

MEETING NOTICE

OSHKOSH MPO TECHNICAL ADVISORY COMMITTEE

Date: Thursday, April 10, 2025

Time: 3:00 p.m.

Place: Winnebago County Highway Department, 901 W. County Road Y, 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. Public Comment
4. Approval of Meeting Minutes
 - A. February 13, 2025
 - B. March 3, 2025
5. Staff Update
 - A. Staff Report
 - B. MPO Director's Federal Update
6. Proposed Resolution OSH-03-25: Amending the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2025-2028
7. Proposed Resolution OSH-04-25: Approving the 2023 Oshkosh Metropolitan Organization State of the System Report
8. Discussion on the Project Prioritization Process Results for Vision 2055
9. Presentation and Discussion on Scoring Criteria for MPO Formula Funding Programs
10. Updates and Discussion on the Infill Study for the Oshkosh Metropolitan Planning Organization
11. Discussion on the Functional Classification Network for the Oshkosh Metropolitan Planning Organization
12. Next Meeting – Thursday, June 12, 3:00 pm, Further details will be forthcoming
13. 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, February 13, 2025

TIME: 3:00 pm

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

Chair Rabe called the meeting to order at 3:02 pm.

1. Welcome and Introductions

TAC Members Present

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

Staff Members & Guests Present

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

2. Introductions

3. Approval of the Agenda/Motion to Deviate – Agenda unanimously approved. No motion to deviate.

4. Public Comment – No public comment.

5. Approval of Meeting Minutes – December 5, 2024

A motion was made to approve the meeting minutes by Mr. Doemel and seconded by Ms. Mahoney. Motion carried unanimously.

6. Staff Report

Roadways – Ms. Biedermann updated the committee on the progress of the Metropolitan Transportation Plan. Discussion proceeded regarding a Special Meeting to be held at the beginning of March and dates/times/locations that work for the group. Ms. Biedermann informed the committee of the recent release of the FHWA Speed Limit Setting Handbook as an available resource to communities. Ms. Biederman notified the committee that the solicitation for projects for the Formula Funding programs will be open from June 2025 with applications due in October 2025. Additionally, the WisDOT local symposium will be virtual and is tentatively scheduled for May of 2025.

Active Transportation – Ms. Biedermann informed committee of the upcoming Trail Summit event on February 18, 2025 at Poplar Hall.

Safe Routes to School – Ms. Biedermann updated committee of various Safe Routes to School efforts. The Safe Routes team is working with Traffic Analysis and Design Inc. (TADI) to conduct community engagement regarding the built environment and active transportation options to and from schools. Schools participating in the study include: Oakwood Elementary, Read Elementary, Neenah High School, and Bonduel Elementary. Safe Routes Staff are also working with A2Z Design to create bicycle and pedestrian safety videos for use by schools. Lastly, Ms. Biederman informed committee that February is Winter Walk to School Month.

7. New Business/Action Items

- a. Proposed Resolution OSH-01-25: Adopting Federal Performance Measure 1 (Safety) for the Oshkosh Metropolitan Planning Organization

Ms. Blackburn presented the new state Safety Performance Measures (PM1) to be adopted by the MPO. PM1 targets are updated annually. The new targets are based on a 2% reduction from the previous 5-year average.

A motion to adopt the updated performance measures was made by Mr. Doemel and seconded by Mr. Tomasik. The motion carried unanimously.

- b. Proposed Resolution OSH-02-25: Amending the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2025-2028

Ms. Blackburn presented the TIP amendments requested by WisDOT which included some adjustments in funding and the inclusion of new Section 5310 projects that operate in and around the MPO. In addition to amending these projects/adjustments to the TIP, it is also being requested that the newly adopted Safety Performance Measures be amended to the 2025-2028 TIP.

A motion was made by Mr. Doemel and seconded by Mr. Tomasik. The motion carried unanimously.

8. Discussion and Updating the Functional Classification Network for the Oshkosh MPO

Ms. Biedermann presented the updated roadway estimates for the Oshkosh MPO. All categories are currently in acceptable ranges with the exception of local roadways, which is two miles short. However, WisDOT has indicated that since all other categories are within appropriate ranges, that this would be an acceptable range as well and would not require any additional adjustments. Oshkosh TAC members were asked for feedback and recommendations. Any update requests or changes should be sent to East Central as soon as possible. Mr. Weber updated committee that the functional class for the state is scheduled to be approved in June of 2026. Discussion followed regarding timeline and coordination with project solicitation and other deliverables. Ms. Kraemer Badtke requested that communities start communicating projects that may be requesting funding through East Central staff to start pre-scoping meetings.

9. Discussion and Updates on the Office of Management and Budget Memo

Ms. Kraemer Badtke updated the committee on the recent memos from the Office of Management and Budget, and subsequent information/clarification from AMPO. Staff has been instructed by federal and state partners to continue operations as normal until there is more clarification from the administration. Ms. Kraemer Badtke stated that AMPO will be sending East Central weekly updates as things progress. Any questions from communities can be communicated to East Central staff. Mr. Rabe voiced concerns for SS4A funding that had been recently awarded for the pedestrian bridge over I-41 in Oshkosh. Ms. Kraemer Badtke will continue to keep communities informed as things progress.

10. Next Meeting

- a. Special TAC Meeting – March 3, 2025 at 1:30. At Winnebago Highway Offices
b. Regular TAC – April 10, 2025 at 3:00 pm.

11. Adjourn – A motion to adjourn was made by Mr. Doemel and seconded by Ms. Mahoney. The meeting was adjourned at 3:37 pm.

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

MEETING MINUTES

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

DATE: Thursday, March 3, 2025

TIME: 1:30 pm

PLACE: Winnebago County Highway Department, 901 W. County Road Y, Oshkosh

Chair Rabe called the meeting to order at 1:34 pm.

1. Welcome and Introductions

TAC Members Present

| | |
|---------------------------|-------------------------------------|
| James Rabe (Chair) | City of Oshkosh |
| Nick Weber (Virtual)..... | WisDOT |
| Steve Tomasik..... | GO Transit |
| Bob Doemel..... | Winnebago County Highway Department |
| Maggie Mahoney..... | Town of Algoma |

Staff Members & Guests Present

| | |
|-----------------------------|----------------------------|
| Melissa Kraemer Badtke..... | MPO Director - ECWRPC |
| Kate Blackburn..... | Associate Planner - ECWRPC |

2. Introductions

3. Public Comment – No public comment.

4. Discussion on Metropolitan Transportation Plan

a. Metropolitan Transportation Plan Goals, Objectives, Metrics

Ms. Blackburn presented the Committee with the draft goals, objectives, and metrics of the Oshkosh MPO Metropolitan Transportation Plan. The goals have already been discussed at a previous TAC meeting, with revisions made based on the TAC’s feedback. Objectives have been written to demonstrate what steps would need to be taken to reach each goal. All metrics demonstrate how they advance federal performance measures and demonstrate how the MPO’s transportation system is performing. These measures are based off what is presented in the State of the System report, which is a federally-required document to demonstrate how the MPO is advancing the transportation system.

TAC discussion on presented objectives and metrics followed.

Ms. Mahoney identified the Coordinated Housing and Land Use goal and suggested a metric that addresses comprehensive plan coordination or land use/zoning code. Ms. Blackburn clarified that the Infill Study, listed as a metric for the goal, does consider land use. The infill study will be presented at the next TAC meeting. East Central staff will circle back after the infill presentation at the next meeting to determine whether the study adequately addresses the needs of the goal or whether additional metrics should be added.

Mr. Rabe raised the question of how demographic information at community engagement events will be captured, which is a metric under the goal Integrated Public Health. Ms. Blackburn clarified how that information is collected and documented at events. Ms. Kraemer Badtke clarified that as part of public engagement, staff are engaging with organizations that work with underserved and minority populations. Staff will circle back with the list of stakeholder organizations to compare to Mr. Rabe's community organization list to assure alignment. Mr. Rabe identified Kathy Snell, the special events coordinator for the city, as a good contact for identifying events in phase two of the public engagement for the MTP.

Mr. Rabe had a question on what bicycle and pedestrian level of stress meant. Ms. Blackburn gave a quick overview of the study that East Central staff are utilizing for the metric.

Mr. Tomasik requested that the Public Transportation Agency Safety Plan (PTASP) target be moved to the Safety goal, for the purpose of including transit safety being represented under the Safety goal.

b. Metropolitan Transportation Plan Deficiency Network

Ms. Blackburn provided an overview of the deficiency network which takes into consideration three factors: level of service, truck travel time reliability, and the high-crash corridors and intersections based on the comprehensive safety action plan. This does not consider additional locations beyond these three factors; however, the project prioritization process, which will be discussed next, will describe how other locations may be considered. A data-driven process, which takes federal performance measures, is a requirement for metropolitan transportation plans as outlined in 23 CFR 450.306. Ms. Kraemer Badtke further described the data sets that go into the deficiency network and further explained the travel demand model.

Discussion followed regarding the deficiency map that was presented. Mr. Rabe pointed out that some of the TTTR routes are on non-truck routes through portions of the city. Specifically, through the university campus, the one-way portion of Algoma from Wisconsin to Congress. Mr. Rabe stated that the Oshkosh truck route layer is available on the engineering website. Staff will look into this more and circle back.

A couple CSAP identified locations were included on the map that fall outside the MPA boundary. Staff will look into these data points and determine if they should be included or removed from deficiency map.

c. Metropolitan Transportation Plan Project Prioritization Process and Criteria

Ms. Blackburn provided an overview of the project prioritization process for the MTP. The intent of this process is two-fold: the first is to consider projects that may not fall into the aforementioned deficiency network; the second is to rank projects based on their ability to advance the federal performance measures. Communities are being asked to submit applications for any project they wish to apply for federal funding, as it is a requirement to identify potential projects in the MTP to be eligible to be listed in the transportation improvement program. Each factor included in the analysis was reviewed by committee. The survey for the project solicitation is open for communities from March 7, 2025 through March 28, 2025.

Discussion on project prioritization followed. The NE Travel Demand Model was briefly overviewed by Ms. Kraemer Badtke and its ability to predict traffic flow when areas of expected growth are input. Committee showed interest in using model to help

anticipate traffic demand for the Claireville Rd. developments. Mr. Rabe specified that Claireville Rd. should be looked at down to Highway 91. A follow-up meeting may be scheduled to connect Mr. Rabe to the East Central GIS staff, and/or a GIS staff member may present a demo at the next TAC meeting. Ms. Kraemer Badtke will look in archives for West-side arterial document, stating that it will need to be called out specifically in the MTP.

Mr. Doemel informed Ms. Kraemer Badtke should soon be receiving a call from their finance staff to discuss funding for evacuation routes that are due next week.

Mr. Rabe asked whether the East Central GIS staff could pull in the Oshkosh CIP project layer into the survey (PPP) platform, circumventing the need to input all the project locations, and then he could fill in the narrative. Ms. Kraemer Badtke stated that we can look into it and circle back.

d. Metropolitan Transportation Plan Timeline

Ms. Blackburn provided an overview of the MTP timeline moving forward. ECWRPC will be soliciting illustrative projects during the month of March. Project submissions will be due on March 28. East Central staff intends to finish the narrative for the plan by mid-April. However, as individual chapters are completed, they will be sent to WisDOT for initial review. Various components of chapters will be brought forward to the TACs as they are completed.

Revisions will then be implemented, an internal review of the overall plan will occur, and the plan will be formatted. These events are targeted for completion by early July. WisDOT, FHWA, FTA, and TAC review of the overall document is slated from July to mid-August. The plan will need to be sent out for public review at the end of August to complete the 30-day public review by the October TAC meeting.

5. Discussion on Functional Classification of Roadways

After updating the Urban Area and Metropolitan Planning Area boundaries, the functional classification network must be updated. This network has been reviewed by the TAC, and, to date, no additional revisions have been received. While the local roads are slightly above the recommended percentages as identified by the Wisconsin Department of Transportation, WisDOT has advised that this may remain as it since all other roadway classifications fall within the established percentages.

It was suggested to look at Leonard Point Road and Sand Pit Road to ensure these roadways are including current and future development. ECWRPC staff said they would explore these two a bit further. The plan is to bring this forward for approval at either the April or June meeting. Prior to bringing this forward for approval, there will be an initial review by WisDOT.

6. Next Meeting – Thursday, April 10, 2025 at 3:00 pm., Winnebago County Highway Department – 901 W. County Road Y

7. Adjourn – A motion to adjourn was made by Mr. Doemel and seconded by Ms. Mahoney. The meeting was adjourned at 2:45 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: April 10, 2025
RE: Staff Report

Roadways

- 1. Metropolitan Transportation Plan:** After conversations with state and federal partners, the horizon year for the MTP has been updated to 2055 from 2050 to better align with the travel demand model horizon year. Staff are continuing to develop the contents of Vision 2055—the Metropolitan Transportation Plan (MTP) for the Oshkosh MPO. The Plan has an anticipated approval date by the TAC and Policy Board of October 2025.
- 2. 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 and ECWRPC staff will continue to update communities as more information becomes available.
- 3. Safe Streets and Roads for All Grant Program:** The US Department of Transportation (USDOT) recently released the Notice of Funding Opportunity for the Safe Streets and Roads for All Grant Program, which is a federal discretionary grant program. This competitive grant program has two different grant types: planning and demonstration or implementation. Applications are due to the USDOT on June 26, 2025. More information can be found online at <https://www.transportation.gov/grants/SS4A> . If your community intends to apply for this funding, please reach out to Kari Hopfensperger, Grants Coordinator at ECWRPC, at khopfensperger@ecwrpc.org or at 920.886.6825.
- 4. Obligated Project Reports:** Each year by March 31st, all MPOs in Wisconsin are required to post an annual obligated project report. These reports are an annual listing of projects for which federal funds have been obligated in the preceding program year; in this case, it represents projects programmed in the 2024-2027 Transportation Improvement Program. Obligation occurs when the Federal Highway Administration or the Federal Transit Administration approves the project and executes the project agreement. The Obligated Project Report for the Oshkosh MPO can be found at <https://www.ecwrpc.org/wp-content/uploads/2025/04/2024-Oshkosh-Obligated-Projects-Updated.pdf> . For questions regarding this report, please contact Kim Biedermann, Principal Transportation Planner, at kbiedermann@ecwrpc.org or at 920.886.6833.

Active Transportation

1. **Trail Summit 2.0:** The Trails Summit 2.0 was held on February 18th at Poplar Hall. The event was successful with roughly 90 attendees. ECWRPC staff are beginning work on the summary report which is anticipated to be completed by July 2025.
2. **Bicycle and Pedestrian Counts:** ECWRPC has bicycle and pedestrian counters available to communities. Counters are set up and taken down by ECWRPC staff, and a report of count data is provided to communities. If your community has areas of interest for counts, please contact Kim Biedermann at kbiedermann@ecwrpc.org.

Safe Routes to School

1. **Built Environment and Active Transportation to and from School Study:** Safe Routes to School staff have been working with Traffic Analysis & Design, Inc. to assess how the built environment impacts active transportation to and from school. The draft report has been completed and is being shared with key stakeholders for review and input. The study aims to identify barriers and opportunities to improve walking and biking routes, ensuring safer and more accessible options for students. Stakeholder feedback will help refine the recommendations before finalizing the report. We will provide further updates as the process continues.
2. **Bike to School Day:** Bike to School Day takes place on the first Wednesday in May, promoting safe and active transportation for students while reducing traffic congestion around schools. Staff provide toolkits and student giveaways to schools that are participating in our region. This year, there are eight schools in the Oshkosh MPO that are participating in the event. Encouraging participation in initiatives like Bike to School Day supports regional goals for sustainable mobility, improved air quality, and healthier, more connected communities.

Staff Update

1. ECWRPC recently hired Kari Hopfensperger as its new Grants Coordinator. The Grants Coordinator, a new position at ECWRPC, will promote grants opportunities to our communities and assist in the grant application process.

TO: Oshkosh MPO Technical Advisory Committee
FROM: Kate Blackburn, Associate Transportation Planner
DATE: April 10, 2025
RE: Proposed Resolution OSH-03-25: Amending the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2025-2028

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. Additionally, several existing TIP projects have received slight changes in funding amounts which also requires amending the TIP.

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

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

- TIP Number 253-22-031 – NHPP, STH 44, Wisconsin St
- TIP Number 253-25-026 – NHPP, Algoma Blvd, Murdock Ave – Packer Ave
- TIP Number 253-25-027 – NHPP, Algoma Blvd, Packer Ave – CTH T
- TIP Number 253-25-028 – NHPP, Oshkosh Ave, Washburn St – Koeller St
- TIP Number 253-25-029 – NHPP, Oshkosh Ave, Koeller St – Algoma Blvd
- TIP Number 253-25-030 – SS4A, IH-41 Pedestrian Bridge
- TIP Number 253-25-031 – Section 5311 – WETAP, Advocap, Mobility Management and Vehicle Loans
- TIP Number 253-25-032 – Section 5311 – WETAP, Advocap, Operating
- TIP Number 253-25-033 – Section 5311 – WETAP, Forward Service Corp, Mobility Management and Vehicle Loans
- TIP Number 253-25-034 – Section 5311 – WETAP, Forward Service Corp, Operating
- TIP Number 253-25-035 – Section 5311 – WETAP, Lutheran Social Services, Mobility Management
- TIP Number 253-25-036 – Section 5311 – WETAP, Lutheran Social Services, Operating and Vouchers
- TIP Number 253-25-037 – Section 5311 – WETAP, SWCAP, Mobility Management and Vehicle Loans
- TIP Number 253-25-038 – Section 5311 – WETAP, SWCAP, Operating

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

This information was posted for public review for 15 days, starting March 23, 2025 and will end on April 6, 2025. To date, no public comment has been received.

Staff Recommendation: Staff recommends approval of Proposed Resolution OSH-03-25: Amending the 2025-2028 Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization.

PROPOSED RESOLUTION NO. OSH-03-25

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

WHEREAS, the Oshkosh Metropolitan Planning Organization Policy Board approved the 2025-2028 Transportation Improvement Program for the Oshkosh on October 17, 2024, 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 planning area boundary 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 Oshkosh MPO has been notified by the Wisconsin Department of Transportation about the following new projects requiring an amendment:

- TIP Number 253-22-031 – NHPP, STH 44, Wisconsin St
- TIP Number 253-25-026 – NHPP, Algoma Blvd, Murdock Ave – Packer Ave
- TIP Number 253-25-027 – NHPP, Algoma Blvd, Packer Ave – CTH T
- TIP Number 253-25-028 – NHPP, Oshkosh Ave, Washburn St – Koeller St
- TIP Number 253-25-029 – NHPP, Oshkosh Ave, Koeller St – Algoma Blvd
- TIP Number 253-25-030 – SS4A, IH-41 Pedestrian Bridge
- TIP Number 253-25-031 – Section 5311 – WETAP, Advocap, Mobility Management and Vehicle Loans
- TIP Number 253-25-032 – Section 5311 – WETAP, Advocap, Operating
- TIP Number 253-25-033 – Section 5311 – WETAP, Forward Service Corp, Mobility Management and Vehicle Loans
- TIP Number 253-25-034 – Section 5311 – WETAP, Forward Service Corp, Operating
- TIP Number 253-25-035 – Section 5311 – WETAP, Lutheran Social Services, Mobility Management
- TIP Number 253-25-036 – Section 5311 – WETAP, Lutheran Social Services, Operating and Vouchers
- TIP Number 253-25-037 – Section 5311 – WETAP, SWCAP, Mobility Management and Vehicle Loans
- TIP Number 253-25-038 – Section 5311 – WETAP, SWCAP, Operating

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, all required public participation procedures have been followed;

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

Section 1: That the Oshkosh MPO Policy Board amends the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2025-2028 to include the proposed projects.

Effective Date: April 10, 2025
Submitted By: Oshkosh Technical Advisory Committee
Prepared By: Kate Blackburn, Transportation Planner

Mr. James Rabe -Chair
Technical Advisory Committee
Oshkosh MPO

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

Approval Date

Appendix H: Oshkosh Urbanized Area, 2025-2028
Summary of Federal Funds Programmed and Available
(\$000)

| Agency/Program | Programmed Expenditures | | | | Estimated Available Funding | | | |
|--|-------------------------|-----------------|-----------------------------|----------------|-----------------------------|-----------------|-----------------------------|----------------|
| | 2025 | 2026 | 2027 | 2028 | 2025 | 2026 | 2027 | 2028 |
| Federal Highway Administration | | | | | | | | |
| National Highway Performance Program (NHPP) | \$17,725 | \$7,502 | \$0 | \$147 | \$17,725 | \$7,502 | \$0 | \$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 |
| Safer Streets and Roads for All (SS4A) | \$8,062 | \$0 | \$0 | \$0 | \$8,062 | \$0 | \$0 | \$0 |
| Programmed Expenditures | \$38,961 | \$13,887 | \$3 | \$5,803 | \$38,961 | \$13,887 | \$3 | \$5,803 |
| * Annual Inflation Factor 2.93% | \$905 | \$407 | \$0 | \$170 | \$905 | \$407 | \$0 | \$170 |
| Estimated Need with Inflation Factor | \$39,866 | \$14,294 | \$3 | \$5,973 | \$39,866 | \$14,294 | \$3 | \$5,973 |
| Federal Transit Administration | | | | | | | | |
| 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 |
| Programmed Expenditures | \$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 |
| Estimated Need with Inflation Factor | \$7,699 | \$1,619 | \$1,572 | \$3,265 | \$7,699 | \$1,619 | \$1,572 | \$3,265 |
| Section 5311 | \$1,833 | \$0 | -not yet programmed- | | \$1,833 | \$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 MPO Technical Advisory Committee
FROM: Rachel Roth, GIS Analyst II
DATE: April 10, 2025
RE: Proposed Resolution OSH-04-25: Approving the 2023 Oshkosh Metropolitan Organization State of the System Report

The 2023 Oshkosh Metropolitan Planning Organization State of the System Report is updated on an annual basis by East Central staff. The 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 per based on feedback from state and federal partners. 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, the 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 Proposed Resolution OSH-04-25: Approving the 2023 Oshkosh Metropolitan Organization State of the System Report.

PROPOSED RESOLUTION NO. OSH-04-25

APPROVING THE 2023 OSHKOSH METROPOLITAN PLANNING ORGANIZATION STATE OF THE SYSTEM REPORT

WHEREAS, the Oshkosh urban area has been designated by the Governor as a Metropolitan Planning Organization (MPO), and;

WHEREAS, the Oshkosh Metropolitan Planning Organization is comprised of both the Adjusted Urban Area Boundary and the Metropolitan Planning Area Boundary, and;

WHEREAS, the U.S. Department of Transportation, the Wisconsin Department of Transportation, and the Oshkosh MPO established a series of performance measures under the Fixing America’s Surface Transportation (FAST) Act, and;

WHEREAS, the Bipartisan Infrastructure Law (BIL), signed into law on November 15, 2021, supersedes the FAST Act, and;

WHEREAS, a system report is a federal requirement to demonstrate advancement toward performance targets as prescribed in 23 CFR 490.107, and;

WHEREAS, the 2023 Oshkosh MPO State of the System Report tracks the progress of established performance measures through datasets and maps, and;

WHEREAS, the 2024 and 2025 Unified Planning Work Program and Budgets of the East Central Wisconsin Regional Planning Commission outline the delivery of the 2023 State of the System Report, and;

WHEREAS, the 2023 Oshkosh MPO State of the System Report is completed to reflect the progress of the aforementioned performance measures;

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

SECTION 1: That the Oshkosh MPO Policy Board approves the 2023 Oshkosh Metropolitan Planning Organization State of the System Report.

Effective Date: April 10, 2025

Submitted By: Oshkosh MPO Technical Advisory Committee

Prepared By: Rachel Roth, GIS Analyst II

Mr. James Rabe-Chair
Technical Advisory Committee
Oshkosh MPO

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

Approval Date

TO: Oshkosh MPO Technical Advisory Committee
FROM: Kate Blackburn, Associate Transportation Planner
DATE: April 10, 2025
RE: Discussion on Project Prioritization Process for Vision 2055

The Oshkosh Vision 2055 Metropolitan Transportation Plan (MTP) is required to include a project prioritization process. ECWRPC staff have been working on developing criteria that meet the applicable requirements. The criteria, laid out below, incorporate the Northeast Region Travel Demand Model (NERTDM) congestion deficiency network and the Comprehensive Safety Action Plan (CSAP) as well as several other data-driven metrics. The prioritization criteria were designed to connect with the goals of the MTP and incorporate federal performance measures (or proxies for performance measures that are summed totals to allow for evaluation of individual projects). This ensures that prioritized projects can demonstrate how they are advancing particular performance measure targets, a federal requirement in the Transportation Improvement Program.

East Central staff used the following process for MTP project prioritization:

1. Local officials submit projects through the ArcGIS portal.
2. Projects were assessed on the data-driven deficiency analysis via automatic calculation.
3. ECWRPC review committee scored the narrative portions of the project applications
4. A separate ECWRPC staff member reviewed the committee's score.
5. Results were sent to submitting municipality/community.
6. Projects were ranked by score, then presented and discussed with the Metropolitan Planning Organization TAC, and listed in the Metropolitan Transportation Plan.

Using the process above, the ECWRPC staff met to review and rank projects submitted to the online survey. The projects are currently being evaluated and will be discussed at the meeting.

It is important to note that the ranking of projects does not impact a project's eligibility to be placed into the Transportation Improvement Program. The ranking process helps ECWRPC staff to understand how each project impacts the goals of the MTP and advances the federal performance measures.

Staff Recommendation: This is an informational memo, with no action required by the TAC. However, discussion and questions are encouraged.

TO: Oshkosh MPO Technical Advisory Committee
FROM: Chris Colla and Kate Blackburn, Associate Transportation Planners
DATE: April 10, 2025
RE: Presentation and Discussion on Scoring Criteria for MPO Formula Funding Programs

The Federal Highway Administration distributes formula funding to State Departments of Transportation and Metropolitan Planning Organizations for improvement projects. Formula funding is apportioned based on law; solicitations for projects applying for MPO formula funding programs typically open every two years. The Oshkosh MPO is responsible for selecting the projects to be funded through these certain formula funding programs for communities within the urban areas of the Oshkosh MPO.

The Oshkosh MPO currently awards funding for two formula-funding programs. Allocations and important dates are listed in the table below. Note that these funding allocations are estimates based on previous cycles; current legislation, and anticipated projections, and may change.

- The Surface Transportation Block Grant-Urban (STBG-Urban) provides funding for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.
- The Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions.

The scoring criteria for each program are attached. Each program's set of scoring criteria is composed of several different categories; each category has specific sub-criteria on which projects will be evaluated. The categories are weighted based on their content and applicability to the goals of the funding program.

The criteria are designed to be data-driven and match the MTP's project prioritization criteria as much as possible. Sub-criteria listed in **red** are directly sourced from the MTP prioritization criteria. The other sub-criteria are designed to meet the intentions of the funding program.

The scoring criteria for each of these programs must be adopted into the Transportation Improvement Program prior to project evaluation and funding distribution. East Central staff anticipate adopting the criteria and amending them into the TIP at the June 12th TAC and Policy Board meetings.

Contact Kate Blackburn, Associate Transportation Planner, at kblackburn@ecwrpc.org or at 920.751.4770 with any questions.

Staff Recommendation: This memo is informational; TAC discussion, feedback, and questions are encouraged.

STBG Scoring Criteria

STBG project applications are subject to meeting the following qualifications:

- Applicant must contact East Central (ccolla@ecwrpc.org or kbiedermann@ecwrpc.org) for preliminary guidance before applying. East Central is open and willing to help with the application process.
- Project must meet the requirements outlined in the MPO's Complete Streets Policy
- Project must be submitted through the MTP online survey (in addition to applying for the funding program)

Categories

| | |
|------------------------------|-----|
| Existing Condition | 25% |
| Safety | 20% |
| Cost-Benefit Analysis | 20% |
| Connectivity | 10% |
| Multimodal | 10% |
| Livability | 10% |
| Public Support | 5% |

Note: Points detailed as a range (1-5) are narrative driven and will be determined by the reviewer(s), points as a set value (5) are data-driven and will be calculated automatically. The listed set value is the maximum possible points.

All sub-criteria in red are sourced directly from the MTP project prioritization process.

Existing Condition (25%)

| Sub Criteria | Assessment Scoring | | Guidelines |
|--|--------------------|--|---|
| | Points | Description / Metric | |
| PASER Rating | 1-10 | Inverse of the current PASER rating Can also be represented as $(11 - x)$ where x = current PASER score | Example: A current PASER rating of 3 will result in a score of 8 ($11-3=8$) If multiple segments, worst PASER will be used |
| Future Year (2055) Level of Service | 10 | LOS F | If project contains multiple segments with different LOS, worst LOS will be used |
| | 7 | LOS E | |
| | 4 | LOS D | |
| Percent Change in Congestion | 10 | >7.82% | Percent change in volume/capacity of the roadway from 2022 – 2055 Equal quantiles for all roads with positive % change |
| | 7 | 3.91% - 7.82% | |
| | 4 | 0.00% - 3.91% | |
| | 0 | <0% | |
| Functional Class | 5 | Arterial | Projects in larger functional classes gain priority |
| | 3 | Collector | |
| System Efficiency & Traffic Improvements | 1-5 | Application narrative describes traffic improvements | Score based on CMP TSMO strategies: Best: Demand Management, ITS, No Capacity Added Worst: Adds Capacity |

Safety (20%)

| Sub Criteria | Assessment Scoring | | Guidelines |
|--------------------------|--------------------|---|---|
| | Points | Description / Metric | |
| CSAP High-Injury Network | 10 | Project is on the CSAP High-Injury Network | Yes / No |
| Crash Severity | 10 | Fatalities (>300) | Numbers are specific to the thresholds for each category |
| | 7 | Results in injuries (150-299) | |
| | 4 | Non-injury crashes (1-149) | |
| | 1 | No significant crashes (<0) | |
| Safety Countermeasures | 1-10 | Project includes and explains safety analysis and countermeasures to be implemented | Project must detail the safety countermeasures to be introduced for all modes impacted by the project, expected improved safety outcomes |

Cost/Benefit Analysis (20%)

| Sub Criteria | Assessment Scoring | | Guidelines |
|------------------|--------------------|--|--|
| | Points | Description / Metric | |
| Cost Assessment | 10 | Project uses <50% of total annual MPO allocated funding | Projects requesting fewer Federal funds are awarded more points Cost assessment scale is curved to better benefit lower cost projects |
| | 8 | Project uses 50-70% of total annual MPO allocated funding | |
| | 6 | Project uses 70-85% of total annual MPO allocated funding | |
| | 4 | Project uses 85-95% of total annual MPO allocated funding | |
| | 2 | Project uses 95-100% of total annual MPO allocated funding | |
| Local Match | 10 | Project is 70-80% Federally funded (20-30% local match) | Projects that do not require significant percentages of local match are prioritized |
| | 7 | Project is 60-70% Federally funded (30-40% local match) | |
| | 4 | Project is 50-60% Federally funded (40-50% local match) | |
| General Benefits | 1-5 | Application narrative | Application illustrates any additional cost/benefit analysis through project planning or implementation |

Multimodal (10%)

| Sub Criteria | Assessment Scoring | | Guidelines |
|--|--------------------|---|---|
| | Points | Description / Metric | |
| Active Transportation: Addition or Improvement | Add - 15 | Project adds infrastructure where there was previously none | Base score on spacing, infrastructure type/safety, potential level of use, other details as explained |
| | Improve - 15 | Project improves existing infrastructure | |
| Location within transit buffer | 10 | 0.25 mi | Projects closer to transit routes will be prioritized as they improve connectivity to the route – use closest extent of project |
| | 7 | 0.50 mi | |
| | 4 | 0.75 mi | |
| | 1 | 1 mile | |
| | 0 | Not in buffer | |
| Coordination with Transit agency | 1-5 | Project demonstrates coordination with Transit agency | Application shows evidence that project is consistent with plans and mutually beneficial |

Connectivity (10%)

| Sub criteria | Assessment Scoring | | Guidelines |
|------------------------|--------------------|--|--|
| | Points | Description / Metric | |
| Community Connectivity | 1-10 | Narrative describes how the project furthers connectivity for any surrounding land use for the area and region | Consider economic development, housing, land use, any other details provided |
| Access to Housing | 5 | Project occurs in an area of above-average (MPA) housing density | Yes / No |
| Freight Route | 1-5 | Is the project on/impacting a designated freight route? | Yes – 5 points If impacting – up to reviewer No – 1 |
| Evacuation Route | 1-5 | Is the project on/impacting an evacuation route? | Yes – 5 points If impacting – up to reviewer No impacts – 1 |

Livability (10%)

| Sub criteria | Assessment Scoring | | Guidelines |
|--|--------------------|--|--|
| | Points | Description / Metric | |
| Regional 65 th Percentile Livability Analysis | 10 | Project occurs at least partially within an identified tract | Tracts will be identified according a regional index with multiple factors assessing quality of life. A tract will be identified as disadvantaged for livability if it exceeds the 65 th percentile threshold for the region. |
| | 1 | Project does not occur within an identified tract | |

Public Support (5%)

| Sub Criteria | Assessment Scoring | | Guidelines |
|----------------------------------|--------------------|---|--|
| | Points | Description / Metric | |
| Letters of public support | 1-5 | Narrative review | All involved municipalities are informed and onboard with the project, cooperation is evident. This includes transit agencies if applicable. |
| Evidence of community engagement | 1-5 | Narrative review | Narrative includes clear, concise documentation of community engagement; community support for project is evident |
| Alignment with other plans | 5 | Projects furthers 3+ other plans | Other plans include a local Bicycle & Pedestrian Plan, Complete Streets Plan, Comp. Plan, Parks or Recreation Plan, etc. Plan(s) must be listed in application |
| | 3 | Project furthers 1-2 other plans | |
| | 1 | Project does not apply to any other plans | |

Carbon Reduction Program Scoring Criteria

CRP project applications are subject to meeting the following qualifications:

- Applicant must contact East Central (ccolla@ecwrpc.org or kbiedermann@ecwrpc.org) for preliminary guidance before applying. East Central is open and willing to help with the application process.
- Project must meet the requirements outlined in the MPO's Complete Streets Policy
- Project must be submitted through the MTP online survey (in addition to applying for the funding program)

Categories

| | |
|--------------------------------------|------------|
| Carbon Reduction | 30% |
| Connectivity & Employment | 15% |
| Regional Planning Priorities | 15% |
| Cost-Effectiveness | 15% |
| Livability | 15% |
| Community Support | 10% |

Note: Points detailed as a range (1-5) are narrative driven and will be determined by the reviewer(s), points as a set value (5) are data-driven and will be calculated automatically. The listed set value is the maximum possible points.

All sub-criteria in **red** are sourced directly from the MTP project prioritization process.

Carbon Reduction (30%)

| Sub criteria | Assessment Scoring | | Guidelines |
|--|--------------------|--|---|
| | Points | Description / Metric | |
| Active Transportation <u>Or</u> General Management | 1-10 | Project demonstrates significant benefit to active transportation network | Scored on spacing, infrastructure type/safety, potential level of use, improvements to operations, other details as explained |
| | 1-10 | Project demonstrates significant improvement to traffic/road operations | |
| Reduced Road Demand | 1-5 | Narrative review of methods and project's effectiveness in reducing demand | Project will shift demand to non-peak hours or other (non-vehicle) modes, increases vehicle occupancy rate, reduces VMT, or otherwise reduces demand in line with CMP TSMO strategies. Active transportation projects are eligible in this category. |
| Network Cohesion | 1-5 | Narrative details multimodal connectivity and benefits to other modes | Project fills gaps/connects the existing transportation network, forms a principal spine, serves as a backbone for active transportation, or connects to another mode |
| Carbon Reduction Data | 1-5 | Narrative review | Project includes evidence and/or data on how the project will reduce carbon, emissions, etc. |

Connectivity & Employment (15%)

| Sub criteria | Assessment Scoring | | Guidelines |
|---|--------------------|--|---|
| | Points | Description / Metric | |
| Access to Community Facilities & Services | 10 | >200 facilities | GIS score |
| | 7 | Between 100 – 200 facilities | |
| | 4 | Between 50 – 100 facilities | |
| | 0 | 0 – 50 facilities | |
| Economic Benefits | 1-5 | Project will facilitate economic development | Narrative details how project will improve economic development, help freight routes, commerce corridors or a destination that helps retail, or other narrative details |
| Access to Housing | 5 | Project occurs in an area with above average housing density | Yes / No |
| Land Use Connectivity | 1-5 | Application clearly describes connections to existing land uses and resulting positive impacts from project implementation | Projects that improve transportation options in cohesion with the existing land uses gain priority. |

Regional Planning Priorities (15%)

| Sub criteria | Assessment Scoring | | Guidelines |
|----------------------------|--------------------|---|--|
| | Points | Description / Metric | |
| Alignment with other plans | 5 | Projects furthers 3+ other plans | Other plans include a local Bicycle & Pedestrian Plan, Complete Streets Plan, Comp. Plan, Parks or Recreation Plan, etc. |
| | 3 | Project furthers 1-2 other plans | |
| | 1 | Project does not apply to any other plans | |
| Project Integration | 1-5 | Cohesiveness with other ongoing, recent, or planned future improvement projects | Narrative details how the project integrates well into other ongoing, recent, or planned future improvement efforts. |

Cost-Effectiveness (15%)

| Sub criteria | Assessment Scoring | | Guidelines |
|------------------|--------------------|---|---|
| | Points | Description / Metric | |
| Cost Assessment | 10 | Project uses <50% of total annual MPO allocated funding | Projects requesting fewer funds from the total Federal allocation amount are awarded more points. Cost assessment scale is curved to better benefit lower cost projects. |
| | 8 | Project uses 50-70% of total annual MPO allocated funding | |
| | 6 | Project uses 70-85% of total annual MPO allocated funding | |
| | 4 | Project uses 85-95% of total annual MPO allocated funding | |
| | 2 | Project uses 95-100% of total annual MPO allocated funding | |
| Local Match | 10 | Project is 70 – 80% Federally funded (20 – 30% local match) | Projects that do not require significant percentages of local match are prioritized. |
| | 7 | Project is 60 – 70% Federally funded (30 – 40% local match) | |
| | 4 | Project is 50 – 60% Federally funded (40 – 50% local match) | |
| General Benefits | 1-5 | Application narrative | Application illustrates any additional cost/benefit analysis through project planning or implementation |

Livability (15%)

| Sub criteria | Assessment Scoring | | Guidelines |
|--|--------------------|--|--|
| | Points | Description / Metric | |
| Regional 65 th Percentile Livability Analysis | 10 | Project occurs at least partially within an identified tract | Tracts will be identified according a regional index with multiple factors assessing quality of life. A tract will be identified as disadvantaged for livability if it exceeds the 65 th percentile threshold for the region. |
| | 1 | Project does not occur within an identified tract | |
| Safety | 1-5 | Narrative review | Project must detail the safety countermeasures to be introduced for all modes impacted by the project, expected improved safety outcomes. |
| General Benefits | 1-5 | Application narrative | Project goes above and beyond, details specific measures to positively impact livability in the project area |

Community Support (10%)

| Sub criteria | Assessment Scoring | | Guidelines |
|----------------------------------|--------------------|---|--|
| | Points | Description / Metric | |
| Letters of Public Support | 1-5 | Narrative review | All involved municipalities are informed and onboard with the project, cooperation is evident. This includes transit agencies if applicable. |
| Evidence of Community Engagement | 1-5 | Narrative review | Narrative includes clear, concise documentation of community engagement; community support for project is evident |
| Project Tracking | 1-5 | Project includes a way to track progress, impact, and success | Tracking progress helps improve future projects. |

TO: Oshkosh MPO Technical Advisory Committee
FROM: Kate Blackburn and Brice Richardson, Associate Transportation Planners
DATE: April 10, 2025
RE: Updates and Discussion on the Infill Study for the Oshkosh Metropolitan Planning Organization

East Central Staff are beginning work on an Infill Study for the Oshkosh MPO planning area and surrounding communities. Stakeholder and partner organization conversations have led the direction for this project, with the goal of the study to identify vacant and underutilized parcels that would be optimal for infill development. The methodology for the study was based on similar studies conducted in the Fond du Lac, Wausau, and Madison MPOs, but tailored to meet the needs of each specific MPO within the East Central region.

The statewide parcel layer, sourced from the State Cartographer's Office, serves as the main input layer that is carried throughout the course of the analysis. Parcels were paired down in the data cleaning process and through the application of several criteria, resulting in a set of relevant parcels to be used in analysis. The criteria will be presented in greater detail through the Infill Study Story Map. The major components of the study include a level of utilization field, which was calculated by taking improvement value divided by land value, and a walkability field, which is an index that incorporates distances to various community facilities. These two components were combined into a final composite score, and mapped by percentile. More specific information on methodology and the contents of the walkability index will be presented through the Infill Study Story Map.

The intention of this study is to be an informational tool that can be used when considering locations to pursue for infill. Important to note is that the Infill Study is not exhaustive in nature; it does not consider information regarding current occupants, municipal priorities, land use restrictions, or other potential opportunities/ challenges that lie outside of the scope of the project. Therefore, it is crucial that this study only be used as one component of a broader process of selecting infill locations, and that it is used solely for the particular components that the study directly addresses. Below is the link to the completed Fond du Lac MPO study as an example of what to expect:

<https://storymaps.arcgis.com/stories/4b6fd40388d64013a38363ebf0364018>

Note that this study will differ to a degree from the Fond du Lac MPO study. Some differences between the Oshkosh and Fond du Lac studies that have resulted from initial conversations is the inclusion of lot size categories and a site readiness rating which will consider factors that developers look for such as current zoning, utilities, incentivized districts, brownfield and remediation areas.

Staff Recommendation: No action is required by TAC at this time.

TO: Oshkosh Technical Advisory Committee
FROM: Kim Biedermann, Principal Transportation Planner and Casey Peters, GIS Analyst I
DATE: April 10, 2025
RE: Discussion on the Functional Classification Network for the Oshkosh Metropolitan Planning Organization

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.

After review of the MPO-Current functional classification for the Oshkosh MPO, WisDOT has made the following recommendation for changes:

- Downgrade **CTH E** from Minor Arterial to Collector – From Horseshoe Rd to Clairville Rd
- Downgrade **STH 44** from Principal Arterial to Minor Arterial – From Clay Rd to STH 91
- Downgrade **Leonard Point Rd** from Minor Arterial to Collector – From Scarlet Oak Trl to STH 21
- Upgrade **Westhaven Dr** from Collector to Minor Arterial – From STH 21 to 9th Ave

These recommended changes from WisDOT have been discussed with the respective jurisdictions, and all of the above changes were agreed upon. Additionally, ECWRPC staff adjusted **Reighmoor Rd** from Rural Collector to Urban Collector from Leonard Point Rd to STH 21, as it now falls within the approved Urban Area Boundary.

The changes listed above are reflected in the MPO-Updates column of the table:

| Classification | Urban Guidance | MPO-Current | MPO-Updates |
|---|----------------|-------------|-------------|
| Principal Arterial - Interstates | 1% - 3% | 2.9% | 2.9% |
| Principal Arterial | 4% - 11% | 8.9% | 8.8% |
| Minor Arterial | 7% - 14% | 11.6% | 11.5% |
| Collector/Major Collector | 3% - 16% | 14.9% | 15.3% |
| Local | 62% - 74% | 61.6%* | 61.5% |

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> . Please note that this dashboard does not include the proposed changes.

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

The updated Functional Classification Network has been presented to and discussed by the TAC members at the February and March meetings. Once the TAC and Policy Board approve the Functional Classification Network, a final map will be provided to WisDOT and Federal Highway for final review and approval.

Staff Recommendation: Staff recommends discussion and confirmation of the Functional Class Network. This will be brought to the next meeting for an approval.