

Transportation Improvement Program

Oshkosh Urbanized Area

2023



Approved - October 28, 2022



East Central Wisconsin
Regional Planning Commission

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TRANSPORTATION IMPROVEMENT PROGRAM

OSHKOSH URBANIZED AREA

2023-2026

Approved – October 28, 2022

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH URBANIZED AREA - 2023

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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 2023-2026 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 2023 through 2026; for transit assistance programs, 2023 and 2024.

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INTRODUCTION

INTRODUCTION

The *Transportation Improvement Program* (TIP) is an annually prepared program of transportation projects that utilize 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 Bipartisan Infrastructure Law (BIL) that carries forward many of the programs found in 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 plans and budgets for the four-year period from 2023 to 2026. 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.

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

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

CERTIFICATIONS

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

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in 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

The Bipartisan Infrastructure Law (BIL) was signed into law on November 15, 2021 and supersedes the Fixing America's Surface Transportation (FAST) Act. The BIL, FAST Act, 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. BIL 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 FAST Act, MAP-21, TEA-21, and SAFETEA-LU. Additional areas of challenge under BIL 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, MAP-21, FAST Act, and BIL 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, FAST Act, and subsequently BIL 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 2027 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

Administrative Modification

- 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 18, 2022, a legal notice was published in the Oshkosh daily paper identifying a review and comment period from September 18 to October 18, 2022. The Transportation Committee will meet October 18, 2022 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO at its October 28, 2022 quarterly Commission Meeting. Documentation of the TIP published public involvement notice is included in Appendix F.

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

The BIL retains a majority of the highway program structure from the FAST Act legislation, retaining the latitude to flex 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

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

Federal-Aid Transit Programs

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

Following is a list of the categorical programs included in the BIL and 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 Program	TA
Carbon Reduction Program	CRP
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 TIP serves as a forum to communicate with the MPO annually and 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, 2023-2026, itemized in the listing this year includes the 2023 through 2026 projects that were submitted by the local entities. In developing this 2023 TIP, one project was selected by the Technical Advisory Committee for the 2026 and 2027 biennium.

The allocation of STP-Urban funds for 2023-2027 is \$1,883,128 in the Oshkosh urbanized area. In addition, the BIL STP-Urban funding for federal fiscal years 2023-2026 is \$4,152,708 for 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. 2023-2026 project candidates are evaluated using the project approval prioritization system created for the Oshkosh Urbanized Area's first TIP and continued in the 2023 TIP. 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

Delete space

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

The STBG funds for the 2026-2027 biennium resulted in staff recommending one project to the Technical Advisory Committee.

Oshkosh Urbanized Area Projects: Available Funding Allocation of \$1,883,128

- City of Oshkosh's Bowen Street, Otter Ave. to E. Parkway Ave.

In addition, the BIL STP-Urban funding for federal fiscal years 2023-2026 resulted in staff recommending one project to the Technical Advisory Committee.

Oshkosh Urbanized Area Projects: Available Funding Allocation of \$4,152,708

- Town of Algoma's Leonard Point Road, STH 21 to Highline Shore Ln.

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, 2026-2027. 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 2023 through 2026.

2023 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 (253-23-001). 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: 2023, 2024, 2025 and 2026.

Table 1: Oshkosh Urbanized Area - Project Listing (2023-2026)
(\$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	2023				2024				2025				2026				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Go Transit Winnebago	Fixed Route Bus Paratransit Capital Projects Section 5307	Oper. Contr. Purch. TOTAL	1286 446 168 1900	969 349 0 1318	1526 275 42 1843	3781 1070 210 5061	1302 459 3208 4969	999 352 0 1351	1593 290 802 2685	3894 1101 4010 9005	1342 473 8 1823	1028 362 0 1390	1641 299 2 1942	4011 1134 10 5155	1382 487 18 1887	1059 373 0 1432	1691 308 4 2003	4132 1168 22 5322	
WisDOT Winnebago	USH 45/Fond du Lac-Oshkosh SCL-SCPL Oshkosh 4110-32-71 RESURF	DESIGN ROW CONST				0 0 0				0 0 3934				0 0 0				0 0 0	Construction scheduled for 11/12/2024.
253-19-037	NHPP 7.61 miles (P)	TOTAL	0	0	0	0	3934	970	0	4904	0	0	0	0	0	0	0	0	
WisDOT C of Oshkosh Winnebago	WIS 91/Berlin - Oshkosh James Rd - Clairville Rd. 6540-11-71 BRRPL	STUDY ROW CONST				0 0 0				0 0 0				0 0 0				0 0 0	
253-20-031	STBG-FLX 0.031 mile: (P)	TOTAL	566	142	0	708	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT C of Oshkosh	CTH I Ripple Ave. - W. Waukau Ave. 4636-05-72 RECST	DESIGN ROW CONST				0 0 0				0 0 1030				0 0 0				0 0 0	
253-20-032	STBG .52 miles (P)	TOTAL	0	0	0	0	1030	0	818	1848	0	0	0	0	0	0	0	0	
WisDOT	Safety Funds Grouped Projects	DESIGN ROW CONST				0 0 0				0 0 0				0 0 0				0 0 0	
253-21-001	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Rail/Hwy Xing Safety Grouped Projects	DESIGN ROW CONST				0 0 0				0 0 0				0 0 0				0 0 0	
253-21-002	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Hwy Safety Improve Prog (HSIP) Grouped Projects	DESIGN ROW CONST				0 0 0				0 0 0				0 0 0				0 0 0	
253-21-003	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	RR Xing STP protective Devices Grouped Projects	DESIGN ROW CONST				0 0 0				0 0 0				0 0 0				0 0 0	
253-21-004	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Preventative Maint. National Highway Grouped Projects	DESIGN ROW CONST				0 0 0				0 0 0				0 0 0				0 0 0	
253-21-005	NHPP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	STH Preventative Maint. Connecting Hig Grouped Projects	DESIGN ROW CONST				0 0 0				0 0 0				0 0 0				0 0 0	
253-21-006	FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT	Enhancements Grouped Projects	DESIGN ROW 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	0	0	0	0	
OCR	OCR Rail-Highway Xing Safety Grouped Projects	DESIGN ROW 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	0	0	0	0	
WisDOT C of Oshkosh (Design 253-19-038)	USH 45/Main St. Bridge Deck Gates 4110-33-71 BRRHB	DESIGN ROW CONST				0 0 0				0 0 0				0 0 4262				0 0 5328	
253-21-009	NHPP .116 miles (P)	TOTAL	0	0	0	0	0	0	0	0	4262	1066	0	5328	0	0	0	0	Construction scheduled for 11/11/2025.
WisDOT Winnebago	STH 91/Berlin-Oshkosh WCL-STH 44 6540-08-71 RESURF	DESIGN ROW CONST				0 0 0				0 0 0				0 0 7406				0 0 9159	Construction scheduled for 11/12/2024.
253-21-010	FLX 14.78 mile: (P)	TOTAL	0	0	0	0	0	0	0	0	7406	1753	0	9159	0	0	0	0	

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WisDOT	STH 91	DESIGN	0				0				0				0				Construction scheduled for 5/25/2024.
C of Oshkosh	Clairville Rd Xing Surface-WSOR RR	ROW	0				0				0				0				
	6540-08-50 RESURF	CONST	0	170	30	200	0	0	0	0	0				0				
253-21-025	STBG .039 miles (P)	TOTAL	0	170	30	200	0	0	0	0	0	0	0	0	0	0	0		
WisDOT	IH 41, Oshkosh-Appleton	DESIGN	0				0				0				0				
C of Oshkosh	IH 41 Lake Butte Des Morts	ROW	0				0				0				0				
	1120-63-00,71	CONST	0				2117	235	0	2352	0				0				
253-22-005	NHPP (P)	TOTAL	0	0	0	0	2117	235	0	2352	0	0	0	0	0	0	0		
WisDOT	STH 91, Berlin-Oshkosh	DESIGN	0				0				0				0				
C of Oshkosh	STH 91 & Clairville Rd. RR387462L	ROW	0				0				0				0				
	6540-08-72 RESURF	CONST	92	23	0														
253-22-022	NHPP .194 miles (P)	TOTAL	92	23	0	0	0	0	0	0	0	0	0	0	0	0	0		
WisDOT	STH 44, Wisconsin St., C Oshkosh	DESIGN	82	20	0	102	0				0				0				Construction scheduled for 11/10/2026
C of Oshkosh	Fox River Bridge B-70-0247	ROW	0				0				0				0				
	6110-26-00, 70 BRPVTV	CONST	0				0				0	0	0	0	618	154	0	772	
Amend - TIP 2022	HNPP .61 miles (P)	TOTAL	82	20	0	102	0	0	0	0	0	0	0	0	618	154	0	772	
WisDOT	STH 21, Omro-Oshkosh	DESIGN	96	24	0	120	0				0				0				Construction scheduled for 11/12/2030.
Winnebago	Leonard Point Rd. - Washburn St.	ROW	0				0				0				0				
	6180-28-00 BRRHB	CONST	0				0				0	0	0	0	0				
253-23-001	NHPP .143 miles (P)	TOTAL	96	24	0	120	0	0	0	0	0	0	0	0	0	0	0		
WisDOT	STH 21, Omro-Oshkosh	DESIGN	0				0				0				0				Construction scheduled for 11/10/2026
Winnebago	STH 116-Leonard Point Rd	ROW	0				0				0				0				
	6180-30-71 RESURF	CONST	0				0				0				1610	403	0	2013	
253-23-002	NHPP 6.27 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1610	403	0	2013	
WisDOT	STH 21, Omro-Oshkosh	DESIGN	0				0				0				0				Construction scheduled for 11/10/2026
Winnebago	CTH FF/Reighmoor Rd. Intersection	ROW	0				0				0				0				
	6180-30-72 RECST	CONST	0				0				0	0	0	0	2221	337	0	2557	
253-23-003	HSIP .028 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2220	337	0	2557	
WisDOT	STH 21, Omro-Oshkosh	DESIGN	0				0				0				0				Construction scheduled for 11/10/2026
Winnebago	Sand Pit Rd. Intersection	ROW	0				0				0				0				
	6180-30-73 RECST	CONST	0				0				0	0	0	0	2022	267	0	2289	
253-23-004	HSIP .036 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2022	267	0	2289	
WisDOT	STH 21, Omro-Oshkosh	DESIGN	0				0				0				0				Construction scheduled for 11/10/2026
Winnebago	Leonard Point Rd. - Washburn St.	ROW	0				0				0				0				
	6180-31-71 RESURF	CONST	0				0				0	0	0	0	1490	373	0	1863	
253-23-005	NHPP 1.82 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1490	373	0	1863	
WisDOT	USH 45, Main St., C Oshkosh	DESIGN	375	0	125	500	0				0				0				Construction scheduled for 11/10/2026
C of Oshkosh	16th Ave - Fox River	ROW	0				0				0				0				
	4110-34-00 PVRPLA	CONST	0				0				0	0	0	0	1490	373	0	1863	
253-23-006	NHPP .61 miles (P)	TOTAL	375	0	125	500	0	0	0	0	0	0	0	0	1490	373	0	1863	
WisDOT	C Oshkosh, Bowen Street	DESIGN	0				0				0				0				Construction scheduled for 12/8/2026
C of Oshkosh	Otter Ave. to East Parkway Ave.	ROW	0				0				0				0				
	4994-01-31 RECST	CONST	0				0				0	0	0	0	1883	0	5820	7703	
253-23-007	STBG .54 miles (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1883	0	5820	7703	
WisDOT	Regional Safe Routes to School	DESIGN	0				0				0				0				
TMA	1009-01-06, 07, 09, 10, 13, 14	ROW	0				0				0				0				
		CONST	477	0	95	572	228		57	285	342		85	427	346		87	433	
253-23-008	TAP (P)	TOTAL	477	0	95	572	228	0	57	285	342	0	85	427	346	0	87	433	
		DESIGN	471	24	125	620	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	
		CONST	1135	335	125	1480	7309	1205	875	9389	12010	2819	85	14914	11062	1753	5907	18721	
		TOTAL	1606	359	250	2100	7309	1205	875	9389	12010	2819	85	14914	9178	1753	87	11018	
	Preservation Subtotal		1606	359	250	2100	7309	1205	875	9389	12010	2819	85	14914	11061	1753	5907	18721	
	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, 2023-2026
Summary of Federal Funds Programmed and Available
(\$000)

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2023	2024	2025	2026	2023	2024	2025	2026
Federal Highway Administration								
National Highway Performance Program	\$563	\$6,051	\$4,262	\$4,590	\$563	\$6,051	\$4,262	\$4,590
Surface Transportation Program Oshkosh Urbanized Area	\$0	\$1,030	\$0	\$0	\$0	\$1,030	\$0	\$0
Surface Transportation Block Grant State Flexibility	\$0	\$0	\$7,406	\$0	\$0	\$0	\$7,406	\$0
Bridge Improvements	\$566	\$0	\$4,262	\$0	\$566	\$0	\$4,262	\$0
Highway Safety Improvement Program	\$0	\$0	\$0	\$4,242	\$0	\$0	\$0	\$4,242
Transportation Alternatives Program	\$477	\$228	\$342	\$346	\$477	\$228	\$342	\$346
Programmed Expenditures	\$1,606	\$7,309	\$16,272	\$9,178	\$1,606	\$7,309	\$16,272	\$9,178
* Annual Inflation Factor 1.89%	\$30	\$138	\$308	\$173	\$30	\$138	\$308	\$173
Estimated Need with Inflation Factor	\$1,636	\$7,447	\$16,579	\$9,352	\$1,636	\$7,447	\$16,579	\$9,352
Federal Transit Administration								
Section 5307 Operating	\$1,286	\$1,302	\$1,342	\$1,382	\$1,286	\$1,302	\$1,342	\$1,382
Section 5309 Capital	\$168	\$3,208	\$8	\$18	\$168	\$3,208	\$8	\$18
Programmed Expenditures	\$1,454	\$4,510	\$1,350	\$1,400	\$1,454	\$4,510	\$1,350	\$1,400
* Annual Inflation Factor 1.89%	\$27	\$85	\$26	\$26	\$27	\$85	\$26	\$26
Estimated Need with Inflation Factor	\$1,481	\$4,595	\$1,376	\$1,426	\$1,481	\$4,595	\$1,376	\$1,426
Section 5311	\$0	\$0	-not yet programmed-		\$0	\$0	-not yet programmed-	
Section 5310	\$0	\$0	-not yet programmed-		\$0	\$0	-not yet programmed-	

* BIL 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 2022
Oshkosh Urbanized Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2022				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT	Sherman Road	DESIGN				0			
T of Oshkosh	WCL Crossing Signal and Gates	ROW				0			
	1009-93-44	CONST	283	152	0	435	X		
253-10-008	FLX (P)	TOTAL	283	152	0	435			
WisDOT	Omro Road	STUDY				0			
T of Algoma	Leonard Pt - Brooks Lane	ROW				0			
Winn Co	6436-00-71	CONST	2501	0	3348	5849	X		
253-19-009	URB 1.8 miles (E)	TOTAL	2501	0	3348	5849			
WisDOT	Tribal Heritage Crossing Trail	DESIGN				0			
C of Oshkosh	WIS 21/Oshkosh Ave.	ROW				0			
Winnebago	4994-12-71	CONST	255	0	112	367	X		
253-19-011	TA .79 miles (P)	TOTAL	255	0	112	367			
WisDOT	S. Washburn St.	DESIGN				0			
C of Oshkosh	Dickinson Ave. - W. 20th Ave.	ROW				0			
	4994-01-35 RECST	CONST	509	0	249	758		X	
253-22-028	STP-Urban 2.30 miles	TOTAL	509	0	249	758			
WisDOT	Osborn Ave.	DESIGN				0			
C of Oshkosh	Knapp St. - S. Koeller St.	ROW				0			
	4994-01-39 RECST	CONST	526	0	132	658		X	
253-22-029	STP-Urban .18 miles	TOTAL	526	0	132	658			

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APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Transportation Improvement Program - 2023
Oshkosh Urbanized Area

Table A-1: Oshkosh Urbanized Area - Candidate Project Listing (2023-2027+)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2023				2024				2025				2026				2027+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Illustrative Projects			
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	560	560				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST	0	0	9160	9160				0				0				0				0
	Local 1.0 m. (P)	TOTAL	0	0	9720	9720	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	DESIGN				0				0				0				0	0	0	250	250
	Reconstruction	ROW				0				0				0				0			25	25
		CONST				0				0				0				0	0	0	3914	3914
	Local 0.65 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4189	4189
C of Oshkosh Winnebago <i>Illustrative</i>	Rosalie / Washington - Ceape	DESIGN	0	0	109	109				0				0				0				0
	Reconstruction	ROW				0				0				0				0				0
		CONST	0	0	2923	2923				0				0				0				0
	Local 0.34 m. (P)	TOTAL	0	0	3032	3032	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C of Oshkosh Go Transit Winnebago <i>Illustrative</i>	Diesel Buses (2)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0			1000	1000
	Local (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
C of Oshkosh Winnebago <i>Illustrative</i>	Bowen St/ Nevada - E Murdock	DESIGN				0				0				0				0			250	250
	Reconstruction	ROW				0				0				0				0			25	25
		CONST				0				0				0				0			2270	2270
	Local 0.24 m. (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2545	2545
C of Oshkosh Winnebago <i>Illustrative</i>	W 9th / Knapp St - Michigan St	DESIGN				0				0				0				0			400	400
	Reconstruction	ROW				0				0				0				0			40	40
		CONST				0				0				0				0	0	0	2997	2997
	Local	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3437	3437
C of Oshkosh Winnebago <i>Illustrative</i>	Ohio St / 17th Ave - S. Park Ave	DESIGN				0				0				0				0			250	250
	Reconstruction	ROW				0				0				0				0			25	25
		CONST				0				0				0				0	0	0	1846	1846
	Local	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2121	2121
C of Oshkosh Winnebago <i>Illustrative</i>	Bowen St/E Parkway Ave-Sterling Ave	DESIGN				0				0				0				0			250	250
	Reconstruction	ROW				0				0				0				0			25	25
		CONST				0				0				0				0	0	0	2522	2522
	Local (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2797	2797
C of Oshkosh Winnebago <i>Illustrative</i>	Merritt Ave/N Main St - Lakeshore Dr	DESIGN				0				0				0				0			350	350
	Reconstruction	ROW				0				0				0				0			40	40
		CONST				0				0				0				0	0	0	6321	6321
	Local (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6711	6711

Transportation Improvement Program - 2023
Oshkosh Urbanized Area

C of Oshkosh Winnebago <i>Illustrative</i>	Oregon St/ 8th Ave - 6th Ave Reconstruction Local (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	200 20 727 947	200 20 727 947
C of Oshkosh Winnebago <i>Illustrative</i>	N Sawyer St/ Witzel Ave - Rush Ave Reconstruction Local (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	300 30 3553 3883	300 30 3553 3883
WisDOT C of Oshkosh <i>Illustrative</i>	USH 45, Main St., C Oshkosh 16th Ave - Fox River 6430-21-71 PVRPLA HNPP .61 miles	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3916 979 0 4895	3916 979 0 4895
WisDOT Winnebago <i>Illustrative</i>	STH 21, Omro-Oshkosh STH 116-Leonard Point Rd 6180-30-71 HNPP	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	4892 1223 0 6115	4892 1223 0 6115
WisDOT Winnebago <i>Illustrative</i>	STH 21, Omro-Oshkosh CTH FF/Reighmoor Rd. Intersection 6180-30-72 STBG	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1205 301 0 1506	1205 301 0 1506
WisDOT Winnebago <i>Illustrative</i>	STH 21, Omro-Oshkosh Sand Pt Rd. Intersection 6180-30-73 STBG	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1316 329 0 1645	1316 329 0 1645

**Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects
Oshkosh Urbanized Area**

Project Evaluation (Criteria)-Performance Measures/Score

Oshkosh STBG 2026-2027 biennium				Plan Consistency Score	Preserves Existing System Score	Capacity Score	Safety Average Score	Multimodal Score	Planned Programming Score	Total Score	Total Project Cost	Federal \$ Awarded (percent of participating costs)	Local Match Required for Participating Costs
Municipality	Roadway	To	From										
City of Oshkosh	Bowen St.	Otter Ave.	E. Parkway Ave.	5	4	1	5	5	4	24	\$7,703,560 (\$3,731,160 participating)	\$1,883,128 (50.5%)	\$1,848,032
Oshkosh BIL FFY 23-26													
Municipality	Roadway	To	From										
Town of Algoma	Leonard Point Rd.	Highline Shore Ln.	STH 21	5	3	0	5	5	5	23	\$5,537,200	\$4,152,708 (75.0%)	\$1,384,492
City of Oshkosh	Bowen St.	E Nevada Ave.	E Murdock Ave.	5	5	1	3	5	2	21	\$3,544,398	-	-
City of Oshkosh	Waugoo Ave.	USH 45	Bowen St.	5	5	0	5	1	2	18	\$10,251,474	-	-
City of Oshkosh	Ohio St.	W 17th Ave.	STH 44	5	5	0	5	1	0	16	\$4,797,417	-	-
City of Oshkosh	S. Koeller St.	Witzel Ave.	W. 7th Ave.	3	3	2	5	3	0	16	\$499,160	-	-
City of Oshkosh	S. Washburn/Plainview Dr.	STH 26	W. Waukau Ave.	3	3	2	2	0	0	10	\$2,077,350	-	-

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APPENDIX B

FEDERAL TRANSIT OPERATING & CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Oshkosh urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with a population of less than 200,000 so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For 2022, the allocation was 38.2 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 2022 was 21.8 percent of eligible expenses.

The combined state and federal share of operating assistance for tier b transit systems in 2022 was 60%. Tier b includes GO Transit. Over the past decade, cuts to aid along with inflationary increase to transit budgets caused a reduction in operating assistance. However; in 2023 the Bipartisan Infrastructure Law (BIL, aka Infrastructure Investment and Jobs Act) provided some relief with significant funding increases to FTA formula grant programs for 2023. It is unknown if this funding will be sustained going forward or if this was a one-time infusion.

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. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain the transit infrastructure in a state of good repair.

For 2023 it is unknown if there are applicants in the City of Oshkosh urbanized area 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 2023-2027 period.

Table B-1
Transit Projects
Oshkosh Urbanized Area

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2023 (000)	Jan-Dec 2024 (000)	Jan-Dec 2025 (000)	Jan-Dec 2026 (000)	Jan-Dec 2027 (000)
Operating Assistance	GO Transit			Illustrative	Illustrative	Illustrative	Illustrative
Directly Operated - Fixed Route							
Expenses			\$4,215	\$4,341	\$4,472	\$4,606	\$4,744
Revenues			434	447	460	474	488
Deficit			3,781	3,894	4,011	4,132	4,256
Federal Share		253-23-009	1,286	1,302	1,342	1,382	1,423
State Share			969	999	1,028	1,059	1,091
Local - Municipal & County			1,526	1,593	1,641	1,691	1,741
Purchased Transp. - Paratransit	GO Transit						
Expenses			\$1,485	\$1,530	\$1,575	\$1,623	\$1,671
Revenues			416	428	441	455	468
Deficit			1,069	1,101	1,134	1,168	1,203
Federal Share		253-23-010	446	459	473	487	501
State Share			349	352	362	373	384
Local- Municipal & County			275	290	299	308	317
Capital Projects	GO Transit						
Admin. And Garage Facility Assessment		253-23-011	100				
Architectural and Engineering		253-23-012	100				
Expansion of Downtown Transit Center				4,000			
Transit Stop Accesibility Improvements		253-23-013	10	10	10	10	10
Bus Shelters						12	12
2 Electric Buses and Charging Infrastructure							2,000
Replace Hoist in Garage							100
Total Cost:			\$210	\$4,010	\$10	\$22	\$2,122
Federal Share:			\$168	\$3,208	\$8	\$18	\$1,698
Local Share:			\$42	\$802	\$2	\$4	\$424

Table B-2
Contracted Paratransit Service
GO Transit
CY 2023

	DIAL-A-RIDE	ADA W/C	OVER 60 RURAL	UNDER 60 RURAL	ACCESS TO JOBS	TOTAL
EXPENSES	\$ 781,674	\$ 360,360	\$ 126,400	\$ 97,000	\$ 120,000	\$ 1,485,434
REVENUES	\$ 229,900	\$ 88,000	\$ 28,100	\$ 39,500	\$ 30,000	\$ 415,500
TIP #	253-23-014	253-23-015	253-23-016	253-23-017	253-23-018	
FEDERAL/STATE AIDS*	\$ 418,196	\$ 192,793	\$ 67,624	\$ 51,895	\$ 64,200	\$ 794,707
LOCAL	\$ 133,578	\$ 79,567	\$ 30,676	\$ 5,605	\$ 25,800	\$ 275,227

* Based on anticipated 2023 funding levels.

Table B-3: Transit Financial Capacity Analysis
GO Transit

		2023	2024	2025	2026	2027
Operating Expenses						
Fixed Route (DO)	(\$000)	\$4,215	\$4,341	\$4,472	\$4,606	\$4,744
Paratransit (DR)	(\$000)	\$1,485	\$1,530	\$1,575	\$1,623	\$1,671
Total Operating Expenses	(\$000)	\$5,700	\$5,871	\$6,047	\$6,229	\$6,415
Revenue						
Farebox Revenue						
Fixed Route (DO)	(\$000)	\$434	\$447	\$460	\$474	\$488
Paratransit (DR)	(\$000)	\$416	\$428	\$441	\$455	\$468
Total Revenue	(\$000)	\$850	\$876	\$902	\$929	\$957
Deficit						
Federal (2*)	(\$000)	\$1,731	\$1,761	\$1,814	\$1,869	\$1,925
State (2*)	(\$000)	\$1,318	\$1,350	\$1,391	\$1,433	\$1,476
Local - City & County	(\$000)	\$1,801	\$1,884	\$1,940	\$1,999	\$2,059
Total Deficit	(\$000)	\$4,850	\$4,996	\$5,145	\$5,300	\$5,459
Capital						
Federal (5307 & 5339)	(\$000)	\$168	\$3,208	\$8	\$18	\$1,698
Local	(\$000)	\$42	\$802	\$2	\$4	\$424
Total Capital Expenses (3*)	(\$000)	\$210	\$4,010	\$10	\$22	\$2,122
Operating Statistics						
No. of Buses		16	16	16	16	16
No. of Employees (1*)		22	22	22	22	22
Revenue Hours	(000)	35	35	35	35	35
Revenue Miles	(000)	483	483	483	483	483
Revenue Passengers	(000)	600	606	612	618	624
Fixed Route Statistics						
Average Fare		\$0.72	\$0.74	\$0.75	\$0.77	\$0.78
Operating Ratio (Rev/Exp)		10%	10%	10%	10%	10%
Cost per Vehicle Mile		8.73	8.99	9.26	9.54	9.82
Cost per Passenger		7.03	7.17	7.31	7.45	7.60
Cost per Vehicle Hour		120.43	124.04	127.76	131.60	135.54
Passengers Per Mile		1.24	1.25	1.27	1.28	1.29
Passengers per Hour		17.14	17.31	17.49	17.66	17.84

NOTES:

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

JUSTIFICATION FOR CAPITAL PROJECTS

Oshkosh Urbanized Area

2023 Projects*

ITEM	TOTAL COST	FUNDING SOURCE
Admin. and garage facility assessment	\$100,000	Sect. 5304
Transit Stop Accessibility Improvements	\$10,000	Sect. 5339
Architectural and Engineering Services for expansion of the Downtown Transit Center in 2024	\$100,000	ARPA/CARES/5339

*Project list depends on city CIP budget approval and successful FTA funding applications.

Administration and Garage Facility Assessment. GO Transit is housed in the former city incinerator building. The facility has been utilized by transit since 1980. The interior has been well maintained and underwent minor remodeling at city expense in 2016. There have also been cosmetic updates. However; the structure has many inadequacies for the current use. For example, it is inadequate for the maintenance, charging and storage of electric buses. This study will devise a master plan for department facilities going forward. The study will also allow the city to adequately budget for future facility needs in line with the city's strategic plan.

Transit Stop Accessibility Improvements. This project includes funds to improve ADA access to GO Transit's bus stops and/or add bus shelters. 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

Architectural and Engineering Services for expansion of the Downtown Transit Center in 2024. GO Transit is planning add a platform and public building with restrooms and climate controlled waiting area in 2024. This follows a site selection and feasibility study which was completed in 2020 and is phase 2 of the project. A&E and bidding documents are planned for 2023 with construction in 2024 pending FTA NEPA process and obtainment of required funding.

2024 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Expansion of downtown transit center	\$4,000,000	ARPA/CARES/5339
Transit Stop Improvements	\$10,000	Sect. 5339

2025 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Hybrid or Electric Buses and Charging Infrastructure	\$2,000,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

2026 Projects

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

2027 Projects

ITEM	TOTAL COST	FUNDING SOURCE
2 Electric Buses and Charging Infrastructure	\$2,000,000	Sect. 5339
Bus Shelters (2)	\$12,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339
Replace Hoist in Garage	\$100,000	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. Higher than anticipated fuel costs have put some strain on the operating budget.

Capital funds have been scarce statewide for many years. GO Transit has been fortunate to receive grant funding (including CARES Act) over the last few years to significantly improve the age and condition of its' fleet. This is expected to reduce maintenance costs over the next year or two. .

GO Transit's paratransit costs increased substantially in 2022. GO Transit contracts for these services which were bid in 2021 for the 2022-2027. The new contract reflects higher labor and fuel costs as seen in the overall economy as well. The high cost of providing 24/7 paratransit service is also being realized.

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 increased slightly in 2022 as ridership began to return as COVID 19 became endemic. A newer pilot program between the Oshkosh Area School District, the City of Oshkosh and GO Transit allowing K-12 students to ride GO Transit "free" generated some consistent revenue over the year. However; the revenue agreement led to increased ridership and a "tripper" route was added. The return of EAA annual fly-in in 2021 and 2022 helped revenue and ridership number trend towards pre-pandemic levels. However; as costs continue to increase particularly for fuel and labor 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 and the agreement was renewed in 2020. The resulting revenue agreement provides some stable student ridership and fixed monthly revenue and is open to modification should projected ridership change.

The University of Wisconsin Oshkosh has decreased support of public transit and started some of their own in house services over the past couple years which has resulted in reduced revenue and student ridership on GO Transit.

Ridership Trends

Ridership increased in 2022 as some pre-pandemic ridership returned. The previously mentioned revenue agreement with the Oshkosh Area School District also resulted in increased student ridership. Ridership of transit dependent and students is strong. However; attracting discretionary riders remains challenging. Transportation Network Companies such as Uber and Lyft are in the area and have become an option for some discretionary users. Therefore; it is vital that GO Transit continue to evolve and make using public transit affordable, accessible and as convenient as possible. Post-pandemic ridership is hard to predict therefore; we are showing a modest increase of 1% per year.

Levels of Service Trends

GO Transit will be updating their transit development plan in 2023. This plan will take a holistic look at GO Transit's system, routes, hours and service level and make recommendations. The study will include a lot of public input and the resulting plan will guide the system for the next 5-10 years.

GO Transit currently administers a route between the cities of Oshkosh and Neenah called route 10. This route connects GO Transit and Valley Transit. Historically, the route has been supported locally by Winnebago County. However; the County has decided to not fund route 10 going forward. Therefore; it is likely route 10 will be eliminated in 2023. There is hope the County will partner with GO Transit and Valley Transit on an alternative to serve those that need intercity service in Winnebago County.

GO Transit's buses are accessible and the system is in full compliance with ADA. The fleet consists of a total of 16 35' buses and 40' buses. All are low-floor New Flyer buses built in 2013, 2018, 2019 and 2022. The low-floor construction allows for easier and faster boarding and alighting of all passengers. GO Transit provides paratransit service to elderly and disabled individuals that exceeds minimum federal requirements. This service is provided in partnership with Winnebago County and a private transportation provider. The relationship is productive and has resulted in greater service levels in a number of areas.

Operating Assistance Trends

Since 1987, the State of Wisconsin has distributed federal and state grant funds giving each transit system an equal percentage share of operating assistance. Federal and state funding awards continue to be established a few months into each budget year. Long-term funding has not been provided to transit programs. As a result GO Transit and the other mid-sized transit systems in the state experience additional uncertainty in future funding levels. These systems have seen modest increases in federal operating assistance since 1998, but an overall decrease to the state and federal share of operating expenses. Historically, the percentage of operating expense covered from these sources has been 60%. Over the past decade, the percentage dropped to the lower 50's and decreased about .5% per year. However; as a result of the BIL, funding was provided at 60% in 2022. It is anticipated this will be a one year anomaly and additional local funding will be needed in 2023 and future years.

Funding partnerships with Winnebago County and Fox Valley Technical College 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

Any future reductions at the state and federal level of funding for operating assistance and capital projects will 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 provide vital 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, Beaver Dam, Waupun, Wausau, Waupaca and Stevens Point. The service will connect with other intercity services such as Amtrak, Badger in Madison, Amtrak Empire Builder in Columbus, and other services.

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 County Tk. CE
Kaukauna, WI 54130

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

Winnebago Catch-A-Ride
Volunteer employment transportation

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



September 18, 2022

Dear Transportation Provider:

Enclosed is a link to the draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area - 2023. 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 18, 2022. 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 Technical Advisory Committee

Municipal Representatives

City of Oshkosh	Community Development Director	Kelly Nieforth
City of Oshkosh	Public Works Director	James Rabe
City of Oshkosh	Planning Services Manager	Mark Lyons
City of Oshkosh	Assistant Director of Public Works	Steven Gohde
Town of Algoma	Town Clerk	Deborah Stark
Town of Algoma	Town Administrator	Richard Heath
Town of Oshkosh	Town Clerk	Jeanette Merten

County Representatives

Winnebago County	County Executive	Jon Doemel
Winnebago County	Highway Commissioner	Robert Doemel

Transit Representatives

GO Transit	Director of Transportation	Jim Collins
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WisDOT Representatives

WisDOT	Civil Engineer	Alex Dums
WisDOT	Environmental Policy Analyst	Stephen Hirshfeld
WisDOT	MPO-RPC Coordinator	James Kuehn
WisDOT	Planning Supervisor	Jeanette Nelson
WisDOT	Program Policy Analyst	Lynn Warpinski
WisDOT	Transportation Planner	Alexander Gramavot
WisDOT	Urban and Regional Planner	Nick Weber
WisDOT	Urban and Regional Planner	Matt Schreiber

Federal Government

Federal Transit Administration	Community Planner	William Wheeler
Federal Transit Administration	Director of Planning and Program Development	Jay Ciavarella
Federal Highway Administration	Environmental Policy Analyst	Mary Forlenza

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
U.S. Army Corps of Engineers
U.S. Coast Guard
Wisconsin Bureau of Aeronautics

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September 18, 2022

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 – 2023.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. Bipartisan Infrastructure Law (BIL) 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 - 2023*** (TIP). This document will be under a 30-day public review period from September 18, to October 18, 2022. 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:

<https://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

PLACEHOLDER

August/Sept. 2022 Summary of Proceedings will be inserted at later date.

Summary of proceedings from Aug/Sept. Technical Advisory Committee – Recommend Draft
TIP for public review

October 2022 Summary of Proceedings will be inserted at later date.

Summary of proceedings from October Technical Advisory Committee & Policy Board –
Approval of the 2023 Oshkosh TIP

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APPENDIX E
MPO RESOLUTION OF
ADOPTION

RESOLUTION NO. 45-22

APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR OSHKOSH URBANIZED AREA-2023

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 Bipartisan Infrastructure Law (BIL) and 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 2023 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 2023 targets means agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP target(s) and incorporate into the TIPs; and

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

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

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

WHEREAS, in accordance with the Bipartisan Infrastructure Law (BIL) and 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 - 2023.

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


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

Effective Date: October 28, 2022

Submitted By: Transportation Committee

Prepared By: Tanner Russell, Associate Transportation Planner


Jeff Nooyen, Chair – Outagamie Co.


Melissa Kraemer-Badtke – ECWRPC
Executive Director/MPO Director



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

**NOTICE OF PUBLIC REVIEW OPPORTUNITY
TO REVIEW THE TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
FOR THE OSHKOSH URBANIZED AREA – 2023**

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Oshkosh Urbanized Area, has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Urbanized Area – 2023. This publication of the TIP includes projects that will receive federal or state funding to complete the projects and are located within the Oshkosh MPO. The TIP will coordinate local, state and federal programs to meet federal metropolitan planning regulations that include provisions for a formal TIP amendment process.

Comments regarding the 2023 TIP will be accepted until October 18, 2022. If you would like more information about the 2023 Transportation Improvement Program for the Oshkosh Urbanized Area, and a detailed listing of projects, please visit our Web Site at <https://www.ecwrpc.org/public-review/> or contact the East Central Wisconsin Regional Planning Commission (920)751-4770.

**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

Account Number: GWM-N5251

Order Number: 0005416430

Total Ad Cost: \$23.31

Published Dates: 09/18/2022

Nicole Jacobs

Legal Clerk

State of Wisconsin

County of Brown

Subscribed and sworn to before on September 18, 2022

Nancy Heyrman

Notary Public State of Wisconsin, County of Brown

5.19.23

My Commission Expires

of Affidavits 1

This is not an invoice

NANCY HEYRMAN
Notary Public
State of Wisconsin

**NOTICE OF PUBLIC REVIEW
OPPORTUNITY TO REVIEW THE
TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
FOR THE OSHKOSH URBANIZED
AREA - 2023**

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Run: Sept. 18;wnaxlp

IT CENTRAL WI PLANNING COMM
:: Legal Notice for Publication - 9/18/22



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. According to the 2021 ESRI Business Analyst data, about the Oshkosh Urbanized Area, 9.5% of households make <\$15,000 per year and another 10.7% receive between \$15,000 - \$24,999 in annual income. 12.14% of the Oshkosh Urbanized Area identifies as non-white and 3.36% as Hispanic.

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 disproportionate physical, environmental or societal problems. This is especially important in identified low-income and minority areas. It is common knowledge that adverse impacts from transportation improvements will happen, but every effort to identify the impacts, minimize the impacts,

and mitigate the damages from these projects will be considered. Transportation improvements also provide positive aspects to the community, such as providing access to regional networks and transit.

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

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

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Oshkosh Urbanized Area – 2023*.

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

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

Map G-1 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included, are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2023 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2020 households making less than \$25,000 (low-income) for the area. In addition to the MPO boundaries, there are 2023 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2023 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. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact individuals classified as in poverty or making less than \$25,000 per household.

Map G-3 depicts 2020 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.

12.14% of the Oshkosh Urbanized Area population identifies as non-white. **Map G-4** illustrates the 2020 distribution of white and minority population by U.S. Census block group for MPO area. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact minority populations.

3.36% of the Oshkosh Urbanized Area population identifies as Hispanic. **Map G-5** illustrates the 2020 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2023 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to the Hispanic or Latino population. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact Hispanic or Latino populations.

Map G-6 depicts 2020 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 2023 TIP projects. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact these households.

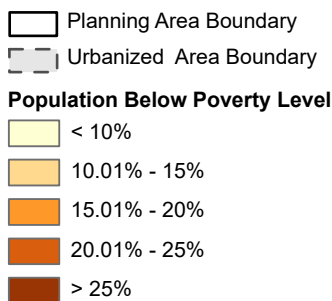
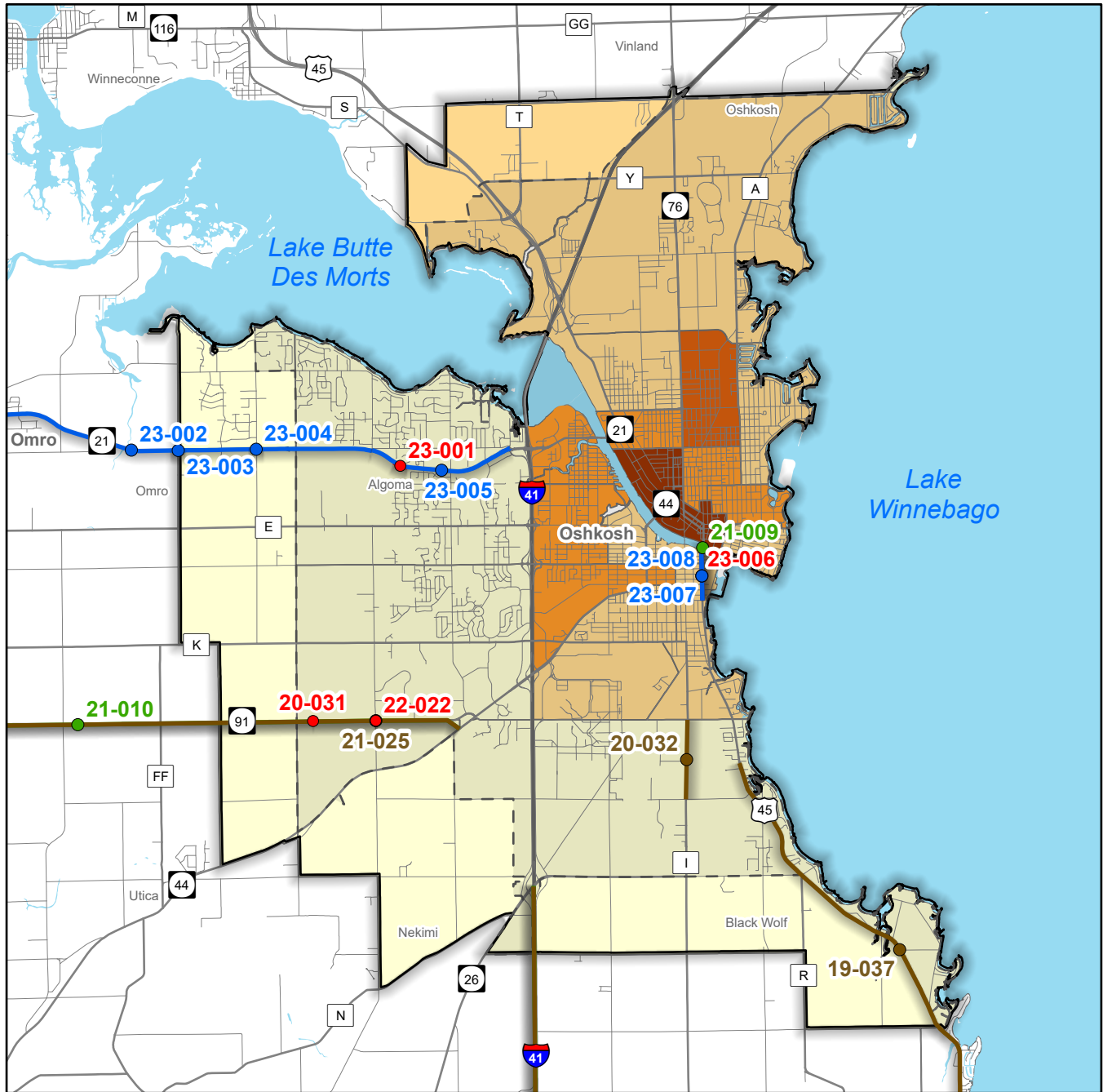
Map G-7 depicts 2020 distribution of households with no car in the Oshkosh MPO area by census tract. This analysis is included with transit fixed routes and 2023 TIP projects. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact households without access to a vehicle. The majority of these households are served by fixed transit or other modes of transportation in the area.

Map G-8 depicts 2020 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 2023 TIP projects. Additional analysis is conducted to ensure TIP projects do not disproportionately impact these households.

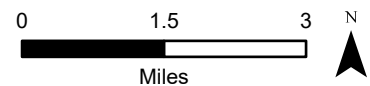
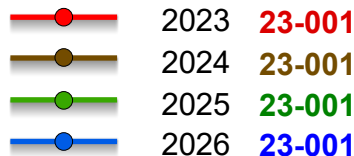
Analysis has concluded that none of the programmed projects disproportionately affect any certain population concentration in the Oshkosh urbanized area. Also, the concentration of populations near the city center, allows for optimal access to a number of modes, including the radial route design of urban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

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Map G-1 Oshkosh Metropolitan Planning Organization TIP Projects (2023 - 2026) and Percent of Population Below Poverty Level (American Community Survey 2016-2020)



TIP Project Year and Number

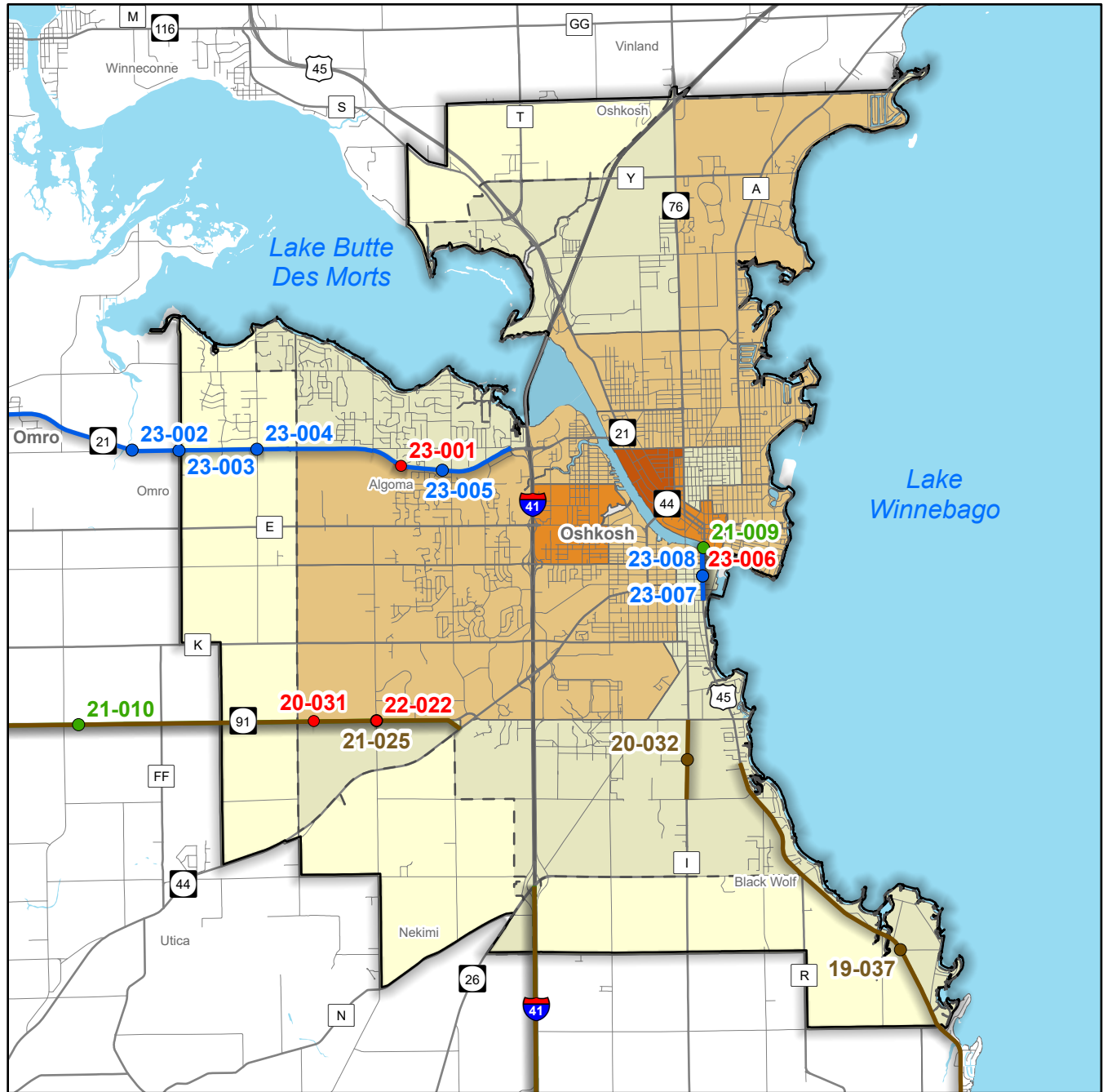


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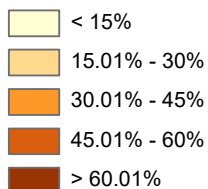


Map G-2 Oshkosh Metropolitan Planning Organization TIP Projects (2023 - 2026) and Household Income Less than \$25,000 per Year (American Community Survey 2016-2020)

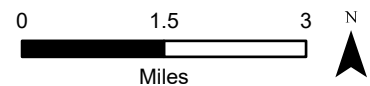
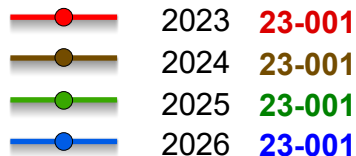


- Planning Area Boundary
- Urbanized Area Boundary

Household Income Less than \$25,000



TIP Project Year and Number

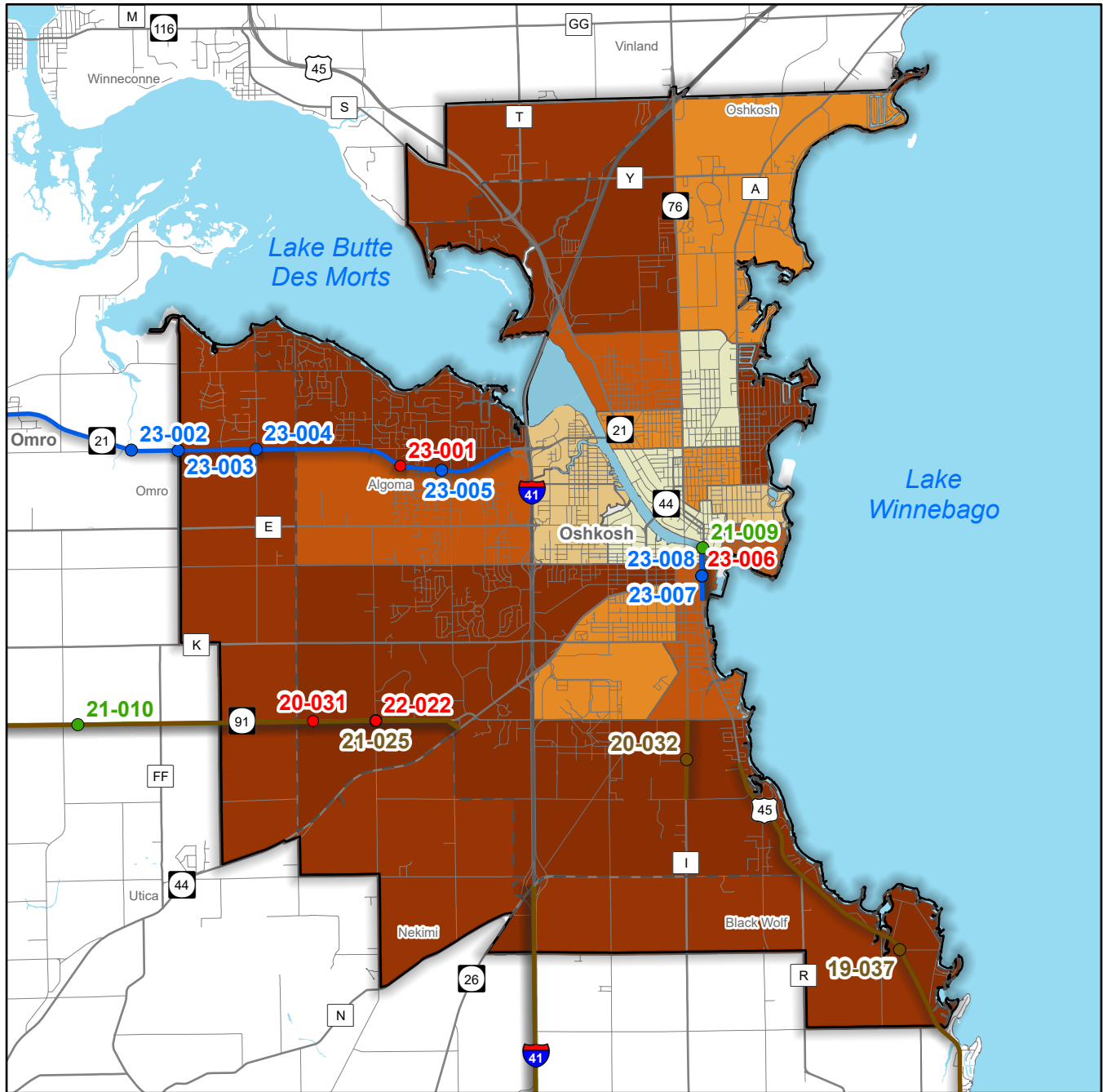


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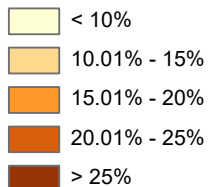


Map G-3 Oshkosh Metropolitan Planning Organization TIP Projects (2023 - 2026) and Household Income Greater than \$100,000 per Year (American Community Survey 2016-2020)

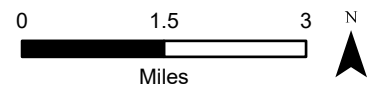


- Planning Area Boundary
- Urbanized Area Boundary

Household Income Greater than \$100,000



TIP Project Year and Number

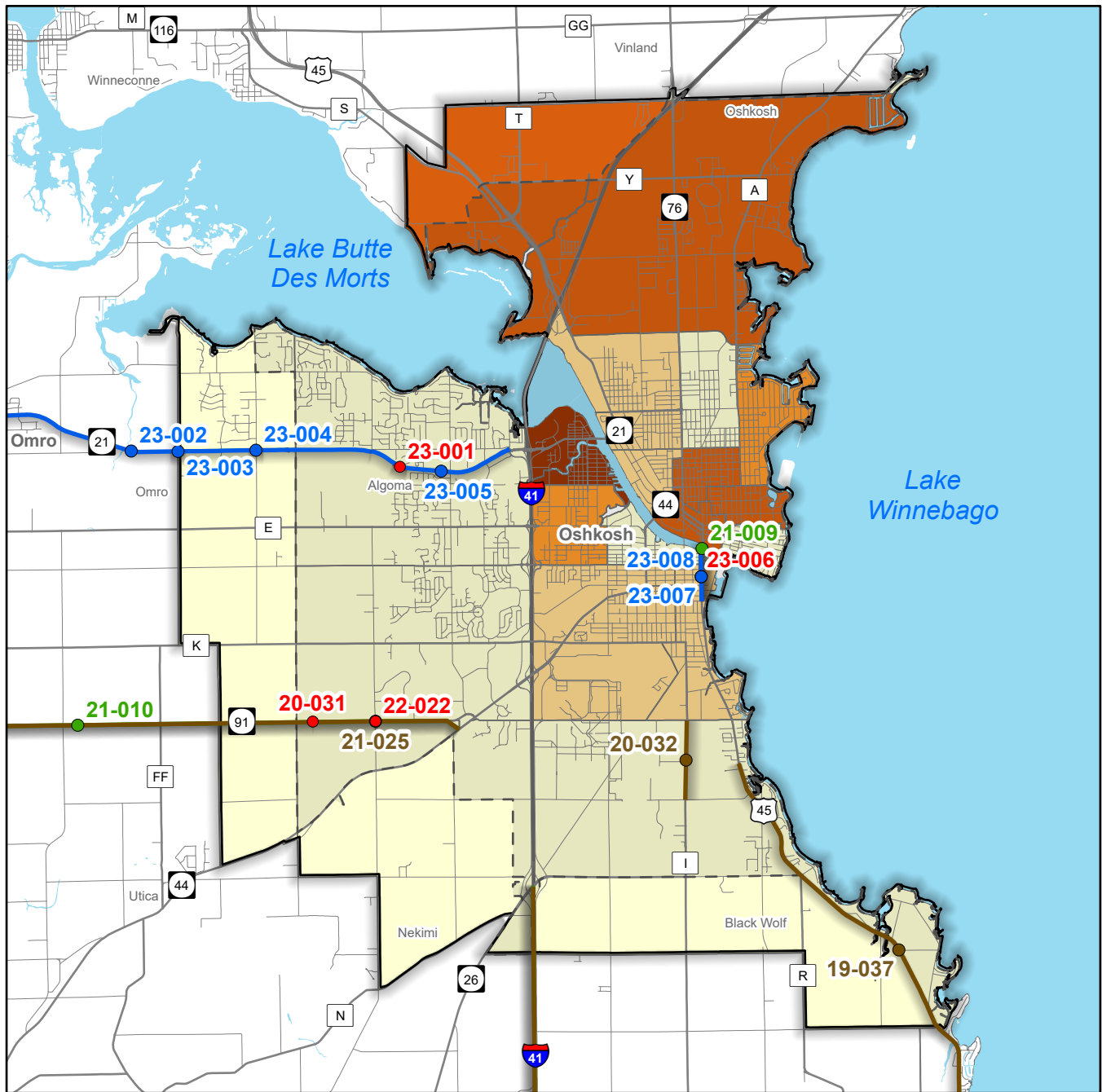


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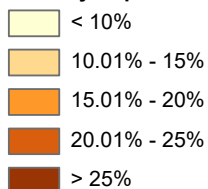


Map G-4 Oshkosh Metropolitan Planning Organization TIP Projects (2023 - 2026) and Percent Minority Population (American Community Survey 2016-2020)

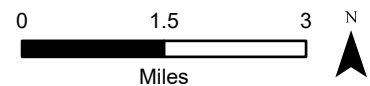
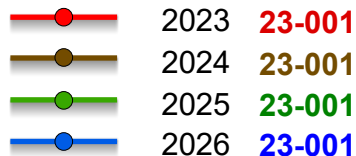


- Planning Area Boundary
- Urbanized Area Boundary

Minority Population



TIP Project Year and Number

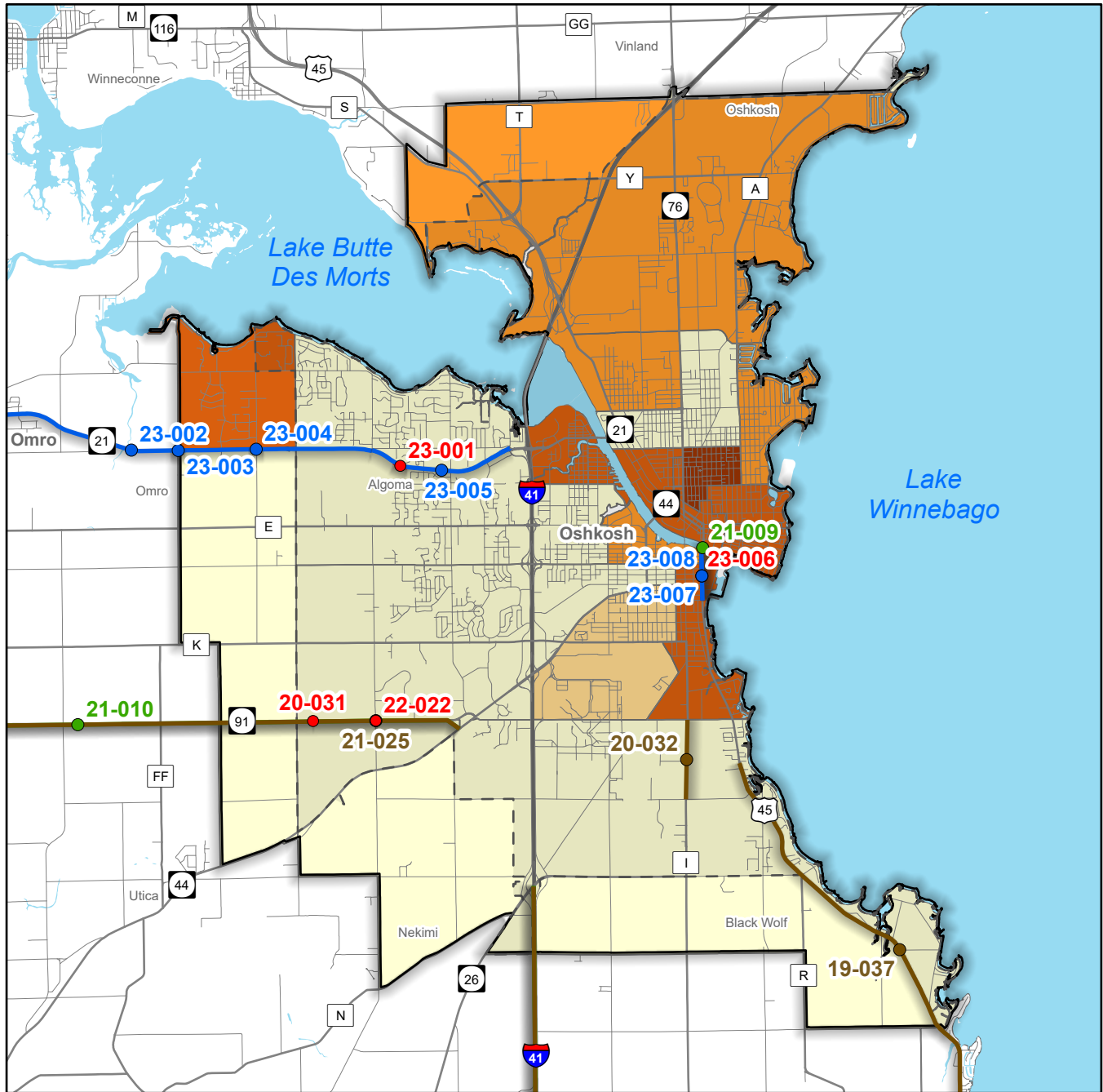


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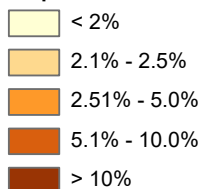


Map G-5 Oshkosh Metropolitan Planning Organization TIP Projects (2023 - 2026) and Percent Hispanic or Latino Population (American Community Survey 2020)

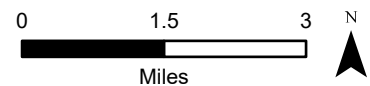


□ Planning Area Boundary
 □ Urbanized Area Boundary

Hispanic or Latino Population



TIP Project Year and Number



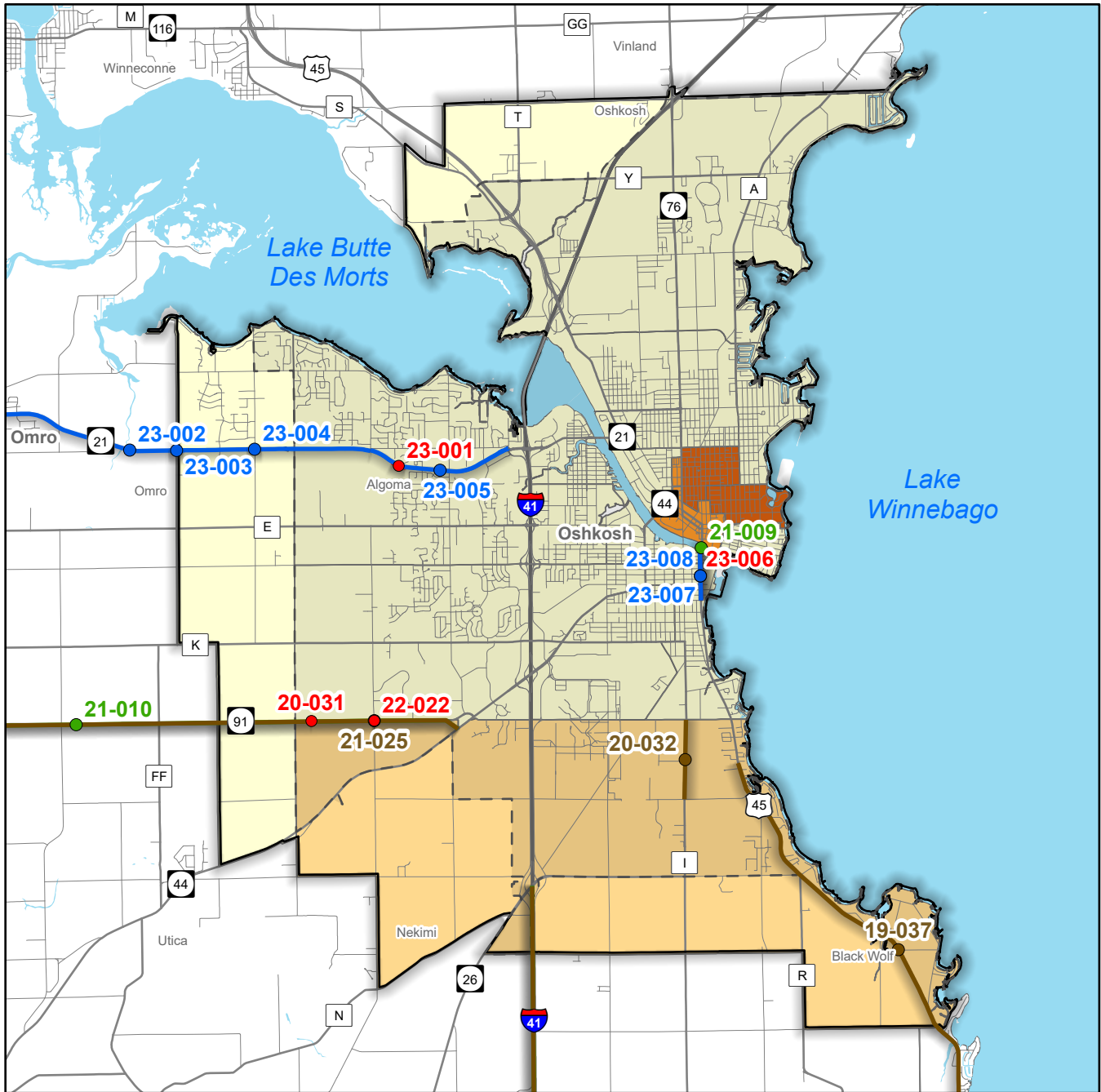
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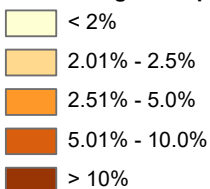
Map G-6

Oshkosh Metropolitan Planning Organization TIP Projects (2023 - 2026) and Percent of Population with Limited English (American Community Survey 2020)

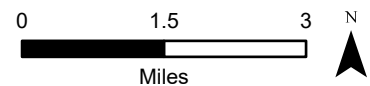
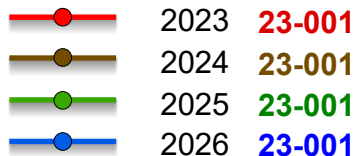


Planning Area Boundary
Urbanized Area Boundary

Limited English Population



TIP Project Year and Number



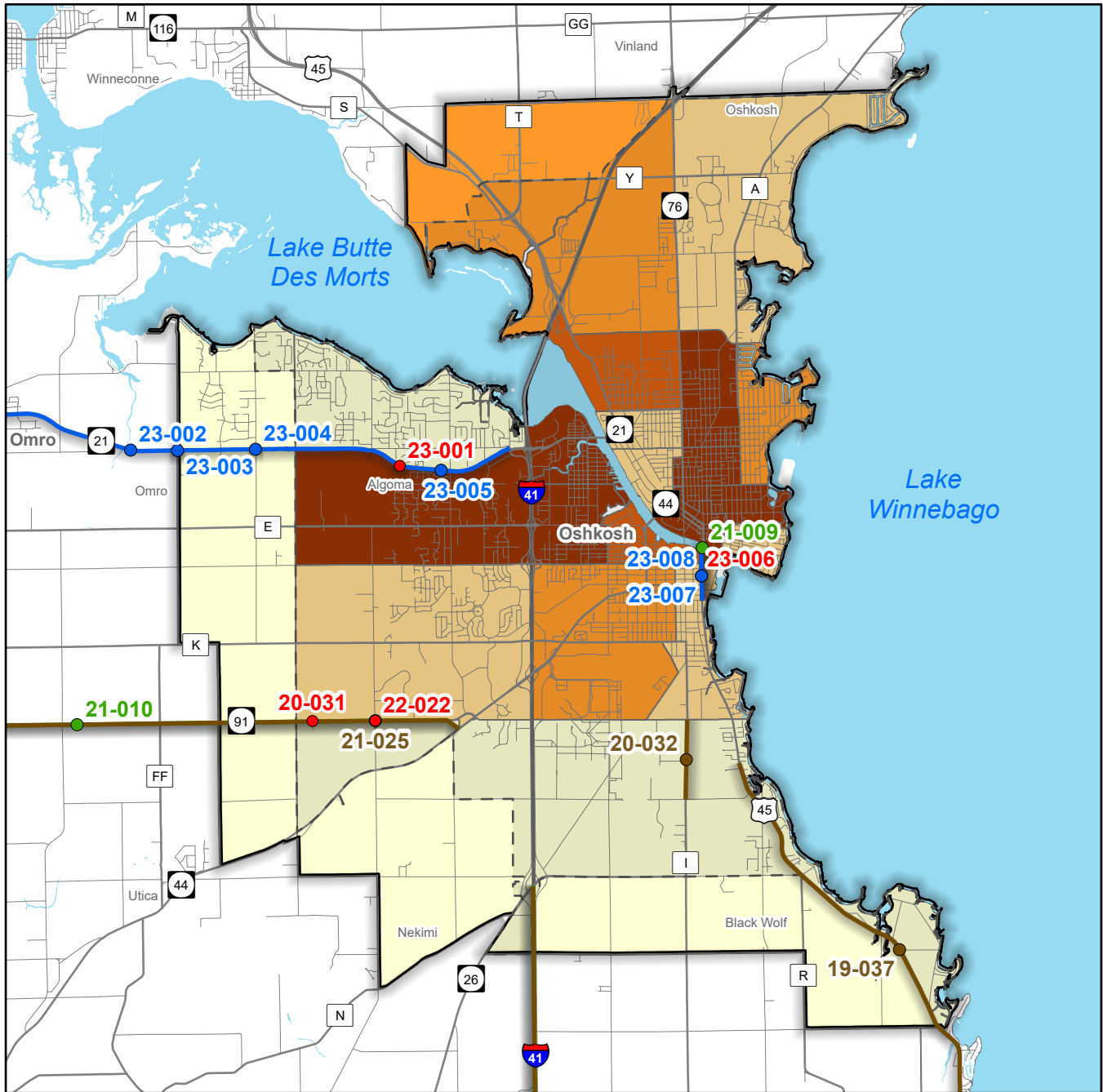
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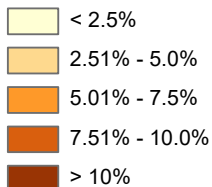
Map G-7

Oshkosh Metropolitan Planning Organization TIP Projects (2023 - 2026) and Percent of Population Without Vehicle Access (American Community Survey 2020)

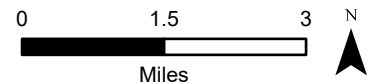
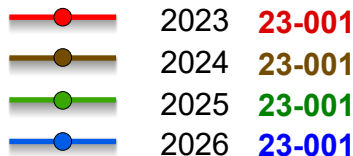


- Planning Area Boundary
- Urbanized Area Boundary

Population Without Vehicle Access



TIP Project Year and Number

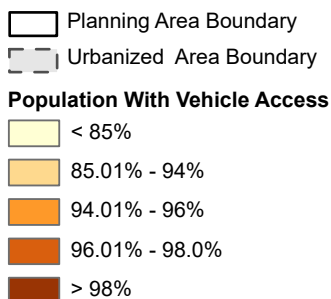
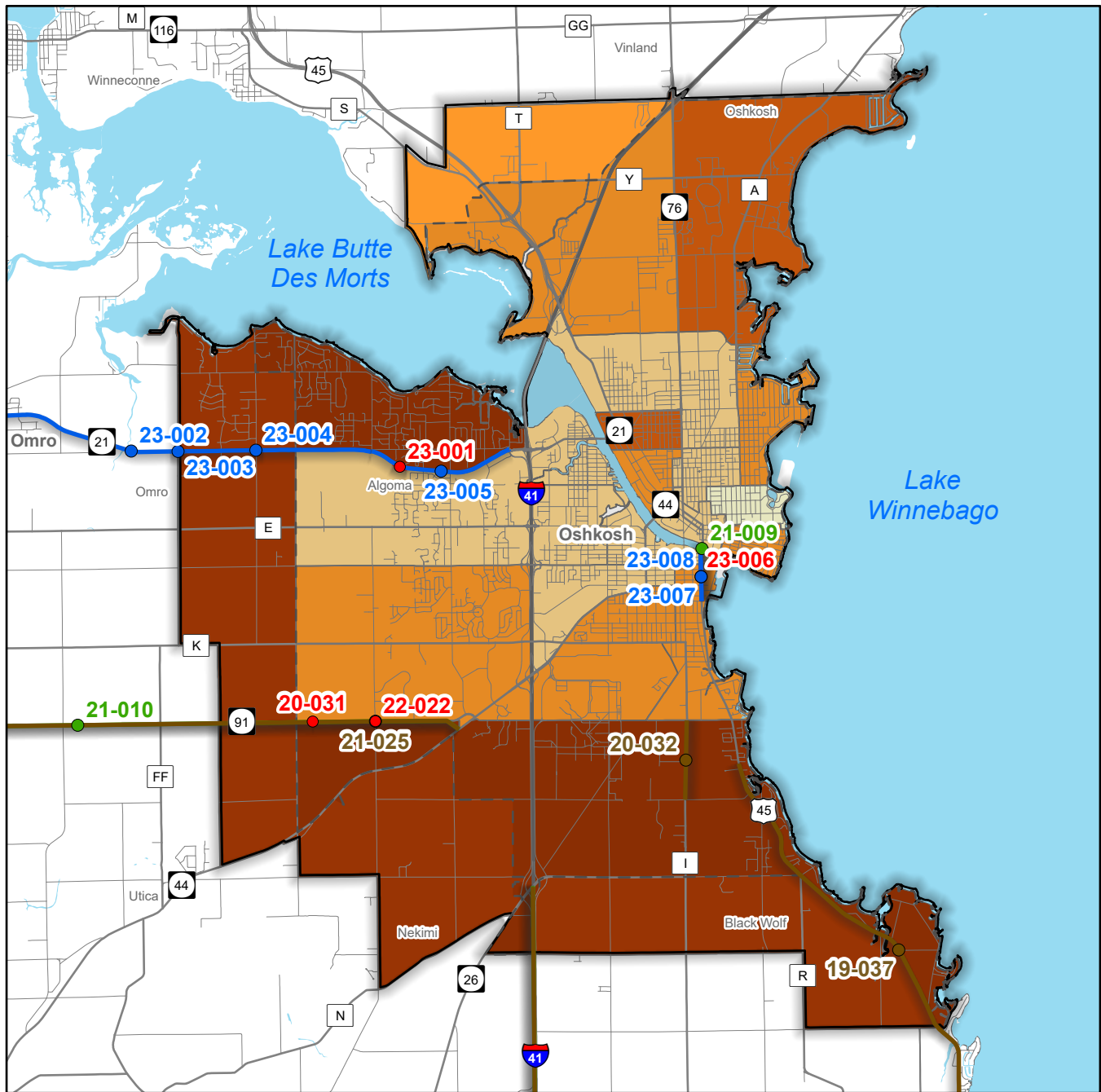


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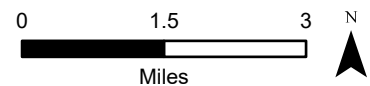
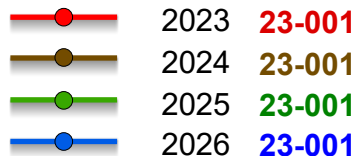
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Map G-8 Oshkosh Metropolitan Planning Organization TIP Projects (2023 - 2026) and Household Access to a Car (American Community Survey 2016-2020)



TIP Project Year and Number



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PREPARED OCTOBER 2022 BY:





APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM & STP-URBAN ELIGIBLE ROADWAYS

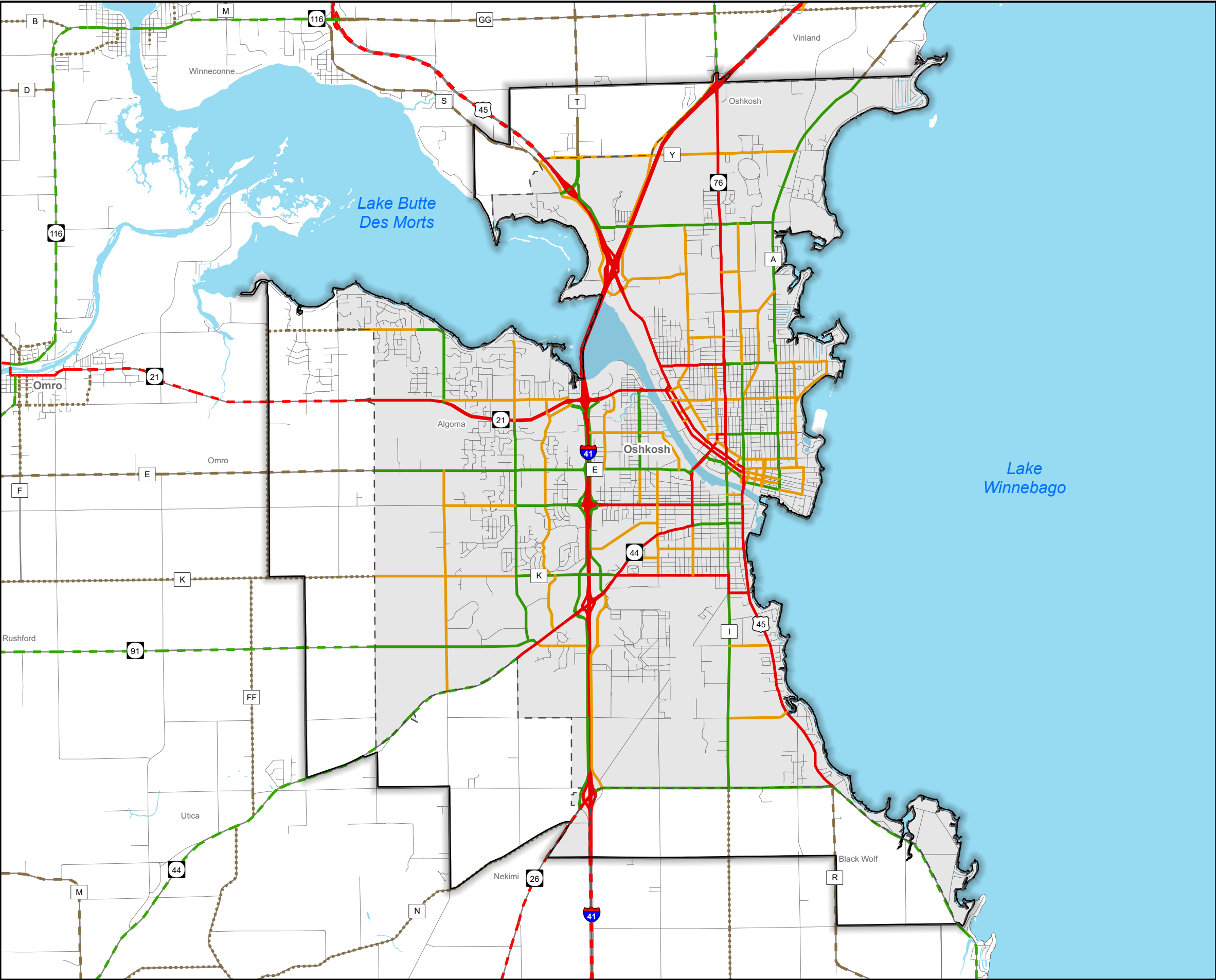
FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

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) and the Bipartisan Infrastructure Law (BIL).

Map H - 1 shows the Oshkosh urbanized area.

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Map H-1
Oshkosh Metropolitan
Planning Organization
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
- Planning Area Boundary
- Urbanized Area Boundary



0 1.5 3
Scale in Miles

Source:
Base data provided by Winnebago County 2021.
Functional Classification System provided by WisDOT/
ECWRPC 2021.
MPO data provided by WisDOT/ECWRPC 2010.

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Prepared OCTOBER 2022 by:





APPENDIX I

PERFORMANCE MEASURES

PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

As part of the latest federal transportation bills, MAP-21, FAST ACT and BIL, 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 Bipartisan Infrastructure Law (BIL).

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, 2020 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 – 2023 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 2023 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, 2022. The WisDOT targets are:

- Number of fatalities < 587.2 (599.2 – 2017-2021 baseline average)
- Rate of fatalities < 0.937 per 100 million vehicle miles traveled (VMT) (0.956 – 2017-2021 baseline average)
- Number of serious injuries < 3,044.3 (3,107.2 – 2017-2021 baseline average)
- Rate of serious injuries < 4.857 per 100 million VMT (4.956 – 2017-2021 baseline average)
- Number of non-motorized fatalities and non-motorized serious injuries < 364.0 (371.4 – 2017-2021 baseline average)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 28, 2022. 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 2023 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 are two Highway Safety Improvement Program projects programmed in the Oshkosh Urbanized Area in the four-year program (2023-2026). Both projects include reconstructing intersections to roundabouts on STH 21 between Oshkosh and Omro, with one at the intersection of Sand Pit Rd. and STH 21 and the other at CTH FF and STH 21.

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 (2023-2026).

Major Reconstruction Projects

The 2023-2026 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 2023-2026 TIP contains three projects that are programmed for construction in the Urbanized Area with STBG-Urban funds. 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. The City of Oshkosh will receive STGB funds for Bowen Street (Otter Ave. to E. Parkway Ave.) to be reconstructed. This reconstruct will increase storm sewer capacity to adequately handle storm events and add bike lanes to both side of the road. The Town of Algoma received funding as part of the BIL 23-26 STP-Urban solicitation for Leonard Point Road (STH 21 to Highline Shore Ln.). During the reconstruct this segment will be urbanized with curb and gutter, bike lanes, sidewalks, and also allow the curve at the northern portion of the project to meet design speed standards.

Pedestrian/Bicycle Safety Education Programs

East Central Wisconsin Regional Planning Commission also runs a federally funded regional Safe Routes to School Program that has over 150 schools that participate across the eight counties. This program is funded through the Transportation Alternatives Program (TAP). Funding is used to provide pedestrian and bicycle safety education and programs. Staff worked with 52 schools in the Fox Cities and Oshkosh Area in the last year on various events and programs. Staff spent time in classrooms and provided educational materials, toolkits, and resources. Staff are gearing up for the educational campaign, “We take time to slow down in school zones.” Currently, there are 43 area schools participating in the educational campaign.

SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES

BIL/ Fast Act/MAP-21/ 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 (TAM) 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 plans to adopt the targets and approve them by formal resolution on October 28, 2022. 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, carried over in the BIL programs) 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

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 plans to adopt the targets and approve them by formal resolution on October 28, 2022. The MPO will continue to work cooperatively with GO Transit to monitor targets and maximize federal funding to improve vehicles and facilities throughout the system.

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

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess pavement and

bridge conditions on the National Highway System (NHS). The 2019 and 2021 NHS pavement condition targets are identified in Exhibit A. The 2019 and 2021 NHS bridge condition targets are identified in Exhibit B.

Comments for FHWA on the PM2 Rule Calculations

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

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

NHS Travel Reliability Targets: (New targets are to be made available in late 2022/early 2023 and will be incorporated into the TIP via Amendment.)

Exhibit A

Wisconsin Department of Transportation NHS Pavement Condition Targets

Measure	Baseline (2016)	2-Year Target (2019)	4-Year Target (2021)	Condition (2020)
Interstate – Percentage pavements in “Good” condition	64.4%	NA	> 45%	66.5%
Interstate – Percentage pavements in “Poor” condition	1.3%	NA	< 5%	0.4%
Non-Interstate NHS – Percentage pavements in “Good” condition	33.3%	≥ 20%	≥ 20%	35.3%
Non-Interstate NHS – Percentage pavements in “Poor” condition	3.7%	≤ 12%	≤ 12%	2.6%

Exhibit B

Wisconsin Department of Transportation NHS Bridge Condition Targets

Measure	Baseline (2016)	2-Year Target (2019)	4-Year Target (2021)	Condition (2020)
Percentage of NHS bridges by deck area in "Good" condition	57.2%	≥ 50%	≥ 50%	51.7%
Percentage of NHS bridges by deck area in "Poor" condition	1.6%	≤ 3%	≤ 3%	1.4%

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	Baseline (2017)	2-Year Target (2019)	4-Year Target (2021)	Condition (2020)
Travel Reliability				
Percent of person-miles traveled that are reliable on the Interstate	97.9%	94.0%	90.0%	99.7%
Percent of person-miles traveled that are reliable on Non-Interstate NHS	93.9%	NA	86.0%	94.2%
Freight Reliability				
Truck Travel Time Reliability Index on the Interstate	1.16	1.40	1.60	1.16

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they were approved by formal resolution on October 28, 2022. 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.

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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 2023 – 2026.

Local Financial Analysis

Local expenditures were gathered for the Oshkosh MPO municipalities from 2016 to 2020 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 2016-2020 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 (2016-2020) 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 1.89 percent (provided by WisDOT) was applied to the 2016-2020 annual average expenses for each municipality and compounded for each year out to 2026. This data was then grouped by 5 year increments as shown in **Table J-2**.

Table J-1: Historic Expenditures for Oshkosh MPO Municipalities (2016 – 2020)

Municipality	2020	2019	2018	2017	2016	5-Year Average
C Oshkosh						
Highway Maintenance & Adm.	6,933,487	7,974,138	7,343,010	5,827,700	6,512,400	
Highway Construction	5,701,337	7,079,064	6,773,166	5,681,000	10,319,900	
Road Related Facilities	2,574,577	3,778,022	2,289,304	3,440,600	2,828,000	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	15,209,401	18,831,224	16,405,480	14,949,300	19,660,300	17,011,141
T Algoma						
Highway Maintenance & Adm.	331,532	431,369	338,044	155,700	98,900	
Highway Construction	862,532	422,148	207,080	169,700	64,600	
Road Related Facilities	307,204	9,301	79,561	428,600	116,900	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	1,501,268	862,818	624,685	754,000	280,400	804,634
T Black Wolf						
Highway Maintenance & Adm.	198,596	170,187	180,343	129,900	125,600	
Highway Construction	0	0	0	0	0	
Road Related Facilities	30,431	6,242	6,936	3,500	5,300	
Other Transportation	0	0	0	2,800	3,200	
Total Local Transportation Expenditures	229,027	176,429	187,279	136,200	134,100	172,607
T Nekimi						
Highway Maintenance & Adm.	157,108	251,340	61,763	477,500	184,200	
Highway Construction	0	0	40,698	0	0	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	157,108	251,340	102,461	477,500	184,200	234,522
T Omro						
Highway Maintenance & Adm.	203,015	244,488	243,469	114,100	182,700	
Highway Construction	0	0	0	108,700	0	
Road Related Facilities	13,713	9,789	18,690	12,800	12,500	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	216,728	254,277	262,159	235,600	195,200	232,793
T Oshkosh						
Highway Maintenance & Adm.	194,271	126,704	175,133	235,300	133,500	
Highway Construction	19,778	142,599	0	0	20,000	
Road Related Facilities	9,932	8,823	8,210	9,800	9,800	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	223,981	278,126	183,343	245,100	163,300	218,770

Municipality	2020	2019	2018	2017	2016	5-Year Average
T Vinland						
Highway Maintenance & Adm.	187,131	206,668	160,221	128,900	112,600	
Highway Construction	0	0	0	0	0	
Road Related Facilities	3,978	4,284	4,729	4,500	4,700	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	191,109	210,952	164,950	133,400	117,300	163,542
Winnebago County						
Highway Maintenance & Adm.	2,889,197	2,379,932	7,392,298	3,020,500	3,261,000	
Highway Construction	5,067,086	6,057,676	94,760	5,274,600	4,457,500	
Road Related Facilities	431,467	495,681	460,011	443,300	484,500	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	8,387,750	8,933,289	7,947,069	8,738,400	8,203,000	8,441,902
MPO total	26,116,372	29,798,455	25,877,426	25,669,500	28,937,800	
Total 5-year Average	27,279,911					

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 (2016 – 2020)

Financial Estimates with Inflation Factors

The Bipartisan Infrastructure Law (BIL) requires that the TIP include inflation factors for financial elements to estimate the cost of projects during their construction years.

- **Expenditure Inflation Rate (currently 1.89%):** This expenditure inflation rate is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates as they are updated annually.
- **Revenue Inflation Rate (currently 2.0%):** The 2.0% yearly increase corresponds with the BIL apportionment 2.0% annual increases.

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

	2016-2020 Annual Average	2023 Projection	2024 Projection	2025 Projection	2026 Projection
C Oshkosh	17,011,141	17,994,017	18,334,104	18,680,619	19,033,682
T Algoma	804,634	851,125	867,211	883,601	900,301
T Black Wolf	172,607	182,580	186,031	189,547	193,129
T Nekimi	234,522	248,072	252,761	257,538	262,405
T Omro	232,793	246,243	250,897	255,639	260,471
T Oshkosh	218,770	231,410	235,784	240,240	244,781
T Vinland	163,542	172,991	176,261	179,592	182,987
Winnebago County	8,441,902	8,929,661	9,098,432	9,270,392	9,445,602
Total Local Expenditures	27,279,911	28,856,100	29,401,480	29,957,168	30,523,358
Projected Local Revenues	27,279,911	28,856,100	29,401,480	29,957,168	30,523,358

Source: ECWRPC (2022)

WisDOT, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) 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 (2023-2026-year of expenditure dollars) provided by East Central Wisconsin Regional Planning Commission. Please reference **Table 1: Oshkosh Urbanized Area – Programmed Projects Listing 2023-2026**.
2. Gathered federal expenditures from the MPO's TIP (2023-2026) provided by East Central Wisconsin Regional Planning Commission. Please reference **Table 2: Oshkosh Urbanized Area, 2023-2026 Summary of Federal Funds Programmed and Available**.

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