

SARASOTA/MANATEE METROPOLITAN PLANNING ORGANIZATION
Performance Measures/Project Prioritization Process Ad Hoc Committee
7632 15th Street East
Sarasota, Florida 34243
3:00-5:00 PM

MEETING SUMMARY FOR APRIL 13, 2017

Call to Order: Dave Hutchinson, Executive Director convened the group and asked if the group would like to elect a chair. Commissioner Alan Maio recommended Mayor Shirley Groover Bryant and she was appointed by consensus. The chair called the meeting to order at 3:00 p.m.

REPORTS AND PRESENTATIONS (May Require Committee Action)

1. Performance Measures/Project Prioritization Process Update (Leigh Holt, MPO)

In 2012, Congress passed MAP-21, Moving Ahead for Progress in the 21st Century Act, which changes the way communities must document the allocation and use of federal funds. This direction was further refined in the 2015 Fixing America's Surface Transportation Act (FAST Act). States and metropolitan planning organizations are now mandated to verify how they *“invest resources in projects to achieve individual targets that collectively will make progress toward national goals.”* Federal funds must be used to:

- Reduce traffic fatalities and serious injuries,
- Maintain highway infrastructure,
- Reduce congestion,
- Improve system efficiency,
- Support economic development,
- Improve the national freight system,
- Protect and enhance the natural environment, and
- Accelerate project completion.

The Sarasota/Manatee Metropolitan Planning Organization (MPO) began addressing this change during development of the 2040 Long Range Transportation Plan (LRTP) which was adopted in December, 2015. The plan states:

*“With MAP-21 legislation and the MPO’s focus on multimodal accessibility, **an update in the project prioritization process** will immediately follow the adoption of the Strategic Mobility Plan. The new process **will look at all the roadway needs and multimodal needs as a combined prioritization to develop a more mode-neutral process** that links to the Strategic Mobility Plan and moves priorities into the Transportation Improvement Program.”*

For the past year, the MPO staff and consulting team have been gathering and analyzing baseline data in preparation for setting local MPO performance targets. Presentations on each of the performance measures have been made at MPO board and committee meetings for review and input. **On April 10, all MPO advisory committees (Technical, Citizens, and Bicycle/Pedestrian/Trails) unanimously supported aligning the MPO project prioritization with mandated performance measures** as shown in this chart:

ALIGNING MPO PROJECT PRIORITIZATION WITH MANDATED PERFORMANCE MEASURES

Federal Highway MAP 21/FAST Act	← → →	Sarasota/Manatee MPO Performance Measures Implementation
PERFORMANCE MEASURES	2040 LRTP GOALS	PROJECT PRIORITIZATION: Does the proposed project...
Safety—Significant reduction in traffic fatalities and serious injuries on all public roads.	Safety/Security Improve the Safety and Security of the transportation system for all users	<ul style="list-style-type: none"> • Address an identified motorized or non-motorized high crash location? • Improve safety for vulnerable users? • Improve traffic flow on an evacuation route?
Infrastructure condition—Maintain highway infrastructure in a state of good repair.	Infrastructure condition Improve management, operations, and coordination to promote an efficient transportation system locally and regionally	<ul style="list-style-type: none"> • Address aging or deteriorating infrastructure on roads and/or bridges? (as rated by FDOT) • Address flooding or stormwater issues in flood hazard areas or storm surge zones?
Congestion reduction—Significant reduction in congestion.	Mobility/Congestion/Reliability Promote economic vitality and viability through regional coordination of intermodal system	<ul style="list-style-type: none"> • Reduce congestion on current or future congested corridors? • Include multi-modal options such as transit, bike lanes, sidewalks, and/or trails? • Improve or expand the Sarasota/Manatee regional roadway network? • Include operational improvements? • Expand the advanced traffic management system? • Address a corridor with low travel time reliability?
System reliability—Improve efficiency of surface transportation system.		
Freight movement and economic vitality—Improve national freight network, strengthen rural communities access to national and international trade markets, support regional economic development.	Economy/Freight Improve accessibility and multimodal connectivity by promoting proximity to jobs and efficient movement of freight and goods	<ul style="list-style-type: none"> • Address a need in a targeted enterprise or economic development zone? • Make improvements to the adopted freight network? • Provide new or improved access to a high freight activity center? • Improve a route with high truck volume? • Improve a route to a major tourist destination?
Environmental sustainability—Enhance performance of the system while protecting and enhancing the natural environment.	Environment/Livability Improve environmental sustainability and community livability in coordination with local government comprehensive plans	<ul style="list-style-type: none"> • Stay away from critical habitat, wetlands, and endangered species? • Improve access to transit? • Support multimodal livability? • Offer alternatives for individuals and families balancing affordable housing and transportation costs? • Provide transportation options in low income neighborhoods?
Reduced project delivery delays—Reduce project costs, promote jobs and the economy, expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	Project delivery	<ul style="list-style-type: none"> • Continue or complete an existing MPO priority project? • Have a local match? • Include a public/private partnership? • Advance a local jurisdiction's top priorities? • Address an identified need in an FDOT or MPO feasibility study? • Support the priorities of the Long Range Transportation Plan?

On January 11, 2016, the Technical Advisory Committee took on the task of updating the MPO’s criteria for project selection and prioritization, in accordance with Federal Guidelines on Performance Measures, and to be consistent with the MPO’s newly adopted LRTP. In addition to their regular committee meetings, members attended four additional meetings and participated in two half-day workshops.

The TAC reviewed data sets and maps for each performance measure that were developed by the consulting team. It was agreed that the first data sets to be used must be readily available, consistent across all jurisdictions, and should incorporate existing programs and priorities established by the board as adopted in the LRTP.

On April 10, 2017, the Technical Advisory Committee reviewed and unanimously approved one single Project Priority Scoring methodology for consideration by the MPO Board. The new scoring criteria is intended to replace four separate sets of scoring criteria that were developed and implemented over a period of 15 years based on the 2025, 2030, and 2035 LRTPs.

The new scoring criteria developed by the TAC is directly linked to the national planning goals and national performance management measures. They are also aligned with the goals adopted by the MPO Board in the 2040 LRTP. Points are awarded based on objective data sets in six performance measure categories including:

- Safety/Security
- Infrastructure Condition
- Mobility/Congestion/Reliability
- Economy/Freight
- Environment/Livability
- Project Delivery

Because the projects submitted for review are so diverse, the TAC also developed a methodology for weighting the performance measure categories for different types of projects. Each project application may be considered as either a community, regional, or interregional facility. For example, a neighborhood project that improves walking and biking facilities would be a community project. Widening a major facility from four to six lanes would be scored as a regional or inter-regional project.

Planning Goal	Max Points	Community		Regional		Inter-Regional	
Safety/Security	15	40%	6.00	25%	3.75	25%	3.75
Infrastructure Condition	15	15%	2.25	15%	2.25	8%	1.20
Mobility/Congestion/Reliability	15	6%	0.90	30%	4.50	40%	6.00
Economy/Freight	15	4%	0.60	10%	1.50	15%	2.25
Environment/Livability	15	25%	3.75	10%	1.50	4%	0.60
Project Delivery	15	10%	1.50	10%	1.50	8%	1.20
TOTAL	90	100%	15	100%	15	100%	15

Continuing with this example, the weighted score for the neighborhood project emphasizes safety/security (40%) and environment/livability (25%) while the widening of an inter-regional road is weighted to focus on mobility/congestion/reliability (40%) and safety/security (25%). The weighting provides a way to fairly evaluate a wide variety of transportation facilities, alternatives, and modes. All eligible roads in the two-county area have been assigned a designation of community, regional, or inter-regional but each jurisdiction has the flexibility to choose how a project is to be scored.

Community/Regional/ Inter-Regional



*Note: Each jurisdiction may choose the appropriate designation for a specific project submitted to the MPO for funding consideration.

Recommendation: As stated in the adopted 2040 Long Range Transportation Plan, update the project prioritization process to evaluate all roadway and multimodal needs as a

combined prioritization to develop a more mode-neutral process, replacing multiple historical scoring methodologies adopted prior to the current plan, and allow the Technical Advisory Committee to update individual scoring criteria as new performance measure information is received from the Federal Highway Administration, Federal Transit Administration, or the Florida Department of Transportation.

Mayor Linda Yates made a motion to approve the recommendation as presented. The motion was seconded by Commissioner Alan Maio and approved unanimously.

3. Program Policies Rules Booklet Update (Wally Blain, Tindale Oliver and Leigh Holt, MPO)

In addition to the four individual scoring criteria used previously, the project selection process has been governed by an 8-page Program Policies Rules Booklet. It includes a series of six separate policy documents with a total of 59 specific rules. These policies and rules were last updated in March, 2012 prior to adoption of the current LRTP of the passing of MAP-21 and the FAST Act. The MPO rules were adopted and compiled over a period of twenty years by multiple boards, with some based on previous plans and laws, and others no longer being used or enforced.

The Sarasota/Manatee MPO is governed by federal laws and rules as well as state law, policies, plans, and instructions. The project prioritization process and development of the Transportation Improvement Program (TIP) are mandated by TITLE 23, U.S.C., Sec. 134, Metropolitan Transportation Planning; Florida Statute 339.175, Metropolitan planning organization; Florida Statute 339.135, Work program; and Florida Department of Transportation (FDOT) Work Program Instructions. The existing MPO policies and rules are also covered in federal, state, or local documents and plans:

MPO POLICY	DOCUMENTATION
Major Improvement Project	<ul style="list-style-type: none"> ▪ FDOT Work Program Instructions Tentative Work Program - FY 17/18 - 21/22; PART IV, Chapter 1: SURFACE TRANSPORTATION BLOCK GRANT PROGRAM ▪ FDOT Work Program Instructions Tentative Work Program - FY 17/18 - 21/22; Part III, Chapter 4: ARTERIAL HIGHWAY CONSTRUCTION ▪ 2040 LRTP Page 4-7
Congestion Management System	<ul style="list-style-type: none"> ▪ TITLE 23, U.S.C.; Sec. 134. Metropolitan transportation planning ▪ F.S. 339.177 Transportation management programs ▪ 2040 LRTP Page 4-5
Transportation Alternatives	<ul style="list-style-type: none"> ▪ TITLE 23, U.S. C. Sec. 213. Transportation alternatives as defined in Sec. 101 ▪ FDOT Transportation Alternatives Program Guidance, 2/25/2014 ▪ 2040 LRTP Page 4-7
Roundabout Consideration	<ul style="list-style-type: none"> ▪ FHWA-SA-12-005; Proven Safety Countermeasures; Roundabouts ▪ Florida Department of Transportation Policy: Roundabouts ▪ FDOT Plans Preparation Manual, Volume 1, Chapter 2, Section 2.13 - Intersections
Transportation Regional Incentive Program	<ul style="list-style-type: none"> ▪ F.S. 339.2819 Transportation Regional Incentive Program ▪ FDOT Work Program Instructions Tentative Work Program - FY 17/18 - 21/22; PART III - CHAPTER 41: TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)
US 41 Multi Modal Emphasis Corridor	<ul style="list-style-type: none"> ▪ Florida Department of Transportation Policy: Complete Streets ▪ 2040 LRTP Page 4-5

Florida law states that the annual list of project priorities must be based on project selection criteria that, at a minimum, considers the approved MPO long-range transportation

plan, the Strategic Intermodal System Plan, the transportation management system plans, and the MPO public involvement procedures. The new federal law provides direction to the MPOs mandating that the TIP:

- Contains projects consistent with the current metropolitan transportation plan;
- Reflects the investment priorities established in the current metropolitan transportation plan; and
- Once implemented, is designed to make progress toward achieving the performance targets established

The proposed changes to the project prioritization process do not impact the 2040 Long Range Transportation Plan adopted goals and priorities or the funding limits for the:

- Multi modal emphasis corridor/US 41
- Advanced traffic management system
- Central Manatee network alternatives analysis
- Congestion management
- Cost feasible project list:
 - 15th Street East
 - River Road
 - Price Boulevard
 - Honore Avenue
 - Upper Manatee River Road

Recommendation as amended by the Ad Hoc Committee: Align Project Prioritization and development of the Transportation Improvement Plan with Federal Law including MAP-21/FAST Act Performance Measures; Florida Statute; Florida Department of Transportation Policies, Plans, and Instructions; and the Sarasota/Manatee adopted MPO Long Range Transportation Plan, which will replace the historical compilation of program policies and rules developed prior to the current LRTP and performance measure laws in order to align MPO practices with applicable federal and state rules and procedures, in order to access all available funding.

A motion was made by Commissioner Alan Maio to support the recommendation as amended. The motion was seconded by Commissioner Betsy Benac and approved unanimously.

COMMITTEE ACTION

1. Recommendations for Performance Measures/Project Prioritization Process

The Ad Hoc Committee members provided input to staff on the board meeting presentation. It is important to affirm that the Board must review all project priorities and has final say over what will be submitted to FDOT. The ad hoc committee members also suggested that all board members might benefit from a workshop that could be offered at the MPO office in the future to provide further understanding of the process.

ADJOURNMENT

The meeting was adjourned at 4:50 p.m.