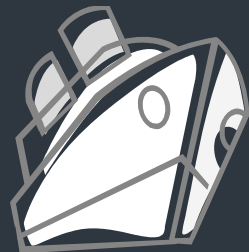


SAFETEA-LU requires the long range plan consider:

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.



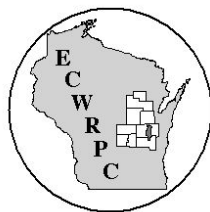
The Oshkosh MPO uses the 7 planning factors in the transportation planning process.

Please send comments to:

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To learn more about the LRTP plan and to comment please visit the Oshkosh MPO website at

<http://www.eastcentralrpc.org/OshkoshMPO/index.html>



Issue 1

LRTP Interim Update

Long Range Transportation Plan Interim Review and Update

June 2, 2010



OSHKOSH
ON THE WATER

Oshkosh MPO

Oshkosh Area Metropolitan Planning Organization

Introduction

An urbanized area that is designated by the U.S. Census with populations exceeding 50,000 must establish a Metropolitan Planning Organization (MPO) in order to receive federal transportation funds. The MPO is policy-making organization made up of representatives from local governments and transportation authorities. The MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a comprehensive, cooperative, and continuing (3-C) planning process. Federal funding for transportation projects are funded through this planning process. There are two committees within the MPO responsible for making transportation related decisions: The Technical Advisory Committee and Policy Board. The MPOs are required to do the following:

- Create and adopt a Long Range Transportation/Land Use Plan (LRTP) that is updated every 5 years with a major update after each decennial census.
- Create and maintain a Transportation Improvement Program (TIP) that defines which transportation projects that will occur in the MPO area for the next 5 fiscal years.
- Create and follow a Unified Work Program (UWP), which defines the scope of the MPO work for the current fiscal year.

The Oshkosh MPO is in the process of performing an interim review and update to the LRTP with a major update taking place when detailed 2010 Census data becomes available. Public participation is an important component of the LRTP update. In an effort to solicit comments and inform the public, the MPO is developing a newsletter series to explain the process to update the LRTP and to provide the public with the opportunity to comment on any changes. The newsletter series is going to consist of the following five installments:

1. Goals, Objectives, Policies Evaluation
2. Transportation System Performance Analysis
- Freight Focus

Inside This Issue

- 1 Introduction
- 2 MPO Study Area
- 2 Goals, Objectives & Policies Evaluation
- 2 Transportation System Performance Analysis
- Freight Focus
- 2 Forecast Review
- 3 Assessment of Planning Recommendations
- 3 Long Range Plan Updates & Amendments
- 3 LRTP History

The Oshkosh MPO will be reviewing and updating the Long Range Transportation/Land Use Plan.

- 3. Forecast Review
- 4. Assessment of Planning Recommendations
- 5. Long Range Plan Update and Amendments

MPO Study Area

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.

Goals, Objectives & Policies Evaluation

The goals, objectives and policies are the driving force behind any LRTP. Part of the interim review and update is to evaluate the underlying goals, objectives and policies to determine if they are still consistent with the MPO Policy Board, local officials and the public. The national and local economies are constantly changing, requiring the goals, objectives and policies to adapt to meet the needs of the areas constituents.

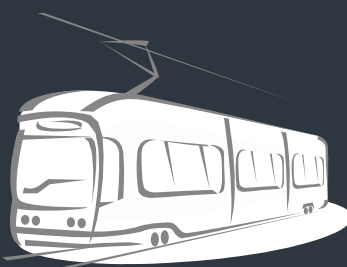
Transportation System Performance Analysis

Part of the interim review process requires an analysis and evaluation of the transportation systems using performance measures identified in the LRTP. The physical transportation infrastructure includes streets, highways, rail, water, and air facilities. The transportation system is multimodal and includes all forms of transportation including autos, trucks, buses, trains, planes, bicycle and pedestrian. Freight will be the primary focus of the update for the Oshkosh MPO LRTP.

Forecast Review

The LRTP and the travel demand models (TDM) are based on projections of the socio-economic data (demographics and economic factors) to the year 2035. The TDM used the projections to create three future scenarios: current plan, compact build, and full build. The three scenarios were designed to provide a detailed analysis of potential development options for the MPO area.

As part of the review process the 2005 population, household and employment projections from the LRTP will be compared to estimated 2010 data to track actual and projected growth. The TDM used in the current LRTP will be compared to a newer version of the TDM to determine consistency and calibration between both models.



All citizens in the Oshkosh MPO area are invited to comment and provide input on the updates to the 2035 LRTP!

Assessment of the Planning Recommendations

The planning recommendations are the direct result of the goals, objectives and policies; if they change the recommendations will change. An evaluation of the planning recommendations will be made and adjusted based on the updated goals, objectives and policies.

Long Range Plan Updates and Amendments

A compilation of all updates and amendments will be put together in the final addition of the newsletter series and released for comments and review. Also included in this installment will be an updated transportation project list.

LRTP History

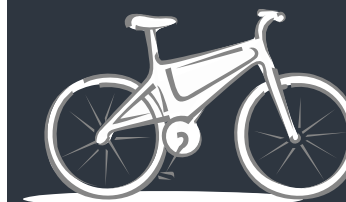
The current LRTP for the Oshkosh MPO was adopted in October of 2005. The LRTP was prepared to meet the requirements of the Transportation Equity Act for the 21st Century (TEA-21) for long-range transportation and land use in metropolitan areas. The LRTP was amended to satisfy the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in October of 2007. The ECWRPC is responsible for carrying out the urban transportation planning process for the Oshkosh MPO.

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

A major focus of the study is the reestablishment of the long-range transportation modeling process, which is a valuable tool in decision-making on transportation issues in the Oshkosh area.

As part of the planning process and pursuant to SAFETEA-LU, MPOs developing transportation plans and programs are required, at a minimum, to consider 7 factors identified within that legislation.

The lists of the factors below are integral to and embedded within the goals and objectives that provide direction through the long range planning process.



The Oshkosh MPO wants to insure coordination between land use and transportation.