

# Transportation Improvement Program Oshkosh Urbanized Area 2021-2024



Oshkosh  
Metropolitan Planning Organization

Approved - October 30, 2020



East Central Wisconsin  
Regional Planning Commission

**ECWRPC**

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# **TRANSPORTATION IMPROVEMENT PROGRAM**

## **OSHKOSH URBANIZED AREA**

**2021-2024**

**Approved October 30, 2020**

Prepared by the

East Central Wisconsin Regional Planning Commission

The East Central Wisconsin Regional Planning Commission's CY 2020 planning program is supported by federal assistance. Specific funding for this report was provided by the Federal Highway Administration, Federal Transit Administration, the Wisconsin Department of Transportation, the Economic Development Administration, the Wisconsin Department of Administration and the Wisconsin Department of Natural Resources. The contents of this document do not necessarily reflect the official views and policies of the U.S. Department of Transportation, Federal Highway Administration

## **COMMUNITY AND STATE OFFICIAL PARTICIPATION**

### **COMMUNITY AND COUNTY OFFICIALS**

Rich Heath, Administrator, Town of Algoma  
Ray Palonen, Winnebago County Highway Commissioner  
James Rabe, Public Works Director, City of Oshkosh  
Jim Collins, GO Transit

### **STATE OFFICIALS**

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

### **EAST CENTRAL STAFF**

Walt Raith, MPO Director, ECWRPC  
David Moesch, Associate Transportation Planner, ECWRPC  
Tanner Russell, Transportation Planner

## ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE  
OSHKOSH URBANIZED AREA - 2021

AUTHOR: David J. Moesch, Associate Transportation Planner

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

DATE: Approved October 30, 2020

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

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

The *Transportation Improvement Program for the Oshkosh Urbanized Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2021-2024 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for STP-Urban Projects from 2021 through 2023; for transit assistance programs, 2021 and 2022.



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## INTRODUCTION

## **INTRODUCTION**

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

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2021 to 2024. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the urbanized area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

## **REPORT FORMAT**

The first section of the TIP includes a brief description of the transportation planning process and its relationship to the TIP. The second section outlines the process of developing the project list, the method employed for prioritizing projects, and the procedure followed for consideration and approval of the report. The final section contains the project list. The appendices include a variety of background information.

The Oshkosh MPO Public Participation Plan (PPP) and Annual Listing of Obligated Projects can be viewed on the Fox Cities and Oshkosh MPO website.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/obligated-projects/>

## **CERTIFICATIONS**

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

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the MAP-21(Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

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

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



**TRANSPORTATION  
IMPROVEMENT PROGRAM**

## **TRANSPORTATION IMPROVEMENT PROGRAM**

### **FEDERAL PLANNING REQUIREMENTS**

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

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

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

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

### **THE TIP PROCESS**

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

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2025 are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to

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

## **TIP Amendments**

### **No Amendment Required**

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

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

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

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

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



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

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307 and 5339 programs.

### **TIP Project Solicitation and Public Involvement**

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided to transit providers requesting candidate projects to be identified. On September 27, 2020, a legal notice was published in the Oshkosh daily paper identifying a review and comment period from September 27 to October 26, 2020. The Transportation Committee would meet October 6, 2020 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO at its October 30, 2020 quarterly Commission Meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

### **Project Review for Eligibility**

Projects submitted must be included in a locally adopted Capital Improvements Program and are reviewed for consistency with transportation plan recommendations (LRTPs), availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded highway, transit, and other projects must be included in the TIP to compete for the receipt of federal funding assistance. "Regionally significant" projects scheduled for implementation with state and local funds must also be included for informational and coordinative purposes, except that all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source.

## Flexibility of Funding Sources

A hallmark of the (FAST Act) legislation, while retaining categorical programs, was the introduction of fairly wide latitude to flexibly use funds from one category for projects in other categories. The intent is to provide states and local areas with the ability to address priority needs in their jurisdictions. Flexible programs include:

### Federal-Aid Highway Programs

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

### Federal-Aid Transit Programs

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

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

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

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Transportation Alternatives	TA
Office of the Commissioner of Railroads	OCR
Transit	
Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310	
Elderly & Disabled	Section 5310
Section 5339	
Bus and Bus Facilities	Section 5339

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

### **Prioritization of STP-Urban Projects**

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2021-2024, itemized in the listing this year includes the 2025 through 2026 projects that were submitted by the local entities. In developing this 2021 TIP, one project was selected by the Technical Advisory Committee for the 2023 and 2024 biennium.

The allocation of STP-Urban funds for 2023-2024 is \$1,279,317 in the Oshkosh urbanized area.

### **STP-Urban Project Criteria**

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the *Transportation Improvement Program*. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2021-24 project candidates, as part of the 2021 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Oshkosh urbanized area. The MPO will promote the Complete Streets concept and consider adopting a policy. The MPO will require that any project receiving federal funding will adhere to this policy. Below is the performance – based criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

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

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

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

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

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

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

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

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

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

d. **Freight Operations.**

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

e. **Transit Improvements.**

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

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

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

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

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

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

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

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

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

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

1. **Spacing.**

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

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

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

3. **User Safety.**

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

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

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

Alternate Rating (non-corridor based projects)

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

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

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

Score	5	> 280
	3	150-279
	0	< 149

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

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

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

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

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

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

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

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

### STBG Project Selection Procedure

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

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

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

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



## **STBG Projects Recommended for Funding**

2023-2024 allocations resulted in staff recommending funding for one project in the Oshkosh urbanized area. This project was selected by action of the Technical Advisory Committee for the Oshkosh urbanized area on August 20, 2019:

### Oshkosh Project: Available Funding Allocation of \$1,279,317

- Winnebago County's CTH I, 35<sup>th</sup> Street to Ripple Avenue

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, 2025-2026. Table A-1 is a listing of projects that can be considered for possible future funding but are listed as illustrative, meaning that no funds are programmed out beyond the 4 year program for 2021 through 2024.

## **2021 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 (253-21-001). 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: 2021, 2022, 2023 and 2024.

**Table 1: Oshkosh Urbanized Area - Project Listing (2021-2024)**  
(\$000)

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

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

Primary Jurisdiction	Project Description	Type of Cost	2021				2022				2023				2024				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Go Transit Winnebago	Fixed Route Bus	Oper.	1201	920	1035	3156	1225	939	1056	3220	1249	958	1077	3284	1274	977	1098	3349	
	Paratransit	Contr.	367	282	291	940	375	287	300	962	382	293	309	984	390	299	318	1007	
	Capital Projects	Purch.	4288	0	1072	5360	98	0	24	122	18	0	4	22	18	0	4	22	
	Section 5307	TOTAL	5856	1202	2398	9456	1698	1226	1380	4304	1649	1251	1390	4290	1682	1276	1420	4378	
WisDOT T of Oshkosh 253-10-008	Sherman Road	DESIGN				0				0				0				0	
	WCL Crossing Signal and Gates	ROW				0				0				0				0	
	1009-93-44	CONST	144	78	0	222				0				0				0	
	FLX (P)	TOTAL	144	78	0	222	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT T of Algoma Winn Co 253-19-009	Omro Road	STUDY				0				0				0				0	
	Leonard Pt - Brooks Lane	ROW				0				0				0				0	
	4636-00-71	CONST	2499	0	2646	5145				0				0				0	
	URB 1.8 miles (E)	TOTAL	2499	0	2646	5145	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT C of Oshkosh Winnebago 253-19-011	Tribal Heritage Crossing Trail	DESIGN				0				0				0				0	
	WIS 21/Oshkosh Ave.	ROW				0				0				0				0	
	4994-12-71	CONST	255	0	112	367				0				0				0	
	TA .79 miles (P)	TOTAL	255	0	112	367	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Calumet, Out, Winn Co 252-19-015	Regional Safe Routes to School Program	STUDY				0				0				0				0	
		ROW				0				0				0				0	
		CONST	21	0	5	26	21	0	5	26				0				0	
	TA (P)	TOTAL	21	0	5	26	21	0	5	26	0	0	0	0	0	0	0	0	
WisDOT Winnebago 253-19-037	USH 45/Fond du Lac-Oshkosh	DESIGN				0				0				0				0	Construction scheduled for 11/12/2024.
	SCL-SCPL Oshkosh	ROW				0				0				0				0	
	4110-32-71 RESURF	CONST				0				0				0	3819	955	0	4774	
	NHPP 6.57 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	3819	955	0	4774	
WisDOT C of Oshkosh Winnebago 253-20-031	WIS 91/ Berlin - Oshkosh	STUDY				0				0				0				0	
	James Rd - Clairville Rd.	ROW				0				0				0				0	
	6540-11-71 BRRPL	CONST				0				0	377	95	0	472				0	
	FLX 0.009 miles (P)	TOTAL	0	0	0	0	0	0	0	0	377	95	0	472	0	0	0	0	
WisDOT C of Oshkosh 253-20-032	CTH I	DESIGN				0				0				0				0	
	35th St to Ripple Ave	ROW				0				0				0				0	
	4636-05-00, 72 RECST	CONST				0				0				0	1386	0	462	1848	
	STBG .51 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1386	0	462	1848	
WisDOT Safety Funds Grouped Projects 253-21-001		DESIGN				0				0				0				0	
		ROW				0				0				0				0	
		CONST				0				0				0				0	
	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

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

**Table 2: Oshkosh Urbanized Area, 2021-2024**  
**Summary of Federal Funds Programmed and Available**  
(\$000)

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2021	2022	2023	2024	2021	2022	2023	2024
<b>Federal Highway Administration</b>								
National Highway Performance Program	0	0	0	7,585	0	0	0	7,585
Surface Transportation Program								
Oshkosh Urbanized Area	2,499	0	0	1,386	2,499	0	0	1,386
Surface Transportation Program								
State Flexibility	144	0	377	6,415	144	0	377	6,415
Highway Safety Improvement Program	0	0	0	0	0	0	0	0
Transportation Alternatives Program	276	21	0	0	276	21	0	0
<b>Programmed Expenditures</b>	2,919	21	377	15,386	2,919	21	377	15,386
<b>* Annual Inflation Factor 1.78%</b>	52	0	7	274	52	0	7	274
<b>Estimated Need with Inflation Factor</b>	2,971	21	384	15,660	2,971	21	384	15,660
<b>Federal Transit Administration</b>								
Section 5307 Operating	\$1,201	\$1,225	\$1,249	\$1,274	\$1,201	\$1,225	\$1,249	\$1,274
Section 5309 Capital	4,288	98	18	18	4,288	98	18	18
<b>Programmed Expenditures</b>	5,489	1,323	1,267	1,292	5,489	1,323	1,267	1,292
<b>* Annual Inflation Factor 1.78%</b>	98	24	23	23	98	24	23	23
<b>Estimated Need with Inflation Factor</b>	5,587	1,347	1,290	1,315	5,587	1,347	1,290	1,315
Section 5310	0	0	-not yet programmed-		0	0	-not yet programmed-	

\* FAST Act requires that the financial elements of the TIP include inflation factors that estimate the costs of projects in their construction years. This is a summary of TIP projects with the inflation factor applied.

**Table 3: Implementation Status of 2020  
Oshkosh Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2020				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Winnebago 253-19-010	WIS 26 / SCL-USH 41 Rosendale-Oshkosh 1110-13-71 RESURF FLX 4.45 miles (P)	DESIGN				0	<b>X</b>		
		ROW				0			
		CONST	2073	491	0	2564			
		TOTAL	2073	491	0	2564			
WisDOT C of Oshkosh Winnebago 253-19-034	WIS 21 / Omro-Oshkosh Leonard Point Rd-Washburn St 6180-31-00 RESURF NHPP 1.85 miles (P)	DESIGN	120	30	0	150	<b>X</b>		
		ROW				0			
		CONST				0			
		TOTAL	120	30	0	150			
WisDOT C of Oshkosh Winnebago 253-19-035	WIS 76 / Oshkosh-Greenville Murdock Ave-Green Hill Crt 6430-21-00 RESURF FLX 4.39 miles (P)	DESIGN	180	45	0	225	<b>X</b>		
		ROW				0			
		CONST				0			
		TOTAL	180	45	0	225			



## **APPENDICES**



**APPENDIX A**

URBAN AREA CANDIDATE  
PROJECT TABLES



**Table A-1: Oshkosh Urbanized Area - Candidate Project Listing (2021-2025+)**  
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2021				2022				2023				2024				2025+ 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>	Oakwood Road	DESIGN				0				0				0				0	0	0	283	283
	Omro Road - Oakwood Lane	ROW				0				0				0				0				0
	Reconstruction	CONST				0				0				0				0	0	0	3254	3254
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3537	3537
T of Algoma Winnebago <i>Illustrative</i>	Leonard Point Road	DESIGN				0				0				0				0	0	0	220	220
	WIS 21 - Highline Shore Lane	ROW				0				0				0				0				0
	Reconstruction	CONST				0				0				0				0	0	0	3500	3500
	Local 1.1 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3720	3720
T of Algoma Winnebago <i>Illustrative</i>	Leonard Point Road	DESIGN				0				0				0				0	0	0	180	180
	Sand Point - Highline Shore Lane	ROW				0				0				0				0				0
	Reconstruction	CONST				0				0				0				0	0	0	2740	2740
	Local 0.9 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2920	2920
T of Algoma Winnebago <i>Illustrative</i>	Clairville Road	DESIGN				0				0				0				0	0	0	220	220
	WIS 21 - CTH E	ROW				0				0				0				0				0
	Reconstruction	CONST				0				0				0				0	0	0	3500	3500
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3720	3720
Winnebago Co Winnebago <i>Illustrative</i>	CTH Y / WIS 76 - CTH S	DESIGN				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1000	1000
	Local 2.2 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Winnebago Co Winnebago <i>Illustrative</i>	CTH E / Oakwood - Algoma T Line	DESIGN				0				0				0				0	0	0	400	400
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	3600	3600
	Local 1.5 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4000	4000
Winnebago Co Winnebago <i>Illustrative</i>	CTH N / CTH I - USH 45	DESIGN				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1750	1750
	Local 1.3 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1750	1750
T of Oshkosh Winnebago <i>Illustrative</i>	Vinland Rd./Smith-Snell	DESIGN				0				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0				0				0				0	0	0	1500	1500
	Local 1.25 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500	1500
C of Oshkosh Winnebago <i>Illustrative</i>	Algoma Blvd / Wisconsin - Congress	DESIGN				0	0	0	560	560				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST				0	0	0	9160	9160				0				0				0
	Local 1.0 m. (P)	TOTAL	0	0	0	0	0	0	9720	9720	0	0	0	0	0	0	0	0	0	0	0	0
C of Oshkosh Winnebago <i>Illustrative</i>	W 9th /Oakwood - Linden Oaks	DESIGN	0	0	460	460				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST	0	0	6750	6750				0				0				0				0
	Local 0.65 m. (P)	TOTAL	0	0	7210	7210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

C of Oshkosh Winnebago <i>Illustrative</i>	Waugoo /North Main - Bowen Reconstruction	DESIGN	0				0				0				0				0	0	274	274
		ROW	0				0				0				0				0	0	0	0
		CONST	0				0				0				0				0	0	5477	5477
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5751	5751
C of Oshkosh Winnebago <i>Illustrative</i>	Bowen /Nevada - East Murdock Reconstruction	DESIGN	0				0				0				0				0	0	161	161
		ROW	0				0				0				0				0	0	0	0
		CONST	0				0				0				0				0	0	2817	2817
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2978	2978
C of Oshkosh Winnebago <i>Illustrative</i>	Rosalia /Washington - Ceape Reconstruction	DESIGN	0				0	0	109	109	0				0				0			
		ROW	0				0				0				0				0			
		CONST	0				0	0	2923	2923	0				0				0			
		TOTAL	0	0	0	0	0	0	3032	3032	0	0	0	0	0	0	0	0	0	0	0	0
C of Oshkosh Winnebago <i>Illustrative</i>	Ceape /Bowen - Lake Reconstruction	DESIGN	0	0	256	256	0				0				0				0			
		ROW	0				0				0				0				0			
		CONST	0	0	5784	5784	0				0				0				0			
		TOTAL	0	0	6040	6040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C of Oshkosh Go Transit Winnebago <i>Illustrative</i>	Diesel Buses (2)	DESIGN	0				0				0				0				0			
		ROW	0				0				0				0				0			
		CONST	0				0				0				0				0	0	1000	1000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000

**Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2025 - 2026 biennium)**  
**Oshkosh Urbanized Area**  
Project Evaluation (Criteria)/Score

Jurisdiction	2025 + STP Projects	Plan Consistency	Preserve Existing System	Capacity V/C		Safety		Multi-Modal		Planned Programming		Total Score	Rank	Project Cost	Max. STP Funding
Oshkosh Allocation = \$1,279,317															
T. Algoma	Oakwood Rd (Omro-Oakwood Ln)	5	PC(7)	1	AR	3	48	0	ViBP	3	1	1	13		\$3,537,000
T. Algoma	Leonard Pt Rd (WIS 21-Highland Sh)	5	PC(5)	3	0.40	2	185	3	ViBP	3	5	5	21		\$3,720,000
T. Algoma	Leonard Pt Rd (Sand Point-Highland Sh)	5	PC(5)	3	0.40	2	16	0	ViBP	3	1	1	14		\$2,920,000
T. Algoma	Clairville Rd (WIS 21-CTH E)	5	NF	5	AR	3	NF	3	ViBP	3	1	1	20		\$3,720,000
T. Oshkosh	Vinland Rd (Smith-Snell)	3	PC(4)	5	0.23	1	34	0	Vtbp	1	5	5	15		\$1,750,000
C. Oshkosh	Waugoo Ave (N Main - Bowen St)	5	PC(3)	5	0.09	0	16	0	VTBP	5	1	1	16		\$4,600,000
C. Oshkosh	Bowen St (Nevada - E Murdock)	5	PC(3)	5	0.59	2	32	0	VTBP	5	1	1	18		\$2,976,000
GO Transit	Diesel Buses (2)	5	TI	3	AR	3	NF	3	vTBP	3	4	4	1		\$1,000,000
Winnebago Co.	CTH Y (WIS 76 - CTH S)	3	PC(4)	5	0.25	1	5	5	ViBP	3	5	5	22		\$2,700,000
Winnebago Co.	CTH E (Oakwood - Algoma T Line)	3	PC(4)	5	0.25	1	112	0	ViBP	3	4	4	16		\$4,625,000
Winnebago Co.	CTH N (CTH I - WIS 45)	3	PC(3)	5	0.40	2	79	0	ViBP	3	4	4	17		\$3,930,000
Total															\$35,478,000



## **APPENDIX B**

# FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

## FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Oshkosh urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with a population of less than 200,000 so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For 2020, the allocation was 30.8 percent.

The Wisconsin Department of Transportation also distributes state funding (85.20). Each transit system receives a share of operating assistance similar to the federal share. Each transit system within tier b receives an equal percentage of assistance. Tier b is comprised of transit systems operating within urban areas, excluding Milwaukee and Madison. State operating assistance for tier b in 2020 was 22.6 percent of eligible expenses.

The combined state and federal share of operating assistance for tier b transit systems in 2019 was 53.4%. Tier b includes GO Transit. In 2006, the state and federal share was 60%. Over the past decade, cuts to aid along with inflationary increase to transit budgets have caused a reduction in operating assistance. Local funding sources have also been stressed, which creates an environment where service cuts and fare increases are considered each year.

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

For 2021 it is unknown if there are applicants in the City of Oshkosh urbanized area are seeking grants under the federal and state Section 5310 program. This is a competitive program offering funding assistance to private non-profit organizations that provide transportation services to elderly and disabled persons living in Wisconsin.

The following tables list the operating assistance and capital projects proposed for the 2021-2025 period.

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

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2021 (000)	Jan-Dec 2022 (000)	Jan-Dec 2023 (000)	Jan-Dec 2024 (000)	Jan-Dec 2025 (000)
<b>Operating Assistance</b>	GO Transit			Illustrative	Illustrative	Illustrative	Illustrative
Directly Operated - Fixed Route							
Expenses			\$4,002	\$4,082	\$4,164	\$4,247	\$4,332
Revenues			846	863	880	898	916
Deficit			3,156	3,219	3,284	3,349	3,416
Federal Share		<b>253-21-011</b>	1,201	1,225	1,249	1,274	1,300
State Share			920	939	958	977	996
Local - Municipal & County			1,035	1,056	1,077	1,098	1,120
<b>Purchased Transp. - Paratransit</b>	GO Transit						
Expenses			\$1,224	\$1,248	\$1,273	\$1,299	\$1,325
Revenues			284	287	290	293	296
Deficit			940	962	984	1,006	1,029
Federal Share		<b>253-21-012</b>	367	375	382	390	397
State Share			282	287	293	299	305
Local- Municipal & County			291	300	309	318	327
<b>Capital Projects</b>	GO Transit						
Mobile/Automatic Fares		<b>253-21-013</b>	200				
Admin. Facility Surveillance Equipment		<b>253-21-014</b>	15				
Automated Wheelchair Securements		<b>253-21-015</b>	180				
2 Hybrid and 2 Clean Diesel Buses		<b>253-21-016</b>	2,600				
Forklift		<b>253-21-017</b>	35				
Transit Stop Accesibility Improvements		<b>253-21-018</b>	10	10	10	10	10
Renovate Downtown Transit Center		<b>253-21-019</b>	2,320				
Bus Shelters				12	12	12	12
Replace Riding Lawnmower				20			
Replace Supervisor Pick-up Truck				40			
Replace Driver Shuttle Vehicle				40			
2 Electric Buses and Charging Infrastructure							2,000
Replace Hoist in Garage							100
<b>Total Cost:</b>			<b>\$5,360</b>	<b>\$122</b>	<b>\$22</b>	<b>\$22</b>	<b>\$2,122</b>
<b>Federal Share:</b>			<b>\$4,288</b>	<b>\$98</b>	<b>\$18</b>	<b>\$18</b>	<b>\$1,698</b>
<b>Local Share:</b>			<b>\$1,072</b>	<b>\$24</b>	<b>\$4</b>	<b>\$4</b>	<b>\$424</b>

**Table B-2**  
**Contracted Paratransit Service**  
**GO Transit**  
**CY 2021**

	DIAL-A-RIDE	ADA W/C	OVER 60 RURAL	UNDER 60 RURAL	ACCESS TO JOBS	TOTAL
EXPENSES	\$ 427,000	\$ 437,000	\$ 135,000	\$ 105,000	\$ 120,000	\$ 1,224,000
REVENUES	\$ 162,400	\$ 30,800	\$ 23,100	\$ 35,800	\$ 30,000	\$ 282,100
<b>TIP #</b>	<b>253-20-020</b>	<b>253-20-021</b>	<b>253-20-022</b>	<b>253-20-023</b>	<b>253-20-024</b>	
FEDERAL/STATE AIDS*	\$ 226,310	\$ 231,610	\$ 71,550	\$ 55,650	\$ 63,600	\$ 648,720
LOCAL	\$ 38,290	\$ 174,590	\$ 40,350	\$ 13,550	\$ 26,400	\$ 293,180

\* Based on anticipated 2019 funding levels.

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

		2021	2022	2023	2024	2025
<b>Operating Expenses</b>						
Fixed Route (DO)	(\$000)	\$4,002	\$4,082	\$4,164	\$4,247	\$4,332
Paratransit (DR)	(\$000)	\$1,224	\$1,248	\$1,273	\$1,299	\$1,325
Total Operating Expenses	(\$000)	\$5,226	\$5,331	\$5,437	\$5,546	\$5,657
<b>Revenue</b>						
Farebox Revenue						
Fixed Route (DO)	(\$000)	\$846	\$863	\$880	\$898	\$916
Paratransit (DR)	(\$000)	\$284	\$287	\$290	\$293	\$296
Total Revenue	(\$000)	\$1,130	\$1,150	\$1,170	\$1,190	\$1,211
<b>Deficit</b>						
Federal (2*)	(\$000)	\$1,568	\$1,599	\$1,631	\$1,664	\$1,697
State (2*)	(\$000)	\$1,202	\$1,226	\$1,251	\$1,276	\$1,301
Local - City & County	(\$000)	\$1,326	\$1,356	\$1,386	\$1,416	\$1,447
Total Deficit	(\$000)	\$4,096	\$4,181	\$4,267	\$4,355	\$4,446
<b>Capital</b>						
Federal (5307 & 5339)	(\$000)	\$4,288	\$98	\$18	\$18	\$1,698
Local	(\$000)	\$1,072	\$24	\$4	\$4	\$424
Total Capital Expenses (3*)	(\$000)	\$5,360	\$122	\$22	\$22	\$2,122
<b>Operating Statistics</b>						
No. of Buses		16	16	16	16	16
No. of Employees (1*)		21	21	21	21	21
Revenue Hours	(000)	35	35	35	35	35
Revenue Miles	(000)	483	483	483	483	483
Revenue Passengers	(000)	700	707	714	721	728
<b>Fixed Route Statistics</b>						
Average Fare		\$1.21	\$1.22	\$1.23	\$1.24	\$1.26
Operating Ratio (Rev/Exp)		21%	21%	21%	21%	21%
Cost per Vehicle Mile		8.29	8.53	8.79	9.05	9.33
Cost per Passenger		5.72	5.83	5.95	6.07	6.19
Cost per Vehicle Hour		114.34	117.77	121.31	124.95	128.69
Passengers Per Mile		1.45	1.46	1.48	1.49	1.51
Passengers per Hour		20.00	20.20	20.40	20.61	20.81

NOTES:

1. Full time drivers
2. Assumes approximately a 30% federal share and 23% state share in 2021 and each succeeding year.
3. Projected capital expenses.



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## JUSTIFICATION FOR CAPITAL PROJECTS

### Oshkosh Urbanized Area

#### 2021 Projects\*

ITEM	TOTAL COST	FUNDING SOURCE
Automatic Fare Technology	\$200,000	CARES ACT
Admin Facility Surveillance Equipment	\$15,000	Sect. 5307
Automated Wheelchair Securement System	\$180,000	CARES ACT
2 Hybrid and 2 Clean Diesel Buses (2022 delivery)	\$2,600,000	CARES ACT and Sect. 5339
Forklift	\$35,000	CARES ACT
Transit Stop Accessibility Improvements	\$10,000	Sect. 5339
Renovate Downtown Transit Center	\$2,320,000	CARES ACT

\*Project list depends on city CIP budget approval, CARES Act funding is available immediately so some projects may be completed in 2020 in response to the COVID-19 Pandemic.

**Mobile/Automatic Fare Technology.** GO Transit buses currently have manual fare boxes. This project would procure a way for fares to be purchased via a mobile device and/or vending machine to supplement the manual fare box. Mobile fares will make the purchase of fares more effective and efficient and reduce close personal transactions. This project would also reduce cash handling saving time and increasing security. Mobile fares may also encourage new riders to try transit and will allow the usage of credit and debit cards.

**Admin Facility Surveillance Equipment.** GO Transit reconfigured its administration facility in 2016 and added security upgrades at facility access points. This project would support the install of cameras at the main customer vestibule and other locations to increase building security.

**Automated Wheelchair Securement Systems.** GO Transit drivers currently secure wheelchairs by hand requiring very close personal interactions. This project would install Quantum Automatic Wheelchair securement systems in each bus. There would be one per bus. The system allows passengers to secure themselves.

**Bus Purchase.** GO Transit currently has 5339 grant funding allocated for the replacement of 2 2010 heavy duty buses. These buses will be ordered at the end of 2021 for delivery in 2022. Additionally, GO Transit plans to replace 2 other 2010 buses with 2022 hybrid buses. These buses will also be ordered at the end of 2021 for delivery in 2022. The new buses will replace buses at the end of their useful life and allow GO Transit's fleet to remain in a state of good repair.

**Forklift.** This forklift replaces a 1993 that is passed its useful life and used to load and unload trucks as well as aid in transit vehicle and building maintenance and repairs.

**Transit Stop Accessibility Improvements.** This project includes funds to improve ADA access to GO Transit's bus stops. It includes concrete slabs for shelters, carriage walks and other improvements at boarding locations. GO Transit's 2015 Bus Stop Accessibility

Assessment, stop usage and community input provides guidance on what locations to prioritize.

**Renovate Downtown Transit Center.** GO Transit's current transit center is nothing more than a transfer location with a heated shelter and driver restroom. There is a need for a driver breakroom, a pass sales/customer service presence and a supervisor office. A public restroom may or may not be recommended based on health and public safety concerns. This will follow a planning study being done in 2020 and follows recommendations in our transit development plans.

### **2022 Projects**

ITEM	TOTAL COST	FUNDING SOURCE
Bus Shelters (2)	\$12,000	Sect. 5339
Replace Riding Lawnmower	\$20,000	Sect. 5339
Replace Supervisor Pickup Truck	\$40,000	Sect. 5339
Replace Drive Shuttle Vehicle	\$40,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

### **2023 Projects**

ITEM	TOTAL COST	FUNDING SOURCE
Bus Shelters (2)	\$12,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

### **2024 Projects**

ITEM	TOTAL COST	FUNDING SOURCE
Bus Shelters (2)	\$12,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

### **2025 Projects**

ITEM	TOTAL COST	FUNDING SOURCE
2 Electric Buses and Charging Infrastructure	\$2,000,000	Sect. 5339
Bus Shelters (2)	\$12,000	Sect. 5339
Replace Hoist is Garage	\$100,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

## **TRANSIT FINANCIAL CAPACITY**

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

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

### **Oshkosh Urbanized Area**

#### ***Cost Trends***

GO Transit's fixed route operating expenses over the past three years have risen at or just below the inflationary rate due primarily to employee wages and benefits. Over this time, health insurance costs have increased significantly. Lower than anticipated fuel costs have provided some budgetary relief. It is unknown how much COVID19 will impact final operating expenses this year. CARES Act funding may provide some relief.

Capital funds have been scarce statewide for many years. GO Transit has been fortunate to receive grant funding over the last few years to significantly improve the age and condition of its' fleet. This is expected to reduce maintenance costs over the next year or two. However, GO Transit has four 2010 hybrid buses which are starting to need more substantial maintenance on the electrical and battery systems.

GO Transit's paratransit costs have increased near or just below inflation over the last several years. GO Transit contracts for these services and there have been inflationary escalators built into the contract. The contract for non-ambulatory paratransit service ends this year. Projections for the next five years are increased costs with anticipated increases to contractor rates.

#### ***Cost-Efficiency and Effectiveness Trends***

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

#### ***Revenue Trends***

Revenue last year was up a bit due to a fare increase that was effective Jan. 1 2019 even though ridership was down (also possibly due to the fare increase). Ridership was showing a positive trend to start 2020. However; the current COVID 19 pandemic has led to a significant drop in ridership and revenue since the pandemic began and emergency orders were issued in March. Ridership has fallen over 50% and is expected to remain low for the rest of the year and ultimately until the pandemic ends. It is expected that even after a vaccine is found and

the pandemic ends, ridership will take some time to recover. Future years show flat ridership, resulting in stagnant revenue. A new pilot program between the Oshkosh Area School District, the City of Oshkosh and GO Transit allowing K-12 students to ride GO Transit “free” is expected to generate some consistent revenue over the next year. However; it is unknown how the revenue agreement will affect ridership. The COVID 19 pandemic is likely to continue to significantly impact revenue and ridership over the next year. The EAA annual fly-in was cancelled this year. The week of EAA was GO Transit’s busiest week of the year for ridership and revenue. Increased costs throughout the state have more than absorbed slight state funding increases. Without additional funding discussions on levels of service and/or further fare changes may be needed. GO Transit believes that the long-term viability of the system requires careful consideration before any further fare increase or service reductions are proposed to the public. GO Transit has maintained one of lowest fares in the state for many years.

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

UWO ended their revenue agreement with GO Transit in 2018. Instead they are purchasing passes and providing passes for free to their current students and faculty. They no longer provide transit fare for alumni.

### ***Ridership Trends***

Ridership was down in 2019 as a result of a fare increase (fare increased generally are followed by a temporary decline in ridership) and increased mobility options for discretionary riders. Transportation Network Companies such as Uber and Lyft are in the area and have become an option for some discretionary users. However; as more riders adjusted to the price increase and used the bus to access employment and school, modest fixed route ridership growth was showing to start 2020, with paratransit showing a similar growth rate. However; the COVID19 pandemic erased these trends. It will take a while for ridership to return therefore; we are showing a modest increase of 1% per year.

### ***Levels of Service Trends***

GO Transit recently completed an updated TDP with ECWRPC leading the planning process. This plan will guide the system for the next 5-10 years.

GO Transit's buses are accessible and the system is in full compliance with ADA. The fleet consists of seven 35' buses and nine 40' buses. All are low-floor New Flyer buses built in 2010, 2013, 2018, and 2019. The low-floor construction allows for easier and faster boarding and alighting of all passengers. GO Transit provides paratransit service to elderly and disabled individuals that exceeds minimum federal requirements. This service is provided in partnership with Winnebago County and a private transportation provider. The relationship is productive and has resulted in savings and greater service levels in a number of areas.

### ***Operating Assistance Trends***

Since 1987, the State of Wisconsin has distributed federal and state grant funds giving each transit system an equal percentage share of operating assistance. Federal and state funding

awards continue to be established a few months into each budget year. Long-term funding has not been provided to transit programs. As a result GO Transit and the other mid-sized transit systems in the state experience additional uncertainty in future funding levels. These systems have seen modest increases in federal operating assistance since 1998, but an overall decrease to the state and federal share of operating expenses. Historically, the percentage of operating expense covered from these sources has been 60%. Over the past decade, the percentage has dropped to the lower 50's and decreases about .5% per year.

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

### ***Likelihood of Trends Continuing***

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

### **Intercity Bus Service**

#### ***Lamers Connect***

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

#### ***Greyhound/Amtrak***

In 2015, Greyhound's Oshkosh ticket agent office closed and shortly after they discontinued serving the market. In 2019, Amtrak has taken over this market offering same-day round trips between I-41 cities Green Bay, Appleton, Oshkosh and Fond du Lac. This bus provides seamless connections among the cities and to and from Chicago via the Amtrak Hiawatha train.

## **WINNEBAGO COUNTY TRANSPORTATION PROVIDERS**

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

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

Running Inc.  
2345 Bowen St.  
Oshkosh, WI 54901

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

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

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

September 28, 2020

Dear Transportation Provider:

Enclosed is a link to the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2021. 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 26, 2020. The document can be viewed at the following website:

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Sincerely,

David J. Moesch  
Associate Transportation Planner

Enclosure



## **APPENDIX C**

### **MPO POLICY BOARD, TECHNICAL ADVISORY COMMITTEE & ENVIRONMENTAL CONSULTATION CONTACTS**



## **OSHKOSH TRANSPORTATION POLICY ADVISORY COMMITTEE**

### **County Officials**

Mark Harris, Winnebago County Executive

### **City Mayors**

Lori Palmeri, City of Oshkosh

### **Town Board Chairmen**

Joel Rasmussen, Town of Algoma  
Frank Frassetto, Town of Black Wolf  
Glen Barthels, Town of Nekimi  
Jim Erdman, Town of Oshkosh

### **Federal Officials**

Mary Forlenza, Planning & Program Development Engineer  
Kelley Brookins, Region Administrator, FTA

### **State Officials**

Colleen Harris, Director, WisDOT Northeast Region

### **Other**

Mark Rohloff, City Manager, Oshkosh  
Ray Palonen, Winnebago County Highway Department  
James Rabe, City of Oshkosh  
Jim Collins, Go Transit  
Rich Heath, Town of Algoma

## **ENVIRONMENTAL CONSULTATION ORGANIZATIONS**

### **Members**

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

September 26, 2020

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Oshkosh Metropolitan Planning Organization (MPO) Transportation Improvement Program for the Oshkosh Urbanized Area – 2021.

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

Enclosed is a link to the draft ***Transportation Improvement Program for the Oshkosh Urbanized Area - 2021*** (TIP). This document will be under a 30-day public review period from September 27, to October 26, 2020. Your comments are an important part of this planning process and will be incorporated into the document.

For further information on the Oshkosh Transportation Improvement Program please visit the following website:

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Please direct any comments or concerns to:

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

Sincerely,

David Moesch  
Associate Transportation Planner



## **APPENDIX D**

### **SUMMARY OF PROCEEDINGS**

## SUMMARY OF PROCEEDINGS

Oshkosh Metropolitan Planning Organization (MPO)  
Transportation Policy Advisory Committee  
Winnebago County Highway Department (901 CTH Y, Oshkosh, WI 54903)  
Monday, March 2, 2020

### Committee Members

Ray Palonen ..... Winnebago County Highway Department  
James Rabe ..... City of Oshkosh  
Jim Collins ..... City of Oshkosh  
Rich Heath ..... Town of Algoma  
Matt Halada ..... WisDOT – Northeast Region  
Matt Spiel ..... FHWA, Wisconsin  
Alex Gramovot ..... WisDOT, Madison (via phone)

### MPO Staff

Dave Moesch ..... ECWRPC  
Nick Musson ..... ECWRPC  
Mike Zuege ..... ECWRPC  
Kolin Erickson ..... ECWRPC

The meeting was called to order by Mr. Moesch at 1:30 PM

1. Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec.19.84 regarding Open Meetings and introductions were made.
2. Public Comment (None)
3. Discussion and action on August 20, 2019 meeting minutes

Mr. Palonen motioned to approve minutes; Mr. Halada seconded the motion; motion carried.

4. Discussion on 2020 US Census

Mr. Moesch presented information on the 2020 US Census and reviewed upcoming timeline for later this year. Information gathered from the census has impacts on the Oshkosh Urbanized Area planning boundaries as well as the road designations for the functional classification system, among other federal programs.

5. Discussion on purpose and need for Long Range Transportation/Land Use Plan

Mr. Moesch briefly discussed the plan goals and reviewed overview of Oshkosh dashboard of data. A timeline of the next steps was discussed, noting final plan approval by October 2020.

6. Discussion on Long Range Transportation/Land Use Plan and recommended projects from local communities

Mr. Moesch stated candidate (wish list) transportation projects should be documented in the long range plan in order to be eligible for future funding in the Transportation Improvement Program. The committee participated in a projects mapping exercise to note the local communities' long range transportation needs (5+ year planning/build timeline).

#### 7. Discussion on Specialized Transportation Coordination/Transit Update

Mr. Musson noted staff completed an Interstate 41 Commuter Service Feasibility Study with regional transit agencies in 2019. This effort looked at commuter transportation options from approximately Fond du Lac to Green Bay on the I-41 corridor. Staff will coordinate plan recommendations this year and look to convene another steering committee to implement relevant recommendations. Staff also is in the grant procurement process and close to awarding a contract with a consultant to work with GO Transit/ECWRPC on a site plan/design for a new transit center.

#### 8. Local Project Updates

Staff worked with the committee on the long range transportation projects/mapping exercise.

#### 9. Adjourn

Mr. Halada motioned to adjourn; Mr. Collins seconded the motion; motion carried. Meeting adjourned at 2:35 pm.

## SUMMARY OF PROCEEDINGS

Transportation Committee  
East Central Wisconsin Regional Planning Commission  
Virtual Meeting/Conference Call  
Tuesday, October 6, 2020

### Committee Members Present

Dick Koeppen.....	Waupaca County
Donna Kalata .....	Waushara County
Jeff Nooyen.....	Outagamie County
Kara Homan.....	Outagamie County
Steve Gueths .....	Shawano County
Martin Farrell .....	Fond du Lac County
John Zorn .....	Fond du Lac County
Brian Kolstad.....	Fond du Lac County
Robert Keller .....	Winnebago County
Tom Kautza .....	Shawano County
Ron McDonald .....	Valley Transit
Jill Michaelson.....	WisDOT – NE Region

### Others Present

Matt Halada.....	WisDOT – NE Region
Alex Gramovot.....	WisDOT – Central Office
Holly Keenan.....	Making the Ride Happen
Robert Sivick .....	Waushara County

### Staff Members Present

Dave Moesch.....	ECWRPC
Melissa Kraemer Badtke.....	ECWRPC
Tanner Russell.....	ECWRPC
Walt Raith.....	ECWRPC
Kim Biedermann.....	ECWRPC
Ashley Tracy.....	ECWRPC

The meeting was called to order by Mr. Nooyen at 1:30 pm.

1. *Welcome and Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings*
2. *Public Comment (None)*
3. *Pledge of Allegiance*
4. *Motion to approve agenda/motion to deviate*

Mr. Kautza motioned to approve summary of proceedings, Mr. Kolstad seconded; all approved.

5. *Election of Chair and Vice-Chair*

Ms. Kalata motioned to nominate Mr. Nooyen as chair, Mr. McDonald seconded; all approved. Mr. Kolstad seconded; all approved. Mr. Gueths motioned to nominate Mr. Kautza as vice-chair, Ms. Kalata seconded; all approved.

6. *Discussion and action on July 7, 2020 Transportation Committee Summary of Proceedings*

Mr. Kautza motioned to approve summary of proceedings, Ms. Kalata seconded; Ms. Homan abstained, all others approved.

7. *Discussion and action on Proposed Resolution 25-20: Approval of the Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area (TMA) 2021.*

Mr. Moesch explained that the draft document of the Transportation Improvement Program for the Appleton TMA was posted online. Mr. Moesch briefly went through the chapters for the committee members. The TIPs, Long Range Transportation Land Use Plans and the Title VI plans are on a 30 - day public review period through October. With no other discussion, Mr. McDonald motioned to approve Proposed Resolution 25-20, Ms. Homan seconded; all approved.

8. *Discussion and action on Proposed Resolution 26-20: Approval of the Transportation Improvement Program for the Oshkosh Urbanized Area- 2021*

Mr. Moesch explained that the draft document of the Transportation Improvement Program for the Oshkosh Urbanized Area was posted online. Mr. Moesch briefly went through the chapters for the committee members.

With no other discussion, Ms. Kalata motioned to approve Proposed Resolution 26-20, Mr. Kautza seconded; all approved.

9. *Discussion and action on Proposed Resolution 29-20: Approval of the Long Range Transportation/Land Use Plan for the Appleton Transportation Management Area (TMA) – 2020*

Mr. Moesch explained that this is a draft document and briefly went through the chapters for the committee members and explained that this plan was an interim update, as well as the fact that this is a “living” document and is meant to be updated when changes are needed. Transportation projects were included and are meant to be the first step in possibly getting STP-Urban funding. Mr. Raith stated that after the U.S. Census data is revealed staff will begin preparing for the full update to the plan, with update to socio-economic data, functional class system and travel demand updates. Ms. Kalata motioned to approve Proposed Resolution 29-20, Mr. Gueths seconded; all approved.

10. *Discussion and action on Proposed Resolution 30-20: Approval of the Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area - 2020*

Mr. Moesch explained that this also a draft document and is put together similarly to the Appleton plan and worked with local communities to put the plan together. Mr. Raith stated that this plan was an interim update and that there will be another major update in 5 years. Ms. Kraemer Badtke also noted the new Health in Transportation Chapter, as well as the fact that the document is a “living” document and is meant to be updated when changes are needed. Mr. Kautza motioned to approve Proposed Resolution 30-20, Mr. Keller seconded; all approved.

11. *Discussion and action on Proposed Resolution 31-20: Adopting of the 2020 Updated Title VI Non-Discrimination and Americans with Disabilities Act Plan for the East Central Wisconsin Regional Planning Commission as a Sub-recipient of the Wisconsin Department of Transportation*

Ms. Biedermann explained that as a subrecipient of federal funds, ECWRPC is required to update the Title VI/Americans with Disabilities plan every three years. This plan covers how ECWRPC will ensure that no person is excluded from, participation in, denied the benefits of, or otherwise subjected to discrimination on the basis of race, color, national origin, disability, sex, age, religion, income status or limited English proficient (LEP) in any and all programs, activities or services in accordance with Title VI of the Civil Rights Act of 1964, related nondiscrimination authorities, and the Americans with Disabilities Act.



This plan covers all three MPOs in the region; the Fond du Lac MPO will vote on this plan at their own Policy Board meeting. This plan is still under the public comment period; so far the only feedback has been from WisDOT, which gave minor revisions and provided positive feedback on the content and details of the plan. Ms. Kalata motioned to approve Proposed Resolution 31-20, Mr. Koeppen seconded; all approved.

12. *Discussion and action on Proposed Resolution 23-20: Adopting the 2021 Unified Transportation Work Program and the Annual MPO Self Certification and the Regional Transportation Program Self Certification for the East Central Wisconsin Regional Planning Commission.*

Ms. Kraemer Badtke went through the spreadsheet explaining each Transportation Work Program Number and talked about what the budget will be for each program in 2021. Mr. Zorn motioned to approve Proposed Resolution 23-20, Mr. Kautza seconded; all approved.

13. *WisDOT Regional Projects Update*

Matt Halada updated the committee on numerous regional transportation projects in the MPO areas, as well as major projects on state highways.

14. *Transit & Specialized Transportation Update*

Mr. Bellcorelli noted staff is working with Oshkosh GO Transit and continues to work with project partners with the Winnebago Catch-A-Ride employment transportation program.

15. *Bicycle and Pedestrian Plan Program Update*

Ms. Biedermann noted staff collaborated with regional entities at a Fox Valley Bike/Pedestrian Trails Summit in February and continue to map the existing trails network and plan recommendations for filling in the gaps. She also noted more people are using the regional trails network and they continue to count trails in the region.

16. *Regional Safe Routes to School Program Updates*

Ms. Tracy stated that staff has been working to prepare for the virtual walk to school day for the fall with participating schools, but many districts have not determined what will be possible seeing as many schools are not attending class.

17. *ECWRPC Steering Committee Report*

Ms. Badtke informed the committee that Outagamie has passed a resolution agreeing to stay in the Commission based on the reorganization plan into the next two years. Staff is continuing to develop the Strategic Plan and also will work on the Regional Comprehensive Plan.

18. *County Roundtable Discussion / Updates (None)*

19. *Adjourn*

Ms. Homan motioned to adjourn, Ms. Kalata seconded; all approved.



## **APPENDIX E**

### **MPO RESOLUTION OF ADOPTION**

**RESOLUTION NO. 26-20**

**APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR OSHKOSH  
URBANIZED AREA-2021**

**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 metropolitan planning organization (MPO) must work with GO Transit to establish 2021 calendar year targets for transit performance measures addressed in the Transit Asset Management Plan (TAM) and incorporate them into the TIP; and

**WHEREAS**, metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five HSIP performance measures by either adopting their State DOT targets or commit to establishing quantifiable HSIP target(s) for the metropolitan planning area. Adopting the WisDOT 2021 targets means agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP target(s) and incorporate into the TIPs; and

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

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

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

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

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

RESOLUTION NO. 26-20

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

**Section 1:** That the Commission, as the designated MPO, approve the Transportation Improvement Program for the Oshkosh Urbanized Area - 2021.

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

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

Effective Date: October 30, 2020

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner

Martin F Farrell

Martin F Farrell (Oct 30, 2020 12:39 CDT)

Martin Farrell, Chair – Fond du Lac Co.



## **APPENDIX F**

# DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES



**STATE OF WISCONSIN  
BROWN COUNTY**

**EAST CENTRAL WI PLANNING COMM**

400 AHNAIP ST STE 100

MENASHA WI 549523388

**NOTICE OF OPPORTUNITY TO  
REVIEW  
METROPOLITAN PLANNING  
ORGANIZATION  
2021 TRANSPORTATION  
IMPROVEMENT PROGRAM**

The Oshkosh Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Areas - 2021. This publication of the TIP serves to update the listing of state and federally funded, in addition to significant local transportation projects for the years 2021 - 2024. The MPO's public participation satisfies the Oshkosh Area Transit public participation requirements for the Program of Projects. This document also establishes performance measure targets from WisDOT and the MPO. The draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area- 2021 can be viewed on the internet at:

<http://www.ecwrpc.org/programs/fox-city-and-oshkosh-mpo/transportation-improvement-program/>

A 30-day public review and comment period for this document will commence on September 27, and end on October 26, 2020. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy of this document and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3100.  
Run September 27, 2020 WNAXLP

Account Number: GWM-N5251

Order Number: 0004388359

Total Ad Cost: \$27.68

Published Dates: 09/27/2020

Legal Clerk

State of Wisconsin

County of Brown

Subscribed and sworn to before on September 27, 2020

Notary Public State of Wisconsin, County of Brown

5.15.23

My Commission Expires

# of Affidavits 1

This is not an invoice

NANCY HEYRMAN  
Notary Public  
State of Wisconsin

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## **APPENDIX G**

### **TITLE VI & ENVIRONMENTAL JUSTICE**

## TITLE VI AND ENVIRONMENTAL JUSTICE

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

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

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

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

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

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



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

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

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Oshkosh Urbanized Area – 2021*.

The Title VI Non-Discrimination Plan and population data for the East Central Region and MPO areas can be viewed at the following website:

<https://www.ecwrpc.org/about-ecwrpc/title-vi/>

**Map G-1** illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included, are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2021 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

**Map G-2** depicts 2018 households making less than \$25,000 (low-income) for the area. In addition to the MPO boundaries, there are 2021 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2021 TIP projects allows the MPO to determine the potential for disproportionately high adverse impacts to individuals classified as in poverty or making less than \$25,000 per household. Further analysis of the TIP projects in relation to individuals classified as in poverty or making less than \$25,000 per household do not propose a disproportionately high adverse impact compared to the general population.

**Map G-3** depicts 2018 households making more than \$100,000 for the area. Further analysis of the TIP projects in relation to households making more than \$100,000 per household do not propose a disproportionately high adverse impact compared to the general population.

Typically, households in this class have more resources in their ability to access all modes of transportation.

Minority populations make up a fairly small percentage of the population within the Oshkosh area. 7.5 percent of the population of Winnebago County consider themselves to be a minority population. **Map G-4** illustrates the 2018 distribution of white and minority population by U.S. Census block group for MPO area. Further analysis of the TIP projects in relation to the minority population do not propose a disproportionately high adverse impact compared to the general population.

Persons of Hispanic Ethnicity make up 3.5 percent of the total population of Winnebago County.

**Map G-5** illustrates the 2018 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2021 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to the Hispanic or Latino population. Further analysis of the TIP projects in relation to the Hispanic or Latino population do not propose a disproportionately high adverse impact compared to the general population.

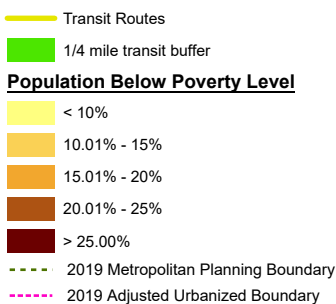
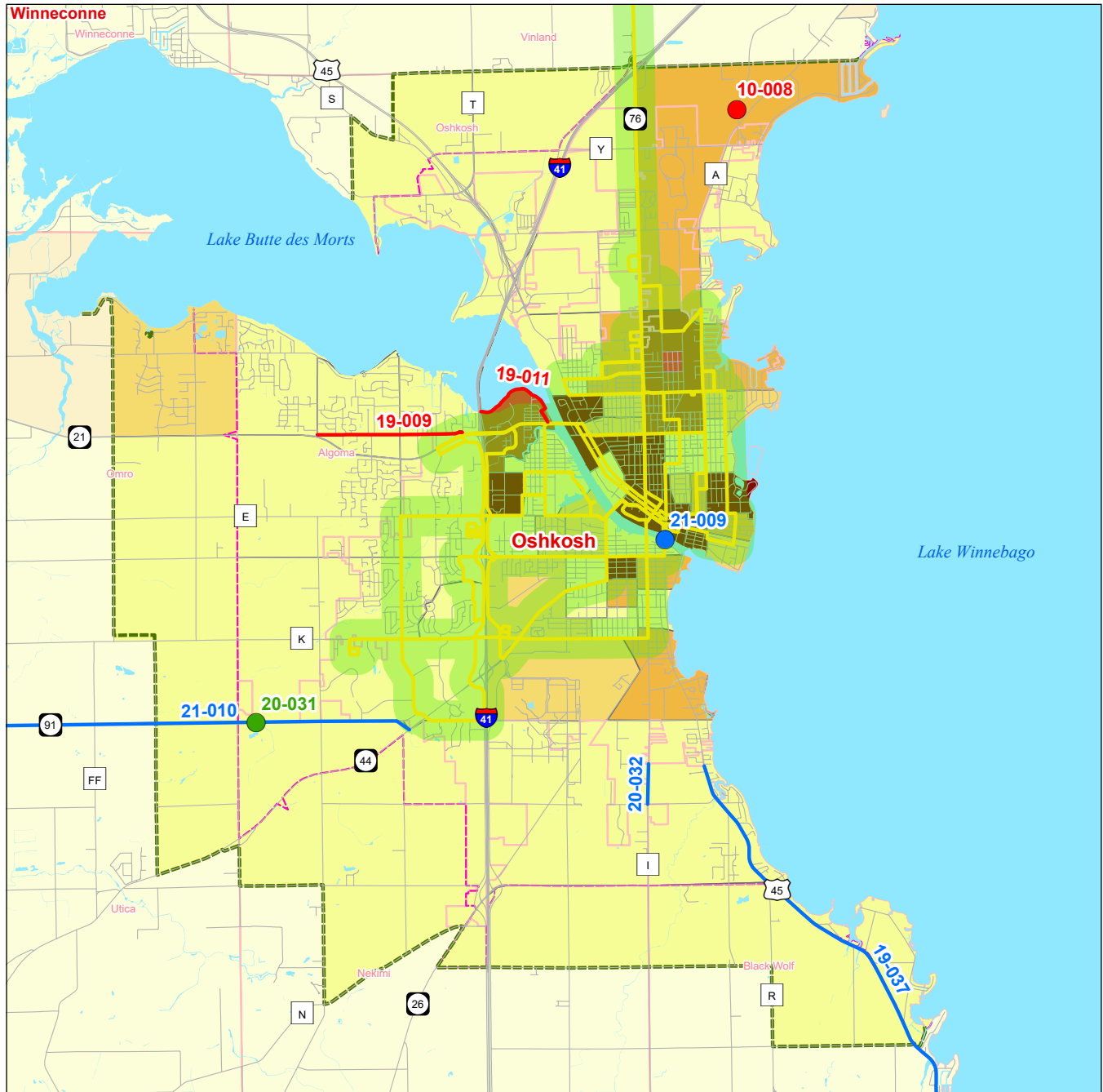
**Map G-6** depicts 2018 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2021 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

**Map G-7** depicts 2018 distribution of households with no car in the Oshkosh MPO area by census tract. This analysis is included with transit fixed routes and 2021 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population. The majority of these households are served by fixed transit or other modes of transportation in the area.

**Map G-8** depicts 2018 distribution of households with at least one car in the Oshkosh MPO area by census tract. This analysis is included with transit fixed routes and 2021 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

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

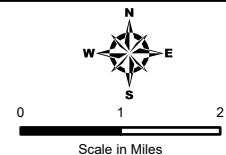
**Figure G-1**  
**Oshkosh Urbanized Area TIP Projects (2021 - 2024) and**  
**Population Below Poverty Level (American Community Survey 2018)**



**TIP Project Year and Number**



**TIP Intersection Project Year and Number**



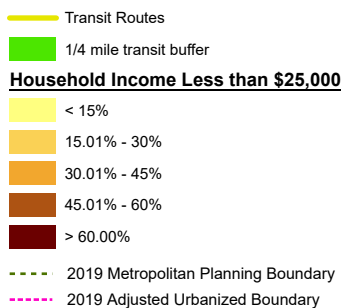
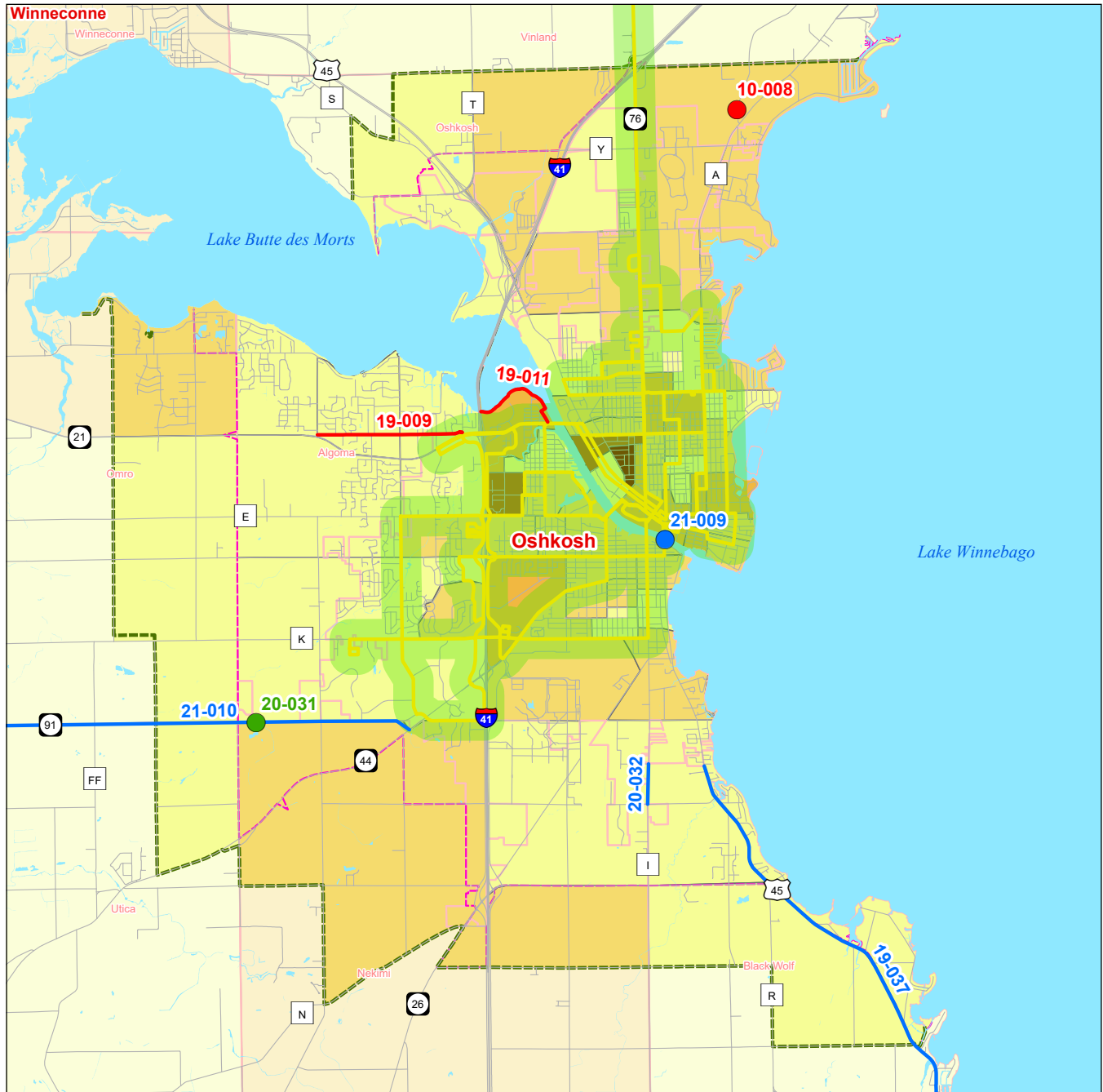
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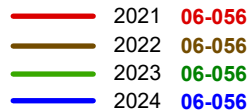


Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2019 centerline and 2019 hydrology.

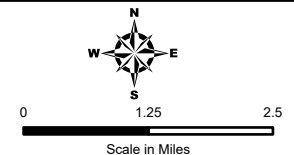
**Figure G-2**  
**Oshkosh Urbanized Area TIP Projects (2021 - 2024) and**  
**Household Income Less than \$25,000 per Year (American Community Survey 2018)**



**TIP Project Year and Number**



**TIP Intersection Project Year and Number**



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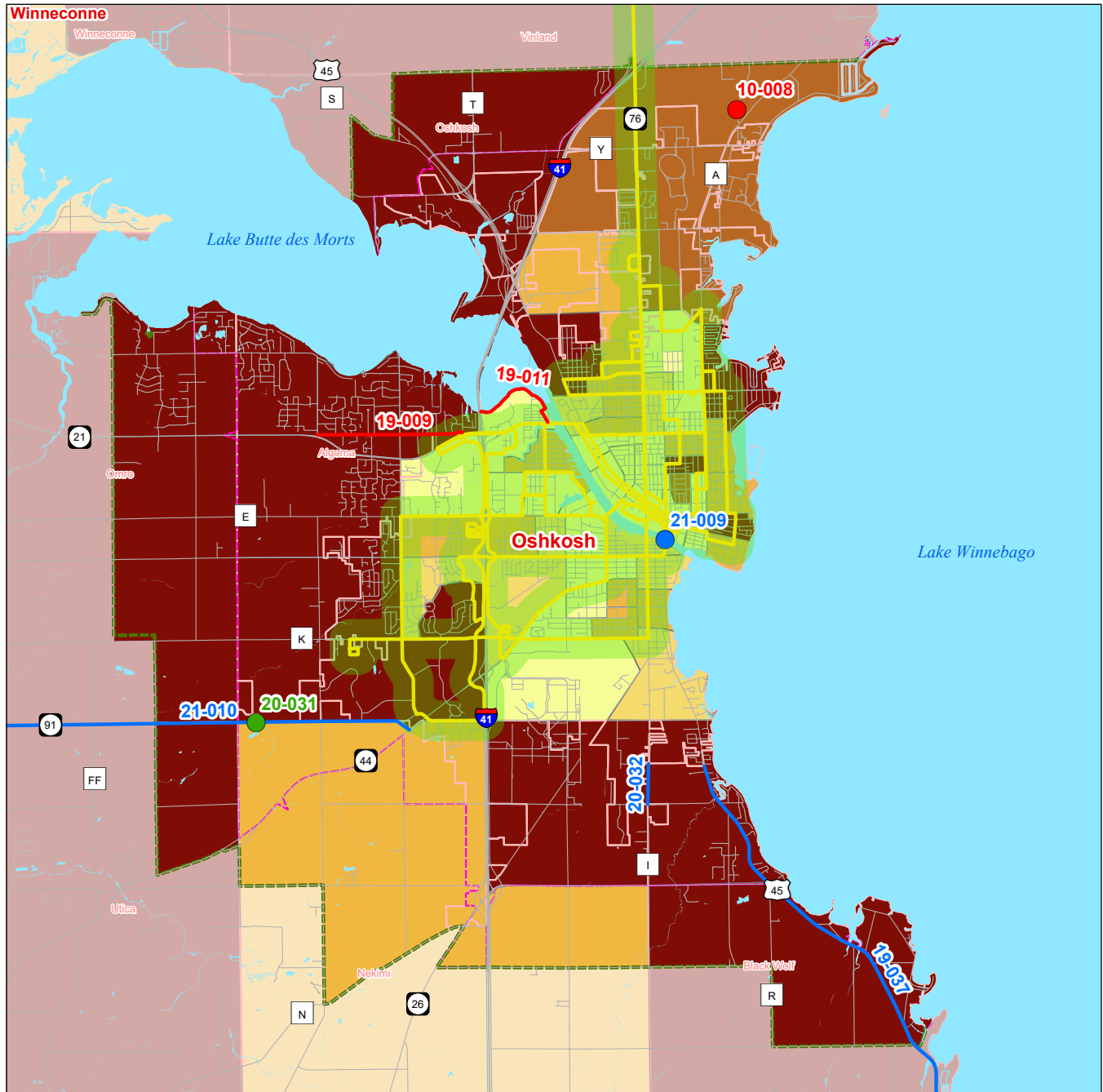
Prepared SEPTEMBER 2020:



Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2019 centerline and 2019 hydrology.

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**Figure G-3**  
**Oshkosh Urbanized Area TIP Projects (2021 - 2024) and**  
**Household Income Greater than \$100,000 per Year (American Community Survey 2018)**



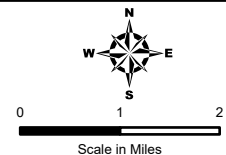
- Transit Routes
- 1/4 mile transit buffer
- Household Income Greater than \$100,000**
- < 10.00%
  - 10.01% - 15%
  - 15.01% - 20%
  - 20.01% - 25%
  - > 25%
- 2019 Metropolitan Planning Boundary
- 2019 Adjusted Urbanized Boundary

**TIP Project Year and Number**

- 2021 06-056
- 2022 06-056
- 2023 06-056
- 2024 06-056

**TIP Intersection Project Year and Number**

- 2021 06-056
- 2022 06-056
- 2023 06-056
- 2024 06-056



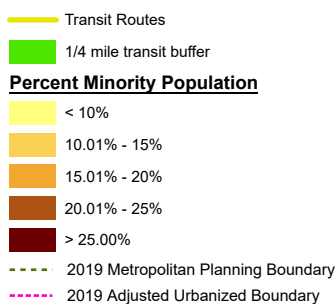
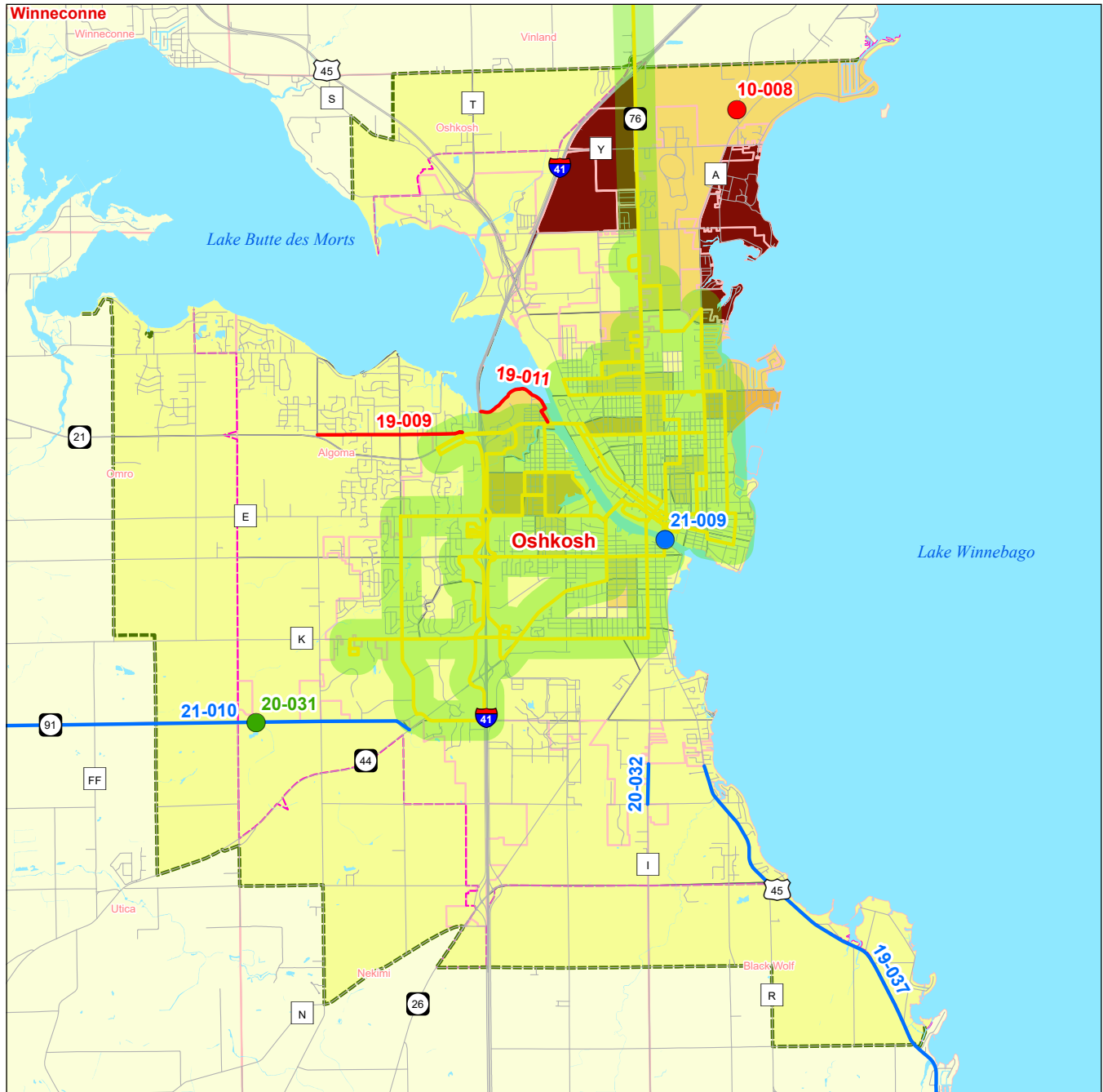
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Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2019 centerline and 2019 hydrology.

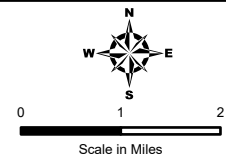
**Figure G-4**  
**Oshkosh Urbanized Area TIP Projects (2021 - 2024) and**  
**Minority Population (American Community Survey 2018)**



**TIP Project Year and Number**



**TIP Intersection Project Year and Number**



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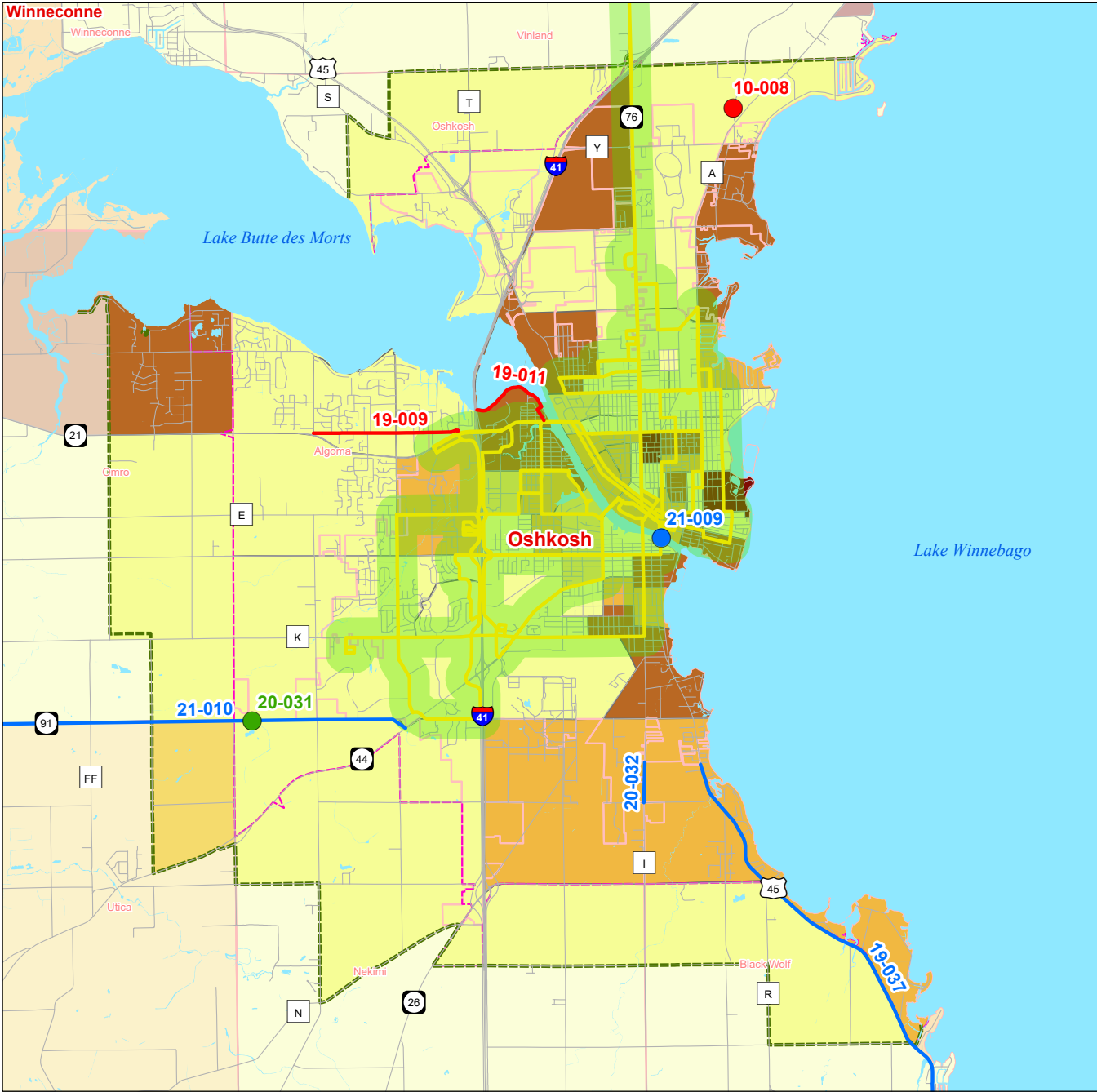


Sources: American Community Survey 2018 Census Block Groups. 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2019 centerline and 2019 hydrology.

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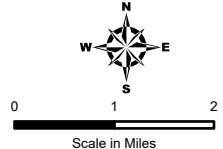
# Figure G-5 Oshkosh Urbanized Area TIP Projects (2021 - 2024) and Hispanic Population (American Community Survey 2018)



- Transit Routes
- 1/4 mile transit buffer
- Percent Hispanic Population**
- < 2.00%
- 2.01% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- > 10.00%
- 2019 Metropolitan Planning Boundary
- 2019 Adjusted Urbanized Boundary

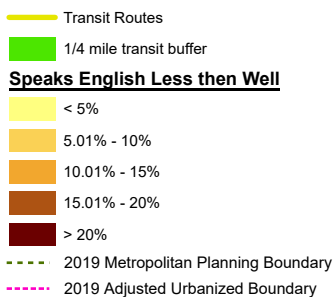
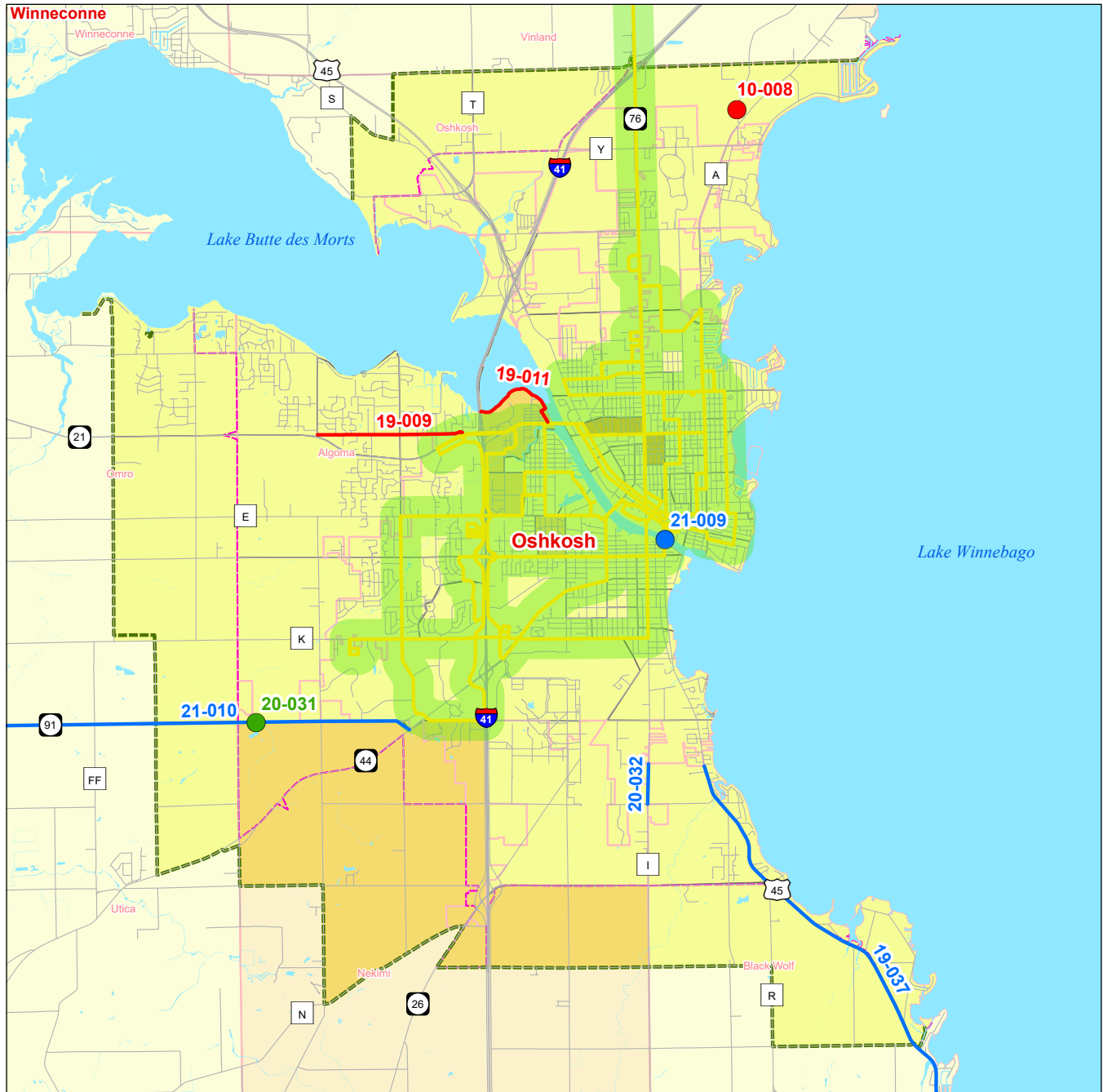
- TIP Project Year and Number**
- 2021 06-056
  - 2022 06-056
  - 2023 06-056
  - 2024 06-056

- TIP Intersection Project Year and Number**
- 2021 06-056
  - 2022 06-056
  - 2023 06-056
  - 2024 06-056



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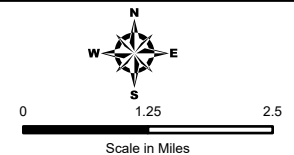
**Figure G-6**  
**Oshkosh Urbanized Area TIP Projects (2021 - 2024) and**  
**"Speaks English Less than Well" (American Community Survey 2018)**



**TIP Project Year and Number**



**TIP Intersection Project Year and Number**



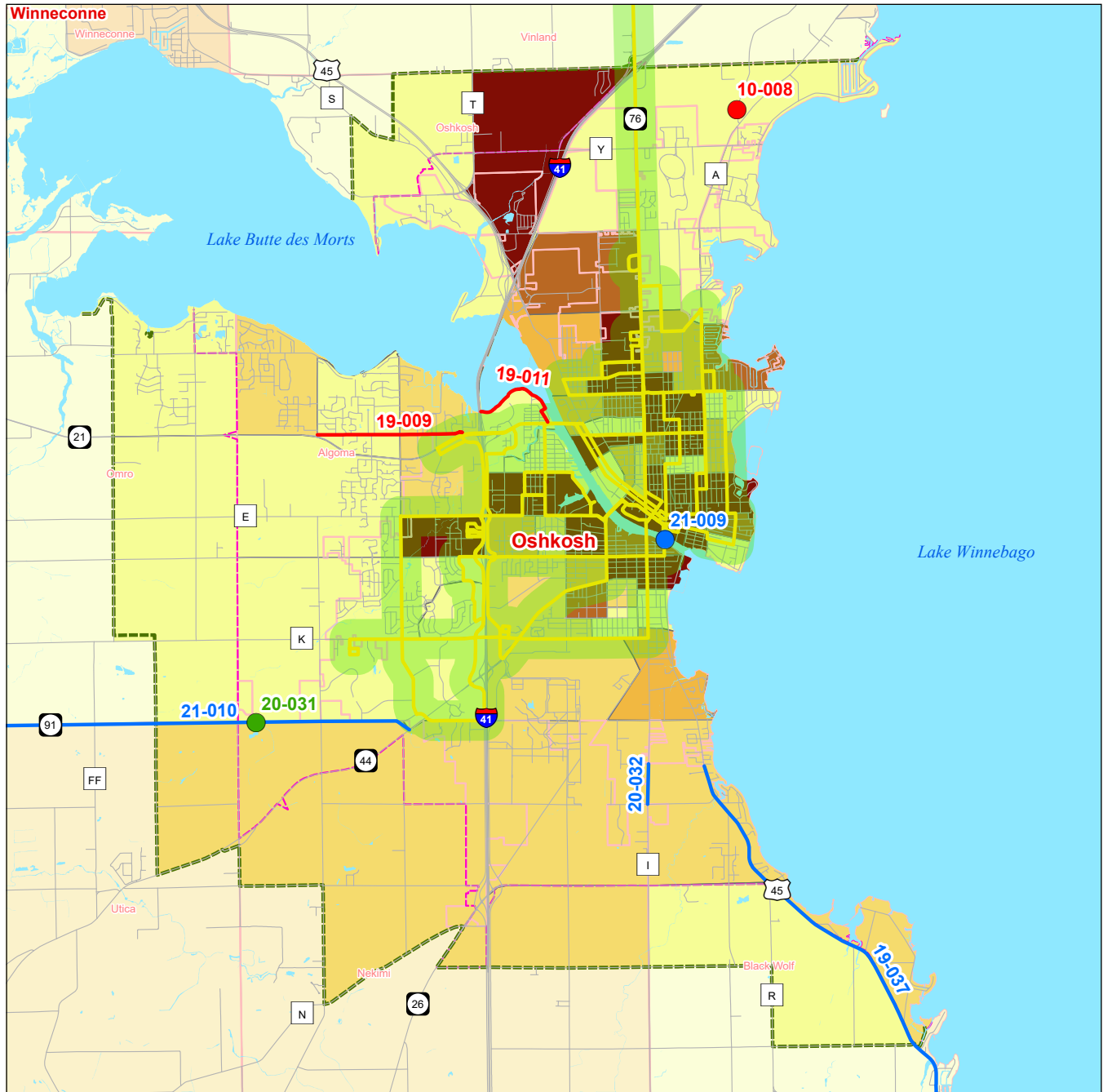
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**Figure G-7**  
**Oshkosh Urbanized Area TIP Projects (2021 - 2024) and**  
**Household No Access to a Car (American Community Survey 2018)**



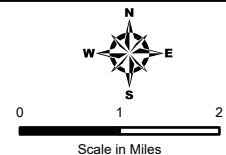
- Transit Routes
- 1/4 mile transit buffer
- Household No Access to a Car**
- < 2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- > 10.00%
- 2019 Metropolitan Planning Boundary
- 2019 Adjusted Urbanized Boundary

**TIP Project Year and Number**

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

**TIP Intersection Project Year and Number**

- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**

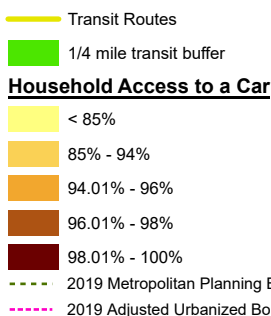
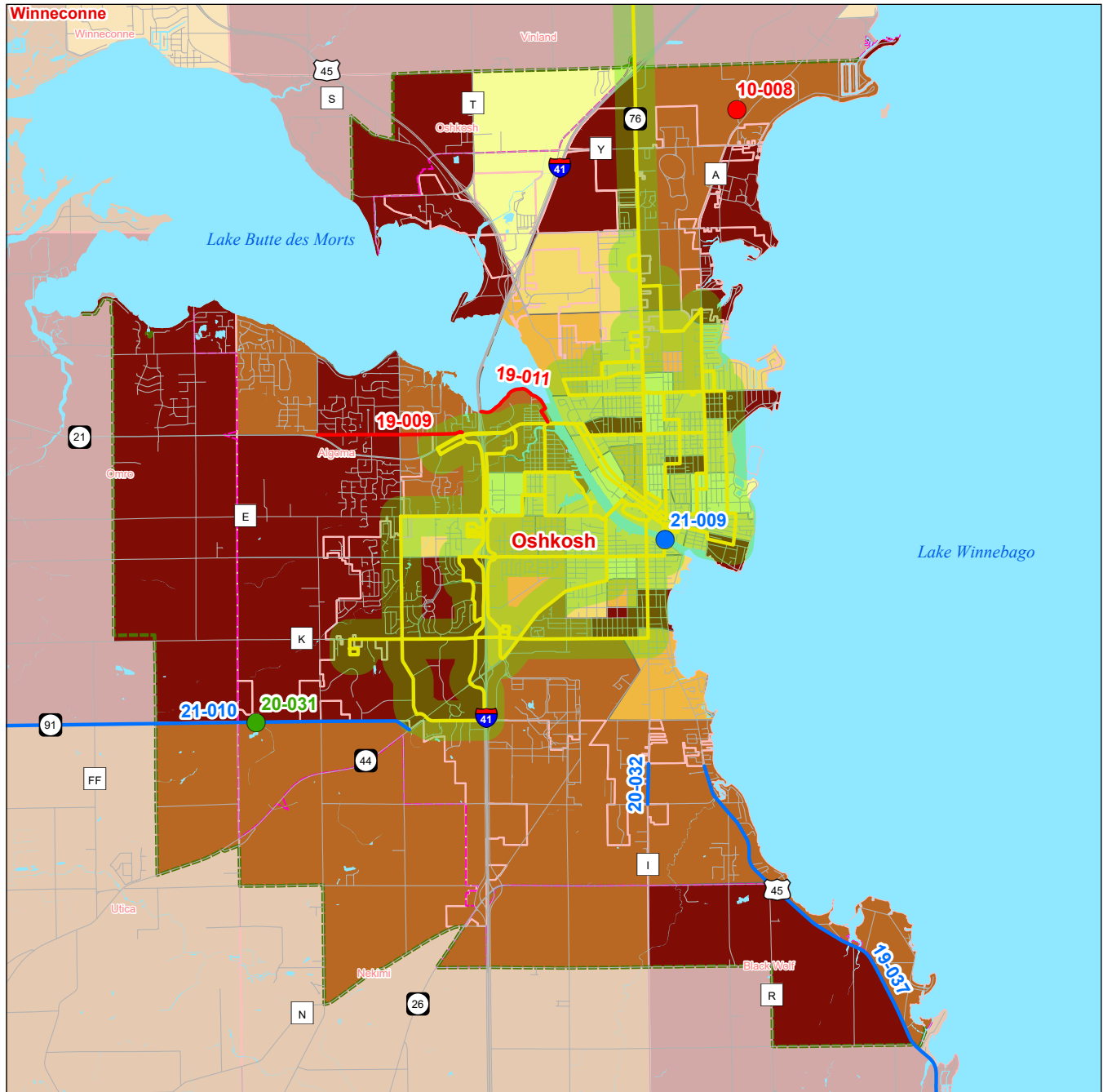


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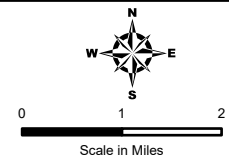
**Figure G-8  
Oshkosh Urbanized Area TIP Projects (2021 - 2024) and  
Household Access to a Car (American Community Survey 2018)**



**TIP Project Year and Number**



**TIP Intersection Project Year and Number**



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Sources: American Community Survey 2018 Census Block Data, 2019 Metropolitan Planning Area and the 2019 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Winnebago County provided 2019 centerline and 2019 hydrology.



## **APPENDIX H**

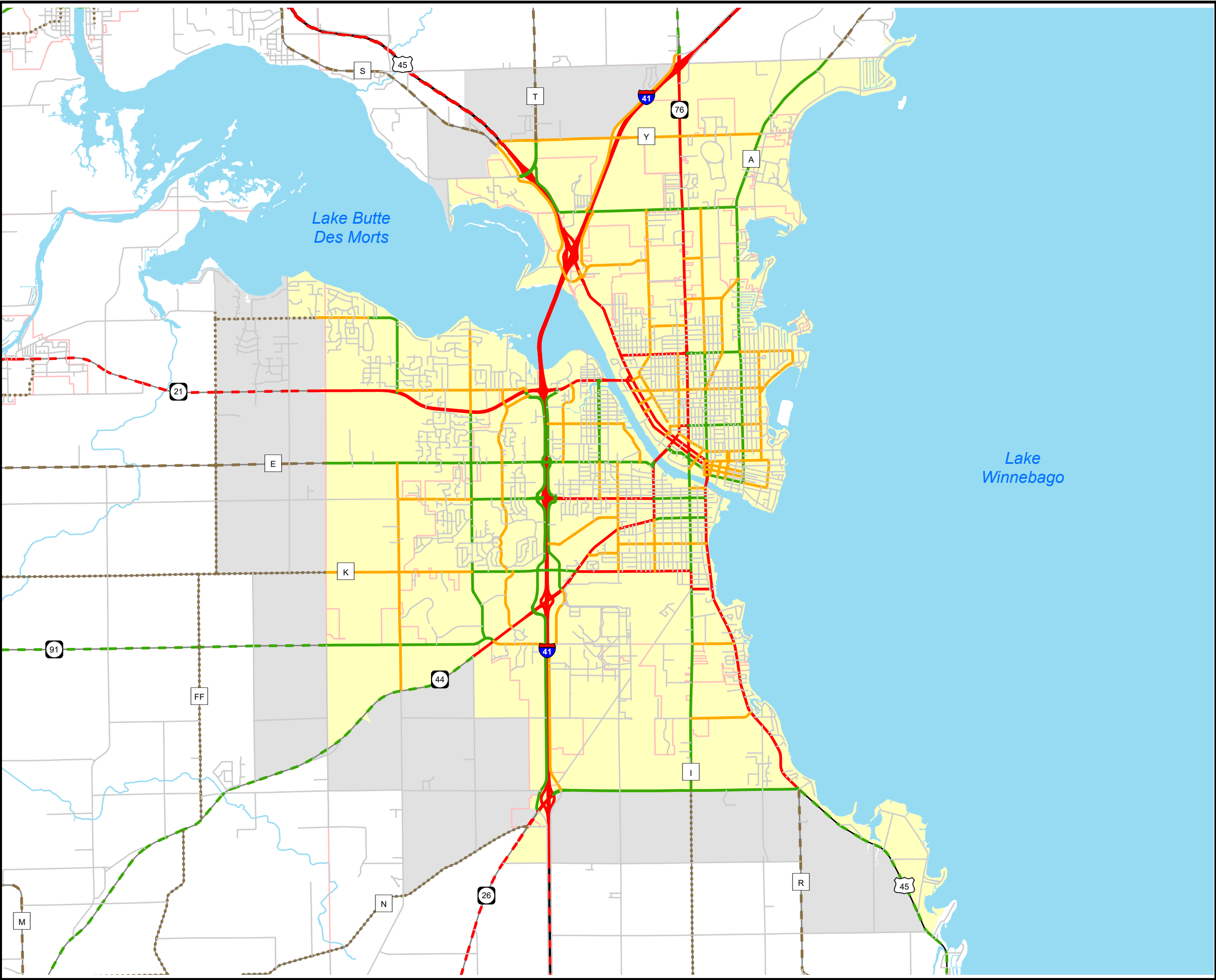
# FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

## **FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS**

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

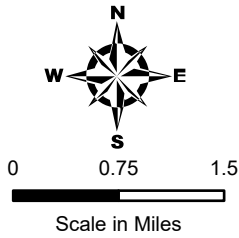
Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Fixing America’s Surface Transportation Act (FAST Act).

Figure H - 1 shows the Oshkosh urbanized area.



**Figure H-1**  
**Oshkosh Urbanized Area**  
**Functional Classification System 2020**

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



Source:  
Base data provided by Winnebago County 2019.  
Functional Classification System provided by WisDOT/  
ECWRPC 2019.  
MPO data provided by WisDOT/ECWRPC 2019.

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Prepared SEPTEMBER 2020 by:





## **APPENDIX I**

### PERFORMANCE MEASURES

## PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

### INTRODUCTION

As part of the latest federal transportation bills, MAP-21 and the FAST ACT, it is a requirement to incorporate performance based planning and programming into the development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

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

23 USC 150: National performance measure goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

More information on the national performance measure goals can be viewed at the Federal Highway Administration website link listed below.

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

East Central Wisconsin Regional Planning Commission being the designated Metropolitan Planning Organization (MPO) for the Oshkosh Urbanized Area has been planning using performance measures in one way or another for many years. The Long Range Transportation/Land Use Plan for 2050 addressed performance measures as a new requirement as a part of the federal MAP-21 transportation legislation. Staff at the MPO has been tracking and updating data as it becomes available. The goals identified above have been incorporated into the policies and performance measures monitored in the LRTP. The Long Range Transportation/Land Use Plan was adopted on October 30, 2015 and can be viewed at the following link to the MPO website.

<http://www.ecwrpc.org/wp-content/uploads/2017/01/2015-2050-Oshkosh-LRTP.pdf>

Performance measures for the Oshkosh MPO Area were also in part developed out of aligning recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. There are strong similarities between the objectives outlined in the CMP to that of the TIP and LRTP for the Oshkosh area which naturally facilitate its integration into the larger transportation planning process. It is also important that there be an agreed upon level of consistency of the goals and objectives between the TIP and LRTP. The TIPs consequently impact which projects are initiated in both the short and long term future, which ultimately impacts the status of the LRTP. It is vital that these plans work together to meet the demands of the regional transportation network.

East Central has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant – Urban Program (STBG-U) in the Transportation Improvement Program and for the Transportation Alternatives Program (TAP). The ranking criteria for these federal programs use scoring systems that are tied to the LRTP goals and policies. The TIP evaluates short range projects based on criteria that include: plan consistency, preservation of existing systems, pavement condition, capacity needs, safety, multimodality, freight, transit improvements, bike/pedestrian improvements and planned capital improvement programming. Projects will be scored on a set number of points for each category, resulting in a project ranking and recommendation list for the TIP. The Transportation Improvement Program for the Oshkosh Urbanized Area – 2021 can be viewed at the following link.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

## **SETTING TARGETS FOR PERFORMANCE MEASURES**

According to the requirement for the federal performance measure management process, targets are set for national performance measures on a schedule based on when the measures were finalized. In this case, the Wisconsin Department of Transportation must report to the USDOT on the progress in achieving the targets for each measure. The Wisconsin Department of Transportation is the first to set their performance measure targets in coordination with MPOs, from there the MPOs can choose to set their own targets or support the measures WisDOT has adopted. In Wisconsin, most MPOs have chosen to follow and support WisDOT and their performance measure targets.

The U.S. Department of Transportation established five performance measures for the Highway



Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The Wisconsin Department of Transportation (WisDOT) established statewide calendar year 2021 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and that was approved at the state level on August 31, 2020. The WisDOT targets are:

- Number of fatalities < 576.0 (587.8 - 2015-'19 averages)
- Rate of fatalities < 0.890 per 100 million vehicle miles traveled (VMT) (0.908 - 2015-'19 averages)
- Number of serious injuries < 2,897.9 (3,050.4 - 2015-'19 averages)
- Rate of serious injuries < 4.482 per 100 million VMT (4.718 - 2015-'19 averages)
- Number of non-motorized fatalities and non-motorized serious injuries < 350.2 (368.6 - 2015-'19 averages)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 30, 2020. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2021 HSIP targets.

## **LINK OF INVESTMENTS TO PERFORMANCE MEASURES**

Federal planning requirements for metropolitan planning organizations for the long range transportation plan (LRTP) and transportation improvement programs (TIPs) are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established. The next section outlines projects with investment priorities to those with safety benefits to the transportation system. Projects are programmed in the first 4 years of the TIP will assist WisDOT in achieving the safety performance measure targets. As more performance measures are developed a more thorough analysis will be adopted.

## **ANALYSIS OF SAFETY PROJECTS IN THE TIP**

### **Highway Safety Improvement (HSIP) Projects**

There were no Highway Safety Improvement Program projects programmed in the Oshkosh Urbanized Area in the four-year program (2021-2024).

### **Office of the Commissioner of Railroads Projects**

There is an Office of the Commissioner of Railroads (OCR) project on Sherman Road to install warning devices on the at-grade crossing with Wisconsin Central Ltd. Railroad Tracks in the Town of Oshkosh. This project will improve sight distance as the tracks cross at a 45 degree angle, and has significant curvature on either side of the crossing. This project will install new automatic flashing lights with gates and constant warning time circuitry, pavement markings and

stop lines. This project is scheduled to be installed by December 31, 2021.

### **Major Reconstruction Projects**

The 2021-2024 TIP contains one reconstruction project that will improve safety to the transportation system.

- The USH 45 (SCL to SCPL) Fond du Lac to Oshkosh project will be resurfaced in 2024. This is an important parallel route to I-41 and has had significant crashes along this stretch of highway in the past.

### **Surface Transportation Block Grant Program – Urban Projects**

The 2021-2024 TIP contains two projects that are programmed for construction in the Urbanized Area. In the Town of Algoma, the Omro Road project from Leonard Point Road to Brooks Lane presents a unique opportunity to take an existing traditional rural cross section and upgrade capacity to include new vehicle drive lanes, pedestrian and bicycle accommodations, upgraded storm sewer capacity (in alignment with town storm water management initiatives). All of these enhancements are designed to focus on one overarching responsibility, safety. Current pavement deficiencies include a driving surface that has reached its useful life, non-existent bicycle and pedestrian accommodations and steep shoulder and ditch grades that provide no space for emergency measures or pullovers. Additional deficiencies revolve around the poor intersection quality at Leonard Point Road and Oakwood Road. These intersections require additional enhancements to improve traffic operations and overall functionality of the town's road infrastructure. Additional surface deficiencies include transverse and longitudinal cracking along the full 1.8 mile length, several severe shoulder deficiencies and patching that is settling. The last major maintenance project on Omro Road was an asphalt overlay completed in 2001. This surface treatment bought the community time but the facility has reached the end of its serviceable life.

The second is the CTH I (35<sup>th</sup> Street to Ripple Avenue) project which will reconstruct it to a 2-lane 46 foot wide urban section containing a two-way left turn lane (TWTL), bike lanes, storm sewer and curb and gutter.

### **Pedestrian/Bicycle Safety Education Programs**

East Central Wisconsin Regional Planning Commission also runs a federally funded regional Safe Routes to School Program that has 157 schools that participate. This program is funded through the Transportation Alternatives Program (TAP) and has an extensive pedestrian and bicycle safety education curriculum.

## **SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES**

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

- Transit
  - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

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

## **GO Transit Asset Management Plan**

### **Introduction**

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), GO Transit has developed the following 2020 performance measures for capital assets. Assets are categorized by Rolling Stock, Equipment and Facilities. GO Transit is a tier II provider.

### **Performance Measures and Targets**

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

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

The following targets have been established:

### **Transit Asset Management Goals**

<b>Category</b>	<b>Target</b>
Revenue Vehicles	Allow less than 0% of vehicles to meet or exceed ULB.
Non-Revenue Vehicles	Allow less than 25% of vehicles to meet or exceed ULB.
Equipment & Facilities	Maintain a condition rating above 2 (marginal).

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

## Asset Condition Summary

Asset Category/Class	Description	Count	Avg Age	Condition Rating*	% at or past ULB
Revenue Vehicles	Buses	16	4.4		0%
Non-Revenue Vehicles	Staff and Maintenance Vehicles	4	8.3		25%
Facility	Administration	1	42	3.5	
Facility	Passenger Facility	1	37	3	

### \* Condition Rating Scale

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

4, Good, Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional

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

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

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

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

The methodology used to establish targets is based on staff input, empirical data and comparisons to other plans developed by peers. Targets set above may be adjusted as needed. The East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 30, 2020. The MPO will continue to work cooperatively with GO Transit to monitor targets and maximize federal funding to improve vehicles and facilities throughout the system.

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

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

### Comments for FHWA on the PM2 Rule Calculations

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

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

## Exhibit A

### Wisconsin Department of Transportation NHS Pavement Condition Targets

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

## Exhibit B

### Wisconsin Department of Transportation NHS Bridge Condition Targets

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

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

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

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

### Comments for FHWA on the PM3 Rule Calculations

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

The reliability measures are based on the following metrics:

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

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

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**Exhibit C**

**Wisconsin Department of Transportation**

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

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 30, 2020. Staff within the MPO will work closely with the Wisconsin Department of Transportation Northeast Region and Central Office to plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2019 and 2021 PM2 and PM3 performance measures. Further analysis and mapping will be developed and used to better understand how these measures can influence decision making for the MPO area.



## **APPENDIX J**

# OPERATIONS AND MAINTENANCE



## OPERATIONS AND MAINTENANCE

### INTRODUCTION

Current federal transportation law requires that the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, state(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53) (See Table 2 – Summary of Federal Funds Programmed) . In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, state(s), and public transportation operator(s).

To complete a financial analysis of local expenditures for the Oshkosh MPO, financial expenditures data was used as part of the published report from the Wisconsin Department of Revenue’s (DOR) County and Municipal Revenues and Expenditures reports. State and federal transportation expenditures and revenues were taken from ECWRPC’s annual Transportation Improvement Program (TIP) from 2021 – 2024.

### Local Financial Analysis

Local expenditures were gathered for the Oshkosh MPO municipalities from 2008 to 2012 to provide a historic pattern of local transportation expenditures. This analysis looked at the following local transportation expenditures which are defined by the DOR<sup>1</sup>:

- **Highway Maintenance and Administration** – Includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. In counties, this entry will include depreciation for equipment and buildings.
- **Highway Construction** – Includes the operating expenditures and capital outlay for constructing highways.

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<sup>1</sup> <http://www.revenue.wi.gov/report/m.html>. (9/3/20)

- **Road Related Facilities** – Includes operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.
- **Other Transportation** – Includes operating expenditures and capital outlays for airports, mass transit, docks and harbors, and other transportation facilities.

## State and Federal Financial Analysis

State (WisDOT) and federal (FHWA and FTA) expenditures were gathered from ECWRPC's short range Transportation Improvement Program (TIP) for the five year period from 2010-2014 using the year of expenditure dollar amounts. WisDOT expenditures included both preservation and expansion project dollars. Federal funding expenditures included the following sources:

- National Highway System
- Bridge Replacement/Rehab
- Surface Transportation Program Fond du Lac Urbanized Area
- Surface Transportation Program State Flexibility
- Surface Transportation Program (Highway Safety Improvement Program)
- Surface Transportation Program Enhancements
- Section 5307 Operating funds
- Section 5307 Capital funds

## ESTIMATED LONG RANGE FINANCIAL NEED

The estimated long range financial need for local MPO expenditures was calculated using the following steps:

1. Gathered local expenditures for Highway Maintenance and Administration, Highway Construction, Road Related Facilities and Other Construction for the local municipalities (2014-2018) provided by the DOR. Please reference **Table J-1**.
2. To account for a degree of variation in local transportation spending projects in a given year by municipalities, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of local transportation expenditures.
3. To account for projected revenues needed over the life of this plan, it was assumed that local transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2 percent (provided by WisDOT) was applied to the 2014-2018 annual average expenses for each municipality and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table J-2**.

**Table J-1: Historic Expenditures for Oshkosh MPO Municipalities (2014 – 2018)**

<b>Municipality</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2014</b>	<b>5-Year Average</b>
<b>C Oshkosh</b>						
Highway Maintenance & Adm.	7,343,010	5,827,700	6,512,400	5,846,600	5,236,300	
Highway Construction	6,773,166	5,681,000	10,319,900	5,671,100	7,201,100	
Road Related Facilities	2,289,304	3,440,600	2,828,000	2,819,800	2,934,800	
Other Transportation	0	0	0	0	0	
<b>Total Local Transportation Expenditures</b>	<b>16,405,480</b>	<b>14,949,300</b>	<b>19,660,300</b>	<b>14,337,500</b>	<b>15,372,200</b>	<b>16,144,956</b>
<b>T Algoma</b>						
Highway Maintenance & Adm.	338,044	155,700	98,900	303,200	239,100	
Highway Construction	207,080	169,700	64,600	7,200	375,000	
Road Related Facilities	79,561	428,600	116,900	133,800	133,900	
Other Transportation	0	0	0	0	0	
<b>Total Local Transportation Expenditures</b>	<b>624,685</b>	<b>754,000</b>	<b>280,400</b>	<b>444,200</b>	<b>748,000</b>	<b>570,257</b>
<b>T Black Wolf</b>						
Highway Maintenance & Adm.	180,343	129,900	125,600	181,100	203,700	
Highway Construction	0	0	0	0	0	
Road Related Facilities	6,936	3,500	5,300	7,400	4,700	
Other Transportation	0	2,800	3,200	34,500	1,600	
<b>Total Local Transportation Expenditures</b>	<b>187,279</b>	<b>136,200</b>	<b>134,100</b>	<b>223,000</b>	<b>210,000</b>	<b>178,116</b>
<b>T Nekimi</b>						
Highway Maintenance & Adm.	61,763	477,500	184,200	208,700	232,600	
Highway Construction	40,698	0	0	0	0	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
<b>Total Local Transportation Expenditures</b>	<b>102,461</b>	<b>477,500</b>	<b>184,200</b>	<b>208,700</b>	<b>232,600</b>	<b>241,092</b>

Municipality	2018	2017	2016	2015	2014	5-Year Average
<b>T Omro</b>						
Highway Maintenance & Adm.	243,469	114,100	182,700	158,100	155,600	
Highway Construction	0	108,700	0	0	0	
Road Related Facilities	18,690	12,800	12,500	108,500	89,400	
Other Transportation	0	0	0	0	0	
<b>Total Local Transportation Expenditures</b>	<b>262,159</b>	<b>235,600</b>	<b>195,200</b>	<b>266,600</b>	<b>245,000</b>	<b>240,912</b>
<b>T Oshkosh</b>						
Highway Maintenance & Adm.	175,133	235,300	133,500	129,300	159,400	
Highway Construction	0	0	20,000	0	0	
Road Related Facilities	8,210	9,800	9,800	9,600	10,200	
Other Transportation	0	0	0	0	0	
<b>Total Local Transportation Expenditures</b>	<b>183,343</b>	<b>245,100</b>	<b>163,300</b>	<b>138,900</b>	<b>169,600</b>	<b>180,049</b>
<b>T Vinland</b>						
Highway Maintenance & Adm.	160,221	128,900	112,600	118,000	143,100	
Highway Construction	0	0	0	0	0	
Road Related Facilities	4,729	4,500	4,700	3,700	4,400	
Other Transportation	0	0	0	0	0	
<b>Total Local Transportation Expenditures</b>	<b>164,950</b>	<b>133,400</b>	<b>117,300</b>	<b>121,700</b>	<b>147,500</b>	<b>136,970</b>
<b>Winnebago County</b>						
Highway Maintenance & Adm.	7,392,298	3,020,500	3,261,000	3,636,500	2,919,600	
Highway Construction	94,760	5,274,600	4,457,500	2,471,700	6,261,800	
Road Related Facilities	460,011	443,300	484,500	682,700	283,300	
Other Transportation	0	0	0	0	0	
<b>Total Local Transportation Expenditures</b>	<b>7,947,069</b>	<b>8,738,400</b>	<b>8,203,000</b>	<b>6,790,900</b>	<b>9,464,700</b>	<b>8,228,814</b>
<b>MPO total</b>	<b>25,877,426</b>	<b>25,669,500</b>	<b>28,937,800</b>	<b>22,531,500</b>	<b>26,589,600</b>	
<b>Total 5-year Average</b>						<b>25,921,165</b>

Source: Wisconsin Department of Revenue (2014 – 2018)

**Table J-2: Total Local Expenditures and Projected Local Revenues**

	<b>2010-2014 annual average</b>	<b>2015-2019</b>	<b>2020-2024</b>	<b>2025-2029</b>	<b>2030-2034</b>	<b>2035-2039</b>	<b>2040-2044</b>	<b>2045-2050</b>
C Oshkosh	15,319,040	82,045,166	91,924,477	102,993,386	115,395,136	129,290,219	144,858,452	197,035,269
T Algoma	677,920	3,630,780	4,067,973	4,557,810	5,106,630	5,721,535	6,410,483	8,719,486
T Black Wolf	179,400	960,824	1,076,520	1,206,147	1,351,383	1,514,107	1,696,425	2,307,464
T Nekimi	252,820	1,354,044	1,517,089	1,699,766	1,904,440	2,133,760	2,390,692	3,251,800
T Omro	244,900	1,311,627	1,469,564	1,646,518	1,844,781	2,066,916	2,315,800	3,149,932
T Oshkosh	173,740	930,510	1,042,556	1,168,093	1,308,747	1,466,337	1,642,904	2,234,664
T Vinland	130,700	699,998	784,287	878,726	984,536	1,103,087	1,235,913	1,681,079
Winnebago County	7,792,480	41,734,685	46,760,087	52,390,613	58,699,128	65,767,270	73,686,510	100,227,781
<b>Total Local Expenditures</b>	<b>24,771,000</b>	<b>132,667,635</b>	<b>148,642,553</b>	<b>166,541,060</b>	<b>186,594,781</b>	<b>209,063,232</b>	<b>234,237,179</b>	<b>318,607,475</b>
<b>Projected Local Revenues</b>	<b>24,771,000</b>	<b>132,667,635</b>	<b>148,642,553</b>	<b>166,541,060</b>	<b>186,594,781</b>	<b>209,063,232</b>	<b>234,237,179</b>	<b>318,607,475</b>

Source: ECWRPC (2020)

### WisDOT Expenditures/Revenues

The estimated long range financial need for WisDOT MPO expenditures was calculated using the following steps:

1. Gathered preservation and expansion project expenditures from the MPO's TIP (2021-2024-year of expenditure dollars) provided by ECWRPC. Please reference **Table 1**.
2. To account for a degree of variation in local transportation spending projects in a given year by WisDOT, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of WisDOT MPO transportation expenditures.
3. To account for projected revenues needed over the life of this plan, it was assumed that WisDOT transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2.3 percent (provided by WisDOT) was applied to the 2021-2024 annual average expenses and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table J-3**.

### Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Expenditures/Revenues

The estimated long range financial need for FHWA and FTA MPO expenditures was calculated using the following steps:

1. Gathered federal expenditures from the MPO's TIP (2021-2024) provided by ECWRPC. Please reference **Table 2**.

2. To account for a degree of variation in local federal transportation spending projects in a given year by FHWA and FTA, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of FHWA and FTA MPO transportation expenditures.

**Table J-3: Total State and Federal Expenditures and Projected Revenues (dollars)**

	<b>2010-2014 annual average</b>	<b>2015-2019</b>	<b>2020-2024</b>	<b>2025-2029</b>	<b>2030-2034</b>	<b>2035-2039</b>	<b>2040-2044</b>	<b>2045-2050</b>
WisDOT	18,467,800	98,909,182	110,819,141	124,163,214	139,114,089	155,865,244	174,633,458	237,534,985
FHWA	26,322,400	135,613,401	142,531,048	149,801,563	157,442,949	165,474,121	173,914,965	220,447,644
FTA	2,449,800	12,621,406	13,265,225	13,941,885	14,653,061	15,400,514	16,186,096	20,516,846
Total Expenditures	47,240,000	247,143,990	266,615,413	287,906,663	311,210,099	336,739,880	364,734,518	478,499,476
Total Projected Revenues	47,240,000	247,143,990	266,615,413	287,906,663	311,210,099	336,739,880	364,734,518	478,499,476

Source: Transportation Improvement Program (2020 – 2023)

**Note:** Using the assumptions outlined within this chapter, the Oshkosh MPO (over the life of this plan at a 35 year horizon) will utilize approximately **\$797,106,950** in funding sources/revenues from local municipalities (\$318,607,475), (\$237,534,985) from WisDOT, (\$220,447,644) from FHWA and (\$20,516,846) from FTA. As forecasting needs into the future are relatively uncertain, it will be important to revisit funding calculations when this plan is updated on a five year basis (2020 will be the next update to this plan).

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Jeff Nooyen, Vice-Chair  
Melissa Kraemer Badtke, Secretary-Treasurer

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Shiloh Ramos  
(David Albrecht, Alt.)  
Ernie Bellin  
Lori Palmeri  
Robert Keller  
Robert Schmeichel



### EX-OFFICIO MEMBERS

Jill Michaelson  
Ronald McDonald

