

Transportation Improvement Program Oshkosh Urbanized Area 2017



Oshkosh
Metropolitan Planning Organization
Approved on October 28, 2016

TRANSPORTATION IMPROVEMENT PROGRAM

OSHKOSH URBANIZED AREA

- 2017 -

Approved October 28, 2016

Prepared by the

East Central Wisconsin Regional Planning Commission

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COMMUNITY AND STATE OFFICIAL PARTICIPATION

COMMUNITY AND COUNTY OFFICIALS

Ben Krumenauer, Administrator, Town of Algoma
Ernest Winters, Winnebago County Highway Commissioner
James Rabe, Public Works Director, City of Oshkosh
David Vickman, GO Transit

STATE OFFICIALS

Matt Halada, Transportation Planner, WisDOT Northeast Region
Lynn Warpinski, Policy and Programming Analyst Advanced, WisDOT Northeast Region
Sandy Carpenter, Local Program Manager, WisDOT Northeast Region

EAST CENTRAL STAFF

Walt Raith, MPO Director, ECWRPC
David Moesch, Associate Transportation Planner, ECWRPC
Tyler DeBruin, GIS Specialist I

ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
OSHKOSH URBANIZED AREA - 2017

AUTHOR: David J. Moesch, Associate Transportation Planner

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SOURCE OF COPIES: East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
(920) 751-4770
www.ecwrpc.org

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 2017-2020 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, 2017 and 2018.

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INTRODUCTION

INTRODUCTION

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2017 to 2020. 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 FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

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



**TRANSPORTATION
IMPROVEMENT PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

FAST Act, signed into law in December of 2015, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. FAST Act planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multimodal perspective, as previously emphasized under MAP-21, TEA-21 and SAFETEA-LU. Additional areas of challenge under FAST Act include:

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

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

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

THE TIP PROCESS

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2021 are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to

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

TIP Amendments

No Amendment Required

- **Schedule**
 - Changing the implementation schedule for projects within the first four years of the TIP. Provided that the change does not trigger redemonstration of fiscal restraint.
- **Scope**
 - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- **Funding**
 - Changing the source (fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

Minor Amendment (Processed through MPO committee structure and WisDOT, public involvement handled through the committee process.)

- **Schedule**
 - Adding an exempt/preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list (Table A-1) or from the out-year of the TIP.
 - Moving an exempt/preservation project out of the first four years of the TIP.
- **Scope**
 - Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
- **Funding**
 - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four-year window.

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

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

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

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307 and 5309 programs.

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided by direct letter, dated June 29, 2016, requesting candidate projects to be identified. On September 25, 2016, a legal notice was published in the Oshkosh daily paper identifying a review and comment period from September 25 to October 24, 2016. The Transportation Committee would meet October 11, 2016 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 28, 2016 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

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

Federal-Aid Transit Programs

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

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

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

Transportation Alternatives	TAP
Office of the Commissioner of Railroads	OCR
Transit	
Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310	
Elderly & Disabled	Section 5310

Of these categorical programs, the majority are programmed by WisDOT. The forum of the TIP will serve to provide comment from the MPO annually and should generate additional public exposure to influence the project prioritization by WisDOT. The Section 5307 Transit programs are developed directly by the transit operators in conformance with the Transit Development Programs, Americans with Disabilities Act (ADA) plans, and the long-range multimodal plan. The Section 5310 elderly and disabled paratransit capital projects are listed in the TIP as candidate projects only with later prioritization and funding determinations by WisDOT.

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2017-2020, itemized in the listing this year includes the 2017 through 2020 projects that were submitted by the local entities. In developing this 2017 TIP, no project was selected by the Policy Board beyond 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 2017-2020 project candidates, as part of the 2017 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Oshkosh urbanized area. Below is the performance – based criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

1. **Plan Consistency.** This criterion establishes project legitimacy within the overall transportation network. It rates projects higher when they conform in scope and timing to appropriate comprehensive or modal transportation plan element (local comprehensive plans, arterial plans, transit development and other transit plans, bicycle/pedestrian plans, regional long range plan and related elements) and evidence good regional coordination.

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

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

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

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

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

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

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

d. **Freight Operations.**

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

e. **Transit Improvements.**

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

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

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

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

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

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

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

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

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

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

1. **Spacing.**

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

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

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

3. **User Safety.**

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

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

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

Alternate Rating (non-corridor based projects)

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

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

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

Score	5	> 280
	3	150-279
	0	< 149

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

Score	5	≥ 5
	3	1 - 4
	0	0

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

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

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

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

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

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

STP-Urban Project Selection Procedure

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

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 50 percent minimum federal funding level.

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

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

STP-Urban Projects Recommended for Funding

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.
 - Project completed in 2016.

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, 2021-2022. 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 2017 through 2020.

2017 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 (253-17-001). 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: 2017, 2018, 2019, and 2020.

Table 1: Oshkosh Urbanized Area - Project Listing (2017-2020)
(\$000)

**Funds are listed in Year of Expenditure \$.										**Funds are obligated approximately 6 weeks prior to LET date.									
Primary Jurisdiction	Project Description	Type of Cost	2017				2018				2019				2020				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Go Transit Winnebago	Fixed Route Bus	Oper.	1046	802	1083	2931	1067	818	1110	2995	1088	834	1138	3060	1110	851	1166	3127	
	Paratransit	Contr.	390	299	311	1000	398	305	321	1024	406	311	330	1047	414	318	340	1072	
	Capital Projects	Purch.	3041	0	760	3801	1578	0	394	1972	16	0	4	20	2408	0	602	3010	
	Section 5307	TOTAL	4477	1101	2154	7732	3043	1123	1825	5991	1510	1145	1472	4127	3932	1169	2108	7209	
WisDOT Winnebago	I-41/USH 45-Breezewood	DESIGN				0				0				0				0	
	Reconstruction	ROW	0	5418	0	5418				0				0				0	
	1120-09-21 , 72-90	CONST				0				0				0				0	
	253-07-001	NHS 15.9 m. (E)	TOTAL	0	5418	0	5418	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	STH 21, OSHKOSH AVE.	DESIGN				0				0				0				0	
	C. Oshkosh Fox River Br	ROW				0				0				0				0	
	6180-18- 71	CONST				0				0	1882	470	0	2352				0	
	253-10-009	BR .5 Miles (P)	TOTAL	0	0	0	0	0	0	0	0	1882	470	0	2352	0	0	0	0
WisDOT T of Oshkosh	Sherman Road	DESIGN				0				0				0				0	
	WCL Crossing Signal and Gates	ROW				0				0				0				0	
	1009-93-44	CONST				0				0				0	131	71	0	202	
	253-10-016	OCR (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	131	71	0	202
WisDOT Winnebago	City of Oshkosh Bridge Lift Structures	DESIGN				0				0				0				0	
	Rehab for remote operations	ROW				0				0				0				0	
	4110-19-71	CONST				0				0	0	864	0	864				0	
	253-11-027	BR (P)	TOTAL	0	0	0	0	0	0	0	0	0	864	0	864	0	0	0	0
WisDOT C of Oshkosh Winnebago	Oregon/Jackson St Bridge	DESIGN				0				0				0				0	
	4994-07-00, 21, 71	ROW				0				0	0	938	0	938				0	
	253-13-030	BR (E)	CONST				0			0				0				0	
		TOTAL	0	0	0	0	0	0	0	0	0	938	0	938	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	
	252-15-001	SRTS (P)	CONST	57	0	16	73				0			0				0	
		TOTAL	57	0	16	73	0	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	
	1009-00-74	ROW				0				0				0				0	
	252-15-037	SRTS (P)	CONST				0	57	0	1	58			0				0	
		TOTAL	0	0	0	0	57	0	1	58	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	STH 76	DESIGN				0				0				0				0	
	I-41 - CTH JJ	ROW				0				0				0				0	
	6430-12-00, 21, 71 RECST	CONST				0				0	9011	2253	0	11264				0	Moved up from 2020 due to program re-balance.
	253-14-012	STP 3.72 miles (P)	TOTAL	0	0	0	0	0	0	0	0	9011	2253	0	11264	0	0	0	0
WisDOT Go Transit	Diesel Buses	DESIGN				0				0				0				0	
		ROW				0				0				0				0	
	253-16-026	URB (P)	CONST	1000	0	500	1500				0			0				0	
		TOTAL	1000	0	500	1500	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Safety Funds	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	253-17-001	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Rail/Hwy Xing Safety	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	253-17-002	STP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Table 2: Oshkosh Urbanized Area, 2017-2020
Summary of Federal Funds Programmed and Available
(\$000)

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2017	2018	2019	2020	2017	2018	2019	2020
Federal Highway Administration								
National Highway Performance Program	0	0	0	0	0	0	0	0
Surface Transportation Program Oshkosh Urbanized Area	1,000	0	0	0	1,000	0	0	0
Surface Transportation Program State Flexibility	130	57	9,353	1,994	130	57	9,353	1,994
Highway Safety Improvement Program	0	0	0	0	0	0	0	0
Transportation Alternatives Program	0	0	58	57	0	0	58	57
Programmed Expenditures	1,130	57	9,411	2,051	1,130	57	9,411	2,051
* Annual Inflation Factor 2.0%	23	1	188	41	23	1	188	41
Estimated Need with Inflation Factor	1,153	58	9,599	2,092	1,153	58	9,599	2,092
Federal Transit Administration								
Section 5307 Operating	\$1,046	\$1,067	\$1,088	\$1,110	\$1,046	\$1,067	\$1,088	\$1,110
Section 5309 Capital	3,041	1,578	16	2,408	3,041	1,578	16	2,408
Programmed Expenditures	4,087	2,645	1,104	3,518	4,087	2,645	1,104	3,518
* Annual Inflation Factor 2.0%	82	53	22	70	82	53	22	70
Estimated Need with Inflation Factor	4,169	2,698	1,126	3,588	4,169	2,698	1,126	3,588
Section 5310	0	0	-not yet programmed-		0	0	-not yet programmed-	

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

**Table 3: Implementation Status of 2016
Oshkosh Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2016				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT C of Oshkosh 253-14-010	North Main Street	PE				0	X		
	New York to Murdock	ROW				0			
	4994-01-15 RECST	CONST	2083	0	2710	4793			
	URB 0.51 miles (P)	TOTAL	2083	0	2710	4793			
WisDOT Winnebago 253-14-013	CTH I	PE				0			X Dropped 2019
	35th Street - Ripple Avenue	ROW				0			
	4994-01-27 RECST	CONST	1005	0	251	1256			
	URB .3 miles (P)	TOTAL	1005	0	251	1256			
WisDOT Winnebago 253-14-012	STH 76	PE				0		X	
	I-41 - CTH JJ	ROW	0	900	0	900			
	6430-12-00 RECST	CONST				0			
	STP 3.72 miles (P)	TOTAL	0	900	0	900			



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE
PROJECT TABLES

Table A-1: Oshkosh Urbanized Area - Candidate Project Listing (2017-2021)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2017				2018				2019				2020				2021+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Illustrative Projects			
			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	DESIGN				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	DESIGN				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	DESIGN				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
Winnebago Co Winnebago <i>Illustrative</i>	CTH I / Ripple - FV Tech	DESIGN				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1000	1000
	Local .33 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Winnebago Co Winnebago <i>Illustrative</i>	CTH E / Oakwood - Algoma T Line	DESIGN				0				0				0				0	0	0	400	400
	Reconstruction	ROW				0				0				0				0	0	0	100	100
		CONST				0				0				0				0	0	0	4200	4200
	Local 1.5 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4700	4700
Winnebago Co Winnebago <i>Illustrative</i>	CTH N / CTH I - USH 45	DESIGN				0				0				0				0	0	0	400	400
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3600	3600
	Local 1.3 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4000	4000
T of Oshkosh Winnebago <i>Illustrative</i>	Vinland Rd./Smith-Snell	DESIGN				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)	DESIGN				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
C of Oshkosh Winnebago <i>Illustrative</i>	S Main/W 6th-W 16th	DESIGN				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	4600	4600
	Local 0.6 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4600	4600
C of Oshkosh Winnebago <i>Illustrative</i>	W 9th/Oakwood - Linden Oaks	DESIGN				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3400	3400
	Local 0.65 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3400	3400
C of Oshkosh Go Transit Winnebago <i>Illustrative</i>	Diesel Buses	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2500	2500
	Local (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500

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 Consistency	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	2	2	20		\$3,200,000	
T. Algoma	Omro Rd (Brooks-Leonard Pt)	5	PC(7)	1	0.54	2	161	3	VTBP	5	3	3	19		\$3,300,000	
T. Oshkosh	Vinland Rd (Smith-Snell)	3	PC(4)	5	0.23	1	34	0	Vtbp	1	5	5	15		\$1,750,000	
C. Oshkosh	Snell Rd (Jackson - CTH A)	5	PC(5)	3	0.54	2	48	0	Vtbp	1	5	5	16		\$1,500,000	
C. Oshkosh	South Main St (W 6th-W16th)	5	PC(4)	5	1.05	5	44	0	VTBP	5	1	1	21		\$4,600,000	
C. Oshkosh	W 9th Ave (Oakwood-Linden Oaks)	5	PC(5)	3	0.33	1	39	0	VtBP	3	1	1	13			
GO Transit	Diesel Buses	5	TI	3	AR	3	NF	3	vTBP	3	1	1	18		\$2,500,000	
Winnebago Co.	CTH Y (WIS 76 - CTH S)	3	PC(4)	5	0.25	1	5	5	VtBP	3	2	2	19		\$2,700,000	
Winnebago Co.	CTH I (Ripple - FV Tech)	3	PC(6)	3	0.30	1	715	5	Vtbp	1	5	5	18		\$1,000,000	
Winnebago Co.	CTH E (Oakwood - Algoma T Line)	3	PC(4)	5	0.25	1	112	0	VtBP	3	1	1	13		\$4,625,000	
Winnebago Co.	CTH N (CTH I - WIS 45)	3	PC(3)	5	0.40	2	79	0	VtBP	3	1	1	14		\$3,930,000	
Total															\$25,905,000	



APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

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

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

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

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

For 2017, it is unknown if there are applicants in the City of Oshkosh urbanized area are seeking grants under the federal and state Section 5310 program. This is a competitive program offering funding assistance to private non-profit organizations that provide transportation services to elderly and disabled persons living in Wisconsin.

The following tables list the operating assistance and capital projects proposed for the 2017-2021 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2017 (000)	Jan-Dec 2018 (000)	Jan-Dec 2019 (000)	Jan-Dec 2020 (000)	Jan-Dec 2021 (000)
Operating Assistance	GO Transit						
Directly Operated - Fixed Route							
Expenses			\$3,486	\$3,556	\$3,627	\$3,699	\$3,773
Revenues			556	561	567	572	578
Deficit			2,931	2,995	3,060	3,127	3,195
Federal Share		253-17-014	1,046	1,067	1,088	1,110	1,132
State Share			802	818	834	851	868
Local - Municipal & County			1,083	1,110	1,138	1,166	1,195
Purchased Transp. - Paratransit	GO Transit						
Expenses			\$1,301	\$1,327	\$1,354	\$1,381	\$1,408
Revenues			300	303	306	309	312
Deficit			1,001	1,024	1,048	1,072	1,096
Federal Share		253-17-015	390	398	406	414	422
State Share			299	305	311	318	324
Local- Municipal & County			311	321	330	340	350
Capital Projects	GO Transit						
Diesel Buses (10)		253-17-016	3,500	1,500			
A&E Downtown Transit Center					10		
Downtown Transit Center Upgrades						3,000	
Automated Pass Purchasing System		253-17-017	20				
Van		253-17-018	40				
Bus Shelters (10)		253-17-019	6	12			12
Electronic Fareboxes				300			
Hybrid Bus Battery (4)		253-17-020	100				
Maintenance Facility Painting		253-17-021	50				
Accessibility Improvements		253-17-022	10	10	10	10	
Maintenance Facility Ceiling Replacement		253-17-023	35				
Replace Fuel Storage & Equipment				150			
Reconstruction Parking Lot							50
Downtown Transit Center Rehab		253-17-024	40				
Total Cost:			\$3,801	\$1,972	\$20	\$3,010	\$62
Federal Share:			\$3,041	\$1,578	\$16	\$2,408	\$50
Local Share:			\$760	\$394	\$4	\$602	\$12

**Table B-2:
Contracted Paratransit Service
GO Transit
CY 2017**

	DIAL-A-RIDE	CABULANCE	OVER 60 RURAL	UNDER 60 RURAL	ACCESS TO JOBS	TOTAL
EXPENSES	\$ 504,000	\$ 405,000	\$ 170,000	\$ 87,000	\$ 135,000	\$ 1,301,000
REVENUES	\$ 110,000	\$ 80,000	\$ 50,000	\$ 20,000	\$ 40,000	\$ 300,000
TIP #	253-17-025	253-17-026	253-17-027	253-17-028	253-17-029	
FEDERAL/STATE AIDS*	\$ 267,120	\$ 214,650	\$ 90,100	\$ 46,110	\$ 71,550	\$ 689,530
LOCAL	\$ 126,880	\$ 110,350	\$ 29,900	\$ 20,890	\$ 23,450	\$ 311,470

* Based on anticipated 2017 funding levels.

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

		2017	2018	2019	2020	2021
Operating Expenses						
Fixed Route (DO)	(\$000)	\$3,486	\$3,556	\$3,627	\$3,699	\$3,773
Paratransit (DR)	(\$000)	\$1,301	\$1,327	\$1,354	\$1,381	\$1,408
Total Operating Expenses	(\$000)	\$4,787	\$4,883	\$4,980	\$5,080	\$5,182
Revenue						
Farebox Revenue						
Fixed Route (DO)	(\$000)	\$556	\$561	\$567	\$572	\$578
Paratransit (DR)	(\$000)	\$300	\$303	\$306	\$309	\$312
Total Revenue	(\$000)	\$856	\$864	\$873	\$881	\$890
Deficit						
Federal (2*)	(\$000)	\$1,436	\$1,465	\$1,494	\$1,524	\$1,554
State (2*)	(\$000)	\$1,101	\$1,123	\$1,145	\$1,168	\$1,192
Local - City & County	(\$000)	\$1,394	\$1,431	\$1,468	\$1,506	\$1,545
Total Deficit	(\$000)	\$3,932	\$4,019	\$4,108	\$4,199	\$4,291
Capital						
Federal (5307 & 5339)	(\$000)	\$3,041	\$1,578	\$16	\$2,408	\$50
Local	(\$000)	\$760	\$394	\$4	\$602	\$12
Total Capital Expenses (3*)	(\$000)	\$3,801	\$1,972	\$20	\$3,010	\$62
Operating Statistics						
No. of Buses		16	15	15	15	15
No. of Employees (1*)		20	20	20	20	20
Revenue Hours	(000)	35	35	35	35	35
Revenue Miles	(000)	483	483	483	483	483
Revenue Passengers	(000)	700	707	714	721	728
Fixed Route Statistics						
Average Fare		\$0.79	\$0.79	\$0.79	\$0.79	\$0.79
Operating Ratio (Rev/Exp)		16%	16%	16%	15%	15%
Cost per Vehicle Mile		7.22	7.43	7.66	7.89	8.12
Cost per Passenger		4.98	5.08	5.18	5.28	5.39
Cost per Vehicle Hour		99.60	102.59	105.67	108.84	112.10
Passengers Per Mile		1.45	1.46	1.48	1.49	1.51
Passengers per Hour		20.00	20.20	20.40	20.61	20.81

NOTES:

1. Full time drivers
2. Assumes approximately a 30% federal share and 23% state share in 2017 and each succeeding year.
3. Projected capital expenses.

JUSTIFICATION FOR CAPITAL PROJECTS

Oshkosh Urbanized Area

2017 Projects*

ITEM	TOTAL COST	FUNDING SOURCE
35' & 40' Bus (3)	\$1,500,000	Sect. 5339
Bus Shelter (2)	\$6,000	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
Automated Pass Purchasing Unit	\$20,000	Sect. 5307
Van	\$40,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5307

*Project list depends on city budget approval

35' & 40' Bus Replacement. GO Transit's fleet contains ten model year 2003 buses. In 2017, 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 2017 project will use funding to replace 7 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.

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.

Automated Pass Purchasing Unit. GO Transit's downtown transit center does not have facilities that allow for sales. This project would help to purchase a vending unit that would allow riders to purchase monthly and punch passes without the need to travel to one of our remote sales outlets.

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

2018 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Bus Shelters (3)	\$12,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339
Electronic Fareboxes	\$300,000	Sect. 5339
35' & 40' Bus (2)	\$1,000,000	Sect. 5339
Replace Fuel Storage and Equipment	\$150,000	Sect. 5339

2019 Projects

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

2020 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Downtown Transit Center Upgrades	\$3,000,000	Sect. 5339
Pedestrian Accessibility Improvements	\$10,000	Sect. 5339

2021 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Bus Shelters (3)	\$12,000	Sect. 5339
Reconstruct Parking Lot	\$50,000	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 increased costs 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. 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 careful consideration before any fare increase is proposed to the public. GO Transit has maintained the lowest fare in the state for a number of years.

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

In July 2016, GO Transit renegotiated the revenue agreement with UW-Oshkosh. The new agreement resulted in an 8% increase in revenue for 2017. This agreement allows students, staff,

faculty and alumni to ride free. The agreement provides an annual minimum payment with an incentive when ridership surpasses a threshold.

Ridership Trends

In April of 2013, GO Transit launched a new route system. As experienced by other transit systems that have implemented new routes, GO Transit 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 and to meeting the transportation needs of the riding public. It is hoped that a strong federal, state and local funding commitment to providing the vital role of transportation to all citizens will continue, especially as it relates to the elderly, disabled, and low income citizens in our area.

Intercity Bus Service

Lamers Connect

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

Greyhound

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

WINNEBAGO COUNTY TRANSPORTATION PROVIDERS

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

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

Running Inc.
2345 Bowen St.
Oshkosh, WI 54901

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

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

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

September 29, 2016

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2017. This material is being sent to you as a private transportation operator to give you an opportunity to review and comment on transit projects receiving federal funds.

The TIP is a staged, multi-year program of both capital and operating projects designed to implement transportation plans in the area. East Central, as the designated Metropolitan Planning Organization (MPO) for the Oshkosh urbanized area, is responsible for its preparation. Annually, each transportation provider is requested to submit a list of proposed transit projects for inclusion. These projects are reviewed for consistency with transportation plan recommendations, availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded transit projects must be in the TIP in order to receive federal aid. Projects scheduled for implementation with state and local funds may also be included.

Appendix B is the section of the TIP that would be of most interest to you. If you have any comments or wish information about participating in any of the proposed transit projects, please contact me as soon as possible, preferably before October 25, 2016.

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure



APPENDIX C

MPO POLICY BOARD, TECHNICAL ADVISORY COMMITTEE & ENVIRONMENTAL CONSULTATION CONTACTS

OSHKOSH TRANSPORTATION POLICY ADVISORY COMMITTEE

County Officials

Mark Harris, Winnebago County Executive

City Mayors

Steve Cummings, City of Oshkosh

Town Board Chairmen

Tim Blake, Town of Algoma

Frank Frassetto, Town of Black Wolf

Glen Barthels, Town of Nekimi

Jim Erdman, Town of Oshkosh

Federal Officials

Mary Forlenza, Planning & Program Development Engineer

Marisol Simon, Region Director, FTA

State Officials

Will Dorsey, Director, WisDOT Northeast Region

Other

Mark Rohloff, City Manager, Oshkosh

Ernest Winters, Winnebago

James Rabe, City of Oshkosh

Darryn Burrich, City of Oshkosh

Jim Collins, Go Transit

Ben Krumenauer, Town of Algoma

ENVIRONMENTAL CONSULTATION ORGANIZATIONS

Members

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

September 29, 2016

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 – 2017.

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

Enclosed is a link to the draft ***Transportation Improvement Program for the Oshkosh Urbanized Area - 2017*** (TIP). This document will be under a 30-day public review period from September 25, to October 24, 2016. 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
Wednesday, April 6, 2016

The meeting was called to order by Walt Raith at 2:05 P.M.

Committee Members Present

Sandy Carpenter	WisDOT – NE Region
Jim Collins	City of Oshkosh
Steve Gohde	City of Oshkosh
David Buck	City of Oshkosh
Ernie Winters	Winnebago County
Jim Erdman	Town of Algoma
Doug Gieryn	Winnebago County Public Health Department
Mary Forlenza	FHWA (Call – in)

Staff Members Present

Walt Raith	ECWRPC
Dave Moesch	ECWRPC
Ben Krumenauer	ECWRPC

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

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

2. Public Comment

No members of the public were present.

3. Discussion and action on reallocation of STP-Urban funding

Mr. Raith explained that most were aware the CTH I (35th Avenue – Ripple Avenue) project being sponsored by Winnebago County will be unable to move forward to construction due to the City of Oshkosh having a sewer project that needed to be done after the CTH I would be completed. There were no other highway projects that are able to be completed in the current cycle by 2020. Mr. Raith explained that GO Transit has numerous needs for buses and all of the current buses are reaching their current life expectancy. The MPO has the ability to use STP Urban funds on the purchase of buses for transit systems. Mr. Raith explained that the funding will be removed and reallocated to acquire the buses. Ms. Forlenza inquired as to when the buses will be purchased. Mr. Collins responded that they will be purchased in late 2016 or early 2017 depending on the procurement process.

Mr. Erdman made comments pertaining to the Fernau Avenue extension project and Snell Road project as higher priority needs for the urban area. Mr. Raith responded that the Fernau Avenue project was deemed ineligible due to not following the necessary property acquisition procedures as part of the federal aid process. Mr. Raith also stated that no Other project would even be able to be completed in the time frame and the funding would be lost should a project not be able to be completed in current cycle. Mr. Gohde also explained that the

Snell Road project is scheduled in the Capital Improvement Program for 2020 and the Fernau Avenue project has no funding committed at this time.

With no other discussion, Mr. Winters made a motion to reallocate funding from the CTH I project to the purchase of buses for the GO Transit. Mr. Collins seconded the motion and Mr. Erdman was against the motion. The motions passed six to one.

4. Discussion and action on the Oshkosh Urbanized Area Functional Class System

Mr. Moesch explained that staff had received functional class and urbanized area boundary change recommendations from WisDOT Central Office and was working with WisDOT Northeast Region staff to address them. Mr. Moesch noted that he had received numerous comments from staff from the City of Oshkosh about possible changes. Mr. Gohde had concerns from changing Westhaven to Maricopa as the Collector due to Westhaven having an 80 foot ROW and the City would like to improve this in the future. Mr. Moesch stated that this information will be relayed to WisDOT and they will consider this.

With no other discussion on the functional class system, Mr. Collins made a motion to approve pending the change on Westhaven and Maricopa Avenue. Mr. Gohde seconded the motion and all approved.

5. Discussion and action on the Oshkosh Urbanized Area National Highway System

Mr. Raith noted that staff is working with WisDOT Northeast Region to review the National Highway System changes to the Oshkosh Urbanized Area. Basically, any principal arterial or high level facility in an urbanized area is on the NHS. As part of this review, the portion of WIS 91 and WIS 44 from I-41 west to the urbanized area boundary is planning to be removed from the NHS system as it is a stub end and not a continuous facility. With the committee in agreement, Mr. Winters made a motion to approve the changes to the NHS system. Mr. Gohde seconded the motion and the motion passed unanimously.

6. Winnebago County Connecting Community and People Bicycle and Pedestrian Plan Update

Mr. Krumenauer explained that East Central staff was working on the rural portion of the bike and pedestrian plan for Winnebago County. He noted that as part of this plan they were looking at making connections to the urban areas of the county. Mr. Krumenauer also reviewed handouts that showed the benefits of bike and pedestrian accommodations.

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. Erdman made a motion to adjourn. Mr. Winters seconded the motion and the motion passed unanimously. The meeting was adjourned at 2:50 p.m.

SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Office
Tuesday, October 11, 2016

Committee Members Present

Neal Strehlow, Chair	Waushara County
Ken Robl, Vice Chair.....	Winnebago County
Jeff Nooyen.....	Outagamie County
Jerry Erdmann.....	Shawano County
Dick Koeppen.....	Waupaca County
Joseph Koch	Fond du Lac County
Ron MacDonald.....	Valley Transit
Daniel Sandmeier.....	Valley Transit
Jill Michaelson.....	WisDOT – NE Region

Others Present

Matthew Halada	WisDOT – NE Region
Lynn Warpinski.....	WisDOT – NE Region
Kristofer Canto, via conference call.....	WisDOT – Central Office

Staff Members Present

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

The meeting was called to order by Mr. Strehlow at 1:33 P.M.

Mr. Strehlow welcomed the group and began introductions.

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

No public comment.
3. Pledge of Allegiance
4. Discussion and action on July 12, 2016 Transportation Committee Summary of Proceedings

Mr. Strehlow stated the summary of proceedings from the July 12, 2016 meeting was enclosed in the meeting materials. Mr. Strehlow asked the committee if there

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

5. Discussion and action on Proposed Resolution 25-16: Adoption of the 2017 Transportation Work Program

Mr. Raith stated staff recently met with WisDOT to discuss and seek approval of the Transportation Work Program for the Appleton, Fond du Lac and Oshkosh Urbanized Areas. He briefly reviewed each work element, noting the work program elements are the same as in previous documents. One new element which WisDOT approved was the addition of \$9,000 for staff to complete a bus rapid transit (BRT) corridor/feasibility study along Interstate 41 from Fond du Lac to Green Bay and to work with those transit agencies in these communities. As part of this study, staff would utilize the Northeast Regional Travel Demand Model to forecast traffic patterns.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 25-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Koeppen made a motion to approve Proposed Resolution 25-16, Mr. Koch seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 21-16: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area-2016

Mr. Moesch stated an amendment is necessary for the 2016 Transportation Improvement Program (TIP) for the Appleton (Fox Cities) Transportation Management Area. He noted WisDOT has moved up two bridge projects associated with the USH 10 / 441 interchange project with funding to be let in 2016. As these projects are over \$1 million, they require a 30 day public review period which is currently on-going to October 24. No comments have been received to date. Mr. Moesch also noted design funds were also included in the 2016 TIP for the CTH CB / Oakridge Road intersection for \$160,000. This is a Highway Safety Improvement Program funded projects.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 21-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Nooyen made a motion to approve Proposed Resolution 21-16, Mr. Erdmann seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 22-16: Approving the Transportation Improvement Program for the Fox Cities Transportation Management Area-2017

Mr. Moesch reviewed the Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area-2017 with the committee. He reviewed the list of programmed transportation projects included from 2017-2020 as

well as illustrative or wish list of projects associated with the urbanized area. Wish list projects are those for 2020 and beyond.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 22-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Proposed Resolution 22-16, Mr. Robl seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 23-16: Approving the Transportation Improvement Program for the Oshkosh Urbanized Area-2017

Mr. Moesch reviewed the Transportation Improvement Program for the Oshkosh Urbanized Area-2017 with the committee. He reviewed the list of programmed transportation projects included from 2017-2020 as well as illustrative or wish list of projects associated with the urbanized area. Wish list projects are those for 2020 and beyond.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 23-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Proposed Resolution 23-16, Mr. Koch seconded the motion and the motion passed unanimously.

9. Discussion and action on Proposed Resolution 26-16: “Just Fix It” Addressing Transportation Funding in Wisconsin

Mr. Raith stated Proposed Resolution 26-16 is in support of the “Just Fix It” Transportation Funding events held throughout Wisconsin on September 29th. Staff attended a number of local community forums at counties within east central Wisconsin. Turn Out for Transportation events were held at all 72 counties across the state and counties addressed concerns about transportation funding. This proposed resolution is in support of efforts to create sustainable, long-term funding increases for transportation funding. There was a general discussion about these events.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 26-16. Hearing none, Mr. Strehlow asked the committee for a motion. Ms. Michaelson abstained from voting on Proposed Resolution 26-16. Mr. Erdmann made a motion to approve Proposed Resolution 26-16, Mr. Robl seconded the motion and the motion passed unanimously.

10. Discussion and action on Proposed Resolution 27-16: Cooperative Planning Agreement for Continuing Planning for the Appleton TMA

Mr. Raith stated an updated Cooperative Planning Agreement for the Appleton TMA is necessary to outline the responsibilities of WisDOT, ECWRPC and Valley Transit for transportation planning. This agreement also outlines the scope of work and planning elements needed to fulfill planning requirements of the Metropolitan Planning Organization (MPO). Mr. Raith noted this agreement will

also be approved by the full commission (Policy Board) at the quarterly meeting on October 28, when this agreement will formally go into effect.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 27-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Proposed Resolution 27-16, Mr. Nooyen seconded the motion and the motion passed unanimously.

11. Discussion and action on Proposed Resolution 28-16: Cooperative Planning Agreement for Continuing Planning for the Oshkosh MPO

Mr. Raith stated an updated Cooperative Planning Agreement for the Oshkosh MPO is necessary to outline the responsibilities of WisDOT, ECWRPC and GO Transit for transportation planning. This agreement also outlines the scope of work and planning elements needed to fulfill planning requirements of the Metropolitan Planning Organization (MPO). Mr. Raith noted this agreement will also be approved by the full commission (Policy Board) at the quarterly meeting on October 28, when this agreement will formally go into effect.

Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 28-16. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Nooyen made a motion to approve Proposed Resolution 28-16, Mr. Koeppen seconded the motion and the motion passed unanimously.

12. Valley Transit Update

Mr. Musson noted staff will be applying for a Section 5304 transportation planning grants to assist both Valley Transit and GO Transit with their Transit Development Plans (TDP) updates. Both of these planning efforts will take place in 2017. A TDP is a strategic short to mid-range document to help with future planning needs of each transit system.

13. WisDOT Regional Project Update

Mr. Halada provided an update of various projects throughout the region and within the urbanized areas for the Fox Cities and Oshkosh. The following transportation projects are on-going:

- Island St. Fox River Bridge & Approaches (City of Kaukauna)
- WIS 15 and Casaloma Drive intersection improvements (Town of Grand Chute)
- CTH G bridge replacement (City of Neenah)
- North Main Street (City of Oshkosh)
- Third Street bridge replacement (City of Menasha)
- I-41 from USH 10 to CTH II (Village of Fox Crossing)
- USH 10 / STH 441 Interchange bridge project, I-41 (Village of Fox Crossing)

- USH 10 / STH 441 Interchange bridge project, Little Lake Butte Des Morts (Village of Fox Crossing)
- USH 10 / STH 441 Racine Street Interchange and road reconstruction (Village of Fox Crossing)

Mr. Halada also mentioned the Transportation Alternative Program (TAP) awarded approximately \$15 million across Wisconsin, of which \$850,000 was awarded to the East Central SRTS Program.

14. Regional Safe Routes to School Program Update

Ms. Kraemer-Badtke noted the SRTS program was awarded approximately \$850,000 from the Transportation Alternative Program (TAP) to fund the SRTS program through 2020. She also stated staff participated in various school events for International Walk to School day on October 5th. Sixty schools in east central Wisconsin participated this year with various school events and implementing walking school bus programs. She also noted staff will be working with the Kaukauna School District to complete a series of safety audits, after the unfortunate death of a student on the first day of school. Staff will be working with Alta Planning to develop educational campaign materials to support walking/biking to school.

15. Bicycle and Pedestrian Program Update

Ms. Kraemer-Badtke noted the Town of Greenville received TAP funds (\$716,800) for its Bike to Work Trail extension. As noted above, the East Central SRTS Program also received TAP funds to support the program through to 2020. She also noted staff will be hosting a Transportation and Health Tool Workshop (as a case study) through Federal Highway Administration. The workshop will take place on October 12 at the Oshkosh Convention Center and will work to bring together Planning and Healthcare professionals to learn about various performance measures and indicators relating to health and the built environment.

Ms. Biedermann noted staff applied for a grant through Smart Growth America and its Complete Streets Policy. This grant funding would apply towards both the Appleton and Oshkosh urbanized areas, with the long-term goal of creating a template of policies. These policies could be shared and used for municipalities within the region. Ms. Biedermann noted staff should know about the grant by November 9.

16. Adjourn

Mr. Strehlow asked if there was any other business. Hearing none, Mr. Erdmann made a motion to adjourn and Mr. Koch seconded the motion. The motion passed unanimously and the Committee adjourned at 2:30 P.M.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 23-16

**APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR OSHKOSH
URBANIZED AREA-2017**

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

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

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

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

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

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

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

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

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

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

Section 1: That the Commission, as the designated MPO, approve the Transportation Improvement Program for the Oshkosh Urbanized Area - 2017.

RESOLUTION NO. 23-16

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 28, 2016

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

A handwritten signature in cursive script, reading "Jerry Erdmann", written in black ink.

Jerry Erdmann
Jerry Erdmann, Chair – Shawano Co.



APPENDIX F

DOCUMENTATION OF PUBLIC
INVOLVEMENT NOTICES

Oshkosh
Northwestern
media
A GANNETT COMPANY

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

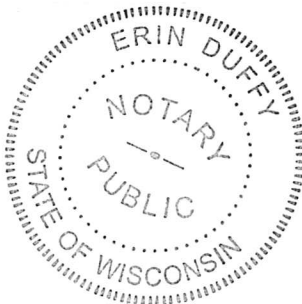
400 AHNAIP ST STE 100
MENASHA

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: 0001597905
No. of Affidavits: 1
Total Ad Cost: \$23.35
Published Dates: 09/25/16

(Signed) Bradley Zeiter (Date) 9-26-16
Legal Clerk



Signed and sworn before me

E. R.

My commission expires 5-25-18

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2017 TRANSPORTATION IMPROVEMENT PROGRAM
The Oshkosh Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Areas - 2017. This publication of the TIP serves to update the listing of state and federal transportation projects for the years 2017 - 2020. 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- 2017 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 25, and end on October 24, 2016. 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: Sep. 25, 2016 WNAXLP

EAST CENTRAL WI PLANNING COMM
Re: opportunity to review

GANNETT WI MEDIA
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PO BOX 23430

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APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE

TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

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

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

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

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

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

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

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Oshkosh Urbanized Area – 2017*.

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 2017 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 2017 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2017 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 2017 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.

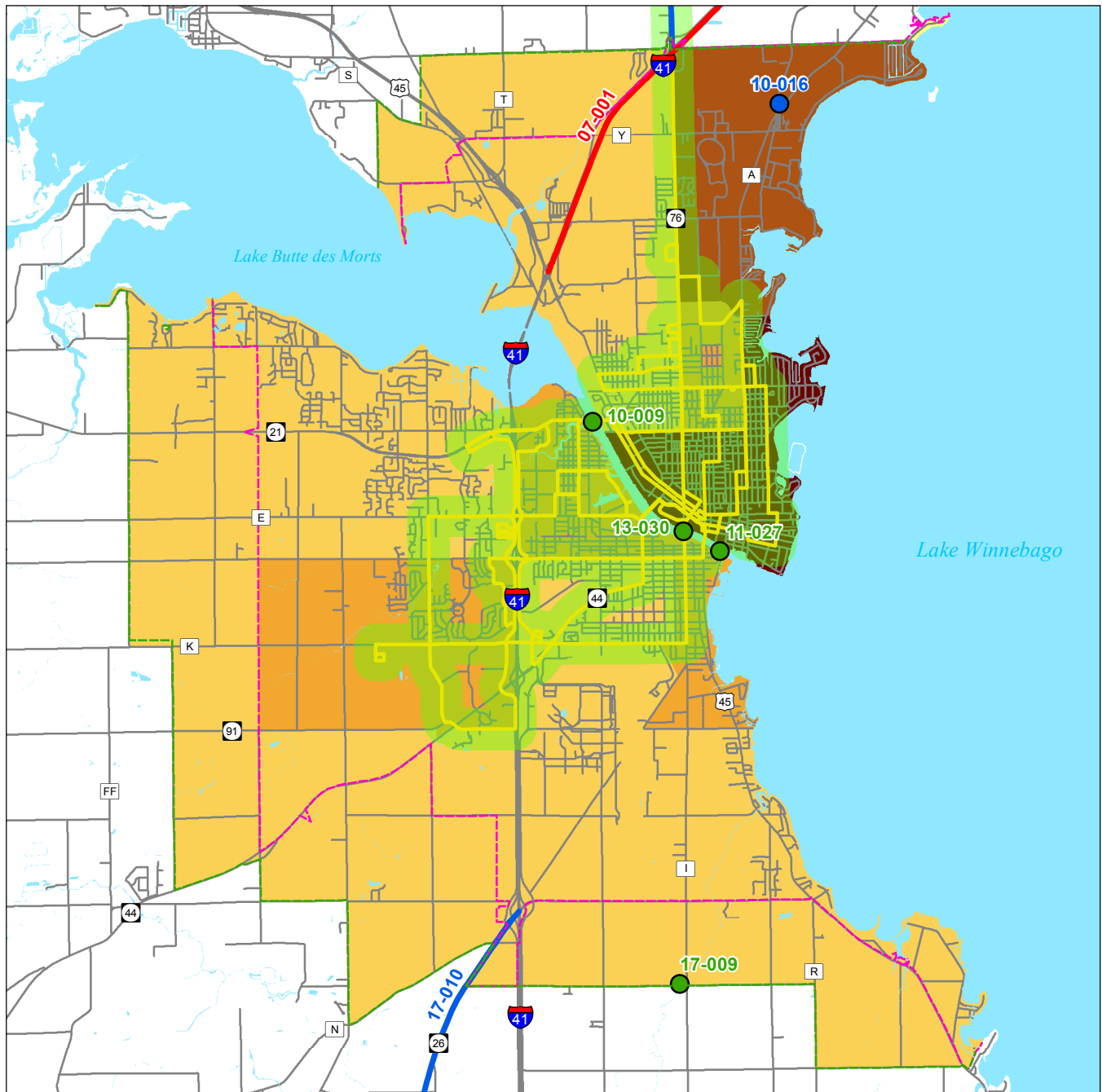
Map G-6 depicts 2012 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2017 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately 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 2017 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 2017 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

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

**Figure G-1
Oshkosh Urbanized Area TIP Projects (2017 - 2020) and
Population Below Poverty Level (2010 Census Data)**



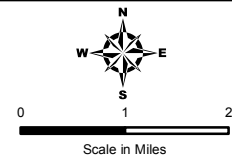
- Transit Routes
- 1/4 Mile Transit Buffer
- Population Below Poverty Level**
- Below 10%
- 11% - 20%
- 21% - 30%
- 31% - 40%
- 40% & Above
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

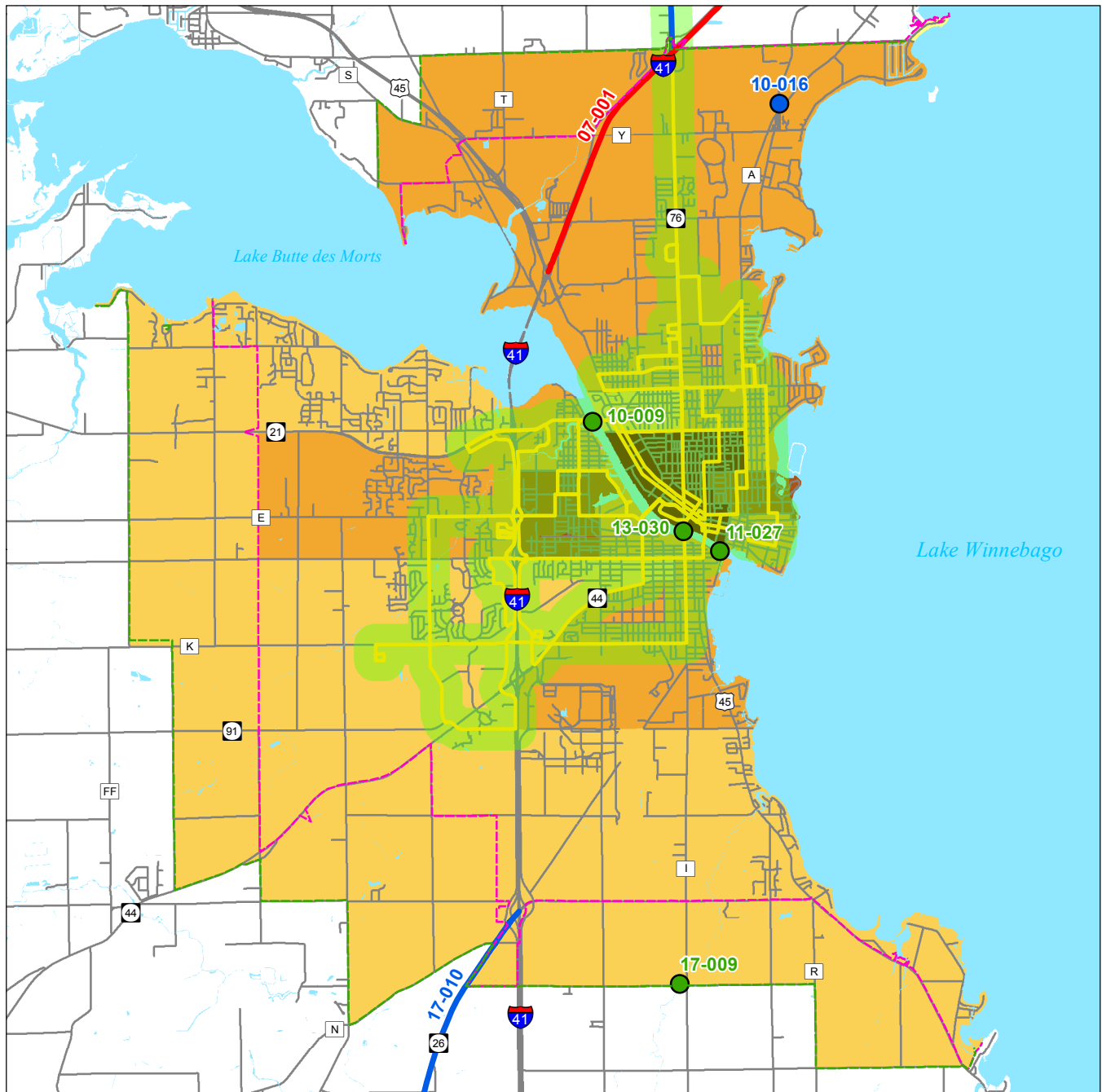
TIP Intersection Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



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**Figure G-2
Oshkosh Urbanized Area TIP Projects (2017 - 2020) and
Population Making Less than \$25,000 (2010 Census Data)**



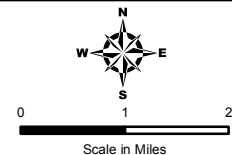
- Transit Routes
- 1/4 Mile Transit Buffer
- Population Making Less than \$25,000**
- Below 15%
- 16% - 25%
- 26% - 35%
- 36% - 45%
- Above 45%
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

TIP Intersection Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



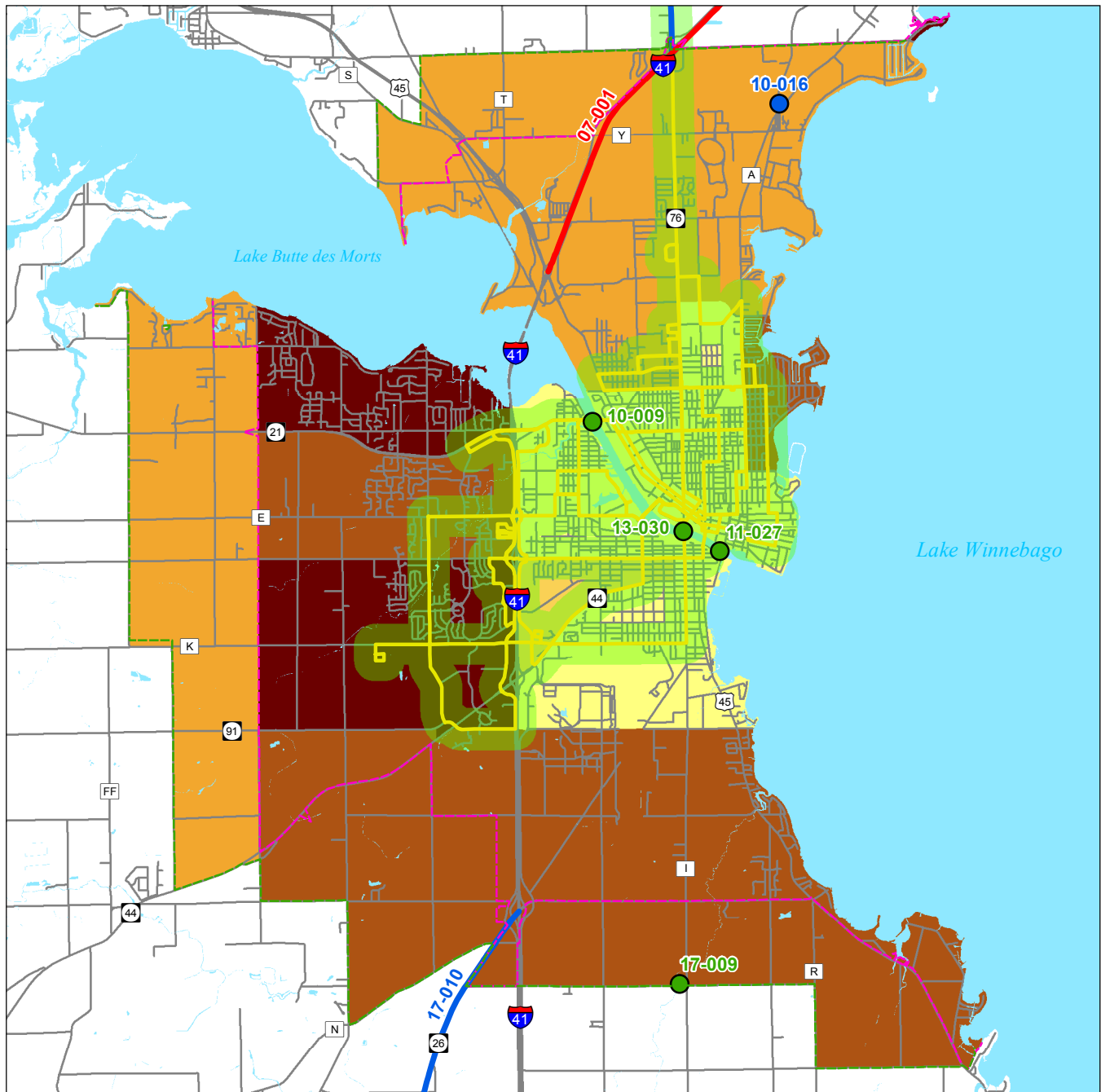
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Sources: American Community Survey 2006 - 2010 TIGER Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

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Figure G-3
Oshkosh Urbanized Area TIP Projects (2017 - 2020) and
Population Making More than \$100,000 per Year (2010 Census Data)



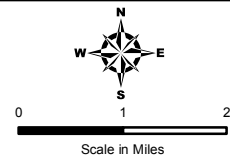
- Transit Routes
- 1/4 Mile Transit Buffer
- Population Making More than \$100,000**
- Below 10%
- 11% - 15%
- 16% - 20%
- 21% - 25%
- Above 25%
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

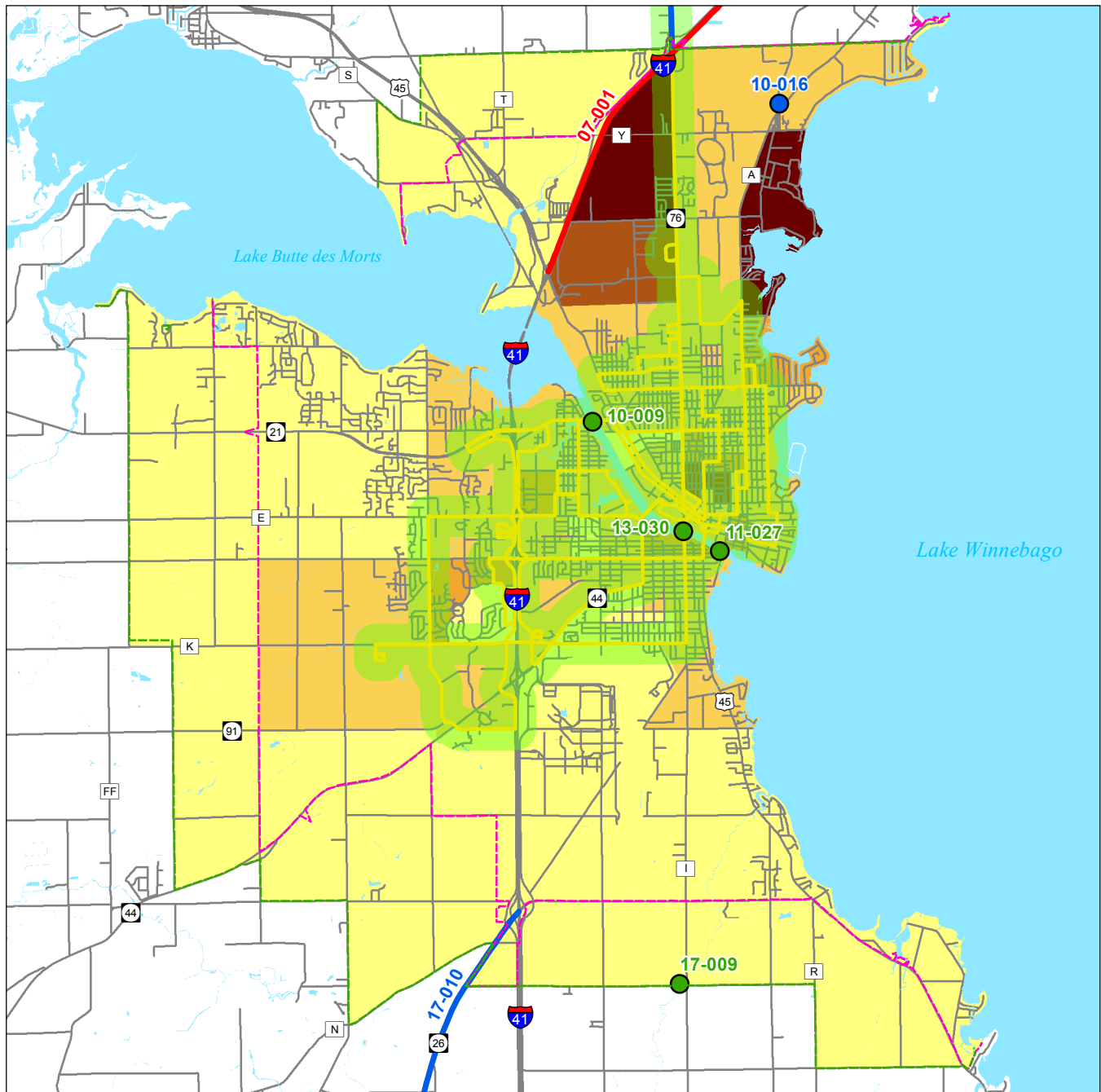
TIP Intersection Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



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**Figure G-4
Oshkosh Urbanized Area TIP Projects (2017 - 2020) and
Minority Population (2010 Census Data)**



Transit Routes
1/4 Mile Transit Buffer

Minority Population

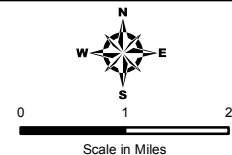
Below 5%
6% - 10%
11% - 15%
16% - 20%
Above 20%
--- 2010 Metropolitan Planning Boundary
--- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

2017 06-056
2018 06-056
2019 06-056
2020 06-056

TIP Intersection Project Year and Number

• 2017 06-056
• 2018 06-056
• 2019 06-056
• 2020 06-056



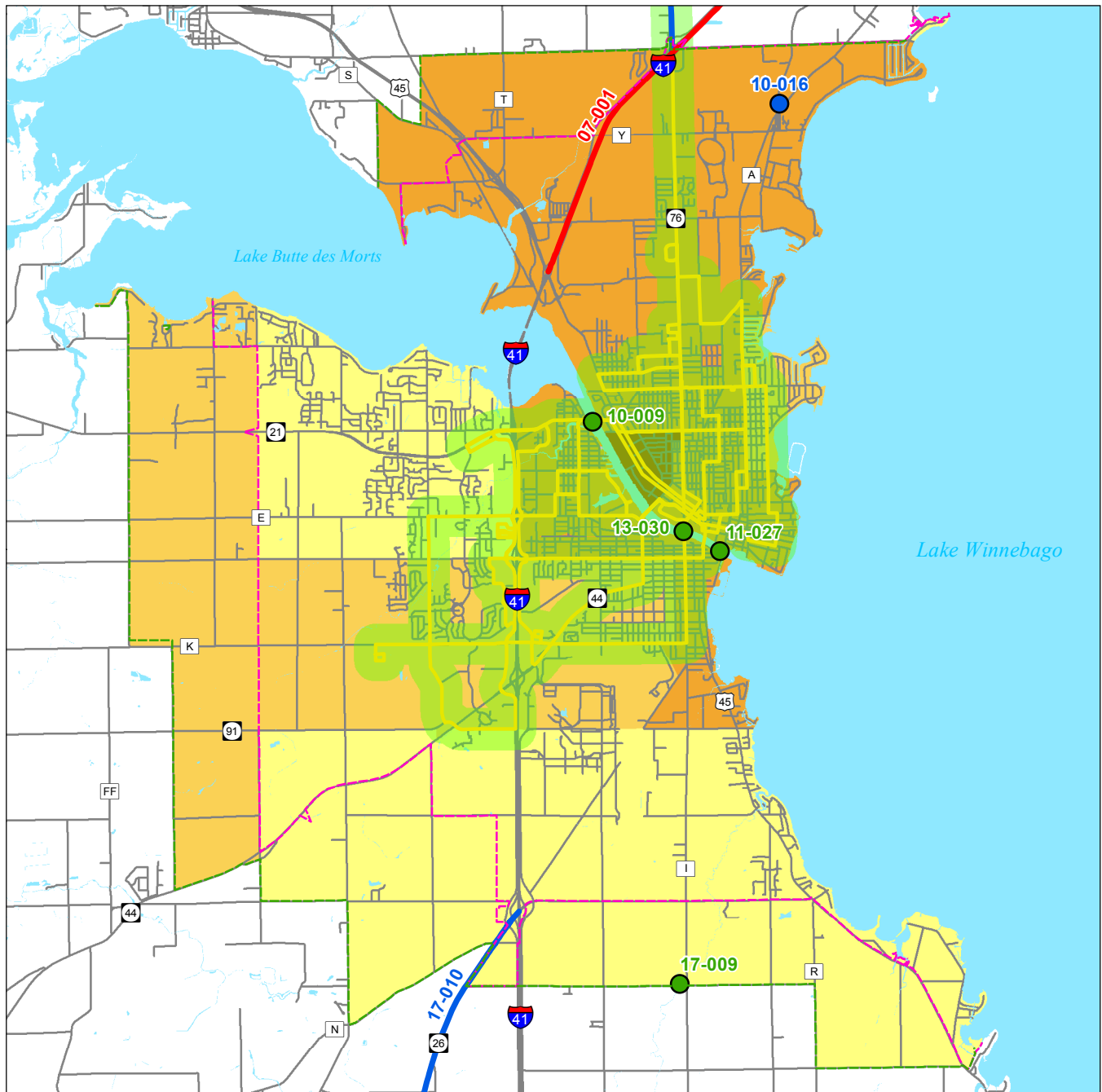
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Prepared SEPTEMBER 2016:



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**Figure G-5
Oshkosh Urbanized Area TIP Projects (2017 - 2020) and
Hispanic Population (2010 Census Data)**



Transit Routes
1/4 Mile Transit Buffer

Hispanic Population

Less than 2.00%
2.00% - 2.5%
2.51% - 5%
5.01% - 10%
Greater than 10%

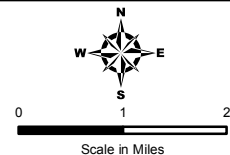
2010 Metropolitan Planning Boundary
2010 Adjusted Urbanized Boundary

TIP Project Year and Number

2017 06-056
2018 06-056
2019 06-056
2020 06-056

TIP Intersection Project Year and Number

2017 06-056
2018 06-056
2019 06-056
2020 06-056



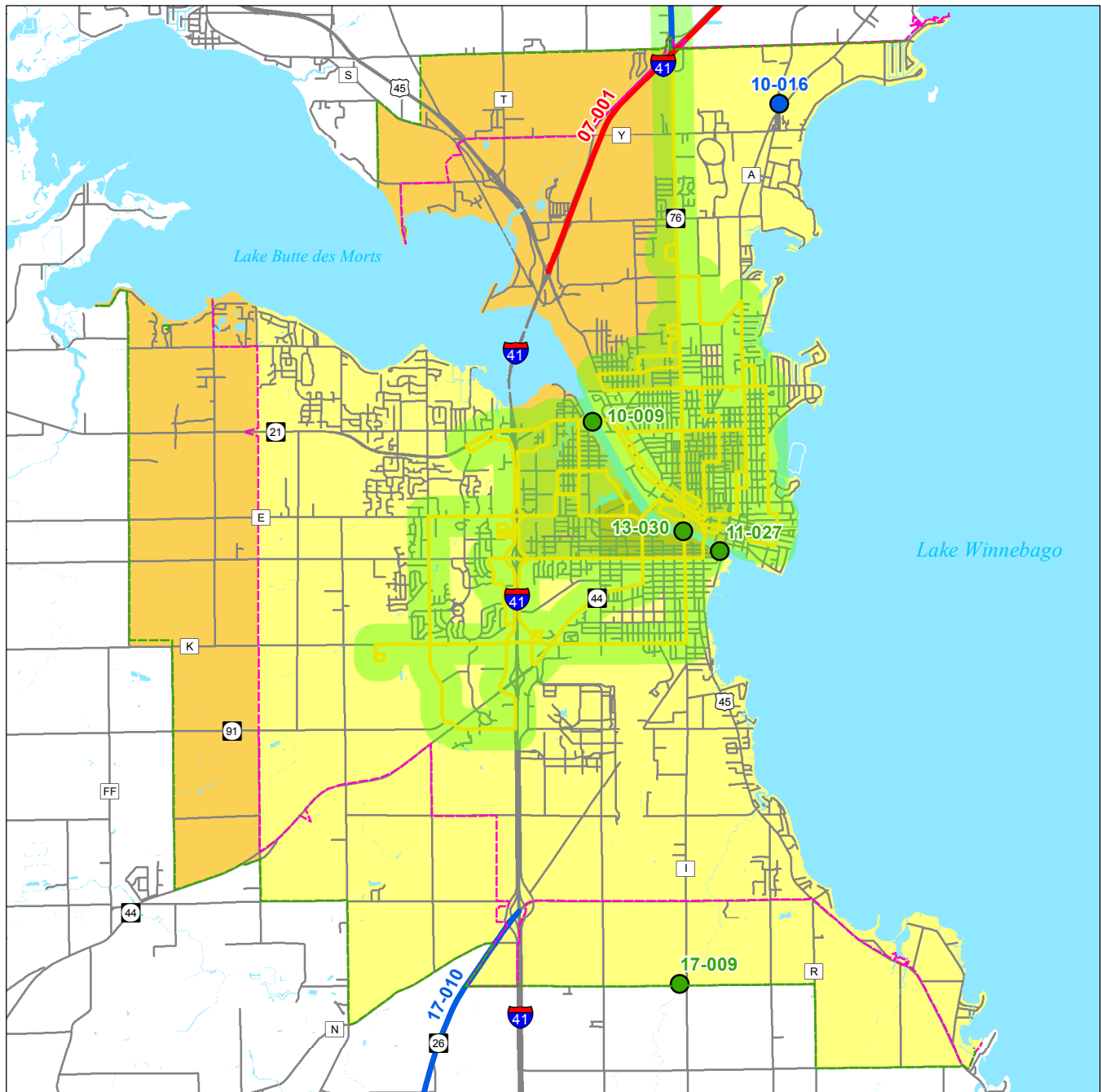
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Prepared SEPTEMBER 2016:



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

Figure G-6
Oshkosh Urbanized Area TIP Projects (2017 - 2020) and
Population Speaks English "Less than Very Well" (2010 Census Data)



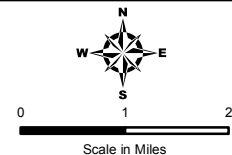
- Transit Routes
- 1/4 Mile Transit Buffer
- Speaks English "Less than Very Well"**
- Less than 5%
- 6% - 10%
- 11% - 15%
- 16% - 20%
- Greater than 20%
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

TIP Intersection Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



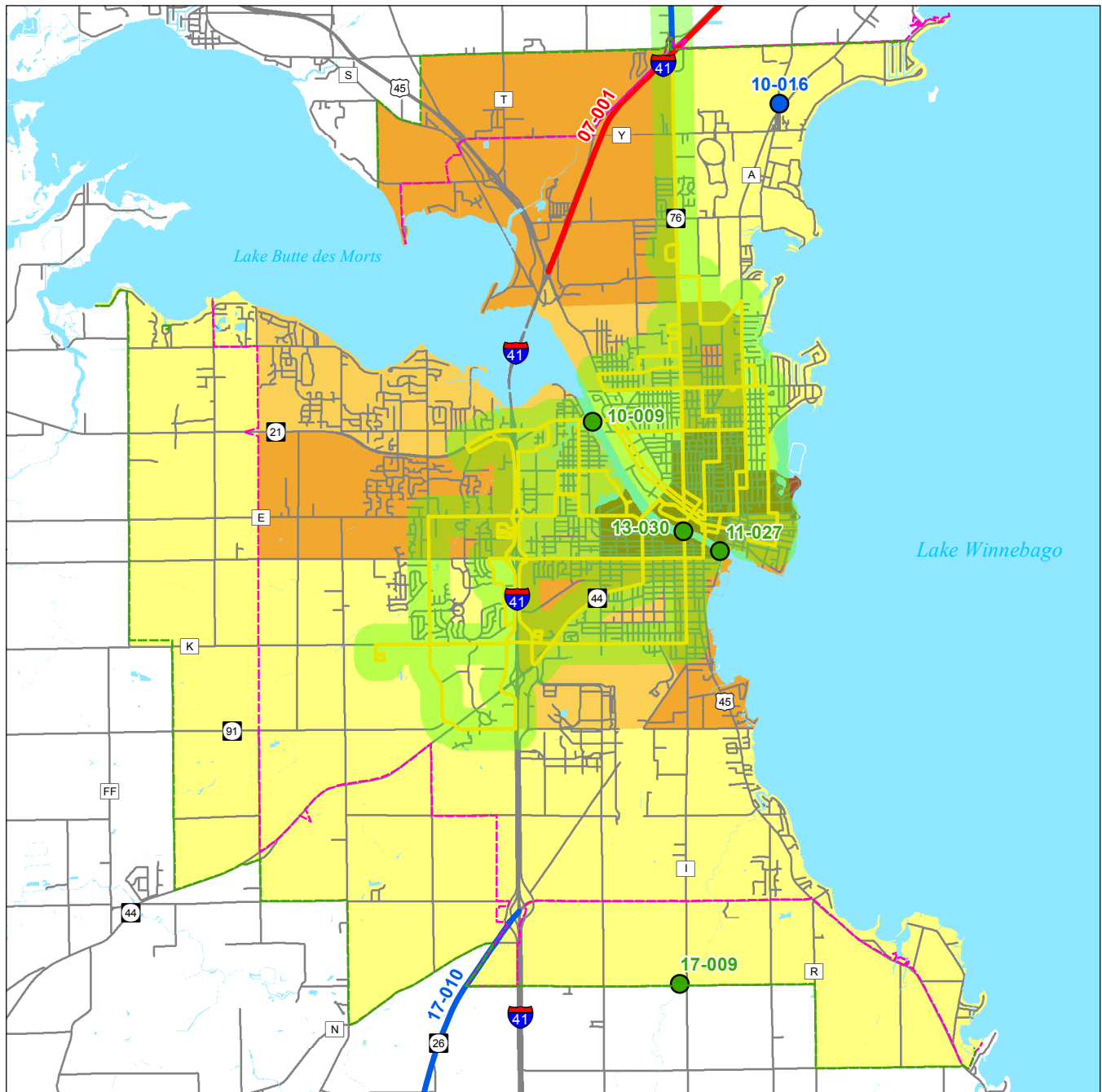
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Prepared SEPTEMBER 2016:



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**Figure G-7
Oshkosh Urbanized Area TIP Projects (2017 - 2020) and
Population With No Car Access (2010 Census Data)**



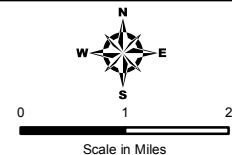
- Transit Routes
- 1/4 Mile Transit Buffer
- No Car Access**
- Less than 1%
- 2%
- 3% - 5%
- 6% - 10%
- More than 10%
- 2010 Metropolitan Planning Boundary
- 2010 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**

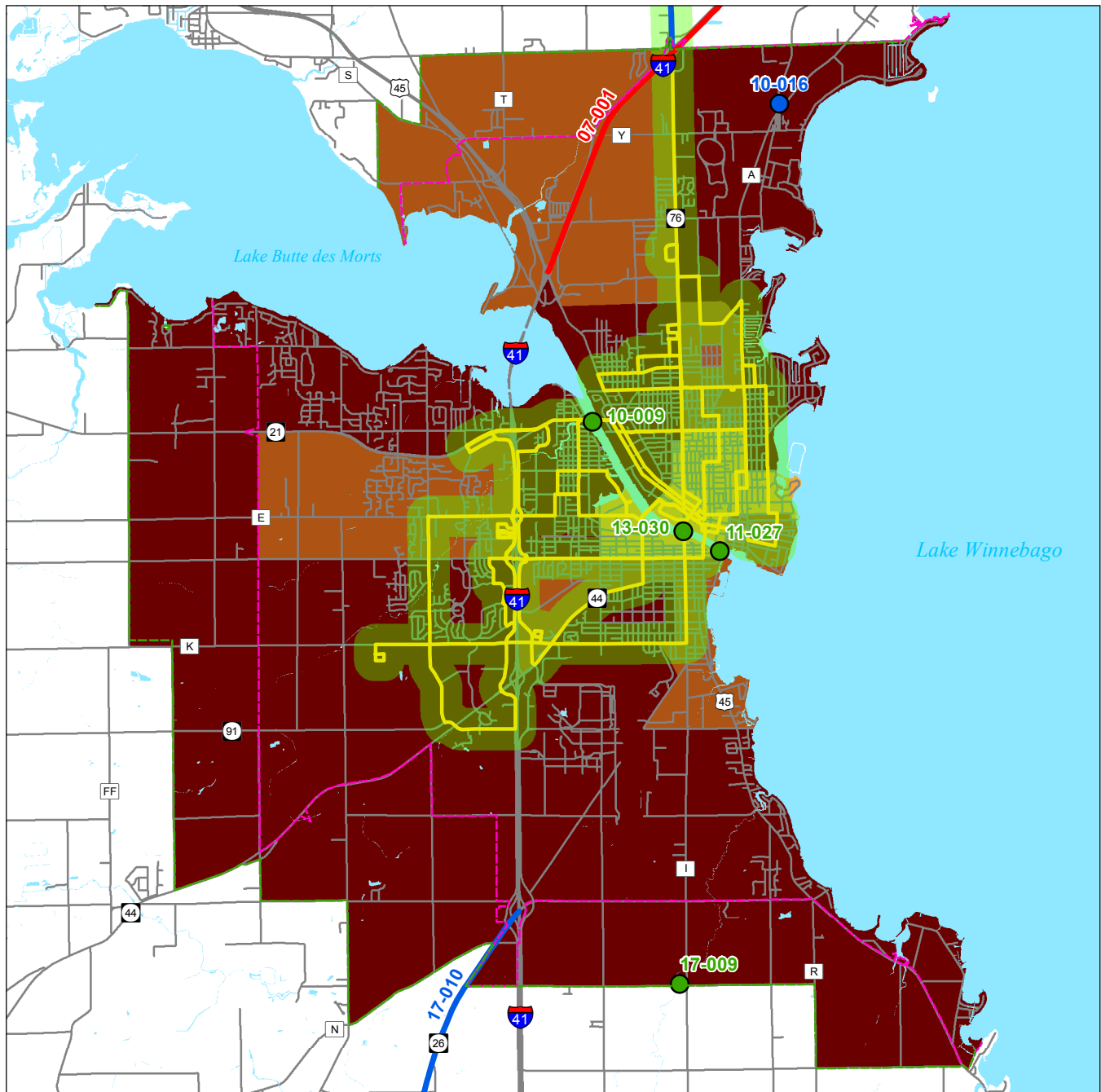
TIP Intersection Project Year and Number

- 2017 **06-056**
- 2018 **06-056**
- 2019 **06-056**
- 2020 **06-056**



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**Figure G-8
Oshkosh Urbanized Area TIP Projects (2017 - 2020) 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

2017 06-056
 2018 06-056
 2019 06-056
 2020 06-056

TIP Intersection Project Year and Number

• 2017 06-056
 • 2018 06-056
 • 2019 06-056
 • 2020 06-056



0 1 2
 Scale in Miles

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Prepared SEPTEMBER 2016:



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



APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

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

Figure H - 1 shows the Oshkosh urbanized area.

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