



Project Prioritization Process Review and Recommendation



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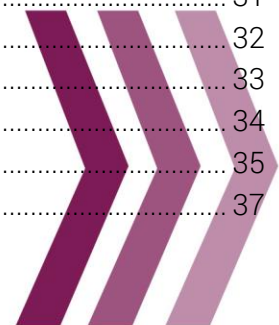


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1. Introduction

In 2017, the MPO undertook an update and reevaluation of the project prioritization process. This update, completed after adoption of the 2040 LRTP, incorporated the National Performance Management Measures included in MAP-21 and the subsequent FAST-Act Federal transportation bill. The project scoring methodology associated individual criteria and weighting of six major categories that related to the goals of the 2040 LRTP and was developed with input from members of the TAC.

The six categories developed in 2017 for the prioritization process were Safety/Security, Infrastructure Condition, Mobility/Congestion/Reliability, Economy/ Freight, Environment/Livability, and Project Delivery. To develop a balanced modal priority list, the weighting of project scoring criteria was varied by roadway function (Community, Regional, and Inter-Regional). This varying of weights allowed for projects on community roads that address personal mobility through walking, cycling or transit and major capacity projects on inter-regional roads to be listed on a combined prioritization list for use in developing the Transportation Improvement Program.

In 2019, the MPO revised the prioritization criteria to better align with the eight goals that were identified for the Transform 2045 LRTP. These goals, which build on the federal planning emphasis areas, are listed below.

- Safety Security
- Infrastructure Resiliency
- Mobility Reliability
- Technology Autonomy
- Economy Tourism
- Environmental Conservation
- Equity Livability
- Project Delivery

While individual prioritization categories weren't created for each of these goals, a review was conducted to guarantee that the prioritization process addressed these goals in the selection of projects for the Cost Feasible Plan. Projects selected in the Cost Feasible Plan totaled over \$2 billion and were selected based on alignment with the LRTP's goals and ability to improve performance of the transportation system. Since the LRTP includes a range of diverse projects, seven funding programs were used to categorize capital projects which establishes a framework for prioritizing and implementing projects that result in a balanced and efficient transportation system. These projects and their anticipated funding through 2045 include:

- Multi Modal Emphasis Corridors (\$300 million),



- FDOT Arterials/Other Roads (\$255 million)
- Transportation alternatives in Urban Area (\$25 million)
- Safety (\$75 million)
- Resiliency (\$75 million)
- Transportation System Management and Operations (TSMO) (\$67 million)
- TSMO Staffing Data Management (\$5 million)

Since the 2045 LRTP was adopted, the MPO has completed additional technical analysis of the regions' transportation resiliency and vulnerability assessment. The recent passage of the Infrastructure and Investment Jobs Act (IIJA) has strengthened the emphasis placed of maintaining the nation's transportation infrastructure and increased the objectives of developing a transportation system that is resilient and implemented through an equitable distribution of transportation revenues. To meet those objectives, the MPO is evaluating the current call for projects and prioritization process. This evaluation includes:

- A Review of the prioritization process to identify opportunities to streamline the call for projects and project application submittal.
- Identification of new data sources for measuring transportation resiliency of submitted projects and prioritizing projects for an equitable distribution of funding.
- Reviewing state and national case studies for recommending enhancements or refinements to the current scoring system for project prioritization.

2. Current Process Review

An assessment of the current prioritization and application process was conducted. This included a discussion with the Technical Advisory Committee regarding their use and observations as well as identifying overlapping project related information that is included on the MPO and FDOT application forms. The purpose of this review is to identify obstacles that are present in the project application process and recommend any changes or efficiencies that can be introduced.

2.1 TAC Member Feedback

A critical component to maximizing the effectiveness of the prioritization process is to understand the challenges experienced by project sponsors that are required to develop and submit projects through the prioritization and application process. On March 13, 2023, a presentation was made to the MPO's Technical Advisor Committee for the purpose of updating the members on the evaluation and to gather feedback on their observations.

The following is a list of concerns shared by TAC members regarding the call-for-projects and prioritization process.



- Sage Kamiya (City of Holmes Beach)
 - o When submitting a project in multiple years, it would be good to reuse past applications. Sometimes only minor changes are needed and completing repeated information is time-consuming.
 - o Information provided on the FDOT application is duplicated on the MPO application and attachments. Being able to enter the information once would be helpful.
 - o It's understandable that good priorities result in good priorities. That means having additional data up front requires additional work and preparation. This is difficult for small cities with limited staff and resources.
- Paula Wiggins (Sarasota County)
 - o Agree. Repetition of applications is hard.
 - o Specifically updating cost estimates annually is challenging with multiple projects. Estimates are changing greatly now with unpredictability. Sometimes the priority request is for early phases of project development.
 - o Currently using LRE and FDOT Costing information.
- Alvimarie Corales (City of Sarasota)
 - o It can be difficult to determine where to place a project when there are multiple lists. Matching a project to a fund source doesn't always relate directly to, or align with, an LRTP program.
 - o Would like to see better integration of Cost Feasible LRTP as part of the checklist.
- Megan Lui (Sarasota County Transit)
 - o Current process and applications forms aren't set up to address transit projects. MPO Staff are helpful in providing guidance.
 - o Better coordination with the FDOT Gap system and the project priorities application.

The committee members discussed specific projects that had been successful with funding through the prioritization process. Specific projects mentioned by the committee included:

- 15th Street. This is a large project and is making its way through the funding process. It has taken a long time to identify implementable phases and to secure funding.
- Venice Bypass. This project had a large funding request, but ultimately ended up costing less than expected.
- SR 789 Ringling Bridge. A choice was made to submit the project under the MMEC program rather than the resiliency program based on available funding amount. Agencies are trying to find the "best fit" program for projects to access the greatest amount of funding.



A follow-up discussion regarding the development of project costs and detailed estimates. The intent was to identify opportunities for developing detailed estimates for the phase being requested in the call for projects while keeping later phases at a more general nature.

- Clarke Davis (Manatee County) indicated that having a good cost estimate for early phases like project development or design requires knowing specific details regarding later phases of the project.
- A compromise could be to focus on developing refined cost estimates for higher priority projects rather than preparing them for all projects being submitted.

One final comment was offered regarding the prioritization process. As projects and implementation are moving towards addressing larger projects, those that are smaller in scope and cost should not be overlooked.

2.2 Project Application Review

The MPO's current call for projects requires project applicants to submit multiple forms depending on the type of project being submitted for funding through the Transportation Improvement Program (TIP). One of the comments noted by members of the Technical Advisory Committee was the need to enter information multiple times across each of the required forms. While consolidation of all the project forms is not possible due to unique circumstances, an opportunity might exist to reduce the burden placed on local government staff in seeking project funding through the MPO.

To identify the specific details of this consolidation, a review of the following MPO and FDOT applications forms was conducted:

- FDOT District One Priority Project Application (including Attachments A-F)
- Sarasota/Manatee MPO Supplemental Questions
- Attachment G: Priority Project Information Package

The conclusion from this review is that the overwhelming majority of information collected as part of the MPO Supplement Questions is covered on the FDOT District One Priority Project Application. There are, however, certain elements that are wholly unique to one form or the other as well as those that include additional details in how the information is being collected. Details specific to the FDOT application tend to address elements associated with project readiness and the programming of funds whereas the MPO forms include additional information used for the prioritization of candidate projects.

To aid in the summarization of these forms, six categories were developed by the review team for evaluation and identification of recommended for streamlining the application process and consolidation the request for information.



1. Project Location/Details/Features
2. Existing Conditions
3. Certifications/Permits/Endorsements
4. Funding/Cost Estimates
5. Plan consistency (Local Agency/MPO/LRTP/Other Plans)
6. Socio-Cultural Effects (Environment/Resiliency/Historical)

In advancing the development of a consolidated application, the following observations and conclusions were made.

- **Questions overlapping on both forms:** Out of the nearly 50 questions covered on both the MPO and FDOW applications, 15 were consistent across both. These questions mainly focused on the basic project details and requirements related to the project itself. Topics are generally concerned with project location, funding, permits, and compliance with regulations like ADA. Other questions relate to specific features of the project, like bicycle facilities, pedestrian crossings, and rail crossings. Additionally, some questions relate to project certification, private partnerships, funding from FDOT and right-of-way acquisition. Many of these questions can be consolidated into one application, especially those related to the actual project details and physical features.
- **Listed on the FDOT application only:** Questions missing from the MPO application are mainly those regarding local agency support and financial feasibility, infrastructure, environmental impact, and accessibility. The questions address issues related to funding, location, design, construction, potential environmental impacts, and compliance with various regulations and standards, including accessibility guidelines. Several of these questions, like funding commitments and project costs, are included on the MPO application but not the level or detail that is required on the FDOT application. Overall, the questions in this list mainly relate to project feasibility, environmental impact, existing conditions on site and accessibility. While many of these questions aren't exactly the same on the MPO application as they are on the FDOT application, minor changes in the request of this information would better align the two applications.
- **Listed on the MPO application only:** Questions only listed on the MPO application form the smallest grouping. Questions addressing a project's access to transit and incorporation of resiliency strategies are needed by the MPO in developing the annual list of project priorities.

Due to the number of questions that overlap or require only minor changes to the questionnaire would allow for consolidation of the application process.

2.3 Plans Review

Sarasota/Manatee MPO Resiliency Study



As part of the MPO's Resiliency Study, priority tiers were developed for the transportation system based on exposure to the threat of natural disasters and how critical the roadway is to system functionality, based upon Average Annual Daily Trips (AADT) and connections to places of interest. The tiers are as follows:

- Tier I: most vulnerable facilities. These facilities carry the most traffic and may be an evacuation route or connect to a medical facility. This tier includes bridges that connect to barrier islands.
- Tier II: vulnerable facilities. These facilities carry less traffic, may have a transit route, or connect to schools and employment centers.
- Tier III: least vulnerable facilities. These facilities carry the least amount of traffic and do not connect to places of interest.



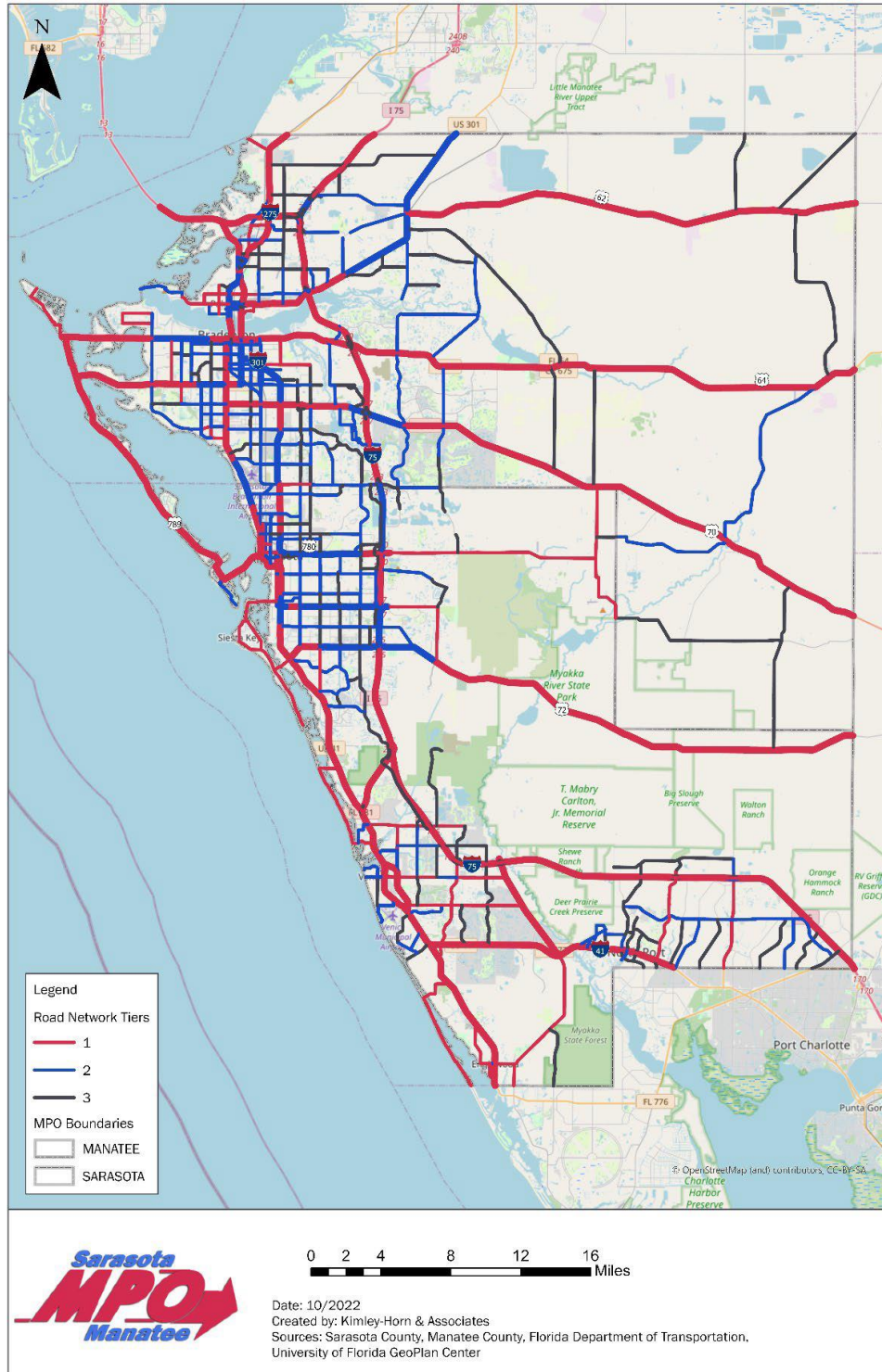
Figure 1 depicts the ranking of the transportation system using the vulnerability tiers. The report recommended that this data be used for prioritization to encourage resiliency building on the most vulnerable and essential roads across the region.

It was recommended in the report that the tier system be used as a factor in determining project appropriateness and funding priority. The MPO's resiliency study additionally made several recommendations regarding incorporating resiliency into the project prioritization process based on the practices of other MPOs in the state. The practices include:

- Points awarded for including adaptation strategies concerning sea level rise, flooding, and extreme weather events (Space Coast TPO, Broward MPO)
- Points awarded based on project proximity to 1-ft sea level rise areas for needs plan projects (Collier MPO, St. Lucie TPO)
- Using the results of the vulnerability assessment to rank major roads for the TIP (North Florida TPO)
- Up to 10% of points for projects addressing climate resilience: improve mobility on evacuation routes; consider impacts of sea level rise; commitment to design to 100-year flood; regional coordination (Forward Pinellas)
- Points are awarded for projects in a flood area. (CRTPA)
- Points are awarded based on closures and/or evacuation routes (Lee County MPO)
- Documented public involvement and project vetting.
- Consistency with the LMS, LRTP, and TIP



Figure 1: Sarasota/Manatee MPO Transportation Network Vulnerability Tiers

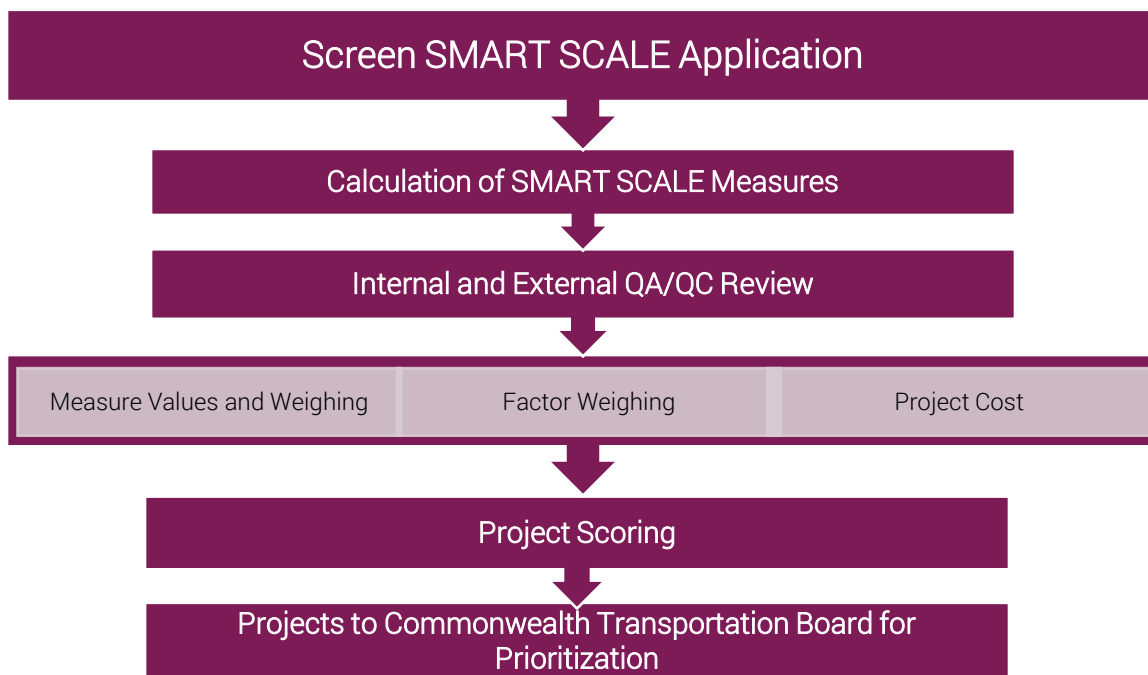




FHWA Noteworthy Practice – Virginia DOT

In an effort to improve project prioritization, the Virginia Department of Transportation (VDOT) developed SMART SCALE, a valuable tool for achieving a more balanced transportation system and prioritizing investments in Virginia. Introduced through legislation in 2014, this tool provides a means of evaluating proposed projects included in VTrans, Virginia's long-term transportation plan. The evaluation process involves objective and transparent scoring of projects based on outcomes, with the project scorecard being made publicly available. This approach enables decision-makers to make informed investment decisions that align with the needs of the state and its residents.

Figure 2: SMART SCALE Process



SMART SCALE uses quantitative measures to determine the extent to which a project addresses a specific need relative to the requested funding, and the evaluation process follows five distinct steps—eligibility/funding, project application, project screening, evaluation/scoring, and prioritization/programming. Eligible entities include Metropolitan Planning Organizations, Planning District Commissions, and Public Transit Agencies, in addition to counties, cities, and towns that meet certain criteria. Eligible projects must have a focus on capacity and operational improvements for roadways, transit, bicycle, and pedestrian programs, or transportation demand management.

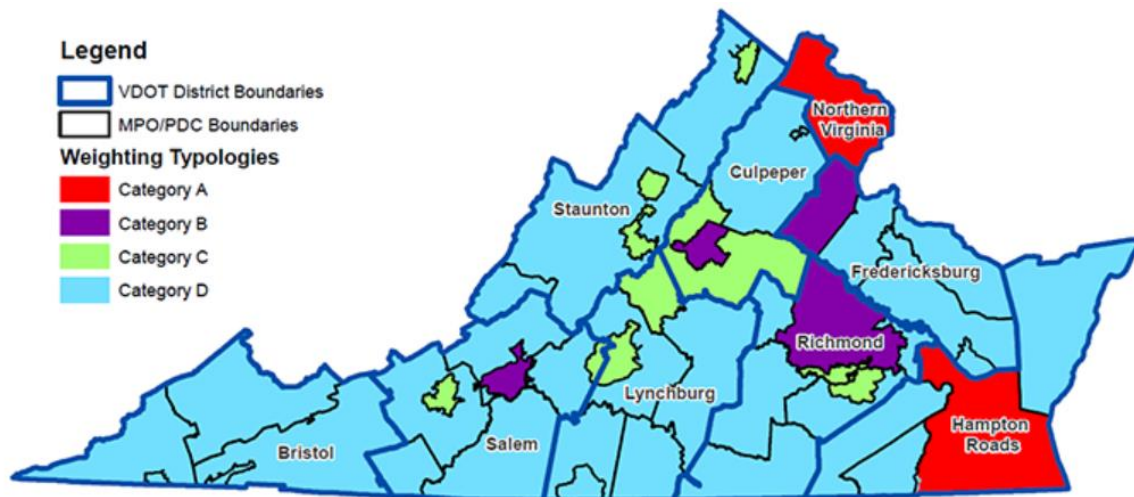


VDOT separates the states regions into four categories, A through D, to better address the importance of each of the six factor areas used for project evaluation. The six factors— safety, congestion, accessibility, land-use, economic development, and environment—are weighted differently for each region based on an analysis of transportation, land use, demographic indicators, and public input to facilitate evaluation of each project’s benefit on a scale relative to the needs of that region as compared across the state as illustrated in Table 1 and Figure 3.

Table 1: VDOT Factor Weight by District

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%	5%	15%	5%	10%	20%
Category B	15%	20%	20%	20%	10%	15%
Category C	15%	25%	15%	25%	10%	10%
Category D	10%	30%	10%	30%	10%	10%

Figure 3: VDOT Prioritization Districts



Submitted projects are screened and identified as being under at least one of the following categories: corridors of statewide significance, regional networks, urban development areas, and transportation safety needs. From there, projects are evaluated, scored, and prioritized across elements of safety, congestion mitigation, accessibility, environmental quality, economic



development, and land use. As a result of this SMART SCALE process, VDOT has reported a substantial increase in quality safety projects.

Table 2 illustrates how points are allocated across each of the prioritization factors when determining a priority score and applicable weight for determining project priorities.



Table 2: VDOT Criteria Scoring

Factor	Measure	Description	Weight
Safety	EPDO of Fatal and Injury Crashes	Equivalent property damage only (EPDO) of fatal and injury crashes expected to be avoided due to project implementation.	70% (100% for transit and TDM projects)
	EPDO Rate of Fatal and Injury crashes	EPDO of fatal and injury crashes per 100 million vehicle miles traveled (VMT) expected to be avoided due to project implementation.	30%
Congestion Management	Person Throughput	Increase in corridor total (multimodal) person throughput attributed to the project.	50%
	Person Hours of Delay	Decrease in the number of person hours of delay in the corridor.	50%
Accessibility	Access to Jobs (total population)	Change in average jobs accessibility within 45 minutes (within 60 minutes for transit projects).	60%
	Access to Jobs (disadvantaged populations)	Change in average jobs accessibility for disadvantaged populations within 45 minutes (within 60 minutes for transit projects).	20%
	Access to Multimodal Choices	Assessment of the project support for connections between modes and promotion of multiple transportation choices.	20%
Environmental	Air Quality and Energy Environmental Effect	Potential of the project to improve air quality and reduce greenhouse gas emissions.	100%
	Impact to Natural and Cultural Resources	Potential of the project to minimize impact on natural and cultural resources located within project buffer.	0-5 point reduction based on impacted acreage
Economic Development	Project Support for Economic Development	Project consistency with regional and local economic development plans and policies and support for local development activity.	60%
	Intermodal Access and Efficiency	Rate projects based on the extent to which the project is deemed to enhance access to critical intermodal locations, interregional freight movement, and/or freight intensive industries.	20%
	Travel Time Reliability	Improvement in travel time reliability attributed to the project.	20%



Land Use	Transportation Efficient Land Use	Amount of population and employment located in areas with high non-work accessibility.	50%
	Increase in Transportation Efficient Land Use	Increase in amount of population and employment located in areas with high non-work accessibility between present-day and the horizon year.	50%

FHWA Case Study: Project Prioritization Process – NJTPA

The New Jersey Transportation Planning Authority (NJTPA) serves as the Transportation Planning Organization for northern and central New Jersey, overseeing and organizing transportation planning efforts across a 13-county area with a population of 7 million. The region boasts a diverse array of communities and populations, ranging from rural and suburban to urban areas, and encompassing individuals with varying racial and ethnic backgrounds, levels of income and education, abilities, and degrees of access to regional resources.

NJTPA found that areas in the region with some of the oldest infrastructure tended to align with historically disadvantaged, underserved, or overburdened communities, sometimes referred to as Environmental Justice (EJ) communities. In order to address equity concerns, NJTPA developed several plans with equity as a main guiding element, including their Long Range Transportation Plan (*Plan 2050: Transportation. People. Opportunity*), the Title VI Implementation Plan, the Regional Coordinated Human Services Transportation Plan, and an update to the Congestion Management Process (*Accessibility and Mobility Strategy Synthesis*).

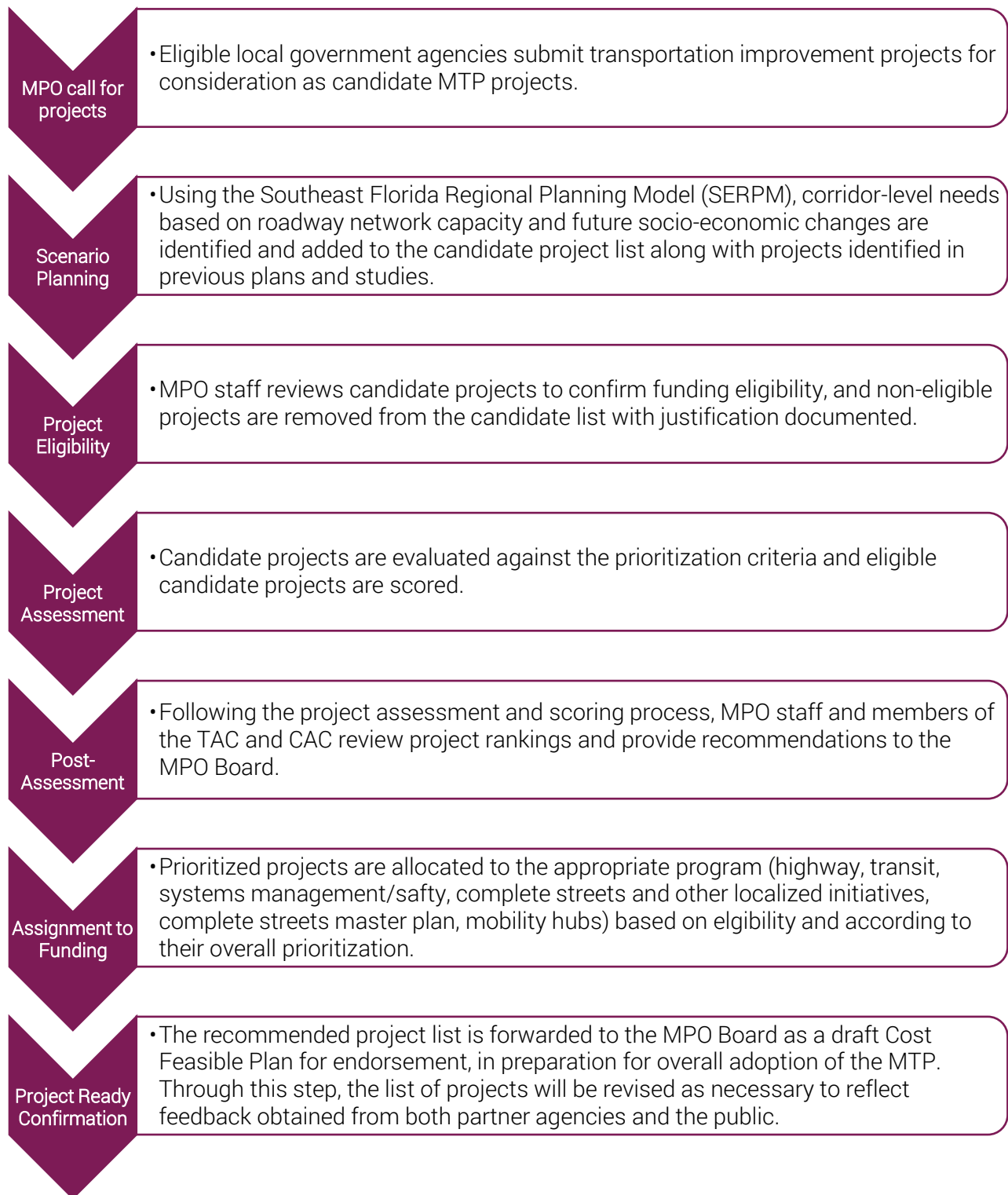
In addition to this, the NJTPA has incorporated equity as an element in their project prioritization process, using an Equity Analysis Tool. This tool identifies census tract’s concentration of EJ populations (minority, low income, limited English proficiency, disability, youth and seniors, foreign-born, female population, zero vehicle households, and educational attainment). The scoring criteria for project prioritization awards more points based on its location and benefits to census tracts with higher EJ populations. Related criteria questions also include improvement values for distressed municipalities, access to job opportunities, non-motorized users, and complete streets.

NJTPA’s project prioritization process occurs in two phases. During the first phase, projects are evaluated and scored based on technical measures of how well they fulfill the goals of the current NJTPA Long Range Transportation Plan using the prioritization scoring criteria. In the second phase, additional factors such as feasibility of project delivery, funding availability and project timing are then considered. This entails consultation and negotiation among the NJTPA Central Staff, professional and elected officials from the subregions, as well as staff of the NJDOT and NJ TRANSIT. NJTPA’s full scoring criteria can be seen in Table 4 included in the Appendix.





Broward MPO Project Prioritization Process





3. Conclusions and Recommendations

Based on review of the MPO’s existing prioritization process, the recently completed Resiliency Vulnerability Assessment, and a case study review of noteworthy practices, a series of recommendations and revisions are proposed for the MPO’s consideration. These recommendations are grouped into prioritization scoring changes and process oriented revisions.

3.1 Prioritization Scoring Changes

The MPO has made a concerted effort to align the project prioritization and selection process with the performance measures and goals of the Long Range Transportation Plan. Criteria for prioritizing projects are grouped by the goals of the LRTP.

One change to the prioritization scoring is being proposed to reflect results of the recently completed resiliency vulnerability assessment. Shown below in Table 3 are the previous factors that have been updated to reflect the current planning activities of the MPO. The MPO’s resiliency vulnerability study addressed both flooding and storm surge hazards in identifying the most vulnerable and critical transportation facilities in the region.

Currently, the MPO is undertaking a Phase 2 assessment of the resiliency vulnerability study in order to better define priority locations and strategy recommendations for implementation. These changes will better integrate the MPO’s planning activities with future projects aimed at improving performance of the region’s transportation system.

Table 3: Resiliency Criteria Changes

Previous Factors		
Category	Scoring Criteria	Points
Resiliency	Project Improves resiliency in special flood hazard area	1
Resiliency	Project improves resiliency in Storm Surge Zone Category 1	3
	Project improves resiliency in Storm Surge Zone Category 2	2
	Project improves resiliency in Storm Surge Zone Category 3	1
Revised Factors		
Resiliency	RESERVED: Top Tier recommendation from Resiliency Vulnerability Phase 2	1
Resiliency	Project addresses resiliency Tier 1 Facility from Resiliency Vulnerability Assessment (Phase 1)	3
	Project addresses resiliency Tier 2 Facility from Resiliency Vulnerability Assessment (Phase 1)	2

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	Project addresses resiliency Tier 3 Facility from Resiliency Vulnerability Assessment (Phase 1)	1
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A full listing of the scoring categories and prioritization factors are included in the Appendix.



3.2 Process Oriented Revisions

To develop project priorities, the MPO has utilized an online GIS-based application to efficiently scoring projects submitted by local partnering agencies. While previously only used by MPO staff to prioritize submitted projects, revisions to the process will allow agency partners to evaluate projects prior to submitting and provides an opportunity for information previously collected of MPO and FDOT application forms. Changes to the online application have been designed to more efficiently collect information for the prioritization process.

Based on the project application review that was completed, questions were added to the online application process or were re-designed so that information could be populated on both the MPO application forms and the FDOT application form. Additional questions and GIS data were also added.

Additional changes to the order of project submissions during the annual call for projects will provide information regarding a project's prioritization score earlier in the application process. This provides direction and informs applicants on projects that would be considered competitive for funding through the MPO's prioritization process.

Further details of the online application process have been included in a user's manual with step-by-step instructions on use of the online GIS-based application.



Appendix



Table 4: NJTPA Scoring Criteria

Category	Criteria	Measure	Score
Environment	Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use?	Project is expected to reduce emissions of criteria pollutants and is located in area(s) disproportionately burdened by air pollution.	25
		Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use.	17
		Project is expected to be “emissions and use neutral.” Examples include small highway operational improvements, resurfacing, or bridge repair projects.	8
	Does it conform to regulations and plans for legislatively protected areas?	Project is in a legislatively protected area, conforms to or advances the goals of that area and includes a habitat connectivity or wildlife crossing enhancements.	13
		Project is in a legislatively protected area and conforms to or advances the goals of that area.	8
		Project is located outside of a legislatively protected area.	5
	Does it provide benefits or reduce burdens to disadvantaged and underserved communities?	Assign points on a continuous scale based on data derived from the NJTPA Equity Analysis Tool.	0-24
	Does it improve the management of stormwater runoff?	The project addresses a problem area noted in the subregion’s application or addresses issues in a Combined Sewer Overflow (CSO) area, and includes best management practices (BMPs) in green infrastructure integrating techniques to manage runoff by integrating natural processes.	20
		The project includes basic improvements to stormwater management.	14
	User Responsiveness	Will it reduce transportation delay?	Projects that will reopen closed structures or routes.
Projects that will remove weight or height restrictions or increase capacity for roads with V/C ratios higher than 1.2.			32
Projects that will remove speed restrictions, correct and improve approach alignments, or reduce V/C ratios for roads with ratios between 1.0 and 1.2.			17
Will it improve accommodations for non-motorized users on existing or		Incorporates separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes, facilitation of bike-share infrastructure.	31

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	planned bridges/routes?	Incorporates other improvements to sidewalks and roadways for bicycle safety, such as Road Diet features, wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians.	12
	Will it improve information for travelers?	Projects that include traffic signals, ITS, or signage improvements.	13
	Will the project provide roadway improvements to high-volume segments of local roads?	Assign points on a continuous scale allocated proportionally based on highest observed AADT within project limits.	0-42
Economic	Will the project lead to the redevelopment of Brownfields or enhance infill or redevelopment of underutilized parcels?	Brownfields that would benefit from the project are within the primary market area for port, airport, railroad related warehousing development, or abut a non-abandoned railroad.	16
		Leads to or supports the redevelopment of a Brownfield located elsewhere or a targeted growth area (e.g., Priority Growth Investment Area, or PGIA).	11
		Leads to infill development or redevelopment of an underutilized parcel.	6
	Will the facility improve access to a tourism, heritage, wildlife, or recreation facility?	Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan.	15
		Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena; PNC Bank Arts Center.	12
		Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track; Morris Canal; East Coast Greenway; Duke Farms.	10
	Will it positively enhance movement of freight?	Improves access to rail yard, freight depot or industrial park (examples include increasing overpass clearance, access roadways for trucks, nearby interchange or intersection improvements.	31
		Improves reliability or overall fluidity for freight movements on corridor connecting key freight clusters; is identified as a commodity flow corridor; has a truck percentage greater than the average for the functional classification.	20

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	Will it improve access to job opportunities?	Project occurs in a Traffic Analysis Zone (TAZ) with one of the following characteristics for access to employment via roadway and transit. Points assigned based on a continuous scale of measurement for access to jobs by location [point scale with TAZs ranked on a percentile basis from the lowest regional employment accessibility measure in a TAZ (0) to the highest (45).	0-45
System Coordination	Will it provide linkages to other existing transportation systems?	Grade separated interchange projects; circle improvements; linkages to rail stations, transit hubs, redevelopment areas, park-and-ride facilities, or other linkages between modes; infrastructure to facilitate rideshare, carshare, or access to private transit.	62
		At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways.	32
	Will it improve access to airports, seaports, freight facilities, or Urban Enterprise Zones (UEZs)?	Within a corridor that provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve access to one of these destinations.	36
	Will it promote Complete Streets principles?	Incorporates "Complete Streets" strategies and strategy locations identified by NJTPA Subregional studies.	43
		Incorporates "Complete Streets" principles, as defined in NJDOT's or/Subregion's Complete Streets Policy, in design and construction to promote access to all modes of travel.	30
State of Good Repair, Resiliency, Safety	Will it improve or replace a facility that is in poor condition?	Bridge Sufficiency Rating or Final Pavement Rating on a continuous scale from the lowest to the highest level of deficiency.	0-87
	Will the project delay the need for roadway repair/maintenance by redirecting truck traffic?	Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads. Points are assigned based on the existing and historic percentage of heavy truck traffic within the project limits and surrounding area.	37
	Will project improve security?	Involves hardening of bridge or tunnel.	32
Promotes operational redundancy in transportation network or improves capacity/operation of an evacuation route.		21	

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		Involves improvements to circulation around key facilities or public safety facilities.	11
	Will project promote adaptation and resiliency to extreme weather events and the impacts of climate change?	Incorporate flood proofing retrofit for areas within FEMA flood risk zone.	60
	Will project improve safety problems?	Projects designed to address locally identified safety problems including the following deficiencies: Horizontal/vertical geometry, alignment, poor sightlines; Lack of shoulder, safety railings, or fencing; Lack of pedestrian, bicycle accommodation; Poor pavement.	51
Land Use & Transportation	Will it Promote Development within a Community or Place?	Project improves mobility within a community or place. [Latest applicable data from State Planning Commission or utilize land use typology created in development of Together North Jersey Plan].	20
	Will it serve distressed municipalities?	Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA).	18
	Has the project emerged from the planning process required to establish a designated Transit Village; a comprehensively planned public-private partnership; an officially adopted improvement district; county adopted coordination plans or studies; or Planning for Emerging Centers?	Project associated with an officially adopted improvement district.	30





Table 5: Broward MPO Mobility Scoring Criteria

Category	Points	Description	Scoring Guidelines
Single Occupant Vehicle (SOV) Travel	+2	Project will reduce SOV travel or implement a transportation management strategy on one of MPO's "congested corridors."	Significant ridesharing component (HOT lanes, PNR, etc.) or is 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 MPO's "congested corridors."	Project has more low-to-moderate transit improvements or introduces new bikeway to "congested corridor."
	0	Project has no impact on SOV travel on one of MPO's "congested corridors."	–
	-1	Project may increase SOV travel on one of MPO's "congested corridors."	Projects that add roadway capacity in congested, high transit ridership corridor.
Vehicle Miles Traveled (VMT) Reduction	+2	Project will reduce vehicle miles traveled (VMT).	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 VMT.	Low-to-moderate transit improvements.
	0	Project has no impact on VMT reduction.	–
	-1	Project may increase VMT.	Roadway projects that add capacity tend to increase VMT.
Person Capacity	+2	Project will add person capacity to corridor.	Include significant ridesharing component, significant transit improvement, apply integrated-corridor management or ITS improvements, or roadway capacity improvement in corridor with low transit ridership.
	+1	Project may add person capacity to corridor.	Include low-moderate transit improvement, bicycle and pedestrian improvement, or 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 corridor.	Transit service reductions or roadway capacity reductions in corridor where transit ridership 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 corridor.	Major roadway capacity improvement projects, significant traffic signal upgrades, transit corridor improvements such as Transit Signal Priority (TSP) and queue-jumping lanes.
	+1	Project may reduce peak period delay or transit travel time on 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 corridor.	Traffic-inducing projects connected to corridor (new freeway interchanges or new roadway connections) or capacity reductions.

Table 6: Broward MPO Accessibility Scoring Criteria

Category	Points	Description	Scoring Guidelines
Transit Ridership	+2	Project will increase transit ridership in corridor.	"Significant" transit improvements that literature and experience elsewhere have shown to have consistent increase in ridership, including (but not limited to) large increase in existing route service levels (e.g., going from 30-min to 15-min headways) or introducing new modes to 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.	"Low-to-moderate" transit improvements such as moving from 20-min to 15-min headways, extending 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 only way to score -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 such as 1) MPO-identified Mobility Hubs, 2) Port Everglades, 3) Fort Lauderdale-Hollywood Int'l Airport, 4) Community Redevelopment Areas, 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.	Should mimic "Mobility Hubs" definitions; include (but not limited to) improved transit stations/shelters, bike-share infrastructure, pedestrian infrastructure in high development potential locations with frequent transit service.
	+2	Project will improve or provide transit way that connects to and extends one or more existing dedicated transit ways.	Transit ways are major capital project that creates or extends busway or light-rail line that provides significant travel time benefits to transit (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 7: Broward MPO Safety Scoring Criteria

Category	Points	Description	Scoring Guidelines
High-Crash Locations	+2	Project will directly improve safety through improvements at high-crash location.	Could include elements that (while not present in existing condition) increase capacity but do not increase speeds or volumes; intersection improvements; install raised medians; convert intersection to roundabout; install lighting where it currently does not exist; install bus bays, bridge guard rails, bridge shoulder, dedicated bus lanes; lower posted speeds.
	+1	Project may improve safety at high-crash location.	Could include demand management, transit, bike, or traffic diversion to new corridor.
	0	Project has no impact on safety.	–
	-2	Project may introduce factors that could adversely impact multimodal safety at high-crash location.	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 location identified as "Pedestrian/ Bicycle Crash Hot Spot" in MPO's Bicycle and Pedestrian Safety Action Plan.	Project that improves safety in area identified in Figure 7 receive one extra point.
	+1	Project may improve safety in key activity center(s).	Project that improves safety in key activity center (as defined in Economic Vitality section) receive one extra point.

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	-1	Project may have disproportionate impacts (physical and/or economic) on existing residences or businesses.	<p>way. Example: Project would widen roadway to 6 lanes with median, separated sidewalks. In other parts of county, requires 100' right-of-way; corridor has 90'; would likely have physical impact.</p> <p>Economic – project would significant limit access to business district. Example: Conversion of arterial to freeway, limited access to neighborhood commercial.</p>
	-2	Project may have disproportionate impacts (physical and/or economic) on existing residences or businesses within equity area.	

Table 9: Broward MPO Environmental Stewardship Scoring Criteria

Category	Points	Description	Scoring Guidelines
Sea-Level Rise Mitigation/Extreme Weather Resiliency	+2	Project located within sea-level rise vulnerability area (Tiers 1–3), will mitigate infrastructure in area.	Would elevate existing roadway, transit, or bicycle facility to elevation that Climate Change Compact identified as potentially inundated.
	+1	Project will result in infrastructure 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 GHG emissions.	Reduce VMT or reduce delays without significant capacity improvements (e.g., signal system or timing improvements) to reduce GHGs. Projects that increase VMT or delays would increase GHG emissions.
	+1	Project may reduce GHG emissions.	
	0	Project has no impact on GHG emissions.	
	-1	Project may increase GHG 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 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 National Historic Register.	



Table 10: Broward MPO Economic Vitality Scoring Criteria

Category	Points	Description	Scoring Guidelines
Freight and Goods Movement	+2	Project will improve travel time reliability or operations on corridor identified on National Highway Freight Network (Primary, Critical Urban, or Critical Rural Facilities).	Could improve freeway operations and reliability, including capacity improvements, active freeway management, Integrated Corridor Management, express route transit projects / park-and-ride, traffic incident management programs.
	+1	Project will improve travel time reliability or operations on corridor that has truck percentage >5% of average annual daily trips.	–
	0	Project has no detrimental impact on freight and goods movement.	–
	-1	Project may negatively impact travel time reliability or operations on corridor identified on National Highway Freight Network or 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 identified as 1) MPO identified Mobility Hubs, 2) Port Everglades, 3) Fort Lauderdale-Hollywood Int'l Airport, 4) Community Redevelopment Areas, 5) Broward Next Activity Centers.
	+1	Project is located within or adjacent to key activity center(s).	



Table 11: Safety and Security Factors

Category	Prioritization Scoring Criteria	Points
Total number of crashes (5 points max)	Project intersects with high crash location	5
	Project intersects medium-high crash location	3
	Project intersects with medium crash location	1
Number of non-motorized (bike/ped) crashes (5 points max)	Bicycle or pedestrian project intersects with high non-motorized crash location	5
	Bicycle or pedestrian project intersects with medium-high non-motorized crash location	3
	Bicycle or pedestrian project intersects with medium non-motorized crash location	1
Vulnerable Users (2 points)	Project provides new pedestrian crossings or bike lanes in high or medium-high non-motorized crash location (Red or Orange on map) (Specify in application)	2
Evacuation Route (3 points max)	Project is located on a designated evacuation route in Zones A-B	3
	Project is located on a designated evacuation route in Zones C-E	1

Network Weighting Percentages

Community
40%

Regional
25%

Inter-Regional
25%

Active Transportation Plan
40%



Table 12: Infrastructure Condition Factors

Category	Prioritization Scoring Criteria	Points
Bridge Condition (6 points max)	Project on an arterial roadway and includes rehab/replacement of bridge in poor condition	6
	Project on a collector or local roadway and includes rehab/replacement of bridge in poor condition	4
	Project on an arterial roadway and includes rehab/replacement of bridge in fair condition	1
	Project on a collector or local roadway and includes rehab/replacement of bridge in fair condition	1
Pavement Condition (5 points max)	Project includes replacement of pavement in poor condition	5
	Project includes replacement of pavement in fair condition	3
Resiliency (1 point)	RESERVED: Top Tier Recommendation from Resiliency Vulnerability Assessment Phase 2	1
Resiliency (3 points max)	Project improves resiliency on Tier 1 Facility from Resiliency Vulnerability Assessment (Phase 1)	3
	Project improves resiliency on Tier 2 Facility from Resiliency Vulnerability Assessment (Phase 1)	2
	Project improves resiliency on Tier 3 Facility from Resiliency Vulnerability Assessment (Phase 1)	1

Network Weighting Percentages

Community
15%

Regional
15%

Inter-Regional
8%

Active Transportation Plan
5%



Table 13: Mobility / Reliability and Technology / Autonomy Factors

Category	Prioritization Scoring Criteria	Points
Existing Congestion Levels (3 points max)	Existing V/C ratio > 1.20	3
	Existing V/C ratio between 1.05 and 1.20	2
	Existing V/C ratio between 0.75 and 1.05	1
Future Congestion Levels (1 point max)	Future V/C ratio between 0.75 and 1.05	1
	Future V/C ratio between 1.05 and 1.20	1
	Future V/C ratio > 1.20	1
Complete Street (6 points max)	Project includes construction or improvement of sidewalks or trails more than 10 feet wide	3
	Project includes construction or improvement of sidewalks or trails 8 - 9 feet wide	2
	Project includes construction or improvement of sidewalks or trails 5 - 7 feet wide	1
	Project includes construction or improvement of bicycle facility 6 - 7 feet on street/separated facility	3
	Project includes construction or improvement of bicycle facility 4 - 5 feet on street	2
Alternative Transit Service (3 points max)	Project is located along a transit route	3
	Project intersects a transit route	2
	Project is within 1/4 mile of a transit route	1
Regional Network (1 point)	Project is located on the MPO's Regional Network	1
Intersection (1 point)	Project includes operational improvements	1
ITS/ATMS (3 points max)	Cost Feasible TSM&O Corridor	3
	TSM&O Needs Project	2
	TSM&O Candidate Project	1
Reliability (1 point)	Multimodal project located on Travel Time Reliability priority segment	1

Network Weighting Percentages

Community
6%

Regional
30%

Inter-Regional
40%

Active Transportation Plan
15%





Table 14: Economy / Freight Factors

Category	Prioritization Scoring Criteria	Points
Economic Development (3 points)	Project located within established CRA, brownfield, Enterprise Zone, Port Encouragement Zone or other locally established special district	3
Freight Network (4 points max)	Project on regional Freight Mobility Corridor	4
	Project on Freight Distribution Route	2
	Project on Freight Activity Street	1
Freight Access (4 points max)	Project provides direct access to high freight activity area	4
	Project provides direct access to medium freight activity area	2
	Project provides direct access to low freight activity area	0
% of daily truck volumes (2 points max)	Project on segment with daily truck volumes 6,001 - 15,000	2
	Project on segment with daily truck volumes 3,501 - 6,000	1
Tourism (2 points)	Project is within 1/4 mile of a tourist destination	2

Network Weighting Percentages

Community
4%

Regional
10%

Inter-Regional
15%

Active Transportation Plan
5%



Table 15: Environment / Conservation and Equity / Livability Factors

Category	Prioritization Scoring Criteria	Points
Environmental Mitigation (4 points)	The Project limits do not contain a critical habitat	1
	The Project limits do not require mitigation for wetland impacts	1
	The project limits do not contain endangered species	1
Transit Service (4 points)	Project improves accessibility to transit in low-income or minority communities	2
	Project addresses ADA compliance issues through retrofit at transit stops (Specify in application)	1
	Project includes transit shelters at priority stops (Specify in application)	1
Multimodal Livability (2 points max)	Project improves accessibility to affordable housing	2
	Project is located within designated infill development areas	1
Social Justice (2 points)	Multimodal project provides improved access for low-income or minority communities	2
Environmental Streamlining (1 point)	Environmental permitting not required (Specify in application)	1
Transportation Affordability (2 points max)	Multimodal project located within gap area on 30-minute accessibility maps	2
	Multimodal project located within ½ mile of qualified food, medical, or education facility	1

Network Weighting Percentages

Community
25%

Regional
10%

Inter-Regional
4%

Active Transportation Plan
30%



Table 16: Project Delivery Factors

Category	Prioritization Scoring Criteria	Points
Current Project Status (3 points max)	Needed right-of-way for project has been acquired	3
	Project right-of-way is fully funded in FDOT Work Program	2
	Project design is fully funded in FDOT Work Program	2
	Project PD&E has been completed with preferred alternative defined	1
Project Cost Sharing (3 points max)	At least 50% of project cost is a local match	3
	25% - 50% of project cost is a local match	2
	15% - 25% of project cost is a local match	1
Operational Commitment (1 point)	Project includes private partner - requires special agreement	1
Local Priority (4 points max)	Project is priority #1 for submitting agency	4
	Project is priority #2 for submitting agency	3
	Project is priority #3 for submitting agency	2
Implement Feasibility Study (2 points)	Project is a recommendation of MPO or FDOT feasibility study	2
LRTP Consistency (2 points max)	Proposed project is in first 5-year time band of the Financially Feasible Plan	2
	Proposed project is listed in the Financially Feasible Plan beyond first 5-year time band	1

Network Weighting Percentages

Community
10%

Regional
10%

Inter-Regional
8%

Active Transportation Plan
5%