

Transportation Improvement Program

Oshkosh Urbanized Area

2022



Approved - October 29, 2021
Amended - January 28, 2022



East Central Wisconsin
Regional Planning Commission
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TRANSPORTATION IMPROVEMENT PROGRAM

OSHKOSH URBANIZED AREA

2022-2025

Approved October 29, 2021

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Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2022

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

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The *Transportation Improvement Program for the Oshkosh Urbanized Area* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2022-2025 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 2022 through 2025; for transit assistance programs, 2022 and 2023.

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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 2022 to 2025. 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 following websites.

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

Public Participation Plan: <https://www.ecwrpc.org/wp-content/uploads/2019/04/Appleton-Fox-Cities-and-Oshkosh-MPO-2018-Public-Participation-Plan.pdf>

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 programming 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 and FHWA and subject to WisDOT approval.)
 - Adding or deleting any project that exceeds the lesser of:
 - 20% of the total federal funding programmed for the calendar year, or \$1,000,000.

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

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided to transit providers requesting candidate projects to be identified. On September 5, 2021, a legal notice was published in the Oshkosh daily paper identifying a review and comment period from September 5 to October 5, 2021. The Transportation Committee would meet October 6, 2021 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 29, 2021 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	Railway Highway Grade Crossing
Transportation Alternatives Program (TAP)	Transportation Alternatives Program (TAP)

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
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

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 STBG-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, 2022-2025, itemized in the listing this year includes the 2026 through 2027 projects that were submitted by the local entities. In developing this 2022 TIP, one project was selected by the Technical Advisory Committee for the 2024 and 2025 biennium.

The allocation of STP-Urban funds for 2023-2027 is \$1,883,128 in the Oshkosh urbanized area.

STBG-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 2022-25 project candidates, as part of the 2022 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 1), 2) and 3) 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 1), 2), and 3) are averaged and rounded to the nearest integer.)

1. **Spacing.**

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

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

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

3. User Safety.

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

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

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

Alternate Rating (non-corridor-based projects)

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

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

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

Score	5	> 280
	3	150-279
	0	< 149

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

Score	5	≥ 5
	3	1 - 4
	0	0

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

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

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

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

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

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

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

A full listing of the candidate STBG projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STBG 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 2022 through 2025. The current STBG Program Cycle for 2023-2027 is in process and section will be amended once the project(s) is selected.

2022 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: 2022, 2023, 2024 and 2025.

Table 1: Oshkosh Urbanized Area - Project Listing (2022-2025)
(\$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	2022				2023				2024				2025				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Go Transit Winnebago	Fixed Route Bus	Oper.	1225	939	1056	3220	1249	958	1077	3284	1274	977	1098	3349	1274	977	1098	3349	
	Paratransit	Contr.	375	287	300	962	382	293	309	984	390	299	318	1007	390	299	318	1007	
	Capital Projects	Purch.	98	0	24	122	18	0	4	22	18	0	4	22	18	0	4	22	
	Section 5307	TOTAL	1698	1226	1380	4304	1649	1251	1390	4290	1682	1276	1420	4378	1682	1276	1420	4378	
WisDOT Calumet, Out, Winn Co	Regional Safe Routes to School Program	STUDY				0				0				0				0	
		ROW				0				0				0				0	
		CONST	21	0	5	26				0				0				0	
	252-19-015	TOTAL	21	0	5	26	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	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	3819	955	0	4774				0	
	253-19-037	NHPP	0	0	0	0	0	0	0	0	3819	955	0	4774	0	0	0	0	
WisDOT C of Oshkosh	WIS 91/ Berlin - Oshkosh	STUDY				0				0				0				0	
	James Rd - Clairville Rd.	ROW				0				0				0				0	
	6540-11-71 BRRPL	CONST				0	548	137	0	685				0				0	
	253-20-031	STBG-FLX	0	0	0	0	548	137	0	685	0	0	0	0	0	0	0	0	
WisDOT C of Oshkosh	CTH I	DESIGN				0				0				0				0	
	Ripple Ave. - W. Waukau Ave.	ROW				0				0				0				0	
	4636-05-72 RECST	CONST				0				0	1386	0	462	1848				0	
	253-20-032	STBG	0	0	0	0	0	0	0	0	1386	0	462	1848	0	0	0	0	
WisDOT	Safety Funds	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	253-21-001	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Rail/Hwy Xing Safety	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	253-21-002	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Hwy Safety Improve Prog (HSIP)	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	253-21-003	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	RR Xing STP protective Devices	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	253-21-004	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Preventative Maint. National Highway	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	253-21-005	NHPP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	STH Preventative Maint. Connecting Highway	DESIGN				0				0				0				0	
	Grouped Projects	ROW				0				0				0				0	
		CONST				0				0				0				0	
	253-21-006	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Transportation Improvement Program - 2022
Oshkosh Urbanized Area

WisDOT	Enhancements	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	
	Grouped Projects	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	
253-21-007	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	
OCR	OCR Rail-Highway Xing Safety	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	
	Grouped Projects	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	
253-21-008	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	USH 45/Main St.	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	
C of Oshkosh	Bridge Deck Gates	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
(Design 253-19-038)	4110-33-71 BRRHB	CONST	0	0	0	0	0	0	0	4262	1066	0	5328	0	Construction scheduled for 11/11/2025.
253-21-009	NHPP .116 miles (P)	TOTAL	0	0	0	0	0	0	0	4262	1066	0	5328	0	
WisDOT	STH 91/Berlin-Oshkosh	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	
Winnebago	WCL-STH 44	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
	6540-08-71 RESURF	CONST	0	0	0	0	0	0	6415	1604	0	8019	0	0	Construction scheduled for 11/12/2024.
253-21-010	FLX 14.78 miles (P)	TOTAL	0	0	0	0	0	0	6415	1604	0	8019	0	0	
WisDOT	STH 91	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	
C of Oshkosh	Clairville Rd Xing Surface-WSOR RR	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
	6540-08-50 RESURF	CONST	0	0	0	0	0	0	160	10	30	200	0	0	Construction scheduled for 5/25/2024.
253-21-025	STBG .039 miles (P)	TOTAL	0	0	0	0	0	0	160	10	30	200	0	0	
WisDOT	USH 45, Main St, C Oshkosh	DESIGN	375	0	125	500	0	0	0	0	0	0	0	0	
C of Oshkosh	16th Ave - Fox River	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
	4110-34-00	CONST	0	0	0	0	0	0	0	0	0	0	0	0	
253-22-004	NHPP	TOTAL	375	0	125	500	0	0	0	0	0	0	0	0	
WisDOT	IH 41, Oshkosh-Appleton	DESIGN	225	25	0	250	0	0	0	0	0	0	0	0	
C of Oshkosh	IH 41 Lake Butte Des Morts	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
	1120-63-00,71	CONST	0	0	0	0	0	0	2117	235	0	2352	0	0	
253-22-005	NHPP	TOTAL	225	25	0	250	0	0	0	2117	235	0	2352	0	
WisDOT	ADVOCAP, Inc.	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	
Winnebago	Operating Assistance	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
		CONST	32	0	32	64	0	0	0	0	0	0	0	0	
253-22-006	Section 5310 (P)	TOTAL	32	0	32	64	0	0	0	0	0	0	0	0	
WisDOT	Disabilities Services, Inc.	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	
Winnebago &	Operating Assistance	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
Fond du Lac		CONST	45	0	45	90	0	0	0	0	0	0	0	0	
253-22-007	Section 5310 (P)	TOTAL	45	0	45	90	0	0	0	0	0	0	0	0	
WisDOT	Disabilities Services, Inc.	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	
Winnebago &	Vehicle-Replacement	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
Fond du Lac		CONST	35	0	8	43	0	0	0	0	0	0	0	0	
253-22-008	Section 5310 (P)	TOTAL	35	0	8	43	0	0	0	0	0	0	0	0	
WisDOT	Lutheran Social Services	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	
Winnebago &	Mobility Management	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
Outagamie		CONST	53	0	13	66	0	0	0	0	0	0	0	0	
253-22-009	Section 5310 (P)	TOTAL	53	0	13	66	0	0	0	0	0	0	0	0	
WisDOT	Lutheran Social Services	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	
Winnebago &	Mobility Management	ROW	0	0	0	0	0	0	0	0	0	0	0	0	
Outagamie		CONST	25	0	25	50	0	0	0	0	0	0	0	0	
253-22-010	Section 5310 (P)	TOTAL	25	0	25	50	0	0	0	0	0	0	0	0	

Transportation Improvement Program - 2022
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	DESIGN	600	25	125	750	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CONST	211	0	128	339	548	137	0	685	13897	2804	492	17193	4262	1066	0	5328	
	TOTAL	811	25	253	1089	548	137	0	685	13897	2804	492	17193	4262	1066	0	5328	
Preservation Subtotal		21	0	5	26	548	137	0	685	11780	2559	462	14641	4262	1066	0	5328	
Expansion Subtotal		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, 2022-2025
Summary of Federal Funds Programmed and Available
(\$000)

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2022	2023	2024	2025	2022	2023	2024	2025
Federal Highway Administration								
National Highway Performance Program	\$600	\$0	\$5,936	\$4,262	\$600	\$0	\$5,936	\$4,262
Surface Transportation Program								
Oshkosh Urbanized Area	\$0	\$0	\$1,386	\$0	\$0	\$0	\$1,386	\$0
Surface Transportation Block Grant								
State Flexibility	\$0	\$0	\$6,575	\$0	\$0	\$0	\$6,575	\$0
Bridge Improvements	\$0	\$548	\$0	\$4,262	\$0	\$548	\$0	\$4,262
Highway Safety Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Alternatives Program	\$21	\$0	\$0	\$0	\$21	\$0	\$0	\$0
Programmed Expenditures	\$621	\$548	\$13,897	\$8,524	\$621	\$548	\$13,897	\$8,524
* Annual Inflation Factor 1.74%	\$11	\$10	\$242	\$148	\$11	\$10	\$242	\$148
Estimated Need with Inflation Factor	\$632	\$558	\$14,139	\$8,672	\$632	\$558	\$14,139	\$8,672
Federal Transit Administration								
Section 5307 Operating	\$1,225	\$1,249	\$1,274	\$1,274	\$1,225	\$1,249	\$1,274	\$1,274
Section 5309 Capital	\$98	\$18	\$18	\$18	\$98	\$18	\$18	\$18
Programmed Expenditures	\$1,323	\$1,267	\$1,292	\$1,292	\$1,323	\$1,267	\$1,292	\$1,292
* Annual Inflation Factor 1.74%	\$23	\$22	\$22	\$22	\$23	\$22	\$22	\$22
Estimated Need with Inflation Factor	\$1,346	\$1,289	\$1,314	\$1,314	\$1,346	\$1,289	\$1,314	\$1,314
Section 5310	\$190	\$0	-not yet programmed-		\$190	\$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	DESIGN				0	X		
	Rosendale-Oshkosh	ROW				0			
	1110-13-71 RESURF	CONST	2073	491	0	2564			
	FLX 4.45 miles (P)	TOTAL	2073	491	0	2564			
WisDOT C of Oshkosh Winnebago 253-19-034	WIS 21 / Omro-Oshkosh	DESIGN	120	30	0	150	X		
	Leonard Point Rd-Washburn St	ROW				0			
	6180-31-00 RESURF	CONST				0			
	NHPP 1.85 miles (P)	TOTAL	120	30	0	150			
WisDOT C of Oshkosh Winnebago 253-19-035	WIS 76 / Oshkosh-Greenville	DESIGN	180	45	0	225	X		
	Murdock Ave-Green Hill Crt	ROW				0			
	6430-21-00 RESURF	CONST				0			
	FLX 4.39 miles (P)	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 Local 0.65 m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274	274
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	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	5751	5751
C of Oshkosh Winnebago <i>Illustrative</i>	Bowen /Nevada - East Murdock Reconstruction Local 0.24 m. (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	161
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	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	2978	2978
C of Oshkosh Winnebago <i>Illustrative</i>	Rosalia /Washington - Ceape Reconstruction Local 0.34 m. (P)	DESIGN	0	0	0	109	109	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	2923	2923	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	0	3032	3032	0	0	0	0	0	0	0	0	0	0	0	0	0
C of Oshkosh Winnebago <i>Illustrative</i>	Ceape /Bowen - Lake Reconstruction Local 0.47 m. (P)	DESIGN	0	0	256	256	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	5784	5784	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	0	0	6040	6040	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) Local (P)	DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	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	1000	1000

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2026-2027 biennium)
Oshkosh Transportation Management Area

Project Evaluation - Performance Measures (Criteria/Score)

Jurisdiction	2026 & 2027 STP Projects	Plan Consistency	Preserve Existing System	Capacity V/C	Safety	Multi- Modal	Planned Programm ing	Total Score	Rank	Project Cost	Max. STP Funding				
Oshkosh Allocation = \$1,883,128															
C of Oshkosh	Bowen St (Otter Ave-E. Parkway Ave)	5	PC(4-5)	4	0.31	1	5.00	5	5	4	4	24	1	\$3,731,160	\$1,883,128
Total														\$3,731,160	\$1,883,128



APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Table B-1
Transit Projects
Oshkosh Urbanized Area

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2022 (000)	Jan-Dec 2023 (000)	Jan-Dec 2024 (000)	Jan-Dec 2025 (000)	Jan-Dec 2026 (000)
Operating Assistance	GO Transit			Illustrative	Illustrative	Illustrative	Illustrative
Directly Operated - Fixed Route							
Expenses			\$3,967	\$4,046	\$4,127	\$4,210	\$4,294
Revenues			\$ 363	\$ 370	\$ 378	\$ 385	\$ 393
Deficit			\$ 3,604	\$ 3,676	\$ 3,750	\$ 3,825	\$ 3,901
Federal Share		253-22-011	\$ 1,190	\$ 1,214	\$ 1,238	\$ 1,263	\$ 1,288
State Share			\$ 912	\$ 931	\$ 949	\$ 968	\$ 988
Local - Municipal & County			\$ 1,501	\$ 1,532	\$ 1,562	\$ 1,593	\$ 1,625
Purchased Transp. - Paratransit	GO Transit						
Expenses			\$ 1,616	\$ 1,648	\$ 1,681	\$ 1,715	\$ 1,749
Revenues			\$ 370	\$ 374	\$ 377	\$ 381	\$ 385
Deficit			\$ 1,246	\$ 1,275	\$ 1,304	\$ 1,334	\$ 1,364
Federal Share		253-22-012	\$ 485	\$ 494	\$ 504	\$ 514	\$ 525
State Share			\$ 372	\$ 379	\$ 387	\$ 394	\$ 402
Local- Municipal & County			\$ 390	\$ 401	\$ 413	\$ 425	\$ 437
Capital Projects	GO Transit						
Replace Infrared Heaters in Bus Garage		253-22-013	\$ 50				
2 Hybrid and 2 Clean Diesel Buses		253-22-014	\$ 2,600				
Transit Stop Accessibility Improvements		253-22-015	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10
Renovate Downtown Transit Center		253-22-016		\$ 6,000			
Bus Shelters				\$ 12	\$ 12	\$ 12	\$ 12
Replace Riding Lawnmower			\$ 20				
Replace Supervisor Pick-up Truck			\$ 40				
Replace Driver Shuttle Vehicle			\$ 40				
2 Electric Buses (replace diesel) and Charging Infrastructure							\$ 2,000
Replace Hoist in Garage							\$ 100
Total Cost:			\$2,760	\$6,022	\$22	\$22	\$2,122
Federal Share:			\$2,208	\$4,818	\$18	\$18	\$1,698
Local Share:			\$552	\$1,204	\$4	\$4	\$424

Table B-2
Contracted Paratransit Service
GO Transit
CY 2022

	DIAL-A-RIDE	ADA W/C	OVER 60 RURAL	UNDER 60 RURAL	ACCESS TO JOBS	TOTAL
EXPENSES	\$ 655,000	\$ 548,000	\$ 135,000	\$ 106,000	\$ 172,000	\$ 1,616,000
REVENUES	\$ 160,000	\$ 83,300	\$ 28,700	\$ 67,500	\$ 30,000	\$ 369,500
TIP #	253-20-017	253-20-018	253-20-019	253-20-020	253-20-021	
FEDERAL/STATE AIDS*	\$ 347,150	\$ 290,440	\$ 71,550	\$ 56,180	\$ 91,160	\$ 856,480
LOCAL	\$ 147,850	\$ 174,260	\$ 34,750	\$ (17,680)	\$ 50,840	\$ 390,020

* Based on anticipated 2021 funding levels.

**Table B-3: Transit Financial Capacity Analysis
Oshkosh Area Transit**

		2021	2022	2023	2024	2025
Operating Expenses						
Fixed Route (DO)	(\$000)	\$3,967	\$4,046	\$4,127	\$4,210	\$4,294
Paratransit (DR)	(\$000)	\$1,616	\$1,648	\$1,681	\$1,715	\$1,749
Total Operating Expenses	(\$000)	\$5,583	\$5,695	\$5,809	\$5,925	\$6,043
Revenue						
Farebox Revenue						
Fixed Route (DO)	(\$000)	\$363	\$370	\$378	\$385	\$393
Paratransit (DR)	(\$000)	\$370	\$374	\$377	\$381	\$385
Total Revenue	(\$000)	\$733	\$744	\$755	\$766	\$778
Deficit						
Federal (2*)	(\$000)	\$1,675	\$1,708	\$1,743	\$1,777	\$1,813
State (2*)	(\$000)	\$1,284	\$1,310	\$1,336	\$1,363	\$1,390
Local - City & County	(\$000)	\$1,891	\$1,933	\$1,975	\$2,018	\$2,062
Total Deficit	(\$000)	\$4,850	\$4,951	\$5,053	\$5,158	\$5,265
Capital						
Federal (5307 & 5339)	(\$000)	\$2,208	\$4,818	\$18	\$18	\$1,698
Local	(\$000)	\$552	\$1,204	\$4	\$4	\$424
Total Capital Expenses (3*)	(\$000)	\$2,760	\$6,022	\$22	\$22	\$2,122
Operating Statistics						
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
Fixed Route Statistics						
Average Fare		\$0.52	\$0.52	\$0.53	\$0.53	\$0.54
Operating Ratio (Rev/Exp)		9%	9%	9%	9%	9%
Cost per Vehicle Mile		8.21	8.46	8.71	8.97	9.24
Cost per Passenger		5.67	5.78	5.90	6.01	6.13
Cost per Vehicle Hour		113.34	116.74	120.25	123.85	127.57
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 2022 and each succeeding year.
3. Projected capital expenses.

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 2021, the allocation was 30.1 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 22.8 percent of eligible expenses.

The combined state and federal share of operating assistance for tier b transit systems in 2020 was 52.9%. Tier b includes GO Transit. In 2006, the state and federal share was 60%. Over the past decade, cuts to aid along with inflationary increase to transit budgets have caused a reduction in operating assistance. Local funding sources have also been stressed, which creates an environment where service cuts and fare increases are considered each year.

Each year, WisDOT pools the capital requests of the state's transit systems and applies to the FTA for Section 5339 Capital formula grants. These annual grants have provided the much-needed support to meet capital needs. The elimination of capital earmarks and recent cuts to federal capital grant funding has resulted in a backlog of capital requests statewide. Some of that backlog was alleviated through the state allocating funds from a VW Mitigation program to be used on transit capital as well as the CARES Act. 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 2022 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 2022-2026 period.

JUSTIFICATION FOR CAPITAL PROJECTS

Oshkosh Urbanized Area

2022 Projects*

ITEM	TOTAL COST	FUNDING SOURCE
Replace Infrared Heaters in Bus Garage	\$50,000	CARES ACT
Replace Riding Lawnmower	\$20,000	CARES ACT
Replace Supervisor Pick-Up	\$40,000	CARES ACT
2 Hybrid and 2 Clean Diesel Buses (2022 delivery)	\$2,600,000	CARES ACT and Sect. 5339
Replace Driver Shuttle Vehicle	\$40,000	CARES ACT
Transit Stop Accessibility Improvements	\$10,000	Sect. 5339
Renovate Downtown Transit Center	\$6,000,000	CARES ACT

*Project list depends on city CIP budget approval, CARES Act funding is available immediately and must be spent expeditiously so some projects may be completed in 2021.

Replace Infrared Heaters in Bus Garage. The infrared heaters in the bus storage area were installed when the facility was converted to transit usage in 1980. They are well passed their useful life. Replacing these will allow the facility to stay in a state of good repair and minimize the potential for failure.

Replace Riding Lawn Mower. This mower is passed its useful life. It is used to maintain GO Transit facilities.

Replace Supervisor Pick-Up. This would replace a small pick-up truck used by the maintenance manager and other supervisors for on road supervision and maintenance projects such as installing bus stop signs and shelters.

Bus Purchase. GO Transit currently has 5339 grant funding allocated for the replacement of 2 2010 heavy duty buses. These buses were 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 were 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.

Replace Driver Shuttle Vehicle. This vehicle is used to shuttle drivers to and from the GO Transit administrative office to their respective start and end point of their runs. The vehicle cost is offset by the enormous amount of overtime saved if this vehicle were not available.

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. A small renovation is being done to the driver comfort station that will add a driver breakroom, a pass sales/customer service presence and a supervisor office. A public restroom may or may not be recommended long-term

based on health and public safety concerns. The long-term renovation will also include a larger platform and vehicle staging area which will allow other transit companies like Lamers Connect to load and unload at the facility. This will follow a planning study being done in 2020 and follows recommendations in our transit development plans.

2023 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Bus Shelters (2)	\$12,000	Sect. 5339
Renovate/Expand Downtown Transit Center	\$6,000,000	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
Bus Shelters (2)	\$12,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

2026 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 in 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 but they have been steadily increasing in 2021.

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 few years. However, GO Transit has four 2010 hybrid buses which are starting to need more substantial maintenance on the electrical and battery systems. These buses need to stay in service until replacements are delivered in the 3rd quarter of 2022.

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 paratransit services end this year. Projections for the next five years are increased costs with anticipated increases to contractor rates due to wage pressure and the limited supply of drivers.

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 down substantially due to the COVID-19 pandemic. Ridership was showing a positive trend to start 2020 pre-COVID. However; the COVID-19 pandemic led to a significant drop in ridership and revenue since the pandemic began and emergency orders were issued in March of 2020. Ridership has fallen over 50% and is expected to return slowly in 2021 and 2022. Future years show flat to slightly increasing ridership, resulting in stagnant revenue. A pilot program between the Oshkosh Area School District, the City of Oshkosh and GO Transit allowing K-12 students to ride GO Transit “free” started in 2020 and will generate some revenue over the coming years. However; it is unknown how the revenue agreement will affect ridership. The lingering COVID-19 pandemic is likely to continue to impact revenue and ridership over the next year. The EAA annual fly-in returned in 2021. The week of EAA is GO Transit’s busiest week of the year for ridership and revenue. Increased costs throughout the state have more than absorbed any 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. This has led to a decrease in UWO affiliated rides and has negatively impacted Route 10 ridership.

Ridership Trends

Ridership was down in 2019 as a result of a fare increase (fare increases 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 COVID-19 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 completed an updated TDP with ECWRPC leading the planning process in 2018-19. 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 private transportation providers. 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 or more 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

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

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

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

Running Inc.
2345 Bowen St.
Oshkosh, WI 54901

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

September 20, 2021

Dear Transportation Provider:

Enclosed is a link to the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2022. 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 6, 2021. The document can be viewed at the following website:

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

Sincerely,



Tanner Russell
Associate Transportation Planner

Enclosure



APPENDIX C

MPO POLICY BOARD, TECHNICAL ADVISORY COMMITTEE & ENVIRONMENTAL CONSULTATION CONTACTS

OSHKOSH TRANSPORTATION POLICY ADVISORY COMMITTEE

County Officials

Jon Doemel, 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

Bob Doemel, 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 2, 2021

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 – 2022.

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 - 2022*** (TIP). This document will be under a 30-day public review period from September 5, to October 5, 2021. 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:

Tanner Russell
East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
Email: trussell@ecwrpc.org

Sincerely,

Tanner Russell
Associate Transportation Planner



APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS

TRANSPORTATION COMMITTEE MEETING

East Central Wisconsin Regional Planning Commission

COMMITTEE MEMBERS: *Dick Koeppen, Jeff Nooyen, Kara Homan, Steve Gueths, Brian Kolstad, Thomas Kautza, Donna Kalata, Robert Keller, Ron McDonald, Jill Michaelson, John Zorn (Alternate for Martin Farrell)*

Place: Virtual Meeting
Date: Tuesday, January 12, 2021
Time: 1:30 p.m.

Committee Members Present:

Jeff Nooyen..... Outagamie County
Kara Homan..... Outagamie County
John Zorn (Alt. for Martin Farrell) Fond du Lac County
Robert Keller Winnebago County
Tom Kautza Shawano County
Ron McDonald Valley Transit

Committee Members Excused:

Dick Koeppen Waupaca County
Donna Kalata Waushara County

Committee Members Unexcused:

Steve Gueths Shawano County
Brian Kolstad Fond du Lac County
Jill Michaelson..... WisDOT – NE Region

ECWRPC Staff and Guests Present:

Dave Moesch Associate Planner
Matt Halada Principal Planner, Transportation
Melissa Kraemer Badtke..... Executive Director
Tanner Russell..... Transportation Planner
Kim Biedermann Associate Planner, Regional Bicycle & Pedestrian Coordinator
Ashley Tracy Associate Planner, Safe Routes to School
Hannah Keckeisen..... Safe Routes to School Planner
Adam Bellcorelli Associate Planner
Mike Zuege GIS Manager
Sandy Carpenter..... Department of Transportation

AGENDA

1) WELCOME AND INTRODUCTIONS

Chair Nooyen welcomed attendees to the meeting and called the meeting to order at 1:30 p.m.

2) ROLL CALL

A. Introduction of Alternates, Staff and Guests

Ms. Biedermann took roll call and introduced the ECWRPC staff and guests in attendance.

3) STATEMENT OF COMPLIANCE WITH WIS. STATS. SEC. 19.84 REGARDING OPEN MEETING REQUIREMENTS

Ms. Kraemer Badtke stated the meeting was posted in compliance with Wis. Stats. Sec. 19.84 regarding the Open Meetings requirement and that it was a legal meeting.

4) PLEDGE OF ALLEGIANCE

5) MOMENT OF SILENT MEDITATION

6) APPROVAL OF AGENDA / MOTION TO DEVIATE

Mr. Kautza motioned to approve the agenda, Mr. Zorn seconded the motion. The motion passed unanimously.

7) PUBLIC COMMENT

There was no public comment.

8) APPROVAL OF THE MINUTES OF THE OCTOBER 6, 2020 TRANSPORTATION COMMITTEE MEETING SUMMARY OF PROCEEDINGS

Mr. Zorn motioned to approve the summary of proceedings, Ms. Homan seconded the motion. The motion passed unanimously.

9) ANNOUNCEMENTS AND UPDATES

A. Staffing Updates

Ms. Kraemer Badtke provided staff updates to the committee which included new staff hires, staff promotions, changes in staff positions, and current open positions.

10) INFORMATIONAL/DISCUSSION ITEMS

A. County Roundtable Discussion

There was no county roundtable discussion.

B. Draft - ECWRPC 2021-2023 Strategic Plan

Ms. Kraemer Badtke provided an update of the draft strategic plan. The strategic plan aligns with the reorganization plan, the intergovernmental agreement with Outagamie County and aligns with the 2021 work program. Ms. Kraemer Badtke briefly overviewed the background section of the document along with information for each of the core program areas: regional comprehensive planning, economic development, SSA, transportation, information on the NR-135 program and the open space recreation program, GIS program, and local contracts. Ms. Kraemer Badtke also discussed the implementation tables: outline of committee responsibility for the action steps, staff member program leads, state or federal laws that need to be referenced for the programs, and actions to guide the work of the Commission. Ms. Kraemer Badtke also described the approval process for the plan.

C. Review of the 2021 Transportation Work Program and Budget

Ms. Kraemer Badtke noted projects that have carried over into 2021 and the extension of the period of funding availability for the Fox Cities Oshkosh MPO due to staff transitions. The work program and budget will be going to the Commission Board for their review and potential approval in January.

11) BUSINESS / ACTION ITEMS

A. New Business

i. Discussion and action on Proposed Resolution 05-21: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area (TMA) - 2021

Mr. Moesch noted that the resolution was for the Transportation Improvement Program (TIP) for the Appleton area. The WisDOT Northeast Region requested a project advancement for US Highway 10, a concrete pavement repair and replace bridge approaches, which is a major amendment. There was a 30 day public review period. No public comment was received. The second project is along Highway 10 as well, near Cold Spring Road, this project is for the replacement of a noise wall. Design will be done in 2021 and construction will begin in 2024.

Mr. Kautza made a motion to approve, Mr. McDonald seconded and the motion passed unanimously.

ii. Discussion and action on Proposed Resolution 06-21: Amending the Transportation Improvement Program for the Oshkosh Urbanized Area - 2021

Mr. Moesch noted that the resolution was for the Oshkosh Urbanized Area and the amendment was for a railroad crossing surface improvement at Wisconsin 91 and Clairville Road which was advanced to 2024. Construction would begin May 25, 2024.

Mr. Keller made a motion to approve, Mr. Kautza seconded and the motion passed unanimously.

iii. Technical Assistance Projects

Ms. Kraemer Badtke provided an overview of the technical assistance projects and noted the changes made to the program this year. This year staff have built technical assistance into the work program and budget. A couple of communities submitted projects and staff will be working on these projects. A few of these include: bicycle and pedestrian counts, PASER/WISLR Updates, and Miovision Counts.

Ms. Kraemer Badtke also noted the work being done with Outagamie County regarding best practices to look at some of the work being done in the MPO area.

12) ESTABLISH TIME AND PLACE FOR NEXT COMMISSION MEETING

A. Commission Meeting: *The next Commission meeting will be held on Friday, January 29, 2021 at 10:00 a.m. An agenda and meeting materials will be forthcoming.*

B. Transportation Committee Meeting: *The next Transportation Committee Meeting will take place Tuesday, April 13, 2021 at 1:30 p.m. Further details will be forthcoming.*

13) ADJOURN

Mr. Kautza motioned to adjourn, Ms. Homan seconded the motion. The motion passed unanimously.

The meeting adjourned at 1:55 p.m.

SUMMARY OF PROCEEDINGS

TRANSPORTATION COMMITTEE MEETING

East Central Wisconsin Regional Planning Commission

COMMITTEE MEMBERS: *Dick Koeppen, Jeff Nooyen, Kara Homan, Steve Gueths, Brian Kolstad, Thomas Kautza, Donna Kalata, Robert Keller, Ron McDonald, Jill Michaelson, John Zorn (Alternate for Martin Farrell)*

Place: Virtual Meeting
Date: Tuesday, April 13, 2021
Time: 1:30 p.m.

Committee Members Present:

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

ECWRPC Staff and Guests Present:

Melissa Kraemer Badtke.....	Executive Director
Dave Moesch.....	Associate Planner
Matt Halada	Principal Planner, Transportation
Erin Bonnini	Administrative Coordinator
Tanner Russell.....	Transportation Planner
Kim Biedermann	Associate Planner, Regional Bicycle & Pedestrian Coordinator
Ashley Tracy	Associate Planner, Safe Routes to School
Wilhelmina Paustian	Associate Transportation/Safe Routes to School Planner
Adam Bellcorelli	Associate Planner
Mike Zuege	GIS Manager
Sandy Carpenter.....	Department of Transportation
Alex Gramovot	Wisconsin Department of Transportation

AGENDA

1) Welcome and Introductions

Chair Nooyen welcomed attendees to the meeting and called the meeting to order at 1:30 p.m.

2) Statement of Compliance with Wis. State Statutes §19.84 regarding Open Meeting Requirements

Ms. Kraemer Badtke stated the meeting was posted in compliance with Wis. Stats. Sec. 19.84 regarding the Open Meetings requirement and that it was a legal meeting.

3) Pledge of Allegiance

4) Moment of Silent Meditation

5) Approval of Agenda/ Motion to Deviate

Ms. Kalata motioned to approve the agenda, Mr. Koeppen seconded the motion. The motion passed unanimously.

6) Public Comment

There was no public comment.

7) Approval of the January 12, 2021 Transportation Committee Meeting Minutes

Mr. Kautza motioned to approve the meeting minutes, Ms. Homan seconded the motion. The motion passed unanimously.

8) Informational Items

A. Staff Report

Ms. Kraemer Badtke provided an overview of the staff report. Ms. Kraemer Badtke highlighted the projects that staff were currently working on which included: U.S. Census Urban Areas and Metropolitan Planning Organization/Transportation Management Area (MPO/TMA) Designation, COVID-19 vaccination clinic map and transportation to the clinics, High Cliff Connection, and Safe Routes to School update with the increase in activity with students returning to school. Staff are also working with Valley Transit and GO Transit on a commuter service study as it relates to the I-41 Corridor. Ms. Carpenter also provided an update on the transportation projects that were in progress in the region.

9) New Business

A. Discussion and action on Proposed Resolution 08-21: Amending the Transportation Improvement Program for the Fox Cities Transportation Management Area (TMA) - 2021

Mr. Moesch provided a background of the resolution. A 30 day public review period is required which is currently underway. This is a three-part amendment and is a large amendment. Mr. Moesch provided an overview of the projects that were provided in the supplemental materials of the resolution. Mr. Moesch also noted that Valley Transit requested capital project requests be amended for 2021. The project being amended is a data management systems software upgrade. Valley Transit is required to put together a public transportation agency safety plan and in order to receive federal funding, this is a requirement for Valley Transit. Mr. Moesch provided an overview of the performance measures for the plan.

Ms. Homan motioned to approve, Mr. Kolstad seconded the motion. The motion passed unanimously.

B. Discussion and action on Proposed Resolution 09-21: Amending the Transportation Improvement Program for the Oshkosh Urbanized Area - 2021

Mr. Moesch provided an overview of the resolution and noted that this is considered a minor amendment. There are a number of projects that the Wisconsin Department of Transportation central office requested for amendment. Mr. Moesch provided an overview of the projects available for amendment and the GO Transit public transportation agency safety plan. The performance measures for the plan were outlined and Mr. Moesch noted these will be updated with the Transportation Improvement Programs (TIPs) every year. There are 180 days to amend the TIPs once the performance measures have been selected for amendment, these items are for 2021.

Mr. Gueths motioned to approve, Mr. Zorn seconded the motion. The motion passed unanimously.

10) Next Meeting

A. **Commission Meeting:** *The next Commission meeting will be held on Friday, April 30, 2021 at 10:00 a.m. An agenda and meeting materials will be forthcoming.*

B. **Annual Meeting:** *The Commission's Annual Meeting will be held immediately following the Quarterly Commission meeting on Friday, April 30, 2021.*

C. **Transportation Committee Meeting:** *The next Transportation Committee Meeting will take place Tuesday, July 13, 2021 at 1:30 p.m. Further details will be forthcoming.*

Items of discussion prior to the close of the meeting were as follows: date of the next Steering Committee meeting, possible federal funding eligibility for transportation projects, and Highway 15 project update. Ms. Paustian was also introduced to the committee as the new Associate Transportation/Safe Routes to School Planner.

11) Adjournment

Kalata motioned to adjourn, Mr. Koeppen seconded the motion. The motion passed unanimously. The meeting adjourned at 1:57 p.m.

Any person wishing to attend this meeting or hearing, who, because of a disability, requires special accommodations should contact the East Central Wisconsin Regional Planning Commission at (920) 751-4770 at least three business days prior to the meeting or hearing so that arrangements, within reason, can be made.

October 2021 Meeting SOPs to be inserted at a later date.

SUMMARY OF PROCEEDINGS

TRANSPORTATION COMMITTEE MEETING

East Central Wisconsin Regional Planning Commission

COMMITTEE MEMBERS: *Dick Koeppen, Jeff Nooyen, Kara Homan, Steve Gueths, Brian Kolstad, Thomas Kautza, Donna Kalata, Robert Keller, Ron McDonald, Jill Michaelson, John Zorn (Alternate for Martin Farrell)*

Place: Virtual Meeting
Date: Tuesday, October 12, 2021
Time: 1:30 p.m.

AGENDA

1. Welcome and Introductions

Vice Chair Keller welcomed attendees to the meeting and called the meeting to order at 1:40 p.m.

2. Roll Call

Committee Members Present:

Jeff Nooyen Outagamie County
Kara Homan Outagamie County
John Zorn (Alt. for Martin Farrell) Fond du Lac County
Robert Keller Winnebago County
Tom Kautza Shawano County
Dave Vickman (Alt. for Ron McDonald) Valley Transit
Dick Koeppen Waupaca County
Steve Gueths Shawano County
Kay Miller Fond du Lac County
Jill Michaelson WisDOT – NE Region

Committee Members Absent (Unexcused):

Donna Kalata Waushara County

ECWRPC Staff and Guests Present:

Melissa Kraemer Badtke Executive Director
Matt Halada Principal Planner, Transportation
Kim Biedermann Senior Planner, Regional Bicycle & Pedestrian Coordinator
Ashley Tracy Senior Planner, Safe Routes to School

Wilhelmina Paustian Senior Planner, Sewer Service Area
 Tanner Russell Associate Transportation Planner
 Lily Paul..... Associate Transportation Planner
 Mike Zuege GIS Manager
 Alex Gramovot..... Wisconsin Department of Transportation

3. Statement of Compliance with Wis. State Statutes §19.84 regarding Open Meeting Requirements

Ms. Kraemer Badtke stated the meeting was posted in compliance with Wis. Stats. Sec. 19.84 regarding the Open Meetings requirement and that it was a legal meeting.

4. Pledge of Allegiance

5. Moment of Silent Meditation

6. Approval of Agenda/ Motion to Deviate

Mr. Zorn motioned to approve the agenda, Mr. Nooyen seconded the motion. The motion passed unanimously.

7. Public Comment

There was no public comment.

8. Approval of the July 22, 2021 Transportation Committee Meeting Minutes

Mr. Kautza motioned to approve the meeting minutes, Mr. Koeppen seconded the motion. The motion passed unanimously.

9. Informational Items

A. Staff Report

Ms. Kraemer Badtke provided an overview of the staff report. Ms. Kraemer Badtke introduced Lily Paul as a new Associate Transportation Planner. Ms. Kraemer Badtke then highlighted the projects that staff were currently working on which included the High Cliff Connection Feasibility Study with HKGI, Kim Biedermann working on outreach efforts, and working with local communities for the Economic Impact Study with E Consult Solutions. Staff is also working with Federal Highway Administration and Toole Design Group on Safe Transportation for Every Pedestrian (STEP) Action Plan developed for the entire region. Safe Routes to School – National Walk to School Day and working with Valley Transit for awarding 5310 project funds along with staff support for the counties.

10. New Business

1. Discussion and action on Proposed Resolution 24-21: Adopting the 2022 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

Mr. Koeppen motioned to approve, Mr. Zorn seconded the motion. The motion passed unanimously.

2. Discussion and action on Proposed Resolution 25-21: Approval of the Transportation Improvement Program for Fox Cities (Appleton) Transportation Management Area – 2022

Mr. Russell provided an over view of the Oshkosh Transportation Improvement Plan

Mr. Nooyen motioned to approve, Mr. Koeppen seconded the motion. The motion passed unanimously.

3. Discussion and action on Proposed Resolution 26-21: Approval of the Transportation Improvement Program for Oshkosh Urbanized Area- 2022

Mr. Russell provided an over view of the Oshkosh Transportation Improvement Plan

Ms. Miller motioned to approve, Mr. Nooyen seconded the motion. The motion passed unanimously.

4. Discussion and action on Proposed Resolution 27-21: Approval of the Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan – 2021

Ms. Biedermann stated that East Central adopted a bicycle and pedestrian plan for the Appleton (Fox Cities) and Oshkosh for the Metropolitan Planning Organization and prior to that there was a plan approved in the 1994.

Mr. Kautza motioned to approve, Mr. Gueths seconded the motion. The motion passed unanimously.

5. Discussion and action on Proposed Resolution 28-21: Approval of the Appleton (Fox Cities) Transportation Management Area Congestion Management Process Plan

Mr. Halada provided overview for this. The CMP is designed to provide systematic planning solutions to the transportation needs of the Appleton (Fox Cities) TMA. A primary goal of the plan is to develop a balanced transportation network by increasing opportunities for walking, bicycling, and public transit, along with automobiles. Public comment period ended in October. Ms. Homan asked if this is

tied back to the Federal Clean Air Act. Mr. Halada will follow up with Ms. Homan privately.

Ms. Miller motioned to approve, Mr. Nooyen seconded the motion. The motion passed unanimously.

6. Discussion on Title VI Assurances and Agreements

Ms. Biedermann provided overview for this. She outlined how it will be implemented as well as how the data would be collected.

7. Regional Plan 2045 Visioning Exercise and Discussion

Ms. Nau was present to guide the committee through the visioning exercise. She explained where the Commission was at in the process for completing the regional plan. Discussion of regional issues and opportunities as well as ECWRPC's role in supporting the counties pursued. The discussion collected information around funding options, how transportation is changing, and how the counties can best work together with their municipalities. Communication with highway commissioners and having a presence at the Town Association meetings will help guide future transportation efforts. ECWRPC should be a clearinghouse of data and a resource to provide guidance making sure the land use matches transportation initiatives with development.

11. Next Meeting

- A. ***Transportation Committee Meeting:*** *The next Transportation Committee Meeting will take place January 11, 2022 at 1:30 p.m. Further details will be forthcoming.*
- B. ***Commission Meeting:*** *The next Commission meeting will be held on Friday, October 29, 2021 at 10:00 a.m. Further details will be forthcoming.*

12. Adjournment

Mr. Koeppen motioned to adjourn, Mr. Kautza seconded the motion. The motion passed unanimously. The meeting adjourned at 2:40 p.m.

Any person wishing to attend this meeting or hearing, who, because of a disability, requires special accommodations should contact the East Central Wisconsin Regional Planning Commission at (920) 751-4770 at least three business days prior to the meeting or hearing so that arrangements, within reason, can be made.

JANUARY 2022 QUARTERLY COMMISSION MEETING MINUTES

East Central Wisconsin Regional Planning Commission

Date: Friday, January 28, 2022 **Time:** 10:00 a.m. **Place:** Virtual Meeting

1. **Call to Order** – Chair Nooyen called the meeting to order at 10:00 a.m.
2. **Roll Call** - showing the following attendance:

Commission Members Present:

Alice Connors	Calumet County
David DeTroye (Alt. for Tom Reinl)	Calumet County
Merlin Gentz	Calumet County
Nick Kesler	Calumet County
Allen Buechel	Fond du Lac County
Martin Farrell	Fond du Lac County
Kay Miller	Fond du Lac County
Brenda Schneider	Fond du Lac County
Jeremy Johnson (Alt. for Elizabeth Moses)	Menominee County
James Lowey	Menominee County
Ruth Winter	Menominee County
Lee Hammen	Outagamie County
Kara Homan (Alt. for Thomas Nelson)	Outagamie County
Nadine Miller	Outagamie County
Jeff Nooyen	Outagamie County
Michael Thomas	Outagamie County
Jake Woodford	Outagamie County
DuWayne Federwitz	Waupaca County
Dick Koeppen	Waupaca County
Aaron Jenson (Alt. for Brian Smith)	Waupaca County
Donna Kalata	Waushara County
Larry Timm	Waushara County
David Albrecht (Alt. for Shiloh Ramos)	Winnebago County
Jerry Bougie (Alt. for Jon Doemel)	Winnebago County
Robert Keller	Winnebago County
Lori Palmeri	Winnebago County
Mark Rohloff (Alt. of Lori Palmeri)	Winnebago County
Robert Schmeichel	Winnebago County
Ronald McDonald	Ex-Officio Member

Commission Members Excused:

Chuck Hornung	Fond du Lac County
Steve Gueths	Shawano County
Tom Kautza	Shawano County
Brian Smith	Waupaca County
Scott Nelson	Ex-Officio Member

Staff Members & Guests Present:

Melissa Kraemer Badtke	Executive Director
Kevin Englebert	Deputy Director
Sara Otting	Controller
Mike Zuege	GIS Manager
Matt Halada	Principal Planner
Kim Biedermann	Senior Planner
Jennie Mayer	Associate Planner
Tanner Russell	Associate Planner
Leann Buboltz	Administrative Coordinator

3. **Public Comment** - There was no public comment.

4. **Approval of Agenda / Motion to Deviate**

Mr. Albrecht motioned to approve the agenda as distributed, Ms. Palmeri seconded the motion. The motion passed unanimously.

5. **Approval of the Minutes of the October 29, 2021 Quarterly Commission Meeting Summary of Proceedings**

Mr. Woodford motioned to approve the meeting minutes, Mr. Albrecht seconded the motion. The motion passed. Note that Mr. Lowey abstained from the vote.

6. **Announcements and Reports**

A. Director's Reports

1. **East Central Wisconsin Regional Planning Commission**

By Melissa Kraemer Badtke, Executive Director. Update on highlighted activities.

Updates: The Commission recently hired Leann Buboltz for the administrative coordinator position along with Jennie Mayer and Casey Peters as Associate Planners. Jennie and Casey will both be working on the Transportation and Safe Routes to School Programs.

2022 Indirect Cost Rate: The Commission staff has been working with staff from the Department of Interior to develop the 2022 indirect cost rate. The rate has been approved for next year and we received our NICRA.

WEDC Funding: East Central will be receiving an additional \$3 million for the WEDC Main Street Bounceback Program (that is a total of \$6 million for the region). The Main Street Bounceback Program was an unanticipated program at the time the Strategic Plan was approved and we have worked with the Wisconsin Economic Development Corporation, the Regional Planning Commissions, and local municipalities and business to award grants for the program. Currently we have provided over \$2.7million in grants to small businesses.

NR-135 Non-Metallic Mining Program: East Central staff will be administering the NR-135 program on behalf of Calumet County beginning in 2022.

Gubernatorial Appointments: Staff is continuing to work with local municipalities to approved the resolutions to change the board composition. The goal is to have this completed by mid-March. Staff will then work with our legal counsel to submit the appropriate paperwork to the Governor's office and file the new articles of organization prior to the nominating committee meeting for the Commission in April. Once the change occurred, staff will notify the Gubernatorial Appointments and each of the members Counties prior to their reorganization meetings in April.

7. **Business**

A. Steering Committee

1. Approval of the Minutes for the October 29, 2021 Meeting.
2. Approval of the Minutes for the November 11, 2021 Meeting.
3. Approval of the Minutes for the December 15, 2021 Meeting.

A motion was made by Mr. Farrell and a second by Ms. Kalata to approved of the October 29, November 11 and December 15 minutes. Hearing of no further discussion, motion carried unanimously.

4. 2021 Fourth Quarter Financial Report. Ms. Otting gave the overview.

A motion was made by Ms. Palmeri and a second by Mr. Lowey to approve of the 2021 Fourth Quarter Financial Report as presented. Hearing of no further discussion, motion carried unanimously

5. Fourth Quarter 2021 Work Program Progress Report. Ms. Otting gave the overview.

A motion was made by Mr. Albrecht and a second by Mr. Federwitz to place the 4th Quarter 2021 Work Program Progress Report on file as presented. Hearing of no further discussion, motion carried unanimously

6. **Reaffirmation Resolution 31-21:** Amending the 2020 Unified Transportation Work Program and Budget and Requesting an Extension of the Funding Eligibility period to complete work from Calendar Year 2020 for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations. Ms. Kraemer-Badtke presented the Resolution.

A motion was made by Ms. Palmeri and a second by Mr. Albrecht to approve as presented. Hearing of no further discussion, motion carried unanimously

7. **Reaffirmation Resolution 32-21:** Amending the 2021 Unified Transportation Work Program and Budget and Requesting an Extension of the Funding Eligibility period to complete work from Calendar Year 2021 for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations. Ms. Kraemer-Badtke presented the Resolution.

A motion was made by Mr. Koeppen and a second by Mr. Albrecht to approve as presented. Hearing of no further discussion, motion carried unanimously.

8. **Reaffirmation Resolution 33-21:** Amending the 2022 Unified Transportation Work Program and Budget to include Work Activities from the Period of Availability in calendar years 2020 and 2021 for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations. Ms. Kraemer-Badtke presented the Resolution.

A motion was made by Mr. Hammen and a second by Mr. Lowey. Hearing of no further discussion, motion carried unanimously.

Resolution 01-22: Adopting the Final 2022 Work Program and Budget for East Central Wisconsin Regional Planning Commission (The Work Program and Budget can be reviewed at the following link:

<https://www.ecwrpc.org/programs/transportation/work-program-and-budget/>)

Ms. Kraemer-Badtke presented the Commission with an overview of the Final 2022 Work Program and Budget, addressing all the questions and comments that were shared. **Levy Increase** - While the goal is to reduce the levy, in 2023 the Commission will likely need to consider increasing the levy to leverage in additional federal and state dollars to support the Commission's core program areas. **Transportation** - For example, the new federal transportation bill, which is a 5-year bill, has substantial funding that will be available for Metropolitan Planning Organizations. In addition, this additional funding will allow the Commission to support local municipalities and Counties in potentially applying for additional funding for transportation projects. **Regional Safe Routes to School program** - The Regional Safe Routes to School Program has had gaps in staffing and the program awards for these grants need to be completed in 2023, 2024, and 2026. In order to be fully staffed, complete the program deliverables outlined in the grant, the Commission will need to match the federal funds. **Economic Development Program** - For the economic development program, the Commission received two years of CARES act funding in addition to the 3-year planning partnership grant that the Commission receives from the Economic Development Administration. The Commission staff focused the first two years on the CARES act funding because it was 100% funding and back filed the 3rd year with the 3-year planning partnership grant – which is 60% federal funds, 40% local match. **Water Quality Management/SSA Program** - This year staff is requesting the Commission to make a significant investment to the Water Quality Management Program/Sewer Service Area Program. This is because many of the SSA Plans are 10-20 years old and should be updated every 5 years. Staff is requesting the Commission to make a significant investment to this program to continue to update SSA plans and provide additional staff support to our communities for this program. The **Regional Comprehensive Plan** update is underway and slated for completion at the end of 2022.

Benefits

- Increasing the levy will allow the Commission to leverage in additional funding for transportation and assist local communities with additional federal transportation projects.
- It will also allow us to continue to enhance the Commission's core program areas.
- Increases in the levy will be spread across all counties.

A motion was made by Mr. Albrecht and a second by Ms. Connors. Hearing of no further discussion, motion carried unanimously.

9. **Resolution 02-22:** Adoption of the Annual Affirmative Action Program for Equal Employment Opportunities – Presented by Ms. Biedermann.

A motion was made by Mr. Woodford and a second by Ms. Connors. Hearing of no further discussion, motion carried unanimously.

10. **Resolution 08-22:** Amending the 2021 Unified Transportation Work Program and Budget and Requesting an Extension of the Funding Eligibility period to complete work from calendar year 2021 for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations. Presented by Ms. Kraemer-Badtke.

A motion was made by Ms. Kalata and a second by Ms. Palmeri. Hearing of no further discussion, motion carried unanimously.

11. **Resolution 09-22:** Amending the 2022 Unified Transportation Work Program and Budget and Requesting an Extension of the Funding Eligibility period to complete work from calendar year 2021 for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organization. Presented by Ms. Kraemer-Badtke.

A motion was made by Mr. Farrell and a second by Mr. Federwitz. Hearing of no further discussion, motion carried unanimously.

12. **Resolution 10-22:** Authorizing the Commission to enter into a Contract with Toole Design Group, LLC as noted in the attached contract and authorizing the Executive Director to execute the contract on behalf of the Commission. Presented by Ms. Biedermann. This resolution is to enter into contract Toole Design Group to develop a Community Engagement Guidebook and Toolkit.

A motion was made by Ms. Schneider and a second by Ms. Kalata. Hearing of no further discussion, motion carried unanimously.

13. **Resolution 11-22:** Authorizing the Commission to enter into a Contract with Toole Design Group, LLC as noted in the attached contract and authorizing the Executive Director to execute the contract on behalf of the Commission Presented by Mr. Halada.

A motion was made by Mr. Koeppen and a second by Ms. Palmeri. Hearing of no further discussion, motion carried unanimously.

14. **Resolution 12-22:** Amending the Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area – 2022. Presented by Mr. Russell.

A motion was made by Mr. Albrecht and a second by Ms. Connors. Hearing of no further discussion, motion carried unanimously.

15. Reaffirmation Contract Amendments

- a. Contract Amendment with CPCS and their subconsultant SEH for the Northeast Intermodal Freight Facility Contract
- b. Contract Amendment with the Wisconsin Economic Development Corporation for the Main Street Bounce Back Program
- c. Contract Amendment with Econsult Solutions for the Economic Impact of Bicycling and Walking Study
- d. Contract Amendment with HGKI for the High Cliff Feasibility Project
- e. Contract Amendment with Ayres Associates: Authorizing the Commission to enter into a Contract Amendment with Ayres Associates, Inc as noted in the attached contract amendment and authorizing the Executive Director to execute the contract amendment on behalf of the Commission

A motion was made by Ms. Connors and a second by Mr. Lowey to reaffirm the Contract Amendments. (Motion included a, b, c, d & e). Hearing of no further discussion, motion carried unanimously.

B. Economic Development Committee

1. Approval of the Minutes for the October 6, 2021 Meeting

A motion was made by Ms. Connors and a second by Mr. Albrecht. Hearing of no further discussion, motion carried unanimously.

C. Open Space and Environmental Management Committee

1. Approval of the Minutes for the October 13, 2021 Meeting

A motion was made by Mr. Federwitz and a second by Mr. Schmeichel. Hearing of no further discussion, motion carried unanimously.

D. Community Facilities Committee

1. Approval of the Minutes for the September 8, 2021 Meeting

A motion was made by Ms. Schneider and a second by Mr. Lowey. Hearing of no further discussion, motion carried unanimously.

E. Transportation Committee

1. Approval of the Minutes for the October 12, 2021 Meeting

A motion was made by Ms. Homan and a second by Mr. Keller. Hearing of no further discussion, motion carried unanimously.

2. **Resolution 03-22:** Amending the Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area - 2022 <https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/> Presented by Mr. Russell.

A motion was made by Ms. Homan and a second by Mr. Albrecht. Hearing of no further discussion, motion carried unanimously.

3. **Resolution 04-22:** Amending the Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area - 2022 <https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/> Presented by Mr. Russell.

A motion was made by Ms. Homan and a second by Ms. Kalata. Hearing of no further discussion, motion carried unanimously.

4. **Resolution 05-22:** Amending the Transportation Improvement Program for Oshkosh Urbanized Area- 2022 <https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/> Presented by Mr. Russell.

A motion was made by Ms. Palmeri and a second by Mr. Keller. Hearing of no further discussion, motion carried unanimously.

5. **Resolution 06-22:** Approving the Surface Transportation Block Grant Project for the Appleton (Fox Cities) Transportation Management Area for Fiscal Years 2022-2027. Presented by Mr. Russell.

A motion was made by Ms. Homan and a second by Mr. Albrecht. Hearing of no further discussion, motion carried unanimously.

6. **Resolution 07-22:** Approving the Surface Transportation Block Grant Project for the Oshkosh Urbanized Area for Fiscal Years 2022-2027. Presented by Mr. Russell.

A motion was made by Ms. Palmeri and a second by Mr. Keller. Hearing of no further discussion, motion carried unanimously.

F. Regional Comprehensive Planning Committee

1. Approval of the Minutes for the October 20, 2021 Meeting.

A motion was made by Ms. Palmeri and a second by Mr. Thomas. Hearing of no further discussion, motion carried unanimously.

8. **Other Business**

- A. Appointment of Nominating Committee. Chair Nooyen announced that the Nominating Committee members had been selected and that additional communication would be issued to the committee members regarding establishing a date and time for the meeting. Commissioners are expected to serve on their respective standing committees and on the Commission Board through April. At the April Annual Meeting, the Nominating Committee will be presenting the nominations for the chair and vice chair along with the standing committee appointments.

2021 Nominating Committee was announced as: Nicholas Kesler-Calumet County, Allen Buechel-Fond du Lac County, Jeremy Johnson (Alt. for Elizabeth Moses)-Menominee County, Jake Woodford-Outagamie County, Tom Kautza-Shawano County, Dick Koeppen-Waupaca County, Donna Kalata-Waushara County, Lori Palmeri-Winnebago County.

A motion was made by Mr. Albrecht and a second by Mr. Farrell. Hearing of no further discussion, motion carried unanimously.

9. **Establish Time and Place for Next Commission Meeting**

- A. The next meeting will be 10:00 a.m. on Friday, April 29, 2022, additional meeting details will be forthcoming.
- B. The Commission's Annual meeting will be held on Friday, April 29, 2022 immediately following the Quarterly Commission Meeting.

Chair Nooyen addressed the Commission stating that this would be the last meeting before spring Election and wished the membership good luck in the upcoming election. He also thanked those that may not be returning for their time and service. Also shared - Mr. Farrell-Fond du Lac County has filed for Non-Candidacy. Mr. Nooyen thanked him for his leadership, efforts and service over the past years. Mr. Farrell stated that it was an honor and privilege to have this opportunity to serve.

10. **Adjourn**

A motion was made by Mr. Farrell and a second by Mr. McDonald. Motion carried unanimously with the time noted at 11:22 a.m.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 26-21

APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR OSHKOSH URBANIZED AREA-2022

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, in the FAST Act in §450.326 and §450.334(a) requires that the Oshkosh Metropolitan Planning Organization (MPO) prepare a Transportation Improvement Program with federally funded projects; 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 Greater Oshkosh Transit to establish 2022 calendar year targets for transit performance measures addressed in the Transit Asset Management Plan (TAM) and Public Transportation Agency Safety Plan (PTASP) and incorporate them into the TIP; and

WHEREAS, metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five Highway Safety Improvement Program (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 2022 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

RESOLUTION NO. 26-21

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

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

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

Section 1: That the Commission, as the designated MPO, approve the Transportation Improvement Program for the Oshkosh Urbanized Area - 2022.

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 29, 2021

Prepared for: Transportation Committee

Prepared By: Tanner Russell, Associate Transportation Planner

Jeff Nooyen

Jeff Nooyen (Nov 2, 2021 11:06 CDT)

Jeff Nooyen, Chair – Outagamie Co.

RESOLUTION NO. 05-22

**AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH
URBANIZED AREA - 2022**

WHEREAS, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Oshkosh Urbanized Area, approved the *2022 Transportation Improvement Program for the Oshkosh Urbanized Area*, at the October 29, 2021 quarterly Commission meeting; and

WHEREAS, the Transportation Improvement Program was prepared to meet the requirements of the Fixing America's Surface Transportation Act: (FAST), as prescribed by federal regulations; and

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

WHEREAS, WisDOT has requested the MPO advance the attached WisDOT projects in the Oshkosh Area:

WHEREAS, the MPO staff will prepare the appropriate documentation to meet federal and state requirements for any transportation project appearing in the TIP, **Now Therefore;**

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

SECTION 1. That the Commission approves the amendment as presented to include the proposed projects in the approved 2022 Transportation Improvement Program for the Oshkosh Urbanized Area.

Effective Date: January 28, 2022

Prepared for: Transportation Committee

Prepared By: Tanner Russell, Associate Transportation Planner



Jeff Nooyen (Jan 31, 2022 09:26 CST)

Jeff Nooyen, Chair – Outagamie 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

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

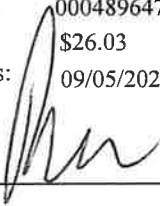
**NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2021 TRANSPORTATION IMPROVEMENT PROGRAM**

The Oshkosh Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Areas – 2022. 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 2022 – 2025. 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– 2022 can be viewed on the internet at:
<https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

A 30-day public review and comment period for this document will commence on September 5, 2021, and end on October 5, 2021. 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 Ahnapee Street, Suite 100, Menasha, WI 54952-3100 or to mhalada@ecwrpc.org.
Run: September 5, 2021

WNAXLP

Account Number: GWM-N5251
Order Number: 0004896471
Total Ad Cost: \$26.03
Published Dates: 09/05/2021

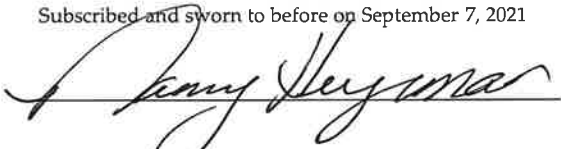


Legal Clerk

State of Wisconsin

County of Brown

Subscribed and sworn to before on September 7, 2021



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

EAST CENTRAL WI PLANNING COMM

Re: PN: Osh TIP

**STATE OF WISCONSIN
BROWN COUNTY**

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA WI 549523388

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newspaper published in the city of Oshkosh, in Winnebago
County, Wisconsin, and that an advertisement of which the
annexed is a true copy, taken from said paper, which published in
editions dated

**NOTICE OF PUBLIC REVIEW OPPOR-
TUNITY**

**AMENDMENT TO THE
TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
FOR THE OSHKOSH METROPOLITAN
PLANNING ORGANIZATION - 2022**

East Central Wisconsin Regional Plan-
ning Commission, the Metropolitan Plan-
ning Organization (MPO) for the Osh-
kosh MPO, is preparing to amend the
adopted 2022 Transportation Improve-
ment Program (TIP). The amended TIP
would include projects that will receive
federal or state funding to complete the
projects. The amendment will coordinate
local, state and federal programs to meet
federal metropolitan planning regulations
that include provisions for a formal TIP
amendment process. The Amendment
includes projects located within the Osh-
kosh Metropolitan Planning Organiza-
tion.

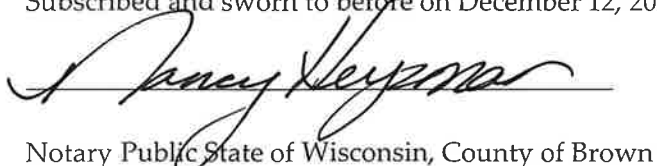
Comments regarding the 2022 TIP
amendment will be accepted until Janu-
ary 10, 2021. If you would like more in-
formation about the 2022 Transportation
Improvement Program for the Oshkosh
Metropolitan Planning Organization, and
a detailed listing of projects, please visit
our Web Site at [https://www.ecwrpc.org/
public-review/](https://www.ecwrpc.org/public-review/) or contact the East Central
Wisconsin Regional Planning Commis-
sion (920)751-4770.

Run Dec 12, 2021 WNAXLP

Account Number: GWM-N5251
Order Number: 0005041743
Total Ad Cost: \$23.42
Published Dates: 12/12/2021


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County of Brown
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Notary Public
State of Wisconsin

EAST CENTRAL WI PLANNING COMM
OF PUBLIC REVIEW OPPORTUNITY



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 figures 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 – 2022*.

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/>

Figure 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 2022 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Figure G-2 depicts 2019 households making less than \$25,000 (low-income) for the area. In addition to the MPO boundaries, there are 2022 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2022 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.

Figure G-3 depicts 2019 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 Winnebago County. 7.5 percent of the population of Winnebago County consider themselves to be a minority population. **Figure G-4** illustrates the 2019 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. **Figure G-5** illustrates the 2019 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2022 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.

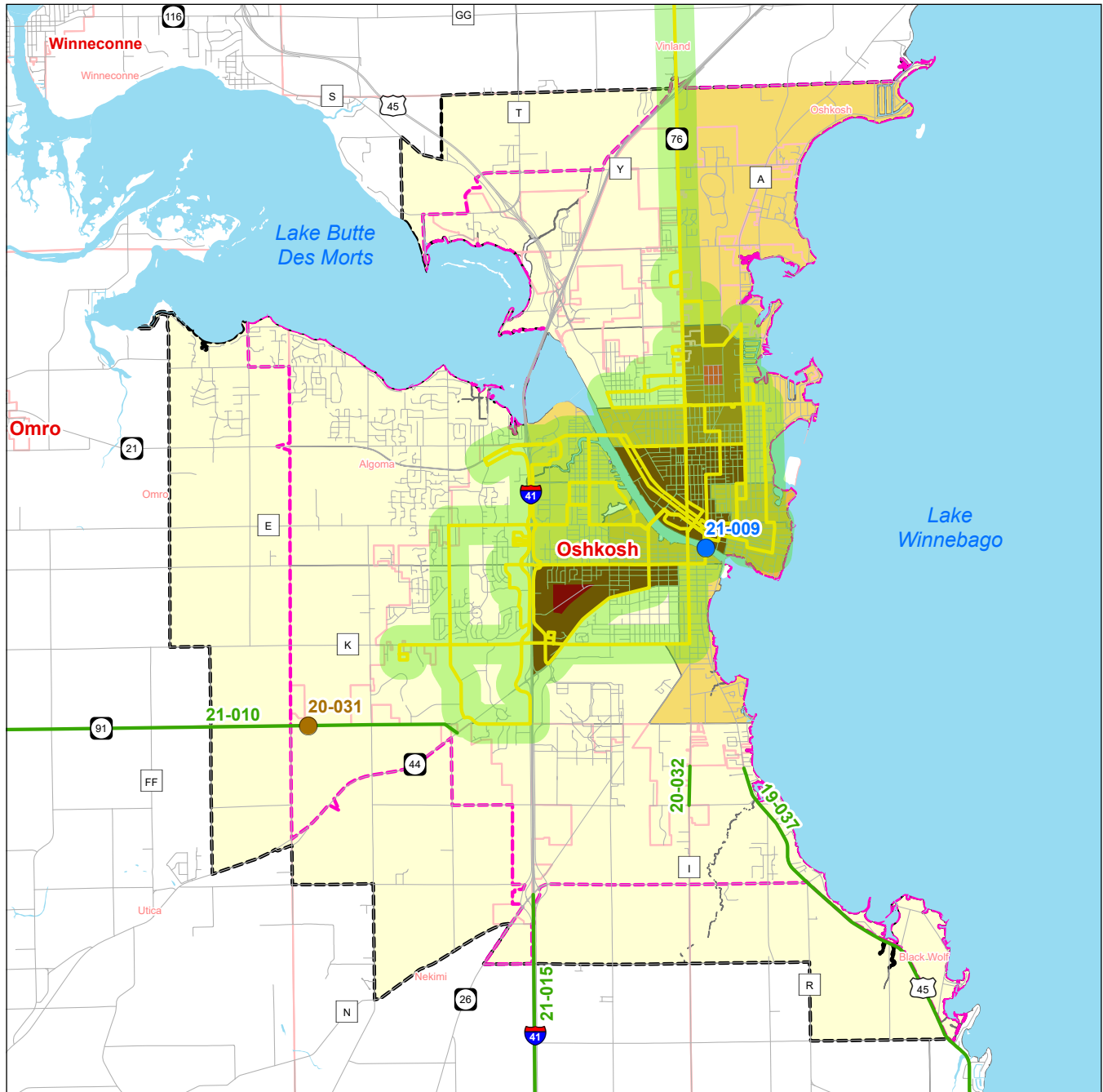
Figure G-6 depicts 2019 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2022 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

Figure G-7 depicts 2019 distribution of households with no car in the Oshkosh MPO area by census tract. This analysis is included with transit fixed routes and 2022 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.

Figure G-8 depicts 2019 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 2022 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 Metropolitan Planning Area TIP Projects (2022 - 2025) and
Population Below Poverty Level (American Community Survey 2019)**



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Households Below Poverty Level

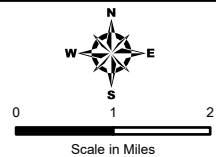
- < 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25.01%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

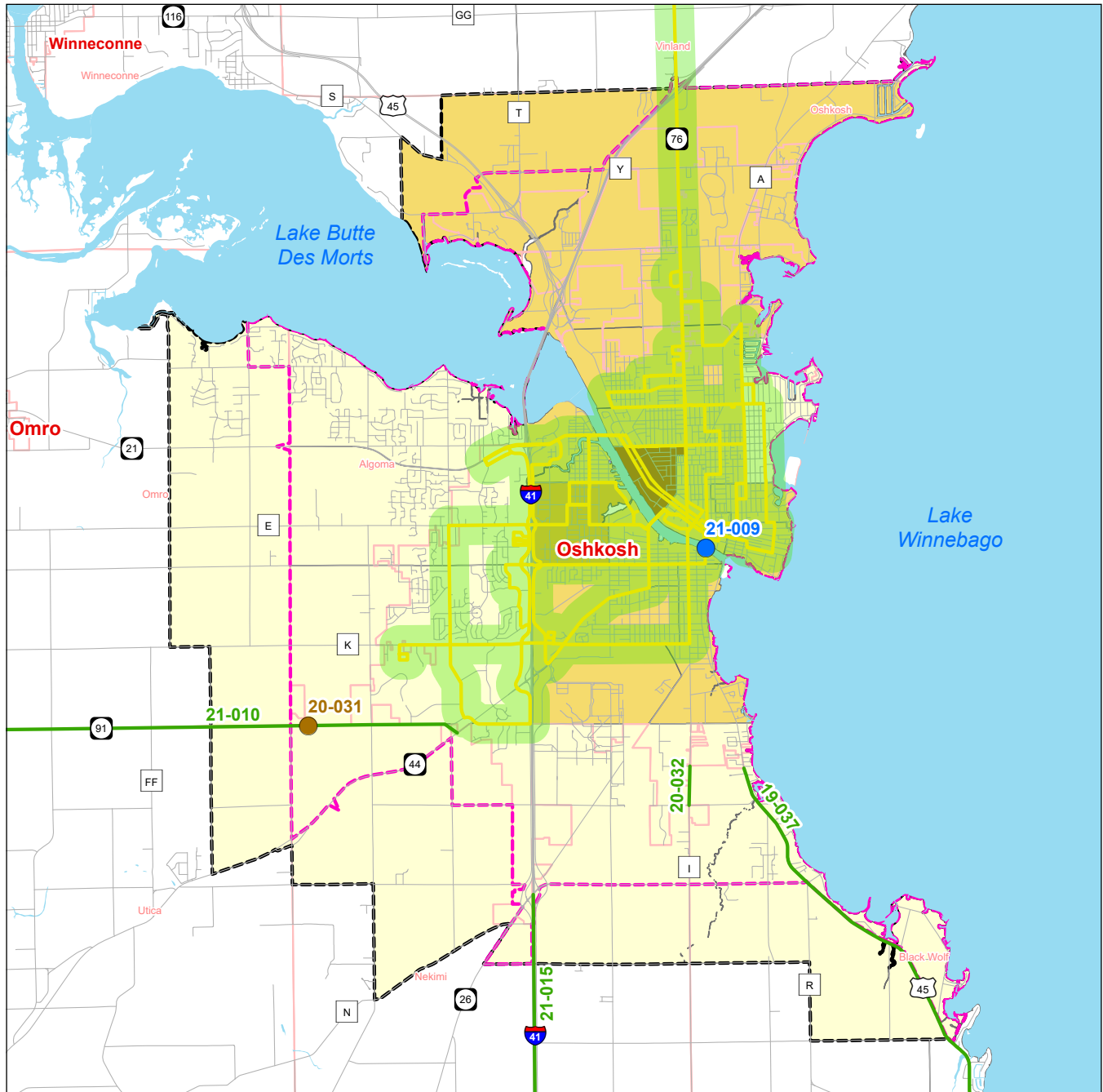


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Figure G-2
Oshkosh Metropolitan Planning Area TIP Projects (2022 - 2025) and
Household Income Less than \$25,000 per Year (American Community Survey 2019)



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Household Income Less than \$25,000

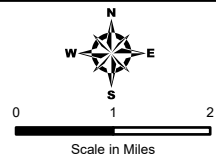
- < 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- > 60.01%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**



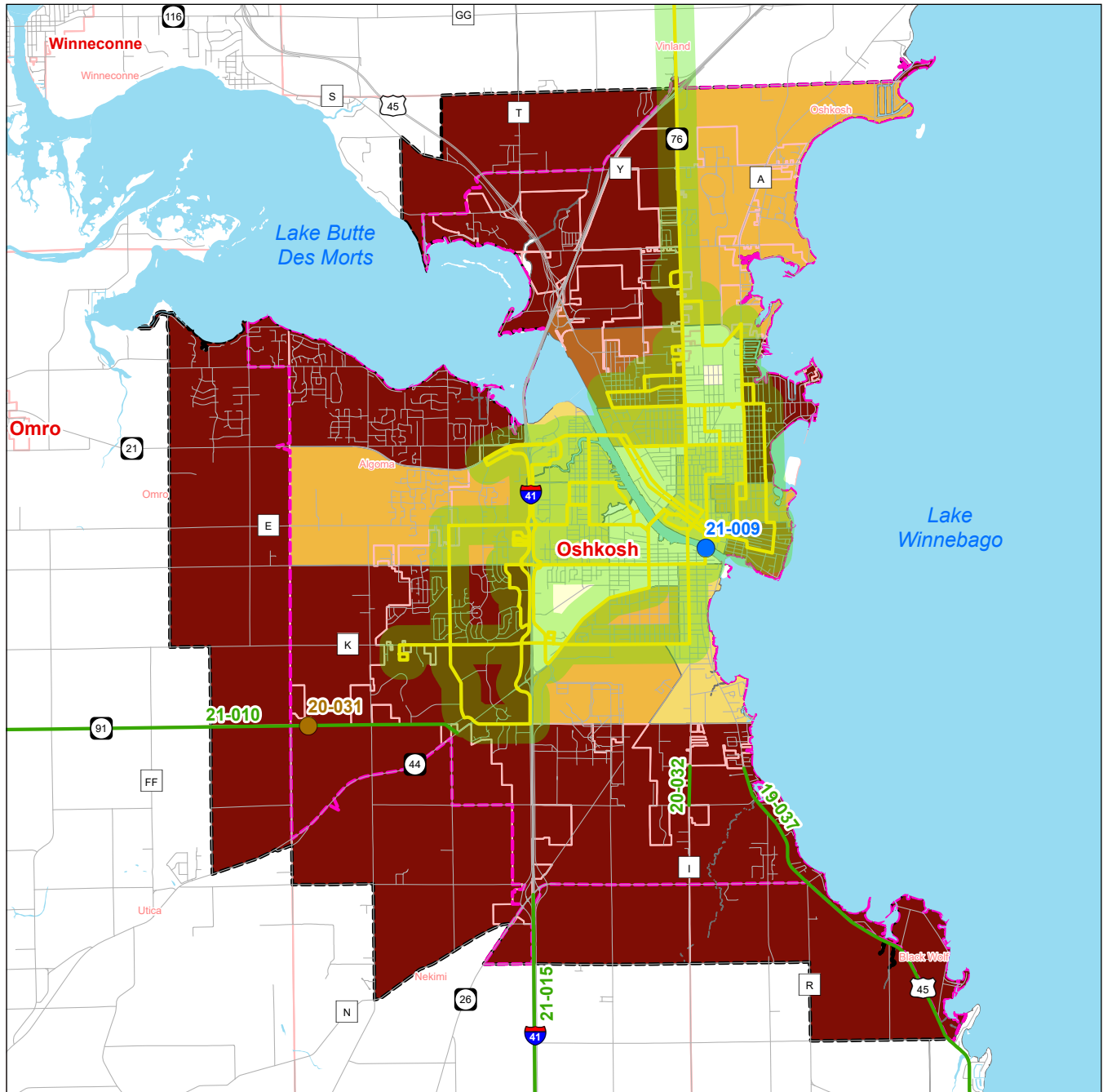
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Sources: American Community Survey 2019 Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet County provided 2021 centerline and hydrology.

Figure G-3
Oshkosh Metropolitan Planning Area TIP Projects (2022 - 2025) and
Household Income Greater than \$100,000 per Year (American Community Survey 2019)



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Household Income Greater than \$100,000

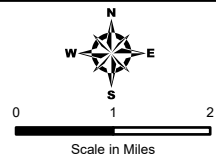
- <10 %
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- >25%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**



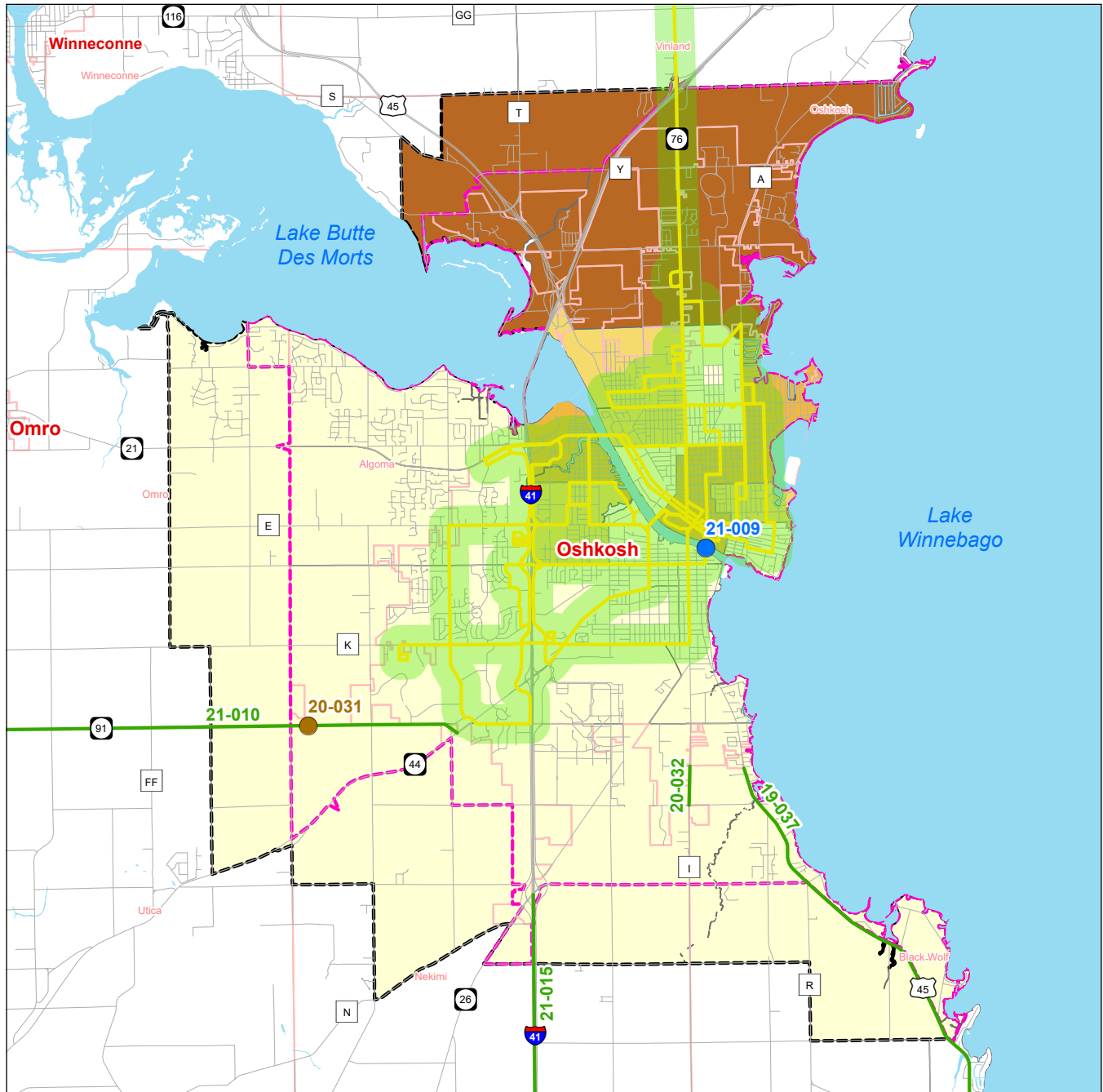
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Sources: American Community Survey 2019 Census Tracts. 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet County provided 2021 centerline and hydrology.

**Figure G-4
Oshkosh Metropolitan Planning Area TIP Projects (2022 - 2025) and
Minority Population (American Community Survey 2019)**



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Percent Minority Population

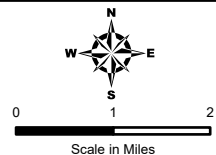
- < 10%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

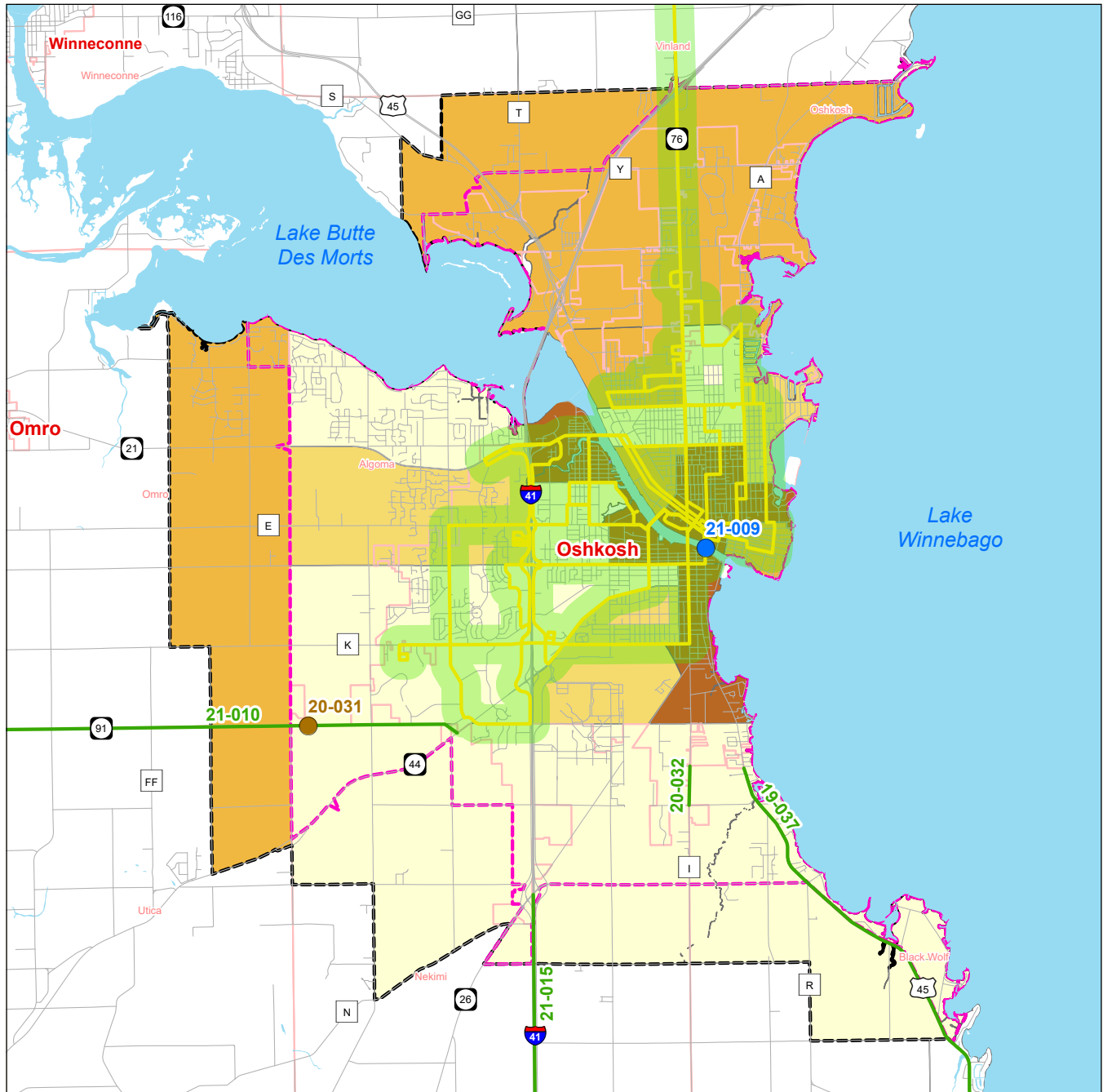


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**Figure G-5
Oshkosh Metropolitan Planning Area TIP Projects (2022 - 2025) and
Hispanic Population (American Community Survey 2019)**



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Percent Hispanic Population

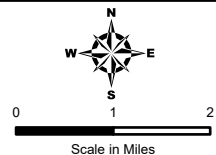
- < 2%
- 2.01% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- > 10%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**



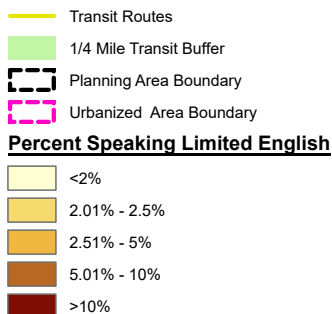
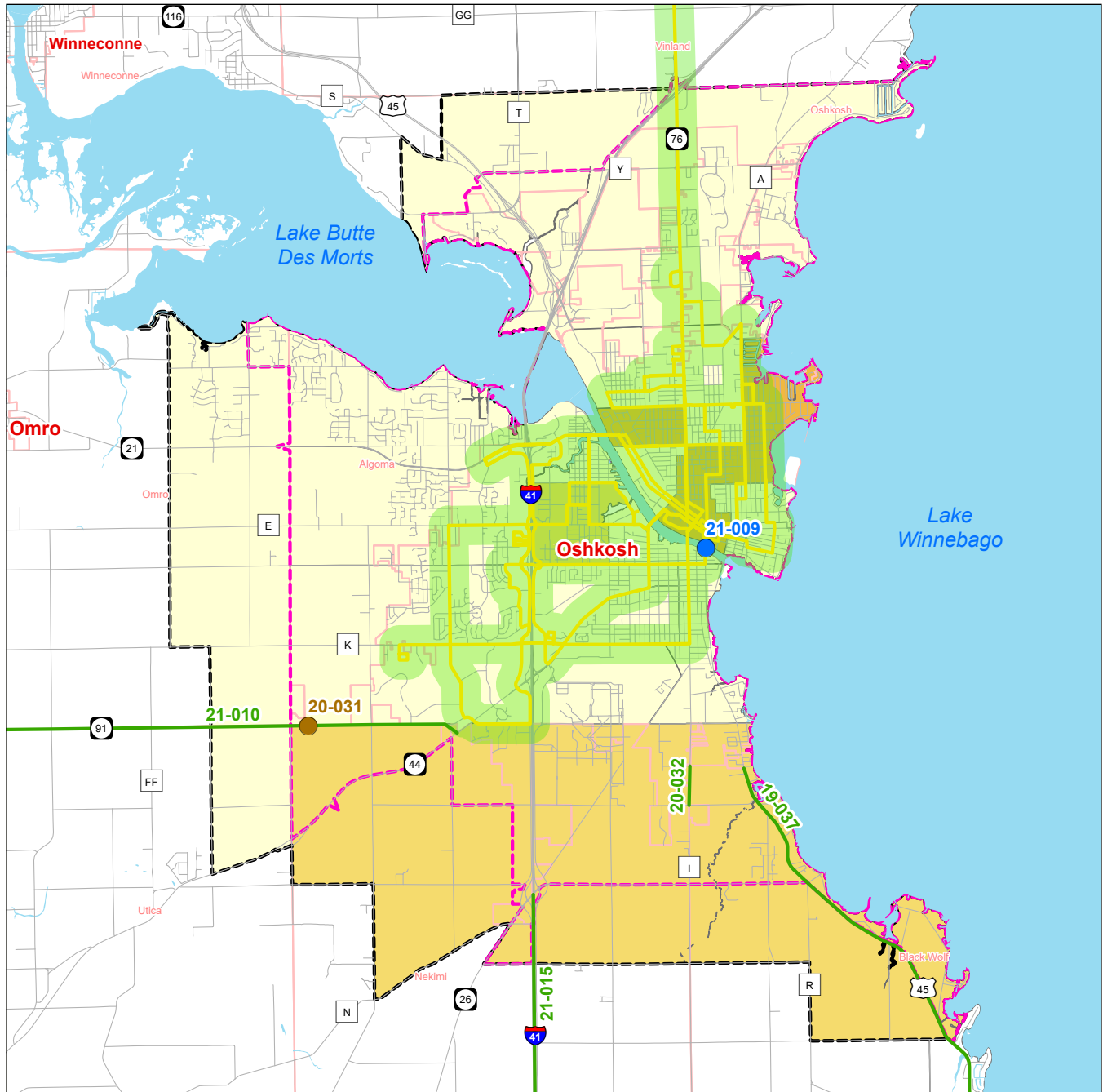
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Sources: American Community Survey 2019 Census Tracts, 2010 Metropolitan Planning Area and the 2010 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet County provided 2021 centerline and hydrology.

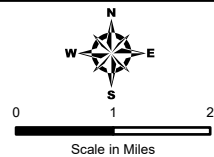
Figure G-6
Oshkosh Metropolitan Planning Area TIP Projects (2022 - 2025) and
Speaks Limited English (American Community Survey 2019)



TIP Project Year and Number



TIP Intersection Project Year and Number

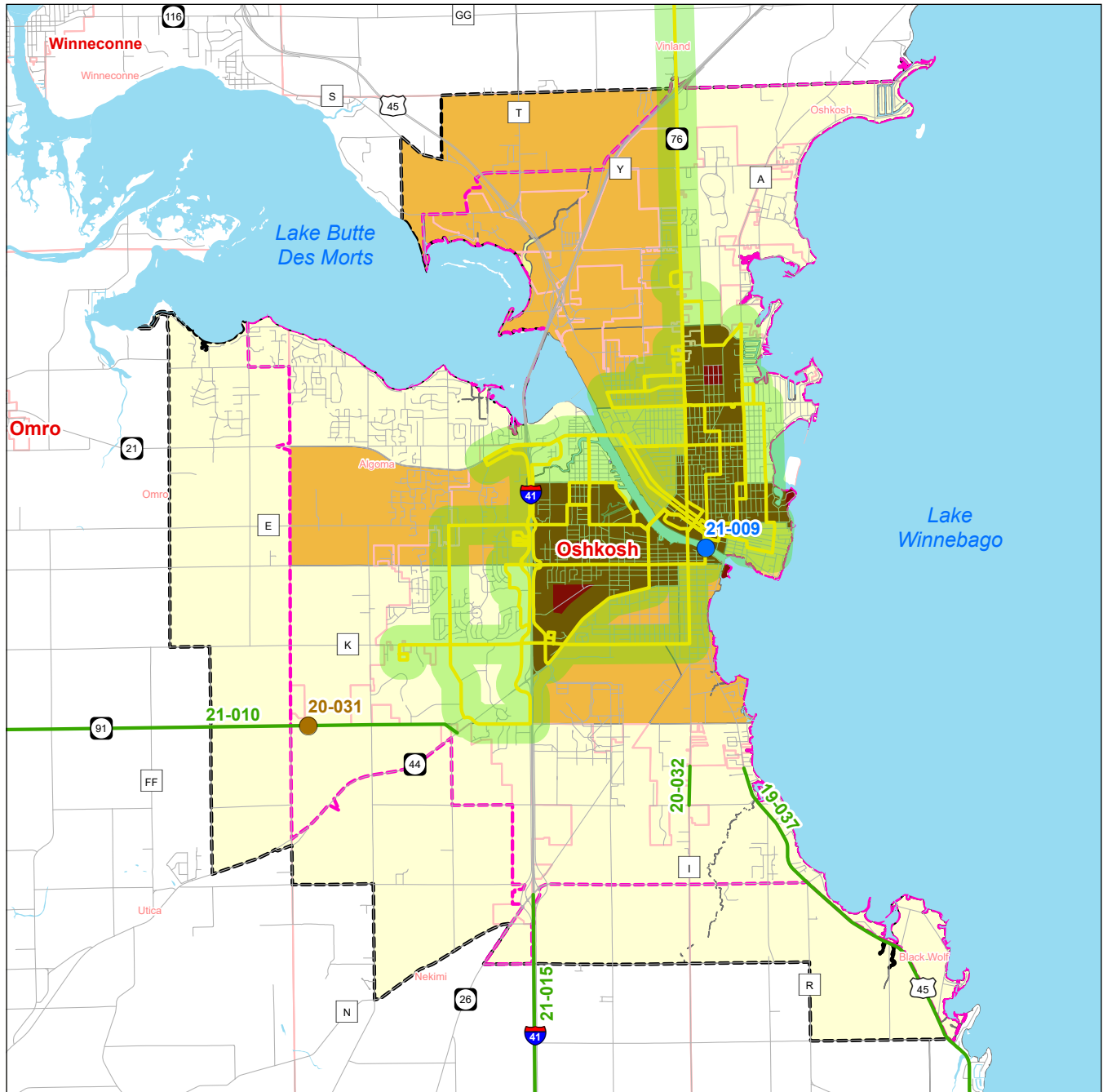


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Figure G-7
Oshkosh Metropolitan Planning Area TIP Projects (2022 - 2025) and
Household No Access to a Car (American Community Survey 2019)



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Household No Access to a Car

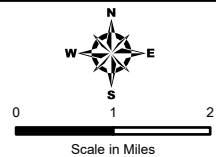
- < 2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- > 10%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

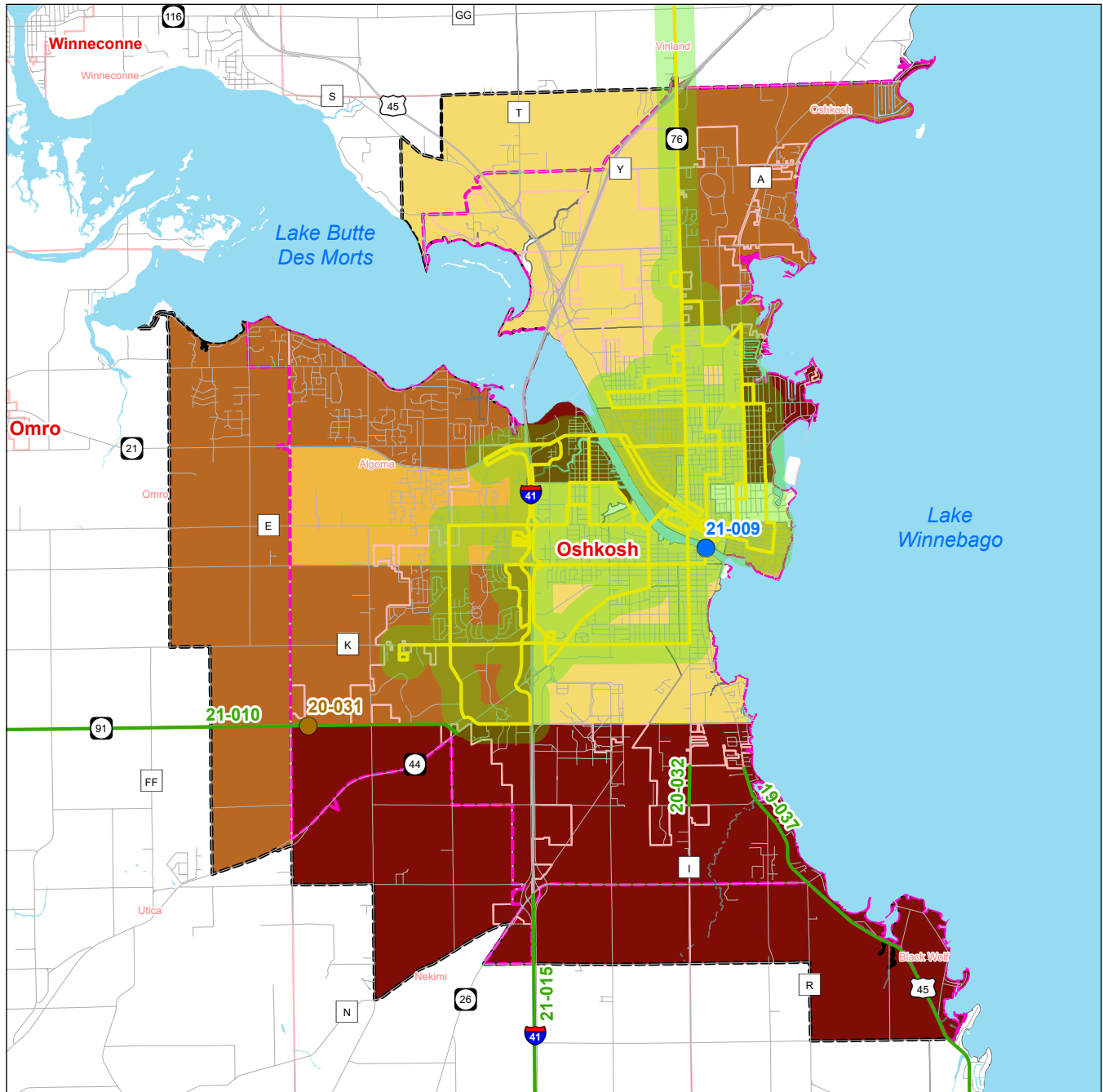


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Figure G-8
Oshkosh Metropolitan Planning Area TIP Projects (2022 - 2025) and
Household Access to a Car (American Community Survey 2019)



- Transit Routes
- 1/4 Mile Transit Buffer
- Planning Area Boundary
- Urbanized Area Boundary

Household Access to a Car

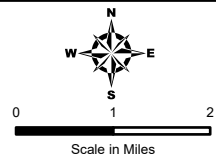
- <85%
- 85.01% - 94%
- 94.01% - 96%
- 96.01% - 98%
- 98.01% - 100%

TIP Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**

TIP Intersection Project Year and Number

- 2022 **06-056**
- 2023 **06-056**
- 2024 **06-056**
- 2025 **06-056**



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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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

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

Figure H - 1 shows the Oshkosh urbanized area.

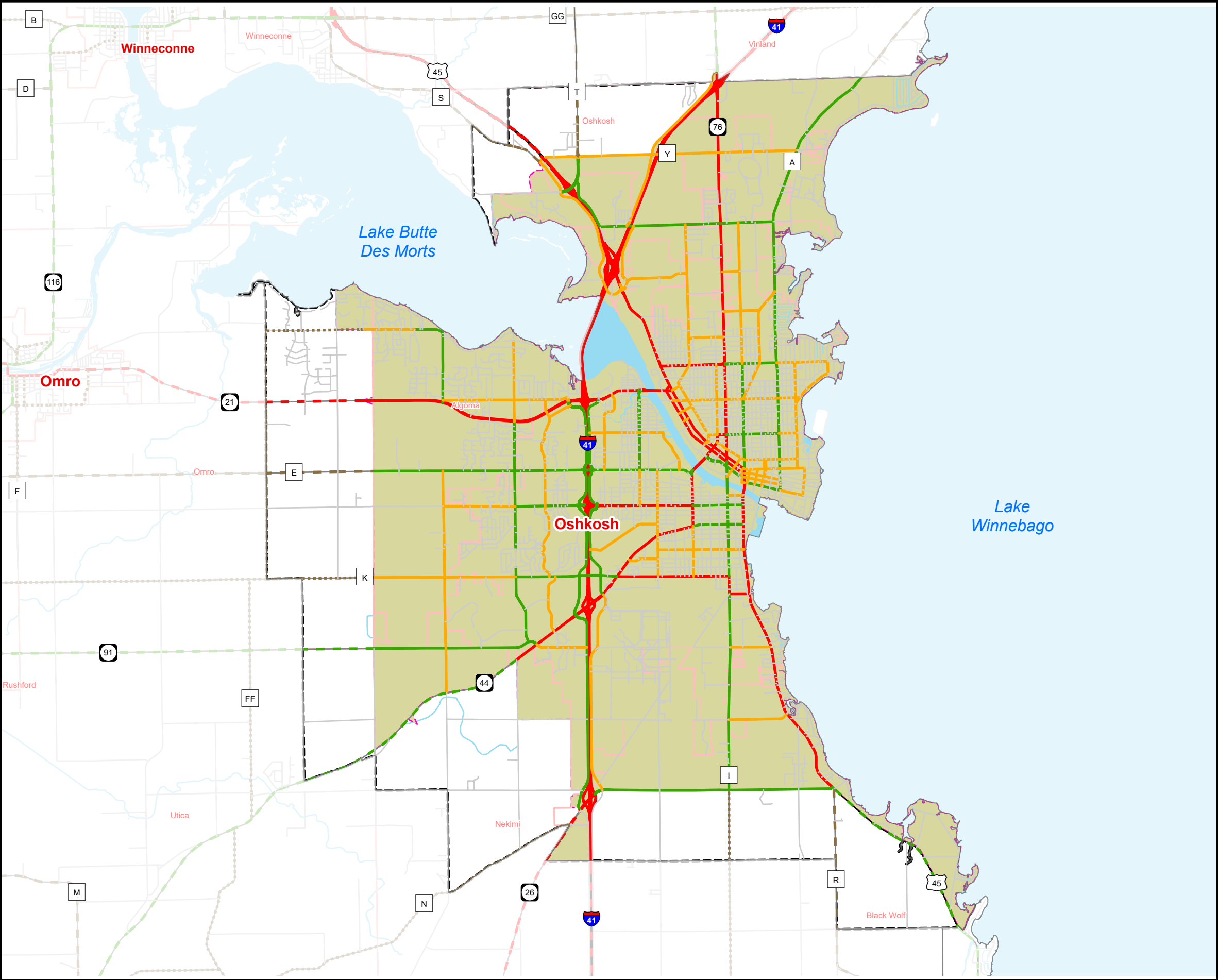
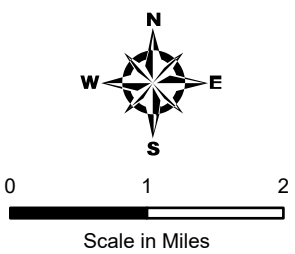


Figure H-1
Oshkosh Metropolitan
Planning Area
Functional Classification
System 2021

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



Source:
Base data provided by Outagamie, Winnebago, and
Calumet Counties 2021.
Functional Classification System provided by WisDOT/
ECWRPC 2021.
MPO data provided by WisDOT/ECWRPC 2010.

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use other than for East Central Wisconsin Regional Planning Commission
business.



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 2020 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, 2021. The WisDOT targets are:

- Number of fatalities < 584.7 (566 – current conditions)
- Rate of fatalities < 0.919 per 100 million vehicle miles traveled (VMT) (0.85 – current conditions)
- Number of serious injuries < 2,995.5 (2938 – current conditions)
- Rate of serious injuries < 4.712 per 100 million VMT (4.43 – current conditions)
- Number of non-motorized fatalities and non-motorized serious injuries < 358.5 (368 – current conditions)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 29, 2021. 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 2022 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 (2022-2025).

Office of the Commissioner of Railroads Projects

There were no Office of the Commissioner of Railroads projects programmed in the Oshkosh Urbanized Area in the four-year program (2022-2025).

Major Reconstruction Projects

The 2022-2025 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 2022-2025 TIP contains one project that is programmed for construction in the Urbanized Area. The CTH I (35th 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

Category	Target
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 29, 2021. 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.

Public Transit Agency Safety Plan (PTASP)

The Moving Ahead for Progress in the 21st Century (MAP-21) Act granted the Federal Transit Administration (FTA) with authority to establish and enforce a comprehensive regulatory framework to oversee the safety of public transportation throughout the United States. As a component of this safety oversight framework, GO Transit was required to develop and implement a Public Transit Agency Safety Plan (PTASP).

As part of the PTASP requirement, GO Transit established safety performance targets. The target data is shared with the MPO (ECWRPC) to integrate into the TIP and other planning processes. GO Transit's performance targets related to safety are shown below.

Safety Performance Targets - MB DO

Year	VRM	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (total)	Number of Injuries (per 100K VRM)	Safety Events (total)	Safety Events (per 100k VRM)	Preventable Accidents (total)	Preventable Accidents (per 100k VRM)	Major System Failures	System Reliability (VRM/ major system failures)
2016	483,085	0	0	2	0.41	19	3.93	3	0.62	26	18,580
2017	479,522	0	0	3	0.63	13	2.71	3	0.63	21	22,834
2018	477,522	0	0	1	0.21	10	2.1	3	0.63	32	14,922
2019	476,222	0	0	2	0.42	13	2.73	6	1.26	37	12,871
2020	468,393	0	0	1	0.21	10	2.14	6	1.28	11	42,581
2021 Baseline	476,949	0	0	2	0.42	13	2.73	4	0.88	25.4	22,358
*2021 Target	467,410	0	0	2 (1.9)	0.41	13 (12.7)	2.68	4 (3.9)	0.86	24.9	21,981

Safety Performance Targets - MB PT

Year	VRM	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (total)	Number of Injuries (per 100K VRM)	Safety Events (total)	Safety Events (per 100k VRM)	Preventable Accidents (total)	Preventable Accidents (per 100k VRM)	Major System Failures	System Reliability (VRM/ major system failures)
2019	69,968	0	0	0	0	1	1.44	0	0	1	69,968
2020	70,678	0	0	0	0	0	0	0	0	1	70,678
2021 Baseline	70,323	0	0	0	0	1	1.42	0	0	1	70,323
*2021 Target	68,917	0	0	0	0	1 (.98)	1.39	0	0	1 (.98)	68,917

Safety Performance Targets - DT PT (City Cab/Running Inc.)

Year	VRM	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (total)	Number of Injuries (per 100K VRM)	Safety Events (total)	Safety Events (per 100k VRM)	Preventable Accidents (total)	Preventable Accidents (per 100k VRM)	Major System Failures	System Reliability (VRM/ major system failures)
2019	311,619	0	0	0	0	0	0	0	0	0	311,619
2020	198,978	0	0	0	0	0	0	0	0	0	198,978
2021 Baseline	255,299	0	0	0	0	0	0	0	0	0	255,299
*2021 Target	250,193	0	0	0	0	0	0	0	0	0	250,193

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	$\geq 50\%$	$\geq 50\%$
Percentage of NHS bridges by deck area in "Poor" condition	$\leq 3\%$	$\leq 3\%$

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.

Exhibit C

Wisconsin Department of Transportation

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

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they were 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. East Central Wisconsin Regional Planning Commission agreed to update and adopt the targets and is anticipated they will be approved by formal resolution on October 29, 2021

Group	Federal Performance Measures	Agency	Target	Current Condition	Goal Met
Safety	Number of Fatalities / Traffic Fatalities	Fed/State	< 584.7	566	Y
Safety	Fatalities per 100 million VMT	Fed	< 0.919 per 100 million VMT	0.85	Y
Safety	Number of Serious Injuries / Serious Traffic Injuries	Fed	< 2,995.5	2938	N
Safety	Rate of Serious Injuries (per 100 million VMT)	Fed/State	< 4.712 per 100 million VMT	4.43	Y
Safety	Number of Non-motorized fatalities and number of Non-motorized serious injuries combined	Fed	< 358.5	368	N
MAPSS - Safety	Traffic Crashes	State	Annual target is 129,207	114,697 (2020) 57,761 (through June '21)	N
MAPSS - Safety	Safety Belt Use	State	% vehicle occupants wearing a seat belt (92%)	89.20%	N
Infrastructure	Interstate Pavement in Good Condition	Fed	> 45% (4 year target)	68%	Y
Infrastructure	Interstate Pavement in Poor Condition	Fed	< 5% (4 year target)	3% (US Interstate Total)	Y
Infrastructure	Non-Interstate NHS Pavement in Good Condition	Fed	≥ 20% (4 year target)	37%	Y
Infrastructure	Non-Interstate NHS Pavement in Poor Condition	Fed	≤ 12% (4 year target)	3%	Y
Infrastructure	National Highway System (NHS) Bridges in Good Condition	Fed	≥ 50% (4 year target)	53%	Y
Infrastructure	National Highway System (NHS) Bridges in Poor Condition	Fed	≤ 3% (4 year target)	3%	Holding
System Performance	Interstate Highway Reliable Person - Miles Traveled	Fed	90.0% (4 year target)	95%	Y
System Performance	Non-Interstate NHS Reliable Person - Miles Traveled	Fed	86.0% (4 year target)	91%	Y
System Performance	Freight Reliability Measure: Truck Travel Time Reliability (TTR) Index	Fed	1.60 (4 year target)	1.25	N
System Performance	% Interstate System mileage uncongested - Average truck speed > 50 mph (uncongested)	Fed	Increase over previous data, National Average 53%	66%	Y
System Performance	CMAQ Traffic Congestion: Annual Hours of Peak Hour Excessive Delay Per Capita	Fed	Milwaukee only in WI		
System Performance	CMAQ Traffic Congestion: Percent of Non-Single Occupancy Vehicle (SOV) travel	Fed	Milwaukee only in WI		
System Performance	CMAQ On-Road Mobile Source Emissions: Total Emission Reduction	Fed	Milwaukee only in WI		

Sources: <https://wisconsindot.gov/Documents/about-wisdot/performance/mapss/scorecard.pdf>
https://tripnet.org/wp-content/uploads/2021/06/TRIP_Interstate_Report_Appendix_June_2021.pdf
<https://www.fhwa.dot.gov/tpm/reporting/state/reliability.cfm?state=Wisconsin>

Group	State of Wisconsin Performance Measure	Agency	Target	Current Condition	Goal Met
MAPSS - Mobility	Delay (Hours of Vehicle Delay)	State	Reduce from previous year	7,676,333 hrs (trending downward)	Y
MAPSS - Mobility	Reliability (Planning Time Index)	State	Improve on reliability from previous year	1.16 PTI (Planning Trip Index)	Y
MAPSS - Mobility	Transit Availability	State	Increase % of Wisconsin Sites Served by Transit (Current Goal: 55%)	53 % of Wisconsin Sites Served by Transit	Holding
MAPSS - Mobility	Bicycling Conditions on Rural Highways	State	% rural highway miles with favorable bicycling conditions	State hwy: 57.9; County roads: 92.1	Holding
MAPSS - Mobility	Incident Response	State	% incidents cleared within a specific timeframe (Interim: 90%, Major 80%)	Interim incidents: 89.0; Major incidents 87.4	Y
MAPSS - Mobility	Winter Response	State	% bare-wet within a specific time period after a storm (Current Goal: 70%)	74 for 24-hr roads	N
MAPSS - Accountability	Transportation Facilities Economic Assistance and Development Grants (TEA Grants)	State	Capital investment dollars achieved per grant dollar awarded (Current Goal: \$50)	\$74.47	Holding
MAPSS - Accountability	Timely Scheduling of Contracts	State	% highway prog funding scheduled during the 1st 6 mth of fiscal year (54%)	42.50%	N
MAPSS - Accountability	On-Time Performance	State	% highway projects completed on-time (100)	90%	N
MAPSS - Accountability	On-Budget Performance	State	Final highway project cost as % of original contract amount (103%)	102%	Y
MAPSS - Accountability	Surplus Property Management	State	\$value of surplus land sold (\$2.75 mil)	\$3.01 mil	Y
MAPSS - Preservation	Program Effectiveness	State	% Scheduled improvement projects compared to modeled roadway needs (Location: 80; Scope: 65; Time: 65)	Location: 90; Scope: 88; Time: 67	Holding
MAPSS - Preservation	State Highway Pavement Condition (Backbone)	State	% state highway pavement rated fair or above (90 %)	99%	Holding
MAPSS - Preservation	State Highway Pavement Condition (Non-Backbone)	State	% state highway pavement rated fair or above (80%)	80%	Holding
MAPSS - Preservation	State Bridge Condition	State	% state bridges rated fair or above (95%)	97.70%	Y
MAPSS - Preservation	State-Owned Rail Line Condition	State	% state-owned rail line meeting FRA Class 2 Standard (>10 mph) (95%)	74.70%	Holding
MAPSS - Preservation	Airport Pavement Condition	State	% core airport pavement area rated fair or above for each functional type (RWY 90, TXWY 85, Apron 80)	RWY 89.0; TXWY 84.0; Apron 77.0	N
MAPSS - Preservation	State Highway Roadside Maintenance	State	Grade point average for the maintenance condition of state highways (3.0)	2.55	N
MAPSS - Preservation	Material Recycling	State	% newly produced materials replaced with recycled materials (10%)	13.33%	N
MAPSS - Service	DMV Wait Times	State	% DMV service center customers served within 20 minutes (80%)	95%	N
MAPSS - Service	DMV Electronic Services	State	Number of self-serve electronic transactions (225,661)	705,757	Y
MAPSS - Service	DMV Driver License Road Test Scheduling	State	Available tests % estimated demand (90%)	100%	Holding
MAPSS - Service	DMV Phone Service	State	% DMV phone calls answered within three minutes (80%)	46.90%	N
MAPSS - Service	DMV Email Service	State	% DMV emails answered within 24 hours (80%)	70.10%	N

Sources: WisDOT MAPSS <https://wisconsindot.gov/Documents/about-wisdot/performance/mapss/scorecard.pdf>

Group	Performance Measure	Agency	Target	Current Condition	Goal Met
CMP - Infrastructure	PASER Paved (Structurally Deficient, PASER 1-4)	ECWRPC	Decrease from previous year (18.7% roads deficient)	2019 : 18.3% roads deficient	Y
CMP - Infrastructure	Bridge Sufficiency Rating (SR)	ECWRPC	Decrease percentage of bridges below 80+ SR, 28% (2012)	5.7% below 80+ SR	Y
CMP - Mode Share	% of Workers Who Commute Alone to Work	ECWRPC	Decrease from previous data Calumet 87%, Outagamie 81%, Winnebago 82% (2018)	Calumet 86%, Outagamie 80%, Winnebago 82% (2019)	Y
CMP - Transit	Bus - Average Annual Unlinked Passenger Trips per Vehicle Revenue Mile	ECWRPC	Increase Ridership; Decrease From Previous Year 0.93 (2019)	0.6 (2020*)	Y
CMP - Transit	Demand Response - Average Annual Unlinked Passenger Trips per Vehicle Revenue Mile	ECWRPC	Increase Efficiency; Increase From Previous Year 0.17 (2019)	.13 (2020*)	Y
CMP - Transit	Whole System On-time Performance - Fixed Route	ECWRPC	Increase Over Previous Year 90% (2019)	95% (2020)	Y
CMP - Rail	Highway Railroad Crossing crashes	ECWRPC	Decrease from previous data Calumet 3, Outagamie 2, Winnebago 3 (2019)	Calumet 0, Outagamie 1, Winnebago 2 (2020)	Y
CMP - Rail	Highway Railroad Crossing fatalities	ECWRPC	Decrease from previous data Calumet 0, Outagamie 0, Winnebago 0 (2019)	Calumet 0, Outagamie 0, Winnebago 1 (2020)	Y
CMP - Air Quality	Particulate Matter (PM) 2.5 micrometer diameter or less	ECWRPC	Decrease averages from previous data, 8.0 micrograms/cubic meter of air (2019)	Calumet 8.4, Outagamie 6.7, Winnebago 8.5, average 7.2 (2020) National benchmark 8.0	Y
CMP - Air Quality	Ground Ozone (GO) - parts per billion	ECWRPC	Decrease from previous data, 0.037 (2019), Remain below EPA standard 0.075	0.033 appb (2020)	Y
CMP - Safety	Total annual vehicle crashes within Appleton Fox Cities TMA	ECWRPC	Decrease from previous data, 5,841 (2019)	4,109 (2020)	Y
CMP - Safety	Total annual bicycle crashes	ECWRPC	Decrease from previous data, 51 (2019)	49 (2020)	Y
CMP - Safety	Total annual pedestrian crashes within Appleton Fox Cities TMA	ECWRPC	Decrease from previous data, 47 (2019)	25 (2020)	Y
CMP - Safety	Total annual crashes with	ECWRPC	Decrease from previous data, 9 (2019)	8 (2020)	Y
CMP - Northeast WI TDM	Congestion Status by Miles	ECWRPC	Accurately record potentially congested road miles,	580.2 (2045 model)	Y
CMP - Northeast WI TDM	Congestion Status by Miles	ECWRPC	Accurately record deficient/severely deficient road	86.4 (2045 model)	Y

Sources: WISLR <https://wisconsin.gov/Pages/doing-bus/local-gov/wislr/default.aspx>
 WisDOT Bureau of Structures <https://wisconsin.gov/Pages/doing-bus/eng-consultants/csltr-srscs/strct/inv-forms.aspx>
 American Community Survey (ACS) <https://www.census.gov/programs-surveys/acs>
 National Transit Database <https://www.transit.dot.gov/ntd/transit-agency-profiles>
 Federal Railroad Administration <https://railroads.dot.gov/safety-data>
 WisDNR <https://dnr.wisconsin.gov/topic/AirQuality/Particles.html>
 ECWRPC Transportation Hub <https://transportation-ecwrpc.opendata.arcgis.com/>
 Northeast Wisconsin Travel Demand Model



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 2022 – 2025.

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 DOR¹:

- **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.

¹ <https://www.revenue.wi.gov/Pages/Report/county-municipal-revenues-expenditures.aspx>. (9/23/21)

- **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 2022-2025 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 (2015-2019) 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 2015-2019 annual average expenses for each municipality and compounded for each year out to 2025. This data was then grouped by 5 year increments as shown in **Table J-2**.

Table J-1: Historic Expenditures for Oshkosh MPO Municipalities (2015 – 2019)

Municipality	2019	2018	2017	2016	2015	5-Year Average
C Oshkosh						
Highway Maintenance & Adm.	7,974,138	7,343,010	5,827,700	6,512,400	5,846,600	
Highway Construction	7,079,064	6,773,166	5,681,000	10,319,900	5,671,100	
Road Related Facilities	3,778,022	2,289,304	3,440,600	2,828,000	2,819,800	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	18,831,224	16,405,480	14,949,300	19,660,300	14,337,500	16,836,761
T Algoma						
Highway Maintenance & Adm.	431,369	338,044	155,700	98,900	303,200	
Highway Construction	422,148	207,080	169,700	64,600	7,200	
Road Related Facilities	9,301	79,561	428,600	116,900	133,800	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	862,818	624,685	754,000	280,400	444,200	593,221
T Black Wolf						
Highway Maintenance & Adm.	170,187	180,343	129,900	125,600	181,100	
Highway Construction	0	0	0	0	0	
Road Related Facilities	6,242	6,936	3,500	5,300	7,400	
Other Transportation	0	0	2,800	3,200	34,500	
Total Local Transportation Expenditures	176,429	187,279	136,200	134,100	223,000	171,402
T Nekimi						
Highway Maintenance & Adm.	251,340	61,763	477,500	184,200	208,700	
Highway Construction	0	40,698	0	0	0	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	251,340	102,461	477,500	184,200	208,700	244,840
T Omro						
Highway Maintenance & Adm.	244,488	243,469	114,100	182,700	158,100	
Highway Construction	0	0	108,700	0	0	
Road Related Facilities	9,789	18,690	12,800	12,500	108,500	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	254,277	262,159	235,600	195,200	266,600	242,767
T Oshkosh						
Highway Maintenance & Adm.	126,704	175,133	235,300	133,500	129,300	
Highway Construction	142,599	0	0	20,000	0	
Road Related Facilities	8,823	8,210	9,800	9,800	9,600	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	278,126	183,343	245,100	163,300	138,900	201,754

Municipality	2019	2018	2017	2016	2015	5-Year Average
T Vinland						
Highway Maintenance & Adm.	206,668	160,221	128,900	112,600	118,000	
Highway Construction	0	0	0	0	0	
Road Related Facilities	4,284	4,729	4,500	4,700	3,700	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	210,952	164,950	133,400	117,300	121,700	149,660
Winnebago County						
Highway Maintenance & Adm.	2,379,932	7,392,298	3,020,500	3,261,000	3,636,500	
Highway Construction	6,057,676	94,760	5,274,600	4,457,500	2,471,700	
Road Related Facilities	495,681	460,011	443,300	484,500	682,700	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	8,933,289	7,947,069	8,738,400	8,203,000	6,790,900	8,122,532
MPO total	29,798,455	25,877,426	25,669,500	28,937,800	22,531,500	
Total 5-year Average						26,562,936

Note: Portions of Jurisdiction may be located outside of the Oshkosh Urbanized Area boundary.

Definitions: **Highway Construction** = Operating revenues and expenditures for constructing roads. **Highway Maint/Admin** = Operating revenues and expenditures for engineering, highway equipment and buildings, and road maintenance. **Road-Related Facilities** = Operating revenues and expenditures for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities. **Other Transportation** = Operating revenues and expenditures for airports, mass transit, docks & harbors, & other transportation facilities.

Source: Wisconsin Department of Revenue (2015 – 2019)

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

	2015-2019 Annual Average	2022 Projection	2023 Projection	2024 Projection	2025 Projection
C Oshkosh	16,836,761	17,867,305	18,224,651	18,589,144	18,960,927
T Algoma	593,221	629,530	642,121	654,963	668,063
T Black Wolf	171,402	181,893	185,531	189,241	193,026
T Nekimi	244,840	259,826	265,023	270,323	275,730
T Omro	242,767	257,626	262,779	268,035	273,395
T Oshkosh	201,754	214,103	218,385	222,752	227,208
T Vinland	149,660	158,821	161,997	165,237	168,542
Winnebago County	8,122,532	8,619,696	8,792,089	8,967,931	9,147,290
Total Local Expenditures	26,562,936	28,188,800	28,752,576	29,327,628	29,914,180
Projected Local Revenues	26,562,936	28,188,800	28,752,576	29,327,628	29,914,180

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 (2022-2025-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 five-year increments as shown in **Table 3**.
4. To account for projected revenues needed over the life of this plan, it was assumed that FHWA and FTA 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 1.74 percent (provided by WisDOT) was applied to the 2022-2025 programed projects. This data is shown in **Table 3**.

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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

COMMISSION MEMBERS

CALUMET COUNTY

Alice Connors
Nick Kesler
Merlin Gentz
Tom Reinl
(David DeTroye, Alt.)

FOND DU LAC COUNTY

Martin Farrell
Brenda Schneider
Kay Miller
Allen Buechel
Charles Hornung

MENOMINEE COUNTY

Ruth Winter
Elizabeth Moses
(Jeremy Johnson, Alt.)
James Lowey

OUTAGAMIE COUNTY

Thomas Nelson
(Kara Homan, Alt.)
Lee Hammen
Jake Woodford
Jeff Nooyen
Michael Thomas
Nadine Miller

SHAWANO COUNTY

Thomas Kautza
Steve Gueths
VACANT

WAUPACA COUNTY

Dick Koeppen
VACANT
Brian Smith
DuWayne Federwitz

WAUSHARA COUNTY

Donna Kalata
Larry Timm
VACANT

WINNEBAGO COUNTY

Jon Doemel
(Jerry Bougie, Alt.)
Shiloh Ramos
(David Albrecht, Alt.)
VACANT
Lori Palmeri
Robert Keller
Robert Schmeichel



EX-OFFICIO MEMBERS

Jill Michaelson
Ronald McDonald

