil	City of Menasha
Matt Halada	WisDOT – NE Region
Joel Gregozeski	Town of Buchanan
George Dearborn	Town of Menasha
Jay Shambeau	Calumet County

Staff Members Present

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

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 9.84 regarding Open Meetings

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

2. Public Comment

No members of the public were present.

3. Discussion and action on 2013-2018 STP-Urban Program Projects List (Enclosed)

Mr. Raith noted that the Fox Cities MPO region surpassed 200,000 in population according to the 2010 Census. He explained that the Fox Cities Urbanized Area is now classified as a Transportation Management Area (TMA). Additionally, he stated that with the passage of MAP-21, more performance monitoring/measurements are required for the MPO planning process, including the STP-Urban projects and funding. Mr. Raith noted that the Appleton TMA is allocated almost \$17.4 million in total STP-Urban funds for the 2013 – 2018 cycle; all of this amount must be programmed out for this budget cycle. Mr. Raith stated that this committee has the authority to allocate the total

amount of STP-Urban funds as it sees fit and that the list of projects on this list can be modified by the committee. He opened the floor for discussion.

A discussion was held by the group; the committee members came to the following consensus regarding the STP-Urban Program Projects List for the 2013 – 2018 cycle:

- Project ID's 4989-00-18, 4989-00-19, 4160-05-73, 4992-00-56, 4992-00-57, 4984-01-73 (or projects ranked 1-6, respectively in the Approved Projects List) would remain as is with the 80/20 federal to local cost share for design and construction costs
- The remaining balance of funds for this cycle would be allocated to Project ID's 4984-01-74, 4990-00-28 and 4657-25-00 (or projects ranked 7, 8 and 10 respectively in the Approved Projects List) for design and construction costs to the 80/20 federal to local cost share structure
- Project ID's 4984-01-76 and 4657-25-01 (or projects ranked 9 and 11, respectively in the Approved Projects List) would not be included in the 2013 – 2018 funding cycle; however, these three projects would be included in subsequent STP-Urban Project lists with potential priority ranking status for the start of the 2019 funding cycle

Mr. Raith noted that he would work on updating the 2013 – 2018 STP Urban Program Approved Projects List to reflect the changes made from this meeting and send a copy of the revised document to the committee members.

Mr. Raith asked the committee if they had any other comments or questions regarding the 2013-2018 STP-Urban Program Projects List. Hearing none, Mr. Raith asked the committee for a motion to approve the 2013-2018 STP-Urban Program Projects List.

Ms. Vandehey made a motion to approve the 2013-2018 STP-Urban Program Projects List. Mr. Marquardt seconded the motion and the motion passed unanimously.

4. Discussion and update on Long-Range Transportation/Land Use planning process

Mr. Erickson provided a brief introduction on the progress of the Long-Range Transportation/Land Use (LRTP) planning process. He noted that staff is currently working on developing the introductory chapters of the Fox Cities TMA LRTP; data collection has begun to gather census data, population projections, number of households, commuting population data and compiling existing and future land use maps.

Mr. Musson also noted that staff is working on updating the goals, objectives, and policies for the LRTP. He proposed two options to the committee: (1) staff would work with the committee to develop a subcommittee to take a closer look at the goals, objectives and policies to bring back to the full committee, or (2) staff would take the first review of the goals, objectives, and policies; make necessary changes (additions/subtractions to the list) and bring back the list to the committee for review. The committee went with the second option. Mr. Musson noted that staff would begin reviewing the goals, objectives, and policies in the next few weeks and send them out to the group with a timeframe for receiving comments/recommendations. He also noted that any federal/state requirements will be highlighted/marked in the document so members will know not to modify these portions of text.

5. Discussion on Appleton Congestion Management Plan

Mr. Musson noted that since the Appleton Urbanized Area is now classified as a TMA, a federal requirement is the development of a Congestion Management Process (CMP) Plan which documents traffic congestion levels in the TMA area by developing performance measures along with strategies

and recommendations to mitigate congestion. He stated that staff developed a series of performance measures for the Appleton TMA and reviewed this list with the committee. Mr. Musson explained that the CMP will be a working document because the performance measures will be updated regularly. He also explained that these same performance measures will be incorporated into the LRTPs for the Fox Cities, Oshkosh and Fond du Lac in subsequent updates. Printed copies were passed out to the committee to review. Mr. Musson noted that staff would be open to hearing recommendations/comments for future performance measures/data collection. Finally, he directed the committee to use the Fox Cities-Oshkosh MPO website to view the digital copy of the CMP.

6. Discussion on the Transportation Alternatives Program (TAP) for the Fox Cities

Ms. Kraemer Badtke stated that staff will be in charge of the TAP selection process for the Fox Cities region. She noted that TAP funding amounts were not yet known as staff is waiting on this information from WisDOT. Ms. Kraemer Badtke stated that staff received three pre-scoping TAP applications (two from the Town of Grand Chute, one from the Village of Combined Locks). The full applications from WisDOT should be sent out to these communities within a few weeks; with a deadline of submission of about a month she noted.

Mr. Halada inquired how the TAP funding is allocated. Mr. Raith noted that the Fox Cities TMA has the authority to disperse the TAP funds as they see fit within the TMA boundaries.

Ms. Kraemer Badtke reviewed ECWRPC's draft document of TAP Policies, Questions and Ranking Criteria for the Appleton TMA with the committee.

7. Discussion and update on the Fox Cities and Oshkosh Bike and Pedestrian Plan

Ms. Kraemer Badtke stated that staff is meeting regularly with the Fox Cities and Oshkosh Bike and Pedestrian Steering Committee to develop the planning document. She noted that the group is in the process of creating maps/network of the local bike and pedestrian facilities which will also be incorporated into the planning document (using existing and proposed projects). Staff is looking into outreach efforts to talk with municipalities on the progress with this plan as well as to gather feedback from local officials. She also stated that staff is looking to increase membership of bike and pedestrian steering committee to include members of the law enforcement, school districts, and healthcare professions. Ms. Kraemer Badtke noted that a draft of this plan will be available soon with final approval planned for October.

8. Regional Safe Routes to School update

Ms. Kraemer Badtke stated that the SRTS program is funded by through 2015 from the SAFETY-LU funds; and have applied for a TAP grant for future funding. She noted that the program has a local participation rate of about 45 percent (123 out of 274 schools); the Appleton and Menasha School Districts have added a number of schools participating in the program. Ms. Kraemer Badtke noted that the SRTS program for East Central has been in existence for five years and staff is looking to publish materials documenting the program's history and its plans for the future. She stated staff is looking into increasing participation of school districts to develop "Walking School Bus" programs.

9. Adjournment

Committee adjourned at 11:45 A.M.

SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Tuesday, October 14, 2014

Committee Members Present

Neal Strehlow, Chair	Waushara County
Ken Robl, Vice Chair.....	Winnebago County
David Albrecht.....	Winnebago County
Jeff Nooyen.....	Outagamie County
Jerry Erdmann	Shawano County
Dick Koeppen	Waupaca County
Deborah Wetter.....	Valley Transit
Jill Michaelson.....	WisDOT – NE Region

WisDOT Members Present

Matt Halada	WisDOT – NE Region
Sandy Carpenter.....	WisDOT – NE Region
Lynn Warpinski	WisDOT – NE Region
Philip Gritzmacher.....	WisDOT – Central Office

Staff Members Present

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

The meeting was called to order by Mr. Strehlow at 1:40 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

No comments.
3. Pledge of Allegiance
4. Discussion and action on July 15, 2014 Transportation Committee Summary of Proceedings

Mr. Strehlow stated the summary of proceedings from the July 15, 2014 meeting was enclosed in the meeting materials. 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. Robl made a motion to approve the summary of proceedings, Mr. Koeppen seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 24-14: Adoption of the Appleton Transportation Management Area and the Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan

Ms. Kraemer Badtke stated that the Appleton Transportation Management Area (TMA) and the Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan began in 2012. Over this two year period, staff has worked closely with the plan's steering committee to develop the planning document. Ms. Kraemer Badtke noted staff has worked with the steering committee to address their comments and revisions to the plan. Ms. Kraemer Badtke reviewed a number of statistics/data from the plan including data on existing bicycle and pedestrian facility miles for both the Appleton TMA and the Oshkosh MPO. She noted that this data should be used as a base line to see how both areas improve into the future as the plans recommendations can be implemented.

Ms. Kraemer Badtke stated that in addition to the support from the steering committee members, various local advocacy partners and agencies are in support of the bicycle and pedestrian plan, including: Fox Cities Greenways, Fox Cities Cycling Association, Oshkosh Cycling Club, Weight of the Fox Valley, Well City Fox Cities and Well City Oshkosh and Activate Fox Cities. She also briefly reviewed the recommendations chapter with the committee, noting that the plan's recommendations will be phased in over time from 2015 – 2019. The plan's recommendations are based on the 5E's: Education, Encouragement, Enforcement, Engineering and Evaluation. Ms. Kraemer Badtke also stated that the Commission has just added a new bicycle/pedestrian coordinator position which will work with both the TMA and the MPO to work on implementation of the plan over the next few years.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 24-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Resolution 24-14: Adoption of the Appleton Transportation Management Area and the Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan, Mr. Erdmann seconded the motion and the motion passed unanimously.

6. Update on the Regional Safe Routes to School Program

Ms. Kraemer Badtke reviewed the Strategic Plan Status Report for ECWRPC's Regional Safe Routes to School Program (SRTS) with the committee. She noted that in August of this year, the SRTS Program received an \$852,000 WisDOT Grant under the Transportation Alternatives Program (TAP) to fund the program's activities. Ms. Kraemer Badtke also stated that the Commission has hired an Assistant SRTS Planner Position to replace the outgoing vacancy; this person will be starting next week. She stated that October 2014 is the 5 year anniversary for the Commission's SRTS Program. She reviewed a one page timeline of events with the committee. Ms. Kraemer Badtke noted that the SRTS Program currently serves 123 schools in east central Wisconsin, reaching more than 42,000 students (during the five year period from 2009-2014) and are working with approximately 45% of the total number of schools within the ECWRPC ten county planning area.

7. MindMixer Demonstration and Information

Ms. Kraemer Badtke stated that staff is piloting a social media engagement program/platform from a company called Mindmixer. She stated that it is being used as another means to gather public comments/input for the long-range transportation plans for the three urbanized areas of Appleton (Fox Cities), Fond du Lac and Oshkosh. She noted that the hope is to engage people in ways beyond public information meetings and open houses and to gather input from younger demographic age groups who will be impacted by long range planning efforts. Ms. Kraemer Badtke noted that staff will pilot this program for about a year and possibly use with other programs within the Commission. She reviewed portions of ECWRPC's Mindmixer site with the group and stated staff will send out electronic invitations for commission members to join/participate in the social media platform.

Mr. Albrecht suggested that the Mindmixer site be more visible and easier to access from ECWRPC website homepage. Ms. Kraemer Badtke noted that she would work with the IT coordinator to make to Mindmixer widget more user-friendly and visible on both ECWRPC and the MPO websites.

8. Update on the Long Range Transportation Land/Use Plans

Mr. Erickson updated the committee members on the status of the long-range transportation plans for the Appleton (Fox Cities), Fond du Lac and Oshkosh Urbanized Areas. He noted that staff continues to work on the draft plans for each urbanized area; stating that staff plan to have the majority of the text written by January/February of 2015. Mr. Erickson explained that staff will hold a series of open houses for the public to provide comments in Spring/Summer of 2015. He noted that final adoption of the long range plans for each urbanized area will take place in October of 2015.

9. Discussion and action on Proposed Resolution 19-14: Adoption of the Transportation Improvement Program for the Oshkosh Urbanized Area - 2015

Mr. Moesch stated that the Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area has programmed projects for 2015 – 2018. He reviewed Table 1 (list of programmed projects) with the group. He noted that Table A-1 has illustrative or wish list projects that include projects likely scheduled for 2019 and beyond. Mr. Moesch noted that projects listed in Table A-1 do not have fund specifically allocated to them unless noted in the comments section of this table. Mr. Moesch noted that this year's TIP document has an extensive Environmental Justice component, including maps and documentation on the Oshkosh Urbanized Area. The purpose of these maps and documentation is to demonstrate that low income and minority populations are not being adversely impacted by the TIP projects; these maps also show where GO Transit routes are in relation to these populations. Mr. Moesch stated that the TIP was properly posted in the Oshkosh Northwestern for a 30 public review/comment period; no comments have been received. He stated that the Oshkosh TIP document will go to the full commission for adoption at the October 31st meeting.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 19-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Resolution 19-14: Adoption of the Transportation Improvement Program

for the Oshkosh Urbanized Area – 2015, Mr. Nooyen seconded the motion and the motion passed unanimously.

10. Discussion and action on Proposed Resolution 20-14: Adoption of the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2015

Mr. Moesch stated that the Transportation Improvement Program (TIP) for the Appleton (Fox Cities) Transportation Management Area has programmed projects for 2015 – 2018. He reviewed Table 1 (list of programmed projects) with the group. He noted that Table A-1 has illustrative or wish list projects that include projects likely scheduled for 2019 and beyond. Mr. Moesch noted that projects listed in Table A-1 do not have funds specifically allocated to them unless noted in the comments section of this table. Mr. Moesch noted that this year's TIP document has an extensive Environmental Justice component, including maps and documentation on the Appleton (Fox Cities) Transportation Management Area. The purpose of these maps and documentation is to demonstrate that low income and minority populations are not being adversely impacted by the TIP projects; these maps also show where Valley Transit routes are in relation to these populations. Mr. Moesch stated that the TIP was properly posted in the Appleton Post-Crescent for a 30 public review/comment period; no comments have been received. He stated that the Appleton (Fox Cities) TIP document will go to the full commission for adoption at the October 31st meeting.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 20-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Resolution 20-14: Adoption of the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2015, Mr. Koeppen seconded the motion and the motion passed unanimously.

11. Discussion and action on Proposed Resolution 23-14: Adopting the 2015 Unified Transportation Work Program and Annual MPO Certifications for the East Central Wisconsin Regional Planning Commission

Mr. Raith stated that the 2015 budget for ECWRPC is traditionally approved at the full commission quarterly meeting in January. However, he noted that the Transportation portion of this budget needs to be approved earlier to meet end-of-year financial planning deadlines on the part of WisDOT and FHWA. Mr. Raith reviewed each budget element with the committee members, noting the total budget for the Appleton (Fox Cities) TMA and Oshkosh MPO is programmed to be \$636,988 and for the Fond du Lac MPO it is programmed to be \$124,000. Mr. Raith reviewed the 2015 meeting schedule dates and 2015 Transportation Work Program Planning Factors with the committee members. He also noted that this final document will be approved at the full commission meeting on October 31st.

There was a general question on potential membership of non-member counties (Green Lake, Fond du Lac and Marquette Counties). Mr. Raith noted that there is potential for Fond du Lac County to become a member in 2015.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 23-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Nooyen made a motion to approve Resolution 23-14: Adopting the 2015 Unified Transportation Work Program and Annual MPO Certifications for the East Central Wisconsin Regional Planning Commission, Mr. Robl seconded the motion and the motion passed unanimously.

12. Discussion and action on Proposed Resolution 25-14: Authorizing the Commission to enter into an Agreement with WisDOT and the City of Fond du Lac Area Transit to Prepare an Update to their Transit Development Plan

Mr. Musson stated that ECWRPC worked with Fond du Lac Area Transit on their last Transit Development Plan (TDP) in 2009. He noted that the TDP is renewed every five years and that this TDP will be updated for 2015-2020. Mr. Musson stated that TDP will cost a total of \$44,000 of which the majority of this cost will be covered by Fond du Lac Area Transit.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 25-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Resolution 25-14: Authorizing the Commission to enter into an Agreement with WisDOT and the City of Fond du Lac Area Transit to Prepare an Update to their Transit Development Plan, Mr. Robl seconded the motion and the motion passed unanimously.

13. Discussion and action on Proposed Resolution 26-14: Authorizing the Commission to enter into an Agreement with WisDOT and Waupaca County to Prepare a Study on a Mobility Management Manager for the County

Mr. Musson noted that staff applied for a section 5304 grant to study the need for a mobility manager on behalf of Waupaca County. He stated that the contract is for \$25,000 which will be 80 percent federal funds and 20 percent local (from the county). Mr. Musson noted that while the mobility manager position would potentially be for Waupaca County, there could be room to increase the territory of the mobility manager to include Shawano and Waushara Counties. Mr. Musson was confident that this proposal would be approved, but he is waiting for final confirmation from WisDOT.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 26-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Resolution 26-14: Authorizing the Commission to enter into an Agreement with WisDOT and Waupaca County to Prepare a Study on a Mobility Management Manager for the County, Mr. Albrecht seconded the motion and the motion passed unanimously.

14. Revised - Discussion and action on Proposed Resolution 27-14: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area – 2014

Mr. Moesch stated that this proposed resolution is to amend the current 2014 TIP document for the Appleton (Fox Cities) TMA. He noted that WisDOT has requested approval of planning and engineering design funds for the following (separate) projects: WIS 114/USH 10 – Village of Sherwood (\$335,000) and WIS 114/USH 10 – Village of

Sherwood (\$258,000). He stated that these funds will only be used for design/engineering of these future projects. Mr. Moesch explained that this amendment is considered a minor amendment to the 2014 TIP and therefore did not require a 30 day public review period.

Mr. Strehlow asked the committee if there was any discussion or comments on Resolution 27-14. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Koeppen made a motion to approve Resolution 27-14: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area – 2014, Mr. Robl seconded the motion and the motion passed unanimously.

15. Adjourn

Mr. Strehlow asked if there was any other business. Hearing none, Mr. Strehlow made a motion to adjourn and Mr. Koeppen seconded the motion. The motion passed unanimously and the Committee adjourned at 2:50 P.M.

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APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 19-14

**ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR OSHKOSH
URBANIZED AREA-2015**

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

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

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

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

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

WHEREAS, this organization's staff has worked with principal elected officials of general purpose local governments, their designated staffs, and private providers to solicit their input into this TIP; and

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

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

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

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

Section 1: That the Commission, as the designated MPO, adopt the Transportation Improvement Program for the Oshkosh Urbanized Area - 2015.

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 31, 2014

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner



Donna Kalata, Chair – Waushara County



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2015 TRANSPORTATION IMPROVEMENT PROGRAM

The Oshkosh Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Areas – 2015. 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 2015 – 2018. The MPO's public participation satisfies the Oshkosh Area Transit public participation requirements for the Program of Projects. The draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area– 2015 can be viewed on the internet at:

www.fcompo.org

A 30-day public review and comment period for this document will commence on Sunday, September 28, and end on Monday, October 27, 2014. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy of this document and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100.

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Oshkosh
Northwestern
media
A GANNETT COMPANY

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100
MENASHA WI 549523388

Alexandra Zakowski

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

Account Number: GWM-N5251
Order Number: 0000105297
No. of Affidavits: 1
Total Ad Cost: \$25.56
Published Dates: 09/28/14

(Signed) Alexandra Zakowski (Date) 9/30/14
Legal Clerk



Signed and sworn before me

E. R.

My commission expires 5-25-18

Legal Notices

NOTICE OF OPPORTUNITY TO
REVIEW METROPOLITAN PLANNING
ORGANIZATION
2015 TRANSPORTATION IMPROVE-
MENT PROGRAM
The Oshkosh Metropolitan Planning Or-
ganization (MPO) has prepared a draft
Transportation Improvement Program
(TIP) for the Oshkosh Urbanized Areas -
2015. This publication of the TIP serves
to update the listing of state and federal-
ly funded, in addition to significant local
transportation projects for the years 2015
- 2018. The MPO's public participation
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participation requirements for the Pro-
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Planning Commission at (920)751-4770
for more information or a copy of this
document and forward any comments to
the Commission at 400 Ahnaip Street,
Suite 100, Menasha, WI 54952-3100.
RUN: September 28, 2014 WNAXLP

EAST CENTRAL WI PLANNING COMM
2015 Transportation Improvement Program

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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 – 2015*.

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://fcompo.org/about/title-vi/>

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 2015 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2012 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2015 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2015 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 2012 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 2010 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 2010 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2015 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 2012 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 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

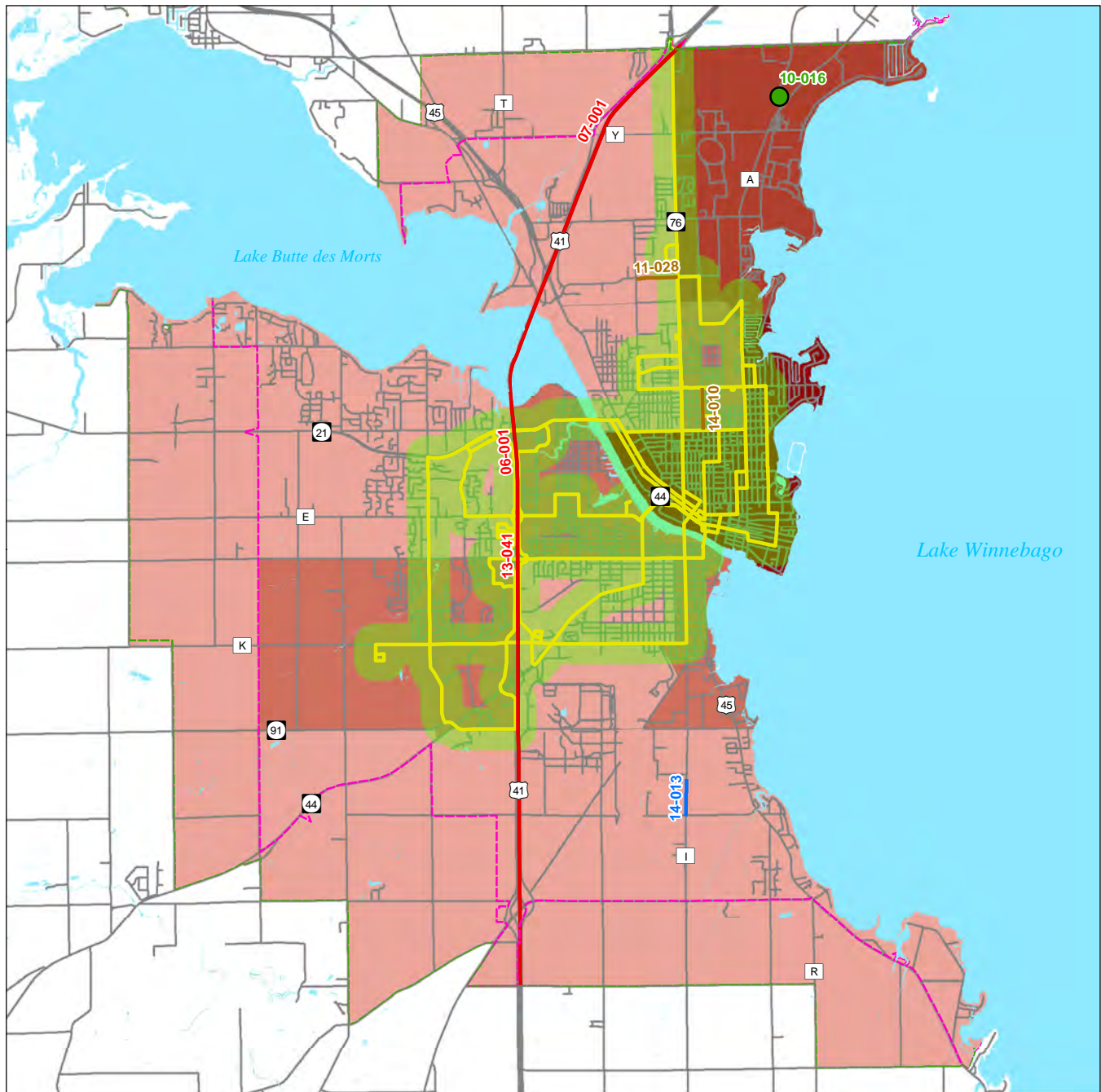
Map G-7 depicts 2012 distribution of households with no car in the Oshkosh MPO area by census tract. This analysis is included with transit fixed routes and 2015 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population. The majority of these households are served by fixed transit or other modes of transportation in the area.

Map G-8 depicts 2012 distribution of households with at least one car in the Oshkosh MPO area by census tract. This analysis is included with transit fixed routes and 2015 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.

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Figure G-1
Oshkosh Urbanized Area TIP Projects (2015 - 2018) and
Population Below Poverty Level (2010 Census Data)



Poverty Population

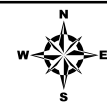
- Below 10%
- 11% - 20%
- 21% - 30%
- 31% - 40%
- 40% & Above
- 1/4 Mile Transit Buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

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

TIP Intersection Project Year and Number

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



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 Scale in Miles

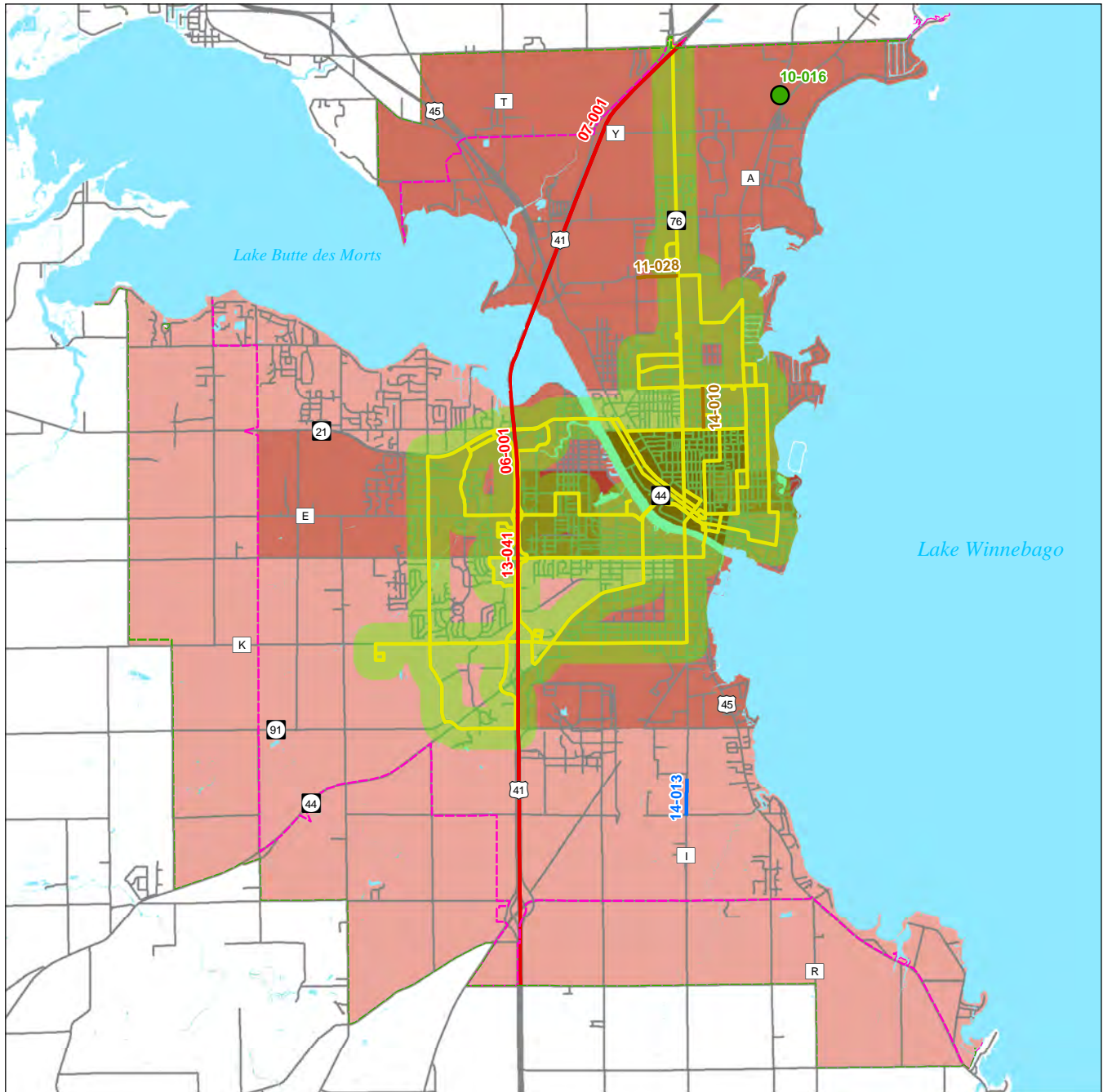
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Prepared AUGUST 2012:



Sources: American Community Survey 2006 - 2010 TIGER Census Tracts, 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

Figure G-2
Oshkosh Urbanized Area TIP Projects (2015 - 2018) and
Population Making Less than \$25,000 (2010 Census Data)



Population Making Less than \$25,000

- Below 15%
- 16% - 25%
- 26% - 35%
- 36% - 45%
- Above 45%
- 1/4 Mile Transit Buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

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

TIP Intersection Project Year and Number

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



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 Scale in Miles

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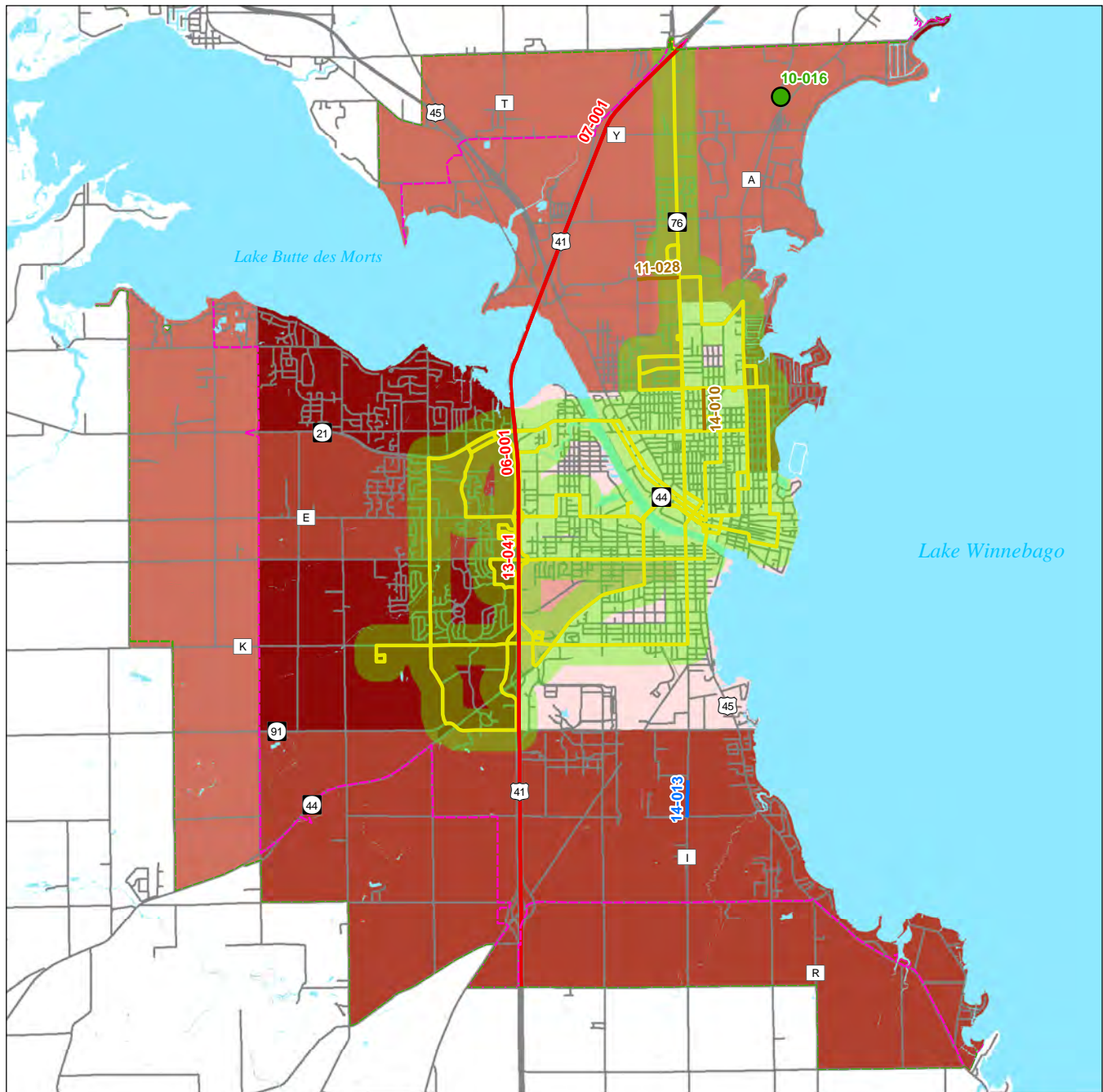
Prepared AUGUST 2012:



Sources: American Community Survey 2006 - 2010 TIGER Census Tracts, 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

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Figure G-3
Oshkosh Urbanized Area TIP Projects (2015 - 2018) and
Population Making More than \$100,000 per Year (2010 Census Data)



Population Making More than \$100,000

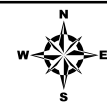
- Below 10%
- 11% - 15%
- 16% - 20%
- 21% - 25%
- Above 25%
- 1/4 Mile Transit Buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

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

TIP Intersection Project Year and Number

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



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 Scale in Miles

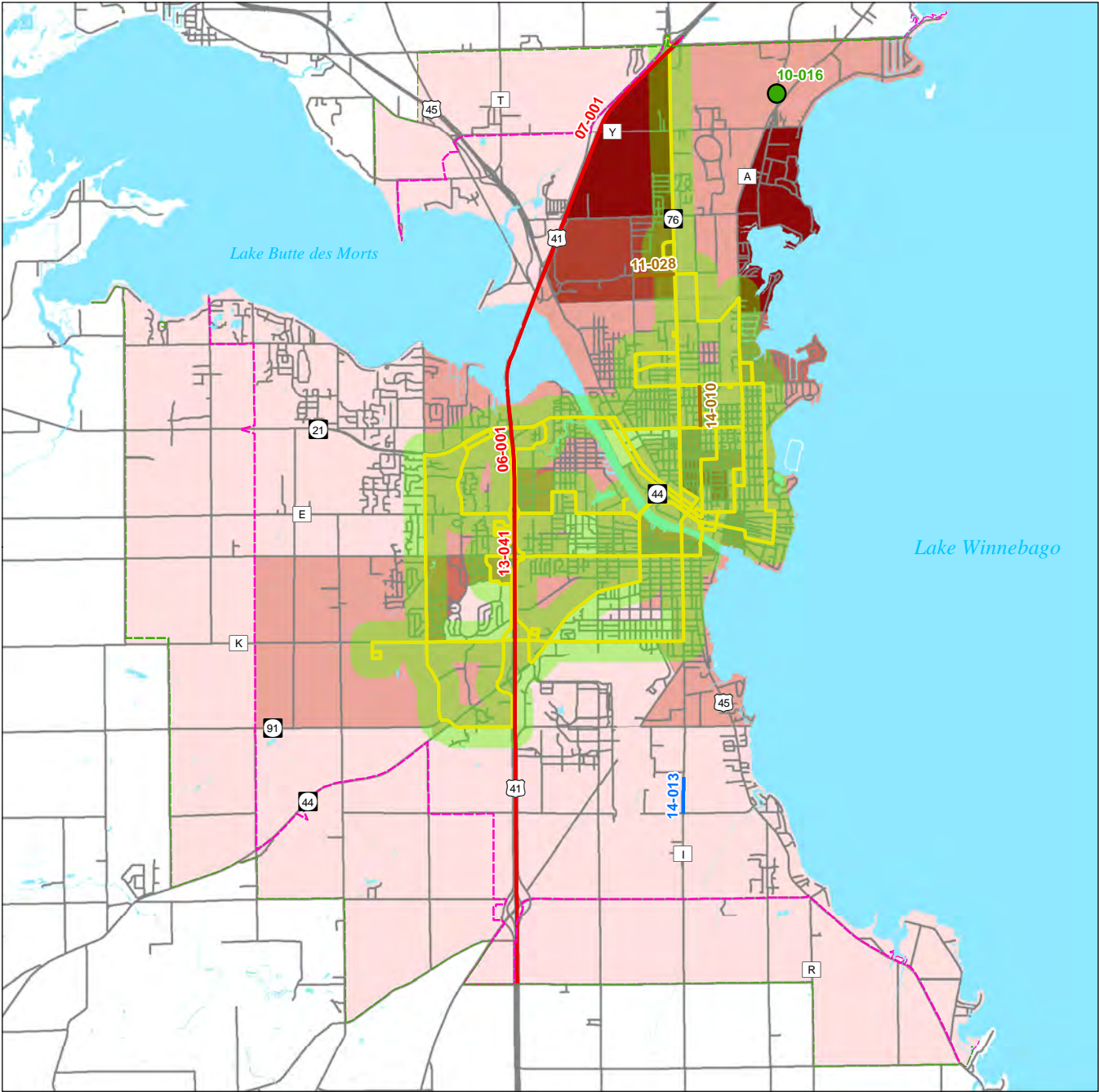
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Prepared AUGUST 2012:



Sources: American Community Survey 2006 - 2010 TIGER Census Tracts, 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

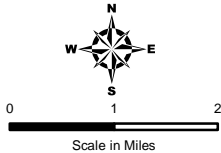
Figure G-4
Oshkosh Urbanized Area TIP Projects (2015 - 2018) and
Minority Population (2010 Census Data)



- Minority Population**
- Below 5%
 - 6% - 10%
 - 11% - 15%
 - 16% - 20%
 - Above 20%
 - 1/4 Mile Transit Buffer
 - Transit Routes
 - 2010 Metropolitan Planning Boundary
 - 2010 Adjusted Urbanized Boundary

- TIP Project Year and Number**
- 2015 06-056
 - 2016 06-056
 - 2017 06-056
 - 2018 06-056

- TIP Intersection Project Year and Number**
- 2015 06-056
 - 2016 06-056
 - 2017 06-056
 - 2018 06-056

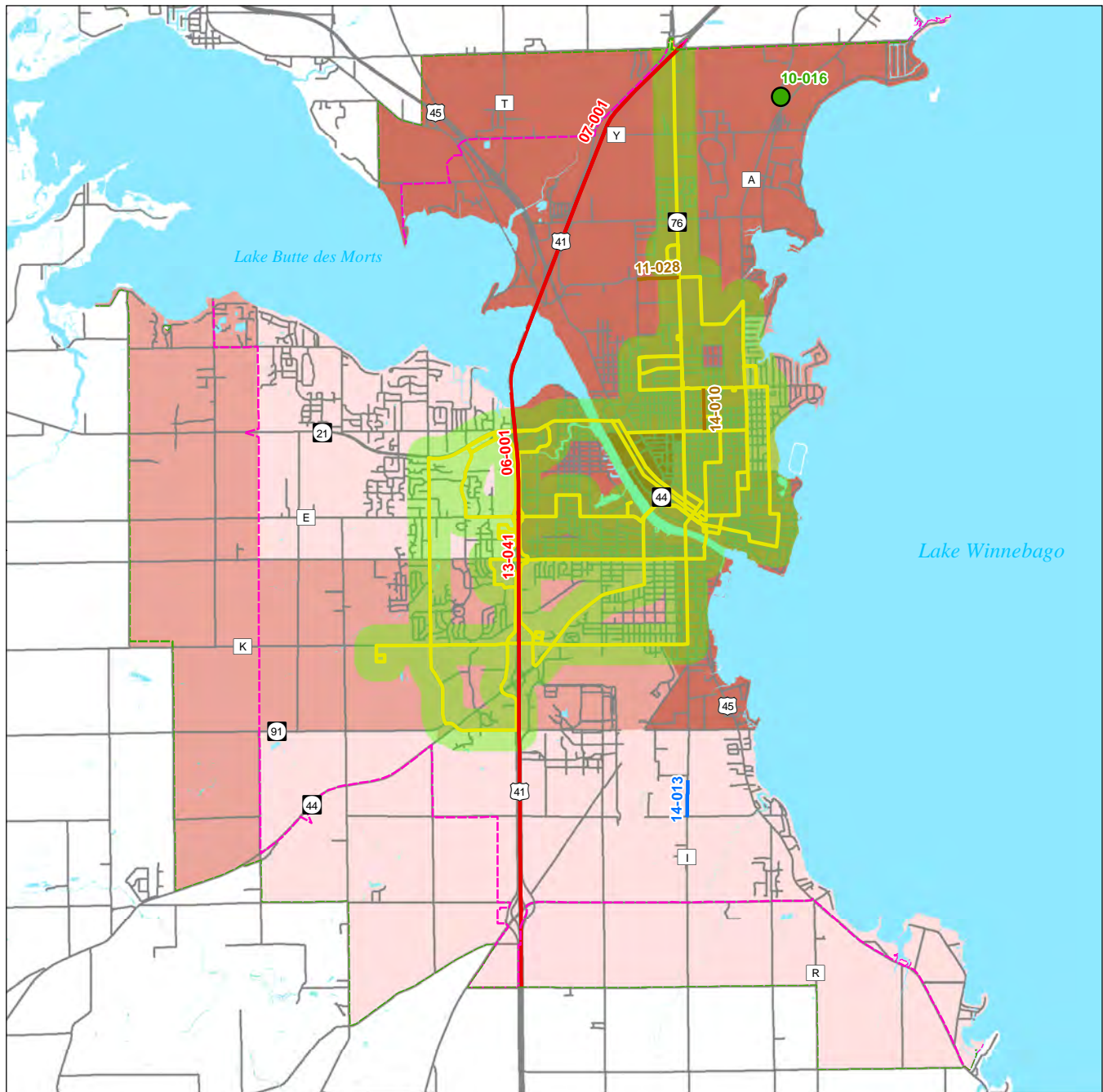


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Sources: American Community Survey 2006 - 2010 TIGER Census Tracts, 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

Figure G-5
Oshkosh Urbanized Area TIP Projects (2015 - 2018) and
Hispanic Population (2010 Census Data)



Hispanic Population

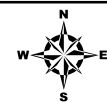
- Less than 2.00%
- 2.00% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- Greater than 10%
- 1/4 Mile Transit Buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056



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Scale in Miles

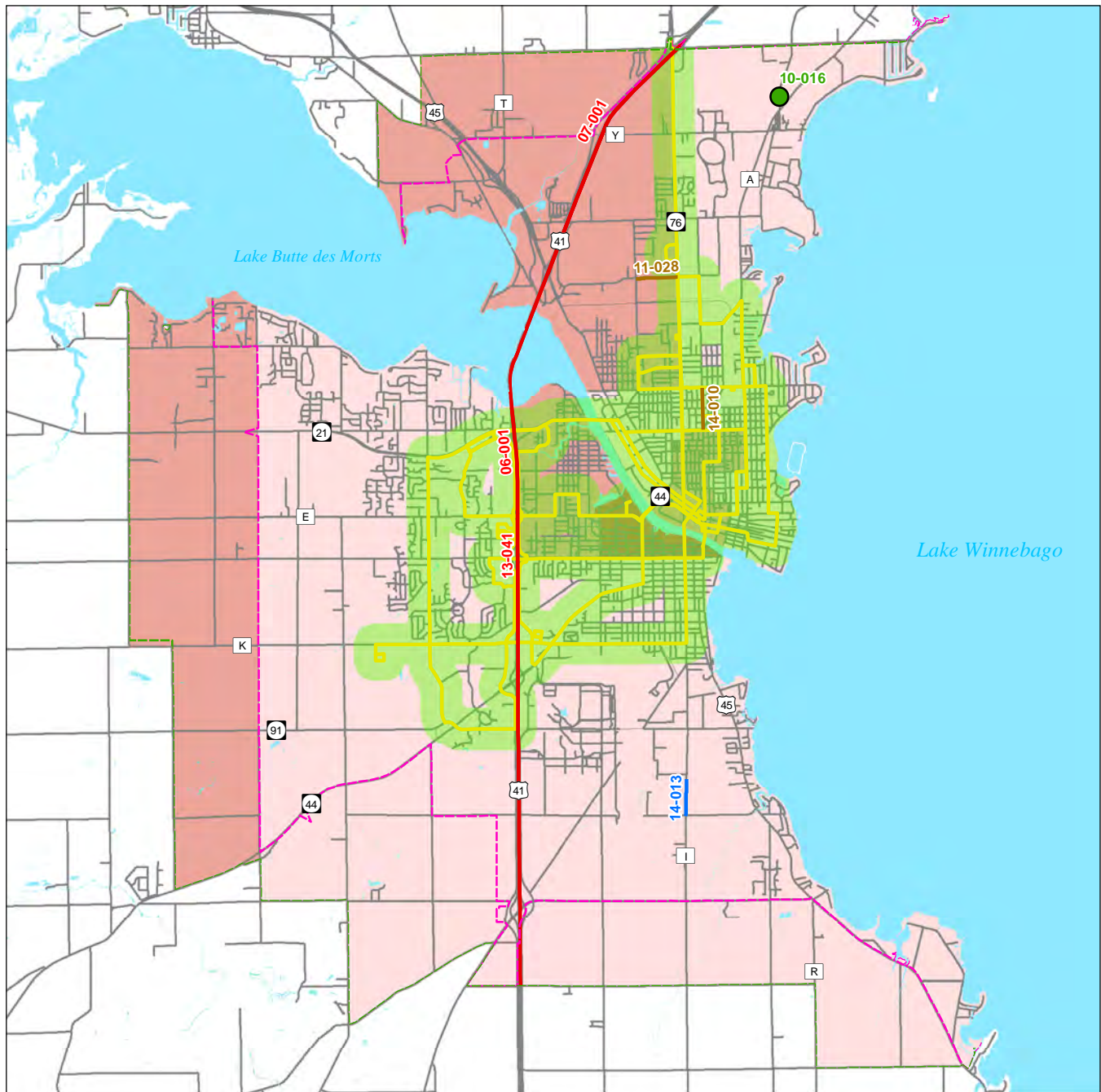
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Prepared AUGUST 2012:



Sources: American Community Survey 2006 - 2010 TIGER Census Tracts, 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

Figure G-6
Oshkosh Urbanized Area TIP Projects (2015 - 2018) and
Population Speaks English "Less than Very Well" (2010 Census Data)



Speaks English "Less than Very Well"

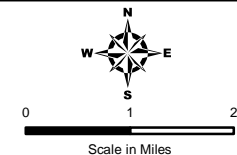
- Less than 5%
- 6% - 10%
- 11% - 15%
- 16% - 20%
- Greater than 20%
- 1/4 Mile Transit Buffer
- Transit Routes
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056



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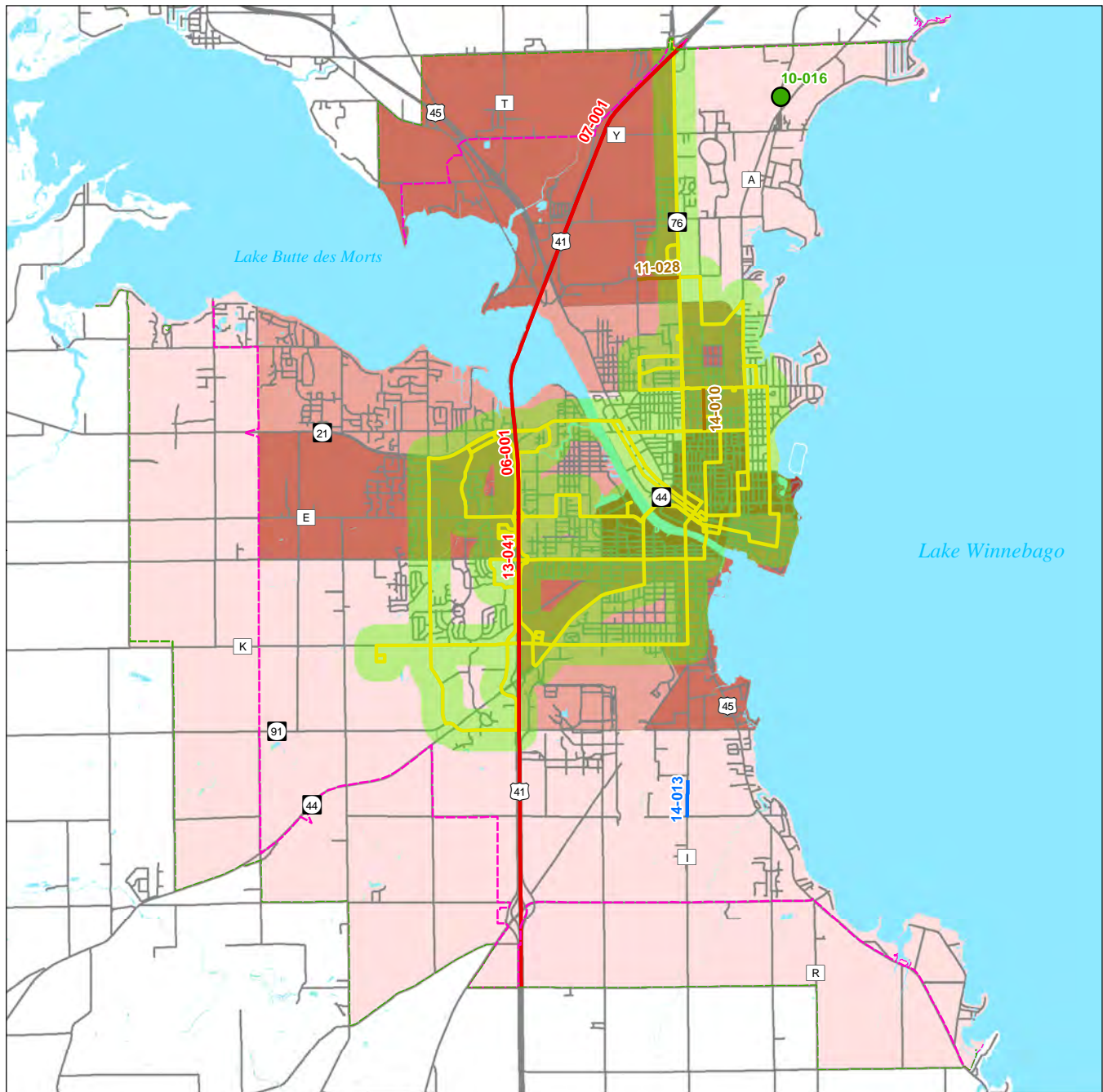
Prepared AUGUST 2012:



Sources: American Community Survey 2006 - 2010 TIGER Census Tracts, 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

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Figure G-7
Oshkosh Urbanized Area TIP Projects (2015 - 2018) and
Population With No Car Access (2010 Census Data)



No Car Access

- Less than 1%
- 2%
- 3% - 5%
- 6% - 10%
- More than 10%
- 1/4 Mile Transit Buffer
- Transit Routes

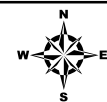
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056



0 1 2
Scale in Miles

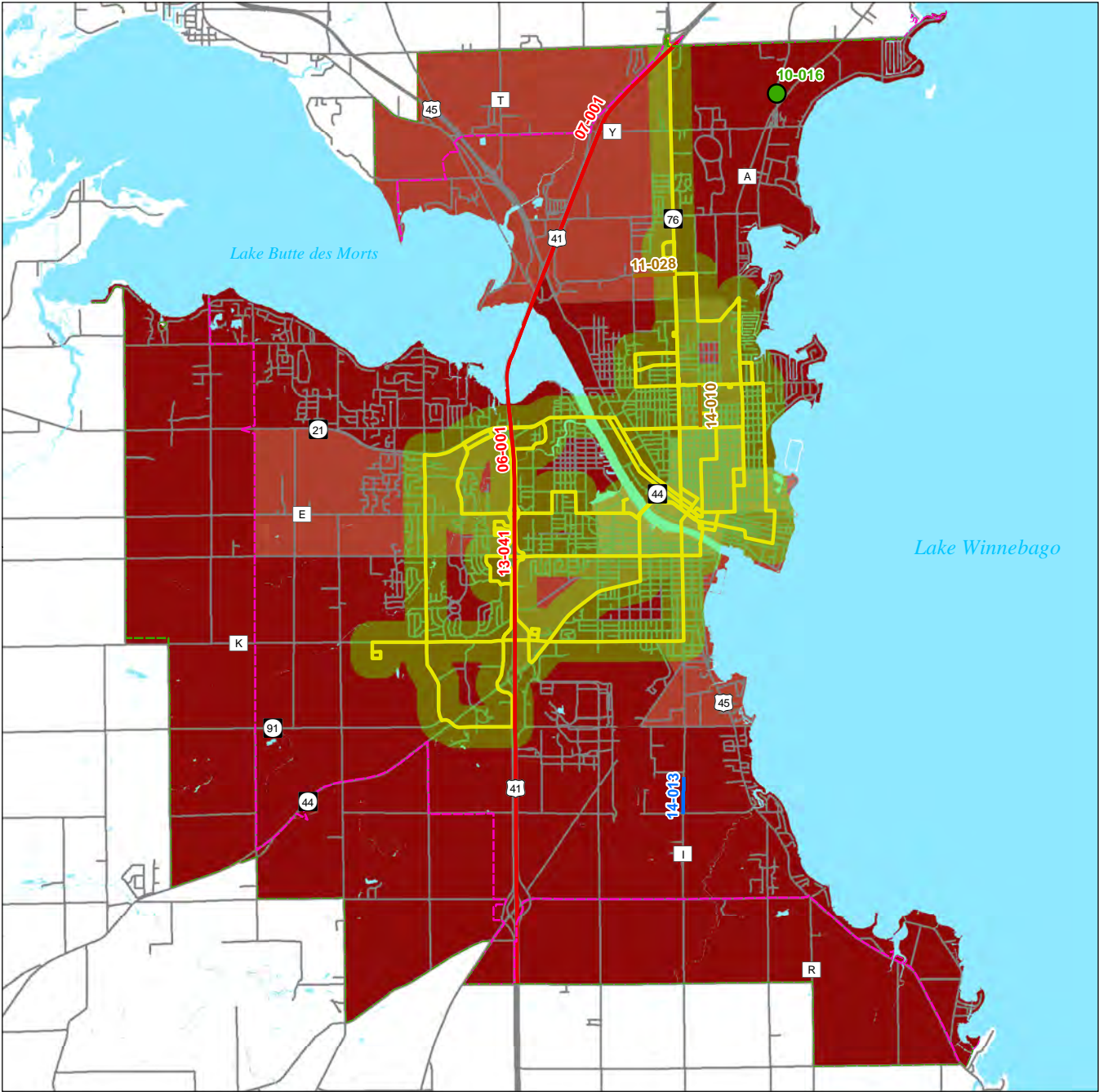
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Prepared AUGUST 2012:



Sources: American Community Survey 2006 - 2010 TIGER Census Tracts, 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

Figure G-8
Oshkosh Urbanized Area TIP Projects (2015 - 2018) and
Population With Car Access (2010 Census Data)



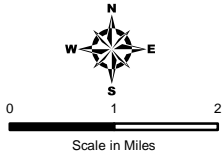
- Access to a Car**
- Below 85%
 - 85% - 90%
 - 91% - 95%
 - 96% - 98%
 - Above 98%
 - 1/4 Mile Transit Buffer
 - Transit Routes
 - 2010 Metropolitan Planning Boundary
 - 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056

TIP Intersection Project Year and Number

- 2015 06-056
- 2016 06-056
- 2017 06-056
- 2018 06-056



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Sources: American Community Survey 2006 - 2010 TIGER Census Tracts, 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

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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 Moving Ahead for Progress in the 21st Century Act (MAP-21).

Figure H - 1 shows the Oshkosh urbanized area.

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**Figure H-1
Oshkosh Urbanized Area
Functional Classification
System
2014**

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



0 1 2
Scale in Miles

Source:
WisDOT and ECWRPC provided 2010 metropolitan planning and adjusted urbanized areas
WisDOT and ECWRPC provided 2004 functional classification system
Base data provided by Winnebago County 2010.

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Prepared September 2014 by:



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