

MEETING NOTICE

FOND DU LAC METROPOLITAN PLANNING ORGANIZATION (MPO) TECHNICAL ADVISORY COMMITTEE

DATE: Wednesday, September 4, 2024
TIME: 10:00 a.m.
PLACE: Virtual Meeting: <https://meet.goto.com/603373237>
Call-in: (312) 757-3121 Access Code:603-373-237

AGENDA

1. Welcome and Introductions
2. Public Comment
3. Presentation and Discussion of Metropolitan Transportation Plan Project Eligibility and Prioritization
4. Next Meeting Date: October 2nd, 9:00 AM, Fond du Lac City/County Government Center
5. Adjourn

Any person wishing to attend this meeting or hearing who, because of a disability, requires special accommodations should contact the East Central Wisconsin Regional Planning Commission at (920) 751-4770 at least three business days prior to the meeting or hearing so that arrangements, within reason, can be made.

TO: Fond du Lac MPO Technical Advisory Committee
FROM: Brice Richardson, Associate Planner
DATE: August 28, 2024
RE: Presentation and Discussion of Metropolitan Transportation Plan Project Eligibility and Prioritization

Part 1: Deficiency Analysis

East Central staff are continuing updates to the Metropolitan Transportation Plan (MTP). To ensure compliance with federal guidance, East Central will be revising the full planning process to utilize more data-driven criteria, including factors for project eligibility and prioritization within the MTP.

All transportation improvement projects to be considered for funding and implementation **MUST** be listed in the MTP. Federal regulations require a data-driven process to identify deficient locations in the transportation network. These deficient locations will be listed in the MTP; any projects in these locations are automatically eligible. The deficiency identifiers are:

Congestion Management Process: The plan uses Level of Service (LOS) analysis and modeling to rate roadway performance; roadway segments classified as D, E, or F are considered deficient.

Comprehensive Safety Action Plan: The plan identifies the High Injury Network (HIN) and locations with severe crashes.

Transit Network: ECWRPC has some modeling capability in this area and will be working with transit providers to finalize the metrics to measure and locate deficiencies in the transit network.

Bicycle & Pedestrian Plan: The Fond du Lac MPO Bike/Ped Plan showcases the bike/ pedestrian network in Fond du Lac. Gaps in the network will be determined by taking the inverse of this network.

Projects that lie outside of these deficiency networks may be eligible based on overall score on the prioritization criteria.

Part 2: The MTP Planning Process

The planning process is intended to be holistic between plans. The MTP is required to prioritize projects for funding. As the MTP is updated every five years and conditions may change in between plan updates, metrics to include additional projects other than those on the deficiency network are being proposed. Potential projects not covered under any of the four deficiency identifiers may still be included in the MTP illustrative table based on their overall score on the data driven ranking/ prioritization criteria, a process that projects that are on the deficiency network will also go through. This process will generate an overall ranking of projects.

The MTP eligibility and prioritization criteria closely reflect the goals for the MTP discussed at a previous meeting. The metrics underneath the prioritization criteria will be listed under each MTP goal they relate to. Each metric will additionally be classified underneath its applicable Federal performance measure. By screening potential projects through these criteria, ECWRPC has the ability to track which projects advance each metric – and thus Federal performance measures - then list active projects in the yearly Transportation Improvement Program, which is a Federal requirement.

After inclusion in the MTP, projects applying for funding will be scored and ranked based on the scoring criteria specific to the program they're applying for. Just because a project is listed in the MTP illustrative table does not mean it will automatically be entered to receive funding; the representative agency must still submit a formal application for funding.

East Central anticipates the creation of a web map and/or checklist style application for use by local municipalities to see if their potential project is in an eligible location. They can then apply for inclusion in the MTP project listing. ECWRPC staff will review all projects received by the final deadline and rank them in the published MTP. Projects will not be accepted after the deadline except in extenuating circumstances. The MTP will not be scheduled for another update until 2030.

Part 3: MTP Project Listing Eligibility Criteria

The criteria for a project location's inclusion in the illustrative table in Metropolitan Transportation Plan are listed. Each metric (a, b, c, ...) will have a threshold value that the location must exceed. The location must exceed a metric threshold requirement in at least two categories (1, 2, 3 ...) to be included.

The MTP will score and rank the full list of included locations; this scoring system has not been fully developed yet. Scores will be based off location performance against all metric thresholds. This order does not mean lower ranked projects have no chance to secure funding, as different locations or project types will be eligible for different pools of funding. The agency or municipality will still need to apply with a specific project plan, the merits of which will be ranked by the scoring criteria of each funding program.

Note: This is a draft list and ECWRPC has not finalized the threshold value for some metrics. Certain metrics may overlap with the plan deficiency identifiers. All criteria are equal in weight and not listed in any particular order.

MTP Eligibility Criteria and Metrics

1. Transportation Network Conditions

- a. CMP Deficiency Network (current or future LOS)
- b. PASER Rating
- c. Travel Time Reliability *

2. Safety

- a. Crashes (by severity)
- b. High Injury Network

3. Multimodal/ Transit

- a. Gaps in active transportation network
- b. Located within fixed route transit system and narrative that addresses impact on transit
- c. Increase in miles of active transportation infrastructure
- d. Increase in miles of transit infrastructure/facilities

4. Housing

- a. Housing density (tract level) above or below Metropolitan Planning Area (MPA) average housing density **

5. Equity

- a. Project is within an overall disadvantaged community tract (above the 65th percentile with respect to the region)

6. Public Support

- a. Plan consistency, project present in other plans
- b. Documented public engagement from project location showing community support
- c. Multijurisdictional projects - letters of support from all parties

7. Access to Community Services & Public Health

- a. Proximity to healthcare facilities
- b. Community facilities layer (schools, libraries, parks, grocery stores, etc.)

8. Economic Development

- a. Proximity to businesses
- b. Buffer connected to parcel data (drawing on land classification attribute, defining percentages of each land class)

9. Environmental

- a. Does this roadway have stormwater problems, evacuation route?
- b. Floodplain and wetlands considerations

* If Travel Time Reliability data is available

** Look at population projections at tract level (to apply to housing, so future housing density above or below the MPA). Potentially calculate future housing estimates based on future population projections divided by set regional/ MPA/ tract level factor of average number of people per household

Staff Recommendation: This memo is informational only; TAC discussion and feedback is encouraged.