

# HRTPO PROJECT PRIORITIZATION: SUMMARY OF ENHANCEMENTS

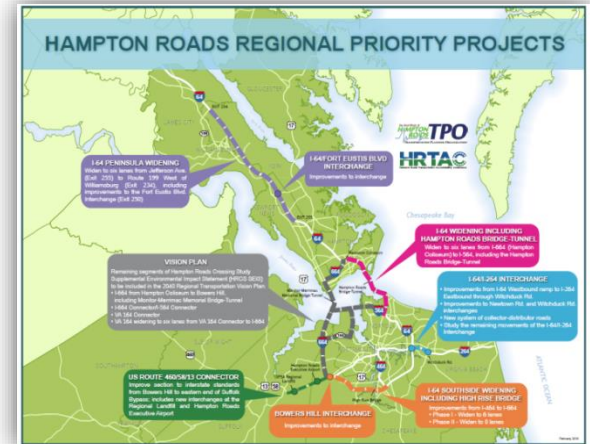
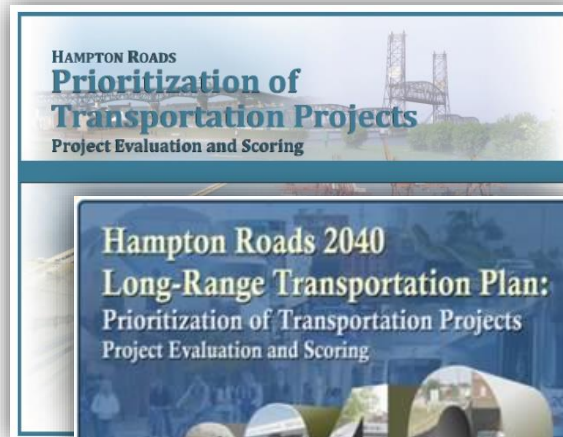
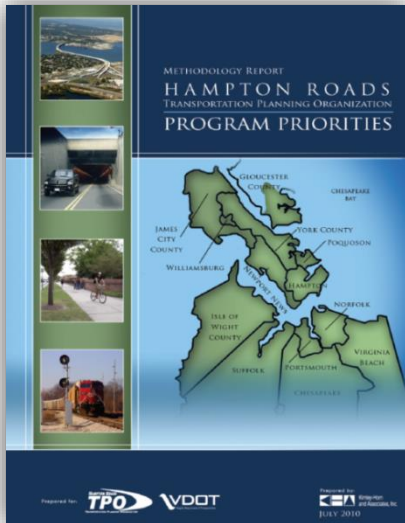


Evaluation criteria for the HRTPO Project Prioritization Tool are based on the current regional vision and can be modified to address changing regional priorities. In 2017, per the direction of the LRTP Subcommittee, HRTPO staff initiated a formal process to review and update the Project Prioritization Tool to incorporate feedback received from regional stakeholders as well as ensure continued alignment with Federal and State planning factors. Recommended enhancements to the Tool were developed through a collaborative process with various HRTPO committees, regional stakeholders, and the public. The HRTPO Board approved the recommended enhancements at its July 16, 2020 meeting.

# HRTPO PROJECT PRIORITIZATION



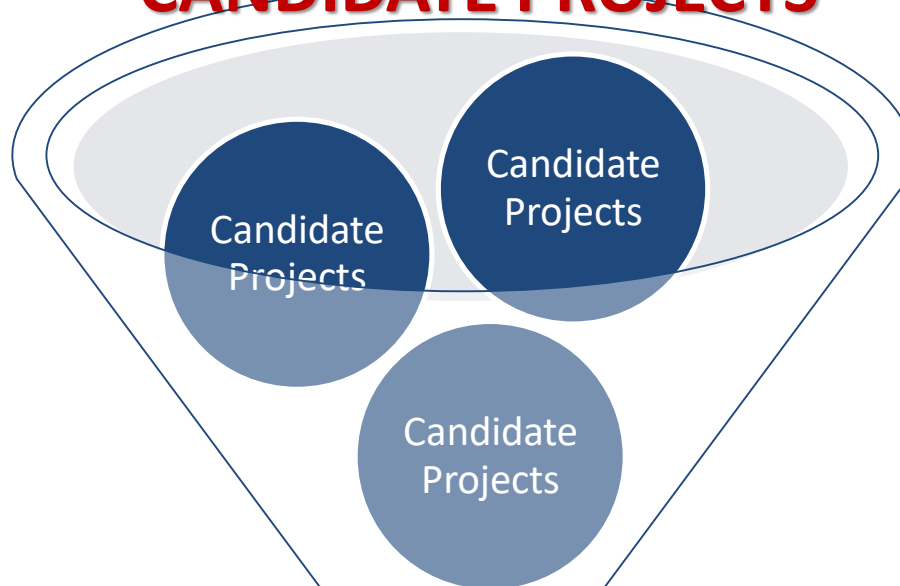
- The HRTPO Project Prioritization Tool has been used in the past 2 LRTP cycles as well as in the identification and prioritization of the Regional Priority Projects
- Designed to be a **dynamic tool that can be updated** to reflect current regional priorities, new data sources, etc.



# L RTP PROJECT EVALUATION PROCESS



## REGIONALLY-SIGNIFICANT CANDIDATE PROJECTS



**Score with  
Prioritization Tool**

**Revenue Forecast**

**TOP PROJECTS INCLUDED IN LRTP**

# SUMMARY OF SUGGESTED MODIFICATIONS



## Suggested Modifications Received from Stakeholders

Alignment with Federal Performance Measures	<ul style="list-style-type: none"> <li>• <b>Include Federal Performance Measures</b></li> </ul>
Alignment with SMART SCALE	<ul style="list-style-type: none"> <li>• <b>Include measures from SMART SCALE</b></li> <li>• <b>Align data where possible</b></li> <li>• Establish a Filter/Factor (to gauge how projects might score/rank in SMART SCALE)</li> </ul>
Environmental Considerations	<ul style="list-style-type: none"> <li>• <b>Climate Change/SLR/Storm Surge/Resiliency</b></li> <li>• <b>Environmental considerations</b></li> </ul>
Transit	<ul style="list-style-type: none"> <li>• <b>Refine transit criteria</b> based on findings of Transit Benchmarking and/or future Transit Vision Plan</li> <li>• <b>Smaller scope transit projects</b> (bus routes, bus replacement)</li> <li>• Passenger Rail</li> </ul>
Active Transportation	<ul style="list-style-type: none"> <li>• <b>Refine current Bike/Ped criteria</b> based on findings of Regional Active Transportation Plan and Gaps Analysis</li> <li>• <b>Add Economic Vitality</b></li> </ul>
RSTP/CMAQ Coordination	<ul style="list-style-type: none"> <li>• <b>Refine Systems Mgmt/TDM/Oplmp criteria to allow more RSTP/CMAQ projects to be scored using Tool</b></li> <li>• <b>Separate rehabilitation/replacement projects from capacity improvements</b></li> <li>• <b>Add Economic Vitality</b></li> </ul>
Economic Vitality	<ul style="list-style-type: none"> <li>• <b>Refine Economic Vitality criteria/scoring</b></li> </ul>
Social Equity	<ul style="list-style-type: none"> <li>• <b>Incorporate Environmental Justice/Title VI measures</b></li> <li>• <b>Access:</b> housing, essential services, higher education/tech centers</li> </ul>
Balance Components	<ul style="list-style-type: none"> <li>• <b>Balance scoring components</b> (Economic Vitality and Project Viability were not originally developed to be equally weighted with Project Utility)</li> </ul>
Technology	<ul style="list-style-type: none"> <li>• Include criteria to award points for projects that incorporate technology (i.e. smart roads)</li> </ul>

## Action Items

- April 5, 2017
  - LRTP Subcommittee unanimously voted on a motion to recommend HRTPO staff initiate the process of updating the Project Prioritization Tool
  - Project Prioritization Working Group formed

# RESEARCH AND COORDINATION



## Research

- Federal Performance Measures
- SMART SCALE
- DRPT Prioritization Process
- National Best Practice scan
- Consultation with subject matter experts

## L RTP Subcommittee

## Project Prioritization Working Group and Task Force

## Active Transportation Subcommittee (ATS)

## Transit Stakeholders

## Freight Transportation Advisory Committee (FTAC)

## Community Advisory Committee (CAC)

## Transportation Programming Subcommittee (TPS)

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<ul style="list-style-type: none"> <li>Highway/Bridge &amp; Tunnel</li> <li>% Reduction between Existing and Future V/C</li> <li>Ratio</li> <li>Existing</li> <li>Future</li> <li>Impact</li> <li>Interchange</li> <li>Existing</li> <li>Queue</li> <li>Nutrient</li> <li>System</li> <li>Existing</li> <li>Impact</li> <li>Transit</li> <li>Corridor</li> </ul>	<ul style="list-style-type: none"> <li>Add SMART SCALE MOEs</li> <li>Person Throughput</li> </ul>																																																																																																				
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<b>Proposed (potentially under System Continuity and Connectivity):</b> <ul style="list-style-type: none"> <li>Is the candidate project located in a vulnerable area for sea level rise/surge (current flooding)? (Yes/No)</li> </ul>																																																																																																					
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# SUMMARY OF RECOMMENDED ENHANCEMENTS



- These enhancements have been vetted through LRTP Subcommittee, Project Prioritization Working, and other relevant committees/stakeholder groups (between 2018-2019)

Balance Three Components (Project Utility, Economic Vitality, Project Viability)

- More robust Economic Vitality and Project Viability measures

Add Economic Vitality to Active Transportation and "Other" (smaller scope) projects

Improved alignment with Federal Performance Measures

Improved alignment with SMART SCALE Measures (congestion, safety, environmental considerations)

Incorporated Resiliency

Enhanced Accessibility and Social Equity considerations throughout categories

Improved Intermodal/Freight, Transit, and Active Transportation Measures

Improved "Other" category to use in RSTP scoring process (projects not evaluated as part of the LRTP)

Modified calculation of Cost Effectiveness

# PROJECT PRIORITIZATION COMPONENTS



## Current Tool Components

### Project Utility

100 points

- Congestion
- System Continuity and Connectivity
- Safety and Security
- Cost Effectiveness
- Regional Significance

### Economic Vitality

100 points

- Total Reduction in Travel Time
- Address the Needs of Basic Sector Industries
- Labor Market Access
- Increase Opportunity
- Impact on Truck Movement

### Project Viability

100 points

- % Funding Committed
- % Design Complete
- Prior Planning Commitment
- NEPA Documents/Decisions

## Modified Tool Components

### Project Utility

100 points

- Congestion
- Travel Time Reliability
- System Continuity and Connectivity
- Safety and Security
- Modal Enhancements

### Economic Vitality

100 points

- Travel Time and Delay Impacts
- Labor Market Access
- Address the Needs of Basic Sector Industries
- Increased Opportunity
- Impact on Truck Movement
- Economic Distress Factors

### Project Viability

100 points

- Project Readiness
- Land Use/Future Development Compatibility
- Environmental Considerations
- Cost Effectiveness



# CURRENT PROJECT SCORING – MAX POINTS



Project Category	Project Utility	Economic Vitality	Project Viability	Grand Total Score
Highway, Interchange/Intersection, Bridge/Tunnel, Intermodal, Transit	100 Points	100 Points	100 Points	<b>300 Points</b>
Active Transportation	100 Points	N/A	100 Points	<b>200 Points</b>
“Other” (Systems Management/ Operations/Etc.)	100 Points	N/A	100 Points	<b>200 Points</b>



# MODIFIED PROJECT SCORING – MAX POINTS



Project Category	Project Utility	Economic Vitality	Project Viability	Grand Total Score
Highway, Interchange/Intersection, Bridge/Tunnel, Intermodal, Transit	100 Points	100 Points	100 Points	300 Points
Active Transportation	100 Points	100 Points	100 Points	300 Points
“Other” (Systems Management/ Operations/Etc.)	100 Points	100 Points	100 Points	300 Points

# SOLICITED FEEDBACK ON SCORING WEIGHTS



## Scoring weights required adjusting due to recommended enhancements

- Input received from:
  - TTAC
  - Community Advisory Committee (Roadways, Transit, and Active Transportation)
  - Freight Transportation Advisory Committee (Intermodal)
  - LRTP Subcommittee/Prioritization Working Group & Task Force
  - Active Transportation Subcommittee (Active Transportation)
  - Transportation Programming Subcommittee

### Highway Projects

RECOMMENDED MODIFICATIONS					
Highway Projects Weighting Factors	Proposed Weighting	TTAC	CTAC	FTAC	AVERAGE
<b>PROJECT UTILITY</b>					
<b>Congestion Level:</b> <small>% Reduction in existing and Future 0-100 Percent Daily Delay Existing Peak Period Congestion Level of Service Percent Travel Time Percent of Delay Impact to Nearby Roadways</small>	40	38	45	40	41
<b>System Continuity and Connectivity:</b> <small>Degree of Regional Impact Improvements to Regional Employment and Population Centers Reliability Addressing gaps</small>	25	24	20	25	24
<b>Safety and Security:</b> <small>Reduction of FDOT and/or Statewide Safety Incidents Reduction of FDOT and/or Statewide Safety Incidents Improvements to Incident Management or Evacuation Routes</small>	15	16	15	15	15
<b>Modal Enhancements:</b> <small>Enhance Other Categories Access to Multimodal Options</small>	5	6	5	5	5
<b>Travel Time Reliability:</b> <small>Level of Travel Time Reliability (LSTR) Travel Time Reliability (LSTR)</small>	15	16	15	15	15
<b>PROJECT UTILITY TOTAL</b>	100	100	100	100	100
<b>ECONOMIC VITALITY</b>					
<b>Travel Time and Delay Impacts</b> <small>Total Reduction in Regional Travel Time Improved Delay (Cost of Congestion)</small>	30	30	30	30	30
<b>Labor Market Access<sup>6</sup></b> <small>Increased Access to High-Skill, Highly-Employable Labor</small>	10	11	10	10	10
<b>Addresses the Needs of Basic Sector Industries<sup>6</sup></b> <small>Increases Access to Port Facilities Increases Access to Truck Terminals Increases Access to Truck Terminals Increases Access to Truck Terminals Facility type of "Other" or "Transportation Service"</small>	30	29	30	30	30
<b>Increased Opportunity<sup>6</sup></b> <small>Provides New or Expanded Access Supports Basic Sector Future Growth Access to high-skill or higher-education workers (jobs development and Other Development Areas/Qualities of Life/Quality of Life</small>	20	20	20	20	20
<b>Economic Distress Factors<sup>6</sup></b> <small>Provides access to high-skill workers Provides access to high-skill workers</small>	10	10	10	10	10
<b>ECONOMIC VITALITY TOTAL</b>	100	100	100	100	100
<small>The terms of Economic Vitality, however, are dependent on improved on regional and/or travel time</small>					
<b>PROJECT VIABILITY</b>					
<b>Project Readiness</b> <small>Percent of total project funding (LSTR score 0-100) Percent of total project funding (LSTR score 0-100) Project Design Project Alignment and/or LSTR Percentage of Project Design Complete (LSTR score 0-100) Environmental Document Completion Environmental Document Completion Other On-Site/Off-Site Construction All Other Environmental Permitting Completed</small>	55	47	55	55	53
<b>Land Use/Future Development Compatibility</b>	20	20	20	20	20
<b>Environmental</b> <small>Environmental Impact Access to Natural and Cultural Resources Project impacts on the environment (e.g., air quality, water quality, noise, etc.) Project impacts on the environment (e.g., air quality, water quality, noise, etc.)</small>	10	13	10	10	11
<b>Cost Effectiveness (Estimated Cost/Project Utility + Economic Vitality scores)</b>	15	20	15	15	16
<b>PROJECT VIABILITY TOTAL</b>	100	100	100	100	100

- **Purpose: ensure new measures and the redistribution of measures/weights are reasonable and cohesive**
- Selected projects from 2040 LRTP Prioritization
  - Retained data previously submitted
  - Used readily available data for some measures
  - Staff best estimate on other measures (measures that would be provided by locality/VDOT or with updated data)
  - **Test scores DO NOT represent draft 2045 LRTP prioritization scores**

Category	Number of Projects
Highway	17
Interchange	3
Bridge/Tunnel	3
Intermodal	5
Transit (Fixed Guideway)	2
Active Transportation	5

# CONCLUSIONS



Highway Projects	Project Utility	Economic Vitality	Project Viability	Total Score
Original Average	66	44	21	130
Average with Enhancements	55	47	52	153

- Able to incorporate most recommendations
- More balanced components
- Higher Project Viability scores (fewer MOEs with zeros)
- Average change in Project Score: +23
- Reminder: Tool is intended to be DYNAMIC. We can still adjust as necessary as we evaluate 2045 candidate projects

- **Public Review of the Recommended Enhancements: February 6 – March 6, 2020**
  - Updated the HRTPO Project Prioritization webpage to provide details about the improvement process and the recommended enhancements
  - Public comments received from Southern Environmental Law Center
  - Comments were presented and addressed with the LRTP Subcommittee at its June 3, 2020 meeting

# HRTPO BOARD APPROVAL



- The LRTP Subcommittee and TTAC recommend HRTPO Board approval of the enhancements to the Project Prioritization Tool, including adjusted weighting factors
- The HRTPO Board approve the enhancements to the HRTPO Project Prioritization Tool, including adjusted weighting factors at its July 16, 2020 meeting.