

Transportation Improvement Program Oshkosh Urbanized Area 2016



Oshkosh
Metropolitan Planning Organization
Approved on October 30, 2015

TRANSPORTATION IMPROVEMENT PROGRAM

OSHKOSH URBANIZED AREA

- 2016 -

October 30, 2015

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
OSHKOSH URBANIZED AREA - 2016

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and capital projects.

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The *Transportation Improvement Program for the Oshkosh Urbanized Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2016-2019 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 2019 through 2020; for transit assistance programs, 2016 and 2017.

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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 2016 to 2019. 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 2020 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 1, 2015, requesting candidate projects to be identified. On September 30, 2015, a legal notice was published in the Oshkosh daily paper identifying a review and comment period from September 30 to October 29, 2015. The Transportation Committee would meet October 13, 2015 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 30, 2015 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, 2016-2019, itemized in the listing this year includes the 2016 through 2019 projects that were submitted by the local entities. In developing this 2016 TIP, a project was selected by the Policy Board for the 2019 and 2020 biennium.

The allocation of STP-Urban funds for 2019-2020 is \$909,048 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 2016-2019 project candidates, as part of the 2016 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 50 percent minimum federal funding level.

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

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

STP-Urban Projects Recommended for Funding

2016-2019 allocations resulted in staff recommending funding for one project in the Oshkosh urbanized area. This project was selected by action of the Technical Advisory Committee for the Oshkosh urbanized area on April 16, 2015:

Oshkosh Project: Available Funding Allocation of \$909,048

- The City of Oshkosh's Main Street, New York to Murdock.
 - 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 2016 through 2019.

2016 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 (253-16-001). 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: 2016, 2017, 2018, and 2019.

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Table 1: Oshkosh Urbanized Area - Project Listing (2016-2019)

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

(\$000)

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

Primary Jurisdiction	Project Description	Type of Cost	2016				2017				2018				2019				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Go Transit Winnebago	Fixed Route Bus	Oper.	1022	818	1012	2852	1043	834	1038	2915	1064	851	1064	2979	1085	868	1091	3044	
	Paratransit	Contr.	382	306	349	1037	390	312	358	1060	398	318	368	1084	406	324	378	1108	
	Capital Projects	Purch.	1744	0	436	2180	1486	0	371	1857	1218	0	304	1522	8	0	2	10	
	Section 5307	TOTAL	3148	1124	1797	6069	2919	1146	1767	5832	2680	1169	1736	5585	1499	1192	1471	4162	
WisDOT Winnebago	I-41/USH 45-Breezewood	PE				0				0				0				0	
	Reconstruction	ROW				0				0				0				0	
	1120-09-21, 72-90	CONST				0	0	5418	0	5418				0				0	
253-07-001	NHS 15.9 m. (E)	TOTAL	0	0	0	0	0	5418	0	5418	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 21, OSHKOSH AVE.	PE				0				0				0				0	
	C. Oshkosh Fox River Br	ROW				0				0				0				0	
	6180-18- 71	CONST				0				0				0	1882	470	0	2352	
253-10-009	BR .5 Miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1882	470	0	2352	
WisDOT T of Oshkosh	Sherman Road	PE				0				0				0				0	
	WCL Crossing Signal and Gates	ROW				0				0				0				0	
	1009-93-44	CONST				0				0	131	71	0	202				0	
253-10-016	OCR (P)	TOTAL	0	0	0	0	0	0	0	0	131	71	0	202	0	0	0	0	
WisDOT Winnebago	City of Oshkosh Bridge Lift Structures	PE				0				0				0				0	
	Rehab for remote operations	ROW				0				0				0				0	
	4110-19-71	CONST				0				0				0	0	864	0	864	
253-11-027	BR (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	864	0	864	
WisDOT C of Oshkosh Winnebago	Oregon/Jackson St Bridge	PE				0				0				0				0	
	4994-07-00, 21, 71	ROW				0				0				0				0	
	BR (E)	CONST				0				0				0	0	938	0	938	
253-13-030		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	938	0	938	
WisDOT Calumet, Out, Winn Co	Regional Safe Routes to School Program	STUDY				0				0				0				0	
	1009-00-55	ROW				0				0				0				0	
	SRTS (P)	CONST	32	0	0	32				0				0				0	
252-13-035		TOTAL	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Calumet, Out, Winn Co	Regional Safe Routes to School Program	STUDY				0				0				0				0	
	1009-00-68	ROW				0				0				0				0	
	SRTS (P)	CONST				0	7	0	2	9				0				0	
252-15-001		TOTAL	0	0	0	0	7	0	2	9	0	0	0	0	0	0	0	0	
WisDOT Calumet, Out, Winn Co	Regional Safe Routes to School Program	STUDY				0				0				0				0	
	1009-00-74	ROW				0				0				0				0	
	SRTS (P)	CONST				0	65	0	16	81				0				0	
252-15-037		TOTAL	0	0	0	0	65	0	16	81	0	0	0	0	0	0	0	0	
WisDOT C of Oshkosh	North Main Street	PE				0				0				0				0	
	New York to Murdock	ROW				0				0				0				0	
	4994-01-15 RECST	CONST	2298	0	2391	4689				0				0				0	
253-14-010	URB 0.51 miles (P)	TOTAL	2298	0	2391	4689	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 76	PE				0				0				0				0	
	I-41 - CTH JJ	ROW	0	900	0	900				0				0				0	
	6430-12-00, 21, 71 RECST	CONST				0				0				0				0	
253-14-012	STP 3.72 miles (P)	TOTAL	0	900	0	900	0	0	0	0	0	0	0	0	0	0	0	0	Construction 2020 See Table A-1

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

Table 2: Oshkosh Urbanized Area, 2016-2019
Summary of Federal Funds Programmed and Available
(\$000)

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2016	2017	2018	2019	2016	2017	2018	2019
Federal Highway Administration								
National Highway Performance Program	0	0	0	0	0	0	0	0
Surface Transportation Program								
Oshkosh Urbanized Area	2,298	0	0	1,005	2,298	0	0	1,005
Surface Transportation Program								
State Flexibility	32	72	131	0	32	72	131	0
Highway Safety Improvement Program	0	0	0	0	0	0	0	0
Transportation Alternatives Program	0	0	0	0	0	0	0	0
Programmed Expenditures	2,330	72	131	1,005	2,330	72	131	1,005
* Annual Inflation Factor 2.3%	54	2	3	23	54	2	3	23
Estimated Need with Inflation Factor	2,384	74	134	1,028	2,384	74	134	1,028
Federal Transit Administration								
Section 5307 Operating	\$1,022	\$1,043	\$1,064	\$1,085	\$1,022	\$1,043	\$1,064	\$1,085
Section 5309 Capital	1,744	1,486	1,218	8	1,744	1,486	1,218	8
Programmed Expenditures	2,766	2,529	2,282	1,093	2,766	2,529	2,282	1,093
* Annual Inflation Factor 2.3%	64	58	52	25	64	58	52	25
Estimated Need with Inflation Factor	2,830	2,587	2,334	1,118	2,830	2,587	2,334	1,118
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 2015
Oshkosh Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2015				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Winnebago 253-07-002 253-06-001	I-41/STH 26-Breezewood Reconstruction 1120-11-00 to 93, 1120-10-70 to 90 NHS 15.9 m. (E)	PE ROW CONST TOTAL				0 0 0 10817 0 10817	X		
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 0 969 0 920 1889 969 0 920 1889			X Dropped
WisDOT C of Oshkosh Winnebago 253-13-030	Oregon/Jackson St Bridge Design 4994-07-00, 21, 71 BR (E)	PE ROW CONST TOTAL	0	2000	0	2000 0 0 0 2000	X Design		
WisDOT Winnebago 252-13-041	I-41 Conversion / State Line - Green SCL Dodge Co - I-43 Signing 1133-03-76 STP (P)	STUDY ROW CONST TOTAL				0 0 1776 444 0 2220 1776 444 0 2220	X		



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Oshkosh Urbanized Area - Candidate Project Listing (2016-2020)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2016				2017				2018				2019				2020+			
			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>	Leonard Point Road	PE				0				0				0				0	0	0	200	200
	WIS 21 - Highland Shore Lane	ROW				0				0				0				0				0
	Reconstruction	CONST				0				0				0				0	0	0	3200	3200
	Local 1.2 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3400	3400
T of Algoma Winnebago <i>Illustrative</i>	Omro Rd. / Brooks - Leonard Point	PE				0				0				0				0	0	0	170	170
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3130	3130
	Local 1.7 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3300	3300
Winnebago Co Winnebago <i>Illustrative</i>	CTH Y / WIS 76 - CTH S	PE				0				0				0				0	0	0	350	350
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2350	2350
	Local 2.2 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2700	2700
T of Oshkosh Winnebago <i>Illustrative</i>	Vinland Rd./Smith-Snell	PE				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1750	1750
	Local 1.25 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1750	1750
C of Oshkosh T of Oshkosh Winnebago <i>Illustrative</i>	Snell Rd./Jackson-CTH A (Bowen)	PE				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1500	1500
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Oshkosh Winnebago <i>Illustrative</i>	Main St/Fox River-16th Avenue	PE				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	4363	4363
	Local .05 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4363	4363
Oshkosh Winnebago <i>Illustrative</i>	Washburn St/Ripple - STH 26	PE				0				0				0				0	0	0	76	76
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	835	835
	Local 1.31 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	911	911
Oshkosh Winnebago <i>Illustrative</i>	Main St/Irving-New York	PE				0				0				0				0	0	0	225	225
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2300	2300
	Local .05 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2525	2525
WisDOT Winnebago <i>Illustrative</i>	STH 76	PE				0				0				0				0				0
	I-41 - CTH JJ	ROW	0	900	0	900				0				0				0				0
	6430-12-00, 21, 71 RECST	CONST				0				0				0				9011	2253	0	11264	
	STP 3.72 miles (P)	TOTAL	0	900	0	900	0	0	0	0	0	0	0	0	0	0	0	9011	2253	0	11264	

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2021 - 2022 biennium)
Oshkosh Urbanized Area
Project Evaluation (Criteria)/Score

Jurisdiction	2021 + STP Projects	Plan Consis- tency	Preserve Existing System		Capacity V/C		Safety		Multi- Modal		Planned Pro- gramming		Total Score	Rank	Project Cost	Max. STP Funding
Oshkosh Allocation = \$973,440																
T. Algoma	Leonard Pt Rd (WIS 21-Highland Sh)	5	PC(6)	3	0.48	2	5	5	VtBP	3	1	1	19		\$3,200,000	
T. Algoma	Omro Rd (Brooks-Leonard Pt)	5	PC(7)	1	0.54	2	161	3	VTBP	5	2	2	8		\$3,300,000	
T. Oshkosh	Vinland Rd (Smith-Snell)	3	PC(4)	5	0.23	1	34	0	Vtbp	1	4	4	14		\$1,750,000	
C. Oshkosh	Snell Rd (Jackson - CTH A)	5	PC(5)	3	0.54	2	48	0	Vtbp	1	4	4	15		\$1,500,000	
Winnebago Co.	CTH Y (WIS 76 - CTH S)	3	PC(4)	5	0.25	1	5	5	VtBP	3	1	1	18		\$2,700,000	
Total															\$9,250,000	



APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Oshkosh urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with a population of less than 200,000 so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For 2015 the allocation was 30.8 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 2015 was 24.3 percent of eligible expenses.

Each year WisDOT pools the capital requests of the state's transit systems and applies to the FTA for Section 5339 Capital formula grants. These annual grants have provided the much-needed support to meet capital needs. Recent cuts to federal capital grant funding has resulted in a backlog of capital requests statewide. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain 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 2016 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 2016-2020 period.

Table B-1
Transit Projects
Oshkosh Urbanized Area

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2016 (000)	Jan-Dec 2017 (000)	Jan-Dec 2018 (000)	Jan-Dec 2019 (000)	Jan-Dec 2020 (000)
Operating Assistance	GO Transit						
Directly Operated - Fixed Route							
Expenses			\$3,408	\$3,476	\$3,546	\$3,617	\$3,689
Revenues			556	561	567	572	578
Deficit			2,853	2,915	2,979	3,044	3,111
Federal Share		253-16-010	1,022	1,043	1,064	1,085	1,107
State Share			818	834	851	868	885
Local - Municipal & County			1,012	1,038	1,064	1,091	1,119
Purchased Transp. - Paratransit	GO Transit						
Expenses			\$1,274	\$1,299	\$1,325	\$1,352	\$1,379
Revenues			237	239	242	244	247
Deficit			1,037	1,060	1,084	1,108	1,132
Federal Share		253-16-011	382	390	398	406	414
State Share			306	312	318	324	331
Local- Municipal & County			349	358	368	378	388
Capital Projects	GO Transit						
Diesel Buses (9)		253-16-012	1,500	1,500	1,500		
Automated Pass Purchasing System				20			
Van				40			
Bus Shelters (9)		253-16-013	12	12	12		
Electronic Fareboxes				275			
Hybrid Bus Battery		253-16-014	100				
Maintenance Facility Painting		253-16-015	50				
Accessibility Improvements		253-16-016	10	10	10	10	
Stationary Pressure Washer		253-16-017	8				
Spare Parts		253-16-018	50				
Transit Center Rehab		253-16-019	40				
Office Upgrades		253-16-020	410				
Total Cost:			\$2,180	\$1,857	\$1,522	\$10	\$0
Federal Share:			\$1,744	\$1,486	\$1,218	\$8	\$0
Local Share:			\$436	\$371	\$304	\$2	\$0

Table B-2
Contracted Paratransit Service
GO Transit
CY 2016

	DIAL-A-RIDE	CABULANCE	OVER 60 RURAL	UNDER 60 RURAL	ACCESS TO JOBS	TOTAL
EXPENSES	\$ 504,000	\$ 405,000	\$ 160,000	\$ 85,000	\$ 120,000	\$ 1,274,000
REVENUES	\$ 61,000	\$ 50,000	\$ 64,000	\$ 32,000	\$ 30,000	\$ 237,000
TIP #	253-16-021	253-16-022	253-16-023	253-16-024	253-16-025	
FEDERAL/STATE AIDS*	\$ 272,160	\$ 218,700	\$ 86,400	\$ 45,900	\$ 64,800	\$ 687,960
LOCAL	\$ 170,840	\$ 136,300	\$ 9,600	\$ 7,100	\$ 25,200	\$ 349,040

* Based on anticipated 2016 funding levels.

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

		2016	2017	2018	2019	2020
Operating Expenses						
Fixed Route (DO)	(\$000)	\$3,408	\$3,476	\$3,546	\$3,617	\$3,689
Paratransit (DR)	(\$000)	\$1,274	\$1,299	\$1,325	\$1,352	\$1,379
Total Operating Expenses	(\$000)	\$4,682	\$4,776	\$4,871	\$4,969	\$5,068
Revenue						
Farebox Revenue						
Fixed Route (DO)	(\$000)	\$556	\$561	\$567	\$572	\$578
Paratransit (DR)	(\$000)	\$237	\$239	\$242	\$244	\$247
Total Revenue	(\$000)	\$793	\$800	\$808	\$817	\$825
Deficit						
Federal (2*)	(\$000)	\$1,405	\$1,433	\$1,461	\$1,491	\$1,520
State (2*)	(\$000)	\$1,124	\$1,146	\$1,169	\$1,192	\$1,216
Local - City & County	(\$000)	\$1,361	\$1,396	\$1,432	\$1,469	\$1,507
Total Deficit	(\$000)	\$3,890	\$3,975	\$4,063	\$4,152	\$4,243
Capital						
Federal (5307 & 5339)	(\$000)	\$1,744	\$1,486	\$1,218	\$8	\$0
Local	(\$000)	\$436	\$371	\$304	\$2	\$0
Total Capital Expenses (3*)	(\$000)	\$2,180	\$1,857	\$1,522	\$10	\$0
Operating Statistics						
No. of Buses		16	15	15	15	15
No. of Employees (1*)		21	21	21	21	21
Revenue Hours	(000)	35	35	35	35	35
Revenue Miles	(000)	477	477	477	477	477
Revenue Passengers	(000)	700	707	714	721	728
Fixed Route Statistics						
Average Fare		\$0.79	\$0.79	\$0.79	\$0.79	\$0.79
Operating Ratio (Rev/Exp)		17%	17%	17%	16%	16%
Cost per Vehicle Mile		7.14	7.36	7.58	7.81	8.04
Cost per Passenger		4.87	4.97	5.07	5.17	5.27
Cost per Vehicle Hour		97.37	100.29	103.30	106.40	109.59
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. Full time, part-time and on-call drivers
2. Assumes approximately a 30% federal share and 24% state share in 2016 and each succeeding year.
3. Projected capital expenses.

JUSTIFICATION FOR CAPITAL PROJECTS

Oshkosh Urbanized Area

2016 Projects*

ITEM	TOTAL COST	FUNDING SOURCE
35' Bus (3)	\$1,500,000	Sect. 5339
Bus Shelter (3)	\$12,000	Sect. 5307
Hybrid Bus Battery (4)	\$100,000	Sect. 5307
Maintenance Facility Ceiling Replacement	\$35,000	Sect. 5307
Maintenance Facility Interior Painting	\$50,000	Sect. 5307
Transit Center Rehab	\$40,000	Sect. 5307
Stationary Pressure Washer	\$8,000	Sect. 5307
Transportation Department Facility Upgrades	\$410,000	Sect. 5339
Pedestrian Accessibility Improvements	\$10,000	Sect. 5307
Spare Parts	\$50,000	Sect. 5307

*Project list depends on city budget approval

35' & 40' Bus Replacement. GO Transit's fleet contains ten model year 2003 buses. In 2016, the model year 2003 buses will have surpassed their useful life (12 years) and have already begun to require major component replacement as well as increase maintenance costs. The 2016 project will use funding to replace 3 buses. GO Transit intends to stagger the replacement of these buses over the next 3 years, if funding is available.

Bus Shelters. GO Transit's has a number of bus shelters that were installed in 1980. These shelters will be replaced with ADA accessible shelters over the next five years.

Hybrid Bus Battery Replacements. GO Transit has four 40' hybrid buses in the current fleet. These vehicles began operation in 2010 and the batteries used as part of the hybrid drive system on these buses are nearing the end of their useful life and will need to be replaced.

Maintenance Facility Ceiling Replacement. GO Transit's maintenance facility located at 926 Dempsey Trail requires interior a new interior ceiling. The current ceiling tiles have begun to deteriorate and the overall facility insulation is compromised.

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.

Transit Center Rehab. GO Transit's transit center facility is located at 110 Pearl Ave. It was previously rehabbed in 1991. The current facility requires painting, cleaning, bench replacement, paver block repair, etc.

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 2015 Bus Stop Accessibility Assessment will provide guidance on what locations to prioritize.

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.

2017 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Bus Shelters (3)	\$12,000	Sect. 5339
Pedestrian Accessibility Improvements	\$10,000	Sect. 5339
Electronic Fareboxes	\$275,000	Sect. 5339
35' Bus (3)	\$1,500,000	Sect. 5339
Automatic Pass Purchasing System	\$20,000	Sect. 5339
Van	\$40,000	Sect. 5339

2018 Projects

ITEM	TOTAL COST	FUNDING SOURCE
35' Bus (3)	\$1,500,000	Sect. 5339
Pedestrian Accessibility Improvements	\$10,000	Sect. 5339
Bus Shelters (3)	\$12,000	Sect. 5339

2019 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Pedestrian Accessibility Improvements	\$10,000	Sect. 5339

TRANSIT FINANCIAL CAPACITY

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

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

Oshkosh Urbanized Area

Cost Trends

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

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

GO Transit's paratransit costs have increased near or just below inflation over the last several years. GO Transit contracts for these services and there have been no fuel or inflationary escalators built into the contract. Projections for the next five years have slight increases in cost with anticipated increases to contractor rates with upcoming procurements for the services.

Cost-Efficiency and Effectiveness Trends

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

Revenue Trends

Projections for future years show modest increases in ridership, resulting in revenue increases. Increases in bus advertising and other revenues, including fixed route revenues, are anticipated to slightly improve the overall revenue picture. Revenue from service provided during the annual Experimental Aviation Association (EAA) convention and airshow are expected to remain constant. An EAA bus pass was instituted in 2007 and was met with great success in both convenience for the user and generating revenue for the system. 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.

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

Ridership Trends

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

Levels of Service Trends

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

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

Likelihood of Trends Continuing

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

Intercity Bus Service

Lamers Connect

Lamers Bus, a private transportation company, will operate this service beginning in July 2011 (Lamers Connect). Service is provided to Milwaukee, Madison and Green Bay with intermediate stops serving Appleton, Fond du Lac, Waupun, Beaver Dam, Wausau, Waupaca and Stevens Point. The service will connect with other intercity services such as Greyhound, Badger in Madison, Amtrak Empire Builder in Columbus, and other services provided by Lamers Bus.

Greyhound

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

WINNEBAGO COUNTY TRANSPORTATION PROVIDERS

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

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

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 29, 2015

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2016. 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 29, 2015.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure



APPENDIX C

MPO POLICY BOARD, TECHNICAL ADVISORY COMMITTEE & ENVIRONMENTAL CONSULTATION CONTACTS

OSHKOSH TRANSPORTATION POLICY ADVISORY COMMITTEE

County Officials

Mark Harris, Winnebago County Executive

City Mayors

Steve Cummings, City of Oshkosh

Town Board Chairmen

Tim Blake, Town of Algoma

Frank Frassetto, Town of Black Wolf

Glen Barthels, Town of Nekimi

Jim Erdman, Town of Oshkosh

Federal Officials

Dwight McComb, Planning & Program Development Engineer

Marisol Simon, Region Director, FTA

State Officials

Will Dorsey, Director, WisDOT Northeast Region

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 29, 2015

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 – 2016.

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 - 2016*** (TIP). This document will be under a 30-day public review period from September 30, to October 29, 2015. 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



APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
Oshkosh MPO
Transportation Policy Advisory Committee Meeting
Winnebago County Highway Department Offices
901 W. County Road Y, Oshkosh, WI 54901
Thursday, April 16, 2015

The meeting was called to order by Walt Raith at 10:07 A.M.

Committee Members Present

Matt Halada	WisDOT – NE Region
Sandy Carpenter	WisDOT – NE Region
Jim Collins	City of Oshkosh
Steve Gohde	City of Oshkosh
David Patek	City of Oshkosh
Ernie Winters	Winnebago County
Joel Rasmussen	Town of Algoma
Doug Gierny	Winnebago County Public Health Department

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC

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

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

2. Public Comment

No members of the public were present.

3. Update on the Long Range Transportation Plan for the Oshkosh Urbanized Area (Draft executive summary enclosed)

Mr. Raith noted that staff is working on the federal long range transportation plan for the Oshkosh Urbanized Area with final completion by October 2015. He explained that this plan identifies future long-range projects such as the west-side arterial and more short-range projects that are identified in the Transportation Improvement Program (TIP). The long range plan is a requirement that sets the table for long term transportation improvements.

Mr. Raith noted that the Executive Summary that was included in the packet is an overview of the long range transportation plan. He briefed the group on the progress of the plan by reviewing the chapter structure and highlighting a few maps including the planning area boundaries of the urbanized area, crash data, recommended projects, travel demand model mapping for base year 2010 and projected year 2045 and bicycle facilities mapping from the Fox Cities and Oshkosh Regional Bicycle and Pedestrian Plan. Mr. Raith also noted that a public information meeting is scheduled for April 29th at the UW-Oshkosh Alumni Center from 4:00 pm to 6:00 pm, and the public is welcome to attend and provide input. He noted that another round of info meetings will be scheduled in August and final adoption of the plan by the commission in October 2015.

4. Discussion and action on STP-Urban project selection for the 2019-2020 Biennium and Transportation Improvement Program discussion (enclosed)

Mr. Raith reviewed the STP-Urban project listings/rankings for 2019-2020 with the members. Mr. Raith noted that the Fernau Road project that was scheduled for construction in 2016 using STP-Urban funds would have to be built with local funds. The purchase of right-of-way for the project did not meet FHWA standards and the City of Oshkosh would have to relinquish the funding. Mr. Patek stated that with that knowledge the City of Oshkosh would possibly like to put the funding from the Fernau Road project onto the Main Street project to bring the federal funding closer to eighty percent. Ms. Carpenter explained that substituting funding from one project to another can be done one time as part of the process and that this should be no problem to arrange. Mr. Gohde explained that costs for the Main Street project have been inflated and he would work with the consultant McMahon to get new cost estimates to WisDOT to be able to get a new state municipal agreement (SMA) prepared.

Mr. Moesch also noted that he will be starting the next update for the Oshkosh Transportation Improvement Program (TIP) soon and will be working with the local municipalities to add more illustrative projects to the document, and WisDOT to get update project costs. He asked the group to be aware that he will be contacting the various committee members in the next few months for their project ideas/costs estimates.

With no other discussion, Mr. Winters made a motion to switch STP-Urban funding from Fernau Road to the Main Street project. Mr. Patek seconded the motion and the motion passed unanimously.

5. Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Plan Update

Mr. Raith noted that staff is working on a bicycle/pedestrian counts process as part of the action plan for the regional bicycle/pedestrian network. He stated that staff has been working with local municipalities to implement recommendations from the plan. Mr. Moesch explained that East Central is offering a Traffic Skills 101 workshop free of charge in April and a League Certified Instruction in September which is a two part workshop to become a league certified bicycle instructor for one's community.

6. Regional Safe Routes to School Program Update

Mr. Raith noted that the Regional Safe Routes to School Program received funding from WisDOT in August 2014. He stated that 136 of regional schools are currently participating in the program activities. New for this year is staff is rolling out an awards program to recognize exceptional participation/activities for the participating school districts. Mr. Raith stated that May is National Bike Month and staff will be participating in numerous activities throughout the region.

7. Adjournment

Mr. Raith asked the committee if they had any other comments or questions. Hearing none, Mr. Raith asked the committee for a motion to adjourn. Mr. Halada made a motion to adjourn. Mr. Patek seconded the motion and the motion passed unanimously.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 24-15

**ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR OSHKOSH
URBANIZED AREA-2016**

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 - 2016.

RESOLUTION NO. 24-15

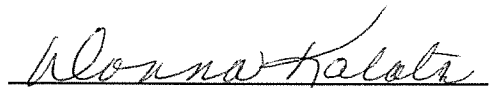
Section 2: That the Commission certifies that the metropolitan planning process is addressing the major transportation issues in these areas in conformance with all applicable requirements.

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 30, 2015

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner


Donna Kalata, Chair – Waushara Co.



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2016 TRANSPORTATION IMPROVEMENT PROGRAM

The Oshkosh Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Areas – 2016. 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 2016 – 2019. 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– 2016 can be viewed on the internet at:

www.fcompo.org

A 30-day public review and comment period for this document will commence on September 30, and end on October 29, 2015. 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

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

Account Number: GWM-N5251
Order Number: 0000748480
No. of Affidavits: 1
Total Ad Cost: \$25.72
Published Dates: 09/30/15

(Signed) Bradley Zitzky (Date) 9-30-15
Legal Clerk



Signed and sworn before me

Alexandra Zakowski

My commission expires 3/3/19

NOTICE OF OPPORTUNITY TO
REVIEW METROPOLITAN PLANNING
ORGANIZATION
2016 TRANSPORTATION
IMPROVEMENT PROGRAM
The Oshkosh Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Areas - 2016. This publication of the TIP serves to update the listing of state and federal funded, in addition to significant local transportation projects for the years 2016 - 2019. 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- 2016 can be viewed on the internet at:
www.fcempo.org
A 30-day public review and comment period for this document will commence on September 30, and end on October 29, 2015. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy of this document and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100
RUN: Sept 30, 2015 WNAXLP

EAST CENTRAL WI PLANNING COMM
Re: TIP Review

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

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FAX 877-943-0443
EMAIL legals@thenorthwestern.com



APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE

TITLE VI AND ENVIRONMENTAL JUSTICE

Environmental justice is a process which seeks to ensure that access to transportation systems and the transportation planning process is available to all, regardless of race or socioeconomic status. The decision making process depends upon understanding and properly addressing the unique needs of different socio-economic groups. In terms of race, the Oshkosh Urbanized Area has a substantially low minority population which is fairly scattered.

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

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

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

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

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

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

Public participation efforts within the planning process to include minority groups have included notification to local minority organizations and agencies and disclaimers on public documents in Hmong and Spanish (the primary languages spoken by non-English speaking residents of the Urbanized Area) for further information and contacts. Advertisements were published in the local newspaper (*The Oshkosh Northwestern*) prior to the public review period. All meeting locations were selected to include easy access for all individuals, especially transit and alternative mode users, as well as facilities which catered to the mobility needs of the disabled. Various planning documents, including the draft of this TIP were open to public comment. Public participation throughout the process is characterized as consistent.

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Oshkosh Urbanized Area – 2016*.

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 2016 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 2016 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2016 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 2016 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 2016 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.

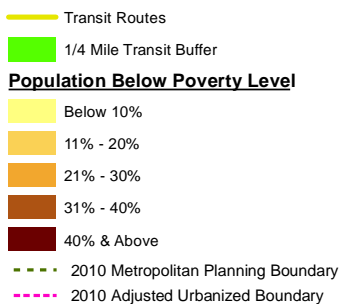
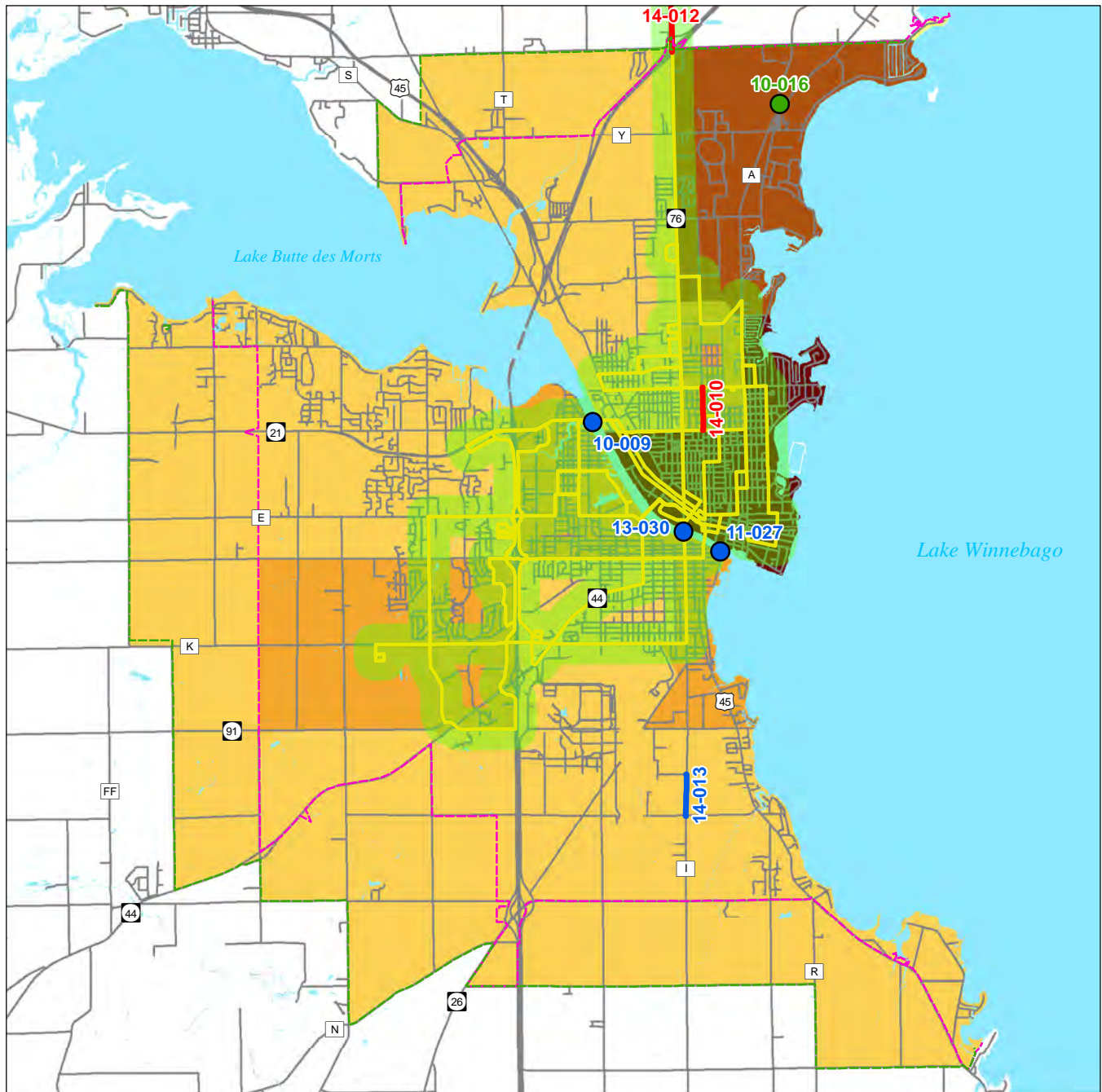
Map G-7 depicts 2012 distribution of households with no car in the Oshkosh MPO area by census tract. This analysis is included with transit fixed routes and 2016 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact 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 2016 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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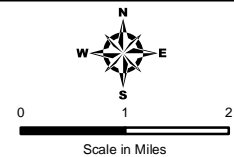
**Figure G-1
Oshkosh Urbanized Area TIP Projects (2016 - 2019) and
Population Below Poverty Level (2010 Census Data)**



TIP Project Year and Number

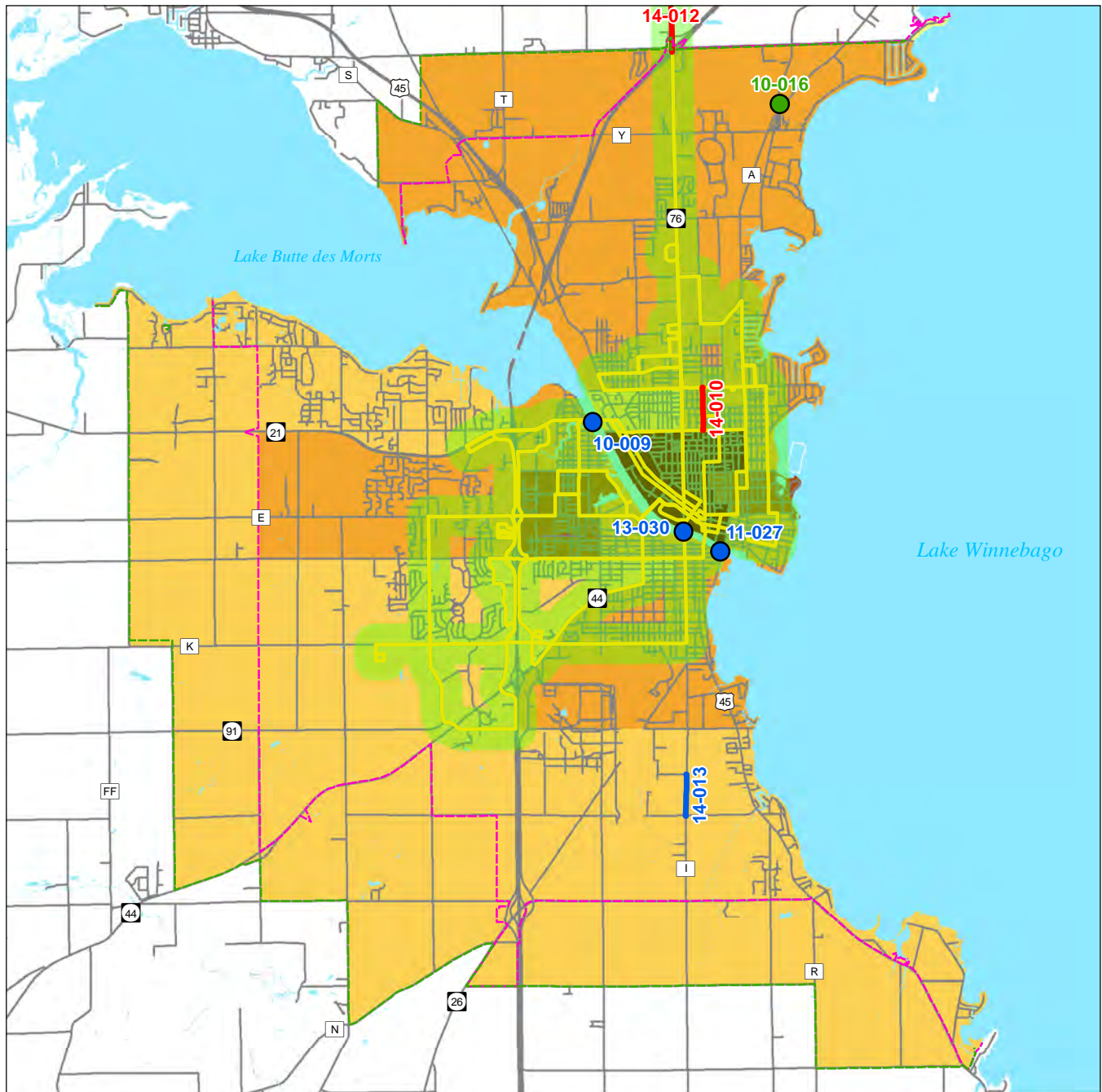


TIP Intersection Project Year and Number



This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

**Figure G-2
Oshkosh Urbanized Area TIP Projects (2016 - 2019) and
Population Making Less than \$25,000 per Year (2010 Census Data)**



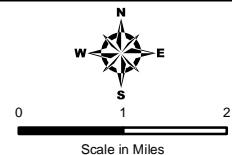
- Transit Routes
- 1/4 Mile Transit Buffer
- Population Making Less than \$25,000**
- Below 15%
- 16% - 25%
- 26% - 35%
- 36% - 45%
- Above 45%
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

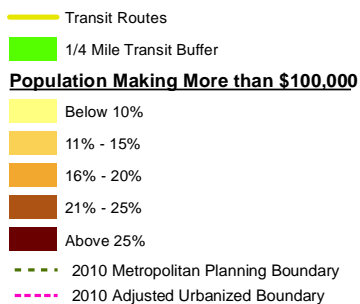
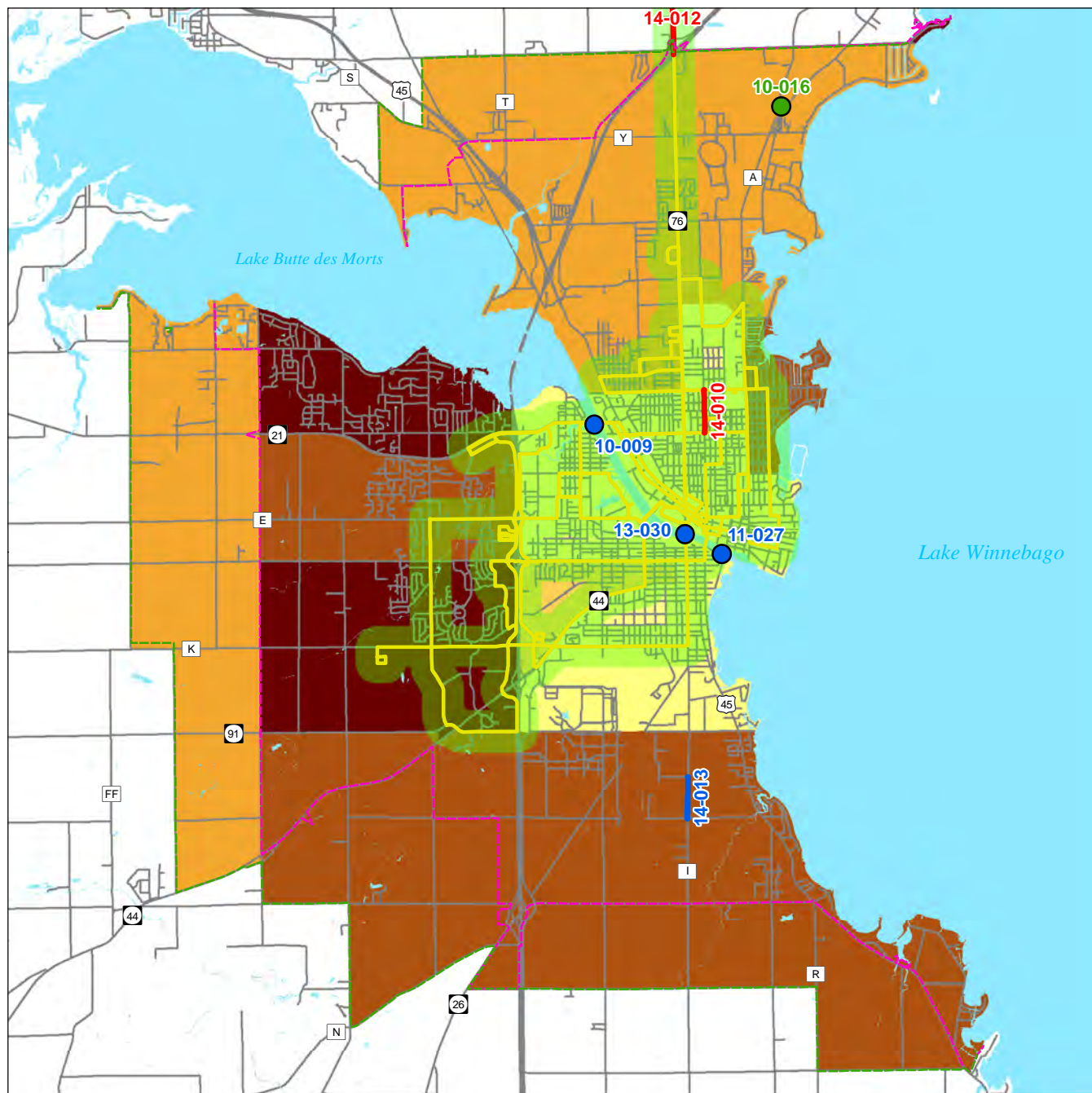
TIP Intersection Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**



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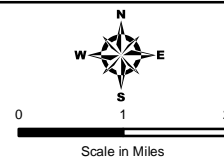
Figure G-3
Oshkosh Urbanized Area TIP Projects (2016 - 2019) and
Population Making More than \$100,000 per Year (2010 Census Data)



TIP Project Year and Number

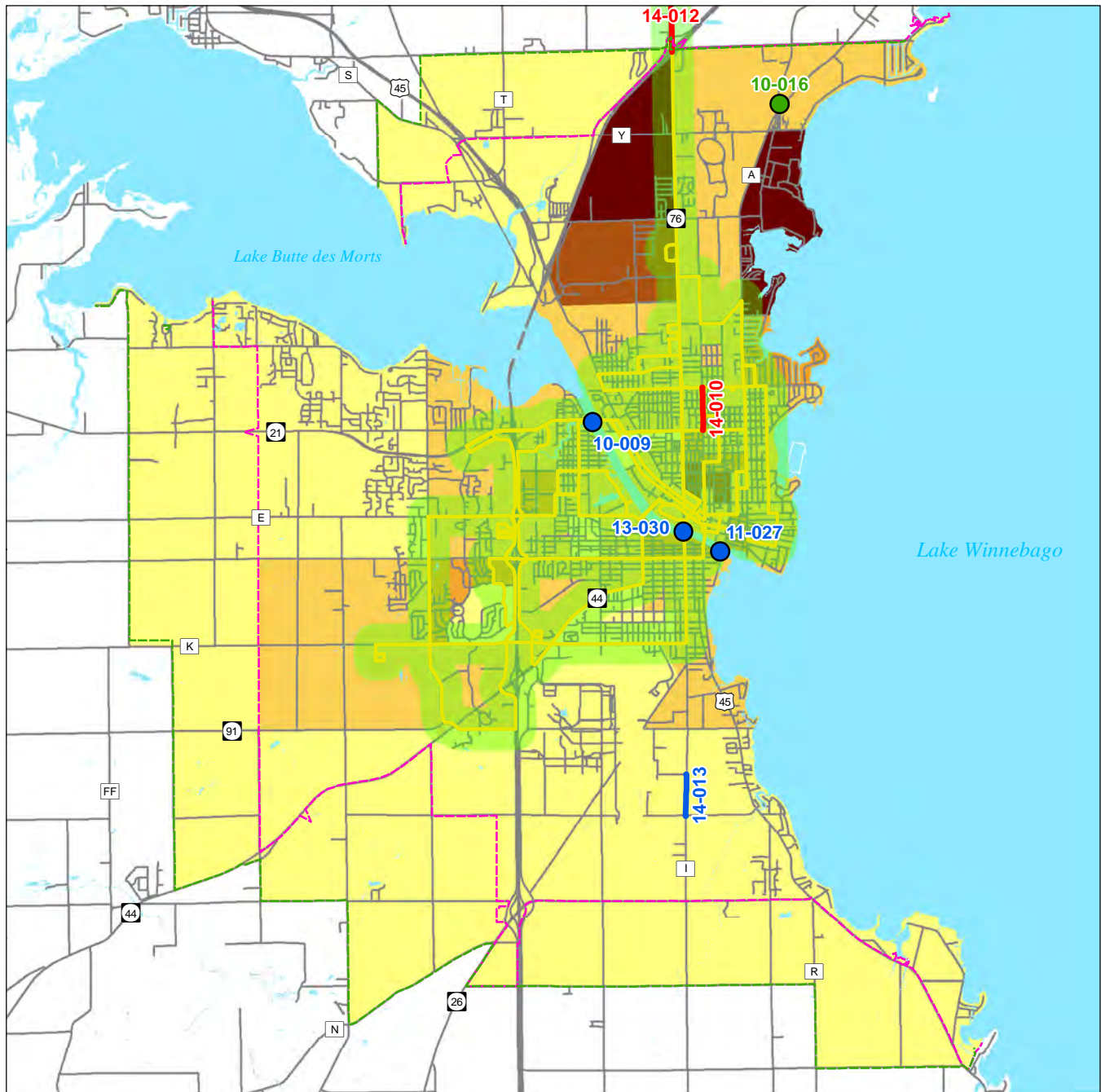


TIP Intersection Project Year and Number



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**Figure G-4
Oshkosh Urbanized Area TIP Projects (2016 - 2019) and
Minority Population (2010 Census Data)**



— Transit Routes
 ■ 1/4 Mile Transit Buffer

Minority Population

Below 5%
 6% - 10%
 11% - 15%
 16% - 20%
 Above 20%

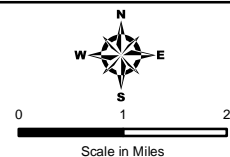
--- 2010 Metropolitan Planning Boundary
 - - - 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

2016 06-056
 2017 06-056
 2018 06-056
 2019 06-056

TIP Intersection Project Year and Number

• 2016 06-056
 • 2017 06-056
 • 2018 06-056
 • 2019 06-056

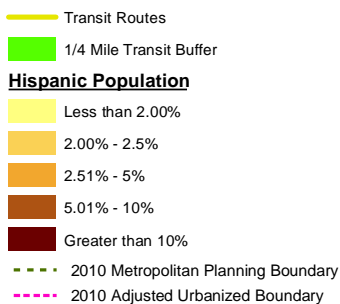
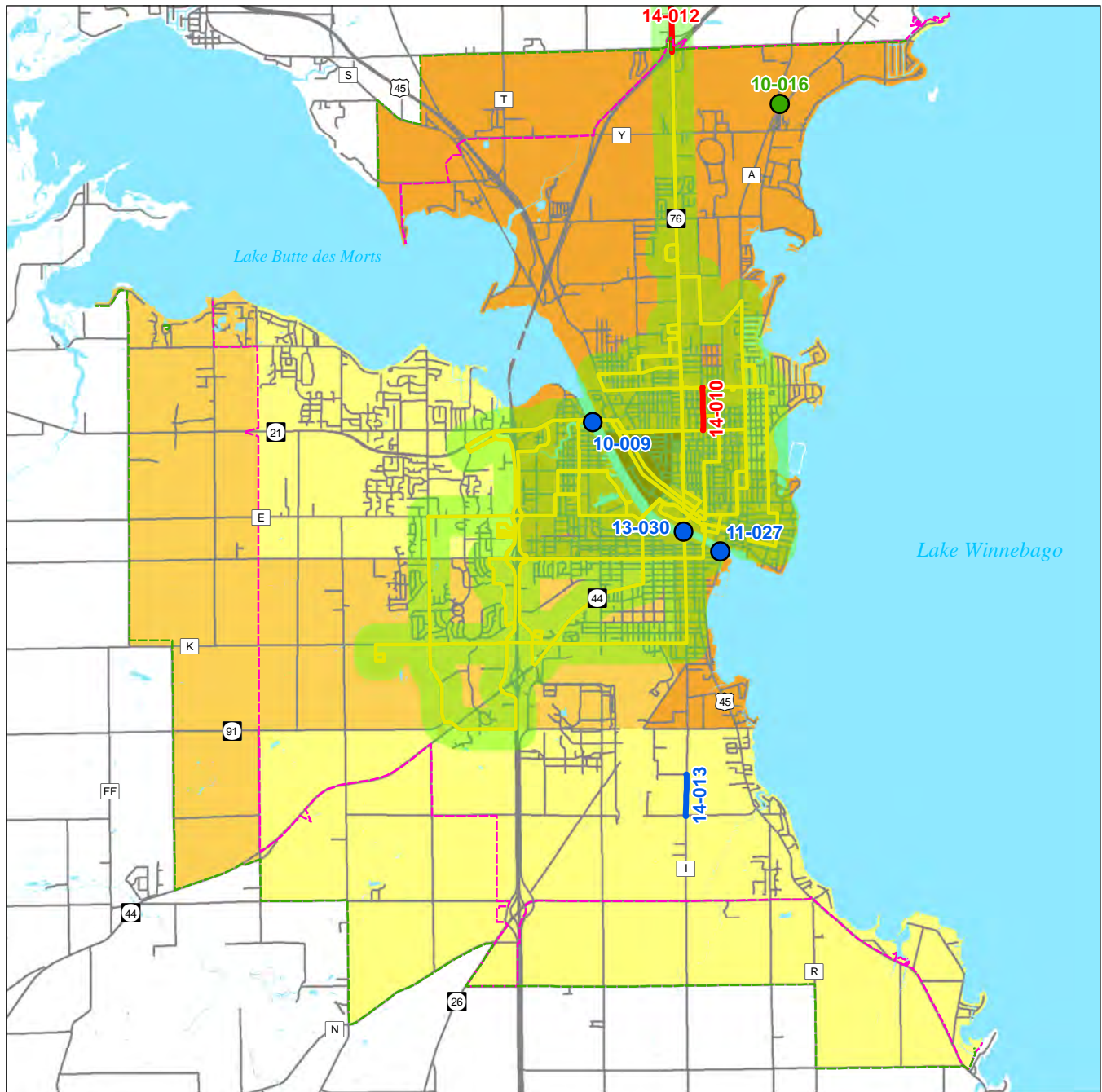


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Prepared SEPTEMBER 2015:



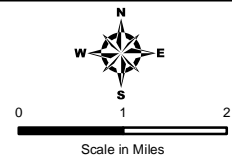
**Figure G-5
Oshkosh Urbanized Area TIP Projects (2016 - 2019) and
Hispanic Population (2010 Census Data)**



TIP Project Year and Number

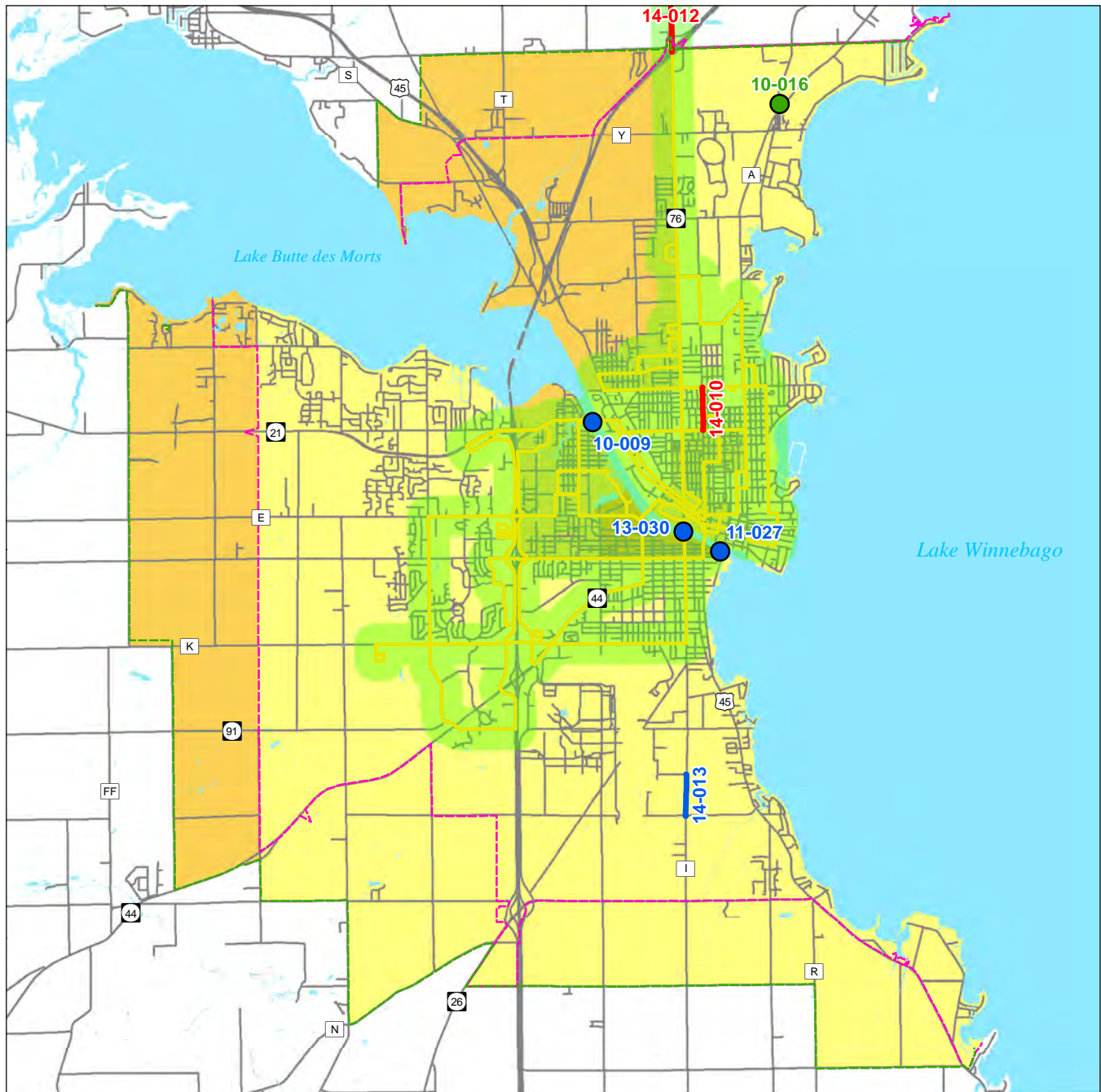


TIP Intersection Project Year and Number



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Figure G-6
Oshkosh Urbanized Area TIP Projects (2016 - 2019) and
Population Speaks English "Less than Very Well" (2010 Census Data)



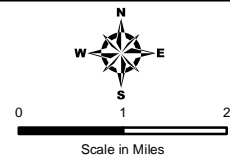
- Transit Routes
- 1/4 Mile Transit Buffer
- Speaks English "Less than Very Well"**
- Less than 5%
- 6% - 10%
- 11% - 15%
- 16% - 20%
- Greater than 20%
- - - 2010 Metropolitan Planning Boundary
- - - 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

TIP Intersection Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**



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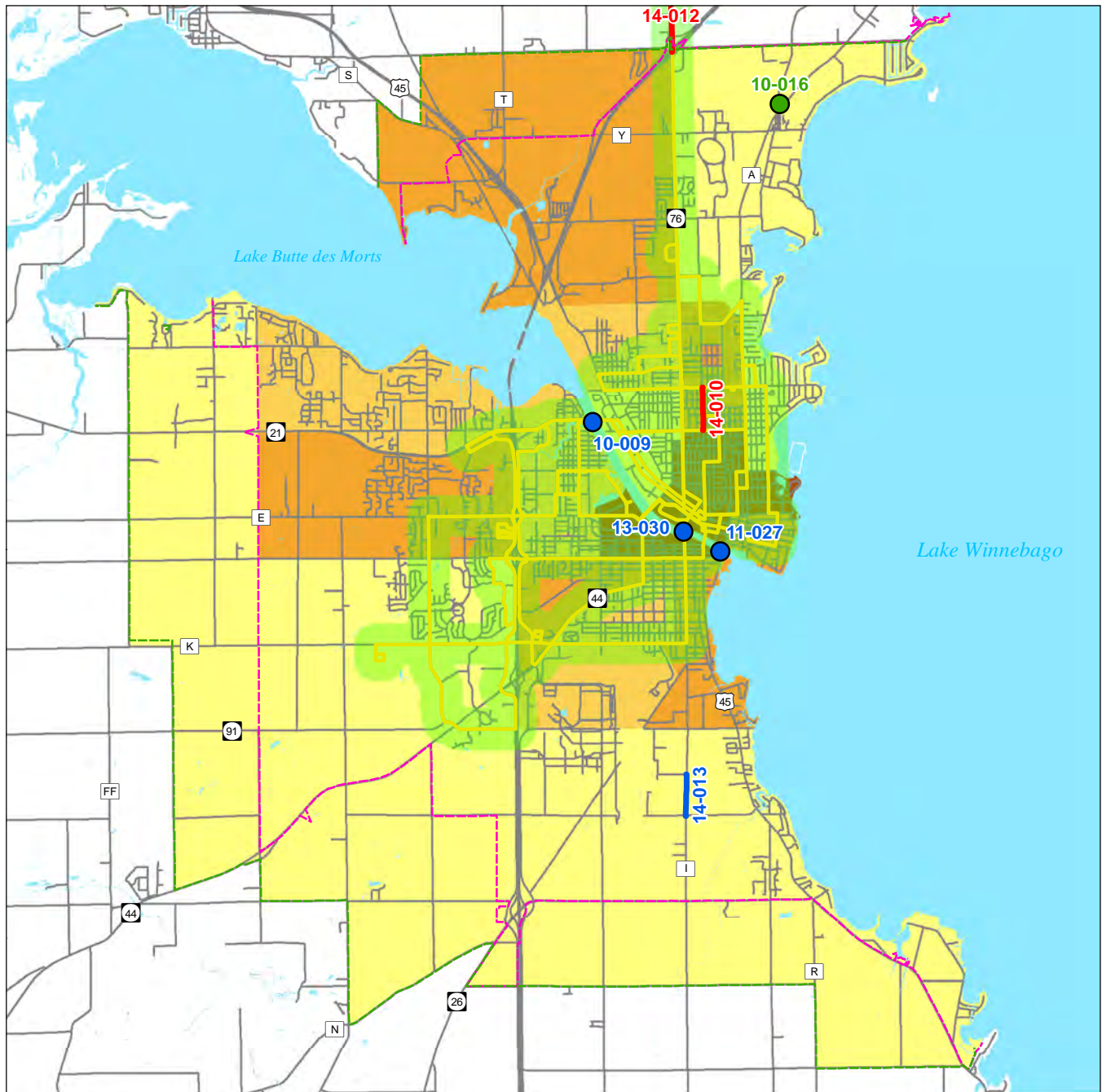
Prepared SEPTEMBER 2015:



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 (2016 - 2019) and
Population With No Car Access (2010 Census Data)**



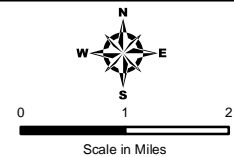
- Transit Routes
- 1/4 Mile Transit Buffer
- No Car Access**
- Less than 1%
- 2%
- 3% - 5%
- 6% - 10%
- More than 10%
- - - 2010 Metropolitan Planning Boundary
- - - 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

TIP Intersection Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**



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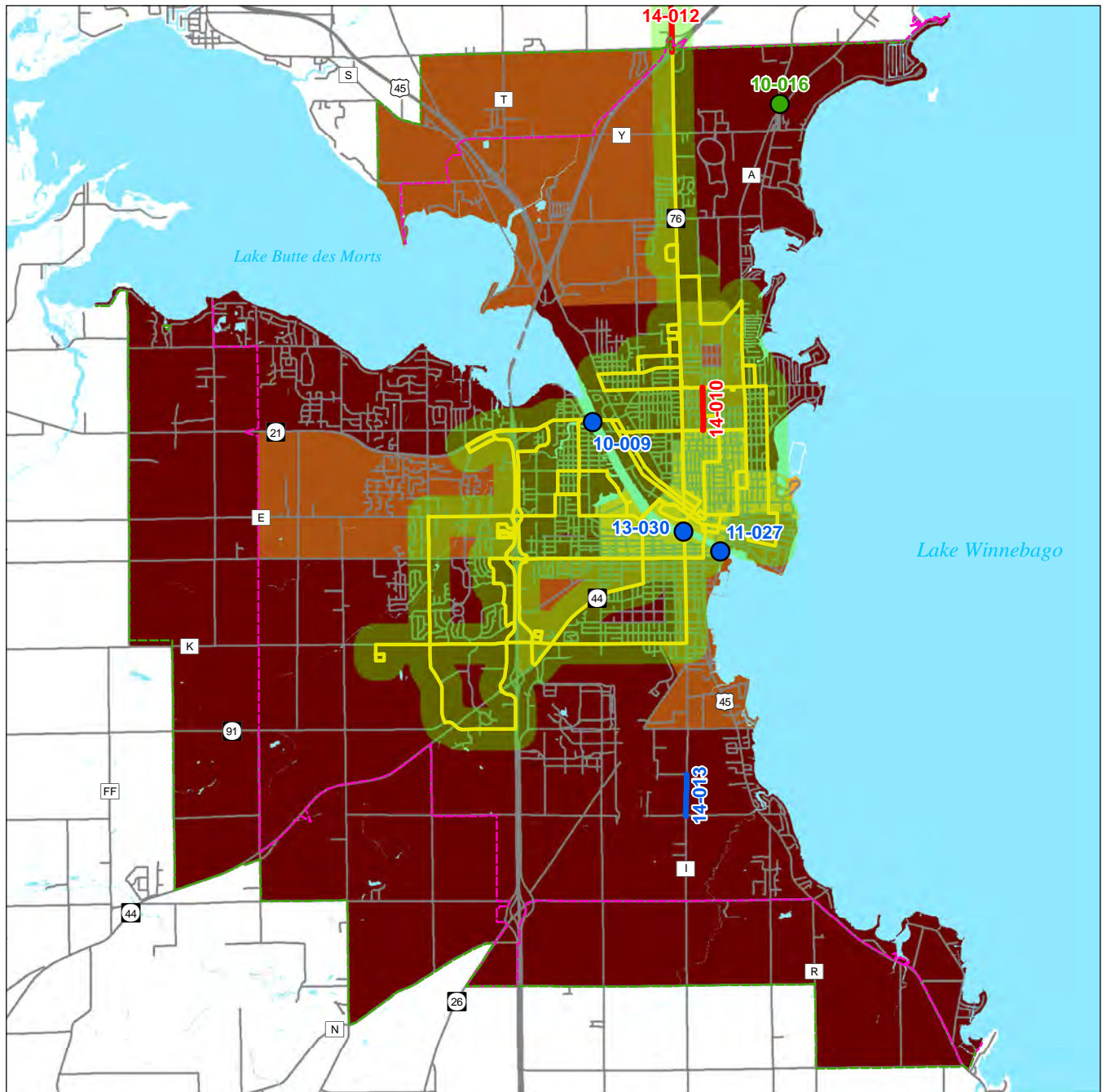
Prepared SEPTEMBER 2015:



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.

TD: O:\1322-OshkoshTIP\MXD\2015\G7_NoCar.mxd

Figure G-8
Oshkosh Urbanized Area TIP Projects (2016 - 2019) and
Population With Car Access (2010 Census Data)



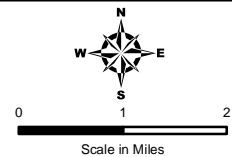
- Transit Routes
- 1/4 Mile Transit Buffer
- Access to a Car**
- Below 85%
- 85% - 90%
- 91% - 95%
- 96% - 98%
- Above 98%
- - - 2010 Metropolitan Planning Boundary
- - - 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**

TIP Intersection Project Year and Number

- 2016 **06-056**
- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**



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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

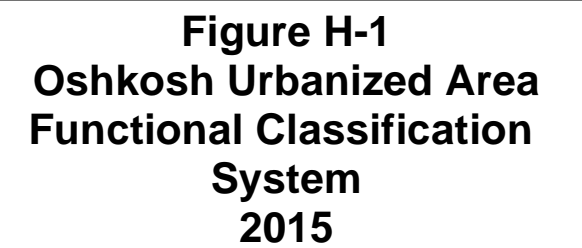
FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

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

Figure H - 1 shows the Oshkosh urbanized area.

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East Central Wisconsin
Regional Planning Commission
ECWRPC

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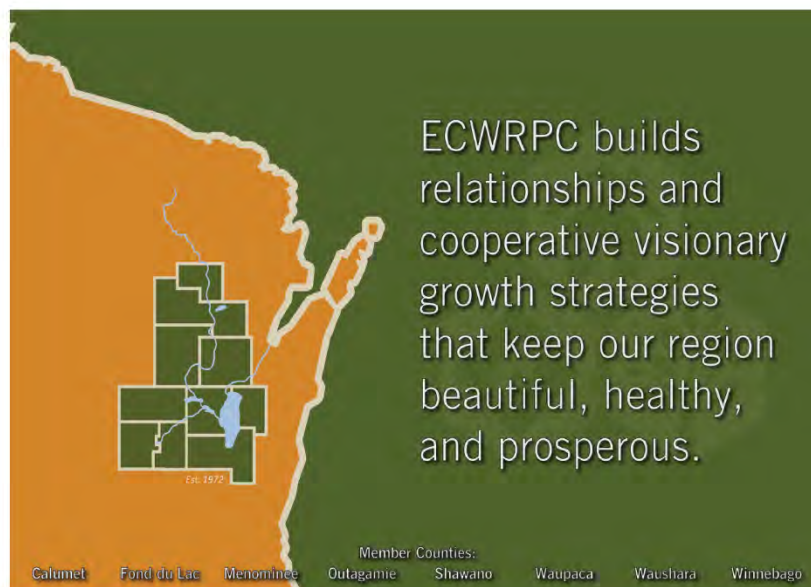
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*To be determined