

RESOLUTION NO. 05-22

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

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

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

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

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

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

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

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

Effective Date: January 28, 2022

Prepared for: Transportation Committee

Prepared By: Tanner Russell, Associate Transportation Planner

Jeff Nooyen

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

Jeff Nooyen, Chair – Outagamie Co.

**Table 2: Oshkosh Urbanized Area, 2022-2025
Summary of Federal Funds Programmed and Available
(\$000)**

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2022	2023	2024	2025	2022	2023	2024	2025
Federal Highway Administration								
National Highway Performance Program	\$600	\$0	\$5,936	\$4,262	\$600	\$0	\$5,936	\$4,262
Surface Transportation Program								
Oshkosh Urbanized Area	\$0	\$0	\$1,386	\$0	\$0	\$0	\$1,386	\$0
Surface Transportation Block Grant								
State Flexibility	\$0	\$0	\$6,575	\$0	\$0	\$0	\$6,575	\$0
Bridge Improvements	\$0	\$548	\$0	\$4,262	\$0	\$548	\$0	\$4,262
Highway Safety Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Alternatives Program	\$21	\$0	\$0	\$0	\$21	\$0	\$0	\$0
Programmed Expenditures	\$621	\$548	\$13,897	\$8,524	\$621	\$548	\$13,897	\$8,524
* Annual Inflation Factor 1.74%	\$11	\$10	\$242	\$148	\$11	\$10	\$242	\$148
Estimated Need with Inflation Factor	\$632	\$558	\$14,139	\$8,672	\$632	\$558	\$14,139	\$8,672
Federal Transit Administration								
Section 5307 Operating	\$1,225	\$1,249	\$1,274	\$1,274	\$1,225	\$1,249	\$1,274	\$1,274
Section 5309 Capital	\$98	\$18	\$18	\$18	\$98	\$18	\$18	\$18
Programmed Expenditures	\$1,323	\$1,267	\$1,292	\$1,292	\$1,323	\$1,267	\$1,292	\$1,292
* Annual Inflation Factor 1.74%	\$23	\$22	\$22	\$22	\$23	\$22	\$22	\$22
Estimated Need with Inflation Factor	\$1,346	\$1,289	\$1,314	\$1,314	\$1,346	\$1,289	\$1,314	\$1,314
Section 5310	\$190	\$0	-not yet programmed-		\$190	\$0	-not yet programmed-	

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