

INTRODUCTION

PURPOSE

This report has been prepared to meet the requirements of the Transportation Equity Act for the 21st Century (TEA-21) of 1998 for long-range transportation and land use planning in metropolitan areas. As the Metropolitan Planning Organization (MPO) for the Oshkosh Urbanized Area, the East Central Wisconsin Regional Planning Commission (ECWRPC) is responsible for carrying out the urban transportation planning process.

The larger purpose for the plan is to insure coordination between land use and transportation planning within the Oshkosh Metropolitan Planning Area. TEA-21 also stresses the need for integrated multimodal transportation planning and the development of a continuing process of consideration for alternative modes of travel.

CERTIFICATIONS

East Central, designated by the Governor of Wisconsin as the MPO for the Oshkosh Urbanized Area, certifies that the metropolitan planning process is addressing the major transportation and related issues in these areas in conformance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303-5306;
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d));
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794;
- (4) Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded planning projects (Sec 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and
- (5) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37 and 38).

TEA-21 PLANNING FACTORS

As part of the planning process and pursuant to TEA-21, MPOs developing transportation plans and programs are required, at a minimum, to consider seven factors identified within that legislation. The list of the factors on the next page is integral to and embedded within the goals and objectives that provide direction through the long range planning process. These mandated planning considerations will be addressed in the following chapter, Adopted Goals, Objectives and Policies, as well as the Alternative Analysis chapter.

TEA-21 requires the long range plan consider:

- 1. Support the economic vitality of the metropolitan planning area, especially by enabling global competitiveness, productivity and efficiency.**
- 2. Increase the safety and security of the transportation system for motorized and non-motorized users.**
- 3. Increase the accessibility and mobility options available to people and for freight.**
- 4. Protect and enhance the environment, promote energy conservation, and improve the quality of life.**
- 5. Enhance integration and connectivity of the transportation system, across and between modes, for people and freight.**
- 6. Promote efficient system management and operation.**
- 7. Emphasize the efficient preservation of the existing transportations system.**

STUDY AREA

The Oshkosh study area map is shown in [Exhibit 1](#). The study area contains the City of Oshkosh and all of or portions of the Towns of Algoma, Black Wolf, Nekimi, Omro, Oshkosh, and Vinland. The study area encompasses approximately 92 square miles and includes those areas potentially influenced by the expansion of urban development over the long-term. Other areas are used for particular analysis throughout the report. The Transportation Analysis Zone (TAZ) area is used in transportation modeling. The Metropolitan Planning Area Boundary (MPAB) is used in the financial analysis as required by TEA-21. However, the study area shown in [Exhibit 2](#) is the largest area discussed in this plan. Other areas are defined in their appropriate section.

BACKGROUND & PROCESS

The long-range transportation/land use planning process undertaken by East Central is a process that has been conducted for many years. This plan will cover a 30-year planning horizon. The planning process was conducted in four phases. The four phases include:

Phase 1. Goals, Objectives and Policies. In this phase the goals and objectives were developed and reviewed by the Oshkosh Technical Advisory and Long Range Plan Committees to address issues regarding land use and transportation within the Urbanized Area. These goals and objectives also satisfy the seven planning factors required by TEA-21.

Phase 2. Development of Alternatives. Following the development of the goals and objectives, staff, working with an open committee structure, developed alternative land use policies (scenarios) to guide land use development and corresponding transportation improvements. Each scenario also assesses the feasibility of alternative transportation modal choices.

Phase 3. Testing and Evaluation of Alternatives. Using the travel demand model and other appropriate qualitative techniques, the alternative land use/transportation scenarios were evaluated, assessing the degree to which they enhance or detract from the overall goals and objectives. These assessments were developed by staff and reviewed by the long range plan committee.

Phase 4. Plan Selection and Adoption. Using the findings of the evaluation phase, staff, working with the long range plan committee, selected a set of policies, or a composite of individual policies pulled from several scenarios, to structure the recommended single set of coordinated policies which comprise the plan and guide development of specific land use patterns and modal options. This recommended plan has been presented in public forums and before the TAC to gain a final set of public reactions before consideration by the Oshkosh MPO Policy Board.

A major focus of this plan is the establishment of a transportation model in the Oshkosh area. A base year of 2000 was used to input demographic, transportation, and land use data into the model. Using this data, the model is able to generate outputs for future development scenarios. This is a beneficial tool in identifying future infrastructure deficiencies and helping local units of government make informed, efficient, cost-effective, and practical planning decisions.

CURRENT LONG-RANGE PLANNING EFFORT

Service Area Plans: An update to the Oshkosh Sewer Service Area Plan is currently underway with completion scheduled for late 2005. These plans consider the land area needed to accommodate sewered development for each municipality within the urban areas for a given horizon year, and delineate a growth area boundary for each urban area. These development area boundaries, as well as the population projections, are key to the long-range transportation/land use planning process.