

MEETING NOTICE

OSHKOSH METROPOLITAN PLANNING ORGANIZATION (MPO) TECHNICAL ADVISORY COMMITTEE

DATE: Monday, May 6, 2024

TIME: 1:30 p.m.

PLACE: In-person-Oshkosh City Hall, Room 404, 215 Church Street, Oshkosh, WI

AGENDA

1. Welcome and Introductions
2. Public Comment
3. Approval of Meeting Minutes
 - a. February 14, 2024
 - b. March 5, 2024
4. Staff Updates
5. Approving the 2023 Oshkosh Metropolitan Organization State of the System Report
6. Discussion on Metropolitan Transportation Plan Goals
7. Next Meeting Date
8. Adjourn

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

SPECIAL MEETING - MINUTES

Oshkosh Metropolitan Planning Organization (MPO)
Transportation Advisory Committee
Monday, February 14, 2024

1. Welcome and Introductions

The meeting was called to order by Chair James Rabe at 2:30 pm and introductions were conducted.

Committee Members Present

James Rabe, (Chair)..... City of Oshkosh
Bill Demler..... Town of Oshkosh
Nick Weber WisDOT NE Region
Jim Collins..... City of Oshkosh
Bob Doemel Winnebago County Hwy Department
Mark Lyons City of Oshkosh

ECWRPC Staff Members Present

Kim BiedermannECWRPC – Principal Planner
Chris CollaECWRPC – Associate Planner
Casey PetersECWRPC – GIS Analyst I/Associate Planner

2. Public Comment – No public comments.

3. Discussion and approval of December 4, 2023 Meeting Minutes. A motion was made by Mr. Collins and a second by Mr. Doemel to approve the meeting minutes as presented. Chair Rabe abstained. Motion carried unanimously.

4. Discussion and Action on the Adjusted 2020 Urban Area Boundary for the Oshkosh Metropolitan Planning Organization. Mr. Casey Peters gave a brief overview noting that staff is making sure that full roadways lie within the boundary area for funding purposes. Mr. Peters noted that as the Metropolitan Planning Organization for the Oshkosh MPO, ECWRPC staff have worked with local communities to adjust the boundary provided by the US Census Bureau to align with transportation planning initiatives. Mr. Peters stated that following approval of the UAB, updates to the Metropolitan Planning Area and functional classification network will be made accordingly.

A motion was made by Mr. Demler and a second by Mr. Doemel to approve of the Adjusted 2020 Urban Area boundary for the Oshkosh Metropolitan Planning Organization as presented. Motion carried unanimously. Ms. Biedermann shared that this map will now go the ECWRPC Transportation Committee and then onto the Full Commission for action. Once approved by the MPO, this adjusted boundary must be approved by WisDOT and FHWA.

5. Discussion on Adjusting the Metropolitan Planning Area Boundary for the Oshkosh Metropolitan Planning Area. Mr. Casey Peters shared that the MPO holds the right of final approval of the MPA, with the Wisconsin Department of Transportation (WisDOT) taking an advisory role. ECWRPC staff will consult with local units of government over the coming weeks, with the target of bringing a final draft of the MPA to the Oshkosh Technical Advisory Committee on March 4, 2024 for approval. Mr. Weber – WisDOT NE Region, questioned why the water was shown within boundary area. Mr. Peters shared that when staff presented that same question, they did not receive a definite response from Central office. He explained that the best guidance from WisDOT is that once area is included within the Census for defined urban areas, it must be included. This is for informational purposes only; no action is necessary at this time.

6. Discussion Regarding Updates to the Functional Classification System for the Oshkosh Metropolitan Planning Area. Mr. Casey Peters reported that the functional classification of the MPO’s transportation network must be adjusted to coincide with any boundary changes. He noted that areas which are designated as inside the UAB are considered to be Urban, while areas that fall outside of the boundary are considered Rural. ECWRPC staff will be reviewing the preliminary Functional Classification system data with the proposed adjusted UAB for the Oshkosh MPO, and will work with local communities to collaborate on potential changes in their area. This is for informational purposes only; no action is necessary at this time.

7. Discussion Regarding the Surface Transportation Block Grant Program 2025-2029 Solicitation for the Oshkosh MPO. Mr. Casey Peters shared with the members that WisDOT NE Region staff and East Central staff are

reviewing applications that have been submitted by communities in the Oshkosh Urban Area. The Oshkosh MPO had two projects that were submitted:

- City of Oshkosh: Jackson Street – Marion to High Street
- City of Oshkosh: Oregon Street – 6th Avenue -8th Avenue

East Central staff will be ranking the projects based on the criteria within the Oshkosh MPO Transportation Improvement Program 2024-2027 (<https://www.ecwrpc.org/wp-content/uploads/2023/11/2024-Oshkosh-TIP.pdf>) and will provide the rankings back to the Technical Advisory Committee at the next meeting.

8. Discussion on the Oshkosh MPO Metropolitan Transportation Plan Update and Action on Branding. The ECWRPC transportation staff have developed several possible names for the 2025 Plan to help the public easily recognize and engage with the Plan. ECWRPC has continued the national trend where most named Metropolitan Transportation Plans follow the same format: one descriptive, inspirational, or transportation-related word or phrase followed by the year of focus. The following names have been shortlisted for consideration for the Oshkosh MPO Metropolitan Transportation Plan after ECWRPC staff deliberation and voting: *Vision 2050*, *Move 2050*, *Wave 2050*, and *Connect 2050*. The Technical Advisory Committee will serve as an advisory committee to guide the vision and goals development and inform the planning process.

The committee discussed and agreed upon the branding name of Vision 2050. Ms. Biedermann shared that after the branding name is decided for all MPOs, they will be working on a logo and branding for each plan. While all three MPOs will have a similar look, each one will have its own name and own identity, which will assist in community members resonating with the plan.

Chair Rabe asked about the timeline. Mr. Colla shared that community engagement will take place over the summer, and once the boundaries are established, that will assist with formulating many aspects of the plan. Ms. Biedermann shared it is anticipated the draft of the plan will be completed by Summer 2025 with the final plan due in October 2025.

9. WisDOT Update. Mr. Weber shared that the ARIP program applications are due on April 5th. This is a new program for eligible roadways. He also shared that the STGB-Local program solicitation is also open with applications due on April 5, 2024.
10. Next meeting scheduled for March 5, 2024 at 10:00 am – 11:00 am at Oshkosh City Hall – Room 404.
11. Adjourn – A motion was made by Mr. Collins and seconded by Mr. Lyons to adjourn with the time noted at 3:14 pm.

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

MEETING MINUTES

**OSHKOSH METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE**

DATE: Tuesday, March 5, 2024

TIME: 10:00 am

PLACE: Oshkosh City Hall, Room 404—215 Church Avenue, Oshkosh, WI

Chair Rabe called the meeting to order at 10:00 am.

1. Welcome and Introductions

TAC Members Present

James Rabe (Chair).....Director of Public Works - City of Oshkosh
Rich Heath.....Administrator - Town of Algoma
Jim CollinsDirector of Transportation - City of Oshkosh

FHWA/FTA/WisDOT Representatives Present

Nick Weber.....WisDOT NE Region
Mary Forlenza (Virtual)FHWA

Staff Members & Guests Present

Melissa Kraemer BadtkeExecutive Director/MPO Director - ECWRPC
Kim Biedermann.....Principal Planner - ECWRPC
Casey PetersGIS Analyst - ECWRPC
Jennie Mayer.....Safe Routes to School Coordinator - ECWRPC
Chris Colla.....Associate planner - ECWRPC

2. Public Comment – No public comments received.

3. Staff Report –

- a. Agricultural Roads Improvement Program (ARIP). Ms. Biedermann reported the ARIP solicitation is currently open for eligible roadways, with applications due on April 5, 2024.
- b. Surface Transportation Block Grant (STBG) Local Program: Ms. Biedermann reported the STGB Local Program is currently open for applications on qualifying roadways. Applications are due on April 5, 2024.
- c. Comprehensive Safety Action Plan: Ms. Biedermann reported the Comprehensive Safety Action Plan has been completed and adopted by the Commission in January 2024. A Notice of Funding Opportunity was released for the Safe Streets and Roads for All Program, and the CSAP is one requirement of the program. ECWRPC staff are currently working with interested communities.
- d. Greenhouse Gas Performance Measure. Ms. Biedermann reported On December 7, 2023, the Federal Highway Administration published a final rule establishing a performance measure for assisting the performance of the National Highway System related to Greenhouse Gas (GHG) emissions (88 FR 85364). The final planning rule became effective on January 8, 2024, which requires states to establish initial declining targets along with their initial reports by February 1, 2024. Since that time twenty-two states have challenged the rule in federal court and FHWA has agreed that it will not seek to enforce the February 1, 2024 deadline and have extended the deadline for States to submit initial targets and reports to March 29, 2024. East Central staff will continue to work in coordination with WisDOT and provide any updates to the Appleton (Fox Cities) Technical Advisory Committee and Policy Board
- e. Safe Routes to School. Ms. Mayer presented on Winter Walk to School Month and reported seven schools in the MPO participated.
- f. GO Transit (City of Oshkosh) Transit Development Plan. Mr. Peters shared ECWRPC and City of Oshkosh staff continue to work with SRF Consulting to update the Transit Development Plan for GO Transit. The plan will be brought forth as an action item on the City of Oshkosh’s Common Council agenda for the April 9, 2024 meeting.
- g. Oshkosh MPO EV Readiness Plan. Ms. Biedermann shared SRF Consulting continues to work with a stakeholder group, a core team, and ECWRPC staff to create an EV Readiness Plan for the Oshkosh MPO. It is anticipated a final plan will be completed in November 2024.

4. Discussion on Updating Oshkosh Metropolitan Planning Organization Technical Advisory Board and Policy Board Structure – Ms. Kraemer Badtke presented the specifics on the current structure of the policy board, and how corrective actions from the Appleton Transportation Management Area Certification Review will require a new structure for the Appleton MPO and, subsequently, for the Oshkosh MPO. She detailed that redesignation of a policy board is a complex process, and the Commission is working with FHWA, WisDOT, legal counsel, and local municipalities on all possible options. Mr. Rabe asked a question on details of the make-up, and Ms. Kraemer Badtke explained further details on the requirements and needed elected officials. Mr. Collins commented his support for the process. Ms. Kraemer Badtke then provided an update on the timeline, outlining the new policy board structure for the Appleton MPO needs to take place by September 3, 2024, and they anticipate the same timeline for the Oshkosh MPO policy board. update the group on the timeline.
 5. Discussion and Action on Updated Metropolitan Planning Area Boundary for the Oshkosh Metropolitan Planning Organization – Mr. Peters addressed the group with several maps to illustrate the Urban and Planning Area boundaries. He emphasized that very little had changed; however, he stated there is a notable change in the boundary in the Town of Neenah, where the Oshkosh MPO's UAB and MPA have advanced into the Appleton MPA. Ms. Biedermann added clarification on the southern boundary, and Ms. Kramer Badtke added information on how the boundary impacts the makeup of the new policy board. Mr. Heath motioned to approve the boundaries, seconded by Mr. Collins. The motion carried unanimously.
 6. Discussion and Action on 2024-2029 Surface Transportation Block Grant Program Applications for the Oshkosh Metropolitan Planning Organization – Ms. Biedermann presented the allocation for the Oshkosh MPO is \$2,197,585 allocations. With this amount, both applications for the Oshkosh MPO could be funded at just under 70%. She shared based on scoring and discussions with the City of Oshkosh staff, the applicant for both projects, the following is recommended:
 - City of Oshkosh: Jackson Street – Marion to High Avenue
 - Total construction cost: \$3,757,835
 - Total participating cost: \$1,958,125
 - Federal funding request: \$1,547,702 (69.9%)
 - City of Oshkosh: Oregon Street – 6th Avenue to 8th Avenue
 - Total construction cost: \$1,708,446
 - Total participating cost: \$821,980
 - Federal funding request: \$649,883 (69.0%)
- Mr. Rabe clarified that the non-participating costs for water and sewer are typical on a reconstruction project, and collaborating with WisDOT confirmed their inclusion would minimize adverse impacts to the community. Mr. Heath motioned to approve the applications with the funding amounts as presented, seconded by Mr. Collins. The motion carried unanimously.
7. Updates on the Oshkosh Metropolitan Transportation Plan – Mr. Colla presented on the updates to the Metropolitan Transportation Plan, including the TAC's role as a stakeholder group, official branding of the plan as Vision2050, the public engagement process, and Visions statement and Pillars. Ms. Biedermann added that TAC feedback is always welcomed on the Vision and all plan aspects.
 8. WisDOT Updates – Mr. Weber shared updates on the Agricultural Roads Improvement program webinar and a webinar on the upcoming Federal redistribution process. He noted the latter is an annual formula-based process where the state can request additional funding. A link was requested to be sent to the group.
 9. Next Meeting Date – Monday, May 6, 2024.
 10. Adjourn – A motion to adjourn was made by Mr. Collins and seconded by Mr. Heath. The meeting was adjourned at 10:46 am.

Minutes respectfully submitted by:
Chris Colla – Associate Transportation Planner
ECWRPC

TO: Oshkosh MPO Technical Advisory Committee
FROM: Transportation Staff
DATE: May 6, 2024
RE: Staff Updates

Roadways

1. **Greenhouse Gas Performance Measure:** On April 2, 2024, the U.S. District Court for the Western District of Kentucky ruled that the Federal Highway Administration (FHWA) lacks the authority to regulate greenhouse gas (GHG) emissions through performance measure mandates. Similarly, on March 27, 2024, the U.S. District Court for the Northern District of Texas invalidated the rule. In light of these recent court decisions, states and MPOs are not required to set GHG performance measures or targets. Thus, the Oshkosh MPO will not be required to set targets for GHG as initially presented at previous Transportation Advisory Committee meetings.
2. **Transportation Improvement Program:** In the coming weeks, ECWRPC staff will be reaching out to local communities regarding illustrative projects for the 2025-2028 Transportation Improvement Program (TIP). Inclusion of projects in the illustrative table is a criterion for Surface Transportation Block Grant program consideration within the urban area. The 2025-2028 TIP will be brought to the Oshkosh MPO Policy Board for consideration in October 2024.
3. **Carbon Reduction Program:** WisDOT Local Programs will be announcing a solicitation for the Carbon Reduction Program for State Fiscal Years 2025-2028. The application deadline will be on or around June 30, 2024, with more information once the program cycle is announced.

Active Transportation

1. **Counters:** ECWRPC staff are preparing the calendar for bicycle and pedestrian counts. Communities wishing to collect data on bicyclists and pedestrians on local on-road and off-road facilities can contact Kim Biedermann, Principal Transportation Planner, at kbiedermann@ecwrpc.org.
2. **Active Transportation Infrastructure Investment Program (ATIIP):** The ATIIP is a new competitive discretionary grant program created under the Bipartisan Infrastructure Law to construct projects to provide active transportation facilities in the form of active transportation networks or active transportation spines. The application cycle closes on June 17, 2024. More information can be found at <https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip>.

Safe Routes to School

1. **Bike Fleet:** Staff applied for and were awarded grant funding through Fox Cities Greenways to purchase new bicycles for our bike fleet. Seventeen bicycles were purchased with the grant funds.
2. **Bike to School Day:** Toolkits were delivered to 10 schools in the Oshkosh MPO. National Bike to School Day is Wednesday, May 8th, but schools can plan to host an event any day in May, which is Bicycle Safety Month.
3. **Built Environment and Active Transportation to and from School Study (BEATS):** In February, the Commission issued a Request for Proposals to study how policies, programs, and the built environment impact whether children travel to and from school using active transportation as well as injury and fatality rates. Three proposals were received. A selection committee scored the three proposals, which resulted in Traffic Analysis & Design, Inc. (TADI) being selected to complete the study. Two schools in the Oshkosh School District will be selected for case studies.

Special Projects

1. **GO Transit TDP:** The GO Transit (City of Oshkosh) Transit Development Plan was adopted by the City of Oshkosh Common Council on April 9, 2024.
2. **Oshkosh MPO Electric Vehicle Readiness Plan:** ECWRPC and the City of Oshkosh continue to work with SRF and community partners on creating an Electric Vehicle Readiness Plan for the MPO. There will be a public involvement meeting on May 30, 2024 from 5-6:30pm at Oshkosh City Hall.

Oshkosh MPO Policy Board Redesignation

1. At their March 28th meeting, East Central's Board approved Resolution 23-24 authorizing the Executive Director and East Central staff to engage communities and partner organizations in the process of redesignation of the Oshkosh MPO Policy Board structure. Currently, East Central's Board serves as the Oshkosh MPO Policy Board, while it should consist of local officials from within the Metropolitan Planning Area to conform with federal regulations. Oshkosh MPO Policy Board structure options have been developed, in close consultation with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), WisDOT, and East Central's contracted legal counsel. Preliminary discussions with local officials are ongoing. A special meeting with pertinent local officials will be scheduled in the coming weeks to present final Policy Board options and request local Resolutions of Support for the preferred new Policy Board structure. Following adoption of the local Resolutions of Support, a formal request for redesignation of the Oshkosh MPO Policy Board will be made to the Governor. A deadline of September 3, 2024 has been established for the new Policy Board to be in place.

TO: Oshkosh MPO Technical Advisory Committee
FROM: Rachel Roth, GIS Analyst I
DATE: May 6, 2024
RE: Approving the 2023 Oshkosh Metropolitan Organization State of the System Report

The Oshkosh Metropolitan Planning Organization State of the System Report is updated on an annual basis by East Central staff. This report is designed to evaluate the status of the MPO transportation system and track the progress of performance measures through datasets and maps for Calendar Year 2023. This is the third year of updating the report.

Several changes have been made to the 2023 State of the System Report to better meet federal requirements. These changes include incorporating historical data and trendlines for all performance measures in the report to support Transportation Performance Management and Performance Based Planning and Programming efforts. Additionally, a new MPO Funding and Projects chapter has been added to the report.

Staff collected and analyzed data for the report to monitor six components of the transportation system:

- the roadway network,
- the transit system,
- the bicycle and pedestrian network,
- the Safe Routes to School program,
- airports, and
- freight.

A link to the draft report can be found here: <https://www.ecwrpc.org/wp-content/uploads/2024/04/Draft-2023-State-of-the-System-Oshkosh-MPO.pdf> .

Staff Recommendation: Staff recommends approval of the 2023 Oshkosh Metropolitan Planning Organization State of the System Report.

TO: Oshkosh MPO Technical Advisory Committee
FROM: Kate Blackburn, Associate Transportation Planner
DATE: May 6, 2024
RE: Discussion on Metropolitan Transportation Plan Goals – Vision 2050

Vision 2050 – the Oshkosh Metropolitan Transportation Plan – is currently in the development stage of selecting goals and measures. These goals and measures nest underneath the vision and pillars that were previously discussed at TAC meetings.

An overview of the nesting structure is the following:

- vision provides an overarching direction for the region
- pillars are the major focus areas for the region
- goals are more specific descriptions of desired trends and apply at the MPO scale

Each goal is attached to one or more measures that provide a quantifiable value, which can be tracked over time to monitor trends and progress towards achieving the goal. This system of ongoing monitoring and evaluation is intended to both ease updates to the plan in the future and ensure federal compliance.

The Vision 2050 draft goals follow this memo.

Staff Recommendation: This memo is informational; all feedback on these goals and metrics is welcomed.

Draft Vision 2050 Goals

Integrated Public Health

Support active living and improved quality of life by creating connected, safe, and healthy communities through the alignment of transportation and land use policies and practices.

Measures

- Increased the percent of housing units within ¼ mile of parks
- Increased ft/mi of sidewalks, bike paths, trails (data broken out separately)
- Increase the percent of housing units within x minutes of Hospitals/Clinics via (mode/s)
- Increase the percent of housing units within x minutes of Grocery Store via (mode/s)

Safety

Collaborate with communities and stakeholders to increase awareness of safety issues and to create greater understanding on safety skills and best practices.

Measures

- Reduced number of motorized fatalities and serious injuries
- Reduced number of non-motorized fatalities and serious injuries
- Increased ft/mi of sidewalks, bike paths, trails (data broken out separately)
- Reduced conflict points between vulnerable users and motorists

Coordinated Housing & Land Use

Better connect land use and housing policies and practices to promote sustainable, safe, and more inclusive communities.

Measures

- Increased number of housing units
- Decreased number of vacant residential units
- Decreased percentage of housing disadvantaged residents (“Housing disadvantaged” refers to households who spend 30% or more of income spent on housing)
- Decreased vacant/underutilized parcels in urban areas

Specialized Transportation Options

Fill first/last mile gaps in transportation system through transportation alternatives and mode share through providing equitable transportation services that meet the needs of all residents.

Measures

- Increase the number of equitable transportation services, facilities, and programming
- Increase ft/mi of sidewalks, bike paths, trails (data broken out separately)
- Decrease first-mile, last-mile gaps
- Increase number of transit stops serviced by sidewalks

Economic Development

Support the economic development of the region through investment in transportation that supports tourism, commerce, economic activities, real estate development, and the efficient movement of goods.

Measures

- Increased taxable value of land along major corridors and/or districts
- Increase/maintain maximum truck travel time reliability
- Decreased percentage of housing disadvantaged residents (“Housing disadvantaged” refers to households who spend 30% or more of income spent on housing)
- Increased freight transportation via rail and air

Multimodal/Transit

Increase multimodal transit options and infrastructure, and prioritize active transportation alternatives that support equity, connectivity, accessibility, health, and safety of the community.

Measures

- Increased annual transit ridership
- Increased ft/mi of sidewalks, bike paths, trails (data broken out separately)
- Decreased work commute time for households with 0 cars
- Increased maximum level of travel time reliability and truck travel time reliability
- Increased number of non-SOV travel (all trips)
- Decreased average transit work commute times from EJ neighborhoods to major job hubs
- Increased percent of population residing within ¼ mile of fixed-route service
- Decreased average commute to work time via auto
- Decreased average commute to work time via transit
- Decreased number of sidewalk gaps within ¼ mile of schools
- Increased transit on time performance
- Decreased vehicle miles traveled
- Increased Complete Streets policies

Environmental

Avoid, minimize, and mitigate negative impacts on the environment and natural resources by implementing and promoting sustainable and environmentally-friendly policies and practices.

Measures

- Maintain percent of total acres of wetlands, woodlands, and farmland
- Increased green infrastructure
- Increased number of non-SOV travel (all trips)
- Increased collaboration with sewer service plans during road contrition/reconstruction projects