Meeting Agenda

2050 Metropolitan Transportation Plan

Technical Workshop

DATE & TIME: December 12, 2024, 2:00 PM – 3:30 PM

LOCATION: Virtual (Click here to join virtually from your computer, smartphone, or tablet. Zoom meeting ID and dial-in info are available on the web calendar: https://metroplanorlando.gov/meetings/2050-mtp-technical-workshop-6-12-12-24/)

- Welcome
- General Status Updates
- Integration of Environmental Stewardship and Transportation
- Overview of Environmental Resilience Strategies for Transportation
- Review of Revised Draft Prioritization Methodology
    - Attached: Summary of 2050 MTP Prioritization Methodology Working Session Feedback (starts on page two (2) of this agenda packet)
    - Attached: Revised Draft Prioritization Methodology Approach and Process (starts on page four (4) of agenda packet)
- Preview of Infrastructure Investment Scenario Planning Tasks
- Open Discussion
- Public Comment
- Next Steps

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Meeting Summary

Meeting: 2050 MTP: Project Prioritization Methodology Working Session
Date & Time: October 25, 2024 1:15 p.m.
Location: MetroPlan Orlando Office and Virtual Meeting Rooms
Attendees:

In-Person	
Shad Smith	City of Longwood
Regina Ramos	Orange County
Christina Colon	Osceola County
Jacques Coulon	City of Orlando
Ramon Senorans	City of Kissimmee Airport
Ken Story	ECFRPC
Brian Sanders	Orange County
Lenny Barden	Altamonte Springs
Lee Pulham	CFTOD
Nick Hartley	Osceola County
Ashley Cornelison	City of Kissimmee
Myles O'Keefe	LYNX
Amer Hamza	City of Apopka
Alissa Eide-Cadle	City of Maitland
Phil Price	City of Belle Isle
Kenna Henry	City of Casselberry
Tammy Reque	City of St Cloud
Joshua Devries	Osceola County
Philip Hursh	City of Winter Springs
Virtual	
Amy Martello	City of Winter Garden
Anthony Nelson	Seminole County
Bill Wharton	Seminole County
Cameron Crandell	City of St. Cloud
Michael Cash	City of Sanford
Nathan Brown	Town of Oakland
Precious Lewis	FDOT

On October 25, 2024, MetroPlan Orlando hosted a workshop focused on reviewing project prioritization methodology and evaluation criteria. The workshop included an introductory/overview presentation and general Q&A, Small Group Breakouts to review and discuss the proposed evaluation criteria and scoring process, followed by a debrief on small group feedback. In addition to feedback received during the workshop, local agencies were also given the opportunity to provide written comments.

The following content, tables, and figures highlight draft changes to the initial project prioritization process, with a table linking each draft change to the discussions from the October workshop, ensuring transparency and continuity in the refinement process. The upcoming December technical workshop will address how insights and feedback from the October session have informed the project prioritization process.

1 Feedback and Key Themes

During the October 25th Working Session for the 2050 MTP draft project prioritization methodology review, attendees provided several overarching recommendations to enhance clarity, consistency and equity in the evaluation criteria and scoring approach. The working session achieved consensus to adopt a standardized 1/2-mile buffer for all criteria using a distance-based measure, which replaces the 1/4-mile buffer for uniformity. Additionally, units were requested to display alongside threshold values to prevent confusion over metric ranges. For speed thresholds, rounding values to whole numbers were requested to make it easier for stakeholders to interpret speed-related criteria. Another significant change involves merging the Trails modal program category into the broader Active Transportation Plan (ATP) category, as the working session participants found the separation between these two modes unclear.

In response to feedback on scoring, adjustments will be made to avoid penalizing projects with zero points on certain criteria by introducing partial scoring options, such as 0.5 points for minimal criteria fulfillment. To improve scoring relevance and simplify the results, working session participants requested that several overlapping evaluation criteria be consolidated, especially for lower-weighted goal areas like community and prosperity. This consolidation request will ensure that types of criteria, such as three related to freight within the prosperity goal area, are not over considered.

Finally, there will be a focus on providing detailed methodology references, particularly for criteria tied to specific action plans, such as the 2024 MetroPlan Orlando Active Transportation Plan. Action items related to these global comments are detailed in Table 1.

Table 1 | Global Comments and Action Items

Global Comments	Action Items
1. Applicability of evaluation criteria for trails vs ATP projects	Consolidated modal programs
2. Consistency and applicability of distance-based buffers within GIS analysis	Used standardized ½ mile buffer for all applicable evaluation criteria
3. Clarify evaluation criteria scoring thresholds	Added units to evaluation criteria table and described statistical methodology in detail for use of natural breaks
4. Too many criteria for goal areas with low weighting	Consolidated criteria to ensure equal number of evaluation criteria per goal area
5. Evaluation criteria “penalize” projects by giving a score equal to zero.	Revised scoring for some Yes/No criteria such as Fiber Optic Presence and Evacuation Route Designation by giving 0.5 points to “no” bin
6. Applicability of evaluation criteria to modal programs	Revised applicability based on feedback
7. Jurisdictional significance scoring	Applied bonus points to total weighted score

The technical memorandum detailing the project prioritization methodology is detailed in the next section, with highlights showing where key action items have been implemented.

2050 Metropolitan Transportation Plan

Technical Memorandum| Prioritization Process - Approach and Methodology

Draft for Local Agency Review

November 26, 2024

Draft

CONTENTS

TABLES

1 Project Prioritization Process

Consistent with FHWA's Transportation Performance Management (TPM) guidance, MetroPlan Orlando is using a data-informed and context-based approach to assess candidate transportation projects for prioritization in the 2050 MTP. The intent of this process is to identify, select, and fund projects which best address regional transportation goals, objectives, and targets. The use of comparative criteria and the evaluation process described in the following sections to select projects is not an end in itself. Rather, the process is intended be used as a guide to assist MetroPlan Orlando and its partner agencies in establishing the order in which projects may be implemented, based on forecasted funding levels; and ultimately, providing a basis for determining cost feasible projects for the 2050 MTP.

1.1 APPROACH

In developing a project prioritization framework for the 2050 MTP, a multimodal approach was taken to assist in determining how well each transportation project, regardless of mode, reflects the planning goals and objectives. From the onset of the prioritization process, three fundamentals guided development, ensuring a structured decision-making process: replicable evaluation and assessment, clear and comprehensive criteria, and objective and quantitative scoring.

The following project prioritization process is intended to complement MetroPlan Orlando's regional planning, congestion management and overall decision-making process. While ultimate discretion is granted to the MPO Board, the quantitative and objective-driven results yielded from the project assessment phase will enable decision-makers to make the most informed selection and prioritization decisions consistent with Transportation Performance Management best practices.

The 2050 MTP project evaluation and prioritization process consists of three key phases:

1) **Multimodal Needs Assessment**
   Utilizing corridor-level needs based on system performance and future impacts caused by socioeconomic and development changes, project solutions will be identified and added to the candidate project list as well as existing projects included in previous plans, priority lists and studies.

2) **Agency Review of Preliminary Needs**
   Following completion of technical needs assessment, MPO staff, Technical Advisory Committee (TAC), and Transportation Systems Management & Operations Advisory Committee (TSM&O) members will review preliminary findings. Feedback from agency partners and other stakeholders will be gathered and considered for incorporation. During this phase, MPO staff will also review candidate projects to ensure funding eligibility.

3) **Project Evaluation and Comparative Analysis**
   Utilizing the evaluation criteria documented in the Methodology section of this document, candidate projects will be evaluated and ranked using the established process. Rankings and associated project costs for all phases will be considered during the development of the 2050 Cost-Feasible Plan.

1.2 PROJECT EVALUATION FRAMEWORK

The 2050 MTP will follow a funding program approach to project prioritization. Consistent with MetroPlan Orlando's existing Prioritized Project List and Transportation Improvement Program funding categories and allocation policies, this approach helps ensure funding eligibility and seamless implementation into FDOT's 5-Year Work Program.

Project categories are summarized in Table 1-1.

Table 1-1 | MPO Funding Programs and Project Eligibility

Project / Priority List Categories	Project Types/Eligibility
State Highway System (SHS)	The State Roads list includes non-interstate projects on the State Highway System, including road widening, complete streets, Transportation Systems Management & Operations, and bicycle & pedestrian projects.
Complete Streets (Urban Corridor Improvements)	The Multimodal & Complete Streets list includes projects off the state highway system that are functionally classified within the Urban Area. Projects can include non-capacity multimodal context-sensitive improvements that use a combination of bicycle & pedestrian, transit and intersection solutions to improve traffic flow on constrained roadways without adding lanes.
Transportation Systems Management & Operations (Intersections and Corridors)	TSM&O projects are relatively low-cost improvements that alleviate traffic congestion on existing roadways without adding capacity and use such methods as adding turn lanes at intersections, computerized traffic signal systems, and dynamic message signs. The TSM&O category includes projects pertaining to incident management, Transportation Demand Management, and other related activities.
Safety/Vision Zero	Safety/Vision Zero projects focus on cost-effective measures to enhance road safety using safety engineering countermeasures like signal timing modifications, lane narrowing, and roadway lighting. The Safety/Vision Zero category also emphasizes projects that support behavioral changes, improved post-crash care, and community engagement to reduce traffic fatalities and serious injuries.
Active Transportation (Pedestrian and Bicycle Infrastructure)	Includes local and regional trail projects that can be used by cyclists and pedestrians for recreation and/or commuting, on-street bicycle lanes, side path, sidewalk improvements (particularly for safety purposes around elementary schools), and other projects that will improve overall bicycle and pedestrian mobility.
Critical Sidewalks	The Critical Sidewalk Gaps program provides a mechanism to advance “critical” gaps off the state highway system. There are over 4,000 centerline miles of roadway in the region without sidewalk facilities, and over 1,500 centerline miles of roadway with sidewalk facilities on only one side of the roadway. Projects are located within the critical gap bundles established in the critical sidewalk gap analysis.
School Mobility / Safe Routes to School (SRTS)	The School Mobility / Safe Routes to School program addresses projects off the state highway system that promote walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school.

1.3 EVALUATION CRITERIA

MetroPlan Orlando’s regional goals blended with the planning factors set forth in Federal law yielded 15 criteria, or scoring factors, consistent with board funding programs/policies, to serve as the basis for the comparative evaluation. In this way, new projects will be proposed, funded, and constructed, with their impacts measured for consistency with the 2050 MTP’s goals and objectives. Although there are no “right” or “wrong” evaluation criteria, there are useful and less useful ones.

The characteristics of good evaluation criteria are:

- Accurate and unambiguous, meaning that a clear and accurate relationship exists between the criteria and the real impacts/consequences;
- Comprehensive but concise, meaning that they cover the range of relevant consequences but the evaluation framework remains systematic and manageable, with no redundancies;
- Direct and ends-oriented, meaning they report directly on the consequences of interest and provide enough information that informed value judgments can reasonably be made;
- Measurable and consistently applied to allow comparisons across alternatives. This means the criteria should distinguish the relative degree of impact across alternatives. It does not exclude qualitative characterizations of impact, or impacts that cannot be physically measured in the field;
- Understandable, in that impacts and tradeoffs can be understood and communicated by everyone involved;

- Practical, meaning that information can practically be obtained to assess them (i.e., data, models or expert judgment exist or can be readily developed);
- Sensitive to the alternatives under consideration, so that they provide information that is useful in comparing alternatives; and
- Explicit about uncertainty so that they expose differences in the range of possible outcomes (differences in risk) associated with different policy or project alternatives.

1.4 WEIGHTING

Criteria weighting can be applied to represent the overall preference and significance of the MTP goal areas in relation to one another. Weighting is typically applied following the additive scoring and normalization. Based on stakeholder input from surveys conducted by MPO staff, it was preliminarily determined that goal area weighting should be applied across these five categories. These are depicted in Table 1-2.

Table 1-2 | Goal Area Descriptions and Weighting

Goal Area	Description	Proposed Weighting
Safety	This goal expands our view of safety to include better preparing for and responding to emergency events, as well as reducing the potential for harm from environmental, security, and other risks to transportation users and the regional system.	35%
Reliability	The region's transportation system should provide reliable service to all users. This means that roads, bridges, rail corridors, passenger and freight terminals, and transit vehicles are in good condition. It also means that customers can expect reliable travel times between destinations and efficient connections between modes. Finally, it means that the system can adapt to accommodate changing customer expectations and technologies.	20%
Connectivity	The Central Florida region depends on a robust transportation system that connects people to jobs, health care, education, and other essential services (including food, recreation, and other Government services). Individual modes and facilities should be well connected to link the region's diverse communities and support end-to-end trips for residents and visitors.	25%
Community	A mix of communities and unique natural environments make Central Florida a special place to live, work, and visit. MetroPlan Orlando and its partners are committed to advancing transportation solutions that contribute to healthier and more thriving communities and protect and enhance our natural environment.	10%
Prosperity	Transportation is a critical foundation for Central Florida's continued economic development and prosperity. MetroPlan Orlando and its partners will continue to work to enhance access to jobs for all residents, support growth in trade and visitor activity, and strengthen the region's competitiveness as a place to live, work, and do business.	10%
	Total	**100%**

Please note, a project's overall score does not indicate that funding will be received. Rather, this process will:

1. Assist local entities in regional collaboration to identify high impact and priority projects;
2. Align projects with national goals which are used during funding decisions in regional and statewide competitive processes; and
3. Emphasize the use of data collection and performance-based programming as required by Federal regulation.

1.5 OVERVIEW OF EVALUATION CRITERIA

Table 1-3 outlines the evaluation criteria to be considered for each project category. It should be noted that while priority programming determines the order in which projects are advanced, various factors such as available funding and the need for additional analysis or right-of-way may influence the order in which projects are implemented.

Table 1-3 | Evaluation Criteria by Project Category

Goal Area	Evaluation Criteria	SHS	Complete Streets	TSM&O	Safety / Vision Zero	Active Transportation	Critical Sidewalks	School Mobility
Safety (35%)	Regional Safety Score—Corridors and Intersections	✔	✔	✔	✔	✔	✔	✔
	High Injury Network Segments	✔	✔	✔	✔	✔	✔	✔
	Safe Speed Management Corridor	✔	✔	✔	✔	✔	✔	✔
Reliability (20%)	Existing Travel Time Reliability and Relative Change in AADT[1]	✔	✔	✔	✔[1]	✔[1]	-	✔[1]
	Fiber Optic Presence	✔	✔	✔	✔	✔[1]	-	-
	Evacuation Route Designation	✔	✔	✔	-	-	-	-
Connectivity (25%)	Transit System Headways	✔	✔	✔	✔	✔	✔	✔
	Modal Accessibility Near Existing Population and/or Jobs	✔	✔	✔[1]	✔	✔	✔	✔
	Schools and Essential Services within ½ Mile of Corridor[1]	✔	✔	✔[1]	✔	✔	✔	✔
Community (10%)	Existing Pedestrian Level of Comfort	✔[1]	✔	✔	✔	✔	✔	✔
	Public Health Indicator Rates	✔	✔	✔	✔	✔	✔	✔
	Transportation Underserved Communities	✔[1]	✔	✔	✔	✔	✔	✔
Prosperity (10%)	Percentage Truck Traffic and Statewide Truck Bottleneck[1]	✔	✔	✔[1]	-	-	-	-
	Cost Burdened Households within ½ Mile of Corridor	✔[1]	✔	✔	✔	✔	✔	✔
	Cost of Congestion ($ daily)	✔	✔	✔	-	-	-	-

[1] *Evaluation criteria and/or modal applicability updated based on feedback received on the draft Prioritization Methodology presented on 10/17/24 at the MTP Technical Workshop and 10/25/24 at the Working Session.*

The following section, including Table 1-4 through Table 1-10, provide an overview of the project prioritization methodology, scoring logic, and data sources of the evaluation criteria described above. In addition to the criteria listed in Table 1-3, local jurisdiction preference points are to be added to the total weighted score of the multi-criteria analysis. Additional information about this consideration is provided in Table 1-10.

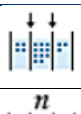
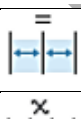
1.6 CRITERIA AND SCORING LOGIC

The Criteria and Scoring Logic applied to the region's corridors will provide a quantitative assessment that will serve as the foundation for project prioritization. This assessment will provide decision-makers with the best information available for qualitative reviews and will guide MetroPlan Orlando's investments through a data-informed and performance-based process.

Each component of the Criteria and Scoring Logic is summarized below:

- **Unit**—Defines the metric which was used to align with the objectives of each goal. This alignment is the basis of the quantitative assessment and will be used to identify needs and prioritize based on the performance.
- **Data Sources**—Provides the source of each indicator used within the data model.
- **Method**—Includes a brief methodology of how each indicator was derived and/or assigned to the corridors within the data model.
- **Logic**—Ties the performance indicator back to the objective and explains the thought process on why the assessment will result in a priority need.
- **Scoring Thresholds**—To distribute the scores within the modeling process, individual buckets were identified per dataset, based on the regional analyses. The identification of these buckets can be done in a variety of ways based on statistical distribution of data, as shown at right. Table 1-4 provides a visual representation for how the Natural Breaks (Jenks) statistical analysis method identifies natural separation or "buckets" of data. These naturally occurring separators were also compared with standard deviation and quantile to verify that the natural breaks were indeed following a normalized approach. The individual values were rounded to the nearest whole number or decimal to present clear and logical buckets for each data set. Lastly, each performance indicator has a maximum value of 1 point.

Table 1-4 | Key Statistical Analysis Methods

	**Natural Breaks (Jenks)** Numerical values of ranked data are examines to account for non-uniform distributions, giving an unequal class width varying frequency of observations per class.
	**Quantile** Distributes the observations equally across the class interval, giving unequal class widths but the same frequency of observations per class.
	**Equal Interval** The data range of each class is held constant, giving an equal class width with varying frequency of observations per class.
	**Defined Interval** Specify an interval size to define equal class widths with varying frequency of observations per class.
	**Geometric Interval** Mathematically defined class widths based on a geometric series, giving an approximately equal class width and consistent frequency of observations per class.
	**Standard Deviation** For normally distributed data, class widths are defined using standard deviations from the mean of the data array, giving an equal class width and varying frequency of observations per class.

Source: Microsoft, 2020

Table 1-5 | Safety—Criteria and Scoring Logic

Criteria	Description	Scoring Thresholds
Regional Safety Score Corridors and Intersections A measure of crash severity and crash frequency along corridors and intersections. **Source-** MPO VZ Action Plan, 2024	**Method —** The Safety Score is calculated based on the total number of crashes, the highest level of injury sustained in each crash, and the travel mode of victims. Crashes that result in death or severe injury or include a person outside a vehicle received a higher weight. With the Safety Score, a higher score indicates the location experiences a high crash rate and a lower score indicates as lower crash rate. A Safety Score of zero indicates no history of crashes at the location. **Logic —** The Regional Safety Score assesses crash severity and frequency on the Federal Aid Network, prioritizing incidents involving vulnerable road users. It accounts for total crashes, injury severity, and victim travel mode, with higher scores indicating higher crash rates. This data is consistently available region wide. **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* > 10,424 — 1.00 8,954—10,424 — 0.75 6,904—8,953 — 0.50 1,410—6,903 — 0.25 < 1,410 — 0.00 **Units:** Regional Safety Score
High Injury Network Segments The High Injury Network represents a collection of streets where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. **Source-** MPO VZ Action Plan, 2024	**Method —** The HIN calculations weight crashes differently depending on the mode of travel involved and the severity of the crash. Crash summaries for each half mile roadway segment were calculated with the segments that receive the highest score comprising the HIN. High injury intersections are identified using a similar process as the HIN, considering all crashes within 250 feet of each intersection. **Logic —** High-injury network (HIN) segments and intersections will be prioritized across regional, county, and local road levels. **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* On regional and either county or local HIN — 1.00 On county and local HIN — 0.75 On regional HIN, local HIN or on County HIN — 0.50 n/a — 0.25 Not on HIN — 0.00 **Units:** HIN Designation
Safe Speeds Management Corridor Roadways with disparities between 85th percentile speed and posted speed. **Source-** Speed Management Network Screening 2022	**Method —** Using current traffic speeds to identify corridors with a higher disparity between the current 85th percentile operating speed and the posted speed. **Logic —** Greater the difference between current operating and posted speed, the greater the need, greater the point allocation. **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* >19 — 1.00 12—19 — 0.75 8—11 — 0.50 2—7 — 0.25 < 2 — 0.00 **Units:** Miles per hour differential

Table 1-6 | Reliability—Criteria and Scoring Logic

Criteria	Description	Scoring Thresholds
Existing Travel Time Reliability and Relative Change in AADT The consistency or dependability in travel times measured as a ratio of the 80th percentile travel time to the average travel time; and the percentage growth in AADT from the current year through 2050 **Source-** Streetlight Insights data and MPO 2050 Volume Forecast	**Method —** Travel time reliability (TTR) data was obtained from Streetlight for automobiles (non-commercial) and assigned to each corridor within the data model; and AADT for the current year and 2050 was obtained by the MPO 2050 Volume forecast. **Logic —** To improve travel time reliability (TTR), corridors with inconsistent travel times should be prioritized. For instance, a TTR of 1.5 means a 30-minute commute would require 45 minutes to ensure on-time arrival 80% of the time. This criterion also considers the Relative Change (RC) in AADT when comparing 2025 and 2050 forecasts; as increased AADT in 2050 compared to today indicates a higher need (i.e., more points for corridors with existing reliability issues and a higher degree of future AADT change). **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, and School Mobility/SRTS.	*Value* / *TTR* / *RC% AADT* [1] Very High / >3.42 / >1.97 High / 1.98-3.42 / 1.50-1.97 Medium / 1.41 – 1.97 / 1.35-1.49 Low / 1.10-1.40 / 1.08-1.34 Very Low / <1.1 / <1.08 **Units:** TTR Ratio and RC % **Combined Range** / *Score* One *Very High* and one *High* or better / 1 One *High* or better and one *Medium* or better / 0.75 One *Medium* or better and one *Low* or better / 0.5 One *Low* or better and one *Very Low* or better / 0.25 Both indicators *Very Low* / 0

[1] Due to the high presence of outliers in the data on the relative percent change in AADT, values in the distribution were calculated using the quantile method rather than the Natural Breaks (Jenks) method.

Criteria	Description	Scoring Thresholds
Fiber Optic Presence Indication of fiber availability along a corridor. **Source-** 2050 TSMO Master Plan / Maintaining Agencies	**Method —** Data provided by the Maintaining Agencies was used to determine the presence of fiber along a corridor. **Logic —** Fiber enables the implementation of active ITS solutions, such as allowing traffic signals to be coordinated and adjusted in real-time along a corridor or the implementation of warning devices at pedestrian crossings. **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, and Active Transportation.	*Range* / *Score* No—Fiber Optic is not present. — 1.00 Yes—Fiber Optic present. — 0.50 **Units:** Fiber Optic Presence
Evacuations Route Designation Indication of whether a roadway is a specified route for an emergency evacuation, aiding in regional resiliency. **Source-** Florida Division of Emergency Management, 2024	**Method —** Corridors which serve as a designated evacuation routes were identified within the regional data model. **Logic —** Corridors with evacuation route designations provide critical infrastructure to help prepare for, respond to, and recover from emergencies. Designated evacuation routes will receive full point allocation. **Evaluation Applicability —** SHS, Complete Streets, and TSM&O.	*Range* / *Score* Yes—Designated evacuation route. — 1.00 No—Not a designated evacuation route. — 0.50 **Units:** Evacuation Route Designation

Table 1-7 | Connectivity—Criteria and Scoring Logic

Criteria	Description	Scoring Thresholds
Transit System Headways The amount of time between transit vehicle arrivals at a stop. **Source-** LYNX, 2024 Q4	**Method —** GIS data was used to identify the transit headway along a corridor. An average headway was used when multiple transit lines were present. **Logic —** Higher frequency LYNX service reflects higher demand along a corridor. Therefore, projects along these high-demand corridors should be prioritized. **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* < 30 minute headways — 1.00 31—45 minute headways — 0.75 46—60 minute headways — 0.50 > 60 minute headways — 0.25 n/a — 0.00 **Units:** Number of minutes
Modal Accessibility Near Existing Population and/or Jobs Number of multimodal options near population and jobs. **Source-** LYNX, CFRPM v8	**Method —** Using GIS, the number of multimodal options within ½ mile of a corridor was calculated, subject to meeting jobs or population thresholds. **Logic —** To reduce delays and enhance affordability in transportation and housing, corridors with high residential density should have access to various travel modes. The greater the residential or employment density without multimodal options, the higher the point allocation. Multimodal facilities include LYNX transit stops, sidewalks, and bike lanes. If a corridor has less than 1,200 population and/or 1,400 jobs, it will not be scored. **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* 0 modes — 1.00 1 mode — 0.75 2 modes — 0.50 n/a — 0.25 3 modes — 0.00 **Units:** Number of modes
Schools and Essential Services within ½ Mile of Corridor Proximity of public schools and land uses which provide food, healthcare, cultural, and recreational opportunities. **Source -** Florida Department of Revenue and xGeographic Wave data, 2024	**Method —** Proximity data for public schools, grocery stores, restaurants, markets, coffee shops, fast food restaurants, gyms, hospitals, pharmacies, clinics, theme parks, golf courses, camping sites, libraries, and parks were obtained from xWave database. The number of these land uses within ½ mile of the corridor were totaled and scored. **Logic —** To connect people to places, across all modes of transportation, corridors near schools, essential services, and other activity centers should be prioritized for improvement. **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* >15 — 1.00 11- 15 — 0.75 6- 10 — 0.50 2—5 — 0.25 0—1 — 0.00 **Units:** Number of points of interest

Table 1-8 | Community—Criteria and Scoring Logic

Criteria	Description	Scoring Thresholds
Existing Pedestrian Level of Comfort (PLOC) The level of comfort for pedestrian travel along roadway facilities. **Source-** MetroPlan Orlando 2050 Active Transportation Plan	**Method —** Pedestrian Level of Comfort (PLOC) scores reflect the type of pedestrian facility present, distance between pedestrian facility and vehicular travel way, the speed limit of the roadway, and traffic volumes on the roadway. A PLOC of 1 represents the lowest stress facility, where a PLOC of 5 represents roadways with no pedestrian facilities. **Logic —** To improve pedestrian and bicycle user's comfort, corridors with lower pedestrian level of comfort scores should be prioritized for improvement. Lower the PLOC, greater the need, greater the point allocation. **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* 5 / 1.00 4 / 0.75 3 / 0.50 2 / 0.25 1 / 0.00 **Units:** PLOC Score
Public Health Indicator Rates Composite average rates of chronic diseases. **Source-** Healthy Mobility Tool (using data compiled from the CDC using Behavioral Risk Factor Surveillance System (BRFSS) 2022 or 2021 data, Census Bureau 2020 population counts, and ACS 2018–2022 estimates)	**Method —** Incidence rates of selected chronic diseases (asthma, diabetes, obesity) were averaged across a zip code to create a composite average public health indicator rate. **Logic —** To reduce the health impacts associated with physical inactivity, corridors that serve areas with a higher risk for the associated chronic diseases (asthma, diabetes, obesity) should be prioritized. The greater the health risks, greater the need for active transportation facilities, greater the point allocation. **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* >22.3 / 1.00 19.8–22.3 / 0.75 17.4–19.7 / 0.50 < 17.4 / 0.00 **Units:** Average composite incidence rate

Criteria	Description	Scoring Thresholds
Transportation Underserved Communities Areas identified as transportation underserved by the U.S. Department of Transportation (U.S. DOT). **Source-** U.S. DOT / MPO Title VI Non-Discrimination Plan, 2024	**Method —** U.S. DOT's Equitable Transportation Community (ETC) Explorer calculates the cumulative impacts of transportation disadvantage across all census tracts. Census tracts in the 0 percentile are the lowest disadvantaged and those in the 100th percentile are the most disadvantaged. A census tract is considered disadvantaged if the overall index score places it in the 65th percentile (or higher) of census tracts. **Logic —** The evaluation criteria encompass (i) environmental burden, (ii) social vulnerability, (iii) health vulnerability, (iv) climate and disaster risk, and (v) transportation insecurity, prioritizing projects for disadvantaged or historically underserved areas. The U.S. Department of Transportation's Transportation Underserved Communities metric, found on the ETC Explorer webpage, assesses transportation disadvantage, where individuals lack regular, reliable access to essential services. This metric also combines with the Climate and Economic Justice Screening Tool (CEJST) data to identify underserved communities, as detailed in MetroPlan Orlando's Transportation for All report. **Evaluation Applicability —** SHS, Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* Meets >4 ETC Criteria — 1.00 Meets 2—3 ETC Criteria — 0.75 Meets 1 ETC Criteria — 0.50 Is within the top 50th percentile of the region but does not meet any of the ETC Criteria OR is within CEJST — 0.25 Does not meet factors above. — 0.00 **Units:** Number of criteria

Table 1-9 | Prosperity—Criteria and Scoring Logic

Criteria	Description	Scoring Thresholds
Percentage of Truck Traffic and Statewide Truck Bottlenecks The number of cargo-carrying vehicles compared to the total traffic along a corridor; and corridors identified as statewide freight/truck bottlenecks. **Source-** FDOT RCI Data and Florida Freight Mobility and Trade Plan	**Method —** The truck volume was divided by the total volume to derive the percentage of truck traffic on each corridor; and the top statewide truck bottlenecks within the MetroPlan Orlando region were reviewed and coded into the regional data model network. **Logic —** To promote transportation projects that expand and enhance economic prosperity, corridors which serve higher percentages of commercial freight vehicles should be prioritized for improvement. Improving bottlenecks on these routes will facilitate the efficient movement of goods and services across the region and state, with higher-ranking bottlenecks receiving greater point allocation based on need. **Evaluation Applicability —** SHS, Complete Streets, and TSM&O.	*Range* / *Score* > 20.3 or Top 10 State Bottleneck — 1.00 11.7—20.3 or Top 100 State Bottleneck — 0.75 6.3—11.6 — 0.50 <6.2 — 0.00 **Units:** Percentage

Criteria	Description	Scoring Thresholds
Cost Burdened Households within ½ Mile of Corridor The percentage of families which pay more than 30-percent of their income for housing. **Source-** U.S. Census Data / American Community Survey (2022)	**Method —** Corridors were evaluated to determine the percentage of cost burdened households within ½ mile of the corridor. **Logic —** To ensure that transportation decisions do not cause disproportionately high and adverse effects on cost burdened households, corridors with higher percentages of cost burdened households will be prioritized for improvements. Greater the density of cost burdened households, greater the need, greater the point allocation. **Evaluation Applicability —** SHS, Complete Streets, TSMO, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* < 67 — 1.00 51–66 — 0.75 29–50 — 0.50 < 29 — 0.25 **Units:** Percentage
Cost of Congestion Measure of a corridor's existing cost of congestion. **Source-** Streetlight Insights data and U.S. Census Data (2022)	**Method —** The cost of congestion uses average delay along a corridor and multiplies by the estimated hourly income per county (average household income / average household occupancy / 2080 hours per year). **Logic —** To reduce per capita delay for residents, visitors, and businesses, corridors with the highest cost per congestion should be prioritized for improvement. Vehicle hours of delay metrics are used to identify cost of congestion. For example, if a 30-minute work commute takes one hour, the additional 30-minutes spent in congestion was measured as a cost. Greater the cost of congestion, greater the need, greater the point allocation. **Evaluation Applicability —** SHS, Complete Streets, and TSM&O.	*Range* / *Score* > 10,310 — 1.00 4,975–10,310 — 0.75 1,222–4,974 — 0.50 365–1,121 — 0.25 < 365 — 0.00 **Units:** Daily cost ($) of congestion

Table 1-10 | Local Jurisdiction Preference—Scoring Logic

Criteria	Description	Scoring Thresholds
Local Jurisdiction Preference Measure of a project's local significance as assessed by jurisdiction. **Source-** Local Governments / Maintaining Agencies.	**Method —** Rankings provided directly from local jurisdictions. **Logic —** Qualitative low/medium/high ranking by local jurisdiction on the proposed project's local significance. Qualitative score to incorporate local preferences, utilizing local agency feedback from the 2050 MTP Needs Assessment Coordination Process. **Evaluation Applicability —** Complete Streets, TSM&O, Safety/Vision Zero, Active Transportation, Critical Sidewalks, and School Mobility/SRTS.	*Range* / *Score* High Local Priority — 10.00 Medium Local Priority — 7.50 Low Local Priority — 5.00 No Local Preference — 0.00 **Units:** Local Priority

1.6.1 SCORE CALCULATION APPROACH

The scoring process normalizes the criteria score within each goal area. This means that each applicable criterion is given a score out of a maximum possible value and then converted to a normalized score (e.g., 3 out of 3 equals a normalized score of 1). Next, the goal weighting is applied to these normalized scores. Each goal has a specific weight that reflects its importance relative to the other goals. The weighted score for each goal is calculated by multiplying the normalized score by the goal weight. For example, the Safety goal has a proposed weight of 35%, and with a maximum possible score of 1, its weighted score is 35 (0.35 x 1 = 35).

The subtotal of these weighted scores is 100, which represents the total possible score from the goal weighting process. After calculating the subtotal, the local preference score is added. This score is determined separately and is added to the subtotal to get the final total score. In this case, the local preference score is 10, which is added to the subtotal of 100, resulting in a total score of 110 points.

The final scoring process can be summarized as follows:

1. Normalize the applicable criteria scores within each goal area
2. Apply the goal weighting to the normalized scores to get the weighted scores.
3. Sum the weighted scores to get the subtotal; and
4. Add the local preference score to the subtotal to get the total score.

Table 1-11 and Table 1-12 provide a summary scoring rubric and hypothetical example respectfully.

Table 1-11 | Sample Summary Scoring Rubric (Maximum Score)

Goal	Goal Weight	Max. Possible Score	Weighted Score (Goal Weight x Criteria Score)
Safety	35 %	3 / 3 = 1	35
Reliability	20 %	3 / 3 = 1	20
Connectivity	25 %	3 / 3 = 1	25
Community	10 %	3 / 3 = 1	10
Prosperity	10 %	3 / 3 = 1	10
Sub Total	**100 %**	**15 / 15**	**100**
Local Preference	n/a	10	10
Total Score	**100 %**	**110 points**	**110**

Table 1-12 | Sample Summary Scoring Rubric (Hypothetical Example)

Goal	Goal Weight	Score	Weighted Score (Goal Weight x Criteria Score)
Safety	35 %	1.5 / 3 = 0.50	17.5
Reliability	20 %	1 / 3 = 0.33	6.6
Connectivity	25 %	3 / 3 = 1	25
Community	10 %	3 / 3 = 1	10
Prosperity	10 %	2 / 3 = 0.66	6.6
Sub Total	**100 %**	**10.5 / 15**	**65.7**
Local Preference	n/a	10	10
Total Score	**100 %**	**110 points**	**75.7**

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