



# **Broward Metropolitan Planning Organization Commitment 2045 Metropolitan Transportation Plan**

## **Technical Report #4 Project Prioritization Process**

**August 6, 2019**

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## MPO MISSION STATEMENT

To collaboratively plan, prioritize, and fund the delivery of diverse transportation options.

## MPO VISION STATEMENT

Our work will have measurable positive impact by ensuring transportation projects are well selected, funded, and delivered.

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## Core Products of the Broward MPO







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# Introduction

The Commitment 2045 Metropolitan Transportation Plan (MTP) Project Prioritization Process describes the process used to score and rank MTP candidate transportation projects. The prioritization criteria are based on the MTP goals and objectives (adopted by the MPO Board on May 10, 2018, and documented in Technical Report #3a), while also including relevant required Performance Measures identified in the Fixing America's Surface Transportation Act (FAST Act), and reflecting measures used in the Scenario Planning process undertaken as a part of the MTP process. The prioritization process was endorsed by the Broward MPO Board during its November 14, 2018 meeting, following several discussions with both the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) in September and October 2018.

The Prioritization Process was Step 5 in the Needs Assessment Process, which is shown in Figure 1. As outlined in Technical Reports #5: Financial Resources and #13: Needs Assessment, the estimated costs of the transportation improvements needed through 2045 exceed the projected transportation revenues for the Broward region. Therefore, it is important to ensure that limited resources are matched to projects that best meet the 2045 MTP Goals and Objectives. As a result of the prioritization process, the available forecasted funds were allocated in the MTP to the most needed projects for the region.

The Project Prioritization Process provided a framework to tackle fiscal objectives, track performance, and guide development of the MTP's Cost Feasible Plan. The key benefits to Project Prioritization are also recognized by the state and federal partners and are outlined as follows:

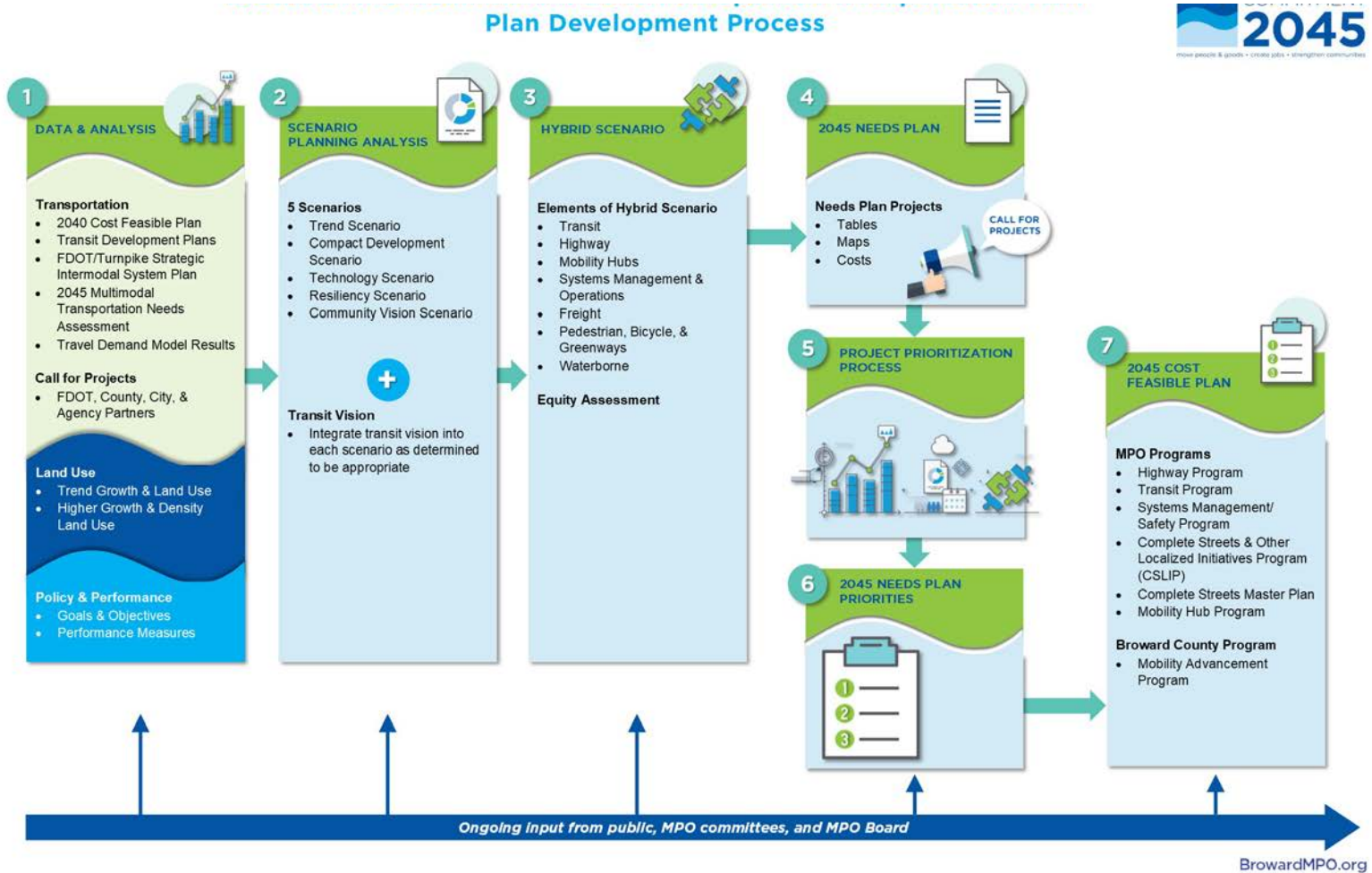
-  Provide decision makers with the best information available.
-  Align planning goals, corridor needs, and project impacts.
-  Adapt to changing demographics, policies, and budgetary constraints.
-  Guide investment for the Cost Feasible Plan.

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As illustrated in Figure 1, the prioritized projects form the basis for the Needs Plan Priorities (Step 6) and are included in the Cost Feasible Plan through assignment to one of the identified MTP funding programs (Step 7). The MTP establishes six funding programs, which are further described in this report, and represent the projected funds available through the year 2045. A seventh funding program is identified, Broward County’s Mobility Advancement Program (MAP), which funds projects with the proceeds of an additional one percent sales tax passed by Broward voters in November 2018. A separate set of prioritization criteria will be developed for projects funded through MAP. Further, projects in MAP that are identified for federal funding will be included in the MTP through amendments.

This report provides an overview of the Project Prioritization Process, reviews the development of the process, and provides the final list of criteria and weights utilized.

Figure 1: Broward MPO Commitment 2045 MTP Needs Assessment Process



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# Project Prioritization

## Overall Process

The prioritization process began in March 2018 with a Call for Projects and ended in May 2019 with the list of prioritized needs by MTP funding program. Although the prioritization process was completed by May 2019, it still influenced Step 7 as the Cost Feasible Plan was revised through coordination with partners and the public, and projects that were removed from the Plan were replaced by the next highest priority. Descriptions of the steps (as indicated in Figure 1) and the timeframes related to each are as follows:

- 1. MPO Call for Projects (Step 1) – March to June 2018:** Prompted by MPO staff, eligible local government agencies submitted transportation improvement projects for consideration as candidate MTP projects.
- 2. Scenario Planning, Travel Demand Model and Other Needs (Steps 1, 2 and 3) – January to May 2019:** By using the Southeast Florida Regional Planning Model (SERPM), corridor-level needs based on roadway network capacity and future socio-economic changes were identified and added to the candidate project list along with projects identified in previous plans, studies. Additional needs were identified through the Scenario Planning Analysis and were included in the candidate project list. Consistent with federal guidance, the current Transportation Improvement Program (TIP) is the first 5 years of the Cost Feasible Plan.
- 3. Project Eligibility Review (Step 4) – June to November 2018:** MPO staff reviewed candidate projects to confirm funding eligibility. Non-eligible projects were removed from the candidate list with justification documented.
- 4. Project Assessment (Step 5) – November 2018 to March 2019:** Candidate projects were evaluated against the prioritization criteria described in the Methodology section. Eligible candidate projects were scored.

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- 5. Post-Assessment Project Review (Step 6) – April to May 2019:**  
Following the project assessment and scoring process, MPO staff and members from the Technical Advisory Committee (TAC) and Citizens' Advisory Committee (CAC) reviewed project rankings and provided recommendations to the MPO Board.
- 6. Projects Assigned to Funding Programs (Step 6) – April to May 2019:**  
Six funding programs were developed as part of the Commitment 2045 MTP and prioritized projects were allocated to the appropriate program based on eligibility, and according to their overall prioritization. For example, the five highest ranked priorities were four transit projects and an on-state highway project, respectively. The first four projects were assigned to the Transit funding program as projects ranked one to four within that funding program. The fifth ranked highway project became the number one ranked project in the Highway On-System funding program. These funding programs are briefly described below.

**Highway** - Funding for this program is for transportation improvements that increase highway capacity by building new highways, adding lanes to existing highways, or building/expanding interchanges and major intersections. Funding may also be allocated to concept studies, preliminary engineering, and design to support the development of highway capacity projects. This funding program is organized into two categories, State Roads and Non-State Roads.

**Transit** - This funding program includes transit capital investments such as transit vehicles, transit technology investments (e.g., fare collection equipment, automatic passenger counters, vehicle location, etc.), and highway improvements designed to serve as running ways for transit services (for which operating funding has been identified).

**Systems Management/Safety** - Funding allocated to this program is to be focused on Transportation Systems Management and Operations (TSM&O), a program based on actively managing the multimodal transportation network, measuring performance, streamlining and improving the existing system, promoting effective



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cooperation/collaboration, and delivering positive safety and mobility outcomes to the traveling public. Example projects funded in this program include signal timing/coordination and major safety improvements. Funding in this program also is set aside to support studies to identify, prioritize, and implement safety improvements.

**Complete Streets and Other Localized Initiatives (CSLIP)** - This program provides funding for small local transportation projects that will improve safety and mobility for all transportation users. The MPO facilitates an annual competitive grant program to fund projects such as complete streets projects, traffic calming and intersection improvements, ADA compliance upgrades, bus shelters, bike racks, and technology advancements (e.g., transit signal priority and traffic control devices). Projects funded through this program are generally less than \$2 million.

**Complete Streets Master Plan (CSMP)** - Complete streets are built for all users, with an emphasis on pedestrians, bicyclists, and those who use transit. The MPO developed a CSMP to guide future investments by creating a prioritized list of projects based on technical, data-driven analysis and community input. Funding is allocated to this program to implement the priority projects identified in the plan. Projects funded through this program are generally greater than \$2 million.

**Mobility Hubs** - Mobility Hubs are transit access points with frequent transit service, high development potential, and a critical point for travel demand or transfers within the transit system. Funding through this program is available to help support the collaborative development of mobility hubs as communities identify and commit to opportunities that further the objectives of this program.

- 7. Program Ready Confirmation (Step 7) – May to September 2019:** The recommended project list is forwarded to the MPO Board as a draft Cost Feasible Plan for endorsement in preparation for overall adoption of the MTP in December 2019. This allows project sponsors to formalize support

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for their projects and to finalize project details, such as costs. Through this step, the list of projects is revised as necessary to reflect feedback obtained from both partner agencies and the public.

## Prioritization Process Development

The prioritization criteria are based upon the MTP's Goals and Objectives, adopted by the MPO Board on May 10, 2018, and the Performance Measures developed to ensure consistency with the FAST Act. The initial set of criteria developed identified precise targets for achieving the score. After reviewing these criteria against the projects submitted, it was determined that there was not sufficient detail provided for the candidate projects to allow for this type of comprehensive scoring. The result was to refine the criteria to be less specific while maintaining the objective and repeatable nature.

Concurrent with the development of the Prioritization Process was the Scenario Planning effort. The Scenario Planning effort is documented in a separate technical report; however for the purposes of prioritization it is important to note that six evaluation measures were developed to allow for a comparison of the transportation system's performance between the scenarios. These six measures, which are referred to as planning factors, were identified as best representing the MTP's Goals and Objectives and are:

- **Mobility:** Providing high speed and reliable travel between major activity centers and destinations. The focus of mobility is to get from one place to another as quickly as possible and typically is characterized by 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.

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To provide for consistency between the Prioritization Process and Scenario Planning effort, it was decided that the prioritization criteria would be grouped into these same six planning factors, which is shown in Tables 1 through 6 at the end of this document.

Several approaches to prioritization were evaluated and discussed, including a simple approach that relies solely on the cumulative score of the criteria and a more complex approach that includes weighting. After reviewing the proposed prioritization criteria and based on comments received during the initial public outreach for the MTP, it was determined that a more complex approach that includes weighting of the planning factors would allow for better alignment of prioritized projects to the MTP Goals and Objectives.

Therefore, each of the six planning factors were given a weighted value to align it with its importance to the community. The weighting values were determined through an interactive polling process with the TAC, CAC, and MPO Board. The values obtained were averaged and resulted in the following:

• Mobility – 20.5	• Equity – 14.3
• Accessibility – 20.8	• Environmental Stewardship – 12.8
• Safety – 18.7	• Economic Vitality – 13.0

It is important to note that whereas this process has been developed for the 2045 MTP, these prioritization criteria and planning factor weightings can change over time as the Emphasis Areas stressed by the federal and state government change and local stakeholder preferences change. Future MTPs will address these changes with adjustments to these factors.

In addition to an overall process, the Broward MPO project prioritization criteria were developed with the following considerations.

- Projects are to be evaluated regardless of their mode (roadway, transit, Transportation Systems Management and Operations (TSM&O), etc.).
- Scores are to be normalized to account for variance in maximum points awarded in each planning factor group.

- An initial recommendation of rounding negative scores to 0 was reconsidered at the TAC's request to better reflect the potential negative impacts of a project. Thus, negative scores are carried through.

Figure 2 provides an example of how a project was scored using the endorsed prioritization approach.

**Figure 2: Project Scoring Matrix Example**

<b>Project Name / Limits:</b>	Hypothetical Avenue (Here to There)			
<b>Description:</b>	Widen to 4 Lanes			
<b>Planning Factor</b>	<b>Raw Score / Max Score</b>	<b>= Normalized Score</b>	<b>* Weight</b>	<b>= Weighted Score</b>
Mobility	6 / 8	0.750	20.5	15.375
Accessibility	2 / 6	0.333	20.8	6.933
Safety	2 / 5	0.400	18.7	7.480
Equity	-1 / 8	-0.125	14.3	-1.787
Environment	0 / 4	0.000	12.8	0.000
Economy	3 / 5	0.600	13.0	7.800
		<b>TOTAL SCORE</b>		<b>35.801</b>

Through several discussions with the TAC and CAC, the prioritization criteria were revised to reflect those shown in Tables 1 through 6. Several key changes that resulted from this process were:

- The inclusion of additional Safety criteria to better reflect the importance of this issue;
- The addition of a positive criteria for projects that may improve environmental conditions;
- Clarifications to several criteria to ensure that both roadway and transit projects were evaluated; and
- Adjustments to the Sea Level Rise Mitigation criteria to account for projects that improve the resiliency of infrastructure to extreme weather, regardless of the project's location in a defined vulnerability area.

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## Exceptions to the Prioritization Process

There are several types of projects submitted through the Call for Projects that were not prioritized using the methodology defined here. Those types of projects include:

- Complete Streets and bicycle/pedestrian projects. These projects were assigned to either the CSMP Program (if estimated cost is \$2,000,000 or higher) or the CSLIP (if estimated cost is under \$2,000,000) and will be prioritized using the criteria established for those programs.
- Mobility hub projects. The Mobility Hubs Program has its own prioritization criteria that will be applied to eligible projects that fall within this funding program.
- Projects submitted by the MPO's partners, including FDOT, Port Everglades, and the Fort Lauderdale-Hollywood International Airport, which are included in one of these agency's adopted master plans and have identified funding outside of the MTP funding programs, were not be prioritized using these criteria. Instead these projects will be included in the Needs and Cost Feasible Plans, as appropriate, to demonstrate consistency and allow for potential additional funding opportunities via Federal grant programs.
- Projects funded through Broward County's MAP, with the exception of those seeking Federal funds, were not prioritized through the MTP process. Two transit projects were identified for inclusion in the MTP Transit funding program and those projects were prioritized through the MTP process. Any future MAP projects seeking Federal funds will be included in the Commitment 2045 MTP through the amendment process.

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## Next Steps

The prioritized projects eligible for either Highway or Transit funds were scored using the established prioritization process. The next step was to assign these projects to the appropriate funding program and to re-rank them based on their program standing. This list of programmed projects represented the Draft Cost Feasible Plan that was endorsed by the MPO Board in May 2019. Following this meeting, the list of projects was shared with partner agencies and the public for feedback and a determination of program readiness. The Cost Feasible Plan will be revised based on the results of this coordination.

**Table 1: Mobility – Assessment Scoring Criteria**

Category	Assessment Scoring		Scoring Guidelines
	Points	Description	
Single Occupant Vehicle (SOV) Travel	+2	Project will reduce SOV travel or implement a transportation management strategy on one of the MPO's "congested corridors."	Project has significant ridesharing component (HOT lanes, PNR, etc.) or is a significant transit improvement in CMP-identified congested corridor. "Significant transit improvement" consistent with scoring in "Transit Ridership" category. Interstate and NHS system congested corridors are candidates for +2 as well.
	+1	Project may reduce SOV travel on one of the MPO's "congested corridors."	Project has some more low-to-moderate transit improvements or introduces a new bikeway to a "congested corridor."
	0	Project has no impact on SOV travel on one of the MPO's "congested corridors."	-
	-1	Project may increase SOV travel on one of the MPO's "congested corridors."	These would be projects that add roadway capacity in a congested, high transit ridership corridor.
Vehicle Miles Traveled (VMT) Reduction	+2	Project will reduce vehicle miles traveled (VMT).	These are significant transit improvements (see below for definition) or regional travel demand management / parking policies. Significant Roadway projects will not reduce VMT.
	+1	Project may reduce vehicle miles traveled (VMT).	These are low-to-moderate transit improvements.
	0	Project has no impact on vehicle miles traveled (VMT) reduction.	-
	-1	Project may increase vehicle miles traveled (VMT).	Roadway projects that add capacity tend to increase VMT.
Person Capacity	+2	Project will add person capacity to the corridor.	These are projects that include a significant ridesharing component, significant transit improvement, apply integrated-corridor management or ITS improvements, or roadway capacity improvement in a corridor with low transit ridership.
	+1	Project may add person capacity to the corridor.	These are projects that include a low-moderate transit improvement, a bicycle and pedestrian improvement, or a low-moderate roadway capacity improvement (signal coordination / timing improvements, turn lane additions, etc.).
	0	Project has no impact on person capacity.	-
	-1	Project may reduce person capacity to the corridor.	Transit service reductions, or roadway capacity reductions in a corridor where transit ridership is not anticipated to increase significantly as a result.
Peak Period Delay / Transit Travel Time	+2	Project will reduce peak period delay or transit travel time on the corridor.	Major roadway capacity improvement projects, significant traffic signal upgrades, transit corridor improvements like Transit Signal Priority (TSP) and queue-jumping lanes.
	+1	Project may reduce peak period delay or transit travel time on the corridor.	Minor roadway capacity improvements or signal timing improvements.
	0	Project has no impact on peak period delay or transit travel time.	-
	-1	Project may increase peak period delay or transit travel time on the corridor.	This would be traffic-inducing projects connected to the corridor (new freeway interchanges or new roadway connections) or capacity reductions.

**Table 2: Accessibility – Assessment Scoring Criteria**

Category	Assessment Scoring		Scoring Guidelines
	Points	Description	
Transit Ridership	+2	Project will increase transit ridership in corridor.	These are "significant" transit improvements that literature and experience elsewhere has shown to have a consistent increase in ridership. "Significant transit improvements" include (but aren't limited to): large increase in existing route service levels (e.g., going from 30-minute to 15-minute headways) or introducing new modes to a corridor such as light-rail, bus rapid transit (BRT), or other capital improvements that improve bus services like TSP and queue jumping lanes.
	+1	Project may increase transit ridership in corridor.	These are more "low-to-moderate" transit improvements such as moving from 20-minute to 15-minute headways, or extending an existing transit line by 1 - 2 miles, etc.
	0	Project has no impact on transit ridership in corridor.	-
	-1	Project may reduce transit ridership in corridor.	Reductions in transit service levels likely the only way to score a project -1.
Activity Center Access and Reliability	+2	Project will improve peak hour travel time or transit frequency to key activity center(s).	Use same metrics as "Peak Period Delay / Transit Travel Time" or transit frequency improvements to designated key activity centers.  Key activity centers to be identified as: 1) MPO identified Mobility Hubs, 2) Port Everglades, 3) Fort Lauderdale-Hollywood Int'l Airport, 4) Community Redevelopment Areas, and 5) Broward Next Activity Centers.
	+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	Project will provide opportunities for linkages between modes or improves overall multimodal system connectivity.	These projects should mimic "Mobility Hubs" definitions. They include (but are not limited to): improved transit stations / shelters, bike share infrastructure, pedestrian infrastructure that are in high development potential locations with frequent transit service.
	+2	Project will improve or provide a transit way that connects to and extends one or more existing dedicated transit ways.	Transit ways are a major capital project that creates or extends a busway or light-rail line that provides significant travel time benefits to transit (particularly compared to adjacent vehicular traffic) during peak period times.
	+1	Project would improve peak hour travel time or transit frequency.	-
	0	Project will not impact peak hour travel time or transit frequency.	-



**Table 3: Safety – Assessment Scoring Criteria**

Category	Assessment Scoring		Scoring Guidelines
	Points	Description	
High-Crash Locations	+2	Project will directly improve safety through improvements at a high-crash location.	Projects could include elements that (while not present in existing condition): increase capacity but do not increase speeds or volumes, intersection improvements, install of raised medians, conversion of intersection to roundabout, install lighting where it currently does not exist, install bus bays, install bridge guard rails, install bridge shoulder, install dedicated bus lanes, lower posted speeds.
	+1	Project may improve safety at a high-crash location.	Project could include demand management, transit, bike, or traffic diversion to a new corridor.
	0	Project has no impact on safety.	-
	-2	Project may introduce factors that could adversely impact multimodal safety at a high-crash location.	Projects could include elements that: increase speeds, increase traffic volumes, non-supportive design features (counter to +2 elements).
Non-High-Crash Locations	+1	Project may directly improve safety through improvements (regardless of existing crash situation).	See +2 improvements but in non- high-crash locations.
	0	Project has no impact on safety.	-
	-1	Project may introduce factors that could adversely impact multimodal safety.	-
Multimodal Safety	+1	Project may improve safety in a location identified as a "Pedestrian / Bicycle Crash Hot Spot" in the MPO's Bicycle and Pedestrian Safety Action Plan.	If the proposed project would improve the safety in one of the areas identified in Figure 7, it would receive an extra point.
	+1	Project may improve safety in key activity center(s).	If the project would improve safety in a key activity center (as defined in the Economic Vitality section), it would receive an extra point.

**Table 4: Equity – Assessment Scoring Criteria**

Category	Assessment Scoring		Scoring Guidelines
	Points	Description	
Distribution of Transit Service Frequency	+2	Project will add high-quality transit service to multiple new communities.	High-quality transit = service with less than or equal to 15-minute headways.  Community = Individual cities/municipalities within Broward County.
	+1	Project will add high-quality transit service to one new community.	
	0	Project will not add high-quality transit to any new communities.	
	-1	Project may degrade transit service to a community.	
Transit Services within Equity Areas	+2	Project will provide more direct transit service between equity area and key activity center(s).	Use simple geography or on-board transit time to assess "direct" service.
	+1	Project will provide new transit service within equity area.	New services include both "significant" and "low-moderate" transit line improvements.
	0	Project will not provide new transit service within equity area.	-
	-1	Project may degrade transit service within an equity area.	-
Travel Time Savings within Equity Areas	+2	Project may improve peak period travel time between equity area and key activity center(s).	Use same definitions as "Peak Period Delay" category.
	+1	Project may improve peak period travel times within equity area.	Key activity centers to be identified as: 1) MPO identified Mobility Hubs, 2) Port Everglades, 3) Fort Lauderdale-Hollywood Int'l Airport, 4) Community Redevelopment Areas, and 5) Broward Next Activity Centers.
	0	Project has no impact on travel times within equity area.	
	-1	Project may degrade travel times within equity area.	
Multimodal Safety within Equity Areas	+2	Project will directly improve safety through improvements at a high-crash location within an equity area.	
	+1	Project may directly improve safety through improvements (regardless of existing crash situation) within an equity area.	
	0	Project has no impact on safety within an equity area.	
	-1	Project may introduce factors (higher speeds, higher traffic volumes, design features) that could adversely impact multimodal safety within an equity area.	
Community Impacts	0	Project has no disproportionate impacts (physical and/or economic) on existing residences or businesses.	This is a planning-level GIS assessment of a project. <b>Physical:</b> project's typical cross-section will likely exceed current public right-of-way. Example: Project would widen roadway to 6-lanes with median, and separated sidewalks. In other parts of Broward County, this requires 100' right-of-way. Corridor only has 90' right-of-way. This would be a likely physical impact. <b>Economic:</b> project would significant limit access to a business district. Example might be conversion of arterial to freeway, limited access to neighborhood commercial.
	-1	Project may have disproportionate impacts (physical and/or economic) on existing residences or businesses.	
	-2	Project may have disproportionate impacts (physical and/or economic) on existing residences or businesses with an equity area.	

**Table 5: Environmental Stewardship – Assessment Scoring Criteria**

Category	Assessment Scoring		Scoring Guidelines
	Points	Description	
Sea Level Rise Mitigation/Extreme Weather Resiliency	+2	Project located within sea level rise vulnerability area (Tier 1-3) and will mitigate infrastructure in this area.	Project would elevate existing roadway, transit, or bicycle facility to elevation that Climate Change Compact identified as potentially inundated.
	+1	Project will result in infrastructure that is more resilient to extreme weather events.	
	0	Project not located within sea level rise inundation area.	
Greenhouse Gas and Precursor Emissions	+2	Project will reduce greenhouse gas emissions.	Projects that reduce VMT or reduce delays without significant capacity improvements (like signal system or timing improvements) would reduce GHGs. Projects that increase VMT or delays would increase GHG emissions.
	+1	Project may reduce greenhouse gas emissions.	
	0	Project has no impact on greenhouse gas emissions.	
	-1	Project may increase greenhouse gas emissions.	
Wetlands and Natural Habitats	+1	Project may improve wetlands, floodplains, natural habitats or historic resources.	Use GIS and generalized project footprints (similar to physical impacts identified in "Community Impacts" category) and environmental base map to estimate potential impacts.
	0	Project has no impact wetlands, floodplains, or natural habitats.	
	-1	Project may likely impact wetland, floodplains, or natural habitats.	
Historic Preservation	0	Project has no impact to buildings or areas identified on the National Historic Register.	Use GIS and generalized project footprints (similar to physical impacts identified in "Community Impacts" category) and National Historic Register base map to estimate potential impacts.
	-1	Project may likely impact buildings or areas identified on the National Historic Register.	

**Table 6: Economic Vitality – Assessment Scoring Criteria**

Category	Assessment Scoring		Scoring Guidelines
	Points	Description	
Freight and Goods Movement	+2	Project will improve travel time reliability or operations on a corridor identified on the National Highway Freight Network (Primary, Critical Urban, or Critical Rural Facilities).	Projects that could improve freeway operations and reliability include capacity improvements, active freeway management, Integrated Corridor Management, express route transit projects / park and ride, and traffic incident management programs.
	+1	Project will improve travel time reliability or operations on a corridor that has a truck percentage >5% of average annual daily trips.	-
	0	Project has no detrimental impact on freight and goods movement.	-
	-1	Project may negatively impact the travel time reliability or operations on a corridor identified on the National Highway Freight Network or a corridor with a truck percentage >5%.	-
State of Good Repair	+2	Project will improve transit infrastructure, pavement or bridge condition currently in poor condition.	Assume widening and reconstruction projects will reset condition to good.
	+1	Project will improve transit infrastructure, pavement or bridge condition currently in fair condition.	
	0	Project has no impact on transit infrastructure, pavement or bridge condition.	
	-1	Project may increase demands on transit infrastructure, pavement or bridge condition currently in fair condition to poor condition.	Example would be projects that increase heavy truck traffic in corridor without reconstructing infrastructure.
Economic Development	+2	Project improves access to key activity center(s).	Key activity centers to be identified as: 1) MPO identified Mobility Hubs, 2) Port Everglades, 3) Fort Lauderdale-Hollywood Int'l Airport, 4) Community Redevelopment Areas, and 5) Broward Next Activity Centers.
	+1	Project is located within or adjacent to key activity center(s).	



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