

Appendix D:

Project Prioritization

Prioritization Criteria and Data Sources

Roadway Prioritization Criteria	Definition	FAST Act Planning Factors	Connections 2045 RMP Goals	Weight
Project Phases Completed	The project has project phases completed.	1, 5, 7, 8	Multimodalism, Economic Development, Land Use, Natural Resource Protection/Conservation	100
	Project has ROW completed			1
	Project has Design completed			0.75
	Project has PD&E completed			0.5
	Project does not have phases completed			0
Part of an Adopted Plan	Project exists in a current state, regional, or adopted local agency plan	5	Land Use	50
	Project is identified in a current state, regional, or adopted local agency plan			1
	Project is not identified in a current state, regional, or adopted local agency plan			0
Natural Environment	Project has limited impacts to sensitive natural environmental features	5	Natural Resource Protection/Conservation	20
	Project has gone through Project Development and Environmental Study and/or Efficient Transportation Decision Making review and has no impacts or impacts are addressed			1
	Project has moderate impacts			0.5
	Project has substantial impacts			0
Social Environment	Project provides positive contributions to designated revitalization areas and Title VI communities	1, 2, 4, 5, 6	Access, Connectivity, Economic Development, Multimodalism, Land Use, Safety, Public Health	20
	Project provides positive contributions to designated revitalization areas and Title VI communities			1
	Project has no contributions to designated revitalization areas and Title VI communities			0.5
	Project results in negative impacts to designated revitalization areas and Title VI communities			0
Safety Improvement	Project addresses a high crash location in the region, as identified in the State of the Region Report or Congestion Management Plan.	2, 3, 5	Safety, Security	75
	Project addresses a high crash location			1
	Project addresses another crash location or identified safety issue			0.5
	Project does not address one of the worst crash locations			0

Roadway Prioritization Criteria	Definition	FAST Act Planning Factors	Connections 2045 RMP Goals	Weight
Universal Accessibility Improvement	The project enhances universal accessibility by connecting compatible facility types, removing barriers, reconstructing or altering the physical environment, retrofitting existing facilities, or adding enhanced sidewalks, signage, and wayfinding, signalization, crosswalk enhancements, lighting, street furniture, shaded areas, bus stops, technology enhancements, or other accessories to improve comfort and safety.	1, 2, 4, 5, 6, 8	Access, Connectivity, Economic Development, Multimodalism, Safety, Public Health	60
	Project is located on an existing fixed route transit line OR fills a bike/ped network gap (see bike/ped needs map)			1
	Project fills a gap in the future bike/ped network (see bike/ped needs map)			0.5
	Project does not enhance universal accessibility			0
Growth Center/Economic Development Area	Project is located in or adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans)	1, 4, 5, 6	Land Use, Economic Development, Multimodalism, Connectivity, Access, Natural Resource Protection/Conservation	30
	Project is located in or adjacent to a growth area			1
	Project is not located in or adjacent to a growth area			0
Growth Center/Economic Development Area	Project is located in or adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans)	1, 4, 5, 6	Land Use, Economic Development, Multimodalism, Connectivity, Access, Natural Resource Protection/Conservation	30
	Project is located in or adjacent to a growth area			1
	Project is not located in or adjacent to a growth area			0
Existing Congestion Reduction	Project addresses a corridor or intersection along a corridor identified in the base year travel demand model as level of service E or F.	1, 4, 5, 7	Natural Resource Protection/Conservation, Public Health, Connectivity, Economic Development	25
	Project addresses a corridor identified in the base year travel demand model as level of service E or F			1
	Project does not address a corridor identified in the base year travel demand model as level of service E or F			0

Roadway Prioritization Criteria	Definition	FAST Act Planning Factors	Connections 2045 RMP Goals	Weight
Supportive of Transit Priorities and Accessibility	Project serves or improves transit routes, transit stops, transit technology, or transit development	4, 5, 6, 7	Connectivity, Multimodalism, Access	20
	Project is supportive of transit priorities			1
	Project is not supportive of transit priorities			0
Supportive of Bicycle and Pedestrian Mobility and Accessibility	Project includes incidental bicycle or pedestrian improvements	4, 5, 6, 7	Connectivity, Multimodalism, Access	20
	Project includes incidental bicycle and pedestrian improvements			1
	Project includes incidental bicycle or pedestrian improvements			0.5
	Project does not include incidental bicycle or pedestrian improvements			0
Future Congestion Reduction	Project addresses a corridor or intersection along a corridor identified in the 2045 travel demand model as level of service E or F.	1, 4, 5, 7	Natural Resource Protection/Conservation, Public Health, Connectivity, Economic Development	15
	Project addresses a corridor identified in the 2045 travel demand model as level of service E or F			1
	Project does not address a corridor identified in the 2045 travel demand model as level of service E or F			0
Supportive of Freight Priorities	Project travels along an identified freight route, or provides access to an existing or proposed intermodal facility	1, 4, 6	Economic Development, Multimodalism, Access, Connectivity	15
	Project is supportive of freight priorities			1
	Project is not supportive of freight priorities			0
Supportive of Transportation Technology	Project is supportive of transportation technology	1, 3, 4, 10	Access, Security, Multimodalism	15
	Project includes ITS or CAV accommodations			1
	Project does not include ITS or CAV accommodations			0
Resilience	Project contributes to the resiliency of the network	3, 5, 8, 9	Safety, Access, Security, Multimodalism, Economic Development	10
	Project is located in a 100 year floodplain or in an area susceptible to storm surge			1
	Project is not located in a 100 year floodplain or in an area susceptible to storm surge			0
Evacuation Route	Project is part of or directly serves an identified evacuation route as identified in the State Emergency Response Team (SERT) evacuation route maps.	2, 3	Safety, Security, Public Health, Access	5
	Project is part of or directly serves an identified evacuation route			1
	Project is not part of an identified evacuation route			0

Roadway Prioritization Criteria	Definition	FAST Act Planning Factors	Connections 2045 RMP Goals	Weight
Travel and Tourism	Project contributes to travel and tourism	1, 6, 10	Economic Development, Land Use, Access, Connectivity	5
	Project is located along a major corridor of regional or statewide significance, or in proximity to other major transportation facilities			1
	Project is not located along a major corridor of regional or statewide significance, or in proximity to other major transportation facilities			0
Funding Commitment	Project has dedicated local funding contribution or funding partnership	7, 8	Land Use	Tie-breaker
	Project has dedicated local funding			1
	Project has in-kind support (dedication of right-of-way, etc.)			0.5
	Project has no known local funding or in-kind support			0

Prioritization Criteria Data Sources

- Project Phases Completed
 - PD&E; ROW; CST
- Safety Improvement
 - [Congestion Management Process Report \(Safety Analysis\)](https://crtpa.org/documents/crtpa-congestion-management-process-report/)
 - <https://crtpa.org/documents/crtpa-congestion-management-process-report/>
 - 2016/2017 Partial Crash Layer (GIS)
- Universal Accessibility Improvement
 - Bus Routes Layer – StarMetro (GIS)
 - Bicycle Pedestrian Plans
 - <http://crtpa.org/tallahassee-leon-county-bicycle-and-pedestrian-master-plan/>
 - <http://crtpa.org/documents/wakulla-county-bicycle-pedestrian-and-blueways-master-plan/>
 - <http://crtpa.org/documents/gadsden-county-bicycle-and-pedestrian-facilities-master-plan/>
 - <http://crtpa.org/documents/jefferson-county-bicycle-pedestrian-and-master-plan/>
- Part of an Adopted Plan
 - Regional Mobility Plan
 - <http://crtpa.org/documents/connections-2040-regional-mobility-plan/>
 - Blueprint
 - <https://blueprintia.org/projects/>
 - <http://leonpenny.org/>
 - FDOT Work Program
 - <https://fdotwp1.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx>
- Growth Center/Economic Development Area
 - Quality Growth Plus Scenario – Growth and Activity Centers
 - Newly Identified areas of Growth (GIS)
- Existing Congestion Reduction
 - Travel Demand Model Base Year 2015 Layer (GIS)
 - Congestion Management Plan
 - FDOT Traffic Counts and LOS Tables
 - NPMRDS
- Natural Environment
 - Wetlands Layer – National Wetlands Inventory (GIS)
 - Critical Habitats – FWS ECOS online mapper and GIS
 - <https://ecos.fws.gov/ecp/report/table/critical-habitat.html>
 - State/National Designated Areas (Parks, Forests, etc.) – FL Managed Lands (GIS)
- Social Environment (See further explanation below)

- US Census Bureau
<https://www.census.gov/>
- US Department of Housing and Urban Development (HUD)
<http://hub.arcgis.com/datasets/HUD::hud-revitalization-areas-by-block-group>
- Supportive of Bicycle and Pedestrian Mobility and Accessibility
 - Bicycle Pedestrian Plans
<http://crtpa.org/tallahassee-leon-county-bicycle-and-pedestrian-master-plan/>
<http://crtpa.org/documents/wakulla-county-bicycle-pedestrian-and-blueways-master-plan/>
<http://crtpa.org/documents/gadsden-county-bicycle-and-pedestrian-facilities-master-plan/>
<http://crtpa.org/documents/jefferson-county-bicycle-pedestrian-and-master-plan/>
- Supportive of Transit Priorities and Accessibility
 - Bus Routes Layer – StarMetro (GIS)
 - Gadsden Express route
- Future Congestion Reduction
 - FDOT Travel Demand Model Year 2045 (GIS)
 - Existing Congestion Tools
- Supportive of Freight Priorities
 - FDOT Freight Network
https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/rail/publications/maps/statewide_nhfn_4-3-17.pdf
- Supportive of Transportation Technology
 - <https://www.talgov.com/traffic/traffic-cameras.aspx>
 - <https://fl511.com/cctv?start=0&length=10&order%5Bi%5D=0&order%5Bdir%5D=asc>
 - City of Tallahassee ITS Master Plan
- Resilience
 - Flood Hazards Layer – FEMA (GIS)
 - Storm Surge – NOAA SLOSH (Cats 1-5) – NOAA online mapper
- Evacuation Route
 - FDEM Evacuation Routes Layer (GIS)
- Travel and Tourism
 - FDOT SIS Routes/National Highway System Layer
 - Big Bend Scenic Byway Route
- Funding Commitment
 - Transportation Improvement Program
 - Blueprint
 - FDOT Work Program

Social Environment Analysis Explanation

The Roadway Evaluation Criteria for Environmental Justice/Title VI communities is described as: ‘Project provides positive contributions to designated revitalization areas.’ For this prioritization, the justification is that if a project lies within one of these HUD-designated revitalization areas, it will provide a positive contribution for that neighborhood. HUD’s website lists three criteria for designating an area as a Revitalization Area:

1. Household Income
2. Homeownership Rate, and
3. FHA-insured mortgage foreclosure activity.

Based off the shapefiles and information pulled from HUD files, the criteria we used to designate if an area is a designated revitalization area includes the first two of HUD’s criteria, as well as the minority (non-Hispanic Black and Hispanic) population in the area identified by the US Census Bureau. In the US, historically, minority populated areas have lower levels of homeownership as well as lower income than their white counterparts, even in the same metropolitan area.

In the CRTPA, the average income for households is \$44,129 and the homeownership rate is 52%. Taking those two numbers into consideration as well as the minority population in the area, we created a map with the projects overlaid and scored based on their proximity to areas that had a low household income average, a low home ownership rate, and a high minority population.