



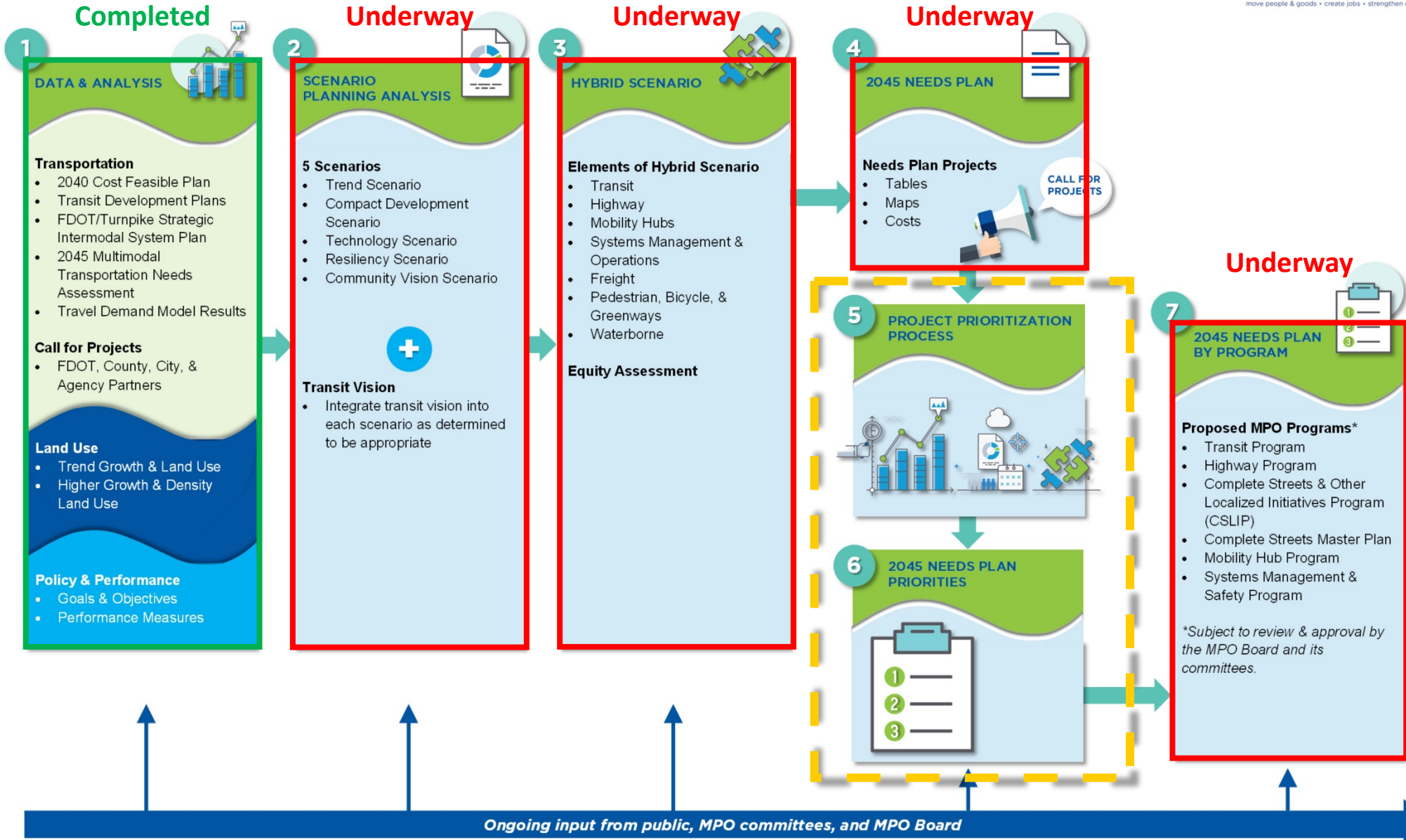
# MTP Project Prioritization – Part II

Technical Advisory Committee/Citizens' Advisory Committee

October 24, 2018

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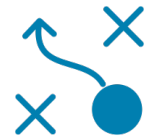
# Broward MPO Commitment 2045 Metropolitan Transportation Plan Needs Assessment Process



# PROJECT PRIORITIZATION: OBJECTIVES



Provide decision makers with the best information available



Align system-level planning goals, performance measures, corridor needs, and project impacts

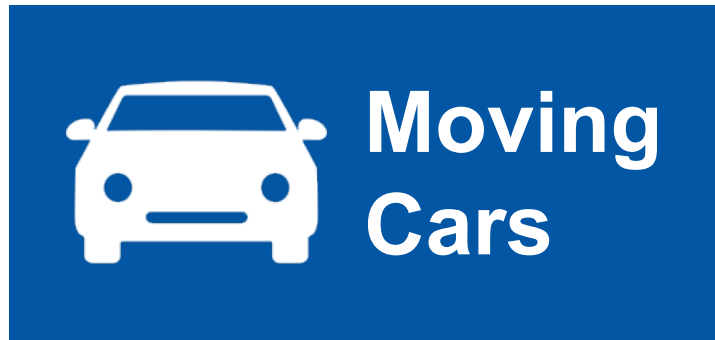


Adapt to changing demographics, policies, and budgetary constraints



Guide investment through a “mode-neutral” assessment process

# MODE-NEUTRAL PARADIGM SHIFT



# PROJECT PRIORITIZATION: OVERVIEW

The project prioritization framework is intended to assist the MPO and its partner agencies in determining how well each transportation project (regardless of mode) reflects the planning factors, goals and values of our regional transportation vision.

**Structured Decision Making Process**

**Replicable Evaluation & Assessment**

**Clear & Comprehensive Criteria**

**Objective & Quantitative Scoring**

**Tied to Performance Measurement**

# PLANNING & PRIORITIZATION FACTORS

An approach to group and categorize project scoring criteria based on the MTP's broader scenario planning themes, new Federal Planning Factors, and connects adopted MTP Goals & Objectives to Project Investment Decisions.

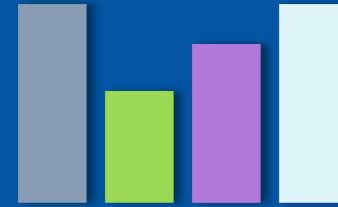
These include:

- **Mobility** – Providing high speed and reliable travel between places; tend to be longer trips.
- **Accessibility** – Providing access and circulation within higher density, mixed use places; tend to be shorter trips.
- **Safety** – Reducing the number and severity of crashes.
- **Equity** – Ensuring that benefits and impacts are shared among Broward's population.
- **Environmental Stewardship** – Protecting the natural and built environment.
- **Economic Vitality** – Supporting economic activity and businesses.

# PROJECT PRIORITIZATION: FRAMEWORK

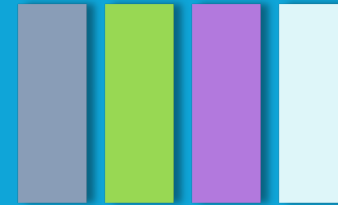
## Simple Scoring

Guidelines to be established to ensure replicable scoring process.  
Scoring is additive for planning factors



## Normalization

Accounts for variance in max. points awarded in each factor category



## Weighting

Represents overall preference of factors in relation to one another



# PROJECT PRIORITIZATION: FRAMEWORK

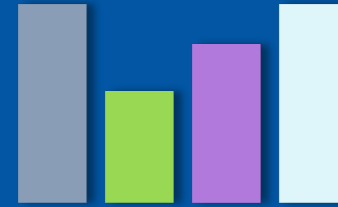
| Planning Factors   | TAC Findings | CAC Findings | MPO Findings | LCB Findings | Avg. Findings |
|--|--------------|--------------|--------------|--------------|---------------|
| <p><b><u>Mobility</u></b><br/> <i>Providing high speed and reliable travel between places; tend to be longer trips.</i></p>                        | 19.0%        | 20.3%        | ___%         | ___%         | ___%          |
| <p><b><u>Accessibility</u></b><br/> <i>Providing access and circulation within higher density, mixed use places; tend to be shorter trips.</i></p> | 18.3%        | 19.6%        | ___%         | ___%         | ___%          |
| <p><b><u>Safety</u></b><br/> <i>Reducing the number and severity of crashes.</i></p>   | 19.8%        | 20.6%        | ___%         | ___%         | ___%          |
| <p><b><u>Equity</u></b><br/> <i>Ensuring that benefits and impacts are shared among Broward's population.</i></p>                                  | 15.0%        | 14.0%        | ___%         | ___%         | ___%          |
| <p><b><u>Environmental Stewardship</u></b><br/> <i>Protecting the natural and built environment.</i></p>   | 12.4%        | 13.4%        | ___%         | ___%         | ___%          |
| <p><b><u>Economic Vitality</u></b><br/> <i>Supporting economic activity and businesses.</i></p>  | 15.5%        | 12.1%        | ___%         | ___%         | ___%          |
|  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>   |



# PROJECT PRIORITIZATION: FRAMEWORK

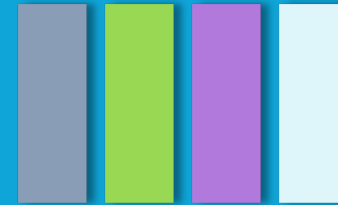
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# PROJECT PRIORITIZATION: CRITERIA

## Mobility

SOV Travel | VMT Reduction |  
Person Capacity | Peak Period  
Delay & Transit Travel Time

## Accessibility

Transit Ridership | Activity Center  
Access & Reliability |  
Multimodal Connectivity

## Safety

Multimodal Safety  
(Addressing existing high-crash  
locations and factors which  
adversely impact safety)

## Equity

Distribution of Transit Service  
Frequency\* | Transit Service\* |  
Travel Time Savings\* | Multimodal  
Safety\* | Community Impacts

*\* within identified "Equity Areas"*

## Environment

Sea Level Rise Mitigation |  
GHG and Precursor Emissions |  
Wetland/Natural Habitats |  
Cultural and Historical Resources

## Economy

Freight & Goods Movement |  
State of Good Repair |  
Economic Development

# PROJECT PRIORITIZATION: CRITERIA EXAMPLE

## Accessibility Criteria:

| Criteria Category                      | Assessment Scoring |   |
|--|--------------------|---|
|  | Pts                | Description   |
| Transit Ridership                      | +2                 | Project will increase transit ridership in corridor.  |
|  | +1                 | Project may increase transit ridership in corridor.   |
|  | 0                  | Project has no impact on transit ridership in corridor.   |
|  | -1                 | Project may reduce transit ridership in corridor.   |
| Activity Center Access and Reliability | +2                 | Project will improve peak hour travel time or transit frequency to key activity center(s).                              |
|  | +1                 | Project may improve peak hour travel time or transit frequency to key activity center(s).                               |
|  | 0                  | Project has no impact on peak hour travel time or transit frequency to key activity center(s).                          |
|  | -1                 | Project may degrade peak hour travel time or transit frequency to key activity center(s).                               |
| Multimodal Connectivity                | +2                 | Enhances access and connections between at least two modes. Or, a project that improves mobility for two or more modes. |
|  | +1                 | Enhances access and connections for bicycle, pedestrian, or transit travel.   |
|  | 0                  | No significant impact on multimodal access or connectivity.   |
|  | -1                 | Creates barrier to multimodal connections.  |

### Candidate Project Description & Attributes:

- Roadway widening project from 2 to 4-lanes.
- Sidewalk and bike lanes already exist within project limits.
- Project segment connects to and is adjacent to identified key activity center.

### Illustrative Example – Raw Scoring Results:

Transit Ridership = 0

**Why: Roadway capacity project will not increase ridership.**

Activity Center Access and Reliability: +2

**Why: Roadway capacity will improve peak hour travel times to identified key activity center.**

Multimodal Connectivity: 0

**Why: Roadway capacity does not impact access or connectivity since sidewalk and bike lanes already exist.**

# PROJECT PRIORITIZATION: SCORECARD

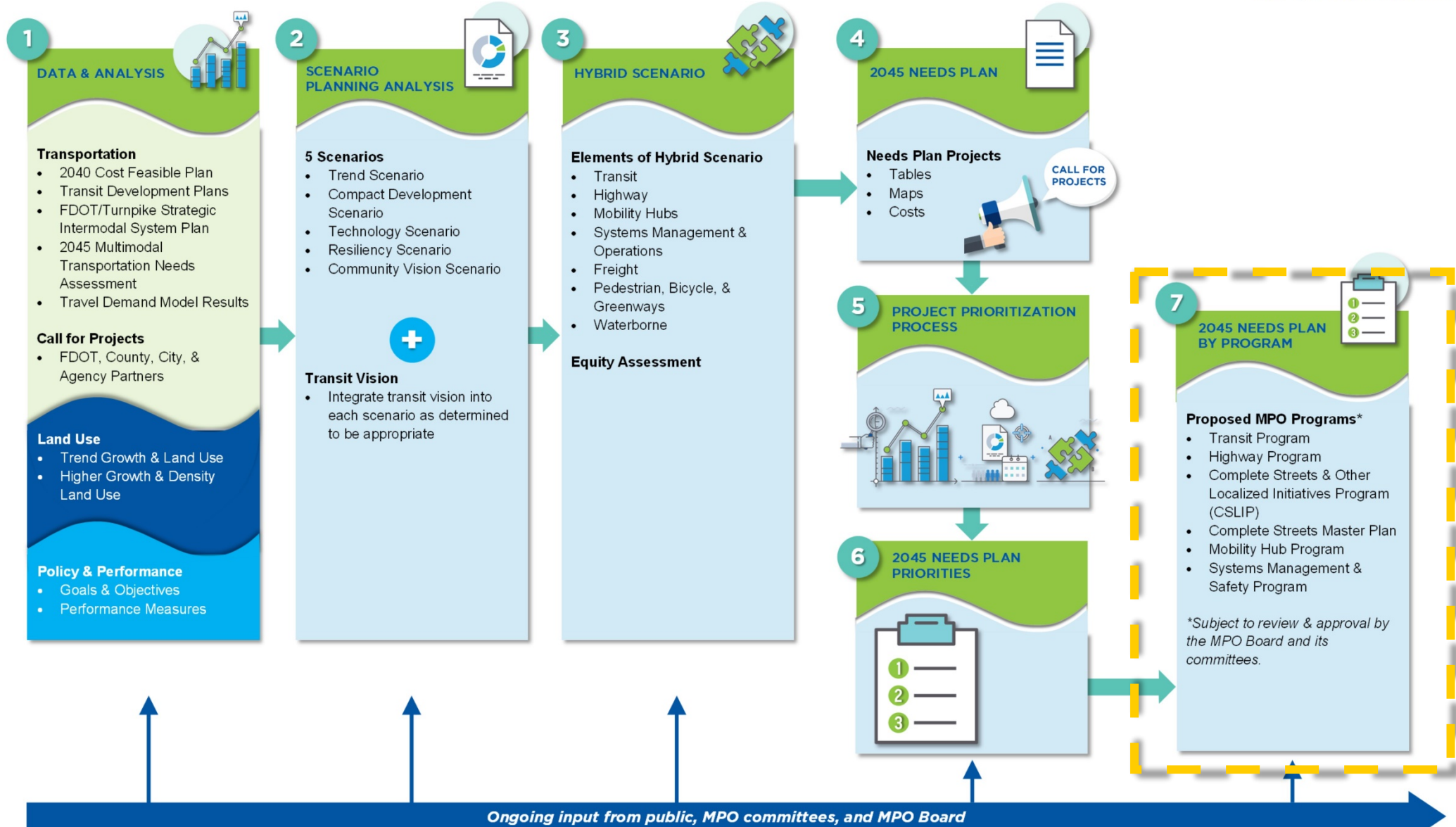
- Negative planning factor group scores adjusted to zero in normalization step
- Weighting applied following additive scoring process
- Total maximum project score = 100

| Project Name & Limits:        |                       | Hypothetical Avenue (Here to There) |            |                |
|-------------------------------|-----------------------|-------------------------------------|------------|----------------|
| Description:                  |                       | Widen from 2 to 4-Lanes             |            |                |
| Planning Factor               | Raw Score / Max Score | Normalized Score                    | Weighting* | Weighted Score |
| Mobility                      | 6 / 8                 | 0.750                               | 20.0       | 15.00          |
| Accessibility                 | 2 / 6                 | 0.333                               | 20.0       | 6.67           |
| Safety                        | 2 / 2                 | 1.000                               | 25.0       | 25.00          |
| Equity                        | -1 / 8                | 0.000                               | 15.0       | 0.00           |
| Environment                   | 0 / 4                 | 0.000                               | 10.0       | 0.00           |
| Economy                       | 3 / 5                 | 0.600                               | 10.0       | 6.00           |
| <b>Total Weighted Score =</b> |                       |                                     |            | <b>52.67</b>   |

*\* Illustrative weighting for presentation/discussion purposes only*

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# Broward MPO Commitment 2045 Metropolitan Transportation Plan Needs Assessment Process



# NEEDS ASSESSMENT PROCESS: FUNDING PROGRAMS

- 6 Proposed Programs
  - 3 New Programs
  - 3 Existing Programs
- Project Prioritization will only apply to the 3 New Programs
- Funding Allocation Options to be Developed
- MPO Board Consideration of Funding Allocation Options



# NEXT STEPS

- Project-level data gathering
- Begin initial assessment and scoring process
- Draft list of prioritized projects
- Coordination with regional modeling (SERPM) team

