

## MEETING NOTICE

### OSHKOSH MPO TECHNICAL ADVISORY COMMITTEE

Date: Thursday, February 13, 2025

Time: 3:00 pm

Place: Algoma Town Hall, Main Meeting Room, 15 N Oakwood Road, Oshkosh

*Members-Please contact the East Central office to confirm your attendance.*

#### AGENDA

1. Welcome
2. Roll Call - Introduction of Alternates, Staff and Guests
3. Approval of the Agenda/Motion to Deviate
4. Public Comment
5. Meeting Minutes - Approval of December 5, 2024 Meeting Minutes
6. Staff Report
7. New Business/Action Items
  - A. Proposed Resolution OSH-01-25: Adopting Federal Performance Measure 1 (Safety) for the Oshkosh Metropolitan Planning Organization
  - B. Proposed Resolution OSH-02-25: Amending the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2025-2028
8. Discussion on Updating the Functional Classification Network for the Oshkosh MPO
9. Discussion and Updates on the Office of Management and Budget Memos
10. Establish Time and Place for Next Meeting(s)
  - A. The next Oshkosh MPO Technical Advisory Committee meeting will be on Thursday, April 10, 2025 at 3:00 pm. Meeting details will be forthcoming.
11. 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.*

**MEETING MINUTES**

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

**DATE:** Thursday, December 5, 2024  
**TIME:** 3:00 pm  
**PLACE:** Oshkosh City Hall, Room 203—215 Church Avenue, Oshkosh, WI

Chair Rabe called the meeting to order at 3:03 pm.

1. Welcome and Introductions

TAC Members Present

James Rabe (Chair) .....City of Oshkosh  
Nick Weber.....WisDOT, NE Region  
Steve Tomasik.....GO Transit  
Bob Doemel.....Winnebago County Highway Department  
Maggie Mahoney.....Town of Algoma  
Kelly Nieforth.....City of Oshkosh

Staff Members & Guests Present

Melissa Kraemer-Badtke..... MPO Director - ECWRPC  
Kim Biedermann.....Principal Planner - ECWRPC  
Kate Blackburn.....Associate Planner - ECWRPC

- 2. Public Comment – No public comments received.
- 3. Approval of Meeting Minutes.

A motion was made to approve the October 24, 2024 meeting minutes by Mr. Doemel and seconded by Mr. Tomasik. Motion carried unanimously.

4. Staff Report

- a. Roadways – Ms. Biedermann reported that ECWRPC staff have received preliminary functional classification updates and percentages. The link to the updated functional classification network was included in meeting materials. The functional classification network will be brought forward for further discussion at the February meeting. Discussion followed regarding preliminary findings of roadway classifications and reasons for updated roadway classifications.
- b. Active Transportation – Ms. Biedermann informed committee of the upcoming Trail Summit event on February 18, 2025 at Poplar Hall. A Save the Date was handed out to committee attendees. ECWRPC staff have been collecting GoPro trail inventories to highlight the public trails in the region. Lastly, Ms. Biedermann informed committee that ECWRPC staff are developing a Complete Street Toolkit and Guidebook to assist communities.
- c. Safe Routes to School – Ms. Biedermann updated committee of various Safe Routes to School efforts which primarily included community engagement work. The SRTS team worked with a consultant to conduct community engagement for the Built Environment and Active Transportation to and from School Study. Additionally, the team recently held the third round of engagement for the Read and Oakwood Elementary school districts.

5. Presentation and discussion of the Federal Safety Performance Measure: PM1. – Ms. Blackburn presented a PowerPoint presentation covering the basis of the federal performance measures, what

is included in PM1, charts showing the performance trendlines over the past years, and the updated targets (also included in the meeting memo). Discussion followed clarifying that the numbers, targets, and trends represented were for the State, as the Oshkosh MPO typically adopts the state targets. It is possible to break out just the MPO data for informational purposes.

6. Presentation and discussion on the Deficiency Network for the Oshkosh MPO. – Ms. Blackburn discussed the deficiency network generally, data points and methodology, and talked through the map of the MPO identifying deficiencies. The preliminary results were presented in an interactive map. Discussion followed the initial presentation. The Committee mentioned that truck routes in Oshkosh were being redesignated on December 11, 2025. Additionally, the Committee specified that 9<sup>th</sup> Ave. and Oregon St. south of 20<sup>th</sup> should be further evaluated and discussed.
7. Next Meeting – Scheduled for February 13, 2025 at 3:00 pm.
8. Adjourn – A motion to adjourn was made by Mr. Doemel and seconded by Mr. Tomasik. The meeting was adjourned at 3:50 pm.

Respectively Submitted by  
Kate Blackburn – Associate Transportation Planner  
East Central WI Regional Planning Commission

**TO:** Oshkosh MPO Technical Advisory Committee  
**FROM:** Transportation Staff  
**DATE:** February 13, 2025  
**RE:** Staff Report

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### Roadways

- 1. Metropolitan Transportation Plan:** Staff are continuing to develop the contents of Connect Fox Cities 2050—the Metropolitan Transportation Plan (MTP) for the Oshkosh MPO. The Plan has an anticipated approval by the committee by October 2025. Staff are working to complete the deficiency network and will be working with local communities in the coming weeks to solicit illustrative projects to be entered into the MTP. Furthermore, a final draft of goals and objectives have been drafted. It is anticipated the deficiency network and the goals will be discussed at a special TAC meeting in March 2025.
- 2. Speed Limit Setting Handbook:** The Federal Highway Administration (FHWA) recently released a Speed Limit Setting Handbook. This handbook provides practitioners with information on how to conduct an engineering study to set a non-statutory speed limit for a speed zone. More information can be found at <https://highways.dot.gov/safety/speed-management/reference-materials/speed-limit-setting-handbook>.
- 3. Formula Funding Programs:** The next solicitations for the Surface Transportation Block Grant Program, the Transportation Alternatives Set-aside Program, and the Carbon Reduction Program are expected to roll out in June 2025 with applications due in October 2025. The WisDOT Local Symposium, which is virtual, is tentatively scheduled for May 22, 2025. WisDOT will continue to update communities as more information becomes available.

### Active Transportation

- 4. Trail Summit 2.0:** ECWRPC staff are working with community partners on planning Trail Summit 2.0. This event will be held on February 18, 2025 at Poplar Hall.

### Safe Routes to School

- 1. Built Environment and Active Transportation to and from Schools Study - Community Engagement Session:** The Safe Routes to School team has been working with Traffic Analysis and Design Inc. (TADI) to conduct community engagement sessions for the built environment and active transportation to and from school study. Staff recently held the three separate engagement sessions for the participating schools. These sessions were our third round of engagement. District Administrators and Municipality Staff were invited to the engagement session. Revelations shared what we have heard in the previous rounds of engagement. Additional signage and reduced speed limits were common themes for all four schools. For two of the schools we also heard the lack of sidewalks and trails and lack of crossing guards were concerns. TADI explained the initial risk assessment mapping results for the area around the schools. Participants were separated into two groups. Each group was asked general questions related to transportation safety issues and given the opportunity to share their input on safety issues and place points on a map. Oakwood Elementary School and Read Elementary School in Oshkosh, Neenah High School, and Bonduel Elementary School are participating in the study.
- 2. Bike Safety Videos:** Staff have been working with Image Studios and A2Z Designs to create a series of bike and pedestrian safety videos. Videos for Kindergarten-2<sup>nd</sup> grade and 3<sup>rd</sup> grade -5<sup>th</sup>

grade were taped in December. The Bike and Pedestrian Myths series for students in 6<sup>th</sup> grade-12<sup>th</sup> grade will be taped in January. These videos will be used for school presentations and education in the classroom.

- 3. Winter Walk to School Month:** Winter Walk is an opportunity for schools to encourage walking to school even in the cold of winter. This can be done by hosting a one-day event or tracking daily walks during the month of February. Due to unpredictable Wisconsin weather, schools also have the option to complete weekly outdoor challenges to keep students active. Staff provide participating schools with a planning guidebook and incentives and giveaways for students that participate. Six schools in the Oshkosh MPO are participating: Carl Traeger, Lakeside, Oaklawn, Oakwood, Perry A Tipler, and Read.

**TO:** Oshkosh MPO Technical Advisory Committee  
**FROM:** Kate Blackburn, Associate Transportation Planner  
**DATE:** February 13, 2025  
**RE:** Proposed Resolution OSH-01-25: Adopting Federal Performance Measure 1 (Safety) for the Oshkosh Metropolitan Planning Organization

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The Bipartisan Infrastructure Law and predecessor legislation establish performance-based planning requirements for state Departments of Transportation, Metropolitan Planning Organizations, and providers of public transportation services. These regulations are codified in 23 CFR 490.

Federal Highway Administration establishes Performance Measures to ensure objective data and research inform investment and policy decisions to maximize the performance of the transportation system. Performance measures help decision makers understand the impacts of investment decisions.

Performance measures establish data-driven targets and track progress toward achievement. The target is a quantifiable value to be achieved within a specific time period. Targets for the safety performance measure are set annually.

Goals, objectives, performance measures and targets are incorporated into plans and programs, such as the Metropolitan Transportation Plan and the Transportation Improvement Program, to ensure progress toward the national, state, and MPO goals.

In October 2024, WisDOT released the updated targets for Performance Measure 1 (PM1), which addresses safety. The table below displays the updated baseline counts and the 2025 targets. The baseline numbers are a five-year rolling average of actual counts per category. The baseline is 2023 which is the most up-to-date full year of data available, as data for 2024 is still being collected.

Performance Measure	2019 – 2023 Baseline Averages	2025 Safety Targets (2% Reduction)
Number of Fatalities	591.6	579.8
Rate of Fatalities per 100 million VMT	0.922	0.904
Number of Serious Injuries	3,145.0	3,082.1
Rate of Serious Injury per 100 million VMT	4.906	4.808
Number of Non-Motorized Fatalities and Serious Injuries	388.6	380.8

**Staff Recommendation:** Staff recommends approval of Proposed Resolution OSH-01-25: Adopting Federal Performance Measure 1 (Safety) for the Oshkosh Metropolitan Planning Organization.

**PROPOSED RESOLUTION OSH-01-25**

**ADOPTING FEDERAL PERFORMANCE MEASURE (SAFETY) FOR THE OSHKOSH METROPOLITAN PLANNING ORGANIZATION**

**WHEREAS**, the designated Metropolitan Planning Organization (MPO) for the Oshkosh urbanized area has established a Policy Board, which approved the Transportation Improvement Program for the Oshkosh Metropolitan Planning Area 2025-2028 at their October 24, 2024 meeting via Resolution OSH-01-24, and;

**WHEREAS**, the Transportation Improvement Program was prepared to meet the requirements of the Infrastructure and Investment Jobs Act also, known as the Bipartisan Infrastructure Law (BIL), as prescribed by federal regulations, and;

**WHEREAS**, Transportation Performance Management is a strategic approach set forth for the Federal Highway Administration and the Federal Transit Administration to help decisionmakers better understand the impacts of transportation investment decisions, and;

**WHEREAS**, performance measures are an expression used to establish targets and assess progress towards achievement, and;

**WHEREAS**, performance measures and targets are incorporated into plans and programs, including the Transportation Improvement Program, and;

**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) established 2025 targets for Performance Measure One (PM1) on October 2, 2024, and;

**WHEREAS**, each Metropolitan Planning Organization has 180 days from the date the Wisconsin Department of Transportation establishes targets to either establish its own targets or adopt WisDOT's targets and amend those targets into the Transportation Improvement Program, and;

**WHEREAS**, the Oshkosh MPO agrees to adopt the following WisDOT targets for PM1:

<b>Measure</b>	<b>2019-2023 Baseline Averages</b>	<b>2025 Safety Targets (2% reduction)</b>
Number of Fatalities	591.6	579.8
Rate of Fatalities per 100 Million VMT	0.922	0.904
Number of Serious Injuries	3,145.0	3,082.1
Rate of Serious Injury per 100 Million VMT	4.906	4.808
Number of Non-motorized Fatalities and Serious Injuries	388.6	380.8

**NOW THEREFORE, BE IT RESOLVED BY THE OSHKOSH METROPOLITAN PLANNING ORGANIZATION**

**Section 1:** That the Oshkosh MPO Policy Board adopts the Wisconsin Department of Transportation's targets for Performance Measure 1: Safety

Effective Date: February 13, 2025  
Submitted To: Oshkosh Technical Advisory Committee  
Prepared By: Kate Blackburn, Transportation Planner  
East Central Wisconsin Regional Planning Commission

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Mr. James Rabe-Chair  
Technical Advisory Committee  
Oshkosh Metro Planning Organization

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Attest: Melissa Kraemer Badtke—Exe Director  
East Central WI Regional Planning Commission

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Approval Date



**TO:** Oshkosh MPO Technical Advisory Committee  
**FROM:** Kate Blackburn, Associate Transportation Planner  
**DATE:** February 13, 2025  
**RE:** Proposed Resolution OSH-02-25: Amending the 2025-2028 Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization

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Since the Transportation Improvement Program (TIP) for the Oshkosh Metropolitan Planning Organization 2025-2028 was adopted on October 24, 2024, the Wisconsin Department of Transportation (WisDOT) has requested TIP numbers on several new projects for the 2025-2028 program cycle. To receive TIP numbers, these projects must be amended into the TIP and incorporated into the Oshkosh MPO fiscal constraint table.

All of the projects for this particular TIP Amendment are transit programs which require a TIP number to apply for Section 5310 funding. Several of the operators receiving these funds may be located outside the Oshkosh MPO urbanized area. However, these operators provide service within the Oshkosh MPO planning area boundary, therefore requiring these funds to be cataloged within the Oshkosh TIP.

During the public review period, it was noticed that some of the projects listed for amendments were assigned a duplicative TIP number. To remedy the issue, MPO staff corrected the assigned TIP number for the projects in question to avoid duplication. This change is considered an administrative modification, as it doesn't impact the scope nor funding of the project, and does not require an additional public review period.

The projects seeking to be amended into the Oshkosh TIP include the following:

- TIP Number 253-25-001 – STBG, STH 44, Ripon to Oshkosh
- TIP Number 253-25-002 – NHPP, STH 91, Berlin to Oshkosh
- TIP Number 253-25-022 – Section 5310, ADVOCAP, Inc.: Operating Assistance
- TIP Number 253-25-023 – Section 5310, Lutheran Social Services: Mobility Management
- TIP Number 253-25-024 – Section 5310, Lutheran Social Services: Operating Assistance
- TIP Number 253-25-025 – Section 5310, Lakeside Packaging Plus, Inc.: Vehicle Replacement

Please see the attached Transportation Improvement Program Table: Oshkosh Metropolitan Planning Organization – Project Listing (2025-2028) for project costs.

Additionally, the Performance Measure 1: Safety baseline and target values are required to be amended into the current TIP after their adoption. Historically, the Oshkosh MPO has adopted the state baseline and target values for performance measures and subsequently amended the performance measures into the TIP at the same meeting.

This information was posted for public review for 15 days, starting January 26, 2025 and ending February 9, 2025. To date, no public comment has been received.

**Staff Recommendation:** Staff recommends approval of Proposed Resolution OSH-02-25: Amending the 2025-2028 Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization.

**PROPOSED RESOLUTION NO. OSH-02-25**

**AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OSHKOSH METROPOLITAN PLANNING ORGANIZATION 2025-2028**

**WHEREAS**, the East Central Wisconsin Regional Planning Commission, as the Metropolitan Planning Organization (MPO) for the Oshkosh Metropolitan Planning Area, approved the 2025-2028 Transportation Improvement Program for the Oshkosh MPO at the October 17, 2024 Policy Board meeting, and;

**WHEREAS**, the Transportation Improvement Program was prepared to meet the requirements of the Infrastructure and Investments Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), as prescribed by federal regulations, 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 was prepared to meet the requirements of Infrastructure and Investment Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), as prescribed by federal regulations, and;

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

**WHEREAS**, the Commission has been notified by the Wisconsin Department of Transportation about the following new projects requiring an amendment:

- TIP Number 253-25-001 – STBG, STH 44, Ripon to Oshkosh
- TIP Number 253-25-002 – NHPP, STH 91, Berlin to Oshkosh
- TIP Number 253-25-022 – Section 5310, ADVOCAP, Inc.: Operating Assistance
- TIP Number 253-25-023 – Section 5310, Lutheran Social Services: Mobility Management
- TIP Number 253-25-024 – Section 5310, Lutheran Social Services: Operating Assistance
- TIP Number 253-25-025 – Section 5310, Lakeside Packaging Plus, Inc.: Vehicle Replacement

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

**WHEREAS**, adoption of the FHWA performance measures and targets for PM1: Safety must be amended into the Transportation Improvement Program and sent to the Wisconsin Department of Transportation

<b>Measure</b>	<b>2019-2023 Baseline Averages</b>	<b>2025 Safety Targets (2% reduction)</b>
Number of Fatalities	591.6	579.8
Rate of Fatalities per 100 Million VMT	0.922	0.904
Number of Serious Injuries	3,145.0	3,082.1
Rate of Serious Injury per 100 Million VMT	4.906	4.808
Number of Non-motorized Fatalities and Serious Injuries	388.6	380.8

**WHEREAS**, all required public participation procedures have been followed, and;

**WHEREAS**, during the public review period, it was identified that certain projects listed for amendments were assigned duplicative TIP numbers, and;

**WHEREAS**, to address this issue, MPO staff corrected the assigned TIP numbers for the affected projects to prevent duplication, and;

**WHEREAS**, this change is considered an administrative modification, as it does not alter the scope or funding of the projects and does not necessitate an additional public review period;

**NOW THEREFORE, BE IT RESOLVED BY THE OSHKOSH METROPOLITAN PLANNING ORGANIZATION**

**Section 1:** That the Policy Board, as the designated MPO, amend the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization – 2025-2028 to include the proposed projects.

**Section 2:** That the Oshkosh MPO approves the amendment as presented to include the established targets for Performance Measure 1: Safety into the adopted Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2025-2028.

Effective Date: February 13, 2025  
Submitted To: Oshkosh Technical Advisory Committee  
Prepared By: Kate Blackburn, Transportation Planner

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Mr. James Rabe -Chair  
Technical Advisory Committee  
Oshkosh Planning Organization

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Attest: Melissa Kraemer Badtke—Exe Director  
East Central WI Regional Planning Commission

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Approval Date



**Appendix H: Oshkosh Urbanized Area, 2025-2028**  
**Summary of Federal Funds Programmed and Available**  
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Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2025	2026	2027	2028	2025	2026	2027	2028
<b>Federal Highway Administration</b>								
National Highway Performance Program (NHPP)	\$17,032	\$6,128	\$1,486	\$147	\$17,032	\$6,128	\$1,486	\$147
Surface Transportation Block Grant (STBG)	\$8,742	\$6,036	\$0	\$5,656	\$8,742	\$6,036	\$0	\$5,656
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HSIP)	\$4,087	\$0	\$0	\$0	\$4,087	\$0	\$0	\$0
Transportation Alternatives (TAP/TA Set Aside)	\$342	\$346	\$0	\$0	\$342	\$346	\$0	\$0
National Electric Vehicle Infrastructure (NEVI)	\$3	\$3	\$3	\$0	\$3	\$3	\$3	\$0
<b>Programmed Expenditures</b>	\$30,206	\$12,513	\$1,489	\$5,803	\$30,206	\$12,513	\$1,489	\$5,803
* Annual Inflation Factor 2.93%	\$885	\$367	\$44	\$170	\$885	\$367	\$44	\$170
<b>Estimated Need with Inflation Factor</b>	\$31,091	\$12,880	\$1,533	\$5,973	\$31,091	\$12,880	\$1,533	\$5,973
<b>Federal Transit Administration</b>								
Section 5307 Operating	\$2,228	\$1,465	\$1,509	\$1,554	\$2,228	\$1,465	\$1,509	\$1,554
Section 5339 Capital	\$5,252	\$108	\$18	\$1,618	\$5,252	\$108	\$18	\$1,618
<b>Programmed Expenditures</b>	\$7,480	\$1,573	\$1,527	\$3,172	\$7,480	\$1,573	\$1,527	\$3,172
* Annual Inflation Factor 2.93%	\$219	\$46	\$45	\$93	\$219	\$46	\$45	\$93
<b>Estimated Need with Inflation Factor</b>	\$7,699	\$1,619	\$1,572	\$3,265	\$7,699	\$1,619	\$1,572	\$3,265
Section 5311	\$0	\$0	-not yet programmed-		\$0	\$0	-not yet programmed-	
Section 5310	\$163	\$0	-not yet programmed-		\$163	\$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.

**TO:** Oshkosh Technical Advisory Committee  
**FROM:** Casey Peters, GIS Analyst I  
**DATE:** February 13, 2025  
**RE:** Discussion on Updating the Functional Classification Network for the Oshkosh MPO

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Functional classification is a method to define and categorize the various roles that streets and highways play in the region’s transportation needs. Arterial, Collector, and Local classifications categorize roads based on the amount and types of traffic the roads carry, characteristics of the roadways, land uses in the vicinity of the roadways, and the development and population density of the surrounding area. These functional classification designations are important for performance measurement and reporting, federal and state funding programs, program budgeting and project prioritization, and more.

As part of the process to adjust the Urban Area Boundary (UAB) and the Metropolitan Planning Area (MPA) for the Oshkosh MPO, the functional classification of the MPO’s transportation network must be adjusted to coincide with any boundary changes. Areas that are designated as inside the UAB are considered to be Urban, while areas that fall outside of the boundary are considered Rural.

Additionally, the criteria for functional classification designation require that only a particular percentage of an Urban Area’s roadway network can be classified under any given category. The current guidance is in the table below.

Classification	Urban	Rural
Principal Arterial - Interstates	1% - 3%	1% - 3%
Principal Arterial	4% - 11%	2% - 8%
Minor Arterial	7% - 14%	2% - 6%
Collector/Major Collector	3% - 16%	8% - 19%
Minor Collector	---	3% - 15%
Local	62% - 74%	62% - 74%

Based on current WisDOT estimates, the roadways in the Oshkosh MPO are within acceptable ranges with the exception of local roadways (61.6%), just short of the minimum threshold of 62%. In order to bring the functional classification of the network in compliance, approximately 2 miles of roadway within the Oshkosh MPO may be converted from an Urban Collector to a Local Road.

ECWRPC encourages communities to provide any recommendation for updates in the functional classification network in the near future. The following resources may be valuable in reviewing the functional classification network.

Communities can view the current functional classification network on an online dashboard here:  
<https://www.arcgis.com/apps/dashboards/0388116bf08f4a36b41f4b2a26785eda>

WisDOT criteria and guidance for functional classification updates can be found here:  
<https://wisconsin.gov/Documents/projects/data-plan/plan-res/fc-criteria.pdf>

Comments and questions regarding the functional classification network can be submitted to Casey Peters at [cpeters@ecwrpc.org](mailto:cpeters@ecwrpc.org) or by calling 920-751-4770. ECWRPC staff plan to bring the updated functional classification network to the next meeting of the Oshkosh TAC for review.

**Staff Recommendation:** This is for informational purposes only; no action is necessary at this time.

**DATE:** February 13, 2025

**TO:** Oshkosh MPO Technical Advisory Committee

**FROM:** Melissa Kraemer Badtke-Executive Director

**RE:** Oshkosh MPO Update: Unleashing American Energy Executive Order and OMB Memo M-25-11

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As you know it's been a busy couple of weeks at the Federal level, and I just wanted to share a couple of updates on how that pertains to the Oshkosh MPO:

#### **Office of Management and Budget (OMB) Memorandums**

- January 20-25: White House releases 6 Executive Orders
  - Protecting the American People Against Invasion
  - Reevaluating and Realigning United State Foreign Aid
  - Putting America First in International Environmental Agreements
  - Unleashing American Energy Ending Radical and Wasteful Government DEI Programs and Preferencing
  - Defining Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government
  - Enforcing the Hyde Amendment
- January 27: OMB releases memorandum pausing all federal funding
- January 28: OMB releases additional guidance clarifying federal funding pause
- January 28: Federal judge halts OMB memo until February 3<sup>rd</sup> at 5pm
- January 29: OMB rescinds memorandum

#### **Updates from the Association of Metropolitan Planning Organizations**

- As a result of multiple Executive Orders, USDOT has issued two recent memos for review that outline a change in Federal policies reflecting ideological shifts in the administration.
- The language included in the first memo, entitled [Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender](#), addresses aspects of our planning efforts by directing the USDOT to review and rescind policies that pertain to: Climate and Environmental Justice, DEI, and Justice 40. As a result, three previous USDOT orders have been revoked that address these areas.
- The language in the second memo, [Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities](#), outlines a shift toward economic efficiency for decision-making, which will likely impact how we pursue grants and our strategy toward them. According to analysis by AMPO, USDOT may now prioritize projects that:
  - Emphasize strong economic benefits rather than social or environmental justifications.
  - Support user-pay models (such as toll roads and revenue-generating infrastructure).
  - Align with local economic opportunity zones.
  - Address family-specific transportation needs (such as congestion relief and commuting efficiency).
  - Ensure compliance with federal policies, including immigration enforcement.
- Lastly, [Unleashing American Energy](#), and a corresponding OMB Memo (M-25-11) included vague and sweeping language that has potential to impact (suspend) a swath of Federal funding programs (some of which likely impact your constituents in other ways), including the PL funds that we receive from FHWA which represent the majority of our annual budget. The memo has since been rescinded but it is unclear what specific projects and programs may be impacted, or what specific funding has been 'frozen'.
  - Our guidance from our WisDOT and FHWA liaisons has been to proceed with "business as usual" until we have concrete direction. I don't suspect that core funding for MPOs is going to ultimately be impacted, though the nature of our discretionary opportunities and prescribed planning emphasis areas may shift moving forward.

East Central staff continues to be in direct contact with the Association of Metropolitan Planning Organizations (AMPO) staff along with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Wisconsin Department of Transportation (WisDOT) and we will provide additional information and guidance as it becomes available. Please reach out with any questions you may have as we will be providing those to the partner organizations listed above so they may be able to provide guidance as they receive information.

**Staff Recommendation:** Staff will continue to keep you updated if we learn of any guidance and information as it becomes available.