

project level NEPA process), the legislation and regulations specifically exempt consideration of planning factors and environmental mitigation at the Plan or TIP phase from judicial review. Judicial review, however, is the crux of the NEPA project level analysis, a level of analysis that the MPO has no direct role in but to review and comment like any other interested party.

This is an important distinction, since this is precisely what the MPO has considered in developing the land use vision in terms of mitigating long term environmental impacts of sprawl and related transportation travel demand, as well as the future analysis contained in this chapter to look at mitigation of cumulative effects of the entire plan.

As such, this high level view may inform the NEPA process, but is quite distinctly different from it by design and intent, since project engineering design decisions are typically not known at the planning stage. However, earlier awareness of potential issues from a high level or overview may better alert implementation agencies of the need to consider issues at the project stage when the project is designed. This may include the presence or absence of historic sites, or possible locations of potential contamination areas that may require mitigation at the project stage when engineering begins, plans are being prepared and a NEPA style project level analysis is required.

To learn more about the Environmental Mitigation Chapter please visit the Oshkosh MPO website at <http://www.eastcentralrpc.org/OshkoshMPO/index.html>

SUSTAINABILITY/LIVABILITY

Sustainability and Livability are different concepts, but can coexist together. The concept of sustainability implies to the capacity to endure and livability refers to the suitability of the human environment. Together they refer to suitable human environment that can endure. In the transportation world that means creating a transportation network that adequately accommodates all users while enduring in the human environment. "Complete streets" is an interdisciplinary approach to incorporate the needs of all users into the design of road construction projects.



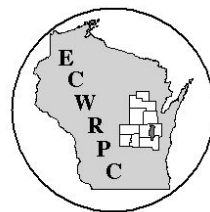
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To learn more about the LRTP plan and to comment please visit the Oshkosh MPO website at

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



Issue 6

LRTP Update Summary

Long Range Transportation Plan Interim Review and Update

August 16, 2010



Oshkosh MPO
Oshkosh Area Metropolitan Planning Organization

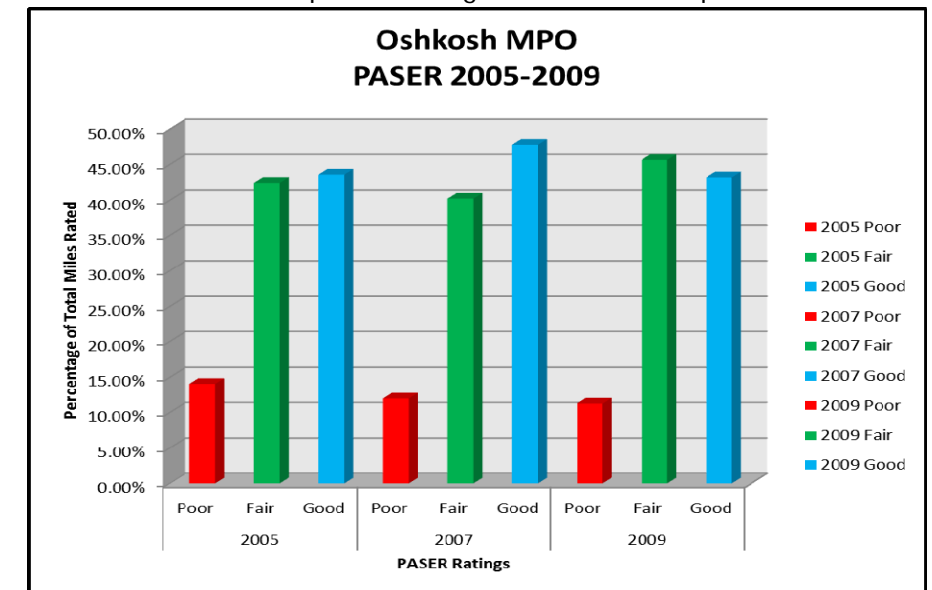
Introduction

The purpose of the interim update to the LRTP is to update and expand on issues not covered by the LRTP for the Oshkosh Urbanized Area, adopted October 2005 and amended October 2007. This update will provide the necessary information in the interim of the major update that will take place when the 2010 decennial U.S. Census is released. The update is in accordance to the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for long-range transportation and land use planning in metropolitan areas. The East Central Wisconsin Regional Planning Commission has been designated by the Oshkosh Metropolitan Planning Organization (MPO) to carry out the urban transportation planning process.

LRTP Highlights

OSHKOSH MPO PASER DATA

PASER data is collected by local municipalities every two years and submitted to WisDOT who compiles and inputs the data in the WISLR web based software and data base. The chart below is a compilation of the MPO PASER data from 2005 to 2009. Collecting and comparing PASER data from one year to the next allows the MPO to gauge how the transportation system as whole changes over time. Ratings 1-4 are identified in the red and represent the "poor" roads that require structural improvements. Ratings 5-7 are identified in the green and represent the "fair" roads that require capital preventative maintenance. Finally the ratings 8-10 are identified in the blue and represent the "good" roads that require routine maintenance.



Inside This Issue

1. Introduction
1. LRTP Highlights
2. Freight
3. Environmental Mitigation
4. Sustainability

This update will provide the necessary information in the interim of the major update that will take place when the 2010 decennial U.S. Census is released.

FREIGHT

Freight facilities and their ability to transport goods within and out of the Oshkosh MPO area efficiently is a necessary component to the success of the local economy. The transportation system cannot be designed specifically for the automobile user; rather it has to be designed for all users including freight. Through the cooperation between the Oshkosh MPO and the Transportation and Urban Systems Analysis Laboratory (TUSALAB) a study will take place on freight transportation patterns in the Northeast Wisconsin Region to determine the current and future needs of the areas stakeholders. This research project is jointly sponsored by WisDOT and the National Center for Freight and Infrastructure Research and Education (CFIRE) at the University of Wisconsin Madison. The purpose of the study is allowing the Oshkosh MPO to predict the freight needs and patterns for the area stakeholders. This will be accomplished by gaining an in depth understanding of how freight stakeholders make decisions in their different roles regarding goods movement and how they interact with each other. To develop freight forecasting methods of enhanced behavioral realism and policy sensitivity to better support freight infrastructure investment and policy making. The study data will be collected through surveys developed and administered by CFIRE.

ENVIRONMENTAL MITIGATION

Federal law requires considering environmental mitigation activities in developing transportation plans, in addition to new consultation requirements with federal and state natural resource, and management, environmental protection and other agencies.

Metropolitan planning regulations state in 23 CFR 450.322 (f.) (7) that the plan shall include, at minimum:

“A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State and Tribal land management, wildlife and regulatory agencies. The MPO may establish reasonable time frames for performing this consultation.”

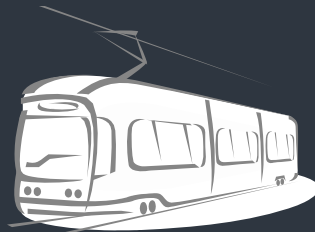
This chapter documents compliance with these requirements.

The ECWRPC has conducted extensive additional consultation and system level analysis of the relationship between the Oshkosh MPO Long Range Transportation/Land Use Plan projects and various natural features and resources. The consultation list is located in Appendix C.

Consultation with these agencies included direct telephone or email communications, use of data developed by these agencies and other informal conversations at meetings in advance of the March 3, 2010 (Tribal) and March 11, 2010 consultation meetings to discuss environmental mitigation. Additional agencies were also invited to participate in this process in the consultation letter sent to approximately 31 agencies or stakeholders.

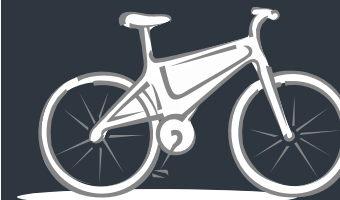
Environmental features and natural resources analyzed include:

- Geographic and Topography (Scenic Resources)
 - Steep Slopes
 - Niagara Escarpment
- Geologic Features and Farmland Resources
 - Metallic and Non-metallic Mineral Resources
 - Bedrock



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- Farmland
- Water Resources
 - Watersheds and Drainage
 - Lakes and Ponds
 - Rivers and Streams
 - Designated Trout Streams
 - Exceptional Water Resources
 - Wetlands
 - Floodplains
 - Groundwater
 - Wellhead Protection Areas
 - Solid and Hazardous Waste Sites
 - Leaking Underground Storage Sites (LUST)
- Wildlife Resources
 - Wildlife Habitat
 - Rare, Threatened and Endangered Species and Natural Communities
 - Woodlands
- Parks, Open Space and Recreational Resources
 - Wisconsin Department of Natural Resources and Public Lands
 - Open Space
 - Recreational Trails
 - Heritage Routes and Rustic Roads
 - Environmental Corridors
 - Natural Areas, County Parks and Nature Centers
 - Local Park and Recreation Areas
 - Proposed Facilities
- Air Quality
- Cultural Resources
 - State and National Registry of Historic Places
 - Architecture and History Inventory
 - Archaeological Sites Inventory
 - Wisconsin Historic Markers
 - Cemeteries
 - Museums and Other Historic and Cultural Resources

The Oshkosh MPO Long Range Transportation/Land Use Plan includes projects that are both committed and planned. For each environmental attribute or set of attribute listed above, a GIS map was prepared showing the Oshkosh MPO Long Range Transportation/Land Use projects and the proximity to each resource featured. To clarify data, an overall map of the Oshkosh MPO showing projects and environmental features is followed by larger scale maps for each of the environmental maps that have been generated. Where projects or features are not in proximity to one another, or if there is no data, these expanded map views have been omitted, since they would show nothing.

It should be emphasized that Oshkosh MPO’s role in examining issues related to environmental mitigation is to scan system level issues – this is not a project level environmental impact document, which requires field work and specific analysis under the National Environmental Policy ACT (NEPA). Rather the planning regulations require system level or regional analysis to look at cumulative effects of all projects (not those of individual projects) from a high level – which may streamline later project level or site specific analysis to the extent they may flag or act as “an early warning system” to both transportation and resource agencies of issues which may need to be considered in later project level analysis, but more importantly, to assure that the planning and programming process as a whole considers what the long term environmental mitigation issues are for the MPO in light of future plans.

Since this high level view is the core of the MPO planning requirements (as opposed to the