

Oshkosh Metropolitan Planning Organization TIP 2024 - 2027



Approved on October 27, 2023

Transportation Improvement Program for the Oshkosh Urbanized Area 2024- 2027

Approved October 27, 2023

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: Transportation Improvement Program for the Oshkosh Urbanized Area 2024-2027

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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 2024-2027 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 STBG-Urban Projects from 2024 through 2027; for transit assistance programs, 2024 through 2027.

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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), which carries forward many of the programs found in its preceding infrastructure bill, the Fixing America's Surface Transportation Act (FAST Act). BIL is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, ECWRPC has worked with the WisDOT Northeast Region office, 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 2024-2027. 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 background information.

The Oshkosh MPO Public Participation Plan (PPP) and Annual Listing of Obligated Projects can be viewed in the following links:

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

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

The Public Participation Plan will be updated and considered by the Oshkosh Technical Advisory Committee and Policy Board in October, 2023.

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 MAP-21, TEA-21, SAFETEA-LU, and FAST Act.

High Points of BIL Highway Provisions:

- Funds highway programs for five years (FY 22-26)
- \$350.8 billion dollars (FY 22-26) for highway programs
 - o \$303.5 billion dollars in Contract Authority (CA) from the Highway Trust Fund (HTF)
 - o +\$47.3 billion dollars in advance appropriations from the General Fund (GF)
- More than a dozen new highway programs, including—
 - o Formula: resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
 - o Discretionary: bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities
- Focus on safety, bridges, climate change, resilience, and project delivery
- More opportunities for local governments and other non-traditional entities to access new funding
- \$90 billion dollars transferred (GF->HTF) to keep the Highway Trust Fund (HTF) Highway Account solvent for years

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 U.S. Census Bureau figures show the urbanized area population is 74,495. Following the 2020 U.S. Census Bureau, the Oshkosh MPO's population climbed to 79,280.

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 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 2028 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

The TIP modifications and amendment guidelines outlined below have been established by the Oshkosh MPO in conjunction with FHWA, FTA, and WisDOT to illustrate common changes that may occur during the implementation of an approved TIP and corresponding levels of action that the MPO would be expected to take in formally amending the TIP before federal funding could be committed to the affected projects.

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 (federal, 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. The City of Oshkosh, GO Transit, and WisDOT rely 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, local 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 local units of government, transit agencies, requesting candidate projects to be identified in June, 2023. On September 17, 2023, a legal notice was published in the Oshkosh daily paper identifying a review and comment period from September 17 to October 18, 2023. The Transportation Committee met on October 17, 2023 to act on the draft project list for inclusion in the TIP and that the TIP received final consideration by the MPO at its October 27, 2023 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 coordination 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 Surface Transportation Block Grant (STBG)-Urban Projects

The only categorical program that the MPO prioritizes is the STBG-Urban program in each of the urbanized areas. The four-year program, 2024-2027, itemized in the listing this year will include the 2026 through 2027 projects that were submitted by the local entities. In developing the 2024 TIP, one project was selected by the Technical Advisory Committee for the 2026 and 2027 biennium.

The allocation of STBP-Urban funds for 2022-2027 was \$1,883,128 in the Oshkosh urbanized area. In addition, the BIL STBP-Urban funding for federal fiscal years 2023-2026 is \$4,152,708 for the Oshkosh urbanized area.

The 2024-2029 Surface Transportation Block Grant Program – Urban Cycle is currently open and final applications are due to the Commission on October 27, 2023. As part of this program cycle, communities applying for STBG Program funding will need to have a pre-scoping meeting with East Central and the WisDOT – NE Region staff. If the roadway project has a transit route, the community will also need to inform and work with GO Transit to include any infrastructure improvements that will assist with pedestrian crossings, transit shelter locations, and ADA accessible curb cuts. East Central staff will rank the STBG Urban projects based on the criteria below and provide a recommendation to the Oshkosh Technical Advisory Committee, the East Central Transportation Committee and the Commission Board, which serves as the Policy Board for the Oshkosh MPO.

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. Candidate projects for 2024-2027 are evaluated using the project approval prioritization system created by the Oshkosh Technical Advisory Committee and Policy Board for the Oshkosh Urbanized Area's continued in the 2024 TIP. The MPO Policy Board has approved a complete streets policy. The MPO will require that any project receiving federal funding will adhere to this policy. Below is the performance – based criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

1. **Plan Consistency.** This criterion establishes project legitimacy within the overall transportation network. It rates projects higher when they conform in scope and timing to appropriate comprehensive or modal transportation plan element (local comprehensive plans, arterial plans, transit development and other transit plans, bicycle/pedestrian plans, regional long-range plan and related elements) and evidence good regional coordination.

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

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

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

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

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

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

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

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

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

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

- d. **Freight Operations.**

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

- e. **Transit Improvements.**

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

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

- i. **Barrier Crossing Improvements.** Provides facility over/under non-compatible transportation route or natural feature. (Scores of criteria 1), 2) and 3) are averaged and rounded to the nearest integer.)

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

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

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

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

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

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

ii. **Corridor Improvements.** Provides a bicycle and pedestrian route on or along a transportation route or natural feature. (Scores of criteria 1), 2), and 3) are averaged and rounded to the nearest integer.)

1. **Spacing.**

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

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

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

3. **User Safety.**

Score	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups
-------	---	---

- 3 Safety measures may encourage increased use by some user groups, but discourage use by other user groups
- 0 Safety concerns cannot be adequately addressed

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

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

Alternate Rating (non-corridor-based projects)

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

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

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

Score	5	> 280
	3	150-279
	0	< 149

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

Score	5	≥ 5
	3	1 - 4

0 0

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

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

5. **Multimodal.** This criterion emphasizes projects that address needs of all appropriate modes (vehicular, transit, pedestrian, bicycle, freight) or transportation demand management (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-Urban Project Selection Procedure

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

- Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 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-Urban Projects Recommended for Funding

The STBG-Urban funds for the 2022-2027 program cycle resulted in staff recommending one project to the Technical Advisory Committee and Oshkosh MPO Policy Board. The project was selected by action of the Technical Advisory Committee and recommended to the Transportation Committee and Executive Committee for consideration. This project was approved by the Executive Committee, on behalf of the entire Commission Board, (the Commission Board serves as the Oshkosh MPO Policy Board, on May 18th, 2022.

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

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

In addition, the BIL STBG-Urban funding for federal fiscal years 2023-2028 resulted in staff recommending one project to the Technical Advisory Committee. This project was approved by the Commission Board, the Oshkosh MPO Policy Board, on October 28, 2022.

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

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

Table 1: Evaluation and Ranking of Proposed STBG Projects, 2023-2026 is provided below and demonstrates how the STBG-Urban Program selection criteria was utilized to rank projects submitted by the communities.

Table 1: Evaluation and Ranking of Proposed STBG-Urban Projects
Oshkosh Urbanized Area
Project Evaluation - Performance Measures (Criteria)/Score

Oshkosh BIL FFY 23-26 Available Federal Funds for the Oshkosh MPO: \$4,152,708													
Municipality	Roadway	To	From	Plan Consistency Score	Preserves Existing System Score	Capacity Score	Safety Average Score	Multimodal Score	Planned Programming Score	Total Score	Total Project Cost	Federal Dollars Awarded	Local Match Required
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	STH 26	W. Waukau Ave.	3	3	2	2	0	0	10	\$ 2,077,350	-	-

The STBG-Urban Program Cycle for 2024-2029 is currently open for communities to submit applications. Once the STBG-Urban Program Cycle for 2024-2029 is completed and projects are selected by the Oshkosh MPO Technical Advisory Committee and Policy Board, the Transportation Improvement Program for the Oshkosh Urbanized Area – 2024-2027 will be amended to include those projects.

A full listing of the candidate STBG-Urban projects can be found in Appendix A, Table A-1. 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 2024 through 2027.

Carbon Reduction Program Projects Recommended for Funding

The Carbon Reduction program was established in the Bipartisan Infrastructure Law (BIL), which was signed into law in November of 2021. This new federal program provides funding for projects that reduce transportation-associated emissions and requires states to develop comprehensive carbon reduction strategies. Each metropolitan planning organization (MPO) receives its own allocation, and each MPO is responsible for awarding funding to eligible projects. The Carbon Reduction Program (CRP) for the FFY 2023 cycle opened on March 10, 2023 and closed on April 7, 2023. Carbon Reduction projects are funded up to 80 percent federal and 20 percent local. The funding allocation for the Oshkosh MPO is \$209,995 for this cycle.

The communities within the Oshkosh MPO did not have any projects that were eligible or submitted for the Carbon Reduction Program for the FFY 2023.

2024 TIP PROJECT LISTING

The project listing is presented in Table 2 for the Oshkosh Metropolitan Planning Organization (MPO). An explanation of the structure for Table 2 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: 2024, 2025 2026 and 2027.

Table 2: Oshkosh Urbanized Area - Project Listing (2024-2027)

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

(\$000)

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

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Go Transit Winnebago	Fixed Route Bus	Oper.	1517	738	1411	3666	1267	971	1538	3776	1306	1000	1584	3889	1344	1030	1631	4005
	Paratransit	Contr.	593	289	161	1043	496	380	199	1074	511	391	205	1107	526	403	211	1140
	Capital Projects	Purch.	3688	0	922	4610	1848	0	462	2310	88	0	22	110	18	0	4	22
	Section 5307	TOTAL	5798	1027	2494	9319	3611	1351	2198	7160	1903	1392	1811	5106	1887	1434	1847	5168
WisDOT Winnebago	USH 45/Fond du Lac-Oshkosh	DESIGN				0				0				0				0
	SCL-SCPL Oshkosh	ROW				0				0				0				0
	4110-32-71	CONST	3934	970	0	4904				0				0				0
	253-19-037 NHPP 7.61 miles (P)	TOTAL	3934	970	0	4904	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Oshkosh Winnebago	WIS 91/ Berlin - Oshkosh	STUDY				0				0				0				0
	James Rd - Clairville Rd.	ROW				0				0				0				0
	8540-11-71	CONST	567	142	0	709				0				0				0
	253-20-031 STP-FLEX 0.031 miles (P)	TOTAL	567	142	0	709	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Oshkosh	CTH I	DESIGN				0				0				0				0
	Ripple Ave. - W. Waukau Ave.	ROW				0				0				0				0
	4636-05-72	CONST	1030	0	795	1825				0				0				0
	253-20-032 STBG 52 miles (P)	TOTAL	1030	0	795	1825	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Grouped Projects	Safety Funds	DESIGN				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST				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 Grouped Projects	Rail/Hwy Xing Safety	DESIGN				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST				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 Grouped Projects	Hwy Safety Improve Prog (HSIP)	DESIGN				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST				0				0				0				0
	253-21-003 FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Grouped Projects	RR Xing STP protective Devices	DESIGN				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST				0				0				0				0
	253-21-004 FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Grouped Projects	Preventative Maint. National Highway	DESIGN				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST				0				0				0				0
	253-21-005 NHPP (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Grouped Projects	STH Preventative Maint. Connecting Highway	DESIGN				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST				0				0				0				0
	253-21-006 FLX (P)	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TABLE 2, cont.
OSHKOSH AREA PROJECT LISTING

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	Enhancements	DESIGN				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST				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	DESIGN				0				0				0				0
	Grouped Projects	ROW				0				0				0				0
		CONST				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	USH 45/Main St.	DESIGN				0				0				0				0
C of Oshkosh	Bridge Deck Gates	ROW				0				0				0				0
(Design 253-19-038)	4110-33-71 BRRHB	CONST	0	0	0	0	4942	1236	0	6178				0				0
253-21-009	NHPP 116 miles (P)	TOTAL	0	0	0	0	4942	1236	0	6178	0	0	0	0	0	0	0	0
WisDOT	STH 91/Berlin-Oshkosh	DESIGN				0				0				0				0
Winnebago	WCL-STH 44	ROW				0				0				0				0
	6540-08-71 RESURF	CONST	0	0	0	0	8582	2047	0	10629				0				0
253-21-010	FLX 14.78 miles (P)	TOTAL	0	0	0	0	8582	2047	0	10629	0	0	0	0	0	0	0	0
WisDOT	STH 91	DESIGN				0				0				0				0
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
253-21-025	STBG .039 miles (P)	TOTAL	0	170	30	200	0	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	2218	246	0	2464				0				0				0
253-22-005	NHPP (P)	TOTAL	2218	246	0	2464	0	0	0	0	0	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	103	26	0	129				0				0				0
253-22-022	NHPP 194 miles (P)	TOTAL	103	26	0	129	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 44, Wisconsin St., C Oshkosh	DESIGN				0				0				0				0
C of Oshkosh	Fox River Bridge B-70-0247	ROW				0				0				0				0
	6110-26-00, 70 BRPVT	CONST				0	0	0	0	0	1482	365	0	1827				0
253-22-031	NHPP 61 miles (P)	TOTAL	0	0	0	0	0	0	0	0	1482	365	0	1827	0	0	0	0
WisDOT	STH 21, Omro-Oshkosh	DESIGN				0				0				0				0
Winnebago	STH 116-Leonard Point Rd	ROW				0				0				0				0
	6180-30-71 RESURF	CONST				0				0	1658	415	0	2073				0
253-23-002	NHPP 6.27 miles (P)	TOTAL	0	0	0	0	0	0	0	0	1658	415	0	2073	0	0	0	0
WisDOT	STH 21, Omro-Oshkosh	DESIGN				0				0				0				0
Winnebago	CTH FF/Reighmoor Rd. Intersection	ROW				0				0				0				0
	6180-30-72 RECST	CONST				0	0	0	0	0	2293	365	0	2648				0
253-23-003	HSIP .028 miles (P)	TOTAL	0	0	0	0	0	0	0	0	2293	365	0	2648	0	0	0	0

TABLE 2, cont.
OSHKOSH AREA PROJECT LISTING

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
WisDOT	STH 21, Omro-Oshkosh	DESIGN				0				0				0				0
Winnebago	Sand Pit Rd. Intersection	ROW				0				0				0				0
	6180-30-73	RECST				0	0	0	0	0	2078	281	0	2359				0
253-23-004	HSIP .036 miles (P)	TOTAL	0	0	0	0	0	0	0	0	2078	281	0	2359	0	0	0	0
WisDOT	STH 21, Omro-Oshkosh	DESIGN				0				0				0				0
Winnebago	Leonard Point Rd. - Washburn St.	ROW				0				0				0				0
	6180-31-71	RESURF				0	0	0	0	0	5091	1273	756	7120				0
253-23-005	NHPP 1.82 miles (P)	TOTAL	0	0	0	0	0	0	0	0	5091	1273	756	7120	0	0	0	0
WisDOT	C Oshkosh, Bowen Street	DESIGN				0				0				0				0
C of Oshkosh	Oter Ave. to East Parkway Ave.	ROW				0				0				0				0
	4994-01-31	RECST				0	0	0	0	0	1883	0	5820	7703				0
	MPD Approval 1/28/22																	
253-23-007	STBG .54 miles (P)	TOTAL	0	0	0	0	0	0	0	0	1883	0	5820	7703	0	0	0	0
WisDOT	Regional Safe Routes to School	DESIGN				0				0				0				0
	1009-01-06, 07, 09, 10, 17, 18	ROW				0				0				0				0
		CONST	228		57	285	342		85	427	346		87	433				0
253-23-008	TAP/TA Set-aside (P)	TOTAL	228	0	57	285	342	0	85	427	346	0	87	433	0	0	0	0
WisDOT	T Algoma, Leonard Point Rd.	DESIGN				0				0				0				0
T of Algoma	Highland Shore Ln - STH 21	ROW				0				0				0				0
	6436-01-72, 73	RECST				0	0	0	0	0	4153	0	1389	5542				0
	STBG BIL 23-26 - MPD Selected																	
253-23-019	STBG 1.3 miles	TOTAL	0	0	0	0	0	0	0	0	4153	0	1389	5542	0	0	0	0
WisDOT	USH 45, Oshkosh-New London	DESIGN				0				0				0				0
Winnebago	IH 41-USH 10	ROW				0				0				0				0
	6200-18-70	PSRS30				0	0	0	0	0	5764	1441	0	7205				0
253-23-020	NHPP 12.42 miles	TOTAL	0	0	0	0	0	0	0	0	5764	1441	0	7205	0	0	0	0
WisDOT	IH 41, Oshkosh - Appleton	DESIGN				0				0				0				0
Winnebago	IH 41 Lake Butte Des Morts	ROW				0				0				0				0
	1120-63-72	MISC	0	345	0	345	0	0	0	0	0	0	0	0	0	0	0	0
253-23-021	State Hwy Rehab .59 miles	TOTAL	0	345	0	345	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	IH 41, Fond du Lac - Oshkosh	DESIGN				0				0				0				0
Winnebago	STH 26 - CTH Y	ROW				0				0				0				0
	1120-64-00, 70	PSRS20				0	0	0	0	0	6010	668	0	6678				0
253-23-022	NHPP 9.33 miles	TOTAL	0	0	0	0	0	0	0	0	6010	668	0	6678	0	0	0	0
WisDOT	STH 76, Oshkosh - Greenville	DESIGN				0				0				0				0
Winnebago	WCL RR Xing Signal & Gates 179602X	ROW				0				0				0				0
	6430-21-51	MISC				0	0	0	0	0	364	91	0	455				0
253-23-025	NHPP 3 miles	TOTAL	0	0	0	0	0	0	0	0	364	91	0	455	0	0	0	0
		DESIGN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	8080	1899	882	10861	13866	3283	85	17234	31102	4889	8052	44043	0	0	0	0
		TOTAL	8080	1899	882	10861	13866	3283	85	17234	31102	4889	8052	44043	0	0	0	0
	Preservation Subtotal		8080	1554	882	10516	13866	3283	85	17234	14811	2689	6663	24163	0	0	0	0
	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 3: Oshkosh Urbanized Area, 2024-2027
Summary of Federal Funds Programmed and Available
(\$000)

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2024	2025	2026	2027	2024	2025	2026	2027
Federal Highway Administration								
National Highway Performance Program (NHPP)	\$6,255	\$4,942	\$20,349	\$0	\$6,255	\$4,942	\$20,349	\$0
Surface Transportation Block Grant (STBG)	\$1,030	\$0	\$6,036	\$0	\$1,030	\$0	\$6,036	\$0
State Flexibility (STP-FLEX)	\$567	\$0	\$0	\$0	\$567	\$0	\$0	\$0
Highway Safety Improvement Program (HSIP)	\$0	\$0	\$4,371	\$0	\$0	\$0	\$4,371	\$0
Transportation Alternatives (TAP/TA Set Aside)	\$228	\$342	\$346	\$0	\$228	\$342	\$346	\$0
Programmed Expenditures	\$8,080	\$5,284	\$31,102	\$0	\$8,080	\$5,284	\$31,102	\$0
* Annual Inflation Factor 2.48%	\$200	\$131	\$771	\$0	\$200	\$131	\$771	\$0
Estimated Need with Inflation Factor	\$8,280	\$5,415	\$31,874	\$0	\$8,280	\$5,415	\$31,874	\$0
Federal Transit Administration								
Section 5307 Operating	\$1,517	\$1,267	\$1,305	\$1,344	\$1,517	\$1,267	\$1,305	\$1,344
Section 5309 Capital	\$3,688	\$1,848	\$88	\$18	\$3,688	\$1,848	\$88	\$18
Programmed Expenditures	\$5,205	\$3,115	\$1,393	\$1,362	\$5,205	\$3,115	\$1,393	\$1,362
* Annual Inflation Factor 2.48%	\$129	\$77	\$35	\$34	\$129	\$77	\$35	\$34
Estimated Need with Inflation Factor	\$5,334	\$3,192	\$1,427	\$1,395	\$5,334	\$3,192	\$1,427	\$1,395
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 4: Implementation Status of 2023
Oshkosh Urbanized Area Projects

Primary Jurisdiction	Project Description	Type of Cost	2023				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT	WIS 91/ Berlin - Oshkosh	DESIGN				0			
C of Oshkosh	James Rd - Clairville Rd.	ROW				0			
Winnebago	6540-11-71 BRRPL	CONST	566	142	0	708			X
253-20-031	STP-FLEX 0.031 miles (P)	TOTAL	566	142	0	708			
WisDOT	STH 91, Berlin-Oshkosh	STUDY				0			
C of Oshkosh	STH 91 & Clairville Rd. RR387462L	ROW				0			
	6540-08-72 RESURF	CONST	92	23	0	115			X
253-22-022	NHPP .194 miles (P)	TOTAL	92	23	0	115			

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 2023, the allocation was 40 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 2023 was 18.3 percent of eligible expenses.

The combined state and federal share of operating assistance for Tier B transit systems in 2023 was 58.35%. 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. However; transit funding has still not returned to a historical funding level of 60%.

In June of 2023 Governor Evers signed 2023 Wisconsin Act 12, relating to shared revenue, one of the most significant sources of funding provided by the state to local governments. Unfortunately, this bill also removed Mass Transit funding from the Transportation Fund and moved it to the General Fund. This means mass transit is now competing with a plethora of state programs. This is a significant risk for Mass Transit funding moving forward.

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 2024 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 2024-2028 period.

Table 5
GO Transit Projects
Oshkosh Urbanized Area

PROJECT DESCRIPTION	RECIPIENT	TIP #	Jan-Dec 2024 (000)	Jan-Dec 2025 (000)	Jan-Dec 2026 (000)	Jan-Dec 2027 (000)	Jan-Dec 2028 (000)	Jan-Dec 2029 (000)
Operating Assistance	GO Transit			Illustrative	Illustrative	Illustrative	Illustrative	Illustrative
Directly Operated - Fixed Route								
Expenses			\$ 4,100	\$ 4,223	\$ 4,350	\$ 4,480	\$ 4,615	\$ 4,753
Revenues			\$ 434	\$ 447	\$ 460	\$ 474	\$ 488	\$ 503
Deficit			\$ 3,666	\$ 3,776	\$ 3,889	\$ 4,006	\$ 4,126	\$ 4,250
Federal Share		253-24-001	\$ 1,517	\$ 1,267	\$ 1,305	\$ 1,344	\$ 1,384	\$ 1,426
State Share			\$ 738	\$ 971	\$ 1,000	\$ 1,030	\$ 1,061	\$ 1,093
Local - Municipal & County			\$ 1,411	\$ 1,538	\$ 1,584	\$ 1,631	\$ 1,680	\$ 1,731
Purchased Transp. - Paratransit	GO Transit							
Expenses			\$ 1,604	\$ 1,652	\$ 1,702	\$ 1,753	\$ 1,805	\$ 1,859
Revenues			\$ 561	\$ 578	\$ 595	\$ 613	\$ 631	\$ 650
Deficit			\$ 1,043	\$ 1,074	\$ 1,107	\$ 1,140	\$ 1,174	\$ 1,209
Federal Share		253-24-002	\$ 593	\$ 496	\$ 511	\$ 526	\$ 542	\$ 558
State Share			\$ 289	\$ 380	\$ 391	\$ 403	\$ 415	\$ 428
Local- Municipal & County			\$ 161	\$ 199	\$ 205	\$ 211	\$ 217	\$ 224
Capital Projects	GO Transit							
Transit Fire Supression System		253-24-003	\$ 300					
Architectural and Engineering		253-24-004	\$ 100					
Expansion of Downtown Transit Center			\$ 4,000					
Transit Stop Accesibility Improvements		253-24-005	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10	\$ 10
Upgraded Bus Video Camera System			\$ 200					
Stop Announcition System/AVL upgrade				\$ 300				
Bus Shelters						\$ 12	\$ 12	\$ 12
2 Clean Diesel/Hybrid or Electric Buses and Charging Infrastructure				\$ 2,000			\$ 2,000	
Replace Hoist in Garage					\$ 100			
Total Cost:			\$ 4,610	\$ 2,310	\$ 110	\$ 22	\$ 2,022	\$ 22
Federal Share:			\$ 3,688	\$ 1,848	\$ 88	\$ 18	\$ 1,618	\$ 18
Local Share:			\$ 922	\$ 462	\$ 22	\$ 4	\$ 404	\$ 4

Table 6
Contracted Paratransit Service
GO Transit
CY 2024

	DIAL-A-RIDE	ADA W/C	OVER 60 RURAL	UNDER 60 RURAL	ACCESS TO JOBS	TOTAL
EXPENSES	\$ 829,660	\$ 325,000	\$ 126,500	\$ 98,800	\$ 120,000	\$ 1,499,960
REVENUES	\$ 259,500	\$ 96,700	\$ 28,100	\$ 39,500	\$ 30,000	\$ 453,800
TIP #	253-24-006	253-24-007	253-24-008	253-24-009	253-24-010	
FEDERAL/STATE AIDS*	\$ 443,868	\$ 173,875	\$ 67,678	\$ 52,858	\$ 64,200	\$ 802,479
LOCAL	\$ 126,292	\$ 54,425	\$ 30,723	\$ 6,442	\$ 25,800	\$ 243,681

* Based on anticipated 2024 funding levels.

Table 7: Transit Financial Capacity Analysis
GO Transit

		2024	2025	2026	2027	2028	2029
Operating Expenses							
Fixed Route (DO)	(\$000)	\$4,100	\$4,341	\$4,472	\$4,606	\$4,744	\$4,886
Paratransit (DR)	(\$000)	\$1,604	\$1,545	\$1,591	\$1,639	\$1,688	\$1,739
Total Operating Expenses	(\$000)	\$5,704	\$5,886	\$6,063	\$6,245	\$6,432	\$6,625
Revenue							
Farebox Revenue							
Fixed Route (DO)	(\$000)	\$434	\$447	\$460	\$474	\$488	\$503
Paratransit (DR)	(\$000)	\$561	\$468	\$482	\$496	\$511	\$526
Total Revenue	(\$000)	\$995	\$915	\$942	\$970	\$999	\$1,029
Deficit							
Federal (2*)	(\$000)	\$2,110	\$1,766	\$1,819	\$1,873	\$1,930	\$1,988
State (2*)	(\$000)	\$1,027	\$1,354	\$1,395	\$1,436	\$1,479	\$1,524
Local - City & County	(\$000)	\$1,572	\$1,852	\$1,908	\$1,965	\$2,024	\$2,084
Total Deficit	(\$000)	\$4,709	\$4,972	\$5,121	\$5,275	\$5,433	\$5,596
Capital							
Federal (5307 & 5339)	(\$000)	\$3,688	\$1,848	\$88	\$18	\$1,618	\$18
Local	(\$000)	\$922	\$462	\$22	\$4	\$404	\$4
Total Capital Expenses (3*)	(\$000)	\$4,610	\$2,310	\$110	\$22	\$2,022	\$22
Operating Statistics							
No. of Buses		16	16	16	16	16	16
No. of Employees (1*)		22	22	22	22	22	22
Revenue Hours	(000)	35	35	35	35	35	35
Revenue Miles	(000)	483	483	483	483	483	483
Revenue Passengers	(000)	600	606	612	618	624	631
Fixed Route Statistics							
Average Fare		\$0.72	\$0.74	\$0.75	\$0.77	\$0.78	\$0.80
Operating Ratio (Rev/Exp)		11%	10%	10%	10%	10%	10%
Cost per Vehicle Mile		8.49	8.74	9.01	9.28	9.55	9.84
Cost per Passenger		6.83	6.97	7.11	7.25	7.40	7.54
Cost per Vehicle Hour		117.14	120.66	124.28	128.01	131.85	135.80
Passengers Per Mile		1.24	1.25	1.27	1.28	1.29	1.31
Passengers per Hour		17.14	17.31	17.49	17.66	17.84	18.02

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 TRANSIT CAPITAL PROJECTS

Oshkosh Urbanized Area

2024 Projects*

ITEM	TOTAL COST	FUNDING SOURCE
Transit Garage Fire Suppression System	\$300,000	CARES/5339
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
Expansion of Downtown Transit Center adding a second platform and climate-controlled passenger waiting area	\$4,000,000	ARPA/CARES/5339
Upgrade Video Cameras in all buses including Cloud Storage	\$200,000	ARPA/CARES

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

Transit Garage Fire Suppression System – This project would add a sprinkler system in the GO Transit bus garage and storage facility. The current facility was grandfathered in and there is no fire suppression system which would be currently required by code.

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 phase 2 of this project is currently underway. A&E and bidding documents are planned for 2023 with construction in 2024 pending FTA NEPA process and obtainment of required funding.

Expansion of the Downtown Transit Center – This project would add another platform to the transit center and a public waiting area along with public restrooms. This will follow a planning study in 2020 and follows recommendations in the Transit Development Plan. We completed a renovation of the current platform in 2023 with a small addition to the driver comfort station. This project would complete the build out and allow all buses to board and alight off street in addition to allowing room for future expansion.

Upgrade Video Cameras in all buses including Cloud Storage – Currently, the bus video system requires hard drivers to be pulled and downloaded on a PC for viewing. This is very

time consuming and delays actions on safety and security concerns. Upgraded cameras with Cloud Storage would allow more timely viewing of incidents and possibly allow a live feed. This would greatly enhance incident investigation time and improve the safety and security of riders and operators.

2025 Projects

ITEM	TOTAL COST	FUNDING SOURCE
2 Replacement Buses – Clean Diesel, hybrid or electric and charging infrastructure	\$2,000,000	Sect. 5339
Transit Stop Improvements	\$10,000	Sect. 5339
Stop Annunciation System/AVL Upgrade	\$300,000	Sect. 5339

2026 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Replace Hoist in Garage	\$100,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

2027 Projects

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

2028 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

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. Fuel costs have risen post COVID 19 pandemic thus putting 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 and facilities. This is expected to reduce maintenance costs over the next few years.

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, insurance and fuel costs as seen in the overall economy as well. The high cost of providing 24/7 paratransit service is also being realized. The current contractor has struggled to hire drivers due to a labor shortage.

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 2023 as ridership has returned to pre COVID19 levels. A newer pilot revenue agreement 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 last few years. The revenue agreement was successful and has been renewed for another 3 years. The revenue agreement led to increased ridership and a "tripper" route was added. Additionally, the return of EAA's annual fly-in post pandemic helped revenue and ridership number return to 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. We hope to renew the agreement in the coming years.

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 college student ridership on GO Transit.

Ridership Trends

Ridership increased in 2023 and is at pre-pandemic levels. The previously mentioned revenue agreement with the Oshkosh Area School District increased K-12 student ridership substantially. 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. GO Transit began an intercity pilot program to connect Oshkosh and Neenah via a shared ride taxi ride. This service links GO Transit with Valley Transit. This pilot replaced a previous fixed route between the cities. Ridership has been modest with about 8 rides per date. If the pilot is successful other similar micro transit services may be viable in some areas of Oshkosh to increase transit service area. Mass transit ridership is hard to predict therefore; we are showing a modest increase of 1% per year.

GO Transit began 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. It is anticipated to be completed in 2024.

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. Route 10 was eliminated in 2023. East Central staff worked with the County and the City to develop a plan for a microtransit pilot connecting the City of Neenah to the City of Oshkosh. The pilot will run through 2023 and will be evaluated for funding in 2024.

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 .05% 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 2024 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.



APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Oshkosh Urbanized Area - Candidate Project Listing (2024-2028+)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+ Illustrative Projects			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
T of Algoma Winnebago Illustrative	Oakwood Road - Oakwood Lane Reconstruction 1.0 m. (P)	DESIGN				0				0				0				0			283	283
		ROW				0				0				0				0				0
		CONST				0				0				0				0			3254	3254
		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 Illustrative	Leonard Point Road WIS 21 - Highline Shore Lane Reconstruction 1.1 m. (P)	DESIGN				0				0				0				0			220	220
		ROW				0				0				0				0				0
		CONST				0				0				0				0			3500	3500
		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 Illustrative	Leonard Point Road Sand Point - Highline Shore Lane Reconstruction 0.9 m. (P)	DESIGN				0				0				0				0			180	180
		ROW				0				0				0				0				0
		CONST				0				0				0				0			2740	2740
		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 Illustrative	Clairville Road WIS 21 - CTH E Reconstruction 1.0 m. (P)	DESIGN				0				0				0				0			220	220
		ROW				0				0				0				0				0
		CONST				0				0				0				0			3500	3500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3720	3720
Winnebago Co Winnebago Illustrative	CTH Y / WIS 75 - CTH S Reconstruction 2.2 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0			1000	1000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
Winnebago Co Winnebago Illustrative	CTH E / Oakwood - Algoma T Line Reconstruction 1.5 m. (P)	DESIGN				0				0				0				0			400	400
		ROW				0				0				0				0				0
		CONST				0				0				0				0			3600	3600
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4000	4000
Winnebago Co Winnebago Illustrative	CTH N / CTH I - USH 45 Reconstruction 1.3 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0			1750	1750
		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 Illustrative	Vinland Rd / Smith-Snell Reconstruction 1.25 m. (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0			1500	1500
		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 Illustrative	Waugoo North Main - Bowen Reconstruction 0.65 m. (P)	DESIGN				0				0				0				0			250	250
		ROW				0				0				0				0			25	25
		CONST				0				0				0				0			3914	3914
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4189	4189
C of Oshkosh Go Transit Winnebago Illustrative	Diesel Buses (2) (P)	DESIGN				0				0				0				0				0
		ROW				0				0				0				0				0
		CONST				0				0				0				0			1000	1000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	1000
C of Oshkosh Winnebago Illustrative	Bowen St Nevada - E Murdock Reconstruction 0.24 m. (P)	DESIGN				0				0				0				0			250	250
		ROW				0				0				0				0			25	25
		CONST				0				0				0				0			2270	2270
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2545	2545

TABLE A-1, cont.
OSHKOSH ILLUSTRATIVE PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
C of Oshkosh Winnebago (Illustrative)	W 9th / Knapp St - Michigan St Reconstruction	DESIGN				0				0				0				0			400	400
		ROW				0				0				0				0			40	40
		CONST				0				0				0				0			2997	2997
		Local				0				0				0				0			3437	3437
C of Oshkosh Winnebago (Illustrative)	Ohio St / 17th Ave - S. Park Ave Reconstruction	DESIGN				0				0				0				0			250	250
		ROW				0				0				0				0			25	25
		CONST				0				0				0				0			1848	1848
		Local				0				0				0				0			2121	2121
C of Oshkosh Winnebago (Illustrative)	Bowen St/E Parkway Ave-Sterling Ave Reconstruction	DESIGN				0				0				0				0			250	250
		ROW				0				0				0				0			25	25
		CONST				0				0				0				0			2522	2522
		Local				0				0				0				0			2787	2787
C of Oshkosh Winnebago (Illustrative)	Meritt Ave/N Main St - Lakeshore Dr Reconstruction	DESIGN				0				0				0				0			350	350
		ROW				0				0				0				0			40	40
		CONST				0				0				0				0			6321	6321
		Local				0				0				0				0			6711	6711
C of Oshkosh Winnebago (Illustrative)	Oregon St/ 8th Ave - 6th Ave Reconstruction	DESIGN				0				0				0				0			200	200
		ROW				0				0				0				0			20	20
		CONST				0				0				0				0			727	727
		Local				0				0				0				0			847	847
C of Oshkosh Winnebago (Illustrative)	N Sawyer St/ Wiscel Ave - Rush Ave Reconstruction	DESIGN				0				0				0				0			300	300
		ROW				0				0				0				30			30	30
		CONST				0				0				0				0			3553	3553
		Local				0				0				0				0			3553	3553
WisDOT C of Oshkosh (Illustrative)	USH 45, Main St., C Oshkosh 16th Ave - Fox River 6430-21-71 HNPP	DESIGN				0				0				0				0			0	0
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0			3816	4895
		Local				0				0				0				0			3816	4895
WisDOT Winnebago (Illustrative)	STH 21, Omro-Oshkosh STH 116-Leonard Point Rd 6180-30-71 NHPP	DESIGN				0				0				0				0			0	0
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0			4892	6115
		Local				0				0				0				0			4892	6115
WisDOT Winnebago (Illustrative)	STH 21, Omro-Oshkosh CTH FF/Reighmoor Rd. Intersection 6180-30-72 STBG	DESIGN				0				0				0				0			0	0
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0			1205	1505
		Local				0				0				0				0			1205	1505
WisDOT Winnebago (Illustrative)	STH 21, Omro-Oshkosh Sand Pt Rd. Intersection 6180-30-73 STBG	DESIGN				0				0				0				0			0	0
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0			1316	1645
		Local				0				0				0				0			1316	1645
C of Oshkosh Winnebago (Illustrative)	S. Washburn St / Waukau Ave-STH 26 Resurface	DESIGN				0				0				0				0			250	250
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0			1600	1750
		Local				0				0				0				0			1600	2000
C of Oshkosh Winnebago (Illustrative)	Ohio St / South Park Ave - 17th Ave Reconstruction	DESIGN				0				0				0				0			0	0
		ROW				0				0				0				0			0	0
		CONST				0				0				1450				3300			4750	0
		Local				0				0				1450				3600			5250	0

TABLE A-1, cont.
OSHKOSH ILLUSTRATIVE PROJECTS

Primary Jurisdiction	Project Description	Type of Cost	2024				2025				2026				2027				2028+			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
C of Oshkosh Winnebago Illustrative	Bowen St / Parkway Ave - Sterling Ave Reconstruction 42 miles (P)	DESIGN				0				0				0				0			750	750
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	1800		3650	5450
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1800	0	4400	6200
C of Oshkosh Winnebago Illustrative	Marriott Ave / Main St - Hazel St Reconstruction 75 miles (P)	DESIGN				0				0				0				0			1250	1250
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	2750		10000	12750
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2750	0	11250	14000
C of Oshkosh Winnebago Illustrative	Oregon St / 8th Ave - 9th Ave Reconstruction 1 miles (P)	DESIGN				0				0				0				0			250	250
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	900		850	1750
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900	0	1100	2000
C of Oshkosh Winnebago Illustrative	8th Ave / Knapp St - Michigan St Reconstruction 61 miles (P)	DESIGN				0				0				0				0			1000	1000
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	3000		7000	10000
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3000	0	8000	11000
C of Oshkosh Winnebago Illustrative	Woodland Ave / High Ave - Algoma Blvd Reconstruction 06 miles (P)	DESIGN				0				0				0				0			125	125
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	350		525	875
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350	0	650	1000
C of Oshkosh Winnebago Illustrative	Sawyer St / Witzel Ave - Rush Ave Reconstruction 47 miles (P)	DESIGN				0				0				0				0			1000	1000
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0	2000		5500	7500
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2000	0	6500	8500
WisDOT Winnebago 253-23-001	STH 21, Omro-Oshkosh Leonard Point Rd. - Washburn St. 6180-28-00 BRRHB NHPP 143 mile (P)	DESIGN				0				0				0				0			0	0
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0			0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT C of Oshkosh 253-23-006	USH 45, Main St., C Oshkosh 16th Ave - Fox River 4110-34-00 PVRPLA NHPP 61 miles (P)	DESIGN				0				0				0				0			0	0
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0			0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT Winnebago Illustrative	Jackson Street / Marion Rd. - High Ave Reconstruction	DESIGN				0				0				0				0			0	0
		ROW				0				0				0				0			0	0
		CONST				0				0				0				0			2800	2800
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800	2800



APPENDIX B

CERTIFICATION DOCUMENTATION

OSHKOSH MPO SELF-CERTIFICATION DOCUMENTATION

The East Central Wisconsin Regional Planning Commission as the Policy Board for the Oshkosh MPO, is charged with implementing the metropolitan planning process in accordance with applicable requirements of federal transportation legislation, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. All agencies involved in the transportation planning process must also be held accountable to these federal requirements.

By federal law, agencies providing transportation services and/or receiving federal funding must adhere to the requirements listed in the MPO's adoption/self-certification resolution.

With the approval of the Self-Certification, the policy board is certifying that regulations and policies of the MPO as a sub-recipient of federal aid are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities, and transportation services. The Transportation Planning Work Program includes documentation that as an agency and in partnership with its members, the MPO policy board adheres to the applicable requirements of federal transportation legislation and the Clean Air Act.

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart. These citations summarize the metropolitan planning organization requirements. This MPO is currently certified and has an approved Transportation Improvement Program, Long-Range Transportation Land Use Plan, Transportation Planning Work Program, and Public Participation Plan. This MPO also has the required interagency agreements approved metropolitan area boundaries, and annual listings of obligated projects.

Oshkosh MPO Compliance: The MPO complies with this requirement because it currently has an approved TIP, Long-Range Transportation Land Use Plan, Bicycle and Pedestrian Plan, a Unified Planning Work Program and a Public Participation Plan. The MPO also has all of its required agreements, approved boundaries, and listings of obligated projects.

Long Range Transportation Plan	Oshkosh Metropolitan Planning Organization (MPO) 2050 Long Range Land Use Transportation Plan, adopted October 30, 2020
Transportation Improvement Program	Oshkosh Metropolitan Planning Area 2023 Transportation Improvement Program - Approved October 28, 2022 Oshkosh Metropolitan Planning Area Transportation Improvement Program – 2024-2027 (Anticipated approval October 27, 2023)
Unified Planning Work Program	2024 Planning Work Program for the Appleton (Fox Cities)/Oshkosh Metropolitan Planning Organization— Anticipated approval October 27, 2023
Public Participation Plan	Public Participation Plan Appleton (Fox Cities) Metropolitan Planning Organization Adopted October, 2018; Amended July 13, 2022 (Anticipated approval October 27, 2023)

MPO Cooperative Agreement	Executed November 14, 2017 https://www.ecwrpc.org/wp-content/uploads/2017/01/CooperativeAgreementGOTransit.pdf
Metropolitan Planning Area Boundary	Approved by MPO & WisDOT
Annual Listing of Obligated Projects	2022 annual listing posted on website https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/obligated-projects/
Title VI & LEP Plan	Adopted - October, 2020 (Anticipated approval October 27, 2023)
Performance Resolutions	All resolutions are current; various dates.

(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. State and local transportation officials take part in 3C planning process to determine which planning elements will be implemented to improve air quality.

Oshkosh MPO Compliance: This requirement does not currently apply to the Oshkosh MPO because it is not within a non-attainment or maintenance area.

(3) Title VI of Civil Rights Act of 1964, as amended (42 U.S. C. 20000d-1) and 49 CFR Part 21. Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally-assisted programs on the grounds of race, color or national origin.

Oshkosh MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan that was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27, 2023.

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity.

Oshkosh MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved on October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27, 2023.

(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;

Oshkosh MPO Compliance: The Oshkosh MPO will follow WisDOT's DBE policy if outside contracts are hired to complete MPO projects using federal MPO planning funds.

(6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

Oshkosh MPO Compliance: This requirement does not directly apply to the Oshkosh MPO because it is not involved in federal and federal-aid highway construction contracts. However, the MPO follows East Central Wisconsin Regional Planning Commission's equal employment opportunity policy because the Oshkosh MPO are housed within the East Central Wisconsin Regional Planning Commission.

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38. Programs and activities funded with federal dollars are prohibited from discrimination based on disability.

Oshkosh MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27, 2023.

(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.

Oshkosh MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan that was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27, 2023.

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.

Oshkosh MPO Compliance: The MPO complies with this requirement through the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27, 2023.

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Oshkosh MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2017. The Title VI Plan was updated in 2020 and approved October 30, 2020. In 2023, the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was updated and it is anticipated to be approved on October 27, 2023.



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

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 11, 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 – 2024.

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 - 2024** (TIP). This document will be under a 30-day public review period from September 17, 2023 to October 17, 2023. 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:

Casey Peters
East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
Email: cpeters@ecwrpc.org

Sincerely,

Melissa Kraemer Badtke
Executive Director



APPENDIX D

SUMMARY OF PROCEEDINGS

DRAFT

MEETING MINUTES

Oshkosh Metropolitan Planning Organization (MPO)
Transportation Advisory Committee
Monday, September 11, 2023

1. Introductions

The meeting was called to order by Chair James Rabe at 1:30 pm and introductions were conducted.

Committee Members Present

James Rabe, (Chair) City of Oshkosh
Adam BellCorelli Winnebago County Executive Office
Rich Heath Town of Algoma
Scott Nelson WisDOT
Jim Collins City of Oshkosh
Kelly Nieforth City of Oshkosh
Karl Buck FHWA
Bob Doemel Winnebago County Hwy Department
Jim Erdman Town of Oshkosh

Staff Members Present

Melissa Kraemer-Badtke ECWRPC
Mike Zuege ECWRPC
Casey Peters ECWRPC

2. Public Comment – No public comments.

3. Discussion and approval of June 5, 2023 Meeting Minutes. A motion was made by Mr. Heath and a second by Ms. Nieforth to approve the meeting minutes as presented. Motion carried unanimously.

4. Staff Report – presented by Melissa Kraemer-Badtke (list not all inclusive)

Roadways

Transportation Improvement Program (TIP): Staff have developed drafts of the 2024-2027 Transportation Improvement Program for all three MPOs within the ECWRPC region. Drafts will be publicly noticed, and a link will be sent to TAC members when it becomes available. The Oshkosh TIP will be presented to the Transportation Committee on October 18, 2023 and considered by the full Commission on October 27, 2023.

- ***Surface Transportation Block Grant Program:*** Applications for the Surface Transportation Block Grant Program 2024-2029 cycle are due on October 27, 2023. Draft applications must be provided to Tom Walsh (twalsh@ecwrpc.org), Special Projects Coordinator at ECWRPC, and Alex Dums (alex.dums@wi.dot.gov), Local Program Manager at Wisconsin Department of Transportation Northeast Region Office, by September 22, 2023.

Active Transportation—Bicycle and Pedestrian Planning

- ***Transportation Alternatives Set-aside Program:*** Applications for the Transportation Alternatives Set-aside Program 2024-2028 cycle are due on October 27, 2023. Draft applications are due on September 1, 2023 to Kim Biedermann (kbiedermann@ecwrpc.org), Principal transportation Planner at ECWRPC, and Kelsey Lorenz, Local Program Manager at Wisconsin Department of Transportation Northeast Region Office. Draft applications are required to be considered for funding through the Appleton MPO.

Safe Routes to School

- ***Fall Programming*** – Safe Routes to School is working on getting tool kits prepped and delivered to schools for fall programs.

- **Walking School Bus** – Read Elementary School, Oakwood Elementary School, and Lourdes Academy are working with SRTS staff to start a Walking School Bus Program
- **Education Campaign** – This year's educational Campaign is "Child safety starts with you #ActLikely". We are providing banners and yard signs to participating schools as well as monthly social media posts and newsletters with quick facts and tips to share with the school community.

Transit and Specialized Transportation

- **Specialized Transportation Coordinated Plans** – ECWRPC continues to work in collaboration with our seven member-counties to complete their plans. We anticipate finalizing the plans by mid-October. For more information, please contact Brenna Root at broot@ecwrpc.org.
 - **GO Transit TDP** - EC Staff are currently working with the City of Oshkosh and SRF Consulting Group to develop a new Transit Development Plan for GO Transit. This Plan will assess existing conditions and provide recommendations for all facets of the GO Transit system for the next five years. Two Steering Committee meetings comprised of local stakeholders have been completed, with three more to occur throughout the planning process. The team has been working to distribute surveys to transit users and community members to gather feedback. SRF Consulting is currently assessing existing conditions and ridership trends, and will begin to develop recommendations in the next part of the study. The plan is anticipated to be completed by April 30th, 2024. For more information, please contact Casey Peters at cpeters@ecwrpc.org.
5. Discussion on the Draft Oshkosh MPO Transportation Improvement Program – 2024. Staff reported that this TIP includes projects within the Oshkosh MPO. It was noted that as part of the update process, ECWRPC staff worked with WisDOT Northeast Region, transit operators, and local government officials to compile this list of projects for the 2024-2027 program years. The Oshkosh MPO – Transportation Improvement Program (TIP) 2024 will be on the agendas for the Transportation Committee and the Commission Board for their consideration in October, 2023. This is informational, and no action is necessary.
6. Discussion regarding the 2024 Transportation Unified Planning Work Program and Budget. presented by Melissa Kraemer-Badtke. Ms. Kraemer-Badtke reported that every year, ECWRPC develops a Unified Planning Work Program and Budget (UPWP) that is incorporated into the Commission's overall work program and budget. These activities include projects recommended by communities in the MPO. Once a draft UPWP is completed, MPOs meet with WisDOT staff to ensure all required elements are included. She noted that ECWRPC staff had a meeting with WisDOT staff on August 17, 2023 to review the draft UPWP, and any edits or modifications as recommended by WisDOT have now been incorporated into the draft. Deliverables outlined for 2024 include the following:
- Reviewing Appleton (Fox Cities) and Oshkosh MPO committee structure
 - Completing the Comprehensive Safety Action Plan
 - Beginning the update process to the Long Range Transportation Plan
 - Continuing to work with communities in the MPO and WisDOT on the adjusted urban boundaries and updating the functional classification system
 - Continuing to work with local communities and WisDOT on corridor studies
- Staff will be bringing the UPWP to the Transportation Committee on October 17, 2023 and to the full commission for final consideration on October 27, 2023. For informational purposes only.
7. Presentation on Urban Boundary Adjustments for the Oshkosh Urban Area. ECWRPC staff is currently updating the Adjusted Urban Area Boundaries for the Appleton (Fox Cities), Oshkosh, and Fond du Lac MPOs. The MPOs are allowed to adjust these boundaries to consider local development needs. It was noted that these adjustments must respect WisDOT's guidelines for Urban Boundary Adjustments, and require review and approval from WisDOT before they will be adopted. The deadline for MPO-level approval of adjusted Urban Area Boundaries is June 30, 2024. Staff shared that they have created a preliminary adjustment of the U.S. Census-defined boundary and provided it to WisDOT for comment. This boundary will then be brought to communities to fine-tune the boundary to consider future land use developments up to the 2030 Decennial U.S. Census. Staff

reported that once a draft has been prepared that meets the needs of the MPO, it will be sent to WisDOT for final review. These new urban boundaries will be used to update the functional classification system for the MPOs. This is for informational purposes only; no action is necessary at this time.

8. Discussion and Update on Comprehensive Safety Action Plan. ECWRPC staff are in the latter stages of developing a Comprehensive Safety Action Plan (CSAP) for the Appleton (Fox Cities) and Oshkosh MPOs. It was noted that this plan will identify traffic safety concerns such as hazardous roadways and intersections as well as, separate MPO-level projects to improve safety across multiple jurisdictions are in the process of being identified. Staff shared that projects identified in the CSAP will have data provided to assist in applications for Safe Streets and Roads for All funding (SS4A) in 2024, along with other potential funding source. SRF Consulting Group is also assisting in prioritizing projects best suited for SS4A, and providing details of alternative funding sources to improve grant competitiveness. For questions about the CSAP, reach out to Colin Kafka at ckafka@ecwrpc.org or Casey Peters at cpeters@ecwrpc.org. No action is needed as this is for informational purposes only.
9. WisDOT Updates –by Scott Nelson
10. Next meeting scheduled for December 4, 2023
11. Adjourn – A motion was made by Mr. Heath and seconded by Ms. Nieforth to adjourn with the time noted at 2:15 p.m.

Respectively Submitted by
Leann Buboltz – Administrative Coordinator
East Central WI Regional Planning Commission

DRAFT
MEETING MINUTES
TRANSPORTATION COMMITTEE MEETING
East Central Wisconsin Regional Planning Commission

COMMITTEE MEMBERS: Dick Koeppen, Nick Kesler, John Zorn (Alt for Steve Abel), Thomas Kautza, Robert Keller, Joe Moore (Perm Alt for Keith Heisler), Vacant, Lee Hammen, Ron McDonald, Nick Weber

Date: Tuesday, October 17, 2023 – In-person

1. Mr. Keller welcomed attendees to the meeting and called the meeting to order at 1:30 p.m.
2. **Roll Call** - Introduction of Alternates, Staff and Guests

Committee Members Present:

Nick Kesler.....	Calumet County
John Zorn (Alt. for Steve Abel)	Fond du Lac County
Lee Hammen, Vice Chair	Outagamie County
Tom Kautza	Shawano County
Dick Koeppen (virtual)	Waupaca County
Robert Keller, Chair	Winnebago County
Nick Weber	WisDOT – NE Region Rep

Committee Members Excused:

Vacant.....	Menominee County
Joe Moore (Perm Alt for Keith Heisler).....	Fond du Lac County
Ron McDonald	Valley Transit

ECWRPC Staff and Guests Present:

Melissa Kraemer Badtke.	Executive Director
Craig Moser	Deputy Director
Kim Biedermann	Principal Planner
Jennie Mayer	SRTS - Coordinator
Mike Zuege	GIS Manager
Casey Peters	Associate Planner
Brenna Root Whitby	Associate Planner
Leann Buboltz.....	Administrative Coord

3. **Approval of Agenda / Motion to Deviate** – A motion by Mr. Kautza and second by Mr. Hammen to approve of the agenda as posted. Motion carried unanimously.
4. **Public Comment** – No public comment.
5. **Approval of the July 11, 2023** Transportation Committee Meeting Minutes – A motion was made by Mr. Zorn and second by Mr. Hammen to approve of the minutes as presented. Motion carried unanimously.
6. **Announcements and Updates**
 - A. Staff Report presented by Melissa Kraemer Badtke. (list not all inclusive)

ROADWAYS

Certification Review: Ms. Kraemer Badtke shared that on August 22 and August 23, ECWRPC staff participated in the Appleton (Fox Cities) Transportation Management Area Certification

Review with the Federal Highway Administration and the Federal Transit Administration. Mary Forlenza, FHWA Planning and Program Development Team Leader will be presenting those findings at the January 2024 Quarterly Commission meeting. It is anticipated that changes will need to occur with the Appleton MPO, separating out the Policy Board out from the Commission.

ACTIVE TRANSPORTATION

College Avenue Corridor: Ms. Kraemer Badtke reported that Outagamie County, in partnership with East Central Wisconsin Regional Planning Commission and stakeholders, was selected as one of 15 communities throughout the United States to receive a Community Connectors grant program award through Smart Growth America. She noted that the Community Connectors is a grant program to support small and mid-sized cities in repairing the damage of divisive infrastructure through capacity-building grants and technical support. The program is led by Smart Growth America in collaboration with Equitable Cities, the New Urban Mobility Alliance, and America Walks. Community Connectors is supported by the Robert Wood Johnson Foundation and ECWRPC staff will serve as part of the core team for this project.

SAFE ROUTES TO SCHOOL

SRTS Action Plan Update: Ms. Kraemer Badtke shared that ECWRPC Staff worked with the Kimberly Area School District this past spring/summer to update their Safe Routes to School Action Plan.

Shawano School District: Ms. Kraemer-Badtke also noted that ECWRPC Staff recently had the opportunity to attend and present at a meeting in Shawano which brought together Facilities Directors from 17 area schools. Staff presented on the Action Plan process and the benefits to the school community. She shared that staff will be working with the Shawano School District this fall to develop their SRTS Action Plan.

SPECIALIZED TRANSPORTATION

Specialized Transportation Coordinated Plans: Ms. Kraemer Badtke reported that ECWRPC is finalizing its work with our seven member counties to complete their plans. It is anticipated that the plans will be finalized by mid-October and will be brought to the Executive Committee and the full Commission on October 27, 2023 for consideration.

STAFF UPDATES

New Hires - ECWRPC recently hired three new associate transportation planners:

- a. Chris Colla was recently hired as an Associate Planner – Transportation. Chris has a background in urban and regional planning along with a background in social sciences specializing in the area of transportation.
- b. Abby Mader was hired as an Associate Planner - Transportation. Abby has a background in Environmental Science and experience with sustainable urban and transportation planning.
- c. Brice Richardson was recently hired as a new Associate Planner – Transportation. Brice has a geography and sociology background, and experience in environmental policy research.

7. Business / Action Items

- A. Discussion on the Wisconsin Department of Transportation Concurrence Letter for 2024 Funding established for the State Metropolitan Planning Organizations. Ms. Kraemer Badtke shared with members correspondence received from Mr. Chuck Wade at the Wisconsin Department of Transportation-Bureau of Planning and Economic Development. She explained that the decennial population data is used by the Wisconsin Department of Transportation in coordination with the designated Metropolitan Planning Organizations to determine the funding amounts for Metropolitan Planning Programs, which would start in 2024. For the Commission, this would include the Appleton (Fox Cities)/Oshkosh MPOs and the Fond du Lac MPO (East Central serves as staff for the Fond du Lac MPO). She also noted that staff reviewed the Wisconsin Department of Transportation Concurrence Letter for 2024 Funding established for the State Metropolitan

Planning Organizations with the Executive Committee and they approved the concurrence letter. No action is required, this was for informational purposes only.

- B. Proposed Resolution 38-23: Adopting the 2023 Title VI Non-Discrimination Program and Limited English Proficiency Plan for the East Central Wisconsin Regional Planning Commission (<https://www.ecwrpc.org/wp-content/uploads/2023/09/DRAFT-2023-Fox-Cities-MPO-Title-VI-and-LEP-Plan-1.pdf>) Ms. Kim Biedermann shared with the members that the *Title VI Non-Discrimination Program* is intended to ensure that no person shall, on the grounds of race, color, or national origin as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO-sponsored program or activity. She indicated that the *Limited English Proficiency Plan* has been also added to address East Central's responsibilities as a recipient of federal financial assistance as they relate to the needs of individuals with limited English language skills. Staff worked in consultation with WisDOT's Federal Compliance Manager to update the document to ensure federal compliance.

A motion was made by Mr. Kautza and a second by Mr. Hammen to approve of Proposed Resolution 38-23: Adopting the 2023 Title VI Non-Discrimination Program and Limited English Proficiency Plan for the East Central Wisconsin Regional Planning Commission. Motion carried unanimously.

- C. Proposed Resolution 39-23: Adopting the Public Participation Plan for the Appleton (Fox Cities) and Oshkosh MPOs (<https://www.ecwrpc.org/wp-content/uploads/2023/08/Draft-FCOMPO-PPP-2023.pdf>) Ms. Brenna Root-Whitby shared with the members that as a requirement of the Bipartisan Infrastructure Law (BIL) and its predecessor transportation bills, including the FAST Act, a Public Participation Plan (PPP) must be developed by each Metropolitan Planning Organization (MPO). She noted that the PPP outlines opportunities for the engagement of all community members within the Appleton (Fox Cities) and Oshkosh MPOs to participate in the development of transportation plans and programs. The Public Participation Plan has been developed in consultation with various federal and state agencies in an effort to improve public involvement and interaction in the transportation and land use planning process. Ms. Root-Whitby noted that a 45-day public review and comment period commenced on Sunday, August 13, 2023 and ended on Tuesday, September 26, 2023.

A motion was made by Mr. Hammen and a second by Mr. Kesler to approve Proposed Resolution 39-23: Adopting the Public Participation Plan for the Appleton (Fox Cities) and Oshkosh MPOs as presented. Motion carried unanimously.

- D. Proposed Resolution 40-23: Amending the 2023 Transportation Improvement Program for the Appleton (Fox Cities) Transportation Management Area. *Agenda amended to remove line item.*
- E. Proposed Resolution 41-23: Adopting the Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization 2024-2027 (<https://www.ecwrpc.org/wp-content/uploads/2023/09/Draft-2024-Appleton-TIP.pdf>). Mr. Casey Peters shared that the Transportation Improvement Program (TIP) is an annually prepared program of transportation projects that will be utilizing federal funding assistance in their implementation. He noted that this TIP includes projects within the Appleton (Fox Cities) Metropolitan Planning Organization (MPO). Mr. Peters stated that East Central Wisconsin Regional Planning Commission (ECWRPC) has updated the Transportation Improvement Program (TIP) for the Appleton MPO and that staff worked with WisDOT Northeast Region, transit operators, and local government officials to compile this list of projects for the 2024-2027 program years.

A motion was made by Mr. Zorn and a second by Mr. Kautza to approve of Proposed Resolution 41-23: Adopting the Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization 2024-2027. Motion carried unanimously.

- F. Proposed Resolution 42-23: Adopting the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2024-2027PO (<https://www.ecwrpc.org/wp-content/uploads/2023/09/Draft-2024-Oshkosh-TIP.pdf>) Mr. Casey Peters shared that the Transportation Improvement Program (TIP) is an annually prepared program of transportation projects that will be utilizing federal funding assistance in their implementation. He noted that this TIP includes projects within the Oshkosh Metropolitan Planning Organization (MPO). Mr. Peters stated that East Central Wisconsin Regional Planning Commission (ECWRPC) has updated the Transportation Improvement Program (TIP) for the Oshkosh MPO and that staff worked with WisDOT Northeast Region, transit operators, and local government officials to compile this list of projects for the 2024-2027 program years.

A motion was made by Mr. Kautza and a second by Mr. Kesler to approve of Proposed Resolution 42-23: Adopting the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2024-2027. Motion carried unanimously.

- G. Proposed Resolution 44-23: Authorizing the Commission to Submit and Support an Application for the 2024-2028 Transportation Alternatives Set-aside Program Funding to Continue the Regional Safe Routes to School (SRTS) Program. Ms. Jennie Mayer shared that the TA Set-aside program is awarded for up to 80% of eligible project costs, with the remaining 20% being a local match. It is anticipated that the local match would be funded through levy dollars from member counties. She stated that the Regional Safe Routes to School Program is requesting a total of \$968,847.60 in federal funds, to be matched by \$242,211.90 in local funds provided by the Commission, for a total two-in-a-half-year project cost of \$1,211,059.50 for the Fall 2026 and calendar years 2027 and 2028.

A motion was made by Mr. Hammen and a second by Mr. Koeppen to approve of Proposed Resolution 44-23: Authorizing the Commission to Submit and Support an Application for the 2024-2028 Transportation Alternatives Set-aside Program Funding to Continue the Regional Safe Routes to School (SRTS) Program as presented. Motion carried unanimously.

- H. Proposed Resolution 45-23: Amending the 2023 Unified Transportation Work Program and Budget and Requesting an Extension of the Funding Eligibility period to complete work from Calendar Year 2023 for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (materials emailed separately). Ms. Kraemer Badtke outlined the list of work program activities and projects that would be carried over from 2023 into 2024 along with the budget for each of them. Program deliverables and funding will need to be completed and utilized by November 30, 2024. Staff recommends the approval of the Proposed Resolution 45-23, which will require an extension of the period of funding availability from 2023 to the 2024 Transportation Work Program and Budget.

A motion was made by Mr. Zorn and a second by Mr. Kautza to approve of Proposed Resolution 45-23: Amending the 2023 Unified Transportation Work Program and Budget and Requesting an Extension of the Funding Eligibility period to complete work from Calendar Year 2023 for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations as presented. Motion carried unanimously.

- I. Proposed Resolution 46-23: Approving the 2024 Unified Work Program and Budget (<https://www.ecwrpc.org/wp-content/uploads/2023/09/2024-Transportation-Work-Program-and-Budget.pdf>) Ms. Kraemer Badtke presented in detail the deliverables in the 2024 UPWP and Budget. She noted the timeline of the program deliverables and timeline, and she noted that staff would be working with Federal Highway Administration (FHWA) staff, Federal Transit Administration (FTA) staff, and Wisconsin Department of Transportation staff on restructuring the Appleton and Oshkosh MPOs in 2024. She also noted both FHWA and FTA issued a waiver of local match requirement for activities that support Safe and Accessible Transportation Options; deliverables meeting those requirements are noted in the UPWP.

A motion was by Mr. Kautza and a second by Mr. Hammen to approve of Proposed Resolution 46-23: Approving the 2024 Unified Work Program and Budget as presented. Motion carried unanimously.

J. Convene into Closed Session - The Committee will convene into closed session pursuant to Section 19.85(1)(e) of the Wisconsin Statutes to discuss strategy regarding ongoing negotiations with another entity so as not to compromise the Commission's bargaining position. A motion was made by Mr. Hammen and a second by Mr. Kesler to convene into closed session. Roll call was taken with all voting aye with the time noted at 2:08 p.m.

K. Reconvene into Open Session - The Committee will reconvene into open session pursuant to section 19.85(2) of the Wisconsin Statutes to take action, if necessary, on the above matters. A motion was made by Mr. Kesler and a second by Mr. Zorn to reconvene into open session. Roll call was taken with all voting aye with the time noted at 2:20 p.m. No action from closed session required.

8. Informational/Discussion Items

- A. County Roundtable Discussion (*as time permits*) – Mr. Keller – Winnebago County shared that using the ARPA Funding a newly created fund called the Spirit Fund Creation accounted for \$10 million of the allocation.
- B. North Central WisDOT Updates – Mr. Nick Weber shared that coming up is the Bicycle Pedestrian Safety Webinar that is free for all those that are interested. - <https://projects.511wi.gov/weeklyupdates-nc/>
- C. Northeast WisDOT Updates - <https://projects.511wi.gov/weeklyupdates-ne/>

9. Establish Time and Place for Next Commission Meeting

- A. **Transportation Committee Meeting:** The next Transportation Committee Meeting will take place on Tuesday, January 9, 2024 at 1:30 p.m. Further details will be forthcoming.
- B. **Commission Meeting:** The next Commission meeting will be held on Friday, January 26, 2024 at 10:00 a.m. TBD- An agenda and meeting materials will be forthcoming.

10. Adjourn – A motion was made by Mr. Hammen and second by Mr. Kesler to adjourn with the time noted 2:27 p.m.

Respectfully submitted by

Leann Buboltz – Administrative Coordinator
ECWRPC

DRAFT
MEETING MINUTES
QUARTERLY COMMISSION MEETING
East Central Wisconsin Regional Planning Commission

Date: Friday, October 27, 2023
Time: 10:00 a.m.
Place: Shawano County – DHS Conference Room, W7327 Anderson Ave., Shawano, WI 54166

1. **Call to Order** – Chair Nooyen called the meeting to order with the time noted at 10:00 a.m.

2. **Roll Call**

A. Introduction of Alternates and Guests –

Commission Members Present:

Alice Connors	Calumet County
Nick Kesler.....	Calumet County
Ronald McDonald	Ex-Officio Member
Scott Nelson	Ex-Officio Member
Steve Abel	Fond du Lac County
Sam Kaufman	Fond du Lac County
Joe Moore (Alt. for Keith Heisler)	Fond du Lac County
Jeremy Johnson (Alt. for Elizabeth Moses)	Menominee County
Eugene Caldwell.....	Menominee County
Kevin Englebert (Alt. for Thomas Nelson)	Outagamie County
Jake Woodford.....	Outagamie County
Nadine Miller	Outagamie County
Lee Hammen	Outagamie County
Jeff Nooyen.....	Outagamie County
Ken Capelle	Shawano County
Steve Gueths	Shawano County
Tom Kautza	Shawano County
Aaron Jenson (Alt. for Brian Smith)	Waupaca County
DuWayne Federwitz	Waupaca County
Jerry Bougie (Alt. for Jon Doemel)	Winnebago County
Mark Rohloff (Alt for Matt Mugerauer)	Winnebago County
Robert Keller.....	Winnebago County
Robert Schmeichel	Winnebago County

Commission Members Excused:

David DeTroye (Alt. for Tom Reinl)	Calumet County
Brenda Schneider	Fond du Lac County
Vacant.....	Menominee County
Dick Koeppen (Virtual).....	Waupaca County
David Albrecht (Alt. for Tom Egan).....	Winnebago County

ECWRPC Staff and Guests:

Melissa Kraemer Badtke	Executive Director
Craig Moser	Deputy Director
Sara Otting.....	Controller
Colin Kafka	Associate Planner
Brenna Root.....	Associate Planner
Casey Peters	GIS Analyst 1
Becky Olejniczak	Human Resources
Leann Buboltz.....	Administrative Coordinator

2. **Approval of Agenda / Motion to Deviate** - A motion was made by Mr. Kaufman and second by Mr. Kautza to approve of the agenda as presented. Motion carried unanimously.
3. **Public Comment** – There was no one in attendance for public comment.
4. **Approval of the Minutes of the July 28, 2023 Quarterly Commission Meeting.** A motion was made by Mr. Hammen and second by Mr. Englebert to approve of the minutes as presented. Motion carried.
5. **Announcements and Reports**
 1. Director's Report – Ms. Kraemer-Badtke shared with the members highlights from the following areas; *list not all inclusive*.
 - a. **Commissioner News:** Ms. Jane Comstock recently resigned her position on the Menominee County Board. East Central staff will be working with Menominee County on a new appointment.
 - b. **Staffing Updates:**
 - New hires - Brice Richardson and Abby Mader were hired to fill the Associate Planners for the Transportation Team. Kia Kling was hired to serve as the new Associate Planner for the Safe Routes to School Program. Ms. Kling will be working with Commission on a part-time basis beginning in 2024 and then begin working full time in May, 2024. Kia currently has an internship with the Village of Fox Crossing and she is also attending UW- Green Bay and is working towards a Bachelor's Degree in Environmental Science and Policy with an emphasis in Planning.
 - Resignations – Staff received a resignation letter from Wilhelmina Paustian who served as the Lead-Senior Planner in the Sewer Service Area. ECWRPC will be posting her position in the near future.
 - c. **Safe Routes to School Program:** October was International Walk to School Day. Jennie Mayer and Kim Dieck organized and attended the events. Ms. Dieck conducted an interview with WLUK regarding the safe routes to school program in Kaukauna which was aired live. (a video was presented to the Commission). Ms. Kraemer Badtke thanked Mayor Woodford for his participation in a couple of walk to school day events at the Appleton Area Schools.
 - d. **WI American Planning Association (APA) Award** – Ms. Kraemer-Badtke was pleased to share that East Central staff accepted the award for innovation in planning for the equitable engagement toolkit and guidebook at the WI APA Conference. The purpose of this project was to create a toolkit, complementary guidebook, and training tools to enhance ECWRPC's and local communities' engagement efforts surrounding transportation-related plans and projects. Congratulations to the Transportation Team that assisted in the development of the Equitable Engagement Toolkit and Guidebook!
 - e. **Mid-America Economic Development Council Award** –Recently, East Central staff was notified that the Commission would be receiving the Mid-America Economic Development Council Award – Overcoming Adversity (small division) for the Small Community Technical Assistance Program. East Central staff will be honored at the award Luncheon on November 30th at the Mid-America Competitiveness Conference in Indianapolis. Congratulations to the Economic Development staff, as well as former staff and now Commissioner Kevin Englebert, and the Commission's consultant Ayres Associates on this award.
 - f. **Small Community Technical Assistance Program:** East Central and Ayres Associates hosted sessions/workshops at the following communities during the week of October 9th: City of Chilton, City of New Holstein, Village of Brandon and Village of Fremont. Communities hosted a visioning session with local business members and local community members. Staff then conducted a walkabout around the community, drafted a plan for the community, and presented it. Finalized plans will be available for each of the communities in November. Ms. Kraemer Badtke commended Commissioner Englebert for developing the program while employed at ECWRPC and Colin Kafka for picking up where Mr. Englebert stepped away.

- g. **FHWA/FTA Certification Review** Federal Highway Administration and Federal Transit Administration met with East Central staff and the Wisconsin Department of Transportation staff met to discuss projects and programs related to the Appleton (Fox Cities) MPO. A representative from Federal Highway Administration will be attending the January Commission Board meeting to report out on their findings.
- h. **Shawano Leader Article-** Recently, Director Kraemer Badtke presented at the Shawano County Board meeting and the Shawano Leader (the local newspaper) did a really nice article on the Regional Planning Commission. A copy can be found at each of your places.
- i. **2024 Special Projects** – Presented by Mr. Craig Moser. (List not all inclusive) As we work to further develop the 2024 Work Program and Budget, there are a number of potential special projects we wish to bring to the attention of the Board for discussion and consideration. They include the following:
 - 1. **Appleton/Fox Cities & Oshkosh MPO Policy Board Restructuring** – During the recent federal Appleton Transportation Management Area Certification Review, it was clearly communicated that a restructuring of the Policy Board would be required, as anticipated. While we are unsure how lengthy and involved this process will be at this point, it is highly likely that there will be considerable time and effort involved in making this change.
 - 2. **SERDI Assessment of ECWRPC** – As detailed in the previous Memo, the objective of this independent, third-party review of the Commission is to develop strategies to maximize East Central's support and assistance to its member counties. Should the Commission approve of this work, staff will be involved in assisting the consultant with various aspects of the project.
 - 3. **Potential Office Relocation** – As detailed in the previous memo, the lease for the current office space expires on July 31, 2024. Should the Commission make the decision to relocate, staff will work to strategically time the move to minimize impacts, but we anticipate at least a week of lost productive time related to this transition.
 - 4. **Staff Training** – With at least 5 new staff joining the team in 2023, a significant focus over the next 12 – 18 months will be on training and professional development. We are working to identify high quality, cost effective training options to provide staff the tools and support needed to excel in their roles.
 - 5. **Website Update** – This project has been on the radar, but has been deferred due to more pressing matters. Staff will be considering aligning this work with the MPO restructuring and potential office move would be beneficial. It would also align with a branding refresh we're currently working to integrate into all Commission materials.
 - 6. **Server Replacement/Potential Software Investments** – We have budgeted for the replacement of the server in 2024, as the warranty expires in July. In addition, we are in the process of evaluating several potential software programs that could increase operational efficiency and organizational effectiveness. Final recommendations and implementation will be deferred until after the SERDI assessment is completed, should the Commission approve of that work, to ensure alignment with their recommendations.
 - 7. **Evaluation of Economic Development Program Enhancement** – Following the 5-year update to the Regional Comprehensive Economic Development Strategy this fall, we'll be identifying how best the Commission can play a meaningful role in implementing the recommendations contained therein. We have identified several potential options, but would strategically defer implementation until after the SERDI assessment is completed, if approved.

7. Business -

A. Executive Committee –

- 1. Chairperson Nooyen requested that the motion combine and include the minutes for the July 28, 2023, minutes for the September 20, 2023 and minutes for the October 18, 2023 meetings respectively. The Commission members concurred.

A motion was made by Vice Chair Connors and second by Mr. Johnson to approve of the minutes for the July 28, 2023, September 20, 2023 and October 18, 2023 meetings respectively as presented. Motion carried unanimously.

2. 3rd Quarter – 2023 Financial report presented by Sara Otting-Controller. An overview was given to the members of the 2023 Financial Report for the Third Quarter. One of the items noted is that with the GASB changes it shows that the Commission could be released from the building lease earlier than expected with the timeframe of July of 2023.

A motion was made by Mr. Gueths and a second by Mr. Rohloff to accept 3rd Quarter – 2023 Financial Report as presented and to place on file. Motion carried unanimously.

3. 3rd Quarter, 2023 Work Program Performance Report. Ms. Otting gave an overview of the 2023 Work Program Performance Report. Amongst other items, she noted that the accounts are all on track. Report is placed on file.

A motion was made by Mr. Federwitz and a second by Mr. Woodford to approve of the 3rd Quarter, 2023 Work Program Performance Report as presented and be placed on file. Motion carried unanimously.

4. Discussion and action on the WisDOT Concurrence Letter for 2024 Funding established for the State Metropolitan Planning Organizations. Ms. Kraemer-Badtke shared with the members that every 10 years in alignment with the release of the US Census data, the MPOs across the state and the Wisconsin DOT staff discuss the funding levels for the MPO Planning Program Funding. She noted that the funding is based off of population numbers from the US Census. The Transportation Management Areas (areas over 200,000 in population – Appleton, Green Bay, Madison and Milwaukee) have agreed to provide up to 3% of the federal funding to cover supplemental contribution toward minimum funding for non-TMA MPOs to support two staff members in each non-TMA MPO. The TMA MPOs also agreed to increase the federal funding minimum from \$168,000 to \$180,000. Ms. Kraemer-Badtke shared that Fond du Lac is the only MPO in the state that receives the minimum.

A motion was made by Mr. Kaufman and a second by Mr. Capelle to approve of the WisDOT Concurrence Letter for 2024 Funding and to place on file. Motion carried unanimously.

5. Resolution 47-23: Authorizing the Executive Director of the Commission to Enter into a Contract with SERDI to conduct an assessment of ECWRPC presented by Mr. Craig Moser. Mr. Moser reported that SERDI is a voluntary professional development association for regional council executive directors in the southeastern portion of the United States. and has conducted 64 assessments since 1994 offering a customized assessment to the regional planning commission. He noted that the Executive Committee discussed this possibility at the September meeting and requested a contract be brought forward for consideration, including a not to exceed travel expense. Mr. Moser shared that the cost of the SERDI Assessment Process is \$4,500 plus travel reimbursement of SERDI staff costs related to the process. The \$4,500 fee will be assessed with the submission of the complete record report. Travel reimbursement up to a maximum amount of \$3,500 will be paid upon request. Total projects cost not to exceed \$8,000. Staff recommended approval.

A motion was made by Mr. Johnson and a second by Ms. Miller to approve of the costs of the SERDI Assessment Process as reported with the total projects costs not to exceed \$8,000. Motion carried unanimously.

6. Resolution 48-23: Amending the By-Laws of the East Central Wisconsin Regional Planning Commission - Related to the Commission's Meeting Schedule presented by Mr. Craig Moser. Mr. Moser shared that at the last Executive Committee meeting, East Central staff and the

Committee discussed proposed changes to the Commission's By-laws regarding the regular schedule of Commission Board meetings. He noted that among the issues discussed was that the last Friday of the month has been problematic in terms of ensuring a quorum. Also noted was that the July meeting date conflicts with an annual WI Counties Association meeting on the even years. Additionally, the April meeting date can be challenging given County Board elections in April and the subsequent timing of appointments to the Commission. Staff reviewed the feedback from the Committee as well as those members who were absent and subsequently have made proposed edits to the By-Laws accordingly, *providing for a Commission Board meeting each calendar quarter, with flexibility on the specific schedule which is to be determined at the annual meeting.*

A motion was made by Vice Chair Connors and a second by Mr. Kautza to approve of the amendments as presented. Motion carried unanimously.

7. Resolution 49-23: Approving the Calumet County Specialized Transportation Coordinated Plan 2024-2028.
8. Resolution 50-23: Approving the Fond du Lac County Specialized Transportation Coordinated Plan 2024-2028
9. Resolution 51-23: Approving the Outagamie County Specialized Transportation Coordinated Plan 2024-2028
10. Resolution 52-23: Approving the Shawano and Menominee County Specialized Transportation Coordinated Plan 2024-2028
11. Resolution 53-23: Approving the Waupaca County Specialized Transportation Coordinated Plan 2024-2028
12. Resolution 54-23: Approving the Winnebago County Specialized Transportation Coordinated Plan 2024-2028

Resolutions - Approving the Specialized Transportation Coordinated Plans for Calumet, Fond du Lac, Shawano and Menominee, Outagamie, Waupaca, and Winnebago Counties presented by Ms. Brenna Root-Whitby. Ms. Root-Whitby reported that East Central Wisconsin Regional Planning Commission (ECWRPC), which serves as staff and fiscal agent for its seven member counties, Calumet, Fond du Lac, Menominee, Outagamie, Shawano, Waupaca, and Winnebago, is designated by the Wisconsin Department of Transportation to lead the development of the Specialized Transportation Coordinated Plan every five years.

Chairperson Nooyen requested that the motion combine and include Resolutions 49-23, 50-23, 51-23, 52-23, 53-23, and 54-23 to formally adopt the 2024 – 2028 Specialized Transportation Coordinated Plans for each of the respective counties: Calumet, Fond du Lac, Outagamie, Shawano and Menominee, Waupaca, and Winnebago, respectively. The Commission members concurred.

A motion as made by Mr. Gueths and a second by Mr. Schmeichel to approve Resolutions 49-23, 50-23, 51-23, 52-23, 53-23, and 54-23 to formally adopt the 2024 – 2028 Specialized Transportation Coordinated Plans for each of the respective counties. Motion carried unanimously.

To view the draft plans go to the ECWRPC website under the 'Specialized Transportation Coordinated Plans' heading: <https://www.ecwrpc.org/programs/transportation/public-specialized-transportation/>

13. Resolution 55-23: Adopting the 2023 Comprehensive Economic Development Strategy (CEDS) 5-Year Update presented by Mr. Colin Kafka. Link available to review: <https://www.ecwrpc.org/public-review/> Mr. Kafka shared with the members that the [Economic Development Administration \(EDA\)](#) requires the Commission to complete a major update of the strategy every five years and a minor update to the strategy annually. He noted that with the last major update occurring in 2018. The main components (and findings), of the CEDS are:

- (i) Summary Background: An inventory of key economic markers and conditions of the regional economy.;
- (ii) SWOT and Engagement: A Strengths, Weaknesses, Opportunities, and Threats analysis exercise was conducted with public and private stakeholders. He noted that staff met with county stakeholders over June/July to further discuss economic development issues and priorities in each county.;
- (iii) Strategic Direction and Action Plan: Using the data from the *summary background* and *engagement*, the strategic direction and action plan identifies the regional vision, goals, objectives, and actions to be implemented to address economic development challenges and capture opportunities;
- (iv) Evaluation Framework: Performance measures for ECWRPC are identified to evaluate the implementation of the strategic direction and action plan. Partnerships, timelines, and evaluation metrics are also provided and will be reviewed annually.
- (v) Staff recommends that the Executive Committee approve Proposed Resolution 55-23.

A motion was made by Mr. Rohloff and a second by Mr. Caldwell to approve of Resolution 55-23: Adopting the 2023 Comprehensive Economic Development Strategy (CEDS) 5-Year Update. Motion carried unanimously.

14. Resolution 56-23: Approving ECWRPC to Act as the Fiscal Agent and Grant Administration Agency for a Regional Aviation Development Fund and Authorizing the Executive Director of the Commission to Develop and Execute the Required Agreements. Mr. Moser shared with the members that East Central leadership were approached by the Appleton Airport staff to be the fiscal agent for the Regional Aviation Development Fund. Staff have been in discussions with the Appleton Airport Director regarding the administration of a proposed *Regional Aviation Development Fund*, to help support continued growth of the aviation sector in the region as a component of East Central's core Economic Development Program area. Mr. Moser noted that under the proposed model, ECWRPC would serve as the fiscal agent of a segregated fund to support the development of aviation-related economic development initiatives in East Central's service area, no cost would be levied. Also shared was that fund promotion and development would be handled by other stakeholder agencies. Initially, the program is designed to enhance commercial air service development by providing incentives for new route destinations or increased frequency to existing destinations. Additional opportunities to enhance the aviation sector will be evaluated moving forward. ECWRPC would establish a Special Project Committee, per Article VI, Section 3 of East Central's By-Laws, to review and award grants from the fund.

A motion was made by Ms. Miller and a second by Vice Chair Connors to approve of Resolution 56-23: Authorizing East Central Wisconsin Regional Planning Commission to act as the Fiscal Agent and Grant Administrator for a Regional Aviation Development Fund and Authorizing the Executive Director of the Commission to Develop and Execute any Required Agreements. Motion carried unanimously.

B. Economic Development Committee

- 1. Approval of the July 12, 2023 Minutes for Meeting. A motion was made by Vice Chair Connors and a second by Mr. Gueths to approve of the minutes as presented. Motion carried unanimously.
- 2. Resolution 37-23: Resolution of Support for the Development and Submittal of the Economic Development Administration Planning Partnership Grant. Mr. Moser shared that the EDC previously approved of the Resolution 37-23 which would authorize ECWRPC staff to make application to the Economic Development Agency in the amount of \$210,000, which must be matched with non-Federal funds of \$90,000 (minimum) for a total of \$300,000 and enter into the required agreements to implement the grant, in order to provide eligible economic development planning and technical assistance activities in the East Central Wisconsin Region from 2024 – 2026.

A motion was made by Vice Chair Connors and second by Mr. Abel to approve Resolution 37-23.

Resolution of Support for the Development and Submittal of the Economic Development Administration Planning Partnership Grant. Mr. Moser stated that EDA has indicated that the East Central Wisconsin Regional Planning Commission is eligible for a three-year Partnership Planning Assistance grant of \$210,000, which must be matched with non-federal funds of \$90,000 (minimum) for a total of \$300,000 over the three-year performance period. He noted that the required local match has declined from 40% to 30% based on the economic statistics within the ECWRPC region. Mr. Moser explained that the net effect of that adjustment, is that the core Economic Development program had previously worked with a \$350,000 budget over the three- year performance period (\$210,000 federal, \$140,000 local), which would now be reduced to \$300,000. He summarized that while the federal funding remains constant at \$70,000/year, the local match is reduced from \$46,666/year to \$30,000/year – which indicates a reduction of \$16,666/year. Member discussion took place and concurred that monies should remain within the budget and not change the budget numbers.

A motion was made by Mr. Kautza and second by Vice Chair Connors to approve of the amendment to Resolution 37-23 as outlined on the handout.

Amendment – Moser explained that the EDA invitation to apply for the Partnership Planning Assistance grant included specific language to include in the authorizing document, as outlined on the handout as follows: *“That the local match of \$90,000 (minimum) is committed to the project for the period of performance, (ii) will be available as needed, and (iii) is not or will not be conditioned or encumbered in any way that may preclude its use consistent with the requirements of EDA investment assistance.”*

Chair Nooyen asked for any opposition to the amendment language, hearing of none; by unanimous consent the amendment is approved. The following is added to the Resolution 37-23. *“That the local match of \$90,000 (minimum) is committed to the project for the period of performance, (ii) will be available as needed, and (iii) is not or will not be conditioned or encumbered in any way that may preclude its use consistent with the requirements of EDA investment assistance.”*

Chair Nooyen asked for any opposition to Resolution 37-23, as amended, hearing of none; by unanimous consent Resolution 37-23, as amended, was approved.

C. Environmental Management Committee

1. No Business Items

D. Transportation Committee

1. Approval of the Minutes for July 11, 2023 Meeting. A motion was made by Mr. Keller and a second by Mr. Hammen to approve of the Minutes for July 11, 2023 Meeting as presented. Motion carried unanimously.
2. Resolution 38-23: Adopting the 2023 Title VI Non-Discrimination Program and Limited English Proficiency Plan for the East Central Wisconsin Regional Planning Commission (<https://www.ecwrpc.org/wp-content/uploads/2023/09/DRAFT-2023-Fox-Cities-MPO-Title-VI-and-LEP-Plan-1.pdf>) Ms. Biederman shared with the Commission that the *Title VI Non-Discrimination Program* is intended to ensure that no person shall, on the grounds of race, color, or national origin as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO-sponsored

program or activity. She indicated that the *Limited English Proficiency Plan* has been also added to address East Central's responsibilities as a recipient of federal financial assistance as they relate to the needs of individuals with limited English language skills. Staff worked in consultation with WisDOT's Federal Compliance Manager to update the document to ensure federal compliance.

A motion was made by Mr. Caldwell and a second by Ms. Miller to approve of Resolution 38-23: Adopting the 2023 Title VI Non-Discrimination Program and Limited English Proficiency Plan for the East Central Wisconsin Regional Planning Commission. Motion carried unanimously.

3. Resolution 39-23: Adopting the Public Participation Plan for the Appleton (Fox Cities) and Oshkosh MPOs (<https://www.ecwrpc.org/wp-content/uploads/2023/08/Draft-FCOMPO-PPP-2023.pdf>) Ms. Brenna Root-Whitby shared with the Commission that as a requirement of the Bipartisan Infrastructure Law (BIL) and its predecessor transportation bills, including the FAST Act, a Public Participation Plan (PPP) must be developed by each Metropolitan Planning Organization (MPO). She noted that the PPP outlines opportunities for the engagement of all community members within the Appleton (Fox Cities) and Oshkosh MPOs to participate in the development of transportation plans and programs. The Public Participation Plan has been developed in consultation with various federal and state agencies in an effort to improve public involvement and interaction in the transportation and land use planning process. Ms. Root-Whitby noted that a 45-day public review and comment period commenced on Sunday, August 13, 2023 and ended on Tuesday, September 26, 2023.

A motion was made by Mr. Keller and a second by Mr. Kautza to approve Resolution 39-23: Adopting the Public Participation Plan for the Appleton (Fox Cities) and Oshkosh MPOs as presented. Motion carried unanimously.

4. Resolution 41-23: Adopting the Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization 2024-2027 (<https://www.ecwrpc.org/wp-content/uploads/2023/09/Draft-2024-Appleton-TIP.pdf>) Mr. Casey Peters shared that the Transportation Improvement Program (TIP) is an annually prepared program of transportation projects that will be utilizing federal funding assistance in their implementation. He noted that this TIP includes projects within the Appleton (Fox Cities) Metropolitan Planning Organization (MPO). Mr. Peters stated that East Central Wisconsin Regional Planning Commission (ECWRPC) has updated the Transportation Improvement Program (TIP) for the Appleton MPO and that staff worked with WisDOT Northeast Region, transit operators, and local government officials to compile this list of projects for the 2024-2027 program years.

A motion was made by Mr. Federwitz and a second by Mr. Englebert to approve of Resolution 41-23: Adopting the Transportation Improvement Program for the Appleton (Fox Cities) Metropolitan Planning Organization 2024-2027. Motion carried unanimously.

5. Resolution 42-23: Adopting the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2024-2027 (<https://www.ecwrpc.org/wp-content/uploads/2023/09/Draft-2024-Oshkosh-TIP.pdf>) Mr. Casey Peters shared that the Transportation Improvement Program (TIP) is an annually prepared program of transportation projects that will be utilizing federal funding assistance in their implementation. He noted that this TIP includes projects within the Oshkosh Metropolitan Planning Organization (MPO). Mr. Peters stated that East Central Wisconsin Regional Planning Commission (ECWRPC) has updated the Transportation Improvement Program (TIP) for the Oshkosh MPO and that staff worked with WisDOT Northeast Region, transit operators, and local government officials to compile this list of projects for the 2024-2027 program years.

A motion was made by Mr. Rohloff and a second by Mr. Hammen to approve of Resolution 42-23: Adopting the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2024-2027. Motion carried unanimously.

6. Resolution 44-23: Authorizing the Commission to Submit and Support an Application for the 2024-2028 Transportation Alternatives Set-aside Program Funding to Continue the Regional Safe Routes to School (SRTS) Program.

A motion was made by Mr. Keller and a second by Mr. Gueths to approve of Resolution 44-23: Authorizing the Commission to Submit and Support an Application for the 2024-2028 Transportation Alternatives Set-aside Program Funding to Continue the Regional Safe Routes to School (SRTS) Program as presented.

Ms. Jennie Mayer shared that the TA Set Aside program is awarded for up to 80% of eligible project costs, with the remaining 20% being a local match. She noted the Regional Safe Routes to School Program was initially requesting a total of \$968,847.60 in federal funds, to be matched by \$242,211.90 in local funds provided by the Commission, for a total two-in-a-half-year project cost of \$1,211,059.59 for the Fall 2026 and calendar years 2027 and 2028. On October 20th the DOT granted the requested 6-month extension to spend the current monies down until December 30, 2026.

A motion was made by Mr. Keller and a second by Mr. Gueths to approve of the amendment to Resolution 44-23 as discussed.

Amended wording - Resolution 44-23: Authorizing the Commission to Submit and Support an Application for the 2024-2028 Transportation Alternatives Set-aside Program Funding to Continue the Regional Safe Routes to School (SRTS) Program. That the Commission be authorized to develop a 2024-2028 Transportation Alternatives Set-aside Program application to the Wisconsin Department of Transportation (WisDOT) for the East Central WI Regional Safe Routes to School Program for a total of \$788, 080.00 in federal funds, to be matched by \$197,020.00 in local funds provided by the Commission, for a total two- year project cost of \$985,100.00 for Fiscal Years 2027 and 2028.

Chair Nooyen asked for any opposition to the amendment, hearing of none; by unanimous consent the amendment to Resolution 44-23 is approved.

Chair Nooyen asked for any opposition to Resolution 44-23, as amended, hearing of none; by unanimous consent Resolution 37-23, as amended, was approved.

7. Resolution 45-23: Amending the 2023 Unified Transportation Work Program and Budget. Ms. Kraemer Badtke shared with the members that the Commission staff assessed the transportation program deliverables as outlined for the 2023 Work Program and budget and upon that assessment are requesting an extension of funding availability for those projects to the 2023 Work Program and Budget. She outlined the list of work program activities and projects along with the budget for each. Also noted was that the program deliverables and funding will need to be completed and utilized by November 30, 2023.

A motion was by Mr. Capelle and a second by Mr. Kautza to approve of Resolution 45-23: Amending the 2023 Unified Transportation Work Program and Budget as presented. Motion carried unanimously.

8. Resolution 46-23: Approving the 2024 Unified Work Program and Budget (<https://www.ecwrpc.org/wp-content/uploads/2023/09/2024-Transportation-Work-Program-and-Budget.pdf>) Ms. Kraemer-Badtke presented the 2024 UPWP and Budget and program deliverables. She noted the timeline of the program deliverables and timeline, and she noted

that staff would be working with Federal Highway Administration (FHWA) staff, Federal Transit Administration (FTA) staff, and Wisconsin Department of Transportation staff on restructuring the Appleton and Oshkosh MPOs in 2024. She also noted both FHWA and FTA issued a waiver of local match requirement for activities that support Safe and Accessible Transportation Options; deliverables meeting those requirements are noted in the UPWP. A motion was by Mr. Kaufman and a second by Vice Chair Connors to approve of Resolution 46-23: Approving the 2024 Unified Work Program and Budget as presented. Motion carried unanimously.

- E. **CLOSED SESSION:** The Committee will convene into closed session pursuant to Section 19.85(1)(e) of the Wisconsin Statutes to discuss strategy regarding ongoing negotiations with another entity so as not to compromise the Commission's bargaining position. A motion was made by Mr. Schmeichel and second by Mr. Hammen to move to Closed Session. Roll call was taken with all voting aye with the time noted at 11:15 a.m.
- F. **RECONVENE INTO OPEN SESSION:** The Committee will reconvene into open session pursuant to section 19.85(2) of the Wisconsin Statutes to take action, if necessary, on the above matters. A motion was made by Mr. Hammen and second by Mr. Federwitz to move to Open Session. Roll call was taken with all voting aye with the time noted at 11:25 a.m.

8. Other Business

9. Establish Time and Place for Next Commission Meeting.

- A. The next Quarterly Commission Board meeting will be 10:00 a.m. on Friday, January 26, 2024. Additional meeting details will be forthcoming.

- 10. **Adjourn** – A motion was made by Mr. Hammen and second by Mr. Federwitz to adjourn with the time noted at 11:35 a.m.

Respectfully submitted by

Leann Buboltz – Administrative Coordinator
ECWRPC



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION 42-23

**ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
OSHKOSH METROPOLITAN PLANING ORGANIZATION 2024-2027**

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

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

WHEREAS, the Transportation Improvement Program identifies transit, pedestrian/bicycle, and highway improvement projects and programs consistent with current transportation plans, and;

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

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

WHEREAS, MPO 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, 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, adopt the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization – 2024-2027.

Section 2: In accordance with 23 CFR 450.336, the Commission as the Metropolitan Planning Organization for the Oshkosh MPO certifies that the metropolitan planning process is addressing major transportation issues facing the metropolitan planning area and is being conducted in conformance with all applicable requirements.

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

Effective Date: October 27, 2023

Submitted By: Transportation Committee

Prepared By: Melissa Kraemer Badtke, Executive Director/MPO Director, East Central Wisconsin


Jeff Nooyen, Chair – Outagamie Co.


Attest: Melissa Kraemer-Badtke-ECWRPC Executive Director

10-27-2023 Date Approved



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

**NOTICE OF PUBLIC REVIEW OPPORTUNITY
TO REVIEW THE TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
FOR THE OSHKOSH URBANIZED AREA – 2024-2027**

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 – 2024-2027. 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 2024 TIP will be accepted until October 17, 2023. 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.



PO Box 530848 Cincinnati, OH 45263-0848

PROOF OF PUBLICATION

NING COMM EAST CENTRAL WI PLAN
Commission
East Central Wi Planning Comm
400 Ahnaip St Ste 100
Menasha WI 54952-3388

STATE OF WISCONSIN, COUNTY OF BROWN

I being duly sworn, doth depose and say that I am an authorized representative of the Appleton Post Crescent, a newspaper published at Appleton, Wisconsin; and that an advertisement of which the annexed is a true copy, taken from said paper, has been published in said newspaper in the issues dated:

09/17/2023

That said newspaper was regularly issued and circulated on those dates and that the fees charged are legal.

Sworn to and subscribed before on 09/17/2023

Nicole Jacobs
Legal Clerk

Denise Roberts
Notary, State of WI, County of Brown

4-6-27

My commission expires

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State of Wisconsin

**NOTICE OF PUBLIC REVIEW
OPPORTUNITY TO REVIEW THE
TRANSPORTATION IMPROVEMENT
PROGRAM FOR THE APPLETON (FOX
CITIES) METROPOLITAN PLANNING
ORGANIZATION – 2024-2027**

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) Urbanized Area, has prepared a draft Transportation Improvement Program (TIP) for the Appleton (Fox Cities) Urbanized Area – 2024-2027. This publication of the TIP includes projects that will receive federal or state funding to complete the projects and are located within the Appleton (Fox Cities) 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 2024 TIP will be accepted until October 17, 2023. If you would like more information about the Transportation Improvement Program for the Appleton (Fox Cities) Urbanized Area, and a detailed listing of projects, please visit our Website at <https://www.ecwrpc.org/public-review/> or contact the East Central Wisconsin Regional Planning Commission (920)751-4770.

Run: September 17, 2023 WNAXLP



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 2023 ESRI Business Analyst data, about the Oshkosh Urbanized Area, 8.6% of households make <\$15,000 per year and another 8.4% receive between \$15,000 - \$24,999 in annual income. 16.01% of the Oshkosh Urbanized Area identifies as non-white and 4.28% 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 – 2024*.

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/>.

The Title VI Non-Discrimination Plan is currently being updated and will be considered by the MPO Policy Board in October, 2023.

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 Bureau 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. Inclusion of 2024 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2017-2021 average households making less than \$25,000 (low-income) for the area. In addition to the MPO boundaries, there are 2024 TIP projects. Inclusion of 2024 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 2017-2021 average 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.

Map G-4 illustrates the 2017-2021 average distribution of white and minority population by U.S. Census tract for the MPO area. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact minority populations. 16.01% of the Oshkosh Urbanized Area population identifies as non-white.

Map G-5 illustrates the 2017-2021 average distribution of Hispanic or Latino population by U.S. Census tract for the MPO area. Inclusion of 2024 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. 4.28% of the Oshkosh Urbanized Area population identifies as Hispanic.

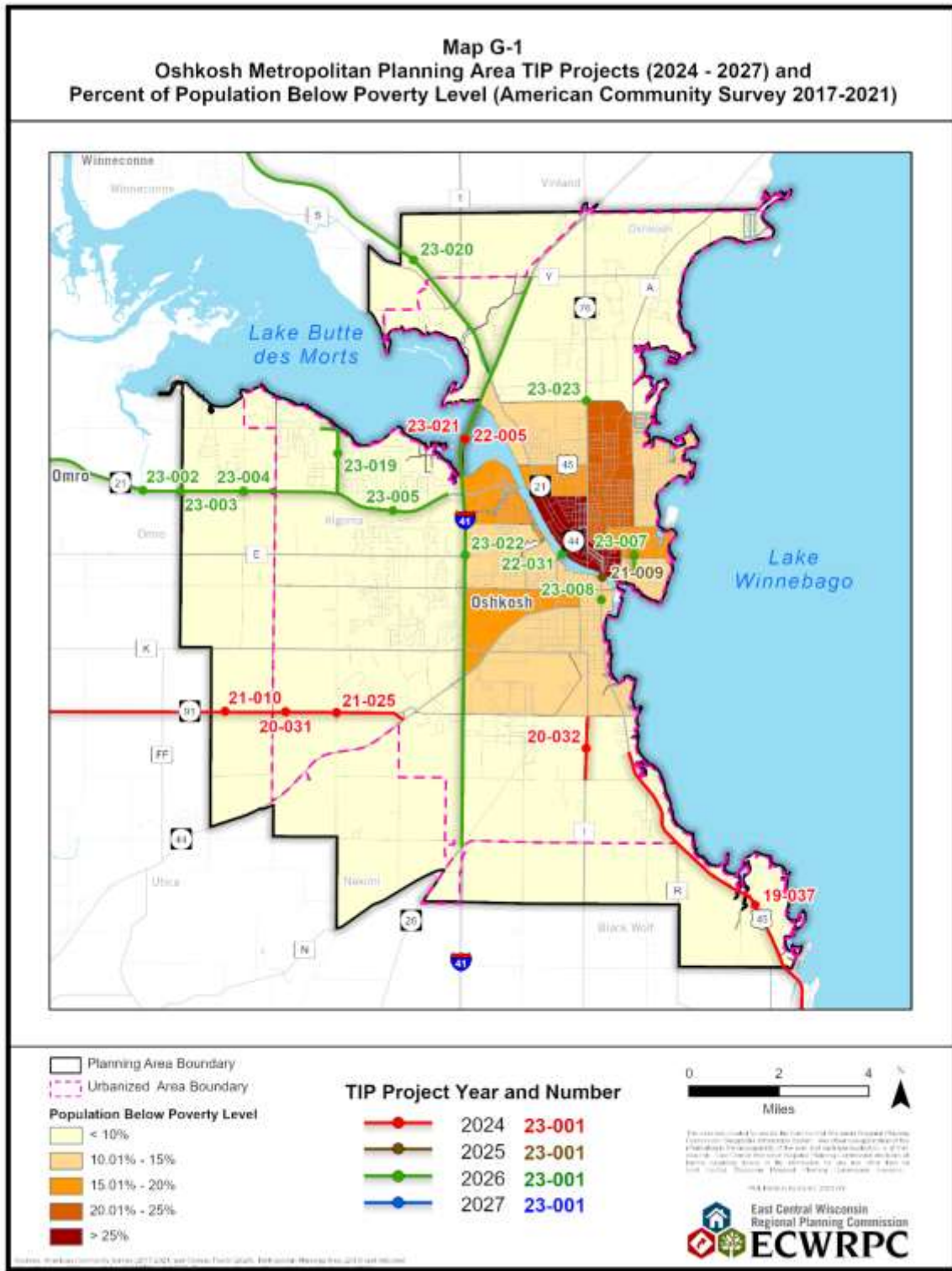
Map G-6 depicts 2017-2021 average households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with 2024 TIP projects. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact these households.

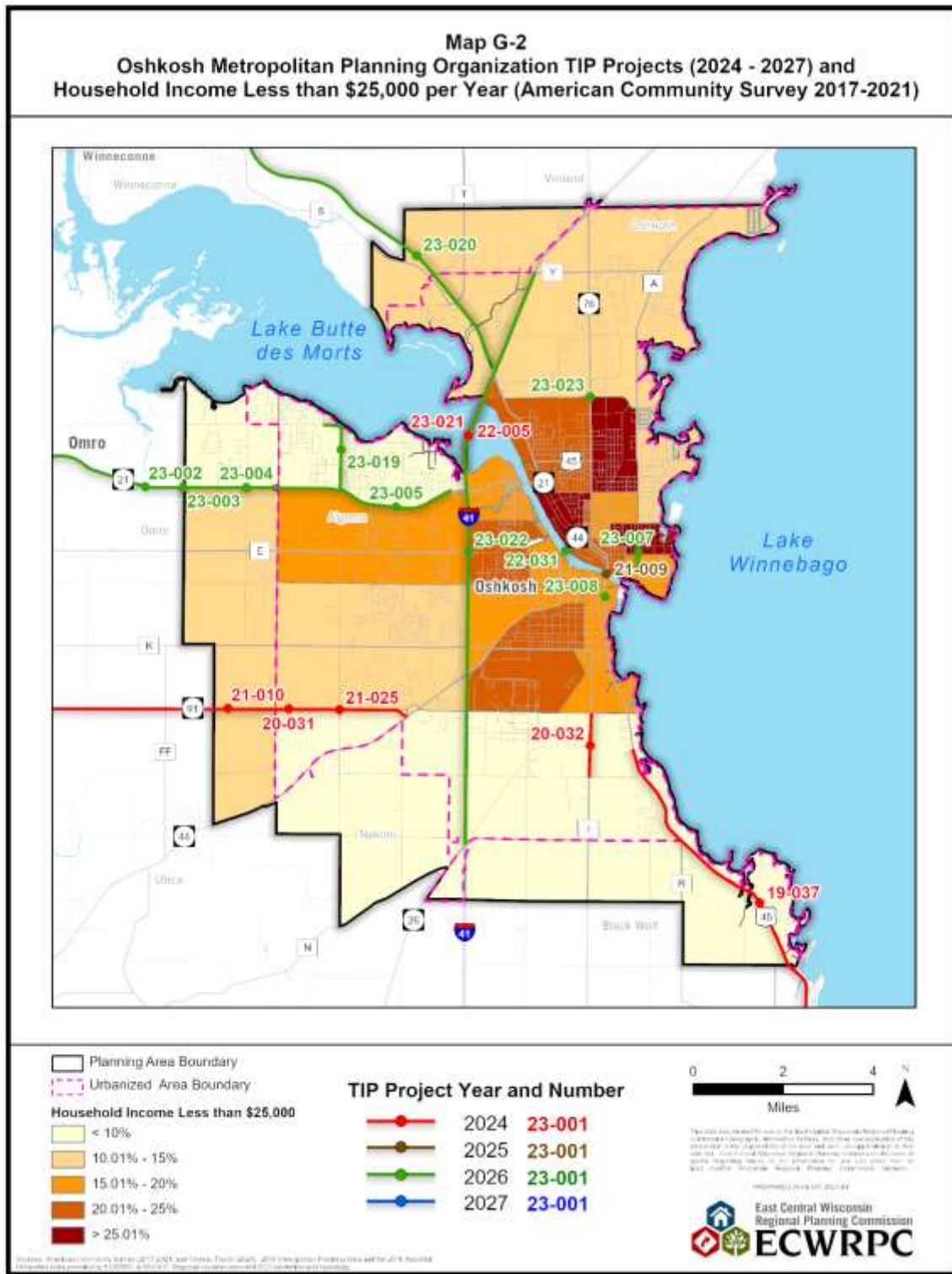
Map G-7 depicts 2017-2021 average distribution of households with no car in the Oshkosh MPO area by census tract. This analysis is included with 2024 TIP projects. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact households without access to a vehicle. The majority of these households are served by fixed transit or other modes of transportation in the area.

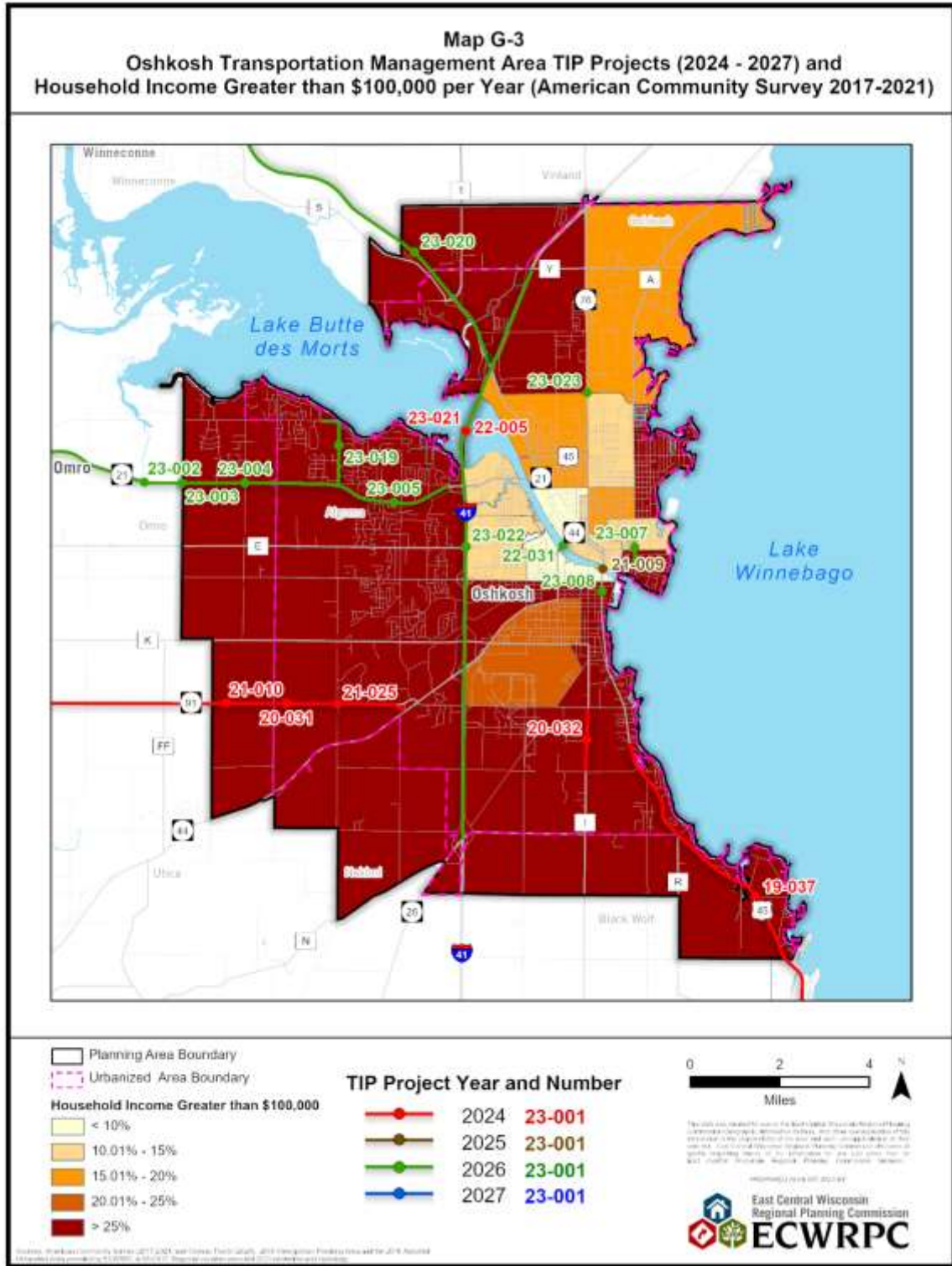
Map G-8 depicts 2017-2021 average distribution of households with at least one car in the Oshkosh MPO area by census tract. This analysis is included with 2024 TIP projects. Additional analysis is conducted to ensure TIP projects do not disproportionately impact these households.

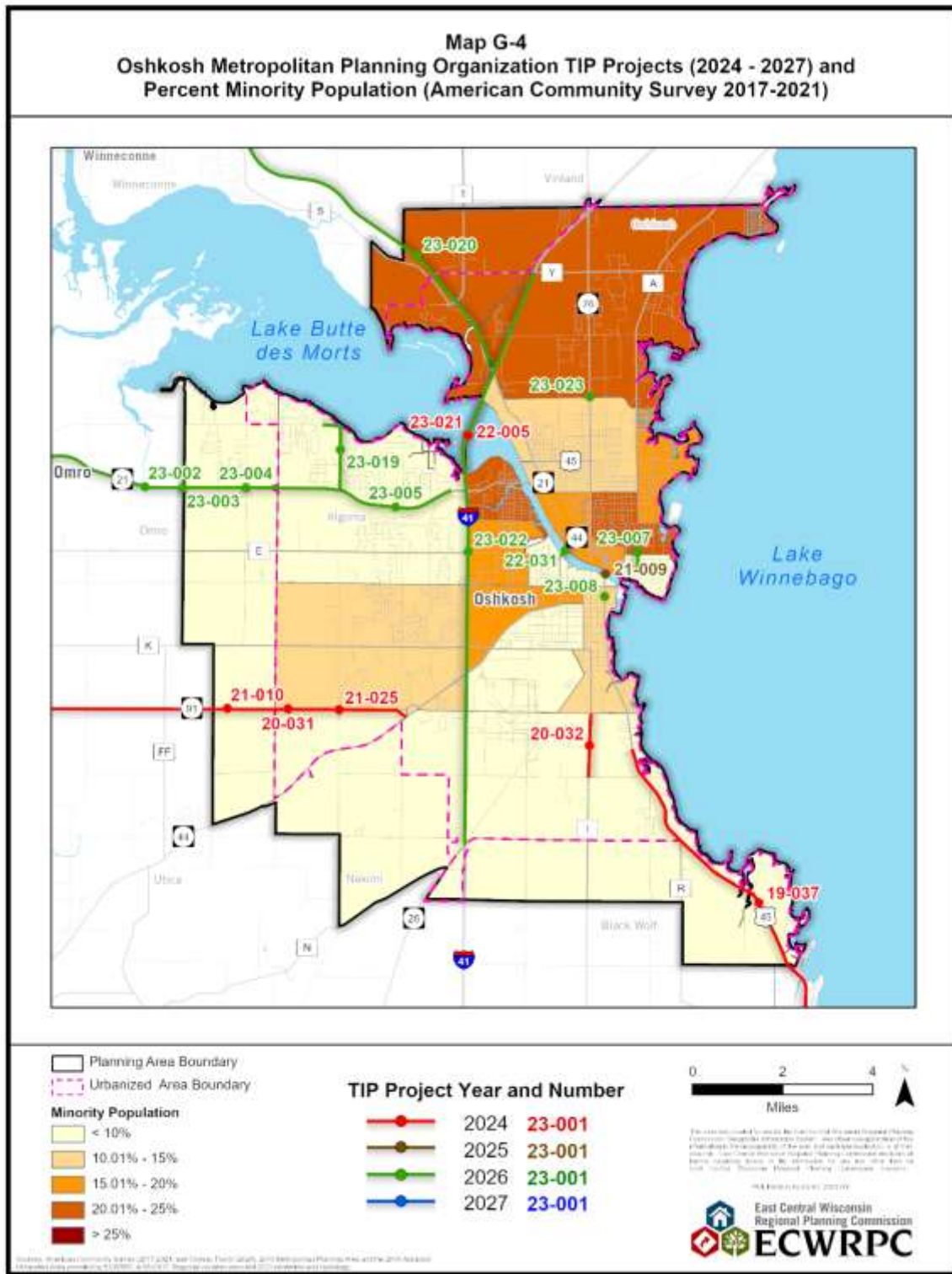
Analysis has concluded that none of the programmed projects disproportionately affect any certain population concentration in the Oshkosh urbanized area. Also, the concentration of

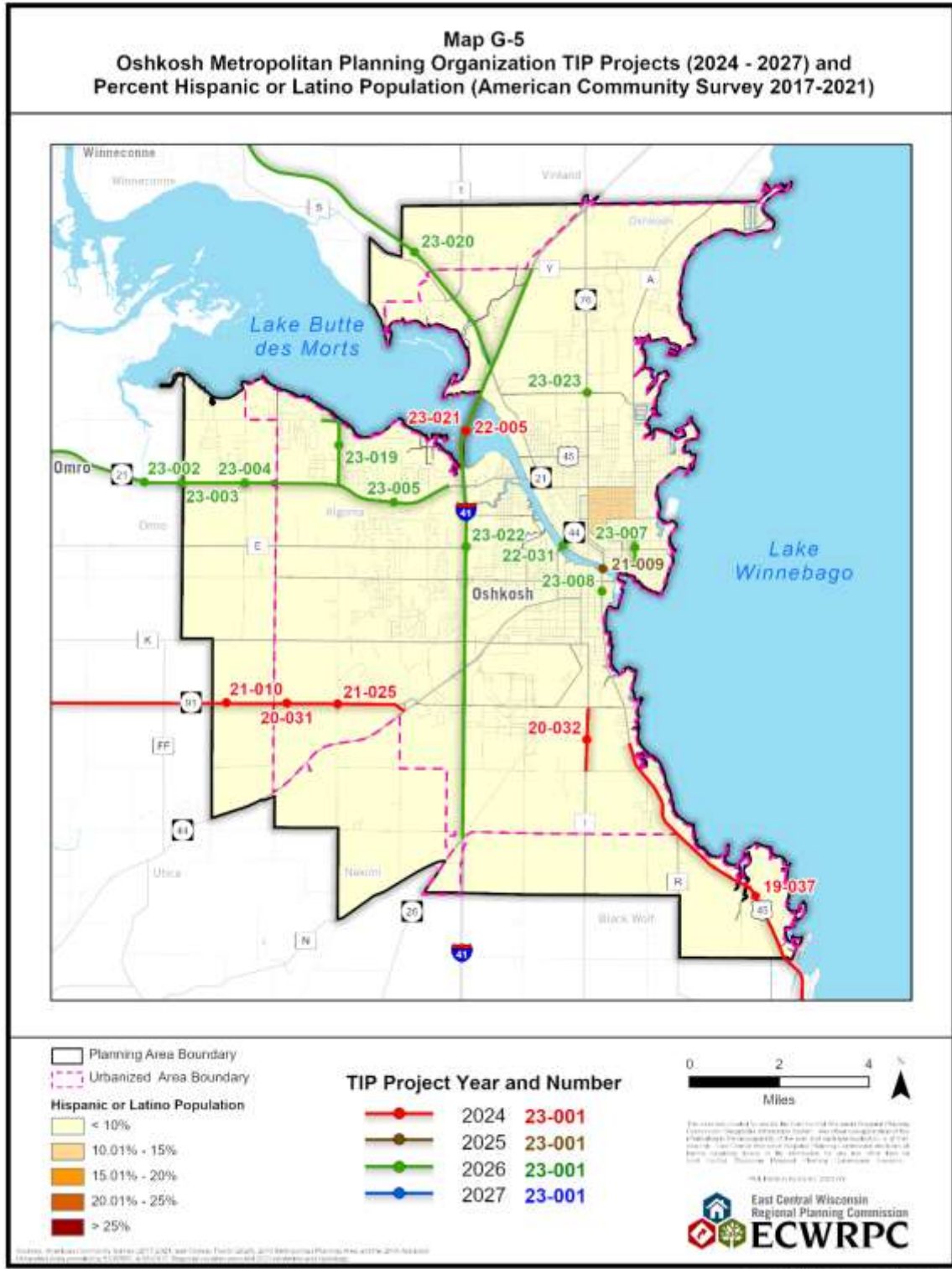
populations near the city center, allows for optimal access to a number of modes, including the radial route design of urban transit systems, urban bicycle and pedestrian routes, and well-developed and maintained local street and highway systems.

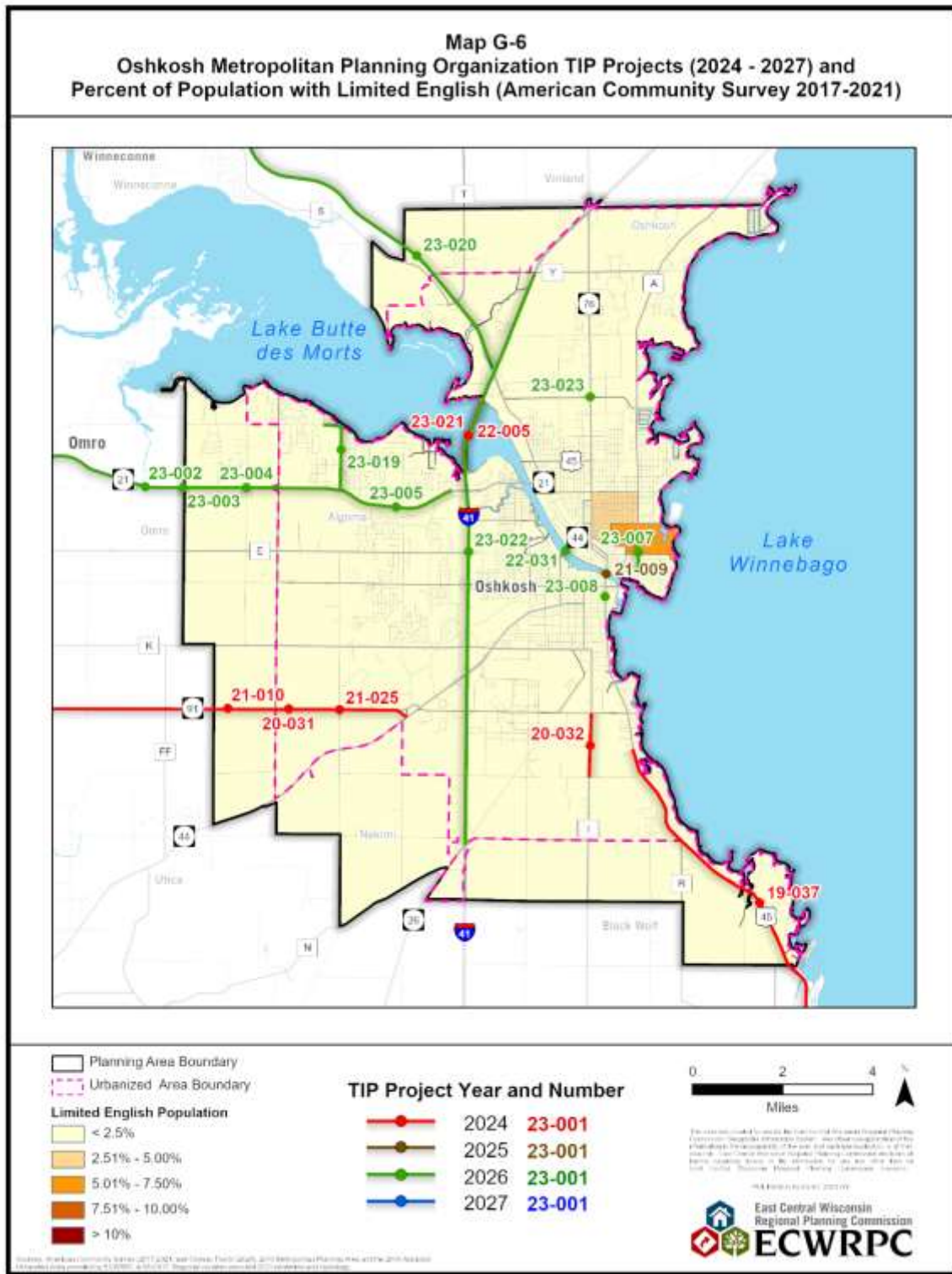


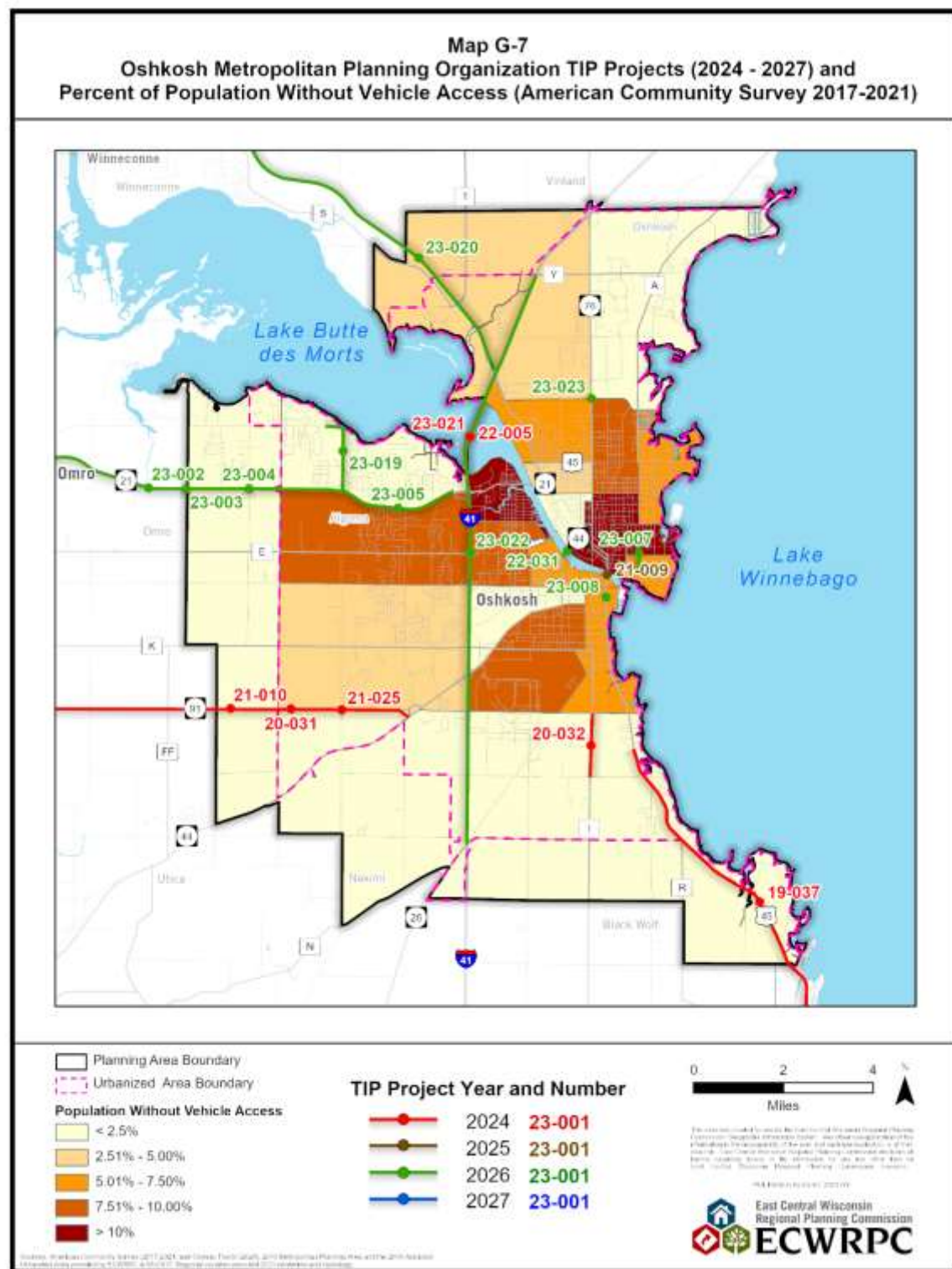


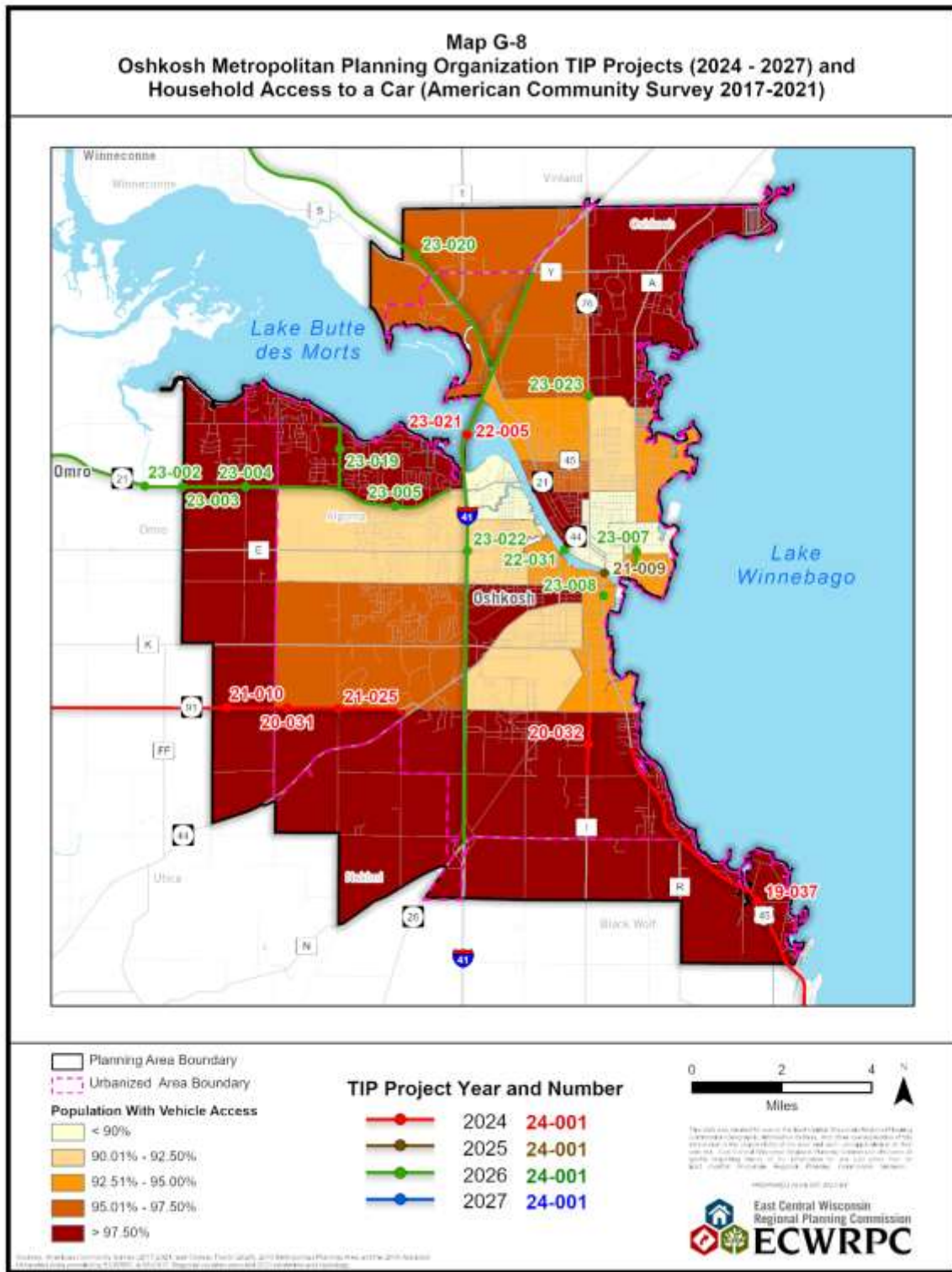














APPENDIX H

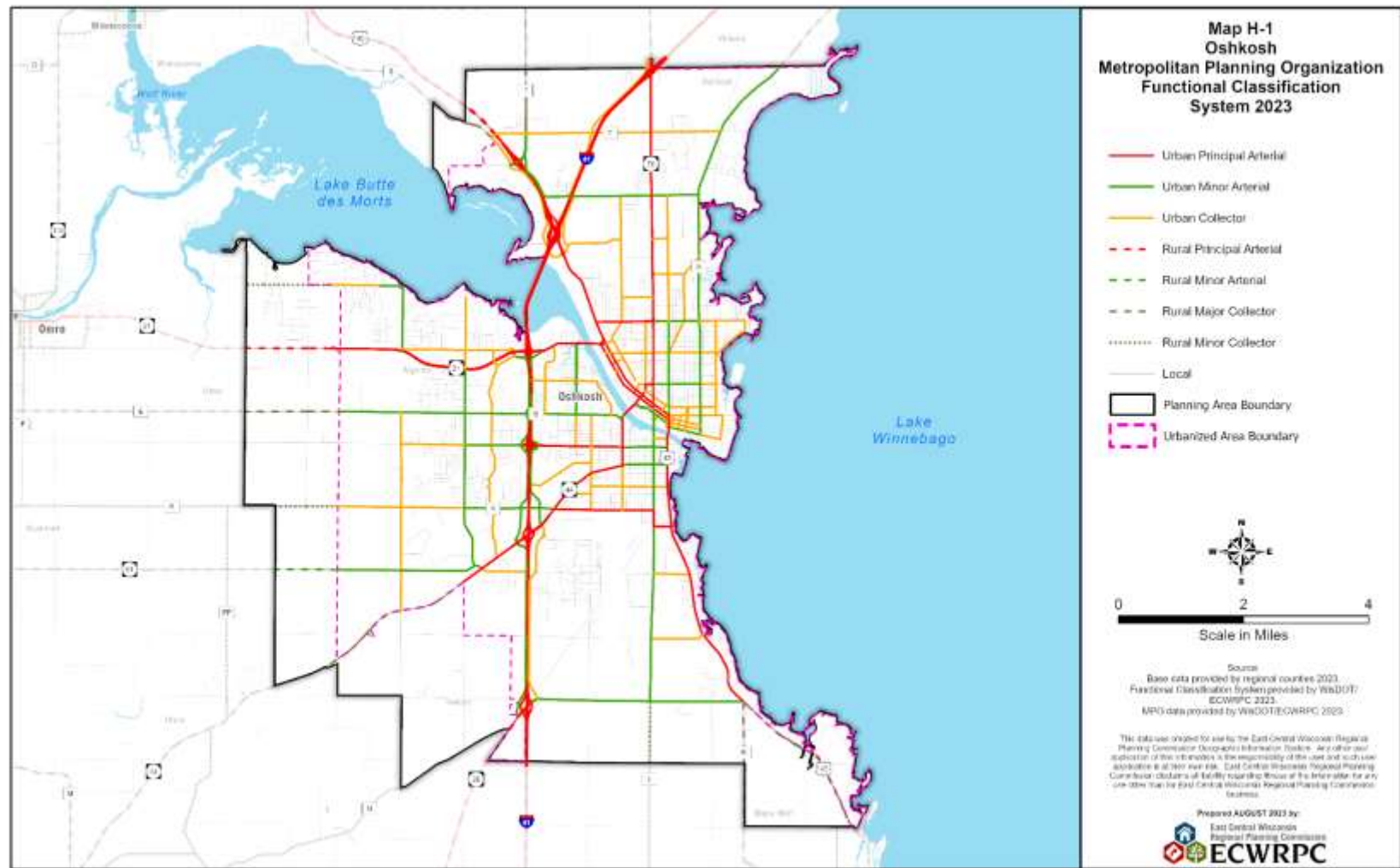
FUNCTIONAL CLASSIFICATION SYSTEM & STBG-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STBG-URBAN ELIGIBLE ROADWAYS

The following maps identify the urbanized area functional classification system and the roadways that are eligible for STBG-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.





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 - <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.

<https://www.ecwrpc.org/wp-content/uploads/2021/07/LRTP-Appleton-2020.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 – 2024 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 2024 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 (2024-2027). Both projects include reconstructing intersections to roundabouts on State Highway 21 between Oshkosh and Omro, with one at the intersection of Sand Pit Rd. (TIP ID Number: 253-23-004) and State Highway 21 and the other at

CTH FF and Reighmoor Road Intersection (TIP ID Number: 253-23-003). These two intersections have had a high crash rate of serious injury and fatal crashes.

Office of the Commissioner of Railroads Projects

There is one Office of the Commissioner of Railroads project programmed in the Oshkosh Urbanized Area in the four-year program (2024-2027) which is the WCL Railroad Crossing and Gates on State Highway 76 (TIP ID Number 253-23-025).

Major Reconstruction Projects

The 2024-2027 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 (TIP ID Number; 253-19-037) 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 2024-2027 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 2023-2026 STBG-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 – Set Aside Program (TA Set Aside). Funding is used to provide pedestrian and bicycle safety education and programs. There are 18 schools in the Oshkosh MPO participating. The educational campaign is “Child safety starts with you #ActLikelt”. The Oshkosh MPO has 9 schools participating.

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 and the Wisconsin Department of Transportation's Asset Management Plan

Introduction

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), GO Transit has opted to be part of the Wisconsin Department of Transportation's Transit Asset Management Plan. 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.

Transportation Asset Management Plan - Performance Measures and Targets

In 2022, the Wisconsin Department of Transportation worked with transportation providers and partner organizations to develop the statewide Transportation Asset Management Plan. At that time, GO Transit opted in to participate in this plan update and work with the Wisconsin Department of Transportation in the development of the performance measures and targets for this plan. The Wisconsin Department of Transportation used the criteria of "age" and established the initial TAM targets and reported them through the National Transit Databases (NTD). The TAM targets are a basic indicator to the TAM Plan and GO Transit reports on an annual basis the current status of their fleet and the progress being made towards meeting the WisDOT 2024 TAM Target. A copy of the Wisconsin Department of Transportation TAM Plan can be viewed at the following link: <https://wisconsin.gov/Documents/doing-bus/local-gov/astnce-pgms/transit/compliance/asset-tam.pdf>.

The following targets have been established:

Table B-1: Asset Goals and Condition
Performance Measure - Target % not in State of Good Repair

Performance Measure	GO Transit Fleet Quantity	GO Transit 2023 Fleet Past Useful Life (%)	WisconsinDOT 2024 TAM Target (%)
Revenue Vehicles			
AO- Automobile	2	0	77
BU- Bus	16	0	44
CU- Cutaway	0	0	47
MV- Minivan	0	0	51
SV- Sports Utility Vehicle	2	0	27
VN- Van	0	0	27
Non-Revenue Vehicles			
Non Revenue Auto	4	0	33
Other Rubber Tire Vehicle	0	0	29
Facilities			
Administration	1	0	10
Passenger Facility	1	0	10

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 worked with the 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.

Table B-2: Public Transportation Agency Safety Plan - Targets

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)
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	468,074	0	0	8	1.71	17	3.63	4	0.85	7	66,868
2022	471,658	0	0	4	0.84	15	3.18	5	1.06	7	67,380
*2023 Target	472,835	0	0	3 (3.13)	3 (3.14)	13 (12.24)	2.69	5 (4.71)	1	18 (18.40)	25,654
Past 5 Year Avg.	471,436	0	0	4	1	14	3	5	1	16	29,465
*2024 Target	472,835	0	0	3 (3.13)	3 (3.14)	13 (12.24)	2.69	5 (4.71)	1	18 (18.40)	25,654

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	70,402	0	0	0	0	0	0	2	0	7	10,057
2022	69,471	0	0	0	0	0	0	0	0	9	7,719
*2023 Target	69,213	0	0	0	0	0	0	0	0	4	17,303
Past 5 Year Avg.	69,946	0	0	0	0	0	0	0	0	4.5	15,544
*2024 Target	69,213	0	0	0	0	0	0	0	0	4	17,303

Safety Performance Targets - DT PT (City Cab/Cabulance)

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	224,219	0	0	2	0.89	2	0.89	2	0.89	2	112,110
2022	200,131	0	0	0	0	1	0.5	0	0	0	200,131
*2023 Target	255,795	0	0	0.4 (0.39)	0.15 (0.15)	1 (0.73)	0.28	2 (1.96)	0.174	2 (1.92)	130,456
Past 4 Year Avg	238,148	0	0	0.48	0.21	0.80	0.33	0.80	0.21	0.80	297,686
*2024 Target	255,795	0	0	0.4 (0.39)	0.15 (0.15)	1 (0.73)	0.28	2 (1.96)	0.174	2 (1.92)	130,456

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 and the Wisconsin Department of Transportation to monitor targets and maximize federal funding to improve vehicles and facilities throughout the system.

SETTING TARGETS FOR 2022 – 2025 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 2023 and 2025 NHS pavement condition targets are identified in Exhibit A. The 2023 and 2025 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: NHS Travel Reliability Targets were approved by the Oshkosh Metropolitan Planning Organization Policy Board on April 28, 2023.

Exhibit A

Wisconsin Department of Transportation NHS Pavement Condition Targets (PM2)

Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
Interstate – Percentage pavements in “Good” condition	65.9%	> 60.0%	> 60.0%
Interstate – Percentage pavements in “Poor” condition	0.3%	< 4.0%	< 4.0%
Non-Interstate NHS – Percentage pavements in “Good” condition	36.3%	> 30.0%	> 30.0%
Non-Interstate NHS – Percentage pavements in “Poor” condition	4.2%	< 10.0%	< 10.0%

Exhibit B

Wisconsin Department of Transportation NHS Bridge Condition Targets (PM2)

Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
Percentage of NHS bridges by deck area in “Good” condition	51.3%	> 49.0%	> 48.0%
Percentage of NHS bridges by deck area in “Poor” condition	2.6%	< 3.0%	< 3.0%

Resurfacing projects such as the State Highway 21 project from Omro to Oshkosh and the State Highway 45 Bridge/Main Street will assist in the WisDOT and the Oshkosh MPO towards meeting the performance measures and targets to improve pavement conditions for the National Highway System. In addition, the I-41 projects from Fond du Lac to Oshkosh and the I-41 Lake Butte des Morts bridge will also assist in meeting these performance measures and targets.

SETTING TARGETS FOR 2022 – 2025 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 2023 and 2025 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

Performance Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
Travel Reliability Percent of person-miles traveled that are reliable on the Interstate	96.4%	92.5%	93.0%
Travel Reliability Percent of person-miles traveled that are reliable on Non-Interstate NHS	93.9%	91.0%	89.5%
Freight Reliability Truck Travel Time Reliability Index on the Interstate	1.20	1.30	1.30

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they were approved by formal resolution on April 28, 2023. 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 2024 and 2025 PM2 and PM3 performance measures. Further analysis and mapping will be developed and used to better understand how these measures can influence decision making for the MPO area.



APPENDIX J

OPERATIONS AND MAINTENANCE

OPERATIONS AND MAINTENANCE

INTRODUCTION

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

To complete a financial analysis of local expenditures for the Oshkosh MPO, financial expenditures data was used as part of the published report from the Wisconsin Department of Revenue’s (DOR) County and Municipal Revenues and Expenditures reports. State and federal transportation expenditures and revenues were taken from ECWRPC’s annual Transportation Improvement Program (TIP) from 2024 – 2027.

Local Financial Analysis

Local expenditures were gathered for the Oshkosh MPO municipalities from 2017 to 2021 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.
- **Road Related Facilities** – Includes operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.

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

- **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 (2017-2021) provided by the DOR. Please reference **Table J-1**.
2. To account for a degree of variation in local transportation spending projects in a given year by municipalities, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of local transportation expenditures.
3. To account for projected revenues needed over the life of this plan, it was assumed that local transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2.48 percent (provided by WisDOT) was applied to the 2017-2021 annual average expenses for each municipality and compounded for each year out to 2027. This data was then grouped by 5 year increments as shown in **Table J-2**.

Table J-1: Historic Expenditures for Oshkosh MPO Municipalities						
Municipality	2017	2018	2019	2020	2021	5 Year Average
C. Oshkosh						
Highway Maintenance & Admin	\$ 5,827,700.00	\$ 7,343,010.00	\$ 7,974,138.00	\$ 6,933,487.00	\$ 9,825,104.00	
Highway Construction	\$ 5,681,000.00	\$ 6,773,166.00	\$ 7,079,064.00	\$ 5,701,337.00	\$ 2,381,713.00	
Road Related Facilities	\$ 3,440,600.00	\$ 2,289,304.00	\$ 3,778,022.00	\$ 2,574,577.00	\$ 2,263,342.00	
Other Transportation	\$ -		\$ -	\$ -		
Total Local Transportation Expenditures	\$ 14,949,300.00	\$ 16,405,480.00	\$ 18,831,224.00	\$ 15,209,401.00	\$ 14,470,159.00	\$ 15,973,112.80
T. Algoma						
Highway Maintenance & Admin	\$ 155,700.00	\$ 338,044.00	\$ 431,369.00	\$ 331,532.00	\$ 295,596.00	
Highway Construction	\$ 169,700.00	\$ 207,080.00	\$ 422,148.00	\$ 862,532.00	\$ 3,522,841.00	
Road Related Facilities	\$ 428,600.00	\$ 79,561.00	\$ 9,301.00	\$ 307,204.00	\$ 769,150.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 754,000.00	\$ 624,685.00	\$ 862,818.00	\$ 1,501,268.00	\$ 4,587,587.00	\$ 1,666,071.60
T. Black Wolf						
Highway Maintenance & Admin	\$ 129,900.00	\$ 180,343.00	\$ 170,187.00	\$ 198,596.00	\$ 172,127.00	
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
Road Related Facilities	\$ 3,500.00	\$ 6,936.00	\$ 6,242.00	\$ 30,431.00	\$ 21,385.00	
Other Transportation	\$ 2,800.00	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 136,200.00	\$ 187,279.00	\$ 176,429.00	\$ 229,027.00	\$ 193,512.00	\$ 184,489.40
T. Nekimi						
Highway Maintenance & Admin	\$ 477,500.00	\$ 61,763.00	\$ 251,340.00	\$ 157,108.00	\$ 227,080.00	
Highway Construction	\$ -	\$ 40,698.00	\$ -	\$ -	\$ -	
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 477,500.00	\$ 102,461.00	\$ 251,340.00	\$ 157,108.00	\$ 227,080.00	\$ 243,097.80
T. Omro						
Highway Maintenance & Admin	\$ 114,100.00	\$ 243,469.00	\$ 244,488.00	\$ 203,015.00	\$ 196,271.00	
Highway Construction	\$ 108,700.00	\$ -	\$ -	\$ -	\$ -	
Road Related Facilities	\$ 12,800.00	\$ 18,690.00	\$ 9,789.00	\$ 13,713.00	\$ 11,723.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 235,600.00	\$ 262,159.00	\$ 254,277.00	\$ 216,728.00	\$ 207,994.00	\$ 235,351.60
T. Oshkosh						
Highway Maintenance & Admin	\$ 235,300.00	\$ 175,133.00	\$ 126,704.00	\$ 194,271.00	\$ 286,860.00	
Highway Construction	\$ -	\$ -	\$ 142,599.00	\$ 19,778.00	\$ 523,841.00	
Road Related Facilities	\$ 9,800.00	\$ 8,210.00	\$ 8,823.00	\$ 9,932.00	\$ 10,974.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 245,100.00	\$ 183,343.00	\$ 278,126.00	\$ 223,981.00	\$ 821,675.00	\$ 350,445.00
T. Vinland						
Highway Maintenance & Admin	\$ 128,900.00	\$ 160,221.00	\$ 206,668.00	\$ 187,131.00	\$ 191,029.00	
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
Road Related Facilities	\$ 4,500.00	\$ 4,729.00	\$ 4,284.00	\$ 3,978.00	\$ 4,287.00	
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 133,400.00	\$ 164,950.00	\$ 210,952.00	\$ 191,109.00	\$ 195,316.00	\$ 179,145.40
Winnebago County						
Highway Maintenance & Admin	\$ 3,020,500.00	\$ 7,392,298.00	\$ 2,379,932.00	\$ 2,889,197.00	\$ 3,880,103.00	
Highway Construction	\$ 5,274,600.00	\$ 94,760.00	\$ 6,057,676.00	\$ 5,067,086.00	\$ 5,861,131.00	
Road Related Facilities	\$ 443,300.00	\$ 460,011.00	\$ 495,681.00	\$ 431,467.00	\$ 617,528.00	
Other Transportation		\$ -	\$ -	\$ -	\$ -	
Total Local Transportation Expenditures	\$ 8,738,400.00	\$ 7,947,069.00	\$ 8,933,289.00	\$ 8,387,750.00	\$ 10,358,762.00	\$ 8,873,054.00
MPO Total	\$ 25,669,500.00	\$ 25,877,426.00	\$ 29,798,455.00	\$ 26,116,372.00	\$ 31,062,085.00	\$ 27,704,767.60

Source: Wisconsin Department of Revenue -

https://public.tableau.com/app/profile/research.policy/viz/LocalGovernmentDashboard_0/LocalGovernment

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 (2017 – 2021)

https://public.tableau.com/app/profile/research.policy/viz/LocalGovernmentDashboard_0/LocalGovernment

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 2.48%):** 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 Revenue for Oshkosh MPO					
	2017-2021 Average	2024 Projection	2025 Projection	2026 Projection	2027 Projection
C. Oshkosh	\$ 15,973,112.80	\$ 17,557,645.59	\$ 17,953,778.79	\$ 18,349,911.98	\$ 18,746,045.18
T. Algoma	\$ 1,666,071.60	\$ 1,831,345.90	\$ 1,872,664.48	\$ 1,913,983.05	\$ 1,955,301.63
T. Black Wolf	\$ 134,100.00	\$ 147,402.72	\$ 150,728.40	\$ 154,054.08	\$ 157,379.76
T. Nekimi	\$ 184,200.00	\$ 202,472.64	\$ 207,040.80	\$ 211,608.96	\$ 216,177.12
T. Omro	\$ 235,351.60	\$ 258,698.48	\$ 264,535.20	\$ 270,371.92	\$ 276,208.64
T. Oshkosh	\$ 350,445.00	\$ 385,209.14	\$ 393,900.18	\$ 402,591.22	\$ 411,282.25
T. Vinland	\$ 179,145.40	\$ 196,916.62	\$ 201,359.43	\$ 205,802.24	\$ 210,245.04
Winnebago County	\$ 8,873,054.00	\$ 9,753,260.96	\$ 9,973,312.70	\$ 10,193,364.44	\$ 10,413,416.17
Total Local Expenditures	\$ 27,704,767.60	\$ 30,332,952.06	\$ 31,017,319.97	\$ 31,701,687.88	\$ 32,386,055.80
Project Local Revenues	\$ 27,704,767.60	\$ 30,332,952.06	\$ 31,017,319.97	\$ 31,701,687.88	\$ 32,386,055.80

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 (2024-2027-year of expenditure dollars) provided by East Central Wisconsin Regional Planning Commission. Please reference **Table 1: Oshkosh Urbanized Area – Programmed Projects Listing 2024-2027**.
2. Gathered federal expenditures from the MPO's TIP (2024-2027) provided by East Central Wisconsin Regional Planning Commission. Please reference **Table 2: Oshkosh Urbanized Area, 2024-2027 Summary of Federal Funds Programmed and Available**.

