



FOND DU LAC METROPOLITAN PLANNING ORGANIZATION (MPO)

TECHNICAL ADVISORY COMMITTEE AGENDA

Date: Wednesday, March 5, 2025
Time: 9:00 a.m.
Place: Fond du Lac City/County Building, Room A, 160 S. Macy Street, Fond du Lac – In person

AGENDA

1. Welcome
2. Roll Call – Introductions of Staff and Guests
3. Public Comment
4. Discussion on Metropolitan Transportation Plan
 - A. Metropolitan Transportation Plan Goals, Objectives, and Metrics
 - B. Metropolitan Transportation Plan Deficiency Network
 - C. Metropolitan Transportation Plan Project Prioritization Process and Criteria
 - D. Metropolitan Transportation Plan Anticipated Timeline
5. Next Meeting Date – Wednesday, May 7, 2025, 9:00 a.m., Fond du Lac City County Hwy Dept, In Person
6. 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 Transportation Planner
DATE: March 5, 2025
RE: Metropolitan Transportation Plan Goals, Objectives, and Metrics

ECWRPC staff are continuing to make progress on the Fond du Lac Focus2050 Metropolitan Transportation Plan. The Fond du Lac TAC has previously been presented with the Vision, Pillars, and a rough draft of the goals for the Focus2050 Plan. ECWRPC staff have refined the goals based on TAC feedback. Additionally, ECWRPC staff have been working to develop objectives and metrics. The following graphic shows how each of these are conceptually nested.



The vision provides an overarching direction for the region. Pillars are guiding principles for the region. Goals are focus areas for this particular Metropolitan Transportation Plan (MTP). They are statements that guide the development of objectives, project evaluation, and programming in the plan. Objectives are specific action-oriented components that can, by in large, be measured using metrics. Where applicable, the metrics are aligned with the federal performance measures. Additionally, many of the metrics are incorporated either directly or by proxy into the MTP Project Prioritization Criteria, to ensure that priority projects are advancing the desired metrics and therefore the objectives and goals. The goals, objectives, and measures are attached in the meeting packet.

TAC feedback is welcome on the refined goals, the objectives, and the metrics.

Staff Recommendation: This is an informational memo, with no action required by the TAC. Discussion questions are encouraged and welcomed.

Goal: Integrated Public Health – Support active living and improved quality of life by creating connected, safe, and healthy communities through the alignment of transportation and land use policies and practices.

- **Objective:** Expand walking and biking connections to reduce network gaps
 - **Metric:** Total miles of bicycle and pedestrian facilities
- **Objective:** Engage historically underserved populations and non-traditional stakeholders in the planning process
 - **Metric:** Demographics of the population engaged with during public engagement efforts
- **Objective:** Provide equitable, safe, and accessible public transportation system while minimizing adverse impacts on environment and historically underserved populations
 - **Metric:** Public transit ridership
 - **Metric:** Percent of projects in relation to regionally identified tracts

Goal: Safety – Collaborate with communities and stakeholders to increase awareness of safety issues and to create greater understanding on safety skills and best practices.

- **Objective:** Reduce the number and rate of vehicular crashes
 - **Metric:** Number and rate of vehicular crashes (PM1)
- **Objective:** Reduce the number and rate of bicycle and pedestrian crashes.
 - **Metric:** Number and rate of bicycle and pedestrian crashes (PM1)
- **Objective:** Reduce the number and rate of serious injuries.
 - **Metric:** Number and rate of serious injuries (PM1)
- **Objective:** Improve quality of roadway surface and bridges
 - **Metric:** Percent of Interstate Pavement in Good condition (PM2)
 - **Metric:** Percent of Interstate Pavement in Poor condition (PM2)
 - **Metric:** Percent of Non-Interstate Pavement in Good condition (PM2)
 - **Metric:** Percent of Non-Interstate Pavement in Poor condition (PM2)
 - **Metric:** Percent of National Highway System Bridges in Good condition (PM2)
 - **Metric:** Percent of National Highway System Bridges in Poor condition (PM2)
- **Objective:** Increase % of schools participating in a SRTS program.
 - **Metric:** Percent of schools participating in SRTS program

Goal: Coordinated Housing & Land Use – Better connect land use and housing policies and practices to promote sustainable, safe, and more inclusive communities.

- **Objective:** Promote active, mixed-use developments through land-use and transportation decision-making
 - **Metric:** Connection to infill opportunities (i.e. developments occurring in areas with identified infill potential)
- **Objective:** Facilitate the efficient movement of people and goods through improved connection between regions and activity centers.
 - **Metric:** Truck travel time reliability (PM3)
 - **Metric:** Proximity to evacuation routes

- **Objective:** Create places people want to live, work, shop, and recreate.
 - **Metric:** *This one will not have a metric

Goal: Multimodal & Transit – Support public transit and infrastructure, prioritize multimodal and active transportation opportunities, utilization of mode-share, and provide specialized and equitable transportation services to fill service gaps while meeting the needs of all residents.

- **Objective:** Improve bicycle and pedestrian level of stress and first/last mile access, increase total miles of bicycle and pedestrian facilities
 - **Metric:** Percentage of corridors with bicycle level of stress 1 and/or 4
 - **Metric:** Number of miles of bicycle and pedestrian
 - **Metric:** Private vehicle commute mode share
 - **Metric:** Percent of people living/ working within 1/2 mile of trail or bicycle lane
- **Objective:** Collaborate with transit agencies to meet transit performance measures
 - **Metric:** Advancing Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP) targets
 - **Metric:** Increase in transit ridership
 - **Metric:** Public transit commute mode share
- **Objective:** Promote improvements and technology that increases the efficiency of existing transportation system
 - **Metric:** Percentage of roads that are Level of Service A-C
 - **Metric:** Number of projects on the Congestion Management Process (CMP) network
 - **Metric:** Track state project technology implementation

Goal: Economic Development – Support the economic development of the region through investment in transportation that supports tourism, commerce, economic activities, real estate development, and the efficient movement of goods.

- **Objective:** Improve freight reliability to support regional and national commerce
 - **Metric:** Truck Travel Time Reliability Index (PM3)
- **Objective:** Promote complete streets improvements in corridors that would see economic benefit
 - **Metric:** Increase in bicycle and pedestrian facilities
 - **Metric:** Increase in improvements to existing bicycle and pedestrian infrastructure
- **Objective:** Improve accessibility to regional employment centers through consistent traffic system performance
 - **Metric:** Number of Projects on Deficiency Network
 - **Metric:** Truck Travel Time Reliability Index (PM3)

Goal: Environmental – Avoid, minimize, and mitigate negative impacts on the environment and natural resources by implementing and promoting sustainable and environmentally-friendly policies and practices.

- **Objective:** Encourage use of alternative energy and cleaner burning fuels to improve the region's air quality
 - **Metric:** Regional air quality
- **Objective:** Promote stormwater management planning as part of transportation decisions
 - **Metric:** Projects addressing stormwater management
 - **Metric:** Flooding roadways
- **Objective:** Limit transportation impacts to natural resources
 - **Metric:** Area of wetland or floodplain impacted by current projects

(Fond du Lac Only)

Goal: Efficient Transportation Systems - Provide an integrated transportation system that will meet short- and long-range needs and maximize the capabilities of all transportation modes including street and highway, rail and trucking facilities, public transportation, and bicycle and pedestrian travel.

- **Objective:** Promote Intelligent Transportation Systems (ITS) and emerging technologies to enhance efficiency of the existing transportation system
 - **Metric:** Number of projects on the Deficiency Network
 - **Metric:** Track statewide technology projects
- **Objective:** Promote consistent corridor traffic flow with reduced starting and stopping
 - **Metric:** Percentage of roads with Level of Service A-C
- **Objective:** Facilitate the efficient movement of people and goods through improved connection between regions and activity centers.
 - **Metric:** Times to activity centers
 - **Metric:** Evacuation routes

TO: Fond du Lac MPO Technical Advisory Committee
FROM: Brice Richardson, Associate Transportation Planner
DATE: March 5, 2025
RE: Metropolitan Transportation Plan Deficiency Network

East Central staff are refining the project prioritization process for the Metropolitan Transportation Plan (MTP) using a data-driven analysis to identify projects. The first step in this data-driven analysis is to identify the Deficiency Network, which determines areas of congestion, both for the base year of 2022 and for the future year of 2055.

The Deficiency Network consists of three elements:

1. **Northeast Region Travel Demand Model (NERTDM) Level of Service (LOS):** Measures roadway volume/capacity ratios, assigning letter grades (A-F). Roads graded D, E, or F are considered deficient.
2. **Truck Travel Time Reliability (TTTR):** Assesses travel time consistency on the state freight network. The Federal Highway Administration uses TTTR to track Performance Measure 3 (PM3) performance.
3. **Comprehensive Safety Action Plan (CSAP):** Evaluates crash data and environmental risk factors to define the High-Injury Network. For the Congestion Management Plan, the top 25 high-crash intersections and corridors from the CSAP analysis are included, as crashes contribute to non-recurring congestion.

East Central staff have developed a web-based platform to view the composite Deficiency Network: <https://experience.arcgis.com/experience/6367c75a856e46cb925b073e5a09ec07/>

Note that locations not identified by the deficiency analysis or discussed and documented by the Committee will not be included in the final list of deficient locations as listed in the MTP. Projects must be listed in the MTP to qualify them for inclusion in the Transportation Improvement Program (TIP).

Staff Recommendation: Staff request the Technical Advisory Committee review and discuss the deficiency analysis, and notify East Central staff of any additional locations of concern to be documented in the Metropolitan Transportation Plan.

TO: Fond du Lac MPO Technical Advisory Committee
FROM: Brice Richardson, Associate Transportation Planner
DATE: March 5, 2025
RE: Metropolitan Transportation Plan Project Prioritization Process and Criteria

The Fond du Lac Focus2050 Metropolitan Transportation plan is required to include a project prioritization process. ECWRPC staff have been working on developing criteria that meet the applicable requirements. The criteria, laid out below, incorporate the Northeast Region Travel Demand Model (NERTDM) congestion deficiency network and the Comprehensive Safety Action Plan (CSAP) as well as several other data-driven metrics. The prioritization criteria were designed to connect with the goals of the MTP and incorporate federal performance measures (or proxies for performance measures that are summed totals to allow for evaluation of individual projects). This ensures that prioritized projects can demonstrate how they are advancing particular performance measure targets, a federal requirement in the Transportation Improvement Program.

The process begins with a solicitation of projects. All communities that wish to apply for or receive federal funding must enter the applicable projects into the intake portal. A project automatically qualifies if it lies on the Northeast Region Travel Demand Model Level of Service deficiency network, Truck Travel Time Reliability deficiency network, or the Comprehensive Safety Action Plan deficiency network. A project that does not lie on any of these deficiency networks could qualify for inclusion in the illustrative table by meeting a score threshold on the overall MTP project prioritization criteria.

All projects, including the ones that automatically qualify based on deficiency network, will get fed through the project prioritization criteria. The process of evaluating/ scoring the projects consists of a data driven component and a narrative component. The data driven component is automatically calculated based on the project line segment that is entered into the intake portal. The narrative component will be evaluated/ scored independently by two ECWRPC staff. The scores will be averaged and reviewed by a separate ECWRPC staff member. After they are finalized, scores will be scale using the category weights, and ranked in order of score from highest to lowest.

*Important to note is this project prioritization process is not a substitute for applying for local, state, or federal funding. Communities will still have to submit an application for specific funding programs, such as Surface Transportation Block Grant or Carbon Reduction.

East Central staff will use the following process for MTP project prioritization:

1. Local officials shall submit projects through the ArcGIS portal
2. Projects will be assessed on the data-driven deficiency analysis via automatic calculation
3. ECWRPC review committee will score the narrative portions of the project applications
4. A separate ECWRPC staff member will review the committee's score.
5. Results will be sent to submitting municipality/community
6. Projects will be ranked by score, then presented and discussed with the Metropolitan Planning Organization TAC, and listed as recommendations in the Metropolitan Transportation Plan.

Staff Recommendation: This is an informational memo, with no action required by the TAC. However, discussion and questions are encouraged.

PROJECT PRIORITIZATION PROCESS

Scoring Criteria

Scoring Criteria	Assessment Scoring	
	Points	Weighting
Transportation Network Condition	20	20%
Safety	20	20%
Multimodal & Transit	25	15%
Housing	20	5%
Equity (Public Health)	10	10%
Public Support	15	5%
Access to Community Services	15	10%
Economic Development	15	5%
Environmental	20	10%
Total	XXX	100%

Transportation Network Condition (20%)

Sub Criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Future-Year (2055) Level of Service	10	LOS F	If project contains multiple segments with different LOS, worst LOS will be used
	7	LOS E	
	4	LOS D	
PASER Rating	10	<p>Inverse of the current PASER rating of the road(s) the project will upgrade</p> <p>Can also be represented as $(11 - x)$ where $x =$ current PASER score</p>	<p>Example: A current PASER rating of 3 will result in a score of 8 ($11 - 3 = 8$)</p> <p>If multiple segments, worst PASER will be used</p>

Safety (20%)

Sub Criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
CSAP High-Injury Network	10	Project is on the CSAP High-Injury Network Intersection or Corridor	Yes / No
Crash Severity	10	Fatalities (>300)	Based on number thresholds
	7	Results in injuries (150-299)	
	4	Non-injury crashes (50-150)	
	1	No significant crashes (<50)	

Multimodal & Transit (15%)

Sub Criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Active Transportation: Addition or Improvement to infrastructure & facilities	Add: 1-10	Project adds infrastructure where there was previously none	Base score on spacing, infrastructure type/safety, potential level of use, other narrative details as explained
	Improve: 1-10	Project improves existing infrastructure	
Location within transit buffer	10	0.25 mi	Projects closer to transit routes will be prioritized as they improve connectivity to the route
	7	0.50 mi	
	4	0.75 mi	
	1	1 mile	
	0	Not in buffer	
Coordination with Transit agency	1-5	Project demonstrates coordination with Transit agency	Application shows evidence of communication, the project is consistent with transit priorities, and mutually beneficial

Housing (5%)

Sub Criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Access to Housing	10	Project occurs in an area of above-average housing density	Yes / No Compared to the average density of the MPA
Positive Housing Impacts	1-10	Evaluation of narrative on positive housing impacts	Narrative fully describes how the project will positively impact housing, including but not limited to TOD, infrastructure revitalization, affordability, surrounding infrastructure

Equity (Public Health) (10%)

Sub Criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Regional 65 th Percentile Equity Analysis	10	Project occurs partially or 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.
	1	Project does not occur partially or completely within an identified tract	

Public Support (5%)

Sub Criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Letters of public support	1-5	Narrative	All involved municipalities are informed and onboard with the project, cooperation is evident
Evidence of community engagement	1-5	Narrative	Narrative includes clear, concise documentation of community engagement; community support for project evident
Alignment with other plans	5	Projects furthers 3+ other plans	Other plans include a local Bicycle & Pedestrian Plan, Complete Streets Plan, Comp. Plan, Parks or Recreation Plan, etc.
	3	Project furthers 1-2 other plans	
	1	Project does not apply to any other plans	

Access to Community Services (10%)

Sub Criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Walkability Layers Buffer	10	>200 of facilities	This GIS analysis identifies the number of community facilities within walking distance of the project
	7	Facilities between 100 - 200	
	4	Facilities between 50 – 100	
Access to Community Services Narrative	1-5	Narrative describes specific elements or locations that the project will impact	Narrative explains how the project will improve access, impact/improve public health or any other element listed from GIS layers, others

Economic Development (5%)

Sub Criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Economic Development	1-10	Narrative describes how the project furthers economic development for the area and region	Project is in a TIF or TID, businesses that exist in vicinity, how the project positively impacts those business, freight, the MPO, mitigation strategies during construction, any additional details
Freight Route	5	Project is on a designated freight route	Yes / No Indicate in narrative for local freight routes

Environmental (10%)

Sub Criteria	Assessment Scoring		Guidelines
	Points	Description / Metric	
Stormwater Management	1-5	Project addresses stormwater concerns	Narrative details the projects existing and/or proposed solutions for stormwater management
Floodplains / Wetlands	5	Project is in a wetland or floodplain	Yes / No
Evacuation Route	5	Is the project on/impacting an evacuation route?	Yes / No
Other	1-5	Other environmental or possible site concerns	

TO: Fond du Lac MPO Technical Advisory Committee
FROM: Brice Richardson, Associate Transportation Planner
DATE: March 5, 2025
RE: Metropolitan Transportation Plan Anticipated Timeline

East Central Staff have laid out remaining steps and associated timeline for the Metropolitan Transportation Plan (MTP). The Technical Advisory Committee (TAC) has an important role to play in the final stages of the plan.

ECWRPC will be soliciting illustrative projects during the month of March. Submissions will be due on March 28, 2025 to ensure East Central Staff has the ability to feed projects through the Metropolitan Transportation Plan project prioritization criteria. East Central staff intends to finish the narrative for the plan by mid-April. However, as individual chapters are completed, they will be sent to WisDOT for initial review. Various components of chapters will be brought forward to the TAC as they are completed.

Revisions will then be implemented, an internal review of the overall plan will occur, and the plan will be formatted. These events are targeted for completion by early July. WisDOT, FHWA, FTA, and TAC review of the overall document is slated from July to mid-August. The plan will need to be sent out for public review at the end of August to complete the 30-day public review by the October 1, 2025 TAC meeting.

Staff Recommendation: Staff request the Technical Advisory Committee submit illustrative projects for the Metropolitan Transportation Plan and review the components of the chapters as they are sent out.