

Transportation Improvement Program for the Oshkosh MPO 2025-2028

Approved Month Day, Year

Prepared by the

East Central Wisconsin Regional Planning Commission

The East Central Wisconsin Regional Planning Commission's CY 2025 planning program is supported by federal assistance. Specific funding for this report was provided by the Federal Highway Administration, Federal Transit Administration, the Wisconsin Department of Transportation, the Economic Development Administration, the Wisconsin Department of Administration and the Wisconsin Department of Natural Resources. The contents of this document do not necessarily reflect the official views and policies of the U.S. Department of Transportation, Federal Highway Administration.

ABSTRACT

TITLE: Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization 2025-2028

AUTHOR: East Central Transportation Staff

SUBJECT: A five-year transportation improvement program of operating and capital projects.

DATE: Approved **Month Day, Year**

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

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The *Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2025-2028 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for the STBG-Urban Projects from 2025 through 2028; for transit assistance programs, 2025 through 2028.

✓	Pages:	Necessary TIP Development Content (23 CFR 450.326)
		450.326(a) – TIP covers a period of no less than four years.
		450.326(b) – TIP development process conducted consistent with adopted MPO Public Participation Plan and includes: <ul style="list-style-type: none"> ▪ Visualization techniques; electronically accessible format ▪ Consultation with state/local agencies and official responsible for planned growth, economic development, environmental protection, airport operations, public transit, freight movements ▪ Outreach to low income and minority populations; results of TIP environmental justice analysis ▪ Results of TIP environmental justice analysis
		450.326(c),(d) – TIP shall address performance management and includes: <ul style="list-style-type: none"> ▪ The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established. ▪ The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.
		450.326(e) – TIP includes all capital and non-capital U.S. C. Title 23 and 49 funded projects (and project phases) scheduled for implementation within the MPOs’ boundaries.
		450.326(f) – TIP includes all regionally significant projects requiring an action by FHWA/FTA irrespective of funding (federal or non-federal) source.
		450.326(g) – TIP project listing includes: <ul style="list-style-type: none"> ▪ Project ID (PID) ▪ Project description/work type ▪ Project phase ▪ Project sponsor ▪ Project location/length ▪ Funding by phase/fiscal year/future estimated project cost
		450.326(i) – TIP and metropolitan transportation plan consistency
		450.326(j), (k), (l), (m) – Fiscal constraint analysis/documentation to include: <ul style="list-style-type: none"> ▪ MPO suballocated funds fiscal constraint analysis ▪ Narrative statement confirming that the WisDOT STIP addresses the fiscal constraint for projects included in the TIP, financed with WisDOT controlled funding sources ▪ TIP fiscal constraint analysis coordinated between WisDOT and the MPO ▪ System-level estimates of costs and revenues sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation.
		450.326(n) – TIP to address: <ul style="list-style-type: none"> ▪ Criteria and process for prioritizing implementation of MTP elements for inclusion in the TIP; any change in priorities from previous TIP ▪ Identification of major projects implemented from previous TIP and any significant delays to prior TIP projects.
		The TIP Should include the following resolutions of approval from the MPO Policy Board: <ul style="list-style-type: none"> ▪ Self-certification resolution ▪ Resolution of TIP approval

Table of Contents

INTRODUCTION	6
Urban Area	6
Certifications	8
Federal Planning Requirements	12
MPO Resolution of Adoption	13
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROCESS	16
Financial Constraint	16
Relation to Metropolitan Transportation Plan	16
Project Solicitation and Public Involvement	16
Project Review for Eligibility	17
TIP Amendments	17
PERFORMANCE MEASURES AND TARGETS	20
Background.....	20
Performance Based Planning.....	21
PM1: Highway Safety Performance Measure	21
PM2: Infrastructure (Pavement and Bridge) Performance Management Measure.....	22
PM3: System Performance (NHS, Freight, CMAQ) Performance Management Measure.....	24
Transit Asset Management (TAM).....	26
Public Transit Agency Safety Plan (PTASP)	27
PROJECT SELECTION.....	30
Surface Transportation Block Grant – Urban (STBG-Urban).....	30
Project Selection Process	30
Project Ranking Criteria	30
Projects Recommended for Funding	37
Carbon Reduction Program.....	38
Project Selection Process	38
Project Ranking Criteria	38
Projects Recommended for Funding	41
Transit Operating and Capital Assistance	41
Projects Recommended for Funding	42
TITLE VI AND ENVIRONMENTAL JUSTICE	47
Identifying Historically Disadvantaged Populations	48
GIS Analysis	49
PUBLIC INVOLVEMENT	52
Public Engagement Resources	52
Title VI and LEP Program	53
Public Participation Plan	54
Equitable Engagement Toolkit and Guidebook.....	55
FINANCIAL PLAN.....	57
Federal Funding Programs.....	57
Flexibility of Funding Sources	57
Program Summaries	58
Non-Federal Funding Sources	61
Operations and Maintenance	61
Local Financial Analysis.....	62
State and Federal Financial Analysis	63

Transit Financial Analysis	64
Fiscal Constraint of TIP	67
Illustrative Projects	67
PREVIOUS TIP ACCOMPLISHMENTS.....	69
TIP PROJECT LISTING	71

TABLES

Table 1: Oshkosh MPO Compliance Certification.....	9
Table 2: PM1 Targets.....	22
Table 3: Safety Related Projects	22
Table 4: PM2 Interstate Targets.....	23
Table 5: PM2 Bridge Targets	23
Table 6: Interstate and Bridge Projects	23
Table 7: PM3 Targets.....	24
Table 8: NHS and Interstate Projects	25
Table 9: TAM Targets	26
Table 10: Asset Goals and Conditions	26
Table 11: Condition Rating Scale	27
Table 12: 2025 Transit Projects	42
Table 13: Oshkosh MPO Demographics	48
Table 14: Total Local Expenditures and Projected Local Revenue.....	63
Table 15: Previous TIP Projects.....	69
Table 16: Non-Transit TIP Projects.....	70
Table 17: Transit TIP Projects.....	72
Table 18: Paratransit TIP Projects.....	73

APPENDICES

Appendix A: TIP Amendment Process
Appendix B: Performance Measure Charts
Appendix C: PTASP Targets
Appendix D: GIS Analysis Maps
Appendix E: Public Engagement Publication
Appendix F: Historic Expenditures for Oshkosh MPO Municipalities
Appendix G: Financial Capacity Analysis
Appendix H: Fiscal Constraint Table
Appendix I: Illustrative Projects
Appendix J: Meeting Minutes



INTRODUCTION

INTRODUCTION

The *Transportation Improvement Program* (TIP) is an annually prepared program of transportation projects that are intended to address the needs and maintenance of the transportation network in the region. The TIP reflects the investment and project priorities established in the current Metropolitan Transportation Plan (MTP) and covers a period of at least four years.

The TIP utilizes a performance-based planning and programming (PBPP) approach. PBPP is a data-driven process that helps to identify strategies and investment opportunities that advance the transportation system and aid in the efficient movement of commerce and individuals in the region. PBPP is meant to be a comprehensive planning process that connects performance measures to goals and objectives of the region.

The TIP utilizes federal and state funding to assist in the implementation of scheduled projects. This document includes cost, phase, and schedule information for transportation projects within the MPO's Planning Area. It has been developed by the East Central Wisconsin Regional Planning Commission (ECWRPC) as the designated Metropolitan Planning Organization (MPO). The MPO works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for preparing a State Transportation Improvement Program (STIP) programming federally-assisted transportation projects statewide.

The federal funding assistance to be programmed is provided by the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA), which carries forward many of the programs found in its preceding infrastructure bill, the Fixing America's Surface Transportation Act (FAST Act). BIL is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central Staff has worked with the WisDOT Northeast Region office, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement plans and budgets for the four-year period from 2025-2028. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the planning area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

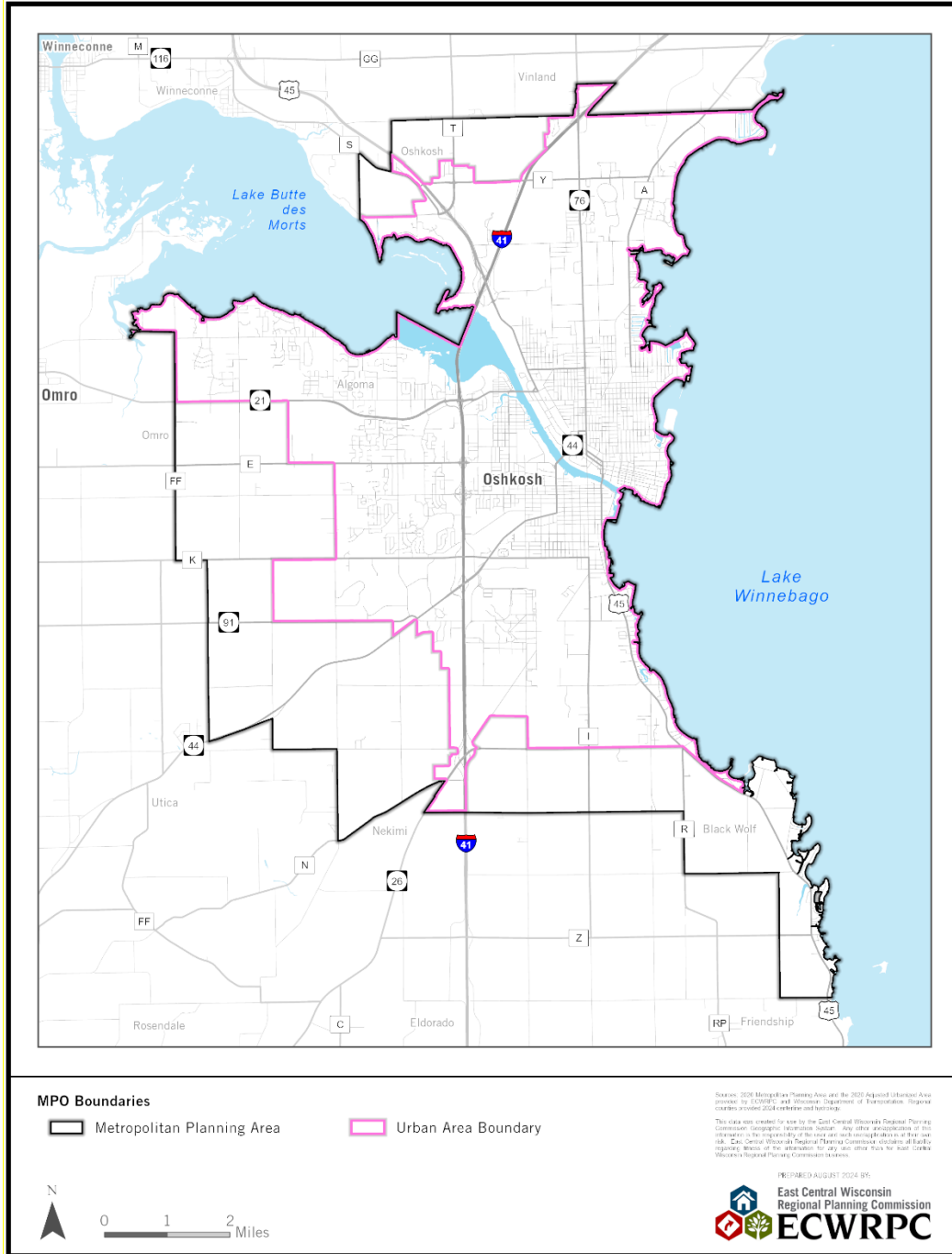
Urban Area

Following the 2020 decennial census, the U.S. Census Bureau redefined the criteria for what constitutes Urban and Rural areas. Previously, Urbanized Areas were defined as regions with populations of 50,000 or more, while Urban Clusters were areas with populations between 2,500 and 50,000.

Under the new criteria, an area can now qualify as urban in two ways: by having a population of at least 5,000 people or by containing at least 2,000 housing units. The inclusion of housing units as a criterion allows densely developed second-home and seasonal communities to qualify

as urban. Additionally, areas with higher populations relative to the number of housing units can still qualify based on population alone.

The current Urban Boundary and the MPO’s designated Planning Area, based on the 2020 census, are shown below.



Certifications

In accordance with 23 CFR 450.336(a) East Central Wisconsin Regional Planning Commission hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

MPO certifies that the TIP contains only projects that are consistent with the metropolitan transportation plan for the Oshkosh Metropolitan Planning Areas.

In addition, the MPO's public participation and certification process satisfies the Oshkosh Area Transit public participation requirements for the programming of projects.

OSHKOSH MPO SELF-CERTIFICATION DOCUMENTATION

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

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

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

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

Oshkosh MPO Compliance: The MPO complies with this requirement because it currently has an approved TIP, Long-Range Transportation Land Use Plan, Bicycle and Pedestrian Plan, a Unified Planning Work Program and a Public Participation Plan. The MPO is currently in the process of updating the Metropolitan Transportation Plan (MTP) and will be using a data driven process to identify deficiencies in the network. The public engagement process for the MTP update has begun at the time of this TIP update and will help to gather input that will contribute toward project selection. The MPO also has all of its required agreements, approved boundaries, and listings of obligated projects.

Table 1: Oshkosh MPO Compliance Certification

Metropolitan Transportation Plan	Oshkosh Metropolitan Planning Organization (MPO) 2050 Long Range Land Use Transportation Plan, adopted October 30, 2020
	Oshkosh Metropolitan Planning Organization 2050 Metropolitan Transportation Plan (Anticipated approval October 2025)
Transportation Improvement Program	Oshkosh Metropolitan Planning Area 2024 Transportation Improvement Program - Approved October 27, 2023

	Oshkosh Metropolitan Planning Area Transportation Improvement Program – 2025-2028 (Anticipated approval October 2024)
Unified Planning Work Program	2024 Planning Work Program for the Appleton (Fox Cities)/Oshkosh Metropolitan Planning Organization— Approved October 27, 2023 Anticipated Approval of the 2025 Unified Planning Work Program – October 6, 2024
Public Participation Plan	Public Participation Plan Oshkosh Metropolitan Planning Organization Adopted October 27, 2023
MPO Cooperative Agreement	Executed November 14, 2017 https://www.ecwrpc.org/wp-content/uploads/2017/01/CooperativeAgreementGOTransit.pdf
Metropolitan Planning Area Boundary	Approved by MPO & WisDOT
Annual Listing of Obligated Projects	2023 annual listing posted on website https://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/obligated-projects/
Title VI & LEP Plan	Adopted – October 27, 2023
Performance Resolutions	All resolutions are current; various dates.

(2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S. C. 7504, 7506 (c) and (d)) and 40 CFR Part 93. State and local transportation officials take part in 3C planning process to determine which planning elements will be implemented to improve air quality.

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

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

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

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

Oshkosh MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was

approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2023.

(5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

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

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

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

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

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

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.

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

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

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

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

Oshkosh MPO Compliance: The MPO complies with this requirement though the policies identified in the Title VI and Non-Discrimination Program/Limited English Proficiency Plan was

approved by the East Central Wisconsin Regional Planning Commission Board on October 27, 2023.

Federal Planning Requirements

The Bipartisan Infrastructure Law (BIL) was signed into law on November 15, 2021 and supersedes the Fixing America's Surface Transportation (FAST) Act. The BIL, FAST Act, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. BIL planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multimodal perspective, as previously emphasized under MAP-21, TEA-21, SAFETEA-LU, and FAST Act.

High Points of BIL Highway Provisions:

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

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, MAP-21, FAST Act, and BIL have reconfirmed the role of a cooperative planning institution, the Metropolitan Planning Organization, to guarantee that all aspects of the urbanized area will be represented in the plan's development and that planning will be conducted on a continuing basis. As the designated MPO for the Oshkosh urbanized area, the East Central Wisconsin Regional Planning Commission is responsible for carrying out these transportation planning responsibilities.

The Oshkosh urbanized area is located entirely within Winnebago County and includes all of the City of Oshkosh, large portions of the towns of Algoma and Oshkosh and small portions of the towns of Nekimi and Black Wolf. The 2010 U.S. Census Bureau figures show the urbanized area population is 74,495. Following the 2020 U.S. Census Bureau, the Oshkosh urban population climbed to 77,458. Further, the metropolitan planning area (MPA) which encompasses the projected areas of growth in following years has a population of 79,335.

MPO Resolution of Adoption

RESOLUTION **xx-24**

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

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

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

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

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

WHEREAS, the Commission affirms the validity of the transportation plan for the Metropolitan Planning Area boundary, and;

WHEREAS, MPO staff has worked with principal elected officials of general purpose local governments, their designated staffs, and private providers to solicit their input into this TIP, and;

WHEREAS, in accordance with the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA), coordination has occurred between the MPO, the state and transit operators in programming multimodal projects, and;

WHEREAS, all required public participation procedures have been followed;

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

Section 1: That the Commission, as the designated MPO, adopts the Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization – 2025-2028.

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

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

Section 4: That the Commission certifies that the TIP contains only projects that are consistent with the transportation plans for the planning area and recommends that this document be submitted to the appropriate federal and state agencies for approval.

Effective Date: October 6, 2024

Prepared By: Oshkosh Technical Advisory Committee

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

Oshkosh Policy Board Chair

Attest: Melissa Kraemer-Badtke—ECWRPC Executive Director

Date Approved



TRANSPORTATION IMPROVEMENT PROGRAM PROCESS

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROCESS

One of the objectives of BIL/IIJA is to forge a stronger link between plan preparation and plan implementation. It seeks to accomplish this, in part, by broadening public involvement and elevating the importance and authority of the MPO in the TIP prioritization process.

The TIP is a staged multi-year program of capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects listed outside of the four-year horizon are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to proceed with projects not scheduled in the first year of the TIP, the MPO agrees that projects from the second, third or fourth year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

Financial Constraint

At the beginning of each yearly TIP update, WisDOT develops a list of estimated funding resources for the MPOs of anticipated federal and state funding for highway and transit projects. Each TIP demonstrates fiscal constraint by showing financial data comparing costs with expected funding. The MPO, WisDOT, local units of government and transit operators develop estimates of funds reasonably expected to be available to support TIP implementation.

Relation to Metropolitan Transportation Plan

It is federally required that regionally significant projects be drawn from the region's Metropolitan Transportation Plan (MTP), and all projects in the TIP must work toward implementing the goals of the MTP. The MTP is intended to direct transportation and land-use development and policy decision making over the require 20-year horizon. Included in the plan is lists of projects, policies, strategies, and actions to assist in achieving in the region's goals.

Local communities, counties, and municipalities shall identify and advance projects anticipated to be needed in the next 5-15 years for listing in the MTP. The MTP will then prioritize the included projects, identify funding, and schedule prioritized projects into the TIP for implementation. The projects selected for funding in the TIP should further the goals and objectives identified in the MTP. Both the MTP and TIP must demonstrate fiscal constraint and comply with the PPP.

Project Solicitation and Public Involvement

Annually, each transit operator, local municipality, or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided to local units of government and transit agencies requesting candidate projects to be identified in June of each Fiscal Year.

In early September, a legal notice is published in the daily paper identifying a review and comment period open to the public for 30 days.

Once the project lists are developed by the counties and agencies, and the public has reviewed and submitted comments, the project list is reviewed by the Technical Advisory Committee (TAC) to ensure that the highest priority needs within the region are being addressed and that projects are consistent with regional goals. The TAC then makes recommendations for approval by the MPO Policy Board. The TIP is approved annually in October. Amendments to the TIP may occur throughout the year and will be considered by the Policy Board.

Project Review for Eligibility

Projects submitted must be included in a locally adopted Capital Improvements Program and are reviewed for consistency with transportation plan recommendations (MTPs), availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded highway, transit, and other projects must be included in the TIP to compete for the receipt of federal funding assistance.

Regionally significant projects scheduled for implementation with state and local funds must also be included for informational and coordination purposes; except that all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source. Regionally significant projects means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

TIP Amendments

After the TIP is adopted and approved, monthly changes to update it may occur. Updates are referred to as either Major/Minor Amendments or Modifications and are categorized based on the extent of the change/update.

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

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects,

including transit operating assistance, that are included in an approved TIP and STIP. The City of Oshkosh, GO Transit, and WisDOT rely on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307 and 5309 programs.



**PERFORMANCE
MEASURES AND TARGETS**

PERFORMANCE MEASURES AND TARGETS

Background

As part of the latest federal transportation bill, it is a requirement to incorporate performance-based planning and programming into the development of the MPO's MTP and TIP. The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Bipartisan Infrastructure Law (BIL). 23 USC 150: National performance measure goals are:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System.
- System Reliability - To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices. More information on the national performance measure goals can be viewed at the Federal Highway Administration website link – <https://www.fhwa.dot.gov/tpm/about/goals.cfm>

As the designated MPO for the Oshkosh metropolitan area, East Central tracks performance measures over time to ensure adequate performance of the overall transportation system and comply with federal regulations. Performance measures are defined by FHWA. Baseline and target values are updated by WisDOT every 1-2 years. The MPO Policy Board has historically adopted these state targets.

All projects programmed into the TIP are aligned with the adopted performance measures and aim to advance progress toward these targets. Each section below outlines the specific performance measures and their respective targets. To illustrate progress, each section includes a table detailing the total number of projects, their scope (in terms of length or quantity), and the total funding allocated. The financial investment in these projects underscores the region's commitment to achieving its performance measure targets.

Performance Based Planning

Performance based planning and programming (PBPP) is a performance management approach that is used in transportation agencies to achieve desired performance outcomes for the multimodal transportation system. Performance management in this context is the strategic use of performance data to support project selection decisions that help to achieve desired performance outcomes. It is credited with improving project and program delivery, informing investment decision-making, and providing greater transparency and accountability to the public. PBPP is a requirement under current, and past, transportation and infrastructure laws. PBPP attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals.

In 2016, the FHWA established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The following sections address the MPO's adopted performance targets and the anticipated affects to the transportation system.

ECWRPC is currently refining its performance measure criteria and procedures. Enhanced and more robust measurement procedures will be implemented in upcoming TIPs.

Appendix B shows charts of statewide performance targets in comparison to actual state baseline values. The charts in Appendix B are visual representations of the information provided in the following section tables.

PM1: Highway Safety Performance Measure

Pursuant to 23 CFR 490.209, state DOTs and MPOs are required to establish targets annually based on five-year rolling averages of the following categories:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

East Central Wisconsin Regional Planning Commission has agreed to adopt the targets established by WisDOT and was approved by formal resolution on January 24, 2024. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of WisDOT's HSIP targets.

The performance measures established by WisDOT and adopted by ECWRPC for 2025 are shown in Table 2 for reference.

Table 2: PM1 Targets

Performance Measure	Regional Baseline (2018-2022)	Regional Target 2024
Number of Fatalities	600.8	588.8
Rate of Fatalities per 100 mil VMT	0.934	0.915
Number of Serious Injuries	3095.6	3033.7
Rate of Serious Injuries per 100 mil VMT	4.822	4.726
Number of Non-Motorized Fatalities and Serious Injuries	379.4	371.8

Table 3 below shows the total projects and amounts of money that is being invested to improve the safety of the MPO’s transportation system.

Table 3: Safety Related Projects

Funding Source	Count of Projects	Total Length	Total Cost
NHPP	8	40.33 miles	\$31,770,000
HSIP	4	21.77 miles	\$4,087,000
TAP/TA Set-aside	1	0.00 miles	\$860,000
STBG	8	21.96 miles	\$31,164,000
NEVI	1	0.00 miles	\$15,000

A total of 84 miles, with \$67,896,000 invested across these miles, are advancing safety within the MPO. The specific projects contributing to this performance measure are as follows:

- Bowen Street – From Otter Avenue to East Parkway Avenue
- Leonard Point Road – From Highland Shore Lane to State Highway 21
- Jackson Street – From Marion Road to High Avenue
- Oregon Street – From 8th Avenue to 6th Avenue
- US Highway 45 – From Fond du Lac County to City of Oshkosh
- State Highway 91 – From West County Line to State Highway 44
- State Highway 21 – From County Trunk Highway FF to Reighmoor Road Intersection
- State Highway 21 – At Sand Pit Road Intersection

PM2: Infrastructure (Pavement and Bridge) Performance Management Measure Rule

Pursuant to 23 CFR Part 490, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS). The Oshkosh MPO has agreed to adopt the PM1 and PM2 targets established by WisDOT and was approved by formal resolution on April 28, 2023.

The 2023 and 2025 NHS pavement condition targets are identified in Table 4 below.

Table 4: PM2 Interstate Targets

Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
Interstate – Percentage pavements in “Good” condition	65.9%	>60.0%	>60.0%
Interstate – Percentage pavements in “Poor” condition	0.30%	<4.0%	<4.0%
Non-Interstate NHS – Percentage pavements in “Good” condition	36.3%	>30.0%	>30.0%
Non-Interstate NHS – Percentage pavements in “Poor” condition	4.2%	<10.0%	<10.0%

The 2025 and 2028 NHS bridge condition targets are identified in Table 5 below.

Table 5: PM2 Bridge Targets

Measure	Baseline	2-Year Target (2023)	4-Year Target (2025)
Percentage of NHS bridges by deck area in “Good” condition	51.3%	>49.0%	>48.0%
Percentage of NHS bridges by deck area in “Poor” condition	2.60%	<10.0%	<3.0%

Table 6 below shows the total projects and amounts of money that is being invested to maintain and improve pavement and bridge conditions in the MPO region during the TIP period.

Table 6: Interstate and Bridge Projects

Pavement Projects	Number of Projects	Lane Miles	Total Project Costs (Millions)
Interstate	1	9.33	\$6,678,000
Non-Interstate	7	26.45	\$30,454,000
Bridge Projects	Number of Projects	Number of Bridges	Total Project Costs (Millions)
NHS	8	64	\$40,863,000

A total of 35.78 miles and 64 bridges, with \$77,995,000 invested across these miles and bridges, contribute toward meeting the PM2 performance targets.

The following TIP projects contribute toward meeting the PM2 pavement performance measure:

- Interstate 41 – From State Highway 26 to County Trunk Highway Y
- State Highway 21 – From State Highway 116 to Leonard Point Road
- State Highway 21 – At Sand Pit Road Intersection
- State Highway 21 – From Leonard Point Road to Washburn Street

- Leonard Point Road – From Highland Shore Lane to State Highway 21
- US Highway 45 – From Interstate 41 to US Highway 10
- Jackson Street – From Marion Road to High Avenue
- State Highway 76 – From Murdock Avenue to Interstate Highway 41

The following TIP projects contribute toward meeting the PM2 bridge performance measure:

- US Highway 45 – From Fond du Lac County to City of Oshkosh
- US Highway 45/Main Street
- State Highway 91 – From West County Line to State Highway 44
- State Highway 44 – Fox River Bridge
- State Highway 21 – From State Highway 116 to Washburn Street
- State Highway 21 – From Leonard Point Road to Washburn Street
- US Highway 45 – From I 41 to US Highway 10
- Interstate 41 – From State Highway 26 to County Trunk Highway Y

Comments for FHWA on the PM2 Rule Calculations

WisDOT would like to provide the following comments about the calculations for the pavement condition performance measure:

The FHWA pavement rating metrics of “good”, “fair”, and “poor” allow national comparisons of NHS condition, using data all states can reasonably collect. While WisDOT understands the utility, a simplified measure provides for broad national comparisons, the department cautions that these newly created measures provide only a rudimentary assessment that does not precisely correlate with the more comprehensive condition assessment measure used by the department for establishing condition of state highways. WisDOT uses the Pavement Condition Index (PCI) method to assess state highway conditions. PCI is an American Society of Testing and Materials standard (ASTM D6433-11) that has been widely accepted and used by transportation agencies since its development in the 1970s. PCI is a comprehensive pavement condition measure that involves the identification and measurement of unique distress types for developing accurate condition ratings. PCI provides key information about the causative factors creating the distresses defining pavement condition, and that information is essential to the development of cost-effective improvement plans.

PM3: System Performance (NHS, Freight, CMAQ) Performance Management Measure

Pursuant to 23 CFR Part 490, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System (NHS) and the efficient movement of freight on the Interstate System.

The 2025 and 2028 performance measure targets are identified in Table 7 below.

Table 7: PM3 Targets

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

Table 8 below shows the total projects and amount of money that is being invested to improve travel time reliability on the NHS system in the MPO region during the TIP period.

Table 8: NHS and Interstate Projects

Road Type	Number of Projects	Project Cost (Millions)
Interstate	1	\$6,678,000
Non-Interstate NHS	7	\$30,454,000

A total of 35.78 miles, with \$37,132,000 invested across these miles, contribute toward meeting the PM3 performance targets. The following TIP projects contribute toward meeting the PM3 performance measure:

- Interstate 41 – From State Highway 26 to County Trunk Highway Y
- State Highway 21 – From State Highway 116 to Leonard Point Road
- State Highway 21 – At Sand Pit Road Intersection
- State Highway 21 – From Leonard Point Road to Washburn Street
- Leonard Point Road – From Highland Shore Lane to State Highway 21
- US Highway 45 – From Interstate 41 to US Highway 10
- Jackson Street – From Marion Road to High Avenue
- State Highway 76 – From Murdock Avenue to Interstate Highway 41

Comments for FHWA on the PM3 Rule Calculations

WisDOT is supplying the data as required, but the department cautions its use. While the reliability measures may be useful for describing reliability of individual urban areas or individual states, these measures are not practical to use for inter-state comparisons. The following reliability metric calculations use the “normal” or 50th percentile travel time in the denominator. Comparisons should not be drawn between states with greater prevalence of recurring congestion with “normal” travel times that are significantly higher than free-flow travel times, and states with “normal” travel times that are close to the posted or free-flow speed.

The reliability measures are based on the following metrics:

- Travel Reliability Metric: *Level of Travel Time Reliability (LOTTR) = 80th percentile travel time / 50th percentile travel time*

- **Freight Reliability Metric: *Truck Travel Time Reliability (TTTR) = 95th percentile travel time / 50th percentile travel time***

These reliability metrics do not allow for meaningful comparison between states because urbanized areas with higher levels of recurring congestion may have 50th percentile travel times well above the free-flow travel times, while other urbanized areas with lower levels of recurring congestion have 50th percentile speeds that are closer to the free-flow travel times. For example, it is difficult to compare two 10-mile freeway corridors with a posted speed of 60 mph, when one route has an 80th and 50th percentile travel times of 20 minutes (30 mph) and 10 minutes (60 mph) respectively, while the other route with higher levels of recurring congestion has 80th and 50th percentile travel times of 30 minutes (20 mph) and 15 minutes (40 mph) respectively. While the reliability measures show that these two routes have the same reliability index, the route with the lower 50th percentile travel time has significantly better traffic flow and throughput. For these reasons, these reliability measures should not be used to make simple comparisons between states.

Transit Asset Management (TAM)

In accordance with 49 CFR Parts 625 and 630, Go Transit has developed the following performance measures for capital assets. GO Transit is a Tier II provider.

Assets are categorized as either Rolling Stock, Equipment, or Facilities. Rolling stock refers to revenue vehicles. Performance measure of vehicles will be based on the percentage of vehicles that have either met or exceeded their established useful life benchmark (ULB). The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years. For equipment and facilities, performance will be measured by condition rating of each individual asset.

The following TAM targets have been established:

Table 9: TAM Targets

Category	Target
Revenue Vehicles	Allow less than 30% of vehicles to meet or exceed ULB
Equipment	Allow less than 30% of equipment to meet or exceed ULB
Facilities	Allow 0% of facilities to fall below a condition rating of 3

GO Transit is required by FTA to develop and maintain a Transit Asset Management (TAM) Plan. In order to coordinate this plan with the TIP and regional planning, the asset targets and condition summary areas of the TAM Plan are listed in Table 10. TAM Plan is used by the transit agency to prioritize capital projects and support funding decisions.

Table 10: Asset Goals and Conditions

Performance Measure	GO Transit Fleet Quantity	GO Transit 2024 Fleet Past Useful Life (%)	WisDOT 2025 TAM Target (%)
Revenue Vehicles			
AO- Automobile	2	0	77
BU- Bus	16	0	44
CU- Cutaway	0	0	47
MV- Minivan	0	0	51
SV- Sports Utility Vehicle	2	0	27
VN- Van	0	0	27
Non-Revenue Vehicles			
Non Revenue Auto	4	0	33
Other Rubber Tire Vehicle	0	0	29
Facilities			
Administration	1	0	10
Passenger Facility	1	0	10

**Performance Measure – Target % not in State of Good Repair*

Table 11: Condition Rating Scale

5	Excellent	No visible defects, new or near new condition, may still be under warranty, if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

**An asset is not in good repair if it is rated 1 or 2*

The TIP was developed and is managed in cooperation with GO Transit. It reflects the investment priorities and project selection process established in the MTP. The process is intended to use available funding to improve the condition of the region’s transit assets.

Public Transit Agency Safety Plan (PTASP)

The Moving Ahead for Progress in the 21st Century (MAP-21) Act granted the Federal Transit Administration (FTA) with authority (carried over in BIL programs) to establish and enforce a comprehensive regulatory framework to oversee the safety of public transportation throughout the United States. As a component of this safety oversight framework, GO Transit was required to establish safety performance measures and to develop and implement a Public Transit

Agency Safety Plan (PTASP). Safety performance target data is shared with the MPO for integration into the TIP and other planning processes.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan. The transit safety performance measures are:

- Total # of Safety Events
- Safety Event Rate per Vehicle Revenue Miles
- Total # of Fatalities
- Fatality Rate per Vehicle Revenue Miles
- Total # of Injuries
- Injury Rate per Vehicle Revenue Miles
- System Reliability

GO Transit's safety performance targets can be seen in Appendix C.

The methodology used to establish targets is based on staff input, empirical data and comparisons to other plans developed by peers. Targets set above may be adjusted as needed.

The Oshkosh MPO agreed to support GO Transit's safety targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving GO Transit's targets.



PROJECT SELECTION PROCESS

PROJECT SELECTION

Surface Transportation Block Grant – Urban (STBG-Urban)

Project Selection Process

The Oshkosh MPO Policy Board ranks project applications based on pre-established criteria that align with and advance the adopted performance measures. The selection and ranking criteria for STBG-Urban projects are listed below.

The allocation of STBG-Urban funds for 2024-2029 was \$2,197,585 in the Oshkosh urbanized area.

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

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

- Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 50 percent minimum federal funding level.
- If the remaining allocation is inadequate to fund the final project at 50 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 50 percent federal funding level until balance is achieved with the allocation.
- If the final project cost is so large that funding it at the 50 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 50 percent minimum federal funding level, then that project shall be passed over to the next project on the list.

Project Ranking Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the Transportation Improvement Program. The regulations also intend that the TIP set priorities for project approval. Candidate projects for are evaluated using the project approval prioritization system created by the Technical Advisory Committee and Policy Board. The MPO Policy Board

has approved a complete streets policy and will require that any project receiving federal funding will adhere to this policy. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

Plan Consistency

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

Sub Criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
1.1 Plan Consistency	5	Direct Relationship	
	3	Some Relationship	
	1	No Relationship	

Preserves Existing System

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

Sections 2.1 – 2.3: Highway vs non-highway applications:

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

Non-highway applications. An assumption is made that an increase in travel options improves the efficiency of the existing infrastructure. Special considerations will be discussed at the committee level in determining non-highway applications.

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
2.1 Pavement Condition	5	Rating of 1-2 (in very poor condition, reconstruction necessary)	For existing highways, an indicator of pavement surface condition is based on the Pavement Surface Evaluation and Rating Manual (PASER).
	5	Rating of 3-4 (significant aging, would benefit from an overlay)	
	3	Rating of 5-6 (surface aging, sealcoat or overlay warranted)	

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
	1	Rating of 7-8 (slight wearing, routine maintenance)	Pavements with lower ratings have greater pavement distress and are scored higher.
	0	Rating of 9-10 (no visible distress)	
2.2 New Facilities	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects	For new streets and highways, an evaluation is made of the criticality of the project to the overall functionality and efficiency of the existing network.
	3	Beneficial to the overall performance of the system	
	1	Some current need, more important to system performance in long term	
	0	No relationship to system performance	
2.3 Traffic Operations Improvements	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects	Principally intersection channelization or signalization projects or improvements to corridor performance through access management.
	3	Beneficial to the overall performance of the system	
	1	Some current need, more important to system performance in long term	
	0	No relationship to system performance	
2.4 Freight Operators	5	A project that improves operations of the existing freight transportation system	
	3	Beneficial to the overall performance of the system	
	1	Some current need, more important to system performance in long term	
	0	No relationship to system performance	
2.5 Transit Improvements	5	A project that provides, or is an integral factor in providing, a transit or paratransit option	
	3	A project that enhances a transit or paratransit option, thereby making a transit mode more	

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
		attractive or paratransit needs, but does not impact the demand for SOV (single-occupant vehicle) travel	
	0	A project that inappropriately addresses transit or paratransit needs	

Section 2.6: Bicycle and Pedestrian Improvements. Projects can be categorized as either Barrier Crossing Improvements or Corridor Improvements and rated using the appropriate set of criteria. (Scores of criteria A), B) and C) are averaged and rounded to the nearest integer.)

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
2.6 Bicycle & Pedestrian Improvements – Barrier Crossing Improvements	Provides facility over/under non-compatible transportation route or natural feature. (Scores of criteria A), B) and C) are averaged and rounded to the nearest integer.)		
A. Barrier Crossing Improvements - Spacing	5	2.01 miles or greater	(distance between facilities)
	4	1.51 to 2 miles	
	3	1.01 to 1.50 miles	
	2	0.76 to 1 mile	
	1	0.51 to 0.75 miles	
	0	0.5 miles or less	
B. Barrier Crossing Improvements – Level of Use	5	Residential to multimodal transfer locations	(origin/destination pairs)
	5	Residential to employment centers/schools/colleges	
	3	Residential to commercial/recreational	
	1	Residential to residential	
	0	Recreational to recreational	
C. Barrier Crossing Improvements – User Safety	5	No potential for at-grade crossing	(Is at-grade crossing possible?)
	3	At-grade crossing possible; safety concerns remain	
	0	Safe at-grade crossing is possible	
OR			

2.6 Bicycle & Pedestrian Improvements – Corridor Improvements	Provides a bicycle and pedestrian route on or along a transportation route or natural feature. (Scores of criteria A), B), and C) are averaged and rounded to the nearest integer.)		
A. Corridor Improvements - Spacing	5	No alternative parallel route available	(distance between facilities)
	3	Adjacent parallel routes would be better option	
	0	Adequate parallel route already exists	
B. Corridor Improvements – Level of Use	5	Residential to multimodal transfer locations	(origin/destination pairs)
	5	Residential to employment centers/schools/colleges	
	3	Residential to commercial/recreational	
	1	Residential to residential	
	0	Recreational to recreational	
C. Corridor Improvements – User Safety	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups	(Is at-grade crossing possible?)
	3	Safety measures may encourage increased use by some user groups, but discourage use by other user groups	
	0	Safety concerns cannot be adequately addressed	

Capacity

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

Sub criteria	Points	Assessment Scoring Description / Metric	Additional Guidelines
Corridor Ratings	5	> 1.00	Corridor-based projects
	4	0.80 - 1.00	
	3	0.60 - 0.79	
	2	0.40 - 0.59	
	1	0.20 - 0.39	
	0	< .20	
OR			
Alternate Rating	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects	Non-corridor-based projects
	3	Beneficial to the overall performance of the system	
	1	Some current need, more important to system performance in long term	
	0	No relationship to system performance	

Safety

This criterion emphasizes a goal of eliminating or minimizing corridor or intersection safety problems on the system. Alternative ratings are available by project type based on segment crash rates, high accident locations, and new facilities. (Scores of criteria a), b), and c) are averaged and rounded to the nearest integer.)

Sub criteria	Assessment Scoring		Additional Guidelines
	Points	Description / Metric	
Segment Crash Rates	5	> 280	WisDOT determines average crash rates per 100 million vehicle miles driven by facility type or functional classification. These crash rates can be determined for segments of urban streets.
	3	150-279	
	0	< 149	
High Accident Locations	5	> 5	Intersections defined as any locations with >5 crashes in any one year
	3	1 - 4	
	0	0	
New Facilities	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups	An assumption is made that an increase in travel options improves the efficiency and safety of the existing infrastructure by shifting trips traveled to safer facilities.
	3	Safety measures may encourage increased use by some user groups, but discourage use by other user groups	
	0	Safety concerns cannot be adequately addressed	

Multimodal

This criterion emphasizes projects that address needs of all appropriate modes (vehicular, transit, pedestrian, bicycle, freight) or transportation demand management (TDM) actions in the corridor.

Sub criteria	Points	Assessment Scoring Description / Metric	Additional Guidelines
Multimodal	5	In a multimodal corridor, the project addresses the needs of all listed modes.	
	3	In a multimodal corridor, at least two modes are addressed, though not all listed modes are addressed.	
	1	In a multimodal corridor, only one mode, other than vehicular, is addressed.	
	0	Project is not in a multimodal corridor, or is in a multimodal corridor and only the vehicular mode is addressed.	

Planned Programming

An indicator of capital improvement planning, prioritizing, and scheduling by local communities. Projects in the TIP for three to five years which have progressed from out-year to annual element status are scored higher than projects appearing in the TIP for only one or two years. To be eligible for consideration in the TIP, projects must be included in a multi-year capital improvements program adopted by the sponsoring jurisdiction.

Sub criteria	Points	Assessment Scoring Description / Metric	Additional Guidelines
Planned Programming	5	Five Years or More	
	4	Four Years	
	3	Three Years	
	2	Two Years	
	1	One Year	

Projects Recommended for Funding

Only two project applications were received for the STBG-Urban Funding within the Oshkosh MPO. Both projects were able to receive funding with the MPO allocation amount. The projects are accompanying a WisDOT project on the Jackson St. Bridge.

STBG-Urban projects selected for funding in this TIP cycle:

- City of Oshkosh, Jackson Street – From Marion Road to High Avenue

- City of Oshkosh, Oregon Street – From 6th Avenue to 8th Avenue

STBG-Urban projects selected in previous TIP cycles:

- City of Oshkosh, Bowen Street – From Otter Avenue to East Parkway Avenue
- Town of Algoma, Leonard Point Road – From Highland Shore Lane to State Highway 21

Carbon Reduction Program

The Carbon Reduction Program (CRP) was established through the BIL. The program offers funding for projects that reduce transportation emissions and requires each state to develop a comprehensive carbon reduction strategy. The Oshkosh MPO is responsible for awarding funding to eligible projects. CRP projects are funded up to 80 percent federal and 20 percent local.

The allocation for the Oshkosh MPO is \$854,561 for FFY 2025; additional application cycles run through 2028.

Project Selection Process

Candidate projects are evaluated using the project approval prioritization system approved by the Technical Advisory Committee and Policy Board. The MPO Policy Board has approved a complete streets policy and will require that any project receiving federal funding will adhere to this policy. Below are the criteria used to evaluate and prioritize the project candidates. The project ranking criteria assess the project overview, carbon reduction, connectivity and employment, regional planning priorities, cost-effectiveness, equity, and a general category. Each category is weighted to emphasize areas of importance and normalize scoring to a 100-point scale. Points denoted as a range (e.g. 1-5) are up to the reviewer’s judgement based on the merits of the application.

Project Ranking Criteria

Project Overview (5%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Overview & Eligibility	5	Application provides brief, clear general overview of the project; project is eligible	Overview should include type of facility or project, location, and applicant contact info (person or organization). The reviewer should be able to decide on the merits of the project from the summary.
	1	Application overview is unclear or incomplete	

Carbon Reduction (30%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Active Transportation OR General Management	1-10	Project demonstrates significant benefit to active transportation network	Active transportation is a major element of CRP funding and ECWRPC planning priorities.
	1-10	Project demonstrates significant improvement to traffic/road operations	Projects that improve road operations and performance metrics will be prioritized.
Reduced Road Demand	1-10	Project will shift demand to non-peak hours or other (non-vehicle) modes, increases vehicle occupancy rate, reduces VMT, or otherwise reduces demand	Reduction in road demand reduces emissions. Active transportation projects are eligible in this category.
Network Cohesion	1-5	Project fills a gap in the existing transportation network or will serve as a backbone for multi-modal transportation	Projects that improve connectivity and cohesion in the existing network will gain priority.
Safety	1-5	Project incorporates necessary safety measures and will positively impact safety outcomes in the project location	Safety is a priority for ECWRPC in all plans and practices.

Connectivity & Land Use (15%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Land Use & Community Facilities	1-10	Project has connections to existing land use and resulting positive impacts from project implementation are described	Projects that improve cohesion and connectivity with existing land uses gain priority. This includes employment.
Housing Density	10	Project occurs in an area with above average housing density	Projects occurring in an area with higher

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
	5	Project occurs in an area with below average housing density	housing density receive priority.

Regional Planning Priorities (15%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Alignment with Metropolitan Transportation Plan goals	5	Projects furthers 3+ MTP goals	Projects that align with the stated goals for the region as described in the MTP receive priority.
	3	Project furthers 1-2 MTP goals	
	1	Project does not address MTP goals	
Alignment with other plans	5	Projects furthers 3+ other plans	Other plans include a Bicycle & Pedestrian Plan, Complete Streets Plan, CORP, or another local plan.
	3	Project furthers 1-2 other plans	
	1	Project does not apply to any other plans	

Cost-Effectiveness (10%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Cost Assessment	5	Project uses <50% of total 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.
	4	Project uses 50-70% of total allocated funding	
	3	Project uses 70-85% of total allocated funding	
	2	Project uses 85-95% of total allocated funding	
	1	Project uses 95-100% of total allocated funding	
Schedule	5	Schedule is abundantly clear; any obstacles are mitigated	Applications should fully and clearly show how the project will be completed in a timely manner and any detail obstacles to implementation.
	3	Schedule is somewhat clear; there may be obstacles	
	1	Schedule is unclear; there are obstacles	

Equity (15%)

Sub criteria	Assessment Scoring		Guidelines
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	Points	Description / Metric	
Equity Analysis	10	Project occurs completely within an identified tract	Tracts will be identified according to the regional EJ index developed using data from ETC. A tract will be identified as disadvantaged if it exceeds the 65 th percentile threshold for the region according to ETC criteria.
	5	Project is partially within an identified tract	
	1	Project does not occur within an identified tract	

General (10%)

Sub criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Community Support	1-5	Letters of support or other documentation of community involvement and support for the project have been included	Shows the organization has active participation in and interest in bettering the community.
Organization Experience	1-5	Organization has previous experience handling grant projects	Applicants with a record of successful projects receive credit.
Project Tracking	1-5	Project includes a way to track progress, impact, and success	Tracking progress helps improve future projects.

Projects Recommended for Funding

No applications were received for CRP funding within the Oshkosh MPO.

Transit Operating and Capital Assistance

Federal transit operating assistance is provided to the Oshkosh urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with a population of less than 200,000 so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. For 2024, the allocation was 41.7 percent.

The Wisconsin Department of Transportation also distributes state funding (85.20). Each transit system receives a share of operating assistance similar to the federal share. Each transit system within Tier B receives an equal percentage of assistance. Tier B is comprised of transit

systems operating within urban areas, excluding Milwaukee and Madison. State operating assistance for Tier B in 2024 was 17.5 percent of eligible expenses.

The combined state and federal share of operating assistance for Tier B transit systems in 2024 was 59.17%. Tier B includes GO Transit. Over the past decade, cuts to aid along with inflationary increase to transit budgets caused a reduction in operating assistance. However; in 2023 the Bipartisan Infrastructure Law (BIL, aka Infrastructure Investment and Jobs Act) provided some relief with significant funding increases to FTA formula grant programs for 2023 which has carried into 2024. However, transit funding has still not returned to a historical funding level of over 60%.

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

Each year, WisDOT pools the capital requests of the State's transit systems and applies to the FTA for Section 5339 Capital formula grants. These annual grants have provided the much-needed support to meet capital needs. WisDOT continues to work on behalf of local transit systems to obtain the necessary funds to maintain the transit infrastructure in a state of good repair.

For 2024 it is unknown if there are applicants in the City of Oshkosh planning area seeking grants under the federal and state Section 5310 program. This is a competitive program offering funding assistance to private non-profit organizations that provide transportation services to elderly and disabled persons living in Wisconsin.

Some 2024 projects have not yet started or are in progress. Funds for these projects may be rolled into the 2025 Capital Improvement Plan. Such projects include the Transit Garage Fire Suppression System and Expansion of the Downtown Transit Center adding a second platform and climate-controlled passenger waiting area.

Projects Recommended for Funding

2025 Projects*

Table 12: 2025 Transit Projects

Item	Total Cost	Funding Source
Transit Stop Accessibility Improvements	\$10,000	Sect. 5339
Upgrade Video Cameras in all buses including Cloud Storage	\$200,000	ARPA/CARES
2 Replacement Buses – Clean Diesel, hybrid or electric and charging infrastructure	\$2,000,000	Sect. 5339 ARPA/CARES

Item	Total Cost	Funding Source
Upgrade Video Cameras in all buses including Cloud Storage		
Stop Annunciation System/AVL Upgrade	\$300,000	Sect. 5339
Staff Shuttle Vehicle	\$40,000	Sect. 5339
A/C RRR Machine	\$15,000	Sect. 5339
Expansion of Downtown Transit Center	\$4,000,000	Sect. 5339 ARPA/CARES

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

2026 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Transit Stop Improvements	\$10,000	Sect. 5339
Replace Hoist in Garage	\$100,000	Sect. 5339
Tire Changing Machine	\$25,000	Sect. 5339

2027 Projects

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

2028 Projects

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

2029 Projects

ITEM	TOTAL COST	FUNDING SOURCE
Replace Transit Administrative Facility	\$50,000,000	Sect. 5339
Bus Shelters (2)	\$12,000	Sect. 5339
Accessibility Improvements	\$10,000	Sect. 5339

The tables listing the operating assistance and capital projects proposed for the 2025-2029 period are located in the Table 17 in the TIP Project Listing section.

Transit Stop Accessibility Improvements

This project includes funds to improve ADA access to GO Transit's bus stops and/or add bus shelters. It includes concrete slabs for shelters, carriage walks and other improvements at boarding locations. GO Transit's 2015 Bus Stop Accessibility Assessment, stop usage and community input provide guidance on what locations to prioritize. When safety or operational issues are brought to the attention of the staff, corrections or modifications are made to make sure that stops are as safe and accessible as possible. This could include installing a carriage walk, bench and/or shelters. Additionally, when safety or operational issues are brought to the attention of the staff, bus shelters are replaced, modified or added to make sure that stops are as safe and accessible as possible.

Paratransit Study and Possible In-house Implementation

GO Transit is working with East Central Wisconsin Regional Planning Commission to undertake a study to determine the best way forward to continue to provide required paratransit services to those in the City of Oshkosh's service area due to changes in the private transportation sector. Costs for this study and future costs of the determined path forward are anticipated but have not yet been determined.

Upgrade Video Cameras in all buses including Cloud Storage

Currently, the bus video system requires hard drives to be pulled and downloaded on a PC for viewing. This is very time consuming and delays actions on safety and security concerns. Upgraded cameras with Cloud Storage would allow more timely viewing of incidents and possibly allow a live feed. Upgrading the buses video system would allow for real time viewing and longer-term storage of captured images. Having access to real time footage will aid in police or medical aid response, improving safety and would greatly enhance incident investigation time and improve the safety and security of riders and operators.

2 Replacement Buses – Clean Diesel, hybrid or electric and charging infrastructure

The current 16 bus fleet has 2 buses that were manufactured in 2013. These buses will soon surpass their useful life and have already begun to require significant staff time and major repairs to keep them safe and operational. Replacement is also needed to follow our TAM plan and keep the buses in a state of good repair.

Stop Annunciation System/AVL Upgrade

Currently ADA required bus announcements are made by the bus operators enroute. Acquiring a system that will automatically announce the stops and/or major intersections will increase safety (allow the operator to focus on other requirements of driving) and improve accuracy/communication for passengers.

Transit Administrative and Maintenance Facility

A facility needs study was conducted in 2024 and outlined the necessity for a new administrative and maintenance facility. The current facility (originally built to house an

incinerator) is not meeting current needs, is inefficient and at capacity. The facility is well passed its' useful operational life and in need of replacement to remain in a state of good repair.

Hoist in Garage

The hoist is a well utilized, necessary piece of equipment that is rapidly nearing the end of its useful life. This equipment is paramount to ensuring the garage's ability to keep the fleet in a good state of repair.

A/C RRR Machine

The AC RRR machine replace a machine that is over 20 years old and passed its' useful life. The system is used to charge the AC system in buses to keep them in a state of good repair. AC is necessary to keep our drivers comfortable so they can stay alert and operate the bus safely.

Tire Changing Machine

The tire changing machine is replacing a very old machine that is passed its' useful life. The motor has lost power and the machine doesn't always start. The machine is necessary to ensure that safe tires are on the bus and to keep the bus in a state of good repair in conjunction with the TAM and PTASP.

Staff Shuttle Vehicle

The staff vehicle will allow supervisors to adequately supervise the fleet of transit buses and operators and respond quickly to challenges operators face such as detours, traffic hazard and unruly passengers. The vehicle will help ensure the safety of all.



**TITLE VI AND
ENVIRONMENTAL JUSTICE**

TITLE VI AND ENVIRONMENTAL JUSTICE

The Title VI and Civil Rights Act of 1964 states that *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”* (42 U.S.C. 2000(d))

Similarly, Executive Order 12898 establishes that agencies receiving federal funding *“shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”*

Prior to these regulations, planning and construction projects had been used to cut various populations from one another, often creating secluded communities, inequitable distribution of resources, and causing adverse health effects. These regulations establish planning and policy principals that aim at aim to prevent these types of bad practices based on discriminations and to assure that all members of the populations, especially those communities that have been historically disparaged, are no longer adversely affected.

There are three fundamental environmental justice principles that were considered in developing this TIP:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Environmental justice is more than a set of legal and regulatory obligations. Properly implemented, environmental justice principles and procedures improve all levels of transportation decision making. The project evaluation approach used to create this TIP aim to:

- Make better transportation decisions that meet the needs of all people.
- Design transportation facilities that fit more harmoniously into communities.
- Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
- Partner with other public and private programs to leverage transportation-agency resources to achieve a common vision for communities.
- Avoid disproportionately high and adverse impacts on minority and low-income populations.

- Minimize and/ or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

It is unrealistic to think that any project will not have some type of adverse impact on someone. The goal is not just to move traffic efficiently and safely, but to do so without causing disproportionate physical, environmental or societal problems. This is especially important in identified low-income and minority areas. It is common knowledge that adverse impacts from transportation improvements will happen, but every effort to identify the impacts, minimize the impacts, and mitigate the damages from these projects will be considered. Transportation improvements also provide positive aspects to the community, such as providing access to regional networks and transit.

To achieve these goals listed above, it is important to understand the unique needs and dispersal of various socio-economic groups in the region. The MPO utilizes a number of tools and processes to identify historically disadvantaged populations and uses this as a basis to address any potential adverse impacts.

Identifying Historically Disadvantaged Populations

The MPO utilizes U.S. Census data to identify and track the growth of minority and low-income populations. A snapshot of the Demographic Profile of the region can be seen in Table 10 below.

The table highlights the demographic composition of the Metropolitan Planning Organization (MPO) compared to the regional population. The MPO has a total population of 78,401, with the White population being the largest at 83.28%, although slightly lower than the regional percentage of 86.10%. Notably, the Black or African American population in the MPO is 4.9%, more than double the regional percentage of 1.94%. The Hispanic or Latino population constitutes 4.37% of the MPO population, compared to 5.47% regionally. The Asian population constitutes 4.59% of the MPO population, higher than the regional 2.47%. Lastly, individuals of Two or More Races make up 5.04% of the MPO population, closely mirroring the regional percentage of 5.22%. Overall, the MPO exhibits a slightly more diverse population than the broader region.

Table 13: Oshkosh MPO Demographics

POPULATION GROUPS	TOTAL MPO POPULATION	PERCENT MPO POPULATION	REGIONAL POPULATION	PERCENT REGIONAL POPULATION
Total	78,401	100%	680,828	100%
White, Non-Hispanic/Latino	65,292	83.28%	586,193	86.10%
Black or African American, Non-Hispanic/Latino	3,842	4.9%	13,208	1.94%

POPULATION GROUPS	TOTAL MPO POPULATION	PERCENT MPO POPULATION	REGIONAL POPULATION	PERCENT REGIONAL POPULATION
Hispanic or Latino	3,426	4.37%	37,241	5.47%
Asian, Non-Hispanic/Latino	3,599	4.59%	16,816	2.47%
Two or more races, Non-Hispanic/Latino	3,951	5.04%	35,539	5.22%

Source: ESRI Business Analyst

*Numbers may not add up to exact totals due to rounding.

Mapping the data allows the ability to identify clusters of minority and low-income populations. U.S. Census data can be broken down to either the census tract or block level. GIS analysis is used to identify minority and low-income populations geographically and overlay modes of transportation (transit, rail, bicycle and pedestrian) to ensure they are not adversely affected by projects, plans or programs.

The mapped projects and populations as it pertains to this TIP can be seen in Appendix D.

GIS Analysis

Map D-1: Transit Routes

Map D-1 illustrates the existing fixed route transit system in relation to TIP projects.

Map D-2: Historically Disadvantaged Population

Map D-2 depicts the historically disadvantaged populations within the Oshkosh MPO region by census tract. Historically disadvantaged communities were identified through Justice40 and USDOT ETC data. Justice40 populations are considered to be those of low income, vulnerable, and underserved. ETC data is composed of five components that cumulatively express the burden communities experience as a result of underinvestment in transportation. The five components that make up the ETC data are as follows: transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact these communities.

Map D-3: Population Below Poverty Level

Map D-3 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. The U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor.

Inclusion of 2025 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map D-4: Median Household Income

Map D-4 illustrates the relationship of projects to the distribution of each census tract's median household income. Median household income data assists in identifying lower income populations, that might not meet the poverty threshold, as well as higher income populations. Analysis is conducted to ensure TIP projects do not disproportionately adversely impact lower income populations, nor disproportionately benefiting the higher income populations.

Map D-5: Minority Population

Map D-5 illustrates the 2018-2022 distribution of white and minority population by U.S. Census tract for the Oshkosh MPO. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact minority populations. 16.72% of the MPO population identifies as non-white.

Map D-6: Hispanic and Latino Population

Map D-6 illustrates the 2018-2022 average distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2025 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to the Hispanic or Latino population. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact Hispanic or Latino populations. 4.37% of the MPO population identifies as Hispanic or Latino.

Map D-7: Limited English Proficiency

Map D-7 depicts 2018-2022 average households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with 2024 TIP projects. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact these households.

Map D-8: Population without Vehicle Access

Map D-8 depicts 2018-2022 average distribution of households with no car in the Oshkosh MPO area by census tract. This analysis is included with 2025 TIP projects. Additional analysis is conducted to ensure TIP projects do not disproportionately adversely impact households without access to a vehicle. The majority of these households are served by fixed transit or other modes of transportation in the area.

Analysis has concluded that none of the programmed projects disproportionately affect any certain population concentration in the Oshkosh MPO. Additionally, the concentration of populations near the city center, allows for optimal access to a number of modes, including the radial route design of urban transit systems, urban bicycle and pedestrian routes, and well-developed and maintained local street and highway systems.



PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT

As part of the public involvement process for the TIP, East Central Wisconsin Regional Planning Commission publishes a notice in the local paper directing interested stakeholders and the public on where to access the draft TIP for review and comments. The draft statement used to alert the public is as follows:

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Oshkosh has prepared a draft Transportation Improvement Program (TIP) for the Oshkosh Metropolitan Planning Organization – 2025-2028. This publication of the TIP includes projects that will receive federal or state funding to complete the projects and are located within the Oshkosh Metropolitan Planning Organization. The TIP will coordinate local, state and federal programs to meet federal metropolitan planning regulations that include provisions for a formal TIP amendment process.

*Comments regarding the 2025 TIP will be accepted until **Month Day, Year**. If you would like more information about the 2025 Transportation Improvement Program for the Oshkosh Metropolitan Planning Organization, and a detailed listing of projects, please visit our Web Site at <https://www.ecwrpc.org/public-review/> or contact the East Central Wisconsin Regional Planning Commission (920)751-4770.*

The **Proof of Publication** for this TIP can be found in Appendix E.

Public participation efforts within the planning process to include minority groups have included notification to local minority organizations and agencies and disclaimers on public documents in Hmong and Spanish (the primary languages spoken by non-English speaking residents of the Planning Area) for further information and contacts. All meeting locations were selected to include easy access for all individuals, especially transit and alternative mode users, as well as facilities which catered to the mobility needs of the disabled. Various planning documents, including the draft of this TIP were open to public comment. Public participation throughout the process is characterized as consistent.

ECWRPC is in the process of procuring TIP software that will provide transparency to the public by improving ease of access to data and increasing accuracy in reporting. This software will also allow for better collaboration with WisDOT and other project partners.

Public Engagement Resources

Community engagement is a critical piece of any transportation project, plan, or program. Community engagement provides local governments with key information and local expertise that may not be available anywhere else and is often required to receive federal, regional, state, or local funding. Additionally, when community engagement is conducted inclusively with principles of mobility and environmental justice, it can help local governments improve equity in both process and outcome.

Conducting equitable engagement invites people to reflect on their lived experiences and consider how they would improve moving about their community from big picture changes to incremental steps. Historically, marginalized communities have intentionally and unintentionally been excluded from transportation planning efforts and decision-making, which has resulted in these communities having less access to safe, comfortable, and convenient transportation. ECWRPC wants to address these past wrongs and help prevent their own organization and local partners from perpetuating past harms in future planning efforts. This guidebook is a step in the process.

Historically, community engagement efforts for transportation projects have attracted people who are already comfortable interacting with government agencies and have the time and resources to participate in engagement activities. This often means people who are most impacted by a project do not get the opportunity to express their opinions, provide feedback, or assist in decision-making. For example, without representative participation in community involvement, cities and neighborhoods are built in ways that only people with transportation choices can navigate easily and conveniently. For example, neighborhoods without sidewalks or that are divided by major arterials are only designed for those who have access to a vehicle, which can align with income, ability, and race. More inclusive and equitable engagement can help ensure that our streets and neighborhoods are built for the needs of all residents. ECWRPC wants to be intentional in engaging community members who are diverse in age, race, disability status, and language, and those who bring life experiences and expertise often missing from existing data and current decision-making groups.

As ECWRPC and local governments work to improve community engagement efforts to reach historically underserved communities, it is important to acknowledge and take accountability for the historical wrongs and ongoing systemic barriers that have led to distrust and perpetuate transportation disparities.

Various types of intentional and unintentional inequities have a lasting impact on people's willingness to engage with local government, especially if not explicitly addressed. Although nothing can change history, acknowledgement of past government wrongdoings in addition to earnest efforts to improve diversity, equity, and inclusion through community engagement can help ECWRPC and local partners begin repairing relationships with marginalized communities.

ECWRPC makes a great effort to engage communities equitably. Several plans and resources have been developed to assist in this venture including the *Title VI and LEP Plan*, the MPO's *Public Participation Plan*, and the *Equitable Engagement Toolkit and Guidebook*. Each of these resources are explained in more detail below with links to the resource.

Title VI and LEP Program

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. Several other federal legal authorities supplement Title VI by extending protections based on age, sex, disability, limited English proficiency, and low-income status. In addition, the Civil Rights Restoration Act of 1987 clarified Title VI enforcement by mandating that Title VI requirements apply to all programs and activities of federal-aid recipients regardless of whether any particular program or activity involves federal funds. Taken together, these laws require recipients and

subrecipients of federal funds to ensure all programs and services are delivered to the public without discrimination.

East Central Wisconsin Regional Planning Commission (ECWRPC), as a recipient of federal financial assistance, will ensure compliance with Title VI of the Civil Rights Act of 1964; 49 C.F.R. Part 21; FTA Circular 4702.1b (Title VI Requirements and Guidelines for Federal Transit Administration Recipients); (Department of Transportation Regulations for the Implementation of Title VI of the Civil Rights Act of 1964); 49 C.F.R Part 21; and related statutes and regulations. ECWRPC acknowledges it is subject to and will comply with Federal Highway Administration Title VI Assurances.

This plan explains the how the Regional Planning Commission incorporates the requirements of Title VI and related legal authorities into its operations. The plan will be used a reference for ECWRPC and an informational resource for the public. The plan will be updated every three years to reflect changes in Title VI compliance operations.

The Title VI Non-Discrimination Program and Limited English Proficiency Plan for the East Central Region and MPO can be viewed at the following website:

<https://www.ecwrpc.org/aboutecwrpc/title-vi/>

Public Participation Plan

The purpose of this Public Participation Plan (PPP) is to establish procedures that allow for, encourage, and monitor agency outreach to and participation of all residents in the MPO's Planning Areas. The intent of this effort is to take reasonable actions throughout the planning process to provide opportunities for historically under-served populations to participate, including but not limited to people of color, people who speak languages other than English, and low-income populations.

This document will lay out procedures to provide opportunities for all area residents to participate in the development of the MPO's Transportation Improvement Program (TIP), and the Metropolitan Transportation Plan (MTP), and other planning documents that may be developed.

This document is intended to meet federal civil rights requirements included in Title VI – Civil Rights Act of 1964. Environmental Justice provisions, adopted in Executive Order #12898, require that no population, particularly minority and low-income, be subject to a disproportionate share of adverse impacts, or are denied benefits of a program. Environmental Justice adds specific protected status of low-income individuals to the Title VI requirements, to provide all members of the public equal access to federal aid programs.

The Public Participation Plan can be viewed at the following website:

<https://www.ecwrpc.org/wp-content/uploads/2023/11/Appleton-Fox-Cities-and-Oshkosh-MPO-2023-Public-Participation-Plan.pdf>

Equitable Engagement Toolkit and Guidebook

One of the most important pieces of public participation is ensuring that all members of the community have their voices heard in regard to their transportation needs. ECWRPC strives to enhance public outreach work by incorporating inclusion from the beginning and throughout the planning process. ECWRPC's Equitable Engagement Toolkit and Guidebook was developed with stakeholder and public involvement in 2022. This resource offers guidance and strategies that will make engagement activities more meaningful, purposeful, and worthwhile for those that live in the region. The Guidebook is specifically designed to improve engagement to reach those in historically underserved communities, such as People of Color, low-income households, people with disabilities, or those who do not primarily speak English, among others.

The Equitable Engagement Toolkit and Guidebook can be viewed at the following website:
<https://www.ecwrpc.org/wp-content/uploads/2022/12/Equitable-Engagement-Toolkit-and-Guidebook.pdf>



FINANCIAL PLAN

FINANCIAL PLAN

Federal transportation law requires that the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.

For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by 49 U.S.C. 53). Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, state(s), and public transportation operator(s). Additionally, project costs prior to or beyond the four-year TIP period must also be included in the total project cost, as required 23 C.F.R. 450.326(g).

Inflation rate factors used in the financial constraint tables are determined by WisDOT, based on the average change in the Consumer Price Index over the previous ten years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimated as they are updated annually. The inflation rates used in the project tables are from the 2024-2027 Transportation Improvement Program. At the time of publication, WisDOT did not provide an updated inflation rate to use for the 2025-2028 TIP.

The inflation rate used is as follows:

Yearly Inflation Factor	
2025	2.93%
2026	2.93%
2027	2.93%
2028	2.93%

Federal Funding Programs

The MPO continues to work with WisDOT to better understand the process for understanding obligation and contract authority that the state has and how that may impact scheduling and obligation of projects within the TIP.

Flexibility of Funding Sources

The BIL retains a majority of the highway program structure from the FAST Act legislation, retaining the latitude to flex funds from one category for projects in other categories. The intent is to provide states and local areas with the ability to address priority needs in their jurisdictions.

These programs allow states to transfer up to 50% of funds made available each fiscal year from one program to any other apportionment of the state, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety

Improvement Program, Congestion Mitigation and Air Quality Improvement Program, National Highway Freight Program, Carbon Reduction Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to STBG.

Flexible Federal-Aid Highway Programs include:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Grade Crossing
- Transportation Alternative Program (TAP)
- Carbon Reduction Program (CRP)

Flexible Federal-Aid Transit Programs include:

- Urbanized Area Formula Grant (5307)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
- Rural Area Formula Grant (5311)
- State of Good Repair Program (5337) (Formula)
- Bus and Bus Facilities Formula Program (5339)
- Fixed Guideway Capital Investment Grant (5309)

Program Summaries

Categorical programs, and corresponding acronyms, included in the BIL and FAST Act legislation applicable to the Oshkosh urbanized area are listed in this section. Of these categorical programs, the majority are programmed by WisDOT. The TIP serves as a forum to communicate with the MPO annually and generate additional public exposure to influence the project prioritization by WisDOT.

National Highway Performance Program – State (NHPP)

NHPP funding supports the condition and performance of the National Highway System (NHS), supports the construction of new facilities on the NHS, ensures that investments of Federal-aid funds in highway construction are used to support achieving State performance targets, and to increase the resiliency of the NHS through mitigating future damages from sea level rise, extreme weather events, flooding, wildfires, and other natural disasters.

Bridge Replacement and Rehabilitation – State (BR, BH) – Local (BR-Local)

The Bridge Formula Program (BFP) provides funding to replace, rehabilitate, preserve, protect, and construct highway bridges.

Surface Transportation Block Grant (STBG) – Urban (URB) – Rural (RU) – State (FLX)

STBG Urban provides funding to be used by states and localities for projects to preserve and improve the conditions and performance of federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects within urban areas.

The STBG Rural program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

A portion of STBG funds are allocated to states as Flex (FLX) funding. STBG-FLX funding has additional flexibility compared to the standard STBG funds and allows local and regional agencies to better address transportation needs through the funding of public transit, bicycle and pedestrian infrastructure, safety improvements, and environmental mitigation projects. This flexibility in funding enables a more tailored approach that can address unique challenges and opportunities.

Safety (HSIP)

The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. The program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The BIL allows a State to use up to 10% of its HSIP funding for specified safety projects that:

- Promote public awareness and informs the public regarding highway safety matters
- Facilitates enforcement of traffic safety laws
- Provides infrastructure and infrastructure-related equipment to support emergency services
- Conducts safety-related research to evaluate experimental safety countermeasures or equipment
- Support safe routes to school non-infrastructure related activities

Carbon Reduction Program (CRP)

The CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

In Wisconsin, CRP funds can be used for projects that fall in the following categories:

- Establishment or operation of a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems (23 USC, Section 149(b)(4))
- A public transportation project that is eligible for federal assistance (23 USC, Section 142)
- Construction, planning, and design of on- or off-road trail facilities for pedestrians and bicyclists

- Advanced transportation and congestion management technologies (23 USC, Section 503(c)(4)(E))
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications systems
- Replacement of street lighting and traffic control devices with energy-efficient alternatives
- Congestion pricing, shifting transportation demand to non-peak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection and transportation demand management strategies
- Efforts to reduce environmental and community impacts of freight movements;
- Diesel engine retrofit projects as described in 23 USC, Section 149(b)(8)
- Certain types of projects to improve traffic flow and that does not result in the construction of new capacity (23 USC, Section 149(b)(5))
- Reduction of transportation emissions at port facilities, including through the advancement of port electrification

Office of the Commissioner of Railroads (OCR)

The focus of the OCR is to ensure public safety at railroad crossings. The OCR determines the adequacy of warning devices at railroad crossings as well as approving the installation of new railroad crossings, alteration of existing crossings, and closing or consolidating of existing crossings.

Section 5307 – Formula Capital and Operating Assistance

Section 5307, the Urbanized Area Formula Funding program, makes federal resources available for transit capital and operating assistance and transportation-related planning in urbanized areas. Funding is apportioned based on legislative formulas.

For urbanized areas with populations of 50,000 to 199,999, the formula is based on population, low-income population, and population density. For urbanized areas with a population of 200,000 or more, the formula is based on a combination of bus vehicle revenue miles, bus passenger miles, fixed guideway vehicle revenue miles, fixed guideway directional route miles, fixed guideway passenger miles, and operating expenses, as well as population, low-income population, and population density.

The Section 5307 Transit programs are developed directly by the transit operators in conformance with the Transit Development Programs, Americans with Disabilities Act (ADA) plans, and the long-range multimodal plan.

Section 5310 – Elderly and Disabled

The Section 5310 program aids in improving mobility for older adults and people with disabilities by removing barriers to transportation services and expanding transportation mobility options. The program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas and when the transportation service provided is unavailable, insufficient, or inappropriate to meet these needs.

Funds are apportioned based on each state's share of the population of older adults and individuals with disabilities.

The Section 5310 elderly and disabled paratransit capital projects are listed in the TIP as candidate projects only with later prioritization and funding determinations by WisDOT.

Section 5339 – Bus and Bus Facilities Program

The Section 5339 program provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment, and to construct bus related facilities including technological changes or innovations to modify low- or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

Non-Federal Funding Sources

As detailed in 23 U.S.C. 120, most federal funding programs cover only 80%-95% of total project costs, depending on the project type. States have additional ability to lower the federal share allowable on a project. However, there are also project categories that allow increased Federal share of project costs, such as certain safety projects.

In situations where all costs are not covered by Federal funding sources, alternative sources of funding must be acquired to fund and maintain projects. The communities and WisDOT may utilize the following revenue sources to fill this funding gap for projects in the region:

- State Funding
- Transit Revenue
- Local Match (local grant programs, tax revenue, etc.)

External funding sources allow the MPO to progress many desirable and beneficial project within the region.

Operations and Maintenance

In compliance with regulations that require the TIP to be fiscally constrained, this section of the TIP assesses the transportation systems' financial capacity to assure that the transportation system has the ability to continue to effectively utilize federal funding to sustain the operations and maintenance of the overall system.

Major review of progress regarding financial capacity is made by FTA during conduct of triennial reviews of these transit systems. No significant problems pertaining to financial capacity were identified during the recent triennial review.

To complete a financial analysis of local expenditures for the Oshkosh MPO, financial expenditures data was used as part of the published report from the Wisconsin Department of Revenue's (DOR) County and Municipal Revenues and Expenditures reports.

Local Financial Analysis

Local expenditures were gathered for the Oshkosh MPO municipalities from 2018 to 2022 to provide a historic pattern of local transportation expenditures. This analysis looked at the following local transportation expenditures which are defined by the DOR:

- **Highway Maintenance and Administration:** includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. In counties, this entry will include depreciation for equipment and buildings.
- **Highway Construction:** includes the operating expenditures and capital outlay for constructing highways.
- **Road Related Facilities:** include operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.
- **Other Transportation:** includes operating expenditures and capital outlays for airports, mass transit, docks and harbors, and other transportation facilities.

The estimated long-range financial need for local expenditures was calculated using the following steps:

1. Gathered local expenditures for Highway Maintenance and Administration, Highway Construction, Road Related Facilities and Other Construction for the local municipalities (2018-2022) provided by the DOR.
2. To account for a degree of variation in local transportation spending projects in a given year by municipalities, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of local transportation expenditures.
3. To account for projected revenues needed over the life of this plan, it was assumed that local transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2.93 percent (provided by WisDOT) was applied to the 2018-2022 annual average expenses for each municipality and compounded for each year out to 2028. This data is shown in Table 14.

Historic Expenditure calculation tables can be seen in Appendix F.

Financial Estimates with Inflation Factors

The Bipartisan Infrastructure Law (BIL) requires that the TIP include inflation factors for financial elements to estimate the cost of projects during their construction years.

- **Expenditure Inflation Rate (currently 2.93%):** This expenditure inflation rate is based on the average change in the Consumer Price Index over the previous 10 years. This inflation factor is not intended to capture increases in individual cost items. Those increases should be reflected in the individual project cost estimates as they are updated annually.

- **Revenue Inflation Rate (currently 2.0%):** The 2.00% yearly increase corresponds with the BIL apportionment 2.00% annual increases.

Table 14: Total Local Expenditures and Projected Local Revenue

Municipality	2018-2022 Average	2025 Projection	2026 Projection	2027 Projection	2028 Projection
City of Oshkosh	\$16,433,905	\$18,359,958	\$18,841,472	\$19,322,985	\$19,804,498
Town of Algoma	\$1,965,082	\$2,195,390	\$2,252,967	\$2,310,544	\$2,368,121
Town of Black Wolf	\$255,476	\$285,418	\$292,903	\$300,389	\$307,874
Town of Nekimi	\$215,076	\$240,283	\$246,585	\$252,887	\$259,188
Town of Omro	\$298,042	\$332,972	\$341,705	\$350,437	\$359,170
Town of Oshkosh	\$410,359	\$458,453	\$470,476	\$482,500	\$494,523
Town of Vinland	\$235,389	\$262,976	\$269,873	\$276,770	\$283,667
Winnebago County	\$9,259,128	\$10,344,298	\$10,615,591	\$10,886,883	\$11,158,175
Total Local Expenditures	\$29,072,456	\$32,479,748	\$33,331,571	\$34,183,394	\$35,035,217
Project Local Revenues	\$29,072,456	\$32,479,748	\$33,331,571	\$34,183,394	\$35,035,217

State and Federal Financial Analysis

State (WisDOT) and federal (FHWA and FTA) expenditures were gathered from ECWRPC’s short range Transportation Improvement Program (TIP) for the five-year period from 2018-2022 using the year of expenditure dollar amounts. WisDOT expenditures included both preservation and expansion project dollars. Federal funding expenditures included the following sources:

- National Highway System
- Bridge Replacement/Rehab
- Surface Transportation Program Oshkosh Urbanized Area
- Surface Transportation Program State Flexibility
- Surface Transportation Program (Highway Safety Improvement Program)
- Surface Transportation Program Enhancements
- Section 5307 Operating Funds
- Section 5307 Capital Funds

The estimated long-range financial need for WisDOT MPO expenditures was calculated using the following steps:

1. Gathered preservation and expansion project expenditures from the MPO’s TIP (2025-2028-year of expenditure dollars) provided by East Central Wisconsin Regional Planning Commission.
2. Gathered federal expenditures from the MPO’s TIP (2025-2028) provided by East Central Wisconsin Regional Planning Commission.

The listing of WisDOT, FHWA, and FTA expenditures can be seen in the TIP Project Listing tables in Table 16 of the TIP Project Listing section.

Transit Financial Analysis

The assessment of transit financial capacity in the MPO region is based on a trend analysis of recent historical data and projections of future condition. Seven indicators of financial condition reflected in the tables are described below.

The financial Capacity analysis tables can be seen in Appendix G.

Cost Trends

GO Transit's fixed route operating expenses over the past three years have risen at or just below the inflationary rate due primarily to employee wages and benefits. Over this time, health insurance costs have increased significantly. Fuel costs have risen post COVID 19 pandemic thus putting some strain on the operating budget.

Capital funds have been scarce statewide for many years. GO Transit has been fortunate to receive grant funding (including CARES Act and ARPA) over the last few years to significantly improve the age and condition of its' fleet and facilities. This is expected to reduce maintenance costs over the next few years. We do not anticipate State participation in capital projects. Typically, it is an 80/20 Fed/Local match, but some of the CARES and ARPA grants have been/are 100% Federal dollars.

GO Transit's paratransit costs increased substantially in 2022. GO Transit contracts for these services which were bid in 2021 for 2022-2027. The new contract reflects higher labor, insurance and fuel costs as seen in the overall economy as well. The high cost of providing 24/7 paratransit service is also being realized. The current contractor has struggled to hire drivers due to a labor shortage.

Cost-Efficiency and Effectiveness Trends

GO Transit's fixed-route cost per mile, hour, and passenger ratios continue to increase at a modest rate. These service performance measures are not applied to paratransit service, which is provided on a contractual basis.

Revenue Trends

Revenue increased slightly in 2024 as ridership has neared pre COVID19 levels. A pilot revenue agreement between the Oshkosh Area School District, the City of Oshkosh and GO Transit allowing K-12 students to ride GO Transit "free" generated some consistent revenue over the last few years. The revenue agreement was successful and has been renewed. The revenue agreement led to increased ridership and "tripper" routes were added. Additionally, the return of EAA's annual fly-in post pandemic helped revenue and ridership numbers near pre-pandemic levels. However; as costs continue to increase particularly for fuel and labor and due to the scarcity of qualified transit operators, additional funding discussions on levels of service and/or further fare changes may be needed. GO Transit believes that the long-term viability of the system requires careful consideration before any changes are made. Peer systems have reduced hours and fixed route service due to the current transit operator shortage. After careful consideration, GO Transit is implementing a fare increase in August 2024 as recommended in

the 2023 Transit Development Plan to bring fares more in line with comparable and neighboring systems and help with continual cost increases.

In April 2015, GO Transit partnered with Fox Valley Technical College to provide rides to current students and the agreement was renewed in 2020. The resulting revenue agreement provides some stable student ridership and fixed monthly revenue and is open to modification should projected ridership change. We hope to renew the agreement for future years.

The University of Wisconsin Oshkosh has decreased support of public transit and started some of their own in-house services over the past couple years which has resulted in reduced revenue and college student ridership on GO Transit.

Ridership Trends

Ridership increased in 2024 and is nearing pre-pandemic levels. The previously mentioned revenue agreement with the Oshkosh Area School District increased K-12 student ridership substantially. Ridership of transit dependent and students is strong. However; attracting discretionary riders remains challenging. Transportation Network Companies such as Uber and Lyft are in the area and have become an option for some discretionary users. Therefore; it is vital that GO Transit continue to evolve and make using public transit affordable, accessible and as convenient as possible. GO Transit began an intercity pilot program to connect Oshkosh and Neenah via a shared ride taxi ride. This service links GO Transit with Valley Transit. This pilot replaced a previous fixed route between the cities. Ridership has been low with about 5 rides per day. If the pilot is successful other similar micro transit services may be viable in some areas of Oshkosh to increase transit service area. Mass transit ridership is hard to predict therefore; we are showing a modest increase of 1% per year.

Level of Service Trends

GO Transit updated their transit development plan in 2023. This plan took a holistic look at GO Transit's system, routes, hours and service level and made recommendations. A few routes will be modified per the recommendations of the plan. Hours and service level will remain the same. The plan will guide the system for the next 5-10 years.

GO Transit currently administers a pilot shared taxi ride program between the cities of Oshkosh and Neenah called GO Connect. This program connects GO Transit and Valley Transit. Historically, a fixed route was supported locally by Winnebago County, but funding was discontinued for that route in 2023. The County has decided to fund the pilot program through March 2025. There is hope the County will partner with GO Transit and Valley Transit to continue the GO Connect program to serve those that need intercity service in Winnebago County.

GO Transit's buses are accessible and the system is in full compliance with ADA. The fleet consists of a total of 16 35' buses and 40' buses. All are low-floor New Flyer buses built in 2013, 2018, 2019 and 2022. The low-floor construction allows for easier and faster boarding and alighting of all passengers. GO Transit provides paratransit service to elderly and disabled individuals that exceeds minimum federal requirements. This service is provided in partnership

with Winnebago County and a private transportation provider. The relationship is productive and has resulted in greater service levels in a number of areas.

Operating Assistance Trends

Since 1987, the State of Wisconsin has distributed federal and state grant funds giving each transit system an equal percentage share of operating assistance. Federal and state funding awards continue to be established a few months into each budget year. Long-term funding has not been provided to transit programs. As a result, GO Transit and the other mid-sized transit systems in the state experience additional uncertainty in future funding levels. These systems have seen modest increases in federal operating assistance since 1998, but an overall decrease to the state and federal share of operating expenses. Historically, the percentage of operating expense covered from these sources has been 60% or more. Over the past decade, the percentage dropped to the lower 50's and decreased about .5% per year. However; as a result of the BIL, funding was provided at 59.17% in 2024. As mentioned earlier, transit aid is no longer part of the segregated transportation fund, therefore funding must now come from the general fund. It is unknown how this change will affect mass transit aid.

Funding partnerships with Winnebago County and Fox Valley Technical College have helped stabilize some passenger revenue and the amount of the local share required. If cost pressures occur and local budget constraints continue, higher fares or service cuts will need to be considered.

Likelihood of Trends Continuing

Any future reductions at the state and federal level of funding for operating assistance and capital projects will threaten the stability of service. Stable funding sources are critical to future planning and to meeting the transportation needs of the riding public. It is hoped that a strong federal, state and local funding commitment to provide vital transportation to all residents will continue, especially as it relates to the elderly, disabled, and low-income residents in our area.

Intercity Bus Service

Lamers Connect

Lamers Bus, a private transportation company, has operated this service since the beginning in July 2011 (Lamers Connect). Service is provided to Milwaukee, Madison and Green Bay with intermediate stops serving Appleton, Oshkosh, Fond du Lac, Beaver Dam, Waupun, Wausau, Waupaca and Stevens Point. The service will connect with other intercity services such as Amtrak, Badger in Madison, Amtrak Empire Builder in Columbus, and other services.

Greyhound/Amtrak

In 2015, Greyhound's Oshkosh ticket agent office closed and shortly after they discontinued serving the market. In 2019, Amtrak has taken over this market offering same-day round trips between I-41 cities Green Bay, Appleton, Oshkosh and Fond du Lac. This bus provides seamless connections among the cities and to and from Chicago via the Amtrak Hiawatha train.

Winnebago County Transportation Providers

Kobussen Buses Ltd.
W914 County Tk. CE
Kaukauna, WI 54130

Winnebago Catch-A-Ride
Volunteer employment transportation

Lamers Bus Lines Inc.
1825 Novak Dr.
Menasha, WI 54952

Oshkosh City Cab
2723 Harrison Street
Oshkosh, WI 54901-1663

Fiscal Constraint of TIP

In developing the TIP, the MPO, the state, and public transportation operator(s) must demonstrate fiscal constraint by developing estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall consider all projects and strategies funded under 23 U.S.C., 49 U.S.C. 53, and other federal funds, and regionally significant projects that are not federally funded.

The fiscal constraint table can be found in Appendix H.

Illustrative Projects

The financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Illustrative projects will include a project description and cost estimate that may be displayed in a range.

Illustrative Project tables are listed in Appendix I.



**PREVIOUS TIP
ACCOMPLISHMENTS**

PREVIOUS TIP ACCOMPLISHMENTS

This section provides a status update on projects from the previous version (FY 20XX-20XX) of the MPO’s TIP. Existing ability to feature previous TIP accomplishments is limited in this document as many project details are currently unavailable for past projects. ECWRPC staff are updating the project selection criteria, scheduled to be amended into this TIP document in 2025. Updates to the criteria will both improve the prioritization process and result in East Central collecting and retaining more information on projects. These additional requirements will allow staff to better track projects over time, each project’s contribution toward meeting performance measures, and advancing the goals set out in the MTP.

Projects to be implemented in 2024 are being listed with the best data available regarding project scope and potential impacts to performance measures.

Table 13 illustrates the status of projects from the previous TIP cycle.

Table 15: Previous TIP Projects

TIP Number	Location	Description
253-20-031	State Highway 91 – Berlin to Oshkosh	Culvert replacement, surface repair, polymer overlay, and beam guard replacement.
253-20-032	County Highway I – Ripple Ave to W. Waukau Ave.	Improve 1.2 miles of CTH I. Modernizing road to urban two-lane roadway with center turn lane, bike lanes, concrete pavement, and storm sewer.
253-20-025	State Highway 91 – Claireville Rd	Railroad crossing surface repair, polymer overlay, and beam guard replacement.
253-22-005	Interstate 41 – Lake Butte Des Mortes Bridge	Replacement of bridge over main channel of lake. Replace and relocate 100 ft section of cable barrier, move and replace existing safety and weight enforcement facilities.
253-22-021	State Highway 91 – Claireville Rd	Pavement replacement, pavement markings, and guardrail replacement.
253-23-021	Interstate 41 – Lake Butte Des Mortes Bridge	Replacement of bridge over main channel of lake. Replace and relocate 100 ft section of cable barrier, move and replace existing safety and weight enforcement facilities.
253-24-015	Interstate 41 AFC	Addition of EV charging stations at Kwik Trip #457



TIP PROJECT LISTING

TIP PROJECT LISTING

The project listing is presented in Table 16 below for the Oshkosh MPO. An explanation of the structure of the tables is as follows:

Primary Jurisdiction

This column lists the primary implementing jurisdiction on the top line of each project listing. The second line contains the county within which the project is located. The fourth line is the TIP number, for example (253-23-001). The first number is the federal designated number for the Oshkosh MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

Project Category

The first line of the project description lists the highway segment (segment termini a/termini b), the intersection or interchange (highway/highway), or a non-highway project characterization. The second line characterizes the type of improvement to be undertaken. The third line lists the WisDOT project number, if known. The fourth line contains the federal acronym, if federal funds are being used, the length of the project in miles, and a categorization as a preservation (P) or expansion (E) project.

Estimated Cost

Estimated cost figures are always shown in thousands of dollars except for some transit and planning categories, which should be evident. They are subcategorized by federal, state, and local sources and totaled by project for each of the following time periods: 2025, 2026, 2027, and 2028.

Project Description

Federal planning requirements for metropolitan planning organizations for the MTP and TIP are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established.

Projects programmed in the first 4 years of the TIP will assist WisDOT in achieving the safety performance measure targets. This section of the table explains and justifies the project, how the project aligns with performance measures, and the anticipated safety benefits to the transportation system.

Table 16: Oshkosh Urbanized Area - Project Listing (2025-2028)
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** Funds are listed in Year of LET

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

Primary Jurisdiction	Project Description	Type of Cost	Prior Years				2025				2026				2027				2028				Out Years				Comments	
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total		
GO Transit Winnebago	Fixed Route Bus Paratransit Capital Projects Section 5307 & Section 5339	OPER. CONTR. PURCH. TOTAL	1517	738	1411	4238	2228	935	1075	4238	1465	1123	1804	4392	1509	1157	1858	4524	1554	1192	1914	4660	3250	2491	4001	9742		
			593	289	161	849	372	156	321	849	464	355	147	966	477	366	152	995	492	377	156	1025	1028	788	327	2143		
			3688	0	922	5027	5252	0	1313	6565	108	0	27	135	18	0	4	22	1618	0	404	2022	40036	0	10008	50044		
			5798	1027	2494	10114	7852	1091	2709	11652	2037	1478	1978	5493	2004	1523	2014	5541	3664	1569	2474	7707	44314	3279	14336	61929		
WisDOT Winnebago	USH 45/Fond du Lac-Oshkosh SCL-SCPL Oshkosh 4110-32-71	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			4236	1070	0	5306	4236	1070	0	5306	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let date is 9/9/2025. Advanceable to 11/12/2024.	
253-19-037	NHPP	7.16 miles (P)	TOTAL	0	0	0	0	4236	1070	0	5306	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	USH 45/Fond du Lac-Oshkosh SCL-SCPL Oshkosh 4110-32-71	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			94	0	0	94	94	0	0	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let date is 9/9/2025. Advanceable to 11/12/2024.	
253-19-037	HSIP	7.16 miles (P)	TOTAL	0	0	0	0	94	0	0	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT C of Oshkosh (Design 253-19-038)	USH 45/Main St. Bridge Deck Gates 4110-33-71	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			6080	1520	0	7600	6080	1520	0	7600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let date is 02/11/2025	
253-21-009	NHPP	0.12 miles (P)	TOTAL	0	0	0	0	6080	1520	0	7600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 91/Berlin-Oshkosh WCL-STH 44 6540-08-71	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			7659	1993	0	9652	7659	1993	0	9652	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let scheduled for 11/11/2025. Advanceable to 4/8/2025	
253-21-010	STBG	14.55 miles (P)	TOTAL	0	0	0	0	7659	1993	0	9652	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 91/Berlin-Oshkosh WCL-STH 44 6540-08-71	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			705	0	0	705	705	0	0	705	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let scheduled for 11/11/2025. Advanceable to 4/8/2025	
253-21-010	HSIP	14.55 miles (P)	TOTAL	0	0	0	0	705	0	0	705	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT C of Oshkosh	STH 44, Wisconsin St., C Oshkosh Fox River Bridge B-70-0247 6110-26-00, 70	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			0	0	0	0	0	0	0	0	1486	371	0	1857	0	0	0	0	0	0	0	0	0	0	0	0	Let moved to 07/13/2027 due to balancing advanceable to 07/14/2026	
253-22-031	NHPP	0.00 miles (P)	TOTAL	0	0	0	0	0	0	0	0	1486	371	0	1857	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 21, Omro-Oshkosh STH 116-Leonard Point Rd 6180-30-71	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			1658	415	0	2073	1658	415	0	2073	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let moved to 11/11/2025	
253-23-002	NHPP	6.27 miles (P)	TOTAL	0	0	0	0	1658	415	0	2073	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 21, Omro-Oshkosh CTH FF/Reighmoor Rd. Intersection 6180-30-72	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			721	355	0	1076	721	355	0	1076	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let moved to 11/11/2025	
253-23-003	STBG	0.03 miles (P)	TOTAL	0	0	0	0	721	355	0	1076	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 21, Omro-Oshkosh CTH FF/Reighmoor Rd. Intersection 6180-30-72	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			1572	0	0	1572	1572	0	0	1572	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let moved to 11/11/2025	
253-23-003	HSIP	0.03 miles (P)	TOTAL	0	0	0	0	1572	0	0	1572	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 21, Omro-Oshkosh Sand Pit Rd. Intersection 6180-30-73	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			362	281	0	643	362	281	0	643	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let moved to 11/11/2025	
253-23-004	STBG	0.04 miles (P)	TOTAL	0	0	0	0	362	281	0	643	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 21, Omro-Oshkosh Sand Pit Rd. Intersection 6180-30-73	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			1716	0	0	1716	1716	0	0	1716	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let moved to 11/11/2025	
253-23-004	HSIP	0.04 miles (P)	TOTAL	0	0	0	0	1716	0	0	1716	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WisDOT Winnebago	STH 21, Omro-Oshkosh Leonard Point Rd. - Washburn St. 6180-31-71	DESIGN ROW CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			5058	1264	848	7170	5058	1264	848	7170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Let moved to 11/11/2025	
253-23-005	NHPP	1.90 miles (P)	TOTAL	0	0	0	0	5058	1264	848	7170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

**Table 17: Transit Projects
Oshkosh Metropolitan Planning Organization
(\$000)**

Project Description	Recipient/ Funding Type	TIP Number	2025	2026	2027	2028	2029	2030
Operating Assistance and Maintenance				Illustrative	Illustrative	Illustrative	Illustrative	Illustrative
Operating Assistance	GO Transit Section 5307							
Directly Operated - Fixed Route								
Expenses			\$4,741	\$4,883	\$5,030	\$5,181	\$5,336	\$5,496
Revenues			\$477	\$491	\$506	\$521	\$537	\$553
Deficit		253-25-004	\$4,264	\$4,392	\$4,524	\$4,659	\$4,799	\$4,943
Federal Share			\$2,228	\$1,465	\$1,509	\$1,554	\$1,601	\$1,649
State Share			\$935	\$1,123	\$1,157	\$1,192	\$1,227	\$1,264
Local - Municipal & County			\$1,075	\$1,804	\$1,858	\$1,914	\$1,971	\$2,030
Purchased Transp. - Paratransit	GO Transit Section 5307							
Expenses		253-25-005	\$1,500	\$1,545	\$1,591	\$1,639	\$1,688	\$1,739
Revenues			\$562	\$579	\$596	\$614	\$633	\$652
Deficit			\$938	\$966	\$995	\$1,025	\$1,056	\$1,087
Federal Share			\$372	\$464	\$477	\$492	\$506	\$522
State Share			\$156	\$355	\$366	\$377	\$388	\$400
Local- Municipal & County			\$321	\$147	\$152	\$156	\$161	\$166
Total Cost			\$5,087	\$5,358	\$5,519	\$5,684	\$5,855	\$6,031
Federal Share			\$2,600	\$1,928	\$1,986	\$2,046	\$2,107	\$2,171
State Share			\$1,091	\$1,478	\$1,523	\$1,569	\$1,616	\$1,664
Local Share			\$1,396	\$1,951	\$2,010	\$2,070	\$2,132	\$2,196
Capital Projects	GO Transit Section 5339 & CARES Act							
Expansion of Downtown Transit Center		253-25-006	\$4,000					
Transit Stop Accessibility Improvements		253-25-007	\$10	\$10	\$10	\$10	\$10	\$10
Upgraded Bus Video Camera System		253-25-008	\$200					
Stop Announcement System/AVL upgrade		253-25-009	\$300					
Bus Shelters		253-25-010			\$12	\$12	\$12	\$12
2 Clean Diesel/Hybrid or Electric Buses and Charging Infrastructure		253-25-011	\$2,000			\$2,000		
Replace Hoist in Garage		253-25-012		\$100				
Replace Transit Administrative and Maintenance A/C RRR Machine		253-25-013					\$50,000	
Tire Changing Machine in Garage		253-25-019	\$15					
Staff Shuttle Vehicle		253-25-020	\$40	\$25				
Total Cost			\$6,565	\$135	\$22	\$2,022	\$50,022	\$22
Federal Share			\$5,252	\$108	\$18	\$1,618	\$40,018	\$18
Local Share			\$1,313	\$27	\$4	\$404	\$10,004	\$4

**Table 18: Paratransit Projects
Oshkosh Metropolitan Planning Organization**

2025	DAR	ADA W/C	Over 60	Under 60	ATJ	Total
Annual Estimated Trips	23,000	8,700	2,300	2,700	10,000	46,700
Administrative Costs	<u>\$14,500</u>	<u>\$5,500</u>	<u>\$1,480</u>	<u>\$1,770</u>	<u>\$6,300</u>	<u>\$29,550</u>
Total Costs	\$601,570	\$225,991	\$71,416	\$83,914	\$260,387	\$1,242,865
TIP #	253-25-014	253-25-015	253-25-016	253-25-017	253-25-018	
Funding Type	Section 5307	Section 5307	Section 5307	Section 5307	Section 5307	
Revenues	\$352,088	\$104,409	\$16,127	\$77,987	\$38,519	\$589,129
Expenses	<u>\$601,157</u>	<u>\$225,991</u>	<u>\$71,416</u>	<u>\$83,914</u>	<u>\$260,387</u>	<u>\$1,242,865</u>
Deficit	<u>-\$249,069</u>	<u>-\$121,582</u>	<u>-\$55,289</u>	<u>-\$5,927</u>	<u>-\$221,868</u>	<u>-\$653,735</u>
Federal/State Share	\$140,973	\$68,815	\$31,293	\$3,355	\$125,577	\$370,014
Local Share	\$108,096	\$52,766	\$23,995	\$2,572	\$96,291	\$283,721



APPENDIX A

Administrative Modification

- Schedule
 - Changing the implementation schedule for projects within the first four years of the TIP. Provided that the change does not trigger redemonstration of fiscal restraint.
- Scope
 - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
 - Changing the source (federal, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

Minor Amendment (Processed through MPO committee structure and WisDOT, public involvement handled through the committee process.)

- Schedule
 - Adding an exempt/preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list (Table A-1) or from the out-year of the TIP.
 - Moving an exempt/preservation project out of the first four years of the TIP.
- Scope
 - Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
- Funding
 - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four year window.

Major Amendment (Public involvement opportunity and processed through MPO committee structure and WisDOT.)

- Schedule
 - Adding a non-exempt/expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the outyear of the TIP.
 - Moving a non-exempt/expansion project out of the first four years of the TIP.
- Scope
 - Significantly changing the scope (character of work or project limits) of a nonexempt/expansion project within the first four years of the TIP such that current description is no longer reasonably accurate, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
- Funding (Thresholds to be defined by the MPO in consultation with WisDOT and FHWA and subject to WisDOT approval.)
 - Adding or deleting any project that exceeds the lesser of:

- 20% of the total federal funding programmed for the calendar year, or \$1,000,000.



APPENDIX B

In order to comply with federal regulations, ECWRPC tracks performance measure trends over time. Appendix B features charts that display the performance measure historical baseline values and future targets for FHWA set PM1: Safety, PM2: Infrastructure, and PM3: System performance measures. Metropolitan planning organizations have the ability to either adopt the state targets or adopt their own targets on each of these measures. ECWRPC has typically adopted the state targets. While solely the FHWA performance measure charts are featured in this document, ECWRPC also tracks progress with respect to additional state performance measures called Mobility, Accountability, Preservation, Safety, and Service (MAPSS) and region-specific performance measures. ECWRPC is in the process of redeveloping project selection and prioritization criteria for STBG, CRP, MTP, etc. to become more data driven with explicit connections to performance measures, ensuring projects are contributing to meeting targets.

Figure B-1

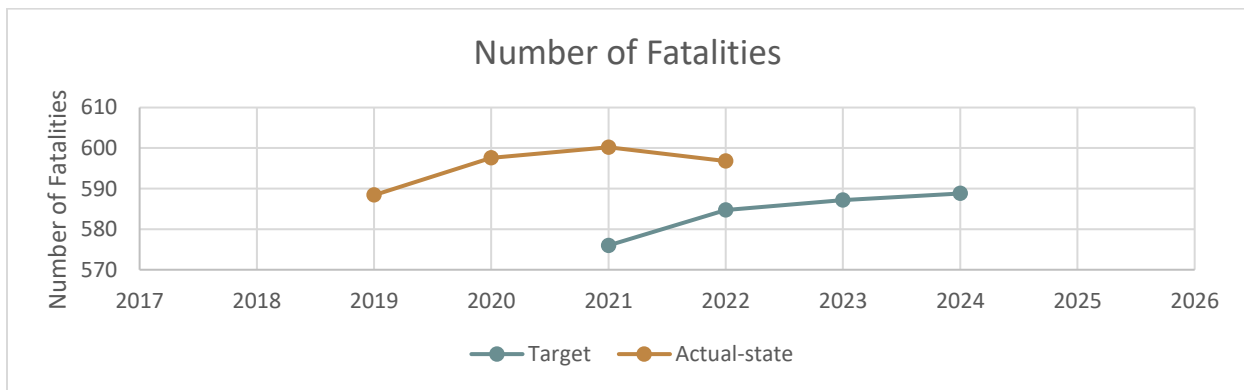


Figure B-2

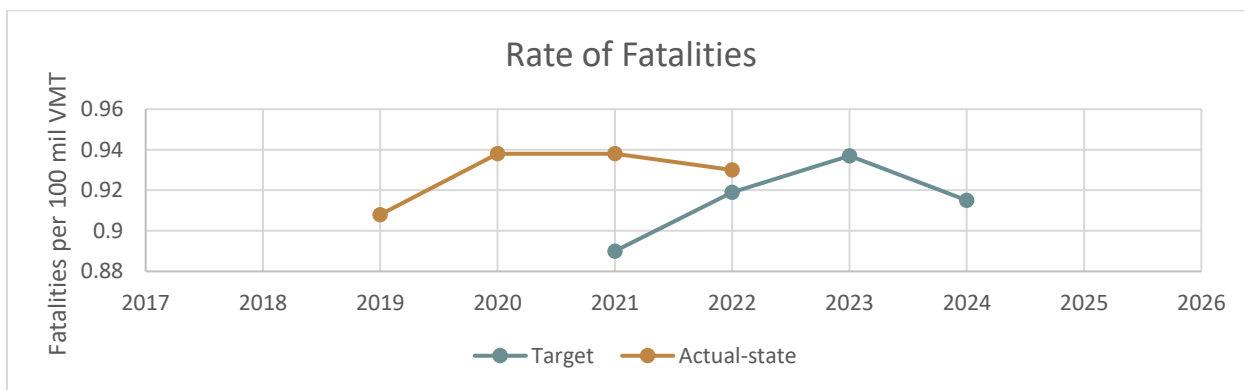


Figure B-3

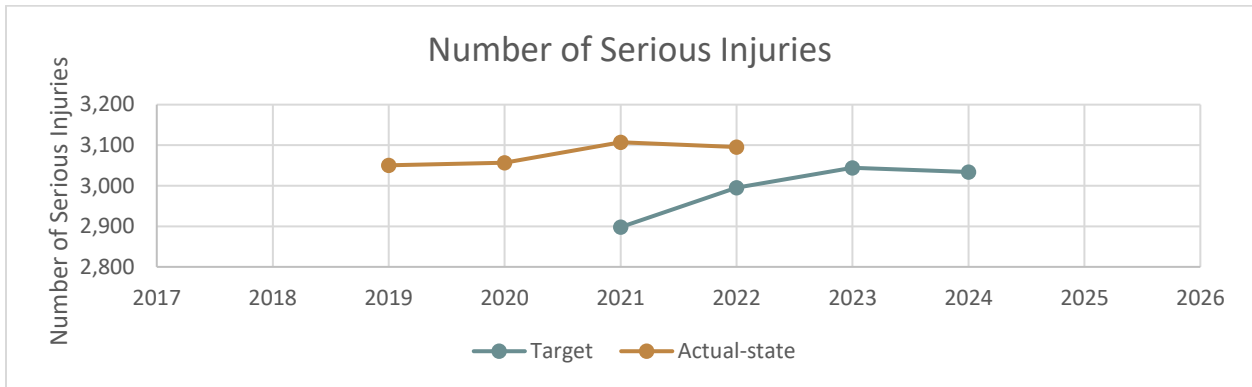


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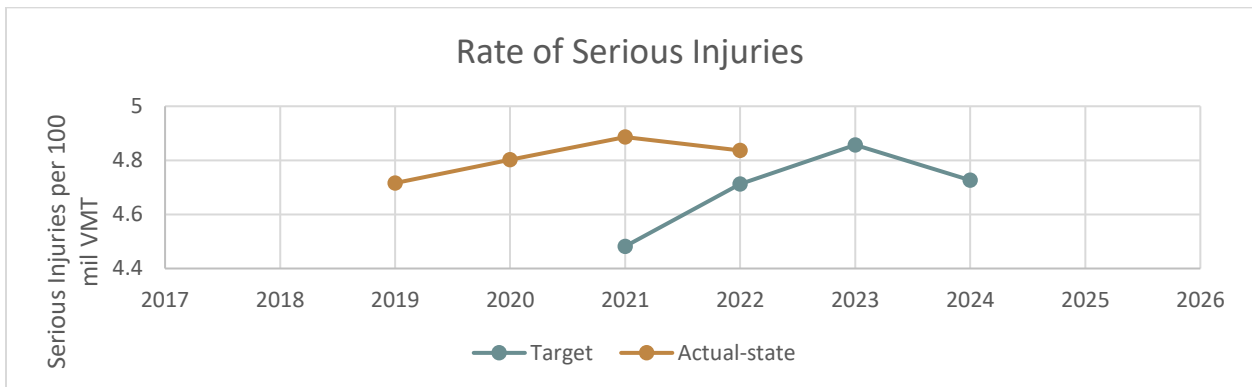


Figure B-5

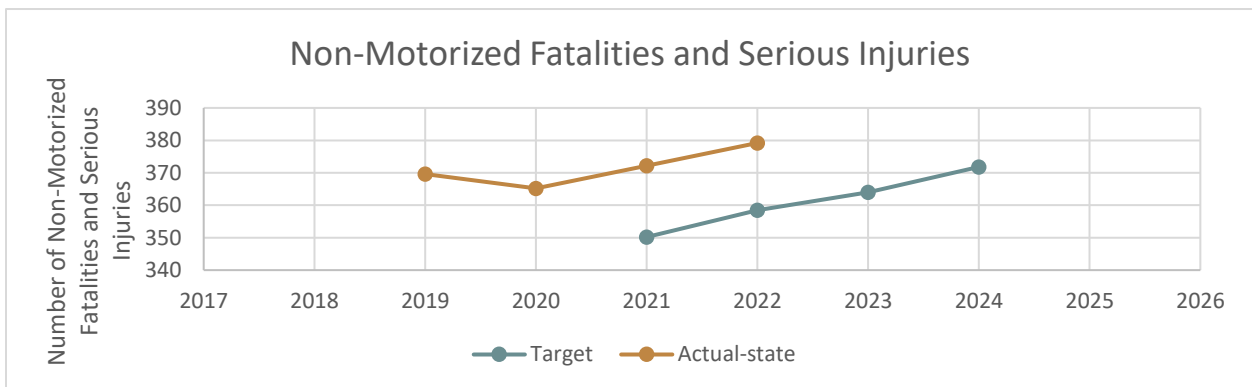


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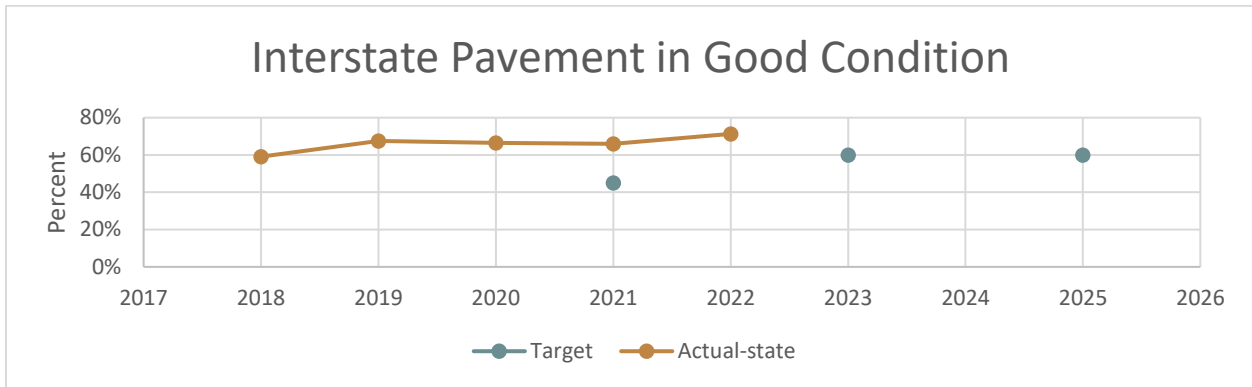


Figure B-7

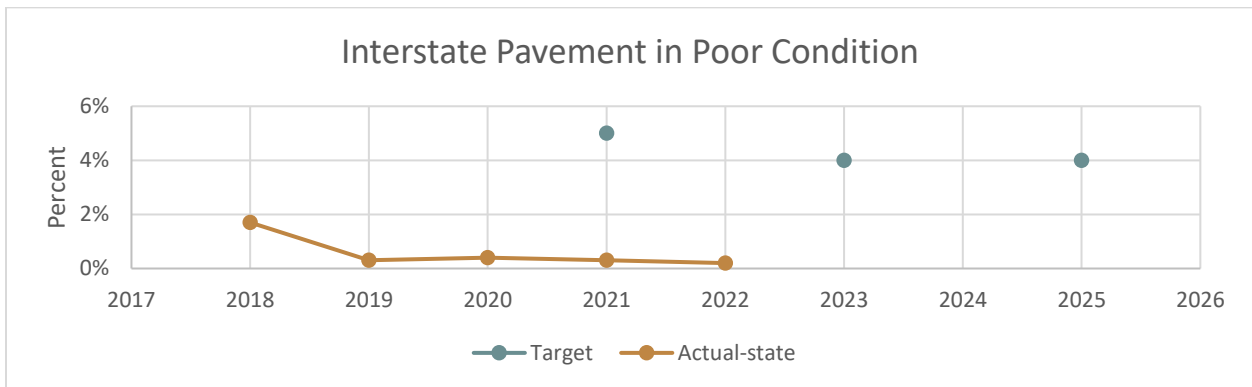


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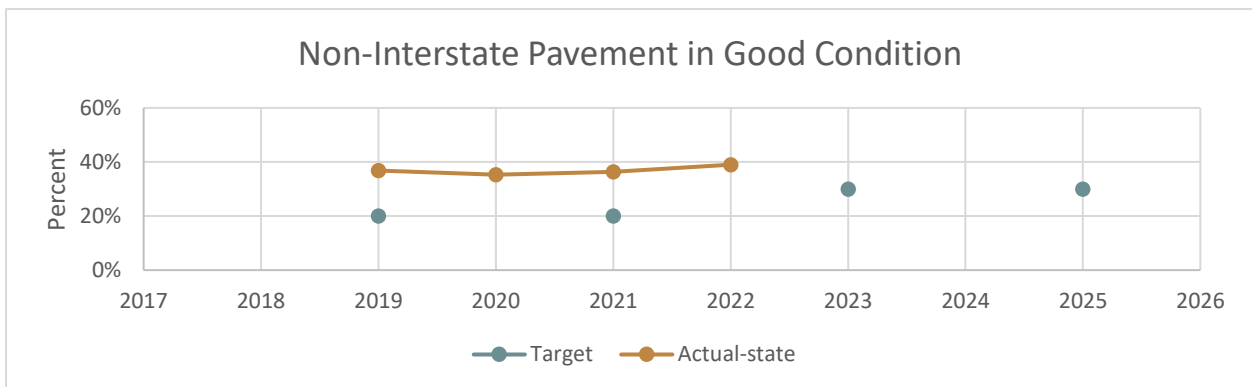


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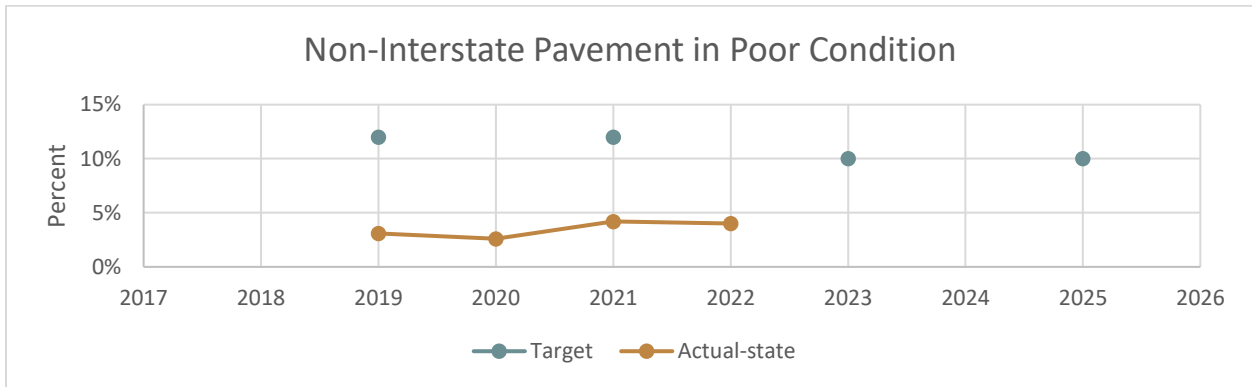


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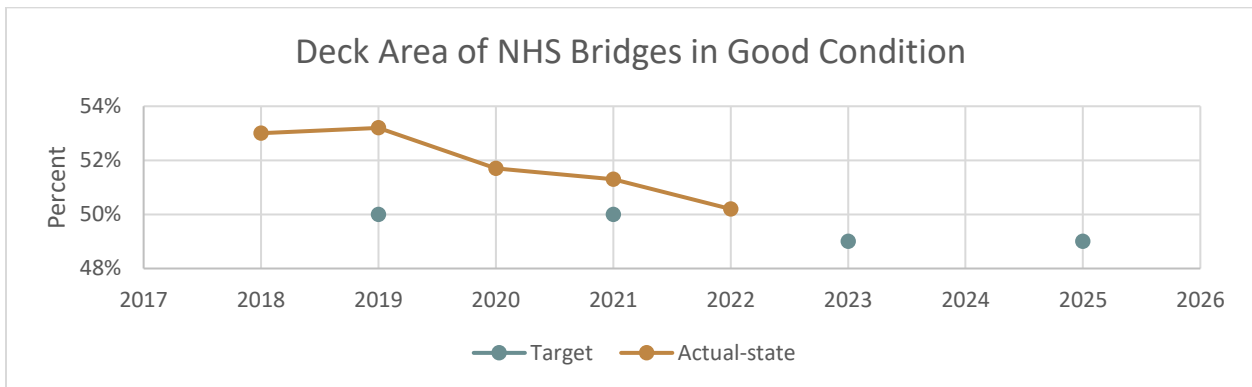


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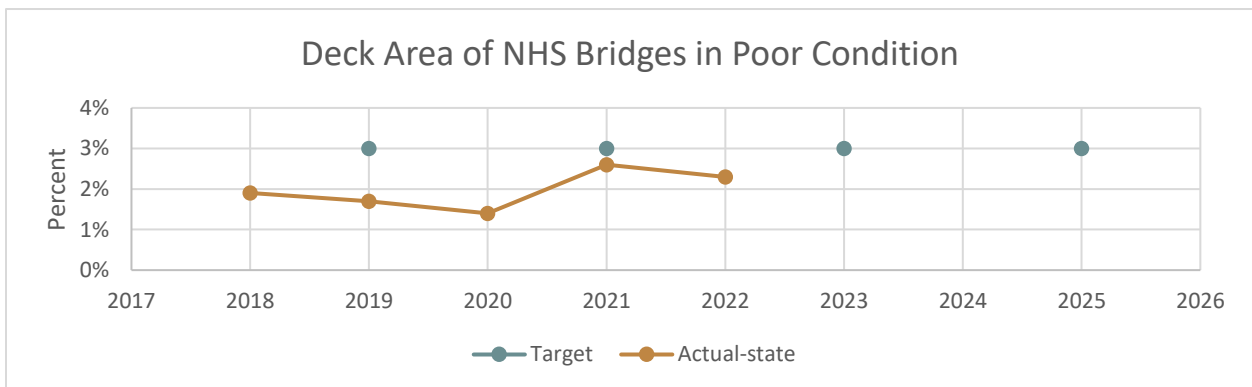


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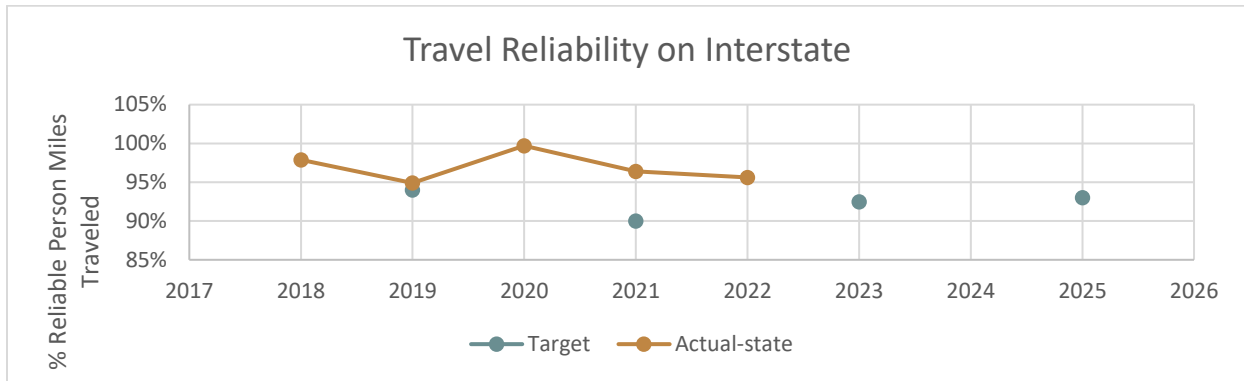


Figure B-13

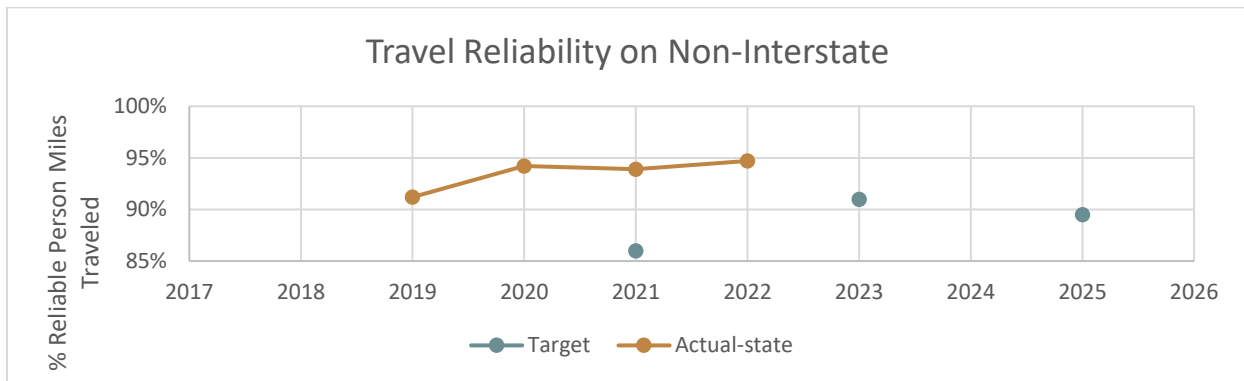
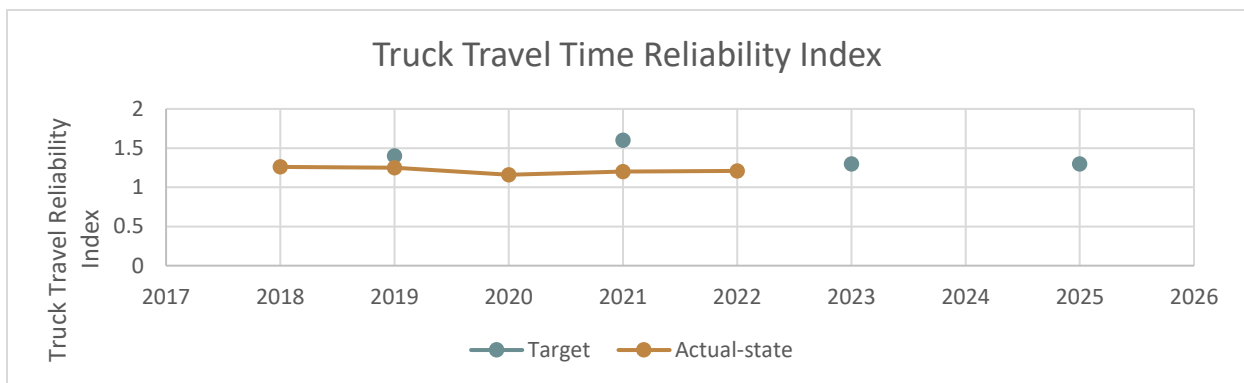


Figure B-14



*Data for the above tables sourced from the FHWA Wisconsin State Performance Dashboard (<https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Wisconsin>)



APPENDIX C

Appendix C: Public Transportation Agency Safety Plan - Targets

Safety Performance Targets - MB DO

Year	VRM	Fatalities (Total)	Fatalities (per 100K VRM)	Injuries (Total)	Number of Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	Preventable Accidents (Total)	Preventable Accidents (per 100K VRM)	Major System Failures	System Reliability (VRM/ major system failures)
2020	468,393	0	0	1	0.21	10	2.14	6	1.28	11	42,581
2021	468,074	0	0	8	1.71	17	3.63	4	0.85	7	66,868
2022	471,658	0	0	4	0.84	15	3.18	5	1.06	7	67,380
2023	474,081	0	0	1	0.22	11	2.32	4	0.84	14	67,726
*2024 Target	471,686	0	0	3 (3.20)	1 (0.66)	13 (12.90)	2.74	5 (4.90)	1	15 (14.90)	45,607
Past 5 Year Avg.	471,686	0	0	3.2	0.68	13.25	2.82	5	1	15	44,713
*2025 Target	481,120	0	0	3 (3.13)	3(3.14)	13 (12.24)	2.69	5 (4.71)	1	15	32,075

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

Year	VRM	Fatalities (Total)	Fatalities (per 100K VRM)	Injuries (Total)	Number of Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	Preventable Accidents (Total)	Preventable Accidents (per 100K VRM)	Major System Failures	System Reliability (VRM/ major system failures)
2020	198,978	0	0	0	0	0	0	0	0	0	198,978
2021	224,219	0	0	2	0.89	2	0.89	2	0.89	2	112,110
2022	200,131	0	0	0	0	1	0.5	0	0	0	200,131
2023	190,461	0	0	0	0	1	0	1	0.53	0	190,461
*2024 Target	225,082	0	0	0.4 (3.9)	0 (0.17)	1 (0.80)	0.27	1 (0.60)	0.28	0.4 (0.40)	206,713
Past 4 Year Avg	203,447	0	0	0.50	0.22	1.00	0.35	0.75	0.36	0.50	175,420
*2025 Target	255,795	0	0	0.4 (0.39)	0.15 (0.17)	1 (0.80)	0.27	1 (0.6)	0.28	0.4 (0.40)	206,713

Safety Performance Targets - MB PT

Year	VRM	Fatalities (Total)	Fatalities (per 100K VRM)	Injuries (Total)	Number of Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	Preventable Accidents (Total)	Preventable Accidents (per 100K VRM)	Major System Failures	System Reliability (VRM/ major system failures)
2019	69,968	0	0	0	0	1	1.44	0	0	1	69,968
2020	70,678	0	0	0	0	0	0	0	0	1	70,678
2021	70,402	0	0	0	0	0	0	2	0	7	10,057
2022	69,471	0	0	0	0	0	0	0	0	9	7,719
*2023 Target	69,213	0	0	0	0	0	0	0	0	4	17,303

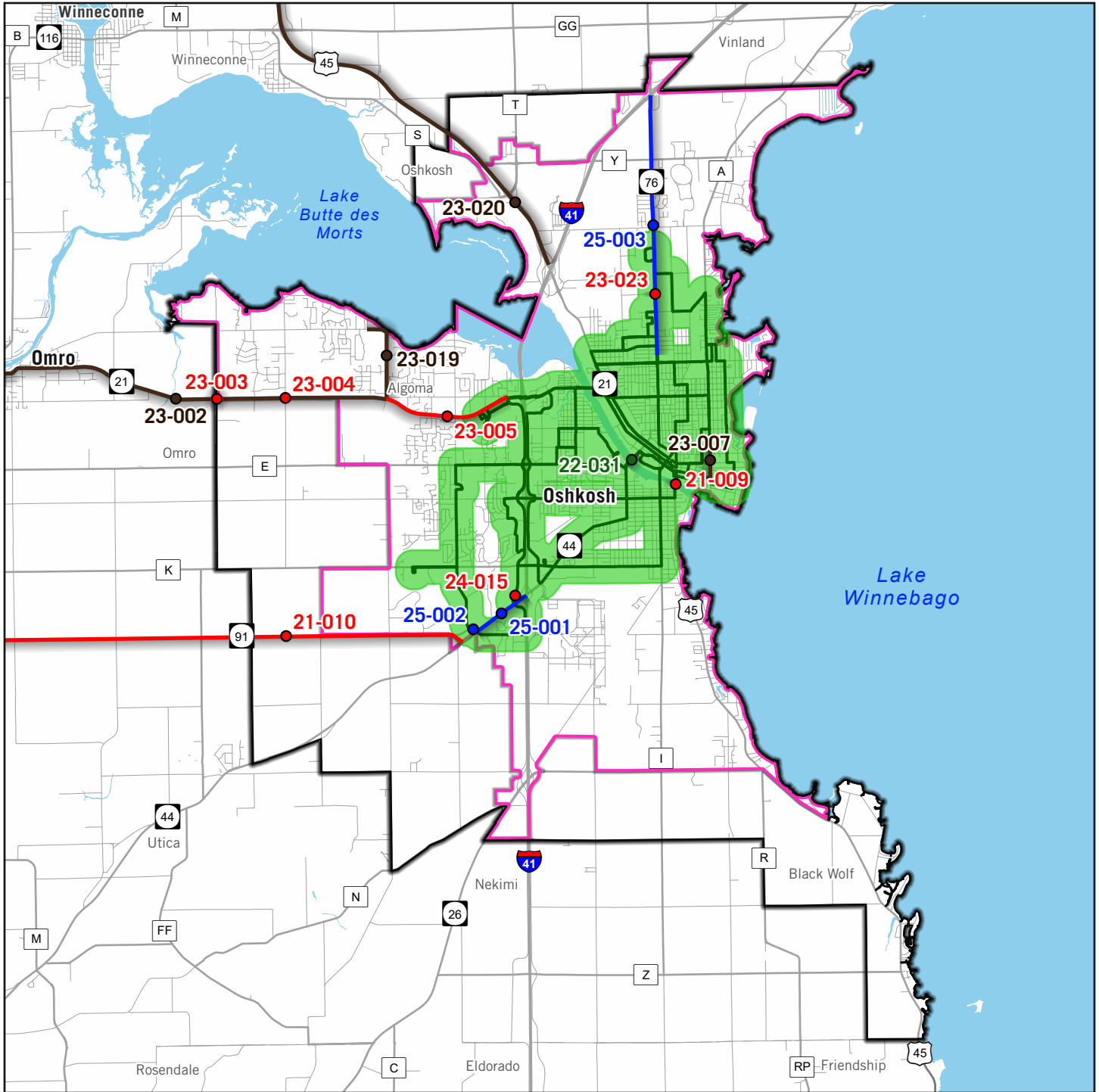
* Service discontinued 4.1.2023





APPENDIX D

Map D-1



Oshkosh Metropolitan Planning Organization TIP Projects (2025-2028) and Transit Routes



MPO Boundaries

-  Metropolitan Planning Area
-  Urban Area Boundary

Transit Routes

-  Fixed-Route Transit
-  1/4 Mile Buffer

TIP Project by Year

-  2028
-  2027
-  2026
-  2025



Sources: USDOT 2024 Equitable Transportation Community and Justice40 Tracts, 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

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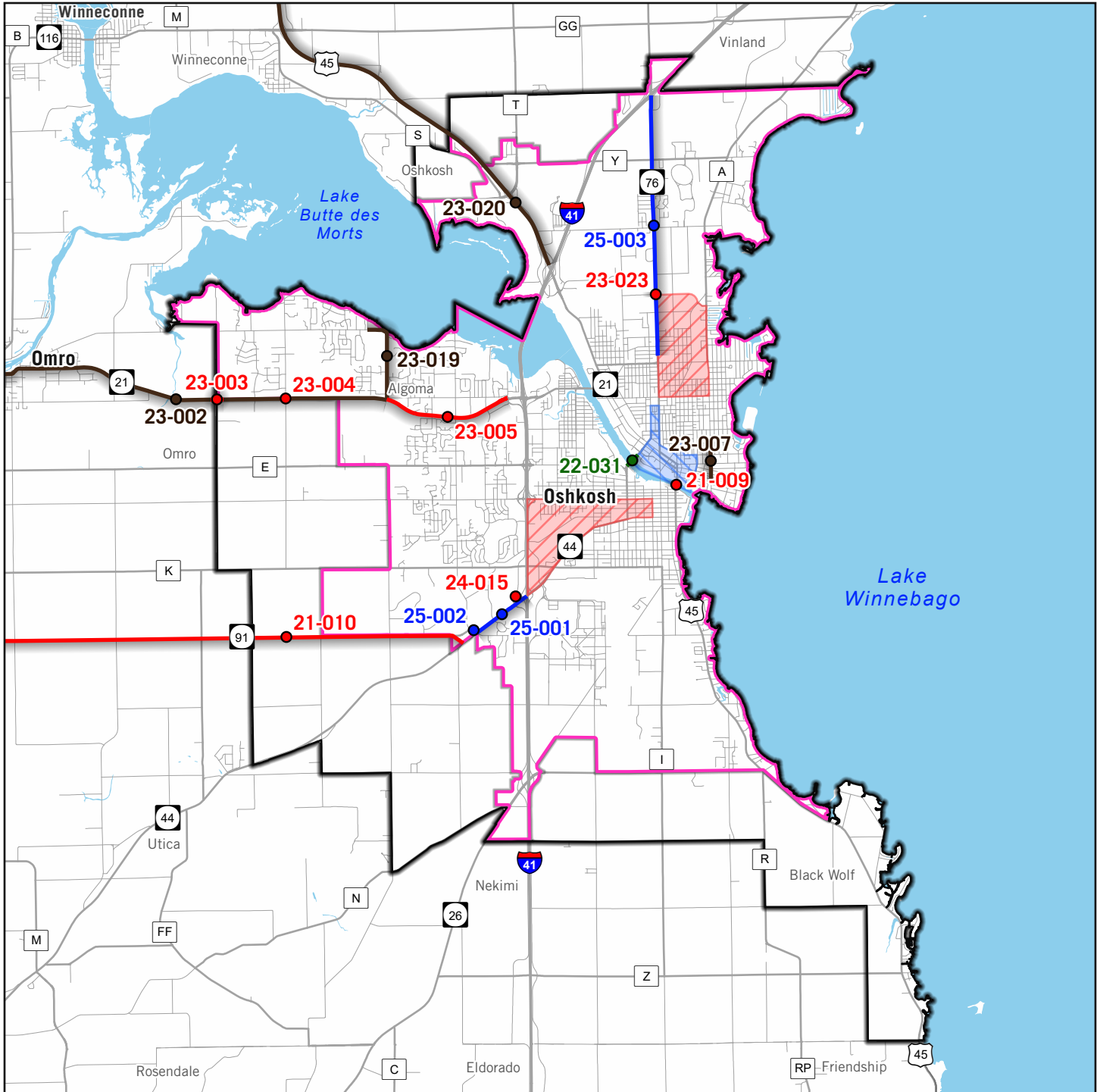
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Regional Planning Commission
ECWRPC**

Map D-2

Oshkosh Metropolitan Planning Organization TIP Projects (2025-2028) and Identified Disadvantaged Locations



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Disadvantaged Census Tracts

- Equitable Transportation Community Tracts
- Justice40 Initiative Tracts

TIP Project by Year

- 2028
- 2027
- 2026
- 2025

Sources: USDOT 2024 Equitable Transportation Community and Justice40 Tracts, 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

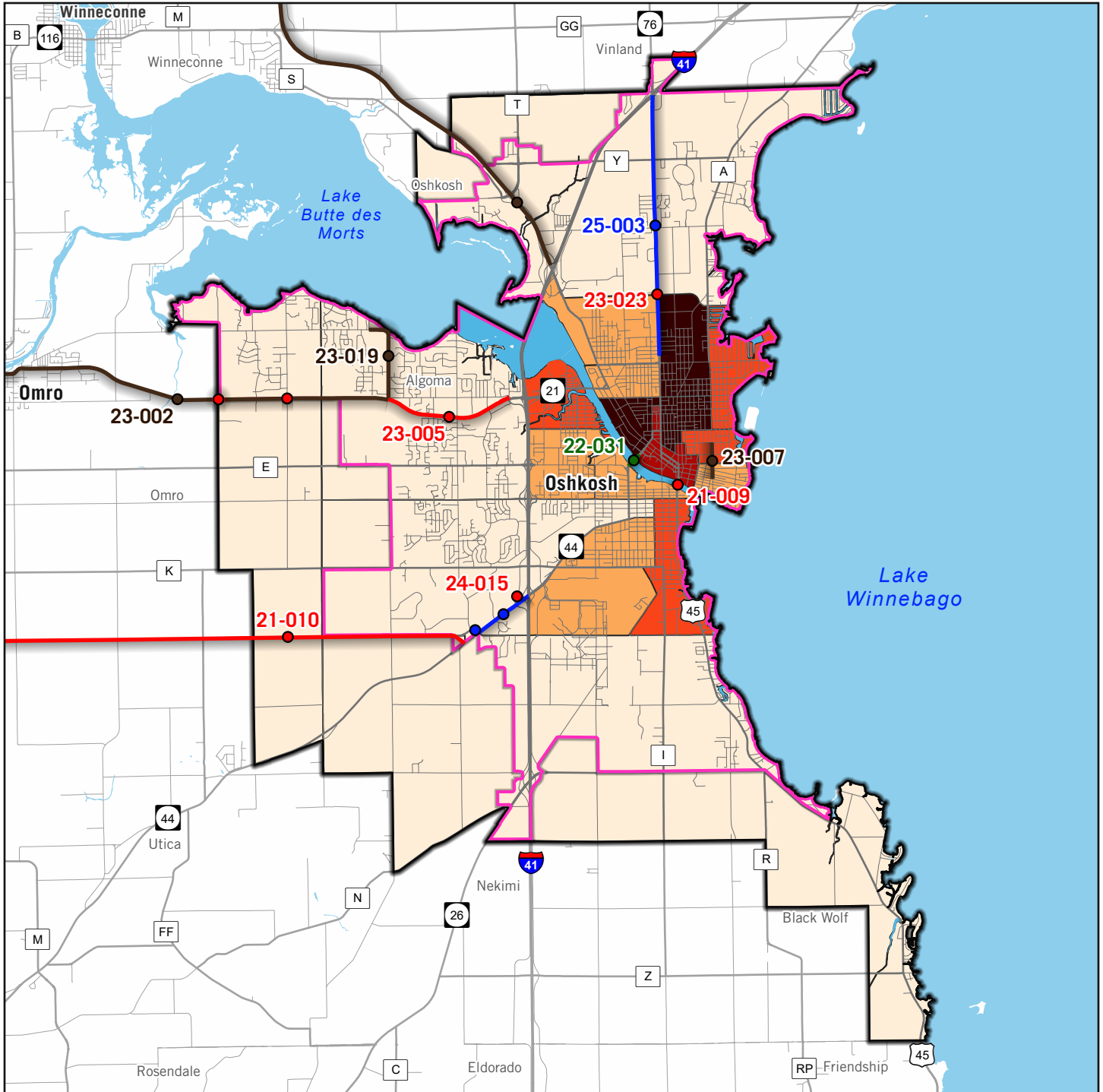
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Map D-3

Oshkosh Metropolitan Planning Organization TIP Projects (2025-2028) and Population Below Poverty Level (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Population Below Poverty Level

- < 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% - 25.00%
- > 25.00%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028



Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

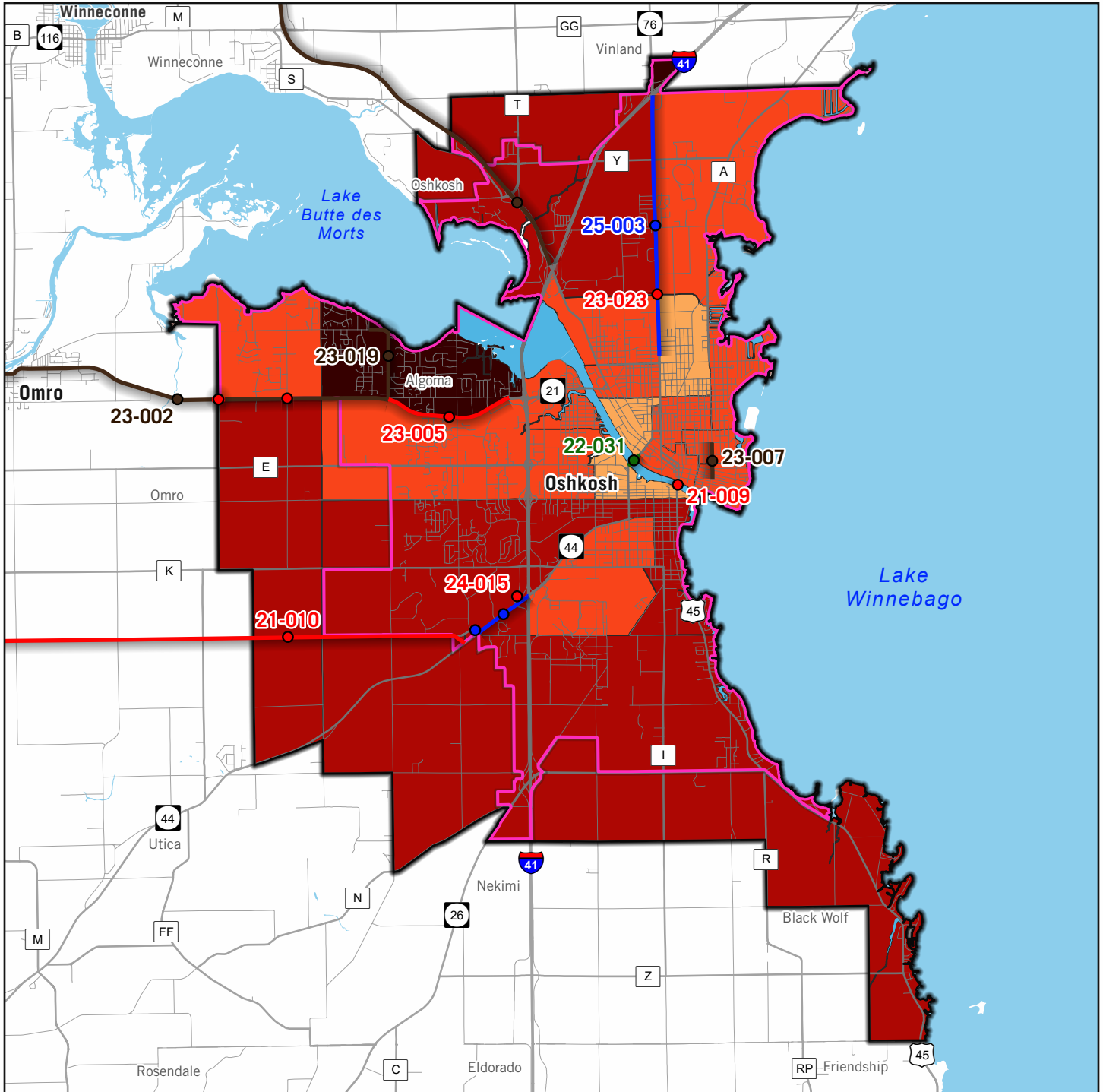
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Map D-4

Oshkosh Metropolitan Planning Organization TIP Projects (2025-2028) and Median Household Income (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Median Household Income

- < \$25,000
- \$25,001 - \$50,000
- \$50,001 - \$75,000
- \$75,001 - \$100,000
- > \$100,000

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

N



Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

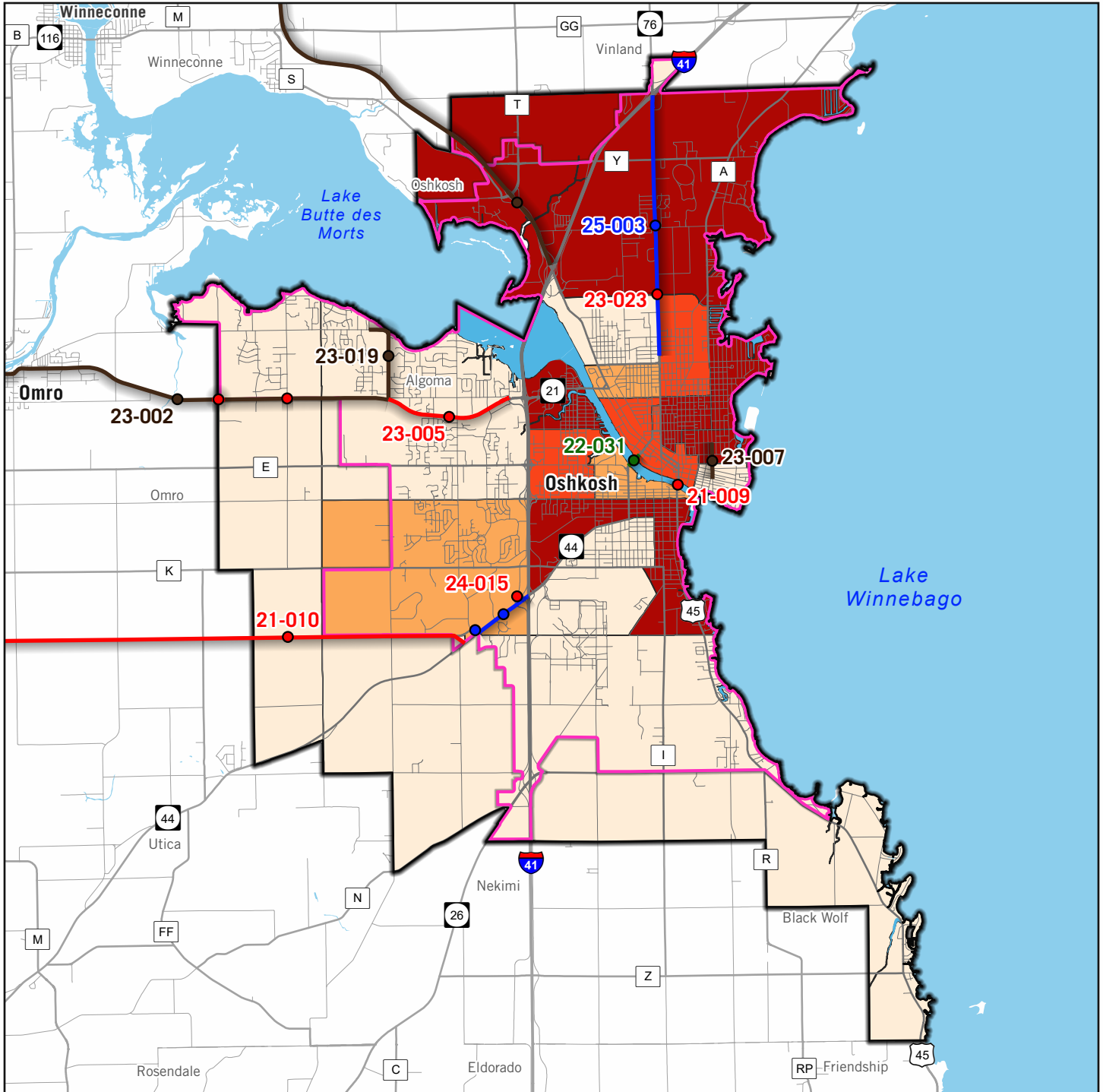
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Map D-5

Oshkosh Metropolitan Planning Organization TIP Projects (2025-2028) and Minority Population (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Minority Population

- < 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% - 25.00%
- > 25.01%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028



Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

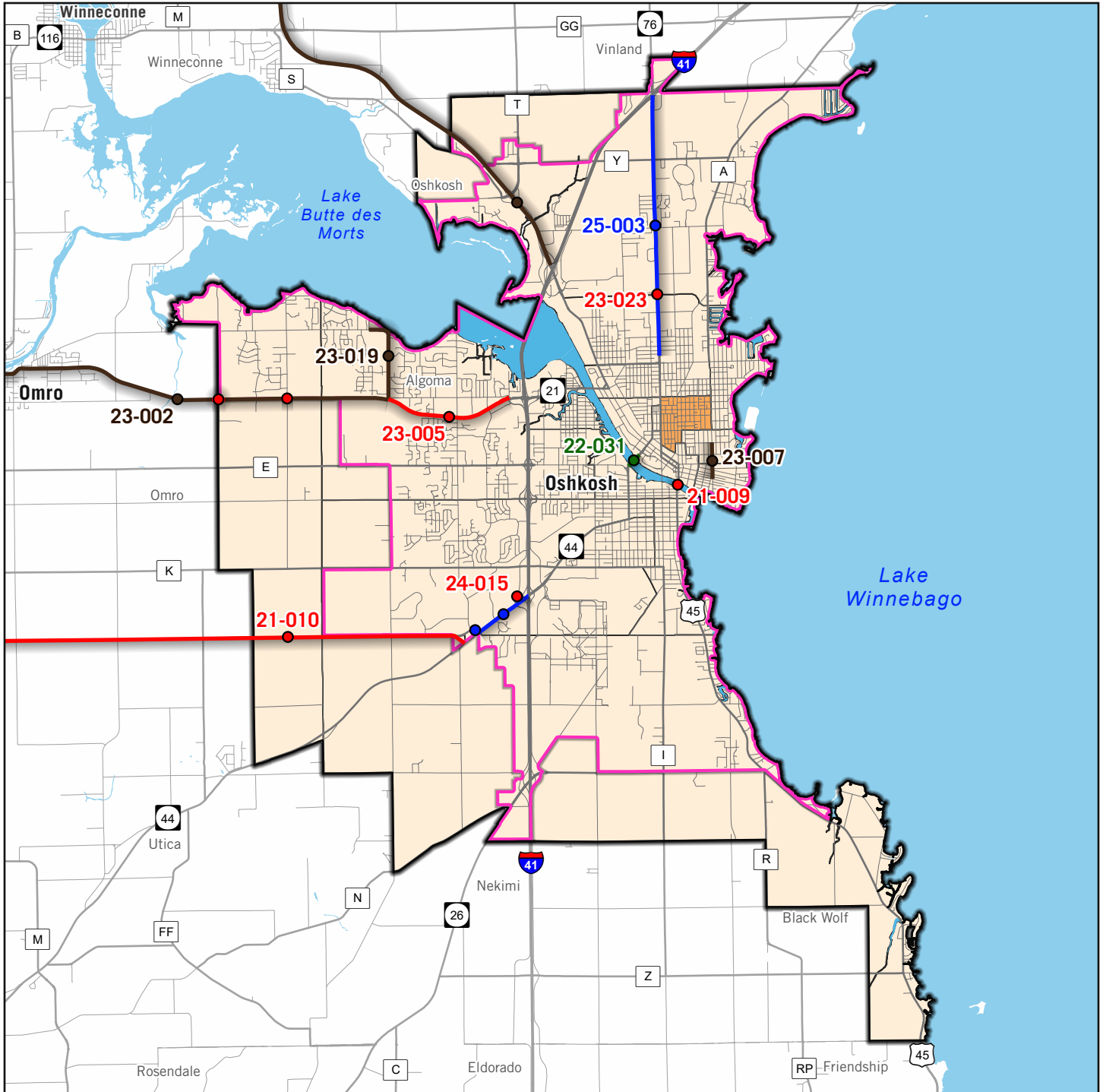
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Map D-6

Oshkosh Metropolitan Planning Organization TIP Projects (2025-2028) and Hispanic or Latino Population (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Hispanic or Latino Population

- < 10.00%
- 10.01% - 15.00%
- 15.01% - 20.00%
- 20.01% - 25.00%
- > 25.00%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028



Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

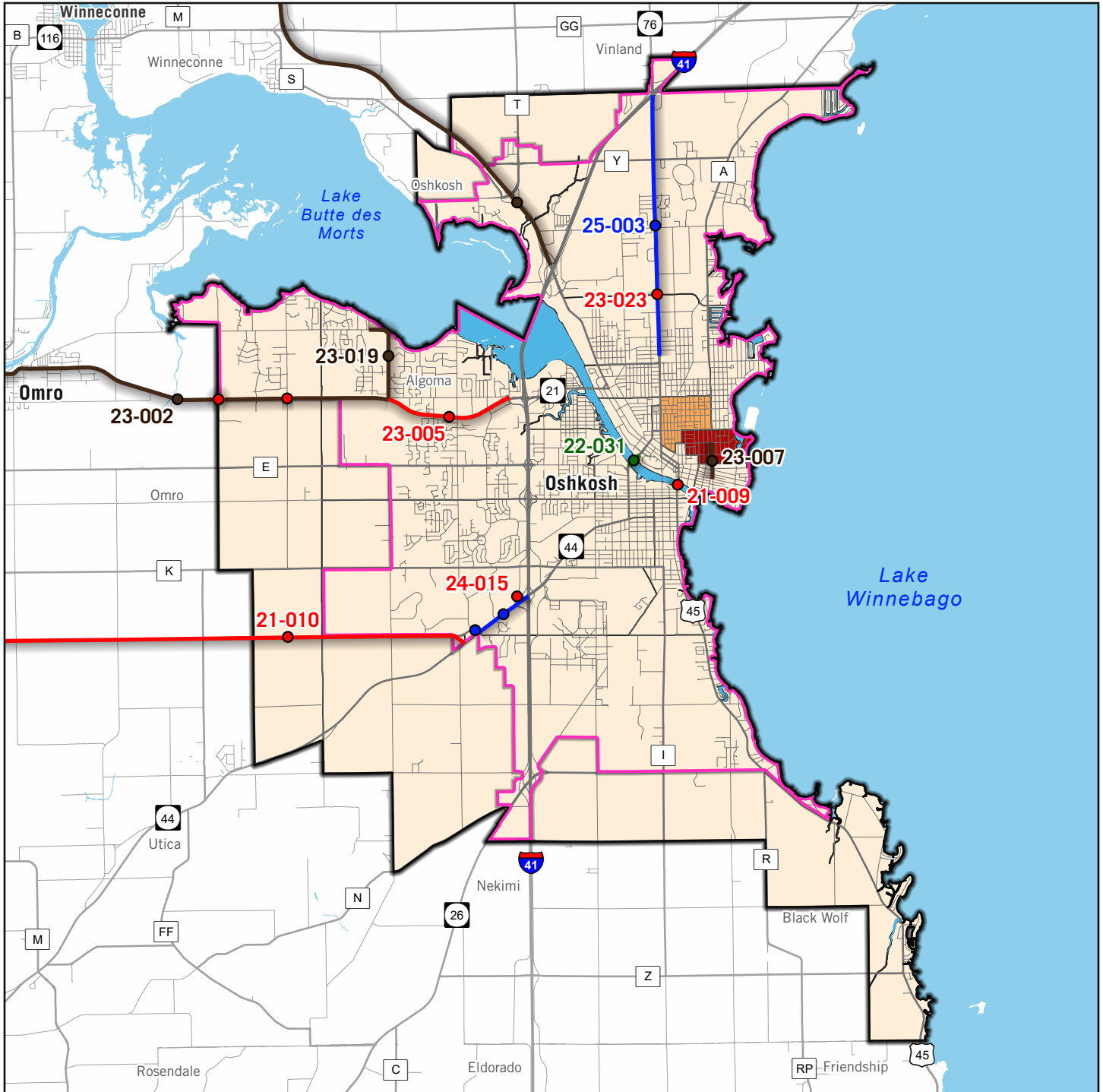
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Map D-7

Oshkosh Metropolitan Planning Organization TIP Projects (2025-2028) and Limited English Population (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Limited English Population

- < 2.50%
- 2.51% - 5.00%
- 5.01% - 7.50%
- 7.51% - 10.00%
- > 10.00%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028



Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

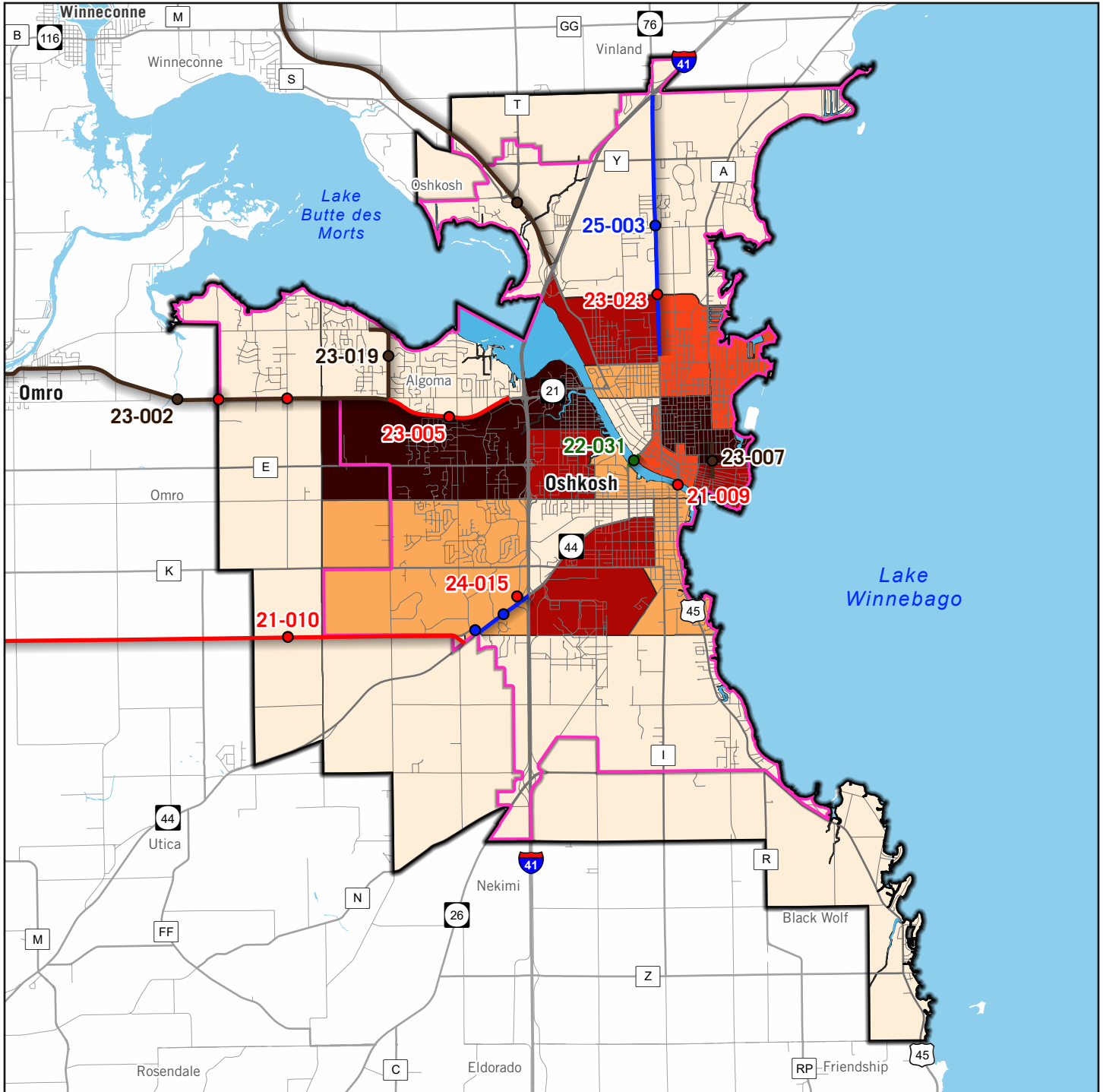
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Map D-8

Oshkosh Metropolitan Planning Organization TIP Projects (2025-2028) and Population Without Vehicle Access (American Community Survey 2018-2022)



MPO Boundaries

- Metropolitan Planning Area
- Urban Area Boundary

Population Without Vehicle Access

- < 2.50%
- 2.51% - 5.00%
- 5.01% - 7.50%
- 7.51% - 10.00%
- > 10.01%

TIP Project by Year

- 2025
- 2026
- 2027
- 2028

Sources: American Community Survey (2018-2022) and Census Tracts (2020), 2020 Metropolitan Planning Area and the 2020 Adjusted Urbanized Area provided by ECWRPC and Wisconsin Department of Transportation. Regional counties provided 2024 centerline and hydrology.

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PREPARED JULY 2024 BY:





APPENDIX E



APPENDIX F

Appendix F: Historic Expenditures for Oshkosh MPO Municipalities						
Municipality	2018	2019	2020	2021	2022	5 Year Average
City of Oshkosh						
Highway Maintenance & Admin	\$ 7,343,010.00	\$ 7,974,138.00	\$ 6,933,487.00	\$ 9,825,104.00	\$ 10,463,666.00	\$ 8,799,098.75
Highway Construction	\$ 6,773,166.00	\$ 7,079,064.00	\$ 5,701,337.00	\$ 2,381,713.00	\$ 2,443,242.00	\$ 4,401,339.00
Road Related Facilities	\$ 2,289,304.00	\$ 3,778,022.00	\$ 2,574,577.00	\$ 2,263,342.00	\$ 2,908,985.00	\$ 2,881,231.50
Other Transportation	\$ -	\$ -	\$ -	\$ 691,401.00	\$ 717,540.00	\$ 352,235.25
Total Local Transportation Expenditures	\$ 16,405,480.00	\$ 18,831,224.00	\$ 15,209,401.00	\$ 15,161,560.00	\$ 16,533,433.00	\$ 16,433,904.50
Town of Algoma						
Highway Maintenance & Admin	\$ 338,044.00	\$ 431,369.00	\$ 331,532.00	\$ 295,596.00	\$ 234,966.00	\$ 323,365.75
Highway Construction	\$ 207,080.00	\$ 422,148.00	\$ 862,532.00	\$ 3,522,841.00	\$ 525,512.00	\$ 1,333,258.25
Road Related Facilities	\$ 79,561.00	\$ 9,301.00	\$ 307,204.00	\$ 769,150.00	\$ 148,178.00	\$ 308,458.25
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 624,685.00	\$ 862,818.00	\$ 1,501,268.00	\$ 4,587,587.00	\$ 908,656.00	\$ 1,965,082.25
Town of Black Wolf						
Highway Maintenance & Admin	\$ 180,343.00	\$ 170,187.00	\$ 198,596.00	\$ 172,127.00	\$ 418,275.00	\$ 239,796.25
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ 6,936.00	\$ 6,242.00	\$ 30,431.00	\$ 21,385.00	\$ 4,661.00	\$ 15,679.75
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 187,279.00	\$ 176,429.00	\$ 229,027.00	\$ 193,512.00	\$ 422,936.00	\$ 255,476.00
Town of Nekimi						
Highway Maintenance & Admin	\$ 61,763.00	\$ 251,340.00	\$ 157,108.00	\$ 227,080.00	\$ 224,777.00	\$ 215,076.25
Highway Construction	\$ 40,698.00	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 102,461.00	\$ 251,340.00	\$ 157,108.00	\$ 227,080.00	\$ 224,777.00	\$ 215,076.25
Town of Omro						
Highway Maintenance & Admin	\$ 243,469.00	\$ 244,488.00	\$ 203,015.00	\$ 196,271.00	\$ 502,292.00	\$ 286,516.50
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ 18,690.00	\$ 9,789.00	\$ 13,713.00	\$ 11,723.00	\$ 10,875.00	\$ 11,525.00
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 262,159.00	\$ 254,277.00	\$ 216,728.00	\$ 207,994.00	\$ 513,167.00	\$ 298,041.50
Town of Oshkosh						
Highway Maintenance & Admin	\$ 175,133.00	\$ 126,704.00	\$ 194,271.00	\$ 286,860.00	\$ 306,037.00	\$ 228,468.00
Highway Construction	\$ -	\$ 142,599.00	\$ 19,778.00	\$ 523,841.00	\$ 280.00	\$ 171,624.50
Road Related Facilities	\$ 8,210.00	\$ 8,823.00	\$ 9,932.00	\$ 10,974.00	\$ 11,335.00	\$ 10,266.00
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 183,343.00	\$ 278,126.00	\$ 223,981.00	\$ 821,675.00	\$ 317,652.00	\$ 410,358.50
Town of Vinland						
Highway Maintenance & Admin	\$ 160,221.00	\$ 206,668.00	\$ 187,131.00	\$ 191,029.00	\$ 339,707.00	\$ 231,133.75
Highway Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Road Related Facilities	\$ 4,729.00	\$ 4,284.00	\$ 3,978.00	\$ 4,287.00	\$ 4,471.00	\$ 4,255.00
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 164,950.00	\$ 210,952.00	\$ 191,109.00	\$ 195,316.00	\$ 344,178.00	\$ 235,388.75
Winnebago County						
Highway Maintenance & Admin	\$ 7,392,298.00	\$ 2,379,932.00	\$ 2,889,197.00	\$ 3,880,103.00	\$ 1,539,235.00	\$ 2,672,116.75
Highway Construction	\$ 94,760.00	\$ 6,057,676.00	\$ 5,067,086.00	\$ 5,861,131.00	\$ 7,175,194.00	\$ 6,040,271.75
Road Related Facilities	\$ 460,011.00	\$ 495,681.00	\$ 431,467.00	\$ 617,528.00	\$ 642,283.00	\$ 546,739.75
Other Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Local Transportation Expenditures	\$ 7,947,069.00	\$ 8,933,289.00	\$ 8,387,750.00	\$ 10,358,762.00	\$ 9,356,712.00	\$ 9,259,128.25
MPO Total	\$ 25,877,426.00	\$ 29,798,455.00	\$ 26,116,372.00	\$ 31,753,486.00	\$ 28,621,511.00	\$ 29,072,456.00



APPENDIX G

Appendix G: Transit Financial Capacity Analysis
GO Transit

	2025	2026	2027	2028	2029
Operating Expenses	(000)	(000)	(000)	(000)	(000)
Fixed Route (DO)	\$4,883	\$5,030	\$5,181	\$5,336	\$5,496
Paratransit (DR)	\$1,545	\$1,591	\$1,639	\$1,688	\$1,739
Total Operating Expenses	\$6,428	\$6,621	\$6,820	\$7,024	\$7,235
Revenue					
Farebox Revenue	\$491	\$506	\$521	\$537	\$553
Fixed Route (DO)	\$579	\$596	\$614	\$633	\$652
Paratransit (DR)	\$1,070	\$1,102	\$1,135	\$1,169	\$1,204
Total Revenue					
Deficit					
Federal**	\$2,678	\$2,758	\$2,841	\$2,926	\$3,014
State**	\$1,124	\$1,157	\$1,192	\$1,228	\$1,265
Local (City & County)	\$1,438	\$1,481	\$1,525	\$1,571	\$1,618
Total Deficit	\$5,240	\$5,397	\$5,559	\$5,725	\$5,897
Capital					
Federal (5307 & 5339)	\$5,528	\$88	\$18	\$1,618	\$40,018
Local	\$1,382	\$22	\$4	\$404	\$10,004
Total Capital Expenses***	\$6,910	\$110	\$22	\$2,022	\$50,022
Operating Statistics					
No. of Buses	16	16	16	16	16
No. of Employees (1*)	22	22	22	22	22
Revenue Hours	35	35	35	35	35
Revenue Miles	483	483	483	483	483
Revenue Passengers	606	612	618	624	631
Fixed-Route Statistics					
Average Fare	0.81	0.83	0.84	0.86	0.88
Operating Ratio (Rev/Exp)	10%	10%	10%	10%	10%
Cost per Vehicle Mile	10.11	10.41	10.73	11.05	11.38
Cost per Passenger	8.06	8.22	8.39	8.55	8.72
Cost per Vehicle Hour	139.52	143.71	148.02	152.46	157.03
Passengers Per Mile	1.25	1.27	1.28	1.29	1.31
Passengers per Hour	17.31	17.49	17.66	17.84	18.02

NOTES:

* Full time drivers

** Assumes approximately a 30% federal share and 23% state share in 2021 and each succeeding year.

*** Projected capital expenses.



APPENDIX H

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)	\$17,032	\$6,128	\$1,486	\$83	\$17,032	\$6,128	\$1,486	\$83
Surface Transportation Block Grant (STBG)	\$8,742	\$6,036	\$0	\$5,225	\$8,742	\$6,036	\$0	\$5,225
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
Programmed Expenditures	\$30,206	\$12,513	\$1,489	\$5,308	\$30,206	\$12,513	\$1,489	\$5,308
* Annual Inflation Factor 2.93%	\$885	\$367	\$44	\$156	\$885	\$367	\$44	\$156
Estimated Need with Inflation Factor	\$31,091	\$12,880	\$1,533	\$5,464	\$31,091	\$12,880	\$1,533	\$5,464
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	\$0	\$0	-not yet programmed-		\$0	\$0	-not yet programmed-	
Section 5310	\$0	\$0	-not yet programmed-		\$0	\$0	-not yet programmed-	

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



APPENDIX I

Appendix I: Oshkosh Urbanized Area - Candidate Project Listing (2025-2028+)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2025				2026				2027				2028+ Illustrative Projects				Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
T of Algoma Winnebago <i>Illustrative</i>	Oakwood Road Omro Road - Oakwood Lane Reconstruction Local 1.0 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	283 0 3254 3537	283 0 3254 3537				
T of Algoma Winnebago <i>Illustrative</i>	Leonard Point Road WIS 21 - Highline Shore Lane Reconstruction Local 1.1 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	220 0 3500 3720	220 0 3500 3720				
T of Algoma Winnebago <i>Illustrative</i>	Leonard Point Road Sand Point - Highline Shore Lane Reconstruction Local 0.9 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	180 0 2740 2920	180 0 2740 2920				
T of Algoma Winnebago <i>Illustrative</i>	Clairville Road WIS 21 - CTH E Reconstruction Local 1.0 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	220 0 3500 3720	220 0 3500 3720				
Winnebago Co Winnebago <i>Illustrative</i>	CTH Y / WIS 76 - CTH S Reconstruction Local 2.2 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1000 0 1000 1000	1000 0 1000 1000				
Winnebago Co Winnebago <i>Illustrative</i>	CTH E / Oakwood - Algoma T Line Reconstruction Local 1.5 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	400 0 3600 4000	400 0 3600 4000				
Winnebago Co Winnebago <i>Illustrative</i>	CTH N / CTH I - USH 45 Reconstruction Local 1.3 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1750 0 1750 1750	1750 0 1750 1750				
T of Oshkosh Winnebago <i>Illustrative</i>	Vinland Rd /Smith-Snell Reconstruction Local 1.25 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1500 0 1500 1500	1500 0 1500 1500				
C of Oshkosh Winnebago <i>Illustrative</i>	Waugoo /North Main - Bowen Reconstruction Local 0.65 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	250 25 3914 4189	250 25 3914 4189				
C of Oshkosh Go Transit Winnebago <i>Illustrative</i>	Diesel Buses (2) Local (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1000 0 1000 1000	1000 0 1000 1000				
C of Oshkosh Winnebago <i>Illustrative</i>	Bowen St/ Nevada - E Murdock Reconstruction Local 0.24 m. (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	250 25 2270 2545	250 25 2270 2545				
C of Oshkosh Winnebago <i>Illustrative</i>	W 9th /Knapp St - Michigan St Reconstruction Local	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	400 40 2997 3437	400 40 2997 3437				
C of Oshkosh Winnebago <i>Illustrative</i>	Ohio St /17th Ave - S. Park Ave Reconstruction Local	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	250 25 1846 2121	250 25 1846 2121				
C of Oshkosh Winnebago <i>Illustrative</i>	Bowen St/E Parkway Ave-Sterling Ave Reconstruction Local (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	250 25 2522 2797	250 25 2522 2797				
C of Oshkosh Winnebago <i>Illustrative</i>	Merritt Ave/N Main St - Lakeshore Dr Reconstruction Local (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	350 40 6321 6711	350 40 6321 6711				

C of Oshkosh Winnebago <i>Illustrative</i>	Oregon St/ 8th Ave - 6th Ave Reconstruction Local (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	200 20 727 947	200 20 727 947		
C of Oshkosh Winnebago <i>Illustrative</i>	N Sawyer St/ Witzel Ave - Rush Ave Reconstruction Local (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	300 30 3553 3883	300 30 3553 3883		
WisDOT C of Oshkosh <i>Illustrative</i>	USH 45, Main St., C Oshkosh 16th Ave - Fox River 6430-21-71 HNPP .61 miles PVRPLA	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3916 979 4895 3916	979 0 4895 979	0 0 4895 0	
WisDOT Winnebago <i>Illustrative</i>	STH 21, Omro-Oshkosh STH 116-Leonard Point Rd 6180-30-71 NHPP	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	4892 1223 6115 4892	1223 0 6115 1223	0 0 6115 0	
WisDOT Winnebago <i>Illustrative</i>	STH 21, Omro-Oshkosh CTH FF/Reighmoor Rd. Intersection 6180-30-72 STBG	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1205 301 1506 1205	301 0 1506 301	0 0 1506 0	
WisDOT Winnebago <i>Illustrative</i>	STH 21, Omro-Oshkosh Sand Pit Rd. Intersection 6180-30-73 STBG	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1316 329 1645 1316	329 0 1645 329	0 0 1645 0	
C of Oshkosh Winnebago <i>Illustrative</i>	S. Washburn St / Waukau Ave-STH 26 Resurface 2.3 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1600 150 1750 1600	250 1750 2000 400	250 0 2000 0	Added in 2024 TIP. Anticipated Program Year of 2030
C of Oshkosh Winnebago <i>Illustrative</i>	Ohio St / South Park Ave - 17th Ave Reconstruction .33 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	500 0 3300 1450	500 0 4750 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1450 0 3800 1450	500 0 4750 3800	0 0 0 0	Added in 2024 TIP. Anticipated Program Year of 2026
C of Oshkosh Winnebago <i>Illustrative</i>	Bowen St / Parkway Ave - Sterling Ave Reconstruction .42 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1800 3650 5450 1800	750 0 6200 4400	750 0 6200 0	Added in 2024 TIP. Anticipated Program Year of 2028
C of Oshkosh Winnebago <i>Illustrative</i>	Marritt Ave / Main St - Hazel St Reconstruction .75 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	2750 10000 12750 2750	1250 0 14000 11250	1250 0 14000 0	Added in 2024 TIP. Anticipated Program Year of 2029
C of Oshkosh Winnebago <i>Illustrative</i>	Oregon St / 8th Ave - 6th Ave Reconstruction .1 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	900 850 1750 900	250 1750 2000 1100	250 0 2000 0	Added in 2024 TIP. Anticipated Program Year of 2029
C of Oshkosh Winnebago <i>Illustrative</i>	9th Ave / Knapp St - Michigan St Reconstruction .61 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3000 7000 10000 3000	1000 10000 11000 8000	1000 0 11000 0	Added in 2024 TIP. Anticipated Program Year of 2030
C of Oshkosh Winnebago <i>Illustrative</i>	Woodland Ave / High Ave - Algoma Blvd Reconstruction .06 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	350 525 875 350	125 875 1000 650	125 0 1000 0	Added in 2024 TIP. Anticipated Program Year of 2031
C of Oshkosh Winnebago <i>Illustrative</i>	Sawyer St / Witzel Ave - Rush Ave Reconstruction .47 miles (P)	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	2000 5500 7500 2000	1000 7500 8500 6500	1000 0 8500 0	Added in 2024 TIP. Anticipated Program Year of 2032
WisDOT Winnebago 253-23-001	STH 21, Omro-Oshkosh Leonard Point Rd. - Washburn St. 6180-28-00 NHPP .143 miles (P) BRRHB	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Construction scheduled for 01/13/2032.
WisDOT C of Oshkosh 253-23-006	USH 45, Main St., C Oshkosh 16th Ave - Fox River 4110-34-00 NHPP .61 miles (P) PVRPLA	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Construction was moved out to 11/13/2029
WisDOT C of Oshkosh <i>Illustrative</i>	USH 045, Main St., C of Oshkosh 16th Ave. - Fox River 4110-34-71 STBG .61 miles PVRPLA	DESIGN ROW CONST TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1840 460 2300 1840	460 0 2300 460	0 2300 2300 0	Construction scheduled for 11/13/2029. Added in 2025 TIP



APPENDIX J