



# **Oshkosh Metropolitan Planning Organization**

## **Final Transportation Improvement Program for the Oshkosh Urbanized Area - 2013**

**Prepared by the  
East Central Wisconsin Regional Planning Commission**

**Adopted - October 26, 2012**

**\*Amended – December 10, 2012 \***

**\*Amended – April 26, 2013 \***

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FINAL  
TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE OSHKOSH URBANIZED AREA  
- 2013 -

Prepared by the  
EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Adopted - October 26, 2012

\*Amended – December 10, 2012\*

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## ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE  
OSHKOSH URBANIZED AREA - 2013

AUTHOR: David J. Moesch, Associate Transportation Planner

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

DATE: Adopted – October 26, 2012

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The Transportation Improvement Program for the Oshkosh Urbanized Area is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of five years and includes projects recommended for implementation during the 2013-2017 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 are for 2014-2015; for transit assistance programs, 2013 and 2014.

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## 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) for this area in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for preparing a State Transportation Improvement Program (STIP) programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central has worked with WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the five-year period from 2013 to 2017. These lists of programmed candidate projects were then reviewed, prioritized, and recommended by Technical Advisory Committees (TACs) for each urbanized area. TAC recommendations were in turn reviewed by the standing Transportation Committee of the Commission and final action was taken by the Commission as the MPO recommending these projects to the Governor 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.

## CERTIFICATIONS

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

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;



- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

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

TRANSPORTATION IMPROVEMENT PROGRAM

## **TRANSPORTATION IMPROVEMENT PROGRAM**

### **FEDERAL PLANNING REQUIREMENTS**

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

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

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

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

## THE TIP PROCESS

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of five years with projects identified for each of the first four years as the minimum program. Projects are grouped for 2017 as future year projects. 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 or third 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 constraint.
- Scope
  - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
  - Changing the source (Fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

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

- Schedule
  - Adding an exempt/preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list (Table A-1) or from the out-year of the TIP.
  - Moving an exempt/preservation project out of the first four years of the TIP.
- Scope
  - Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate.

- Funding
  - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four-year window.

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

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

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP.

Concerning the federal funding sources the MPO has identified for individual projects in its TIP, it is agreed that WisDOT can unilaterally interchange the various FHWA funding program sources without necessitating a STIP or TIP amendment, except that WisDOT must seek MPO staff approval to use Entitlement or allocated STP and CMAQ funds for projects not identified for that source of funding in the TIP. Also, WisDOT can unilaterally interchange FTA Section 5309 and Section 5307 capital funds in urbanized areas between 50,000 and 200,000 populations without necessitating a STIP or TIP amendment.

### **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 five-year period for inclusion in the TIP. Notification was provided by direct letter, dated April 18, 2012, requesting candidate projects to be identified. On

September 26, 2012, a legal notice was published in the Oshkosh Northwestern daily papers, identifying a review and comment period, from September 26 to October 25, 2012. The notice indicated that the TC would meet October 9, 2012 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO at its October 26, 2012 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.

State, STP-Safety, Bridge and Section 5310, Elderly and Disabled projects were solicited directly from WisDOT Northeast Region or WisDOT Madison for inclusion in the TIP.

### **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, 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**

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

**Federal-aid Transit Programs**

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

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

<u>Categorical Program</u>	<u>Acronym</u>
National Highway System State	NHS
Bridge Replacement & Rehabilitation State	BR
Surface Transportation Program	STP
Enhancements	EN
Urban	URB
Rural	RU
State Flexibility	FLX
Safety	HSIP
Miscellaneous	MSC
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 five-year program, 2013-2017, itemized in the listing this year includes the 2014 and 2015 projects that were submitted by the local entities. Since the 2002 TIP, two years' programming recommendations have been made in the even year TIP (2008, 2010,...), and are reaffirmed in the odd year TIP (2007, 2009...). In developing this 2013 TIP, STP-Urban projects were ranked for the 2014-2015 biennium.

The 2013 TIP, recommended one project for funding in in the Oshkosh urbanized area in 2014-2015.

The anticipated allocations of STP-Urban funds for 2014-2015 are \$973,440 in Oshkosh. This allocation is distributed among the municipalities within the respective urbanized areas based on their share of total federal functionally classified mileage. For example, the City of Oshkosh's share of the total urbanized area allocation is 58.49 miles divided by the Oshkosh total of 88.95 functionally classified miles = .0657 or 65.7 percent. This allocation is then added to the accounting balance for the City of Oshkosh and is used in determining its entitlement balance. As will be noted in the description of the prioritization process that follows, this entitlement is used in determining the community's eligibility to compete, and as a ratio of funding balance to project cost as one ranking criterion. However, it does not guarantee that the funds will ever be available to the community, and is therefore not to be considered a suballocation of the urban funds.

### **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 2014-2015 project candidates, as part of the 2013 TIP, is being used that was first developed in 1990, with slight refinements being made periodically through 1994. Based on a major review in 1995, the criteria have been modified to prioritize projects across modal lines. Minor clarifications were made to the criteria language in 1997. In 2005 a safety criteria was added based on crash rates. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

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



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

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

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

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

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

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

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

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

d. **Freight Operations.**

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

e. **Transit Improvements.**

Score	5	A project that provides, or is an integral factor in providing, a transit or paratransit option
	3	A project that enhances a transit or paratransit option, thereby making a transit mode more attractive
	1	A project that meets transit 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.

- 1) 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.)

a) 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

b) 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

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

Score	5	no potential for at-grade crossing
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- 3 at-grade crossing possible; safety concerns remain
- 0 safe at-grade crossing is possible

2) 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.)

a) Spacing.

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

b) 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

c) 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

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.

- 1) **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

- 2) **High Accident Locations.** Intersections defined as any location with crashes  $\geq 5$  in any one year.

Score	5	$\geq 5$
	3	1 - 4
	0	0

- 3) **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) 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

7. **AVAILABILITY OF FUNDING.** An indicator of how well projects correspond to funding entitlement. Appendix A, Table A-3 shows each jurisdiction's 2012 funding balance, 2012 and 2013 allocation, and the resulting entitlement. It also shows the resulting funding availability rating for each project, which is calculated by taking the maximum STP portion of project costs and dividing it into the jurisdictions entitlement. If the jurisdiction has more than one project, the entitlement is adjusted by subtracting the prior project's STP funding before calculating the funding availability rating. This rating ranges from the highest positive number being the highest ranking to the lowest negative number being the lowest ranking. There is an overriding criterion that a county or community project must have a positive funding availability rating to compete for STP funding. Also, when ties occur among projects having the same total score, the funding availability rating is used as the tie-breaker.

Score	5	> 1.50
	4	1.00 - 1.50
	3	0.50 - 0.99
	2	0.25 - 0.49
	1	0.00 - 0.24
	0	< 0.00

The project scores for each criterion are totaled and ranked from highest to lowest score. Any project that is not ranked because it has a negative funding eligibility rating is deemed ineligible for participation in the STP-Urban program.

### **STP-Urban Project Selection Procedure**

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

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized.

The final project will be funded at no less than the 20 percent minimum federal funding level.

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

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

### **STP-Urban Projects Recommended for Funding**

Application of the above project selection procedure to projects competing for the 2014-2015 allocations resulted in a funding recommendation for one project in Oshkosh.

#### Oshkosh Project: Available Funding Allocation of \$973,440

- Winnebago County's CTH I project, from Ripple Avenue to Fox Valley Tech College.

A full listing of the candidate STP-Urban projects can be found in Appendix A, Tables A-1. Also found in Appendix A are Table A-2: Proposed STP-Urban Funding Allocations and Proposed Projects, 2014-2015 and Table A-3: Evaluation and ranking of Proposed STP-Urban Projects, 2014-2015.

### **2013 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 (253-13-001). 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: 2013, 2014, 2015, 2016 and 2017.

**TABLE 1**  
**OSHKOSH URBANIZED AREA - PROJECT LISTING (2013-2017)**

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

**(\$000)**

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

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
OTS Winnebago	Fixed Route Bus	Oper.	886	764	855	2505	912	786	891	2589	940	810	929	2679	968	834	968	2770	997	859	1009	2865
	Paratransit	Contr.	378	326	200	904	397	343	226	966	417	360	254	1031	438	378	283	1099	460	397	313	1170
	Capital Projects	Purch.	1052	0	263	1315	34	0	8	42	2888	0	722	3610	2490	0	622	3112	8	0	2	10
	Section 5307	TOTAL	2316	1090	1318	4724	1343	1129	1125	3597	4245	1170	1905	7320	3896	1212	1873	6981	1465	1256	1324	4045
WisDOT Winnebago	USH 41/USH 45-Breezewood	PE				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
	1120-09-72-90	CONST				0				0	9828	2457	0	12285				0				0
	253-07-001 NHS 15.9 m. (E)	TOTAL	0	0	0	0	0	0	0	0	9828	2457	0	12285	0	0	0	0	0	0	0	0
WisDOT Winnebago	USH 41/STH 26-Breezewood	PE				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
	253-07-002 1120-11-00 to 93, 1120-10-70 to 90	CONST	1188	1606	0	2794	0	891	0	891	297	693	0	990				0				0
	253-06-001 NHS 15.9 m. (E)	TOTAL	1188	1606	0	2794	0	891	0	891	297	693	0	990	0	0	0	0	0	0	0	0
WisDOT Winnebago	STH 21, OSHKOSH AVE.	PE				0				0				0				0				0
	C. Oshkosh Fox River Br	ROW				0				0				0				0				0
	6180-18- 71	CONST				0				0				0				0	1288	322	0	1610
	253-10-009 BH .5 Miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1288	322	0	1610
WisDOT C of Oshkosh	Sherman Road	PE				0				0				0				0				0
	WCL Crossing Signal and Gates	ROW				0				0				0				0				0
	1009-93-44	CONST				0				0	131	71	0	202				0				0
	253-10-016 OCR (P)	TOTAL	0	0	0	0	0	0	0	0	131	71	0	202	0	0	0	0	0	0	0	0
WisDOT	Safe Routes to School	PE				0				0				0				0				0
	City of Oshkosh	ROW				0				0				0				0				0
	4994-06-71	CONST	73	0	0	73				0				0				0				0
	253-10-030 STP (P)	TOTAL	73	0	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Regional Safe Routes to School	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	19	0	0	19				0				0				0				0
	252-10-030 STP (P)	TOTAL	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago	City of Oshkosh Bridge Lift Structures	PE				0				0				0				0				0
	Rehab for remote operations	ROW				0				0				0				0				0
	4110-19-71	CONST	0	864	0	864				0				0				0				0
	253-11-027 BR (P)	TOTAL	0	864	0	864	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT T of Oshkosh	Fernau Ave. / STH 76 - Vinland Rd.	PE				0				0				0				0				0
	Reconstruction, 4-lane, urban	ROW				0				0				0				0				0
	4625-01-00, 71	CONST				0	969	0	920	1889				0				0				0
	253-11-028 URB (E)	TOTAL	0	0	0	0	969	0	920	1889	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Safety Funds	PE	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
	Grouped Projects	ROW				0				0				0				0				0
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
	253-13-001 STP (P)	TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120

TABLE 1, cont.  
OSHKOSH URBANIZED AREA - PROJECT LISTING (2013-2017)  
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017 + Illustrative				
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
WisDOT	Rail/Hwy Xing Safety Grouped Projects	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
		TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	
253-13-002	STP (P)																						
WisDOT	Hwy Safety Improve Prog (HSIP) Grouped Projects	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
		TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	
253-13-003	STP (P)																						
WisDOT	RR Xing STP protective Devices Grouped Projects	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
253-13-004	STP (P)																						
WisDOT	Preventative Maint. National Highway Grouped Projects	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
		TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	
253-13-005	NHS (P)																						
WisDOT	STN Preventative Maint. Connecting High Grouped Projects	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	
		TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	
253-13-006	STP (P)																						
WisDOT	Enhancements Grouped Projects	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	
		TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	
253-13-007	STP (P)																						
OCR	OCR Rail-Highway Xing Safety Grouped Projects	PE				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
		TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	
253-13-008	OCR (P)																						
WisDOT Winnebago Multiple MPOs	USH 41 Interstate Conversion Plan Milwaukee - Green Bay 1113-00-00	STUDY	160	40	0	200	160	40	0	200				0				0				0	
		ROW				0				0				0				0				0	
		CONST				0				0				0				0				0	
		TOTAL	160	40	0	200	160	40	0	200	0	0	0	0	0	0	0	0	0	0	0	0	
253-13-009	STP (P)																						
WisDOT Calumet, Out, Winn Co	Regional Safe Routes to School Program  *Amended 12/10/12	STUDY				0				0				0				0				0	
		ROW				0				0				0				0				0	
		CONST	82	0	0	82	69	0	0	69				0				0				0	
		TOTAL	82	0	0	82	69	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	
252-13-035	SRTS (P)																						
		PE	176	44	0	220	176	44	0	220	16	4	0	20	16	4	0	20					
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
		CONST	2801	2682	140	5623	2496	1103	1060	4590	11714	3433	140	15287	1458	212	140	1810					
		TOTAL	2996	2726	140	5862	2672	1147	1060	4810	11730	3437	140	15307	1474	216	140	1830					
		Preservation Subtotal		1808	1120	140	3068	1703	256	140	2030	1605	287	140	2032	1474	216	140	1830				
		Expansion Subtotal		1188	1606	0	2794	969	891	920	2780	10125	3150	0	13275	0	0	0	0				

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

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



## **2012 TIP Project Implementation Status**

Table 2 provides a summary of federal funds programmed and available for the 2013-2017 time period for the Oshkosh urbanized area. Table 3 presents the current status of projects previously approved for the Oshkosh area in 2012. The table provides the project description and type, the funding program, the implementing jurisdiction, and the current implementation status.

**TABLE 2**  
**OSHKOSH URBANIZED AREA, 2013-2017**  
**SUMMARY OF FEDERAL FUNDS PROGRAMMED AND AVAILABLE**  
(\$000)

\*Amended 4/26/13\*

Agency/Program	Programmed Expenditures					Estimated Available Funding				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
<b>Federal Highway Administration</b>										
Interstate Highway Maintenance	\$0	\$0	\$0	\$0	\$0	-----Not Eligible-----				
National Highway System	1,588	400	10,525	400	400	1,588	400	10,525	400	400
Bridge Replacement/Rehab	0	0	0	<b>1,600</b>	1,288	0	0	0	<b>1,600</b>	1,288
Congestion Mitigation & Air Quality	0	0	0	0	0	-----Not Eligible-----				
Surface Transportation Program										
Oshkosh Urbanized Area	0	969	0	0	0	0	969	0	0	0
Surface Transportation Program										
State Flexibility	1,264	1,159	930	930	930	1,264	1,159	930	930	930
Surface Transportation Program										
Safety	0	0	0	0	0	0	0	0	0	0
Surface Transportation Program										
Enhancements	0	0	0	0	0	0	0	0	0	0
<b>Programmed Expenditures</b>	2,852	2,528	11,455	2,930	2,618	2,852	2,528	11,455	2,930	2,618
<b>* Annual Inflation Factor 2.8%</b>	80	71	321	82	73	80	71	321	82	73
<b>Estimated Need with Inflation Factor</b>	2,932	2,599	11,776	3,012	2,691	2,932	2,599	11,776	3,012	2,691
<b>Federal Transit Administration</b>										
Section 5307 Operating	\$943	\$971	\$1,000	\$1,030	\$1,061	\$943	\$971	\$1,000	\$1,030	\$1,061
Section 5309 Capital	<b>1,974</b>	978	1,440	960	0	<b>1,974</b>	978	1,440	960	0
<b>Programmed Expenditures</b>	2,917	1,949	2,440	1,990	1,061	2,917	1,949	2,440	1,990	1,061
<b>* Annual Inflation Factor 2.8%</b>	82	55	68	56	30	82	55	68	56	30
<b>Estimated Need with Inflation Factor</b>	2,999	2,004	2,508	2,046	1,091	2,999	2,004	2,508	2,046	1,091
Section 5310	0	0	-not yet programmed-			0	0	-not yet programmed-		

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

\*Amended 4/26/13\*

**TABLE 3**  
**IMPLEMENTATION STATUS OF 2012**  
**OSHKOSH URBANIZED AREA PROJECTS**

Primary Jurisdiction	Project Description	Type of Cost	2012				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Winnebago 253-08-003	STH 21/Lift Structures	PE				0	<b>X</b>		
	Rehab Elec Controls	ROW				0			
	4110-19-71	CONST	0	864	0	864			
	BH .23 m. (P)	TOTAL	0	864	0	864			
WisDOT Winnebago 253-04-001	N. Main St., City of Oshkosh	PE				0	<b>X</b>		
	New York - Murdock Reconst	ROW				0			
	4994-01-15	CONST	1170	0	623	1793			
	URB 0.51 m. (P)	TOTAL	1170	0	623	1793			
WisDOT Winnebago 253-11-027	City of Oshkosh Bridge Lift Structure	PE				0			<b>X</b>
	Rehab for remote operations	ROW				0			
	4110-19-71	CONST	0	864	0	864			
	BR (P)	TOTAL	0	864	0	864			



## APPENDIX A

### URBAN AREA CANDIDATE PROJECT TABLES



**TABLE A-1**  
**OSHKOSH AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ 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>	Omro Rd Bike Path	PE				0				0				0				0	0	0	92	92
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	462	462
	Local 2.25 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	554	554
T of Nekimi Winnebago <i>Illustrative</i>	Poberezny Rd./STH 44 - CTH N Reconstruction	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1200	1200
	Local 2.5 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1200	1200
T of Oshkosh Winnebago <i>Illustrative</i>	Vinland Rd./Smith-Snell Reconstruction	PE				0				0				0				0				0
		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
T of Oshkosh Winnebago <i>Illustrative</i>	Snell Rd./Jackson-CTH A (Bowen) Reconstruction	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1500	1500
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
Oshkosh Winnebago <i>Illustrative</i>	Washburn St/Ripple - STH 26 Reconstruction	PE				0				0				0				0	0	0	76	76
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	835	835
	Local 1.31 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	911	911
Oshkosh Winnebago <i>Illustrative</i>	Main St/ Algoma - Irving Reconstruction	PE				0				0				0				0	0	0	225	225
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	2300	2300
	Local .05 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2525	2525
Winnebago Co. Winnebago	CTH I/Ripple Rd. -Technical School Reconstruction 4-lane, urban	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	900	900
	Local .33 m. (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900	900
WisDOT Winnebago 253-07-001	USH 41/USH 45-Breezewood Reconstruction 1120-09-72-90	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0	9828	2457	0	12285				0				0
	NHS 15.9 m. (E)	TOTAL	0	0	0	0	0	0	0	0	9828	2457	0	12285	0	0	0	0	0	0	0	0
WisDOT Winnebago 253-07-002 253-06-001	USH 41/STH 26-Breezewood Reconstruction 1120-11-00 to 93, 1120-10-70 to 90	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	1188	1606	0	2794	0	891	0	891	297	693	0	990				0				0
	NHS 15.9 m. (E)	TOTAL	1188	1606	0	2794	0	891	0	891	297	693	0	990	0	0	0	0	0	0	0	0
WisDOT Winnebago 253-10-009	STH 21, OSHKOSH AVE. C. Oshkosh Fox River Br 6180-18- 71	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0	1288	322	0	1610
	BH .5 Miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1288	322	0	1610
WisDOT C of Oshkosh 253-10-016	Sherman Road WCL Crossing Signal and Gates 1009-93-44	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0	131	71	0	202				0				0
	OCR (P)	TOTAL	0	0	0	0	0	0	0	0	131	71	0	202	0	0	0	0	0	0	0	0
WisDOT City of Oshkosh 253-10-030	Safe Routes to School 4994-06-71	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	73	0	0	73				0				0				0				0
	STP (P)	TOTAL	73	0	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**TABLE A-1 cont.**  
**OSHKOSH URBANIZED AREA - CANDIDATE PROJECT LISTING (2013-2017)**  
**(\$000)**

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	Regional Safe Routes to School	PE				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST	19	0	0	19				0				0				0				0
252-10-030	STP (P)	TOTAL	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	City of Oshkosh Bridge Lift Structures	PE				0				0				0				0				0
Winnebago	Rehab for remote operations	ROW				0				0				0				0				0
	4110-19-71	CONST	0	864	0	864				0				0				0				0
253-11-027	BR (P)	TOTAL	0	864	0	864	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Fernau Ave. / STH 76 - Vinland Rd.	PE				0				0				0				0				0
T of Oshkosh	Reconstruction, 4-lane, urban	ROW				0				0				0				0				0
	4625-01-00, 71	CONST				0	969	0	920	1889				0				0				0
253-11-028	URB (E)	TOTAL	0	0	0	0	969	0	920	1889	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Safety Funds	PE	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20
	Grouped Projects	ROW				0				0				0				0				0
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
253-13-001	STP (P)	TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120
WisDOT	Rail/Hwy Xing Safety	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
253-13-002	STP (P)	TOTAL	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100
WisDOT	Hwy Safety Improve Prog (HSIP)	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
253-13-003	STP (P)	TOTAL	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100	90	0	10	100
WisDOT	RR Xing STP protective Devices	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
253-13-004	STP (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT	Preventative Maint. National Highway	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
253-13-005	NHS (P)	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500
WisDOT	STN Preventative Maint. Connecting High	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
253-13-006	STP (P)	TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500
WisDOT	Enhancements	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
253-13-007	STP (P)	TOTAL	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150	120	0	30	150
OCR	OCR Rail-Highway Xing Safety	PE				0				0				0				0				0
	Grouped Projects	ROW				0				0				0				0				0
		CONST	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
253-13-008	OCR (P)	TOTAL	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180	144	36	0	180
WisDOT	USH 41 Interstate Conversion Plan	STUDY	160	40	0	200	160	40	0	200				0				0				0
Winnebago	Milwaukee - Green Bay	ROW				0				0				0				0				0
Multiple MPOs	1113-00-00	CONST				0				0				0				0				0
253-13-009	STP (P)	TOTAL	160	40	0	200	160	40	0	200	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	Regional Safe Routes to School Program	STUDY				0				0				0				0				0
Calumet, Out,		ROW				0				0				0				0				0
Winn Co	<b>*Amended 12/10/12</b>	CONST	82	0	0	82	69	0	0	69				0				0				0
252-13-035	SRTS (P)	TOTAL	82	0	0	82	69	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0



**TABLE A-2**  
**STP-URBAN FUNDING ALLOCATIONS AND BALANCES, (2014-2015 biennium)**  
**OSHKOSH URBANIZED AREA**

Jurisdiction	STP Miles	% Miles	Allocation	2010 - 2011 Balance	Entitle- ment	Project Requests	Total Costs	Federal Funds	Local Cost	Funding Avail. Rating
<b>Oshkosh</b>	<b>Allocation = \$973,440</b>			<b>Total miles = 88.95</b>						
Winnebago Co.	18.07	20.31	197,752	(432,810)	(137,023)	CTH I (Ripple - FV Tech)	900,000	720,000	180,000	(0.19)
C. Oshkosh	58.49	65.76	640,095		(741,752)					
T. Algoma	6.32	7.11	69,164	(539,748)	(435,427)					
T. Black Wolf	0.93	1.05	10,177	41,672	57,019					
T. Nekimi	2.34	2.63	25,608	24,195	62,812	Poberezny Rd (STH 44 - CTH N)	1,200,000	879,000	321,000	0.07
T. Oshkosh	2.80	3.15	30,642	561,417	608,285					
<b>Total</b>	<b>88.95</b>	<b>100.00</b>		<b>(\$345,274)</b>	<b>(\$586,086)</b>		<b>\$2,100,000</b>	<b>\$1,599,000</b>	<b>\$501,000</b>	

**TABLE A-3**  
**EVALUATION AND RANKING OF PROPOSED STP-URBAN PROJECTS, (2014-2015 biennium)**  
**OSHKOSH URBANIZED AREA**  
 Project Evaluation (Criteria)/Score

Jurisdiction	2014 & 2015 STP Projects	Plan Consis- tency	Preserve Existing System		Capacity V/C		Safety		Multi- Modal		Planned Pro- gramming		Funding Avail- ability		Total Score	Rank	Project Cost	Max. STP Funding
<b>Oshkosh Allocation = \$973,440</b>																		
Winnebago Co.	CTH I (Ripple - FV Tech)	3	PC(6)	3	0.30	1	715	5	VtbP	1	5	5	(1.00)	0	18	NE	\$900,000	
T. Nekimi	Poberezny (WIS 44 - CTH N)	3	PC(3)	5	0.15	0	1	0	VtBP	3	2	2	0.07	1	14	1	\$1,200,000	
Total																	\$2,100,000	

## APPENDIX B

### FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE



## FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Oshkosh urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For CY 2012 the allocation is 30.1 percent. For purposes of this document a federal funding level of 29 percent is assumed for 2013 and beyond.

In 1996 the Wisconsin Department of Transportation began distributing the state share of operating assistance similar to the federal share, with each transit system within a tier receiving an equal percentage of assistance. State operating assistance for CY 2012 was 25.2 percent of eligible expenses. A 25 percent state share has been assumed for 2013 and beyond also.

Each year WisDOT pools the capital requests of the State's transit systems and applies to the FTA for Section 5309 Capital discretionary grants. The federal capital funding has transitioned from an earmark process to a competitive grant process. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain and enhance transit's infrastructure.

First with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), later with TEA-21 (1997), SAFETEA-LU (2005) and now with (Moving Ahead for Progress Act (MAP-21) state and local governments received more flexibility to determine overall transportation solutions. Priority criteria were established during the 1996 TIP cycle, and continue to allow transit projects to compete with highway projects. While this was a dramatic change in federal regulations, it has proven to be of little utility to transit systems on the local level. The local sponsorship and submittal of a transit project by the City of Oshkosh for competition with a substantial backlog of highway projects for the relatively small allocation of STP-Urban funds has not occurred, nor is it likely to occur.

For 2012, no applicants in the 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 2013-2017 period.

**Table B-1**  
**TRANSIT PROJECTS**  
**OSHKOSH URBANIZED AREA**

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2013 (000)	Jan-Dec 2014 (000)	Jan-Dec 2015 (000)	Jan-Dec 2016 (000)	Jan-Dec 2017 (000)
<b>Operating Assistance</b>	OTS						
Directly Operated - Fixed Route							
Expenses			\$3,054	\$3,146	\$3,240	\$3,337	\$3,437
Revenues			550	556	561	567	572
Deficit			2,504	2,590	2,679	2,771	2,865
Federal Share		<b>253-13-010</b>	886	912	940	968	997
State Share			764	786	810	834	859
Local - Municipal			855	891	929	968	1,009
<b>Purchased Transp. - Paratransit</b>	OTS						
Expenses			\$1,305	\$1,370	\$1,439	\$1,511	\$1,586
Revenues			400	404	408	412	416
Deficit			905	966	1,031	1,099	1,170
Federal Share		<b>253-13-011</b>	378	397	417	438	460
State Share			326	343	360	378	397
Local-County			200	226	254	283	313
<b>Capital Projects</b>	OTS						
Maintenance Facility Interior Rehab		<b>253-13-012</b>	85				
Camera System Upgrade (transit center)		<b>253-13-013</b>	20				
Transportation Department Facility Rehab		<b>253-13-014</b>	410				
Electronic Fareboxes		<b>253-13-015</b>	275				
APC System		<b>253-13-016</b>	150				
Bus Shelters		<b>253-13-017</b>	24	12			
Lift-equipped van		<b>253-13-018</b>	50				
Sealcoat Parking Lot		<b>253-13-019</b>	50				
Shop Computer Station		<b>253-13-020</b>	5				
Transit Center Rehab		<b>253-13-021</b>	40				
Pedestrian Accessibility Improvements		<b>253-13-022</b>	10	10	10	10	10
Spare Parts		<b>253-13-023</b>	96				
Hybrid Bus 35'					3,600	3,000	
Automated Pass Purchasing System				20			
Bus Benches						2	
Hybrid Bus Battery						100	
Automated Vehicle Location		<b>253-13-024</b>	100				
Total Cost:			\$1,315	\$42	\$3,610	\$3,112	\$10
Federal Share:			\$1,052	\$34	\$2,888	\$2,490	\$8
Local Share:			\$263	\$8	\$722	\$622	\$2

**TABLE B-1, cont.**  
**CONTRACTED PARATRANSIT SERVICE**  
**OSHKOSH TRANSIT SYSTEM**  
**CY 2013**

	<u>DIAL-A-RIDE</u>	<u>CABULANCE</u>	<u>OVER 60 RURAL</u>	<u>UNDER 60 RURAL</u>	<u>ACCESS TO JOBS</u>	<u>TOTAL</u>
EXPENSES	\$ 631,940	\$ 480,450	\$ 162,972	\$ 45,340	\$ 125,000	\$ 1,445,702
REVENUES	\$ 161,144	\$ 57,358	\$ 62,581	\$ 3,305	\$ 45,000	\$ 329,388
<b>TIP #</b>	<b>253-13-025</b>	<b>253-13-026</b>	<b>253-13-027</b>	<b>253-13-028</b>	<b>253-13-029</b>	
FEDERAL/STATE AIDS*	\$ 341,248	\$ 259,443	\$ 41,721	\$ 24,484	\$ 67,500	\$ 780,679
LOCAL	\$ 129,548	\$ 163,649	\$ 58,670	\$ 17,551	\$ 12,500	\$ 381,919

\* BASED ON ANTICIPATED 2013 FUNDING LEVELS

**Table B-2**  
**TRANSIT FINANCIAL CAPACITY ANALYSIS**  
**Oshkosh Transit System**

		2013	2014	2015	2016	2017
<b>Operating Expenses</b>						
Fixed Route (DO)	(\$000)	\$3,054	\$3,146	\$3,240	\$3,337	\$3,437
Paratransit (DR)	(\$000)	\$1,305	\$1,370	\$1,439	\$1,511	\$1,586
Total Operating Expenses	(\$000)	\$4,359	\$4,516	\$4,679	\$4,848	\$5,024
<b>Revenue</b>						
Farebox Revenue						
Fixed Route (DO)	(\$000)	\$550	\$556	\$561	\$567	\$572
Paratransit (DR)	(\$000)	\$400	\$404	\$408	\$412	\$416
Total Revenue	(\$000)	\$950	\$960	\$969	\$979	\$989
<b>Deficit</b>						
Federal (2*)	(\$000)	\$1,264	\$1,310	\$1,357	\$1,406	\$1,457
State (2*)	(\$000)	\$1,090	\$1,129	\$1,170	\$1,212	\$1,256
Local - County	(\$000)	\$200	\$226	\$254	\$283	\$313
Local - Municipal	(\$000)	\$855	\$891	\$929	\$968	\$1,009
Total Deficit	(\$000)	\$3,409	\$3,556	\$3,710	\$3,869	\$4,035
<b>Capital</b>						
Federal (S. 5307 & 5309)	(\$000)	\$1,052	\$34	\$2,888	\$2,490	\$8
Local	(\$000)	\$263	\$8	\$722	\$622	\$2
Total Capital Expenses (3*)	(\$000)	\$1,315	\$42	\$3,610	\$3,112	\$10
<b>Operating Statistics</b>						
No. of Buses		17	17	17	17	17
No. of Employees (1*)		20	20	20	20	20
Revenue Hours	(000)	35	35	35	35	35
Revenue Miles	(000)	471	471	471	471	471
Revenue Passengers	(000)	730	737	745	752	760
<b>Fixed Route Statistics</b>						
Average Fare		\$0.72	\$0.72	\$0.72	\$0.72	\$0.72
Operating Ratio (Rev/Exp)		0.18	0.21	0.21	0.20	0.20
Cost per Vehicle Mile		6.48	6.68	6.88	7.09	7.30
Cost per Passenger		4.18	4.27	4.35	4.44	4.53
Cost per Vehicle Hour		87.26	89.87	92.57	95.35	98.21
Passengers Per Mile		1.55	1.57	1.58	1.60	1.61
Passengers per Hour		20.86	21.07	21.28	21.49	21.70

**NOTES:**

1. This is the total number of drivers only (FT & PT)
2. Assumes approximately a 29% federal share and 25% state share in 2013 and each succeeding year.
3. These are the capital grants for these years - not necessarily audited expenses.



## JUSTIFICATION FOR CAPITAL PROJECTS

### Oshkosh Urbanized Area

#### 2013 Projects

ID	ITEM	TOTAL COST	FUNDING SOURCE
13-01	Maintenance Facility Interior Painting	\$50,000	Sect. 5309
13-02	Camera System Upgrade at Transit Center	\$20,000	Sect. 5309
13-03	Transportation Department Facility Rehab	\$410,000	Sect. 5309
13-04	Maintenance Facility Ceiling Replacement	\$35,000	Sect. 5309
13-05	Electronic Fareboxes	\$275,000	Sect. 5309
13-06	Automated Passenger Counting System	\$150,000	Sect. 5309
13-07	Bus Shelters	\$24,000	Sect. 5309
13-08	Lift-equipped Van (AWD)	\$50,000	Sect. 5309
13-09	Sealcoat Parking Lot	\$50,000	Sect. 5309
13-10	Shop Computer Station	\$5,000	Sect. 5309
13-11	Transit Center Rehab	\$40,000	Sect. 5309
13-12	Pedestrian Accessibility Improvements	\$10,000	Sect. 5309
13-13	Spare Parts	\$95,900	Sect. 5309

#### Maintenance Facility Interior Rehab

The OTS maintenance facility located at 926 Dempsey Trail requires a ceiling replacement and interior painting. There are two projects. ID# 13-01 covers interior painting and ID# 13-04 covers ceiling replacement.

#### Transit Center Camera System

OTS's downtown transit center (110 Pearl Ave) requires a new camera system to replace outdated technology.

#### Transportation Department Facility Rehab

This project covers rehab to offices, security upgrades, and associated ancillary costs. In 2011, OTS hired an architecture firm to complete a space needs assessment of the customer service, employee, and office areas of the admin building. The resulting A&E plan recommends a reconfiguration of this space and rehab. Additionally, a vulnerability assessment conducted by OPD provided recommendations to secure the facility's perimeter and increase security. These funds will be used to implement these recommendations and provide temporary office space while the rehab takes place. The facility is located at 926 Dempsey Trail

#### Electronic Fareboxes

This project will replace OTS's bus fleet's manual fareboxes with electronic fareboxes, which will provide better data, more secure revenue collection, less driver oversight of fare collection, and automatic revenue validation.

### **Automatic Passenger Counting System**

APC systems are employed on revenue vehicles to automate collection of passenger boarding/alighting data. This new ITS project would provide OTS with better ridership data on a daily-basis and allow for more informed route/bus stop location decisions.

### **Bus Shelters (4)**

OTS installed bus shelters over 25 years ago. This funding will allow scheduled shelter replacement, as well as, new shelter locations at major trip generators.

### **Lift-equipped Van (AWD)**

OTS's existing van has exceeded useful life standards. The current van is used for staff travel, driver shift changes, and fixed-route service support. The replacement van would include a lift to enable intermittent service to individuals with disabilities, when this van is used to temporary support the bus system.

### **Sealcoat Parking Lot**

This project includes a new sealcoat of the Transportation Department's employee and visitor parking lot at 926 Dempsey Trail.

### **Shop Computer Station**

This project would purchase a computer that would be located in the garage at 926 Dempsey Trail. This project would also require a desk and extension of network cables to the new location. The station would be used by mechanics to access maintenance software, manufacturers' manuals and view/input other data.

### **Transit Center Rehab**

This project would fund the cleaning, prepping, and painting of the metal surfaces found on the columns and the metal roof structure of the Transit Center (110 Pearl Ave). This project will also replace the display cases used for passenger info and recondition the monument sign located near the intersection of Pearl Ave and Market Street.

### **Pedestrian Accessibility Improvements**

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

### **Spare Parts**

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

### **2014 Projects**

<b>ID</b>	<b>ITEM</b>	<b>TOTAL COST</b>	<b>FUNDING SOURCE</b>
<b>14-01</b>	<b>Bus Shelters</b>	<b>\$12,000</b>	<b>Sect. 5309</b>
<b>14-02</b>	<b>Pedestrian Accessibility Improvements</b>	<b>\$10,000</b>	<b>Sect. 5309</b>
<b>14-03</b>	<b>Automated Pass Purchasing System</b>	<b>\$20,000</b>	<b>Sect. 5309</b>

**2015 Projects**

<b>ID</b>	<b>ITEM</b>	<b>TOTAL COST</b>	<b>FUNDING SOURCE</b>
<b>15-01</b>	<b>35' Hybrid Bus (6)</b>	<b>\$3,600,000</b>	<b>Sect. 5309</b>
<b>15-02</b>	<b>Pedestrian Accessibility Improvements</b>	<b>\$10,000</b>	<b>Sect. 5309</b>

**2016 Projects**

<b>ID</b>	<b>ITEM</b>	<b>TOTAL COST</b>	<b>FUNDING SOURCE</b>
<b>16-01</b>	<b>35' Hybrid Bus (5)</b>	<b>\$3,000,000</b>	<b>Sect. 5309</b>
<b>16-02</b>	<b>Pedestrian Accessibility Improvements</b>	<b>\$10,000</b>	<b>Sect. 5309</b>
<b>16-03</b>	<b>Bus Benches (4)</b>	<b>\$1,600</b>	<b>Sect. 5309</b>
<b>16-04</b>	<b>Hybrid Bus Battery</b>	<b>\$100,000</b>	<b>Sect. 5309</b>

**2017 Projects**

<b>ID</b>	<b>ITEM</b>	<b>TOTAL COST</b>	<b>FUNDING SOURCE</b>
<b>17-02</b>	<b>Pedestrian Accessibility Improvements</b>	<b>\$10,000</b>	<b>Sect. 5309</b>

## 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 described below.

### Oshkosh Urbanized Area

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

As recommended by OTS's 2011 TDP, a new route structure will be implemented in 2013. The new routes will utilize existing resources and will not have a significant impact on expenses. Even with new routes, OTS anticipates maintaining the current level of fixed route service through 2017. Projections in this document are based on the assumption of a 3 percent annual cost increase for fixed route service through 2017. Paratransit costs, however, are expected to increase at 5 percent per year.

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

**Revenue Trends.** Projections for future years show modest increases in ridership, resulting in revenue increases. Increases in bus advertising and other revenues, including fixed route revenues, are anticipated to slightly improve the overall revenue picture. Revenue from service provided during the annual Experimental Aviation Association (EAA) convention and airshow are expected to remain constant. An EAA bus pass was instituted in 2007 and was met with great success in both convenience for the user and generating revenue for the system. OTS believes that the long-term viability of the system requires any fare increase to be small and used only as a last resort.

**Ridership Trends.** Ridership declined from the mid-eighties through 1992. Beginning in 1993, ridership has been increasing due to the expansion of paratransit services and annual growth of fixed-route ridership. With economic decline in 2009 and 2010, fixed-route ridership had declined for the first time this decade. In late 2010 and throughout 2011, OTS began to experience ridership increases. Once the economy fully recovers and more riders use the bus to access employment, modest fixed route ridership growth of three percent per year is projected through 2017, with paratransit anticipating a similar growth rate also.

**Levels of Service Trends.** OTS modestly downsized its route structure between 1984 and 1997 as a result of the reduction of federal support. Service reductions are not expected between 2013 and 2017 unless available funding is significantly reduced.

A new route structure will be implemented in 2013. The new routes will not increase service span, but will open 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.

OTS's buses are accessible and the system is in full compliance with ADA. The fleet consists of nine 40' buses and eight 35' buses. All are low-floor New Flyer buses built in 1997, 2003, and 2010. The low-floor construction allows for easier and faster boarding and alighting of all passengers. OTS provides service to elderly and disabled individuals that exceeds minimum federal requirements. This service is provided in partnership with Winnebago County, private and non-profit transportation providers, and non-profit agencies. The relationship is productive and has resulted in savings and greater service levels in a number of areas.

In the fall of 2010, OTS took delivery of four 40' hybrid low-floor buses. These vehicles replaced older buses from 1997. Current data shows fuel savings at or above expectations. OTS will continue to monitor hybrid bus operational data and evaluate if hybrid technology should be included in future bus replacements.

**Operating Assistance Trends.** Since 1987 the State of Wisconsin has distributed the federal allocation of operating assistance giving each transit system an equal percentage share of operating assistance. A change in 1999 gave the state more flexibility in how to allocate grant funds. As a

result Oshkosh Transit System and the other mid-sized transit systems in the state experienced additional uncertainty in future funding levels. Overall, these systems have seen modest increases in federal operating assistance since 1998.

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

The local share has increased in the recent past. Funding partnerships with Winnebago County and UW-O have helped to control the amount of the local share increase.

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

## **Intercity Bus Service**

### **Green Bay – Madison Service**

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

## DOCUMENTATION FOR REVIEW OF PRIVATE ENTERPRISE PARTICIPATION

Following is the documentation required for review of the TIP in accordance with the January 24, 1986 issue of the Federal Register, "Guidance on Documentation of Private Enterprise Participation in Urban Mass Transportation Programs." Portions of this requirement were rescinded effective April 26, 1994. East Central will continue to follow the 1986 guidelines for the 2012 TIP.

### A. East Central's Private Sector Policy Process.

#### (1) Expanding private operator representation on the TACs and TPACs.

The Transportation Technical Advisory Committee (TTAC) and the Transportation Policy Advisory Committee (TPAC) are responsible for reviewing the major transportation plans and programs funded by FTA and FHWA. This includes review of projects selected for inclusion in the annual TIP.

The TTAC, which is composed principally of local highway engineers, planners, and transit staff, has always included representation by private transportation operators. The TPAC is composed of head elected officials of governmental jurisdictions within the urbanized area plus federal and state transportation liaisons. While the TPAC has not traditionally included representation by private operators, private transportation operators have been appointed.

#### (2) Including private operators on study committees.

When plans or plan updates are undertaken, a study committee is often formed. Private operators will continue to be asked to participate on these committees.

#### (3) Notifying private operators of opportunities for providing transportation services.

During the planning process, private operators are notified of consideration being given to the establishment of new services or the expansion of existing services. Staff will meet with them to discuss their interest and ability to provide service. Staff will also act as a liaison between private operators and the local governments and agencies providing public transportation.

#### (4) Evaluating private proposals for service provision.

The service requirements for new or expanded services being considered in the planning process will be specified and made available to private operators. Private proposals will be evaluated according to criteria which considers ability to provide the service and cost. Fully allocated costs will be the basis for comparison between public and private operators.

- (5) Incorporating private operators in the clearinghouse notification process.

East Central is the designated clearinghouse for federally funded projects. While private operators have been included on the project notification list for transit projects in the past, a greater effort has been made to include all private operators in the review process. This will enable private operators a greater opportunity to comment on federal as well as state and local transportation projects.

- (6) Providing technical assistance.

Traditionally, East Central has provided technical assistance primarily to local public bodies and public agencies. This has been extended to private operators who request information or assistance with projects related to the transit planning program.

- (7) Resolving complaints.

Private operators who feel unfairly treated under any aspect of this policy may file a formal complaint with the East Central Wisconsin Regional Planning Commission. The Commission's Transportation Committee will review and issue a determination within sixty (60) days from receipt of the complaint. If the parties involved do not agree with the East Central determination, the issue will be forwarded to FTA Region V.

#### B. New and Restructured Services

In Winnebago County, under the same program, a new fixed route provides service to the north of the City of Oshkosh, in the vicinity of the county health center, and an employment area with the potential to employ W-2 recipients. This service has since operated at acceptable levels and has, with some adjustments, become a permanent part of the fixed route system, funded under OTS's regular operating budget.

Paratransit. OTS contracts with private-for-profit operators for paratransit service. Service is provided during hours comparable to the fixed-route bus system following guidelines of the Americans with Disabilities Act of 1990. Both systems also provide non-ADA paratransit to the elderly. OTS also provides service on Sundays, when the transit system is not operating, as well as evening service well beyond the fixed-route service hours. Valley Transit expanded ADA paratransit hours into the evening along with fixed route service in 1998.

The Oshkosh Transit System, in 1992, incorporated the Seniors Center elderly Dial-A-Ride program into its ADA-required service. In 1993, two other urban services were provided under the umbrella of OTS: Cabulance for the under-55 ambulatory disabled; and Park View/Winnebago elderly and disabled service. OTS contracts with a single private operator for these services. In 1994, OTS added transportation to Work Adjustment Services, which



employs a different private operator. In 1995, coordination took place with three additional services: ADVOCAP nutrition transportation for disabled persons, Zion Eldercare transportation for the elderly to nutrition sites, and work site transportation for individuals with developmental disabilities who are clients of Residential Care for Developmentally Disabled (RCDD). These services are provided by private, non-profit agencies operating their own vehicles.

Several non-fixed route services, or demand responsive services, were initiated in both urbanized areas in 1999. OTS began providing work and work-related trips to low income individuals throughout Winnebago County, under the FTA Jobs Access and Reverse Commute program. For the served population, this service addresses the long time service gap between Oshkosh and Neenah. Initial over-popularity of the program, which threatened its financial viability, resulted in a recertification of riders to more strictly serve those in need of employment transportation.

C. Analysis of existing public services

A TDP was completed for the Oshkosh Transit System in 2011. Recommended were route restructuring, purchase of smaller buses, and continued coordination with the county to provide paratransit service. All recommendations were implemented.

ADA paratransit plans were prepared and submitted to FTA in January of 1992, and updated for FTA submittal in 1993, 1994, and 1995. Oshkosh Transit System is now in full ADA compliance. Certification of compliance was submitted in January of 1996 and again in January of 1997 and 1998, in accordance with FTA requirements. Since 1998, self-certification of ADA compliance has occurred.

D. Description of private sector proposals offered for consideration in the TIP.

No private sector proposals were submitted for inclusion in the 2013 TIP during the initial planning phase when proposals were being solicited or during the public comment period. Upon completion of the TIP, the transit portion was sent to private transportation providers in the area for comment and possible participation. A copy of the cover letter and list of providers follow.

E. Description of efforts to include private sector capital investment strategies.

The major capital investments for both transit systems since 1992 has been purchase of new, lift equipped buses. Vendors were obtained through a competitive bidding process. Other capital projects proposed in the Program of Projects will be purchased from private vendors either through the competitive bidding process or through negotiated purchase.

OTS continues a fixed route service, privately operated, minibus for a new area of the city that has shown low ridership. Attempts to service the area with a demand-responsive bus were defeated by neighborhood residents. Private operation of the route to the South Industrial Park initiated in 1994 was discontinued at the end of 1994 because of low ridership. OTS has arranged for existing passengers, all of whom are disabled, to be transported by Work Adjustment Services, a private non-profit agency which coordinates its paratransit services with OTS. Arrangements made with a private radio station to paint a bus to advertise the station generated additional revenue for OTS. This arrangement has evolved into a revenue agreement with a bus ad sales company. OTS receives guaranteed revenue through multiple bus advertisers managed by the ad sales company.

OTS continues to employ private companies in maintaining their buildings and equipment.



## EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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400 Ahnaip St., Suite 100 Menasha Wisconsin 54952 (920) 751-4770 Fax (920) 751-4771  
Website: [www.eastcentralrpc.org](http://www.eastcentralrpc.org) Email: [staff@eastcentralrpc.org](mailto:staff@eastcentralrpc.org)

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September 26, 2012

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2013. 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, 2012.

Sincerely,

David J. Moesch  
Associate Transportation Planner

Enclosure

WINNEBAGO COUNTY TRANSPORTATION PROVIDERS

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

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

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

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

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

## APPENDIX C

### POLICY AND TECHNICAL ADVISORY COMMITTEE



OSHKOSH TRANSPORTATION POLICY ADVISORY COMMITTEE

County Officials

Mark Harris, Winnebago County Executive

City Mayors

Burk Tower, City of Oshkosh

Town Board Chairmen

Tim Blake, Town of Algoma  
Frank Frassetto, Town of Black Wolf  
Glen Barthels, Town of Nekimi  
Jim Erdman, Town of Oshkosh

Federal Officials

Alexis Kuklenski, Community Planner  
Dwight McComb, Planning & Program Development Engineer  
Marisol Simon, Region Director, FTA

State Officials

Will Dorsey, Director, WisDOT Northeast Region  
Sandra Beaupre, Director Bureau of System Planning, Madison  
Adam Boardman, Director, Bureau of Transit, Madison

Other

Kelly Aschebrook, Vocational Rehabilitation  
Mark Rohloff, City Manager, Oshkosh

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

County Highway Commissioners

Mike Ottery, Calumet  
Ton Janke, Fond du Lac  
Robert Podgorski, Green Lake  
Ron Sell, Marquette  
Al Geurts, Outagamie  
Grant Bystol, Shawano  
Dean Steingraber, Waupaca  
Tom Dahlke, Waushara  
John Haese, Winnebago  
Ben M. Warrington, Menominee

Public Works Director/Engineers

Paula Van de Hey, City of Appleton  
Jordan Skiff, City of Fond du Lac  
Roy Van Gheem, City of Little Chute  
John Sundelius, City of Kaukauna  
Mark Radtke, City of Menasha  
Gerry Kaiser, City of Neenah  
David Patek, City of Oshkosh  
Dave Vandervelden, Village of Kimberly  
Tom Marquardt, Town of Grand Chute

Planners

Wayne Rollin, City of Fond du Lac  
Robert Buckingham, Town of Grand Chute  
Robert Jakel, City of Kaukauna  
Greg Keil, City of Menasha  
George Dearborn, Town of Menasha  
Chris Haese, City of Neenah  
Darryn Burrich, City of Oshkosh  
Julie Schmelzer, Calumet County  
Mike Hendrick, Outagamie County  
Jerry Bougie, Winnebago County

Airport Managers

Martin Lenss, Outagamie County  
Ruth Elliott, Wittman Field

State Officials

Will Dorsey, Director,  
WisDOT, Northeast Region  
Sandra Beaupre, Director, Bureau  
of Planning, Madison

Federal Officials

Alexis Keklenski, Community Planner  
Dwight McComb, Planning & Program  
Development Engineer  
Marisol Simon, FTA Region 5

Transit Operators

Chris Strong, Oshkosh Transit  
Deborah Wetter, Valley Transit  
Lynn M. Gilles, Fond du Lac Transit  
Don Davies, Oshkosh City Cab  
Mark Stenz, Huettl Coaches



APPENDIX D  
SUMMARY OF PROCEEDINGS



SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh MPO Transportation Policy Advisory Committees  
East Central Wisconsin Regional Planning Commission  
ECWRPC Offices  
Wednesday, June 27, 2012

Committee Members Present

Travis Parish.....	Town of Harrison
George Dearborn .....	Town of Menasha
Chuck Kell .....	Village of Little Chute
Eric Lom .....	City of Appleton
Andy Rowell.....	Outagamie County Highway Dept.
Ernest Winters.....	Winnebago County Highway Dept.
Matt Halada.....	WisDOT, NE Region
Derek Weyer.....	WisDOT, NE Region
Jill Michaelson.....	WisDOT, NE Region
Kathleen Drews.....	WisDOT, NE Region
Joe Mueller .....	WisDOT, NE Region
Walt Raith .....	ECWRPC
Dave Moesch .....	ECWRPC

The meeting was called to order by Walt Raith at 10:05 A.M.

1. Welcome and Introductions

Mr. Raith welcomed the group and began introductions.

2. Public Comment

No members of the general public were present.

3. Discussion and action on April 4, 2012 Summary of Proceedings.

Mr. Raith stated the summaries of proceedings from the April 4, 2012 meeting were enclosed in the meeting packet. Mr. Raith asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Raith asked the committee for a motion on the summary of proceedings.

Mr. Dearborn made a motion to approve the summary of proceedings, Mr. Halada seconded the motion and the motion passed unanimously.

4. Federal Transportation Bill Reauthorization Update

Mr. Raith explained that the Senate and the House have made considerable progress in developing a new federal transportation bill, however it was not final. Mr. Raith explained that if they can't finalize the details of the new bill then the Senate and House would have to pass another extension by June 30 of this year. He noted that if an extension is signed that it would be likely that there will be no new federal transportation bill until after the presidential election.

## 5. Fox Cities and Oshkosh Urbanized Areas Bike and Pedestrian Plan Update

Mr. Raith stated that the urbanized area boundary changes kicks off the public involvement process for the Long Range Transportation update. He noted that this time around they will have a standalone bicycle and pedestrian plan, which will be funded by a bicycle facilities planning grant and sponsored by Winnebago County.

Mr. Raith explained that the bicycle and pedestrian plan will include bike and pedestrian counts, as well as taking a look at existing and proposed facilities to try to identify the needs of the system. The plan will also look at the important link to transit. There will be a kick-off meeting held on July 19<sup>th</sup> at the Holiday Inn in Neenah. Existing and proposed mapping will be displayed and communities or organizations can comment on the accuracy of the base mapping. There will be the need to determine members of a steering committee that will oversee the planning process.

## 6. 2010 Fox Cities Urbanized Area Boundary and Metropolitan Planning Area Boundary adjustment exercise

Mr. Raith explained that the new 2010 urbanized area boundary designations were released recently from the U.S. Census Bureau. The urbanized area boundary is based on 1000 people per square mile density which is determined by the U.S. Census. Mr. Raith explained that the MPO needs to identify the adjusted urbanized area by smoothing out the boundaries by using census blocks or a natural feature as a boundary. Mr. Raith stated that East Central did this same exercise after the 2000 Census and now need help from the local officials to provide recommendations on smoothing out the 2010 boundaries. Mr. Raith also noted that the metropolitan planning area boundary will need to be updated as well, this is the boundary that is reasonably expected to be urbanized and developed over the next 20 year period. Mr. Raith explained that determining this boundary will have impacts on the urban functional classification system and the ability for communities to possibly secure STP-Urban funds on the roads that are functionally classified, however the new UA and MPA boundaries will have to be approved before the functional classification is determined. This process is expected to take numerous months before it will be approved by the committees and then WisDOT and the Federal Highway Administration.

Starting at the southern end of the Appleton urbanized area, it was determined that the boundary should follow CTH GG from Lake Winnebago west to WIS 76. The western urbanized area boundary (UAB) will then follow WIS 76 north to WIS 96. From that point, the boundary it will go west on WIS 96 two miles to North Road. The proposed UAB will then follow North Road to CTH JJ. The northern boundary then follows CTH JJ east to the WI Central Railroad, then north to Mackville Road. This is followed to the east until Meade Street, then is similar to the existing urbanized area boundary that is along CTH JJ east to USH 41. The eastern UA boundary is then expanded to the Fox River and south to the existing boundary.

This boundary is the same until CTH KK meets WIS 55, then south on WIS 55. Schmidt Road is the proposed new boundary back to the west until CTH N, then south along CTH N to WIS 114. WIS 114 is followed and then encompasses the area around the newly added Village of Sherwood.

The metropolitan planning area boundary (MPA) was also expanded as part of the exercise to adjust the boundaries. The proposed boundary is the same along the southern and western edge of the Appleton area. The boundary was adjusted along the western edge approximately 1 mile to include subdivisions to the south of CTH II. Another area of expansion was along WIS 96 one mile west to include new UAB to one mile north of CTH JJ on the north side of Greenville. The northern MPA boundary is kept the same as the 2000 adjusted MPA boundary. The eastern MPA boundary is also the same until it is expanded along CTH M, CTH B, WIS 114, WIS 55, and High Cliff State Park to Lake Winnebago to include the Village of Sherwood and anticipated development in that area.

7. 2010 Oshkosh Urbanized Area Boundary and Metropolitan Planning Area Boundary adjustment exercise

The Oshkosh urbanized area did not change drastically from the 2010 US Census. The Fond du Lac urbanized area was expanded north into Winnebago County, but will not affect the Oshkosh urbanized area boundary. Starting at the southern end of the urbanized area, the boundary is USH 45, then follows the existing boundary along CTH N to the west. The proposed boundary was then expanded along WIS 44 to the south and west to encompass the area of the proposed West Side Arterial. Mr. Winters suggested that the West Side Arterial be included, so that this facility may be eligible for STP-Urban funds in the future. Then, the boundary was expanded west along CTH K to the existing MPA boundary and then north to Lake Butte des Morts. The boundary will remain the same as the adjusted 2000 urbanized area on the north side of Oshkosh. The metropolitan planning area boundary (MPA) will have some minor suggested changes for the Oshkosh area also. Starting at the southwest corner of the urbanized area it will be expanded west along Fisk Avenue to the town line, then north to WIS 44. From this point, the boundary will follow WIS 44 west to James Road, and then follow this north to CTH K. At this point the boundary will go west a short distance to CTH FF, then follow this as the western MPA boundary north to Lake Butte des Morts. Another area of proposed expansion of the MPA is in the northwest corner of the Oshkosh area. It is bordered by Brooks Road on the north, then south to CTH S to the existing MPA.

8. Adjourn

Mr. Raith asked if there was any other business. Hearing none, Mr. Halada made a motion to adjourn and Mr. Dearborn seconded the motion. The motion passed unanimously and the Committee adjourned at 11:15 A.M.

DRAFT

SUMMARY OF PROCEEDINGS

**Transportation Committee**

East Central Wisconsin Regional Planning Commission  
ECWRPC Offices  
Tuesday, October 9, 2012

Committee Members Present

Ken Robl, Chair .....	Winnebago County
David Albrecht .....	Winnebago County
Kevin Sturn .....	Outagamie County
Dick Koeppen, Vice Chair .....	Waupaca County
Neal Strehlow .....	Waushara County
Jerry Erdmann .....	Shawano County

WisDOT Members Present

Matt Halada .....	WisDOT – NE Region
Derek Weyer .....	WisDOT- NE Region

Staff Members Present

Walt Raith .....	ECWRPC
Dave Moesch .....	ECWRPC
Jason Kakatsch .....	ECWRPC
Melissa Kraemer Badtke .....	ECWRPC
Nick Musson .....	ECWRPC

The meeting was called to order by Mr. Robl at 1:35 P.M.

Mr. Robl welcomed the group and began introductions.

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

No members of the public were present.

3. Discussion and action on the July 10, 2012 Transportation Committee meeting Summary of Proceedings.

Mr. Robl stated the summary of proceedings from the July 10, 2012 meeting were enclosed in the meeting materials. Mr. Robl asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Robl asked the committee for a motion on the summary of proceedings.

Mr. Koeppen made a motion to approve the summary of proceedings, Mr. Strehlow seconded the motion and the motion passed unanimously.

4. Discussion and action on Proposed Resolution 23-12; **Adoption of the 2013 Unified Transportation Work Program.**

Mr. Raith explained that this work program is very similar to the 2012 work program, and is required as part of the MPO responsibilities. This document, once adopted, is then forwarded to the Federal Highway Administration and WisDOT. Mr. Raith discussed the major work elements associated with each of the MPO areas, noting that this document also includes the Fond du Lac urbanized area as well. Mr. Raith explained that total funding for all of the sub-elements, and the Fond du Lac area was able to secure more federal funding due to the ability to provide a local match. Mr. Raith noted that there is significant funding for the travel demand modeling done by staff at East Central, and staff works closely with WisDOT on many projects that use the model for traffic forecasts. He also noted that with the passage of the new federal transportation bill MAP-21, that funding allocations could change in the future. Several funding programs associated with MAP-21 were combined and could have an impact. Mr. Raith discussed the long-range transportation land use plan, the public participation plan, bike/ped element, transit modeling, and freight modeling, and SRTS elements of work program in depth. The Regional SRTS program allocation is not determined as of yet and could change some numbers in the work program.

5. Discussion of the development of the Fox Cities and Oshkosh MPO Bike/Ped Plan

Mr. Kakatsch noted that East Central had a kick off summit this past summer where they invited over 350 stakeholders that have an invested interest in walking and biking. As part of that meeting, staff recruited individuals to serve on a steering committee to adopt a vision, and develop a public participation plan. Staff is conducting a bike rack inventory and a crash analysis of problem areas throughout the Fox Cities and Oshkosh. This spring electronic counters and person counts will be conducted on area trails to get an idea of the number of users in the area.

Later this fall, there are public information meetings scheduled at UW-Fox Valley in Menasha, Oshkosh City Hall and Little Chute to get as much feedback to identify needed connections to improve regional connectivity. All of this information is being put on the Fox Cities and Oshkosh MPO websites.

6. Discussion Medical Assistance Transportation

Mr. Kakatsch updated the committee on the medical assistance transportation program, which has been discussed the last couple of meetings. He noted that since the last meeting there have been approximately 270,000 additional complaints about the provider Logisticare, a firm out of Atlanta, Georgia to broker medical assistance transportation in the state. There are a lot of issues and concerns that have already been discussed at the committee and commission level. He noted providers not receiving payment, people on dialysis missing their appointment and people being stranded at their appointments. He explained that there are a number of organizations that are concerned about this topic and drafted a letter to the legislature requesting an audit of the entire Logisticare program. He explained that they are waiting for a response from the legislature. Mr. Albrecht suggested that the Wisconsin Counties Association should get involved to get an audit of the current agreement with Logisticare. Mr. Kakatsch will keep the committee up to date as to how this situation proceeds in the future.

7. Discussion and action on Proposed Resolution 24-12: **Supporting the Identification of Valley Transit as the Designated Recipient of the Section 5307 Urbanized Area Formula Program Funds for the Appleton (Fox Cities) Urbanized Area**

Mr. Kakatsch explained to the committee that since the Appleton area was designated as being a transportation management area (TMA), with a population over 200,000, there are changes to how transit funding is distributed to the transit agencies. Instead of the Section 5307 funding going through WisDOT, it will be directly given to the transit agency that is receiving the funding. Therefore, this proposed resolution recommends that Valley Transit continue to receive the funding and would be the direct recipient from the Federal Transit Administration.

With no other discussion, Mr. Erdmann made a motion to approve Proposed Resolution 24-12. Mr. Strehlow seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 21-12; **Adoption of the Transportation Improvement Program for the Fox Cities Transportation Management Area – 2013.**

Mr. Moesch noted that since the Appleton MPO was designated a TMA, staff determined now was the best time to develop separate Transportation Improvement Programs (TIP) for Appleton and Oshkosh MPO's. He explained that as part of the Metropolitan Planning Organization responsibilities they are required to put together a TIP for the Fox Cities and Oshkosh area. The TIP is a listing of highway, transit, and bike and pedestrian projects that are federal or state funded for 5 years, the fifth year being the out-year or illustrative projects. Mr. Moesch noted that the document is currently under a 30-day public review period and that will end prior to the full commission meeting at the end of October. He stated that this was posted in the Appleton Post Crescent and also is available on-line at the Fox Cities MPO website. No public comment had been received so far as part of the review. Mr. Moesch explained that there were not many new projects added to the programmed projects listing this year, and Appendix B is the listing of projects that were programmed for funding for Valley Transit. Mr. Raith stated that staff is unaware of the possible Safe Routes to School funding that was applied for, therefore staff will likely have to amend this document to include SRTS funding for future years.

Mr. Robl asked the committee if there was any further discussion or comments on proposed resolution 21-12. Hearing none, Mr. Robl asked the committee for a motion on proposed resolution 21-12.

Mr. Sturn made a motion to approve proposed resolution 21-12, Mr. Koeppen seconded the motion and the motion passed unanimously.

9. Discussion and action on Proposed Resolution 22-12; **Adoption of the Transportation Improvement Program for the Oshkosh Urbanized Area – 2013.**

Mr. Moesch noted that this document is now completely dedicated to the transportation projects associated with the Oshkosh urbanized area and Oshkosh Area Transit. The document is basically the same but without the Fox Cities included now. This is currently under the same 30-day public review period and was posted in the Oshkosh Northwestern, and on the Oshkosh MPO website. Mr. Moesch noted that there could be additions to this document as staff is updated on Safe Routes to School funding that should be announced in the future.

Mr. Robl asked the committee if there was any further discussion or comments on proposed resolution 22-12. Hearing none, Mr. Robl asked the committee for a motion on proposed resolution 22-12.



Mr. Albrecht made a motion to approve proposed resolution 22-12, Mr. Erdmann seconded the motion and the motion passed unanimously.

10. Regional Safe Routes to School Program Update

Mrs. Kraemer Badtke explained that they put together a SRTS strategic plan last December which included five focus areas. She pointed out different initiatives in the plan. Ms. Kraemer Badtke noted that International Walk to School Day was upcoming and staff has seen an increased amount of participation this year as compared to last. Last year there were 80 schools participating, and to date they have 106 schools participating.

Staff was also in the process of reviewing youth engagement proposals, and is working with Toole Design Group to finalize the program. Staff will now also helping the Shawano School District on a Transform Wi grant that was awarded earlier this year.

Mrs. Kraemer Badtke also mentioned that the WisDOT SRTS Grants were not yet awarded, but staff should find out soon how much funding the Regional SRTS program will receive, and whether or not local school projects received funding.

11. Adjourn

Mr. Robl asked if there was any other business. Hearing none, Mr. Albrecht made a motion to adjourn and Mr. Koeppen seconded the motion. The motion passed unanimously and the Committee adjourned at 2:38 P.M.

## SUMMARY OF PROCEEDINGS

**Quarterly Commission Meeting**

East Central Wisconsin Regional Planning Commission  
ECWRPC Office  
October 26, 2012

The meeting of the East Central Wisconsin Regional Planning Commission was called to order by Chair Bob Hermes at 10:00 A.M.

- I. **PLEDGE OF ALLEGIANCE**
- II. **MOMENT OF SILENT MEDITATION**
- III. **ROLL CALL**

Roll call was taken showing the following attendance:

Commission Members Present

Bill Barribeau .....	Calumet County
Pat Laughrin .....	Calumet County
Ed Kleckner (Alt. for Merlin Gentz) .....	Calumet County
Bob Hermes .....	Menominee County
Jeremy Johnson (Alt. for Elizabeth Moses) .....	Menominee County
Ruth Winter .....	Menominee County
Tom Nelson .....	Outagamie County
Peter Stueck (Alt. for Judy Schuette) .....	Outagamie County
Tim Hanna .....	Outagamie County
Paul Hirte .....	Outagamie County
Kevin Sturn .....	Outagamie County
Jerry Erdmann .....	Shawano County
Ken Capelle .....	Shawano County
Marshal Giese .....	Shawano County
Gary Barrington .....	Waupaca County
DuWayne Federwitz .....	Waupaca County
Brian Smith .....	Waupaca County
Donna Kalata .....	Waushara County
Larry Timm .....	Waushara County
Neal Strehlow .....	Waushara County
John Fink (Alt. for Mark Harris) .....	Winnebago County
Chuck Farrey (Alt. for David Albrecht) .....	Winnebago County
Mark Rohloff .....	Winnebago County
Ernie Bellin .....	Winnebago County
Jim Erdman .....	Winnebago County
Ken Robl .....	Winnebago County

Commission Members Excused

Carl Anthony .....	Outagamie County
Dick Koeppen .....	Waupaca County

Staff Members Present

Eric Fowle .....	Executive Director
Walt Raith .....	Assistant Director
Jason Kakatsch .....	Principal Planner

Tom Baron ..... Associate Planner  
 Nick Musson ..... Planner  
 Melissa Kraemer Badtke ..... Associate Planner/SRTS Coordinator  
 Katherine Ahlquist ..... Planner  
 Vicky Johnson ..... Administrative Coordinator  
 Pam Scheibe-Johnson ..... Controller

Others Present

Alexis Kuklenski ..... Community Planner, FHWA Wisconsin Division  
 Craig Thompson ..... Executive Director, Transportation Development Association

Chair Hermes noted that a quorum was present.

A. Introduction of alternates and guests.

Mr. Fowle welcomed new Commissioners Peter Stueck, Kevin Sturn and Gary Barrington and welcomed back Governor Appointee Marshal Giese representing Shawano County. Mr. Fowle welcomed the Commissioner alternates – Ed Kleckner, John Fink and Chuck Farrey. He also extended a welcome to Ms. Kuklenski, FHWA, Mr. Craig Thompson, TDA and Clerk Charlotte Nelson and Chair Tim Blake from the Town of Algoma,

IV. **Statement of Compliance with Wis. Stats. Sec. 19.84 Regarding Open Meetings Requirements**

Compliance with Wisconsin's open meeting requirements was acknowledged.

V. **Public Comment**

There being none made, Chair Hermes moved on to item VI.

VI. **APPROVAL OF AGENDA/MOTION TO DEVIATE**

Mr. Robl motioned to approve the agenda, seconded by Mr. Federwitz. The motion passed with 26 ayes, 0 nays.

VII. **APPROVAL OF THE MINUTES FROM THE July 27, 2012 QUARTERLY MEETING**

Mr. Bellin moved to approve the summary of proceedings from the July 27, 2012 Quarterly Meeting, seconded by Mr. Robl. Motion passed with 25 ayes, 0 nays and 1 abstention (Mr. Farrey).

VII. **SPECIAL ORDERS OF BUSINESS**

A. **Presentation on the Federal Highway Administration (FHWA) guidance and requirements for Metropolitan Planning Organizations – Appleton (Fox Cities) TMA designation**

Ms. Kuklenski presented information on the important role of the Commission as the Policy Board for the federally designated Metropolitan Planning Organization (MPO), with the authority and requirement to develop and approve long range transportation plans that are supported locally. She explained that every metropolitan area in the country with a population over 50,000 is required to establish an MPO as a prerequisite to federal transportation funds. MPOs nationwide are required to prepare Long Range Transportation Plans and administer a Transportation Improvement Program of projects and funding for federally designated Urbanized Areas. She explained the annual MPO unified transportation work program and certification process that ensures funding programs and work activities are documented and approved.

Metropolitan planning is a public decision making process that considers goals needs and constraints to develop a plan to guide investment for a multimodal transportation system. Ideally the plan should meet the mobility needs of people and freight.

She noted that, with the results of the 2010 Census, the Appleton (Fox Cities) metropolitan area has exceeded 200,000 in population and has been designated as a "Transportation Management Area" (TMA), the next tier of metropolitan areas with a population over 200,000. TMA designation recognizes that larger metropolitan areas typically struggle more with traffic safety, congestion and delays on the system. She explained that the TMA must develop a formal Congestion Management Process that helps to identify deficiencies and measure system performance over time as alternatives and strategies are implemented to improve mobility. She said FHWA would be working closely with East Central and WisDOT to transition into the new transportation law.

#### **B. Presentation on new Federal Highway Bill Map-21 – State and Local Implications**

Mr. Thompson said that MAP 21 replaces the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) and maintains many of the same regulations and requirements, but combines a number of programs providing a bit more flexibility to state departments of transportation to prioritize funding. He said that Wisconsin will be receive about the same funding level as the previous bill and described the changes to some programs like Transportation Enhancements, Bicycle and Pedestrian, Safe Routes to School and a few others that have been combined into a single program called Transportation Alternatives. It was noted that TMA communities like the Fox Cities will be receiving dedicated Transportation Alternatives (TA) funding available through a competitive grant program administered by the MPO. The TA competitive grant program will be developed in collaboration with FHWA and WisDOT over the next year or so. MAP 21 emphasizes a national transportation system and is a policy shift from the prior ear-marks for specific projects to projects of national significance. The national Highway system has been expanded to include all principal arterials in the country, not just the National Highway and interstate systems. These important roadways will be part of the Enhanced National Highway System and should have priority in local, regional and state plans. He noted that MAP 21 also calls for the development of a national freight plan comprised of plans prepared by each of the states. Map 21 ensures two years of solvency to the Highway Trust Fund and authorizes the program through 2014. Mr. Thompson concluded by saying it is important to have the transportation bill enacted so that local, regional and state funding levels are known and stable for a specific period of time.

A brief discussion followed on the possibility and the complications of an increased gas tax, tax on mileage driven and an increase in registration fees.

### **IX. ANNOUNCEMENTS AND REPORTS**

#### **A. Commissioner/ Commissioner Announcements**

Mr. Fowle said the Commission received the 2012 Innovation Award from the National Association of Development Organizations (NADO) for the *Community Economic Recovery Guidebook* designed for economic recovery from a natural disaster like the 2008 floods in the City of Oshkosh. Staff person Todd Verboomen collaborated on the development, organizational framework, and content of the Guidebook.

Mr. Fowle informed the Commissioners that with the retirement of Dick Lehman, the Commission's attorney, the Steering Committee took action to select a new attorney, John St. Peter from Fond du Lac.

Mr. Fowle called the Commissioners attention to the article on Commissioner Koeppen. He also referred to the article that was handed out prior to the meeting regarding the Town of Harrison's challenge of the City of Kaukauna's annexation of an eight-acre parcel.

Mr. Fowle noted that at the July Quarterly Meeting, Mr. Gentz made known his concerns regarding Standing Committee meeting frequency and participation. Mr. Fowle said that these concerns have been discussed at the Steering Committee level and any results or solutions will be relayed back to the full Commission in January.

**B. Media Reports/Upcoming Events and Announcements**

Mr. Fowle noted the separate insert on the Wisconsin Ledge AVA designation that was published by the Chilton Times-Journal. He highlighted other news articles in the packet regarding the Niagara Escarpment that was published in the Fox Valley Scene Newspaper, the Aquatic Invasive Species Program, redevelopment of the NewPage site in Kimberly, the Fox Wisconsin Heritage Parkway issues and the SRTS Program. He commended Mr. Nelson for his involvement in the Walk to School efforts. Mr. Fowle said that in the future when the Walk to School events are scheduled, he will try to let the Commissioners know in advance so that they may participate.

Mr. Fowle said that the 2012 Wisconsin Hmong Conference is taking place October 27 in Appleton and that staff person, Ms. Thunes had an extensive part in assisting that group organize the conference.

**X. BUSINESS**

**A. Steering Committee**

**1. Acceptance of the Summaries of Proceedings for the July 27, 2012 meeting.**

Mr. Bellin moved to approve the summary of proceedings from the July 27 meeting, seconded by Mr. Capelle. Motion passed with 26 ayes and 0 nays.

**2. 2012 Third Quarter Financial Report**

Ms. Scheibe-Johnson referred to the balance sheet noting that the total assets are approximately \$350,000 higher than in 2011. She said that this difference was due to the delinquency in the invoicing (approximately \$150,000) in the transition period prior to her being hired. She explained the different line items on the balance sheet.

Ms. Scheibe-Johnson said that the income statement shows that the majority of the categories are on target at 75 percent. She said that the miscellaneous line item that is at 4032% is the result of a change in copiers. The company that the new copier was purchased from gave the Commission a check for \$23,000 to cover the obligation on the old copier. At the end of the year this amount will be shown as a loss as the old copier will be donated to a non-profit organization. She explained why some of the line items were not at 75 percent. There is an overall surplus of approximately \$163,054 minus the \$23,000 for the copier or approximately \$140,054.

Ms. Kalata motioned to approve the Third Quarter Financial Report, seconded by Mr. Strehlow. Motion passed with 26 ayes and 0 nays.

**3. Update on 2013 Budget and Work Program**

Mr. Fowle reminded the Commissioners that a preliminary budget is set at the July Quarterly Meeting and that the detailed numbers come in in the Fall. He noted that the

health insurance premium cost will increase by 12% and along with a restructuring of the health provider tiers, the employee share of the premium also will increase considerably. There will be a change in the WRS contribution with an increase of 1.5 percent, with the employee paying 6.75 percent in 2013. Mr. Fowle noted that the greatest variable in the budget is the SRTS funding. With the changes in Map 21 and the SRTS Program being funded under the Transportation Alternatives Program, the funding amount is unknown. The budget proposed in July included approximately \$700,000 in SRTS funds. If that does not happen, changes will have to be made to adjust the budget.

4. **Proposed Resolution No. 25-12: Amending Resolution 17-12 (Adoption of the Preliminary Budget & Final Tax Levy) to Reflect Proper Levy Rate Application**

Mr. Fowle said that inadvertently the equalized value figure for the Village of North Fond du Lac was omitted from the levy table. By adopting Proposed Resolution 25-12 the application of the levy rate will be amended. He noted that the levy rate does not change, the counties levy is not affected by this amendment, and it adds \$3,000 to the total levy amount that the Commission receives. Mr. Fowle said he has contacted the Village Administrator for North Fond du Lac and he will accept the levy letter at this late date.

Mr. Rohloff motioned to adopt Proposed Resolution No. 25-12, seconded by Mr. Robl. Motion passed with 26 ayes and 0 nays

5. **Proposed Resolution 26-12: Adopting the East Central Wisconsin Regional Planning Commission's 2012-2013 Strategic Plan Document**

Mr. Fowle said that all the Standing Committee members and staff have reviewed and commented on the Strategic Plan. He noted that the Vision Statement has been amended and softened as requested and that the Strategic Goals and Targets section still has some blanks, which he will continue to research and complete. He said subsequently this plan will be reviewed every two to three years.

Mr. Bellin motioned to adopt Proposed Resolution No. 26-12, seconded by Mr. Robl.

Mr. Erdman expressed his concerns regarding the plan, noting that it appears to push for more regionalism and pushing the Commission to apply for every grant that is available without looking at the implications that may occur. He said that the Commission should be more selective on issues that they become involved with and not become involved with some of the issues noted in the Strategic Plan.

Mr. Fowle agreed that the Commission does need to be cautious on taking on some issues and on spreading the staff too thin. The document promotes regionalism due to the very nature of the Commission's work and statutory charge, but is to be used as an internal document not necessarily as an external document. He said that the plan recognizes as an agency, we are subject to many unknowns over time and have to be flexible as to where the funding sources are obtained. He noted that as long as there is the process of Standing Committees and the full Commission reviewing grants, projects and opportunities there are checks and balance in place.

Mr. Farrey asked if passing the Strategic Plan would bind some of the committees from a sense of direction that may be counter to this plan and what is the impact of the plan? Mr. Fowle said the plan is a guide only and individual programs or projects will be based on their fit and merits. He said the outcome of developing this plan was to assist the Commissioners as a whole to build their knowledge and capacity as to what the Commission does, how it is done and how the Commission should operate. This should

assist the Commissioners to be more comfortable speaking about the Commission when asked questions from the general public. Mr. Fowle said that prior to the development of the Strategic Plan; the Commission did not have a mission or vision statement which is a necessary component when explaining to the public why the Commission exists.

Mr. Farrey asked what the process was for amendment. Mr. Fowle said that the intent is to review the document every two to three years and bring it before the full Commission for approval. Mr. Farrey asked if it would be a majority vote. Mr. Fowle replied yes.

Discussion followed regarding the importance of have a Strategic Plan in place. Mr. Hanna said having a Strategic Plan provides a framework and provides a guide as to what the Commission should be focusing on. He noted that a Strategic Plan provides balance in an organization and having a plan is definitely better than not having one. Mr. Kleckner said he agreed with Mr. Hanna, an agency needs to set priorities and a Strategic Plan helps accomplish that. Mr. Rohloff said he has gone through two strategic plan process in the City of Oshkosh and the first time was a little rough. After the plan started to be implemented the Council started to see the value of having a plan. He noted the this plan is very general and suggested the Standing Committees annually review the plan to elevate how their individual committee's work is tying in with the plan.

Mr. Fowle said that in the past the Annual Work Program has been the strategic planning guide followed for working on projects and the Regional Comprehensive Plan has been the overarching policy guide. In the future the Work Program, the Regional Comprehensive Plan and the Strategic Plan should all mesh together and this plan is the beginning of that.

Motion passed with 24 ayes, 1 nay (Mr. Erdman) and 1 abstention (Mr. Farrey).

#### B. Economic Development Committee

1. Chairman's Report
2. Acceptance of the Summary of Proceedings for the July 11 and October 10, 2012 meetings.

Mr. Barribeau said that the Chairman's Report and summary of proceedings were included in the packet and asked for a motion for approval. Mr. Erdmann motioned for approval, seconded by Mr. Kleckner. Motion passed with 26 ayes and 0 nays.

3. **Proposed Resolution 20-12: Adopting the 2012 Comprehensive Economic Development Strategy (CEDS) Annual Report and Supplement**

Ms. Ahlquist said that she included the updated tables from the CEDS document in the packet for the Commissioners review. She said as an Economic Development District, the Commission is required by the Economic Development Administration to provide an annual update of the CEDS document as well as a five-year major update. Ms. Ahlquist explained what sections were updated. She said that projects are solicited across the region every year, are ranked, included in the report and submitted to EDA for funding.

Mr. Rohloff motioned for adoption of Proposed Resolution 20-12, seconded by Mr. Fink. Motion passed with 26 ayes and 0 nays.

4. **Proposed Joint Resolution 27-12: Authorizing the Commission to Enter into a Partner Agreement with the Wisconsin Economic Development Corporation to Provide Economic Development Services and to Support the Wisconsin Department of Natural Resource Statewide Brownfields Coalition**

Mr. Fowle said this resolution was an item of discussion on the agenda for a joint Economic Development and Open Space and Environmental Management committee meeting held prior to the Quarterly Meeting and was approved by the majority of the members. He said that the resolution before the full Commission is for the MOU with WEDC and supporting the DNR Statewide Brownfields Coalition. Mr. Fowle said he wished to clarify that the Commission's involvement with the Statewide Brownfields Coalition is not in any way connected to the EPA brownfields grant that the Commission applied for in the past. He noted that the Commission will not become involved in identifying new potential brownfield sites. The Commission would only be dealing with existing brownfield sites.

Mr. Farrey asked if there is controversy between the two items, why are they not being separated into two different resolutions. Mr. Fowle said that the direction of the Open Space and Environmental Management Committee did not want to act on this resolution without input from the Economic Development Committee, therefore a joint meeting was held. He said that he conferred with WEDC as to whether the brownfield statement was a deal breaker, which it would not be, but the Commission would be the only RPC that did not agree to it. Mr. Fowle noted the options that the Commission has as a whole are to concur with the Committee's decision and adopted the resolution as presented or approve the agreement omitting the brownfield statement. If the brownfield statement was omitted, Mr. Fowle said the Brownfield Coalition item should be referred back to the Open Space Committee for continued discussion.

Mr. Erdman said before the joint committee meeting it was not known whether or not if the brownfield statement would be a deal breaker or not. He proposed that the resolution be separated, move forward on the economic development portion of the agreement and further review the brownfield coalition issue.

Mr. Rohloff motion to adopted Proposed Resolution 27-12, seconded by Mr. Hirte.

Mr. Erdman motioned to amend Proposed Resolution 27-12 and split the resolution, Mr. Farrey seconded the motion.

Mr. Hirte said that he opposed amending/splitting the resolution. He noted the reason being that during the discussion at the Committee level it was made clear to the members that being part of the Brownfield Coalition does not mean the Coalition would be identifying new potential brownfield sites. He noted that it was also discussed at the Committee meeting that being a part of the Brownfield Coalition would allow communities within the region to ask for help and assistance from the staff to pursue opportunities to clean up their sites.

Chair Hermes called for a vote to split the resolution. The proposed amendment to split Proposed Resolution 27-12 was defeated by 2 ayes (Mr. Erdman and Mr. Farrey) and 24 nays.

Chair Hermes called for a vote on Proposed Resolution 27-12 as originally presented. Motion passed with 26 ayes and 1 nay (Mr. Farrey).

## C. Open Space and Environmental Management Committee

### 1. Chairman's Report

Mr. Erdman requested that the Chairman's Report that was included in the packet be amended before he motioned for approval. He said that on the second page of the Chairman's Report (page 152), under the heading of Lakes Management Planning Grant for Lake Winnebago the phrase "on the support of the County's Land and Conservation



Plan 2011-2020" should be omitted. Mr. Erdman supplied background information on the grant submitted by Calumet County indicating that Winnebago County had not supported the grant. A motion for approval of the Chairman's Report with the amended sentence was made by Mr. Johnson, seconded by Mr. Rohloff. Motion passed with 26 ayes and 0 nays.

2. Acceptance of the Summary of Proceedings for the August 23 and the October 10, 2012 meetings.

Mr. Erdman explained the issues that have been occurring with the Fox Wisconsin Heritage Parkway designation. Mr. Erdman motioned to accept the summary of proceedings from the August 23 and October 10 meetings, seconded by Mr. Laughrin. Motion passed with 26 ayes and 0 nays.

Mr. Kleckner provided the Commissioners with an update on a past meeting between the Fox Wisconsin Heritage Parkway and the Fox Valley Initiative group. He said that the Fox Valley Initiative suggested having another public meeting at the expense of the Fox Wisconsin Heritage Parkway and the Fox Valley Initiative would chose the structure and who would monitor the meeting. The Fox Wisconsin Heritage Parkway decided against another public meeting under these conditions.

Mr. Erdman said that he understood that it was a 60/40 split on costs, but either way the two groups need to sit down and discuss the issue further.

3. Committee Recommendation on Fox Wisconsin Heritage Parkway activities and involvement

Mr. Fowle said that at the July Quarterly Meeting it was recommended that the Open Space and Environmental Management Committee revisited and discuss the Commission's role with the Fox Wisconsin Heritage Parkway. The recommendation from the Committee was to continue the Commission's activity at the same level with Tom Baron remaining on the board of the Heritage Parkway.

Discussion followed about concerns associated with the regulatory issues that the Fox Valley Initiative have brought forward, legitimate or not and how the public should address these concerns.

Mr. Hanna motioned to accept the Open Space and Environmental Management Committee's recommendation, seconded by Mr. Erdmann. Motion passed with 26 ayes and 0 nays.

#### D. Community Facilities Committee

1. Chairman's Report
2. Acceptance of the Summary of Proceedings for the June 13, 2012 meeting.

Mr. Capelle noted that the Chairman's Report and Summary of Proceedings for the June 13, 2012 meeting were in the packet and motioned for approval. Mr. Smith seconded the motion, noting that the Summary of Proceedings list him from Outagamie County not Waupaca County. The motion passed with 26 ayes and 0 nays.

3. **Proposed Resolution 19-12: Approving a Revised Embarrass/Cloverleaf Lakes SSA Plan Update**

Mr. Fowle said the Embarrass/Cloverleaf Lakes SSA Plan was approved by the Community Facilities Committee and the full Commission but was never submitted to the DNR for approval. He said that staff worked with DNR to rectify this error by updating significant sections in the document and obtaining approval by the involved communities. The updated document will be submitted to DNR. He noted that the Town of Belle Blaine's minutes showed the approval of the Comprehensive Plan and not the Sewer Service Plan. The Town will be correcting these minutes and forwarding them on to the Commission.

Mr. Federwitz motioned to approve Proposed Resolution 19-12, seconded by Mr. Farrey. The motion passed with 26 ayes and 0 nays.

E. Transportation Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 10, 2012 meeting.

Mr. Robl motioned to approve the Chairman's Report and the Summary of Proceedings for the July 10, 2012 meeting. Mr. Farrey moved to second the motion. Motion passed with 26 ayes and 0 nays.

3. Proposed Resolution No. 23-12: **Adoption of the 2013 Unified Transportation Work Program**

Mr. Raith said the Transportation Work Program is completed and approved earlier than the Commission complete Work Program to meet the Federal Highway Administration and the Department of Transportation's timeline. The work program lays out a timeframe and schedule of what the Commission will be working on for the year. He noted that with Map 21 taking affect October 1, there are some requirements that have been transitioned into the 2013 work program. All the funding shown in the document has been approved by DOT, except for the SRTS Program.

Mr. Robl motioned for approval of Proposed Resolution No. 23-12, seconded by Mr. Sturn. Motion passed with 26 ayes, 0 nays.

4. Proposed Resolution 24-12: **Supporting the Identification of Valley Transit as the Designated Recipient of Section 5307 Urbanized Area Formula Program Funds for the Appleton (Fox Cities) Urbanized Area**

Mr. Kakatsch said previous federal legislation stated that when an urbanized area reached the TMA status (population over 200,000), federal operating funding for transit systems would be discontinued. He said passage of Map 21 includes language that restores funding assistance for transit systems that reached the 200,000 threshold with 100 vehicles or less during peak hours of operation. He noted that Congressmen Petri and Ribble assisted on getting the language changed. A requirement of Map 21 is that a MPO or TMA Policy Board, which is the Commission, needs to identify a recipient for the operating funds. Mr. Kakatsch stated that Proposed Resolution 24-12 identifies Valley Transit as the recipient of the federal operating funds exclusive in the Fox Cities urbanized area and requested approval of the resolution.

Mr. Kleckner motioned to accept Proposed Resolution 24-12, seconded by Mr. Sturn. The motion passed with 26 ayes and 0 nays.

Mr. Raith said that one of the new requirements as a TMA is that the Commission has to have a representative from a public transportation provider on the Policy Board. He noted that the City of Appleton Mayor, Tim Hanna, is on the Policy Board and that the

City of Appleton owes Valley Transit. Mr. Raith said that Map 21 also included some language stating that a representative from the State of Wisconsin had to be a member on the Policy Board. He said he would keep the Commissioners updated on these requirements as they become more clear.

Mr. Hanna said on behalf of Valley Transit and the City of Appleton, he would like to thank the Commission as the MPO for the great support over the past years on this issue.

5. Proposed Resolution 21-12: **Adoption of the Transportation Improvement Program for the Fox Cities Transportation Management Area**

Mr. Raith said the Transportation Improvement Program (TIP) is another requirement as a MPO and as a TMA. He noted that the TIP previously included the Fox Cities and the Oshkosh urbanized areas in one document. With the Fox Cities becoming a TMA the document needed to be divided, because requirements for the TMA do not necessarily apply to the Oshkosh MPO. He noted that the TIP lays out the four year program for funding, and shows all the projects that receive federal funding.

Mr. Robl motion for acceptance of Proposed Resolution 21-12, seconded by Mr. Kleckner. Motion passed with 26 ayes and 0 nays.

6. Proposed Resolution 22-12: **Adoption of the Transportation Improvement Program for the Oshkosh Transportation Management Area**

Mr. Rohloff motion for acceptance of Proposed Resolution 21-12, seconded by Mr. Robl. Motion passed with 26 ayes and 0 nays.

7. Update on Medical Assistance Transportation Program Issues

Mr. Kakatsch provided background information and concerns to the Commissioners on the Medical Assistance Transportation Program. He said as of September 1 the State has contract with Logisticare to provide medical assistance transportation exclusively for HMO in the Milwaukee metro area. This adds approximately 240,000 people to the system. To combat the telephone wait time to receive medical assistance transportation, an online registration system was set up, which makes it more difficult for the elderly or disabled who do not have access to a computer.

Mr. Kakatsch referred to the letter included in the packet that was sent to the Joint Legislative Audit Committee with the signatures of over 40 legislators requesting an audit of the Medical Assistance Transportation Program. He noted that since the program has been implemented in the Milwaukee area, the Milwaukee Journal Sentinel has been published various articles on this issue including the death of an individual in Waupaca County who was unable to obtain transportation to dialysis and chemotherapy treatments. Mr. Kakatsch said that when the Legislation reconvenes in January this should be a significant topic on their agenda.

Mr. Strehlow asked if any of the local newspapers were contacted to become involved? Mr. Kakatsch said that WBAY did feature a brief segment on the matter when the individual in Waupaca County passed away. He encouraged the Commissioners to continue to contact not only the legislators but also the media to generate awareness.

Mr. Farrey requested clarification - was this an issue of funding or of service not being provided. He noted the various supplemented programs that are available in Winnebago County. Mr. Kakatsch said that those programs apply to the rural areas and ADA eligible individuals, the program he is referring to is strictly medical assistance. He said the

State of Wisconsin has paid Logisticare upwards of 40 million dollars upfront to broker all medical assistance transportation in the State of Wisconsin. Logisticare contracts directly with individual providers to provide the transportation and many providers in the State have not contract with them directly because they would be receiving less per mile. Medical Assistance Providers must contract with Logisticare in order to provide the service.

A brief discussion followed regarding the service, the previous providers and the on line service registration.

Chair Hermes requested a motion to table Item 8 and 10 and address these items at the January Quarterly Meeting. Mr. Robl motion to table the two items, seconded by Mr. Kleckner. Motion passed 26 ayes and 0 nays.

8. TABLED - Update on Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan

9. Update on Southeast 441/KK Transportation Study

Mr. Raith said this has been a two year effort between Outagamie County, Calumet County, Town of Harrison, Town of Buchanan and the City of Appleton along with staff at the Department of Transportation. He noted that there is a lot of congestion at 441/KK and over the last few years there has been some improvements and more storage space on the ramp has been developed, but there has not been any plans for improvement that go out into the future.

He explained some of the alternatives and recommendations that have been proposed. These alternatives and recommendations will be taken to the public for their input. He suggested that the Commissioners go the [divergingdiamond.com](http://divergingdiamond.com) website for more information.

10. TABLED - Presentation on T. Black Wolf Retro-reflectively Sign Inventory

F. Regional Comprehensive Planning Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the January 27, 2012 meeting

Ms. Kalata said that the Chairman's Report and the Summary of Proceedings were included in the packet and requested a motion for approval. Mr. Strehlow motion for approval, seconded by Mr. Stueck. Motion passed with 26 ayes and 0 nays.

X. **ESTABLISH TIME AND PLACE FOR NEXT COMMISSION MEETING**

The next Quarterly Commission Meeting will be Friday, January 25, 2013, 10:00 A.M., at ECWRPC Offices.

XII. **ADJOURNMENT**

Meeting adjourned at 12:36 P.M.

## APPENDIX E

### MPO RESOLUTION OF ADOPTION



## **RESOLUTION NO. 22-12**

### **ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA-2013**

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

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

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

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

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

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

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

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

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

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

**Section 1:** That the Commission, as the designated MPO, adopt the Transportation Improvement Program for the Oshkosh Urbanized Area - 2013.

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

**Section 3:** That the Commission further certifies that the TIP contains only projects that are consistent with the metropolitan plans for the urbanized areas.

Effective Date: October 26, 2012

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

  
Robert G. Hermes, Chair



## APPENDIX F

### DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES



**STATE OF WISCONSIN  
BROWN COUNTY**

EAST CENTRAL WI PLANNING COMM  
400 AHNAIP ST STE 100  
MENASHA, WI 54952

Natalie Bridenhagen

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: N5251

Ad Number: 6671398

Published Date: September 26, 2012

Total Ad Cost: \$23.74

(Signed)

*Natalie Bridenhagen*  
Legal Clerk

(Date)

9/26/12

Signed and sworn before me

*Sara Rogers*  
Notary Public, Brown County, Wisconsin

My commission expires

12/10/12

EAST CENTRAL WI PLANNING COMM

Re: Opportunity to review





APPENDIX G  
ENVIRONMENTAL JUSTICE



## 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. In terms of race, the Oshkosh Urbanized Area has a substantially low minority population which is fairly scattered. Public involvement 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.

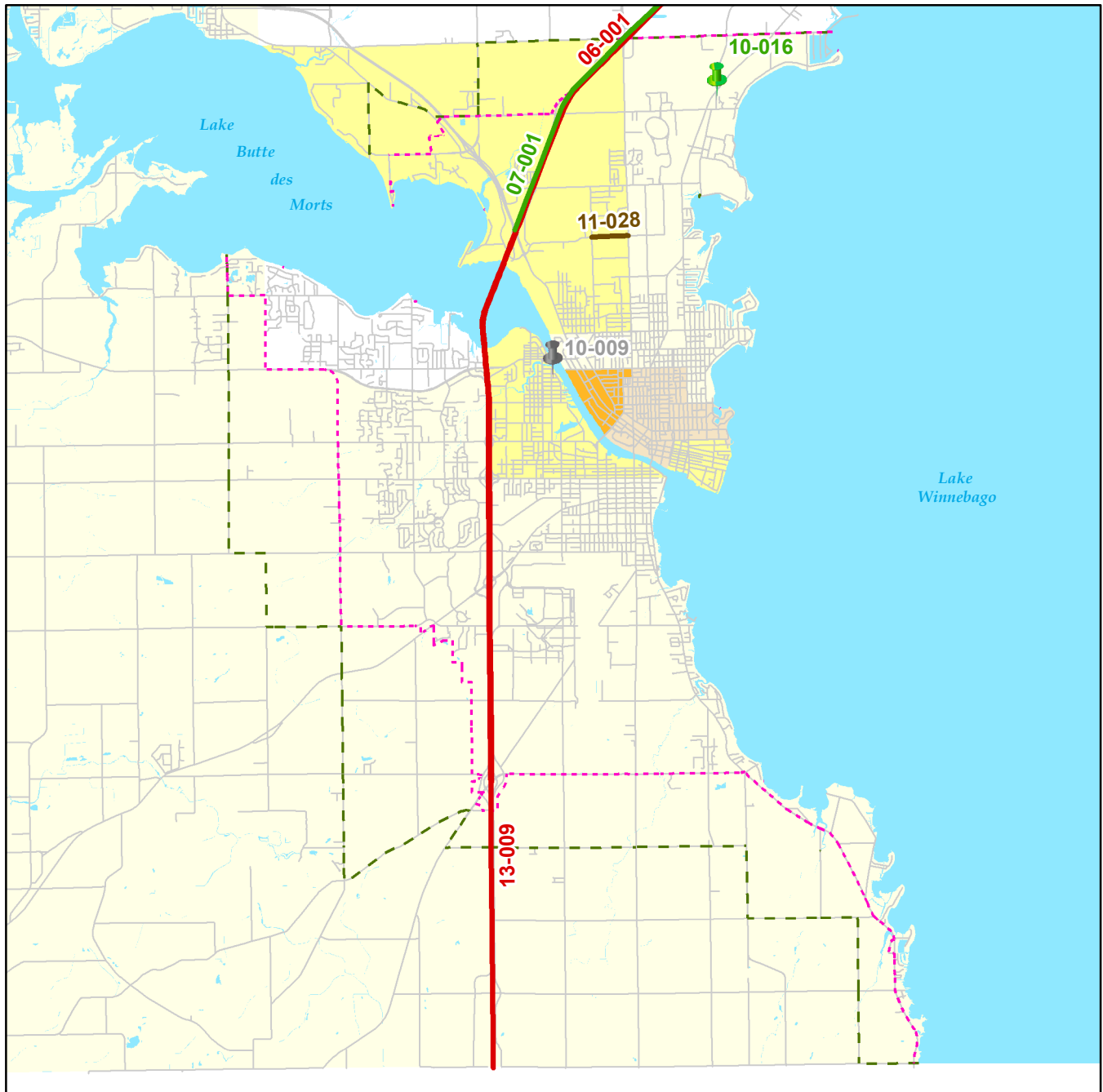
In terms of low income populations, areas are more easily identified. In this case, consistent areas of low income populations were defined through the use of 2006-2010 census tract data. These areas were categorized as less than 20 percent, 20 to 39.99 percent, 40 to 59.99 percent, and 60 or more percent of the total households. Areas identified in Exhibit G-1 and G-2 are included in the *Long-Range Transportation/Land Use Plan for the Oshkosh Urbanized Area - 2005*.

Efforts were made to include all individuals within the planning process. Public information meetings were held during all phases of the planning process. Advertisements were published in the (*Oshkosh Northwestern*) prior to public information meetings held throughout the entire planning process. Flyers and notices were distributed via mail and e-mail to various committees, organizations, and agencies throughout the planning process for distribution to as many individuals as possible. Presentations were made to local groups with further interest in the planning process. Locations of public information meetings were crucial in the public involvement process. 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 plan 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 – 2013***. Figure G-1 shows the relationship of projects to low-income populations in the Oshkosh urbanized area. Figure G-2 is a similar map relating project locations to minority population concentrations in the Oshkosh urbanized area.

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

**Figure G-1  
Oshkosh Urbanized Area TIP Projects (2013-2017) and  
Percent Households by Census Tract with Low to Extremely Low Income (2006 - 2010)**



**Households with Low to Extremely Low Income**

- Less than 15%
- 15% - 29.99%
- 30% - 44.99%
- 45% - 59.99%
- 60% or More

- 2000 Metropolitan Planning Boundary
- 2000 Adjusted Urbanized Boundary

**TIP Project Year and Number**

- 2013 **06-056**
- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**

**TIP Intersection Project Year and Number**

- 2013 **06-056**
- 2014 **06-056**
- 2015 **06-056**
- 2016 **06-056**
- 2017 **06-056**



0 0.5 1 2  
Scale in Miles

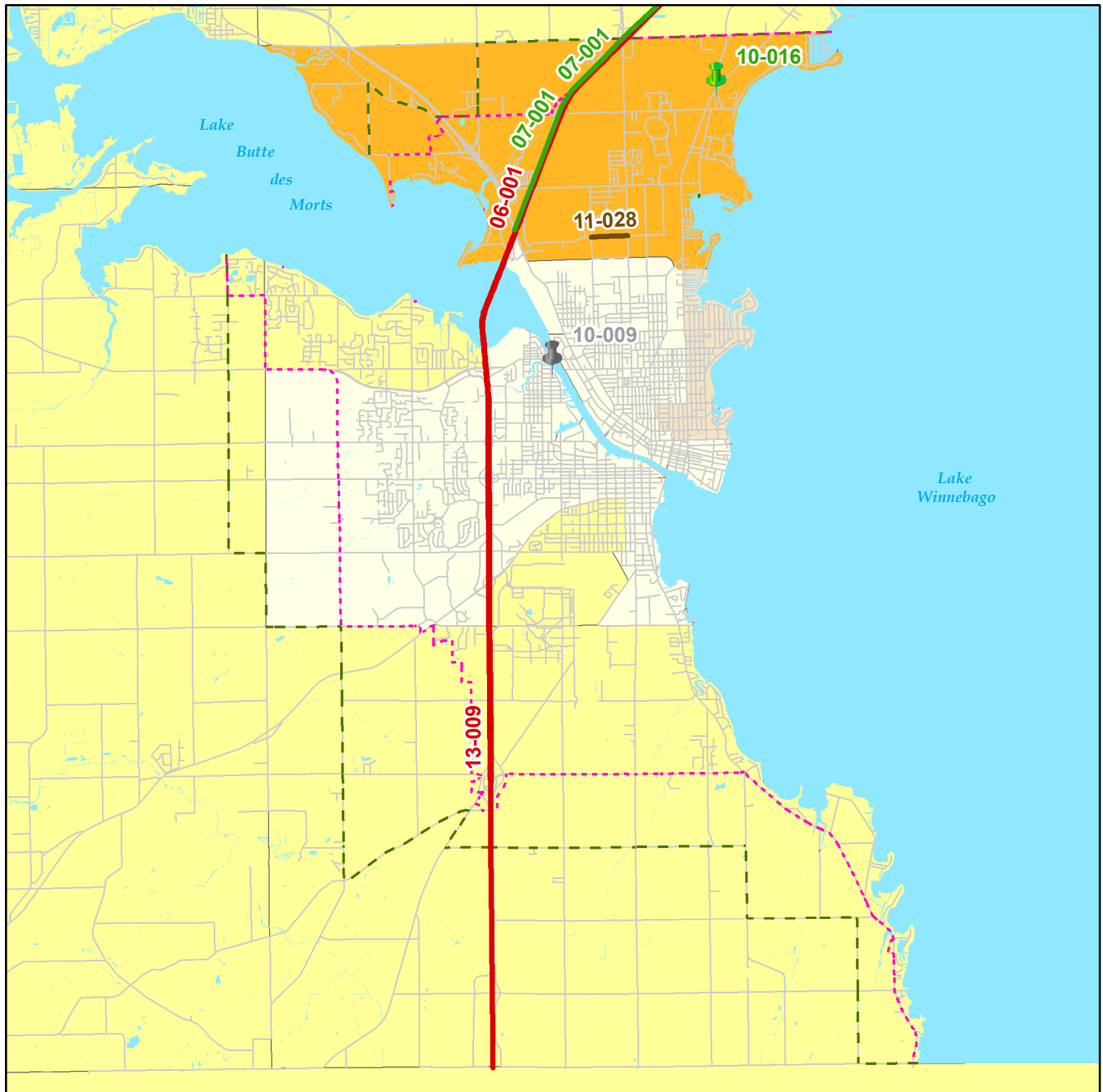
This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims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

Prepared By:  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION  
SEPTEMBER 2012

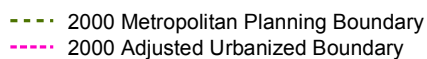
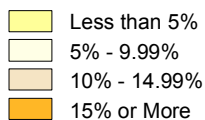
Source: U.S. Census Bureau 2010 TIGER Census Tracts, 2000 MPO and Adjusted Urbanized Areas provided by ECWRPC and WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.



**Figure G-2  
Oshkosh Urbanized Area TIP Projects (2013-2017) and  
Non-White Population Concentration (2010)**



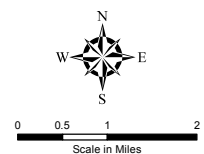
**Percent Non-White Population by Census Tract**



**TIP Project Year and Number**



**TIP Intersection Project Year and Number**



Source: American Community Survey 2005 - 2009 TIGER Census Tracts, 2000 MPO and Adjusted Urbanized Areas provided by ECWRPC and WisDOT. Winnebago County provided 2011 centerline and 2005 hydrology.

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Prepared By:  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION  
SEPTEMBER 2012

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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM



## **FUNCTIONAL CLASSIFICATION SYSTEM**

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

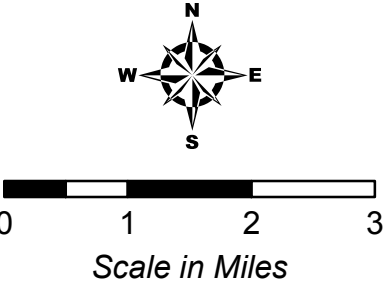
Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Moving Ahead for Progress in the 21<sup>st</sup> Century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

Figure H - 1 shows the Oshkosh urbanized area.

**Figure H-1  
Oshkosh Urbanized Area  
Functional Classification  
System and STP-Urban  
Eligible Roadways  
2012**

- Urban Principal Arterial
- Urban Planned Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Planned Collector
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Local
- Adjusted Urbanized Boundary
- 2000 Metropolitan Planning Area

Sources: U.S. Census Bureau - 2000 TIGER ECWRPC, 2005, WisDOT and ECWRPC provided the 2000 metropolitan planning and 2000 adjusted urbanized boundaries. Centerline, hydrology, and municipality boundaries provided by Winnebago Counties.



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Prepared By  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION - SEPTEMBER 2012

APPENDIX I  
TIP AMENDMENTS

## RESOLUTION NO. 08-13

### AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2013.

**WHEREAS**, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Oshkosh Urbanized Area, adopted the *2013 Transportation Improvement Program for the Oshkosh Urbanized Area*, at the October 26, 2012 quarterly Commission meeting; and

**WHEREAS**, the Transportation Improvement Program was prepared to meet the requirements of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act: (MAP-21), as prescribed by federal regulations; and

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

**WHEREAS**, the Wisconsin Department of Transportation has requested the MPO advance the attached transportation projects in the Oshkosh Area: **Now Therefore;**

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

**SECTION 1.** That the Commission approves the amendment as presented to include the proposed projects in the adopted 2013 Transportation Improvement Program for the Oshkosh Urbanized Area.

Effective Date: April 26, 2013

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

  
Robert G. Hermes, Chair

**TABLE 1, cont.  
OSHKOSH AREA PROJECT LISTING**

**TABLE 1  
OSHKOSH URBANIZED AREA - PROJECT LISTING (2013-2017)**

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

**(\$000)**

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

Primary Jurisdiction	Project Description	Type of Cost	2013				2014				2015				2016				2017+ Illustrative			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	Oregon/Jackson St Bridge	PE				0				0				0	1600	400	0	2000				0
C of Oshkosh	Design	ROW				0				0				0				0				0
Winnebago	4994-07-00	CONST				0				0				0				0				0
253-13-030	BR (E)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1600	400	0	2000	0	0	0	0
Go Transit	Floor Scrubber					0				0				0				0				0
C of Oshkosh	Section 5309					0				0				0				0				0
		Capital	26	0	0	26				0				0				0				0
253-13-031		TOTAL	26	0	0	26	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.**

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

**\*Amended 4/26/13\***