



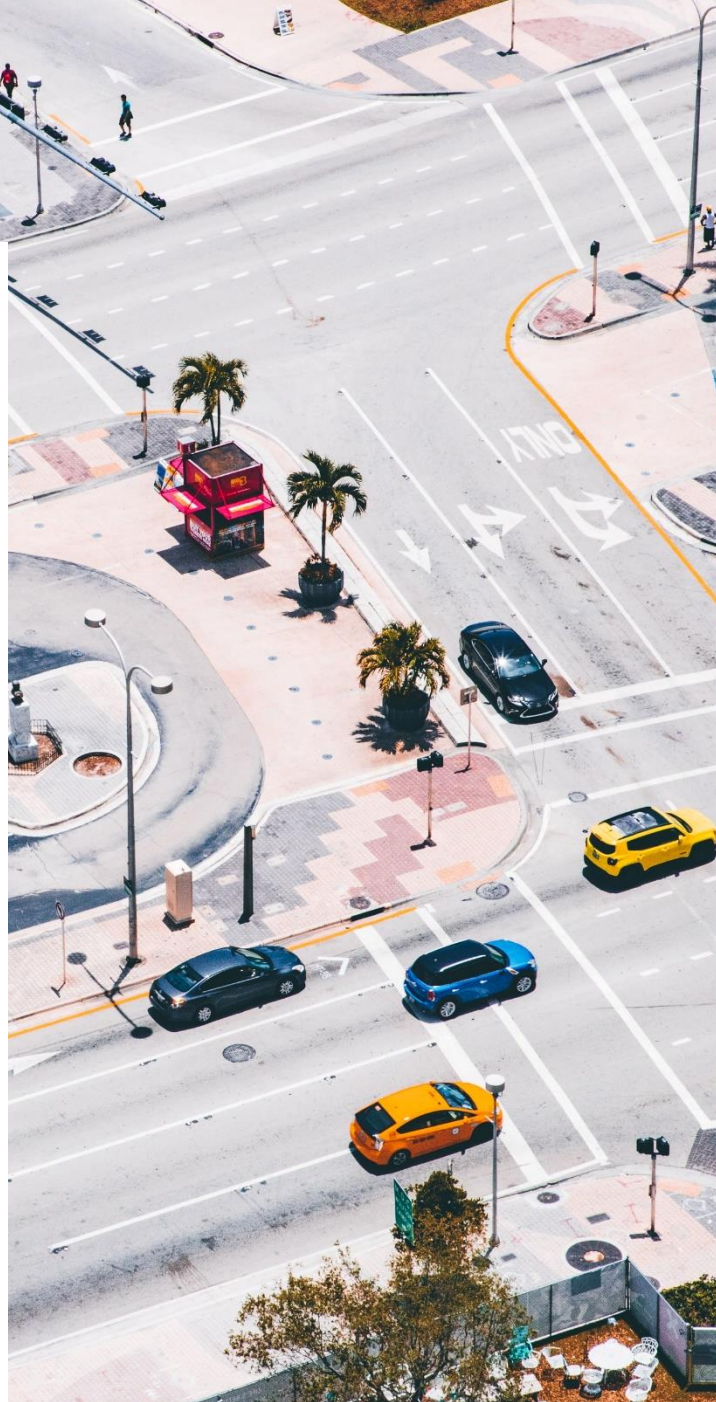
# FLORIDA MPO NOTEWORTHY PRACTICES

*2019 Case Studies*

Florida MPO Advisory Council  
Noteworthy Practices Working Group

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Metropolitan Planning Organization Advisory Council  
605 Suwannee Street, MS 28B, Tallahassee, FL 32399-0450



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# Welcome and Introduction

The Florida MPO Advisory Council (MPOAC) Governing Board approved the MPOAC Strategic Directions Plan in April 2016. The Strategic Directions Plan identified an organizational mission statement and guiding principles for the agency, a road map for building on the good work performed by the MPOAC in support of Florida's 27 MPOs.

Goal A of that Plan proposed, "The MPOAC will support the sharing of best practices, and help coordinate and communicate with members and other organizations," including convening working groups. The Best Practices Working Group was formed in January 2017, and later renamed the Noteworthy Practices Working Group to better reflect its evolving mission. Our purpose was to highlight the good work of the MPOs in Florida, allow the members to learn from each other, and elevate the state of the practice of metropolitan transportation planning in Florida.

The Working Group created a process to identify and share good ideas and great examples, looking at the full range of MPO tasks, including the long range transportation plan and performance measures; the transportation improvement program and prioritization; public engagement, complete streets, regional cooperation, technology, and administration and finance.

In 2018, we asked the Florida MPOs to send us their best projects, and the Working Group selected 9 to learn more about through the course of the following year. Each of the selected MPOs created the overview material you find in this brochure, and gave a presentation to the membership. The projects were also featured at two statewide conferences in 2019.

This brochure gives an overview of each of the nine Noteworthy Practices featured in 2019, including lessons learned, takeaways, images and contact information. Additionally, a link is provided to the summary presentations.

We hope you learn as much as we did.

Sincerely,

A handwritten signature in blue ink that reads "Beth Alden". The signature is fluid and cursive.

Beth Alden, AICP

Chair, MPOAC Noteworthy Practices Working Group

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# Think Like a Planner Education Initiative

Broward MPO

## General Information

### What

The Broward MPO continues its commitment to mentor the future generation and raise awareness about careers in transportation, engineering, and related fields. To mentor Broward's youth, we created the Think Like A Planner Education Initiative. This signature workshop program features three sessions with Broward high school students. During the first session, the MPO introduces students to transportation planning, civics and the role of the MPO. The second session is an interactive learning lab conducted in the classroom using a traffic design program (StreetMix) to create complete streets in actual right-of-way on their local roads. Students are exposed to the challenges faced by transportation planners when retrofitting an existing road.



Finally, the program culminates with a half-day workshop at the Broward MPO office where they are immersed in a career environment. Students tour our facility and explore our Boardroom before conducting a walking audit nearby our office, which encompasses the Cypress Creek Mobility Hub. When students return from the walking audit, they brainstorm ways to make the area safer and more accessible for all modes of transportation, especially for those who walk, bike, and take transit. After coming up with ideas, the students present their findings in short group presentations to a panel composed of Broward MPO Board Members, other elected officials and local transportation professionals.

The Think Like a Planner Workshop is scheduled with three high schools and plans to expand in the future. Understanding that students are typically not included in the transportation conversation, these innovative and dynamic sessions expose the Broward MPO's mission to a new group of community members.

### When

Program was developed in 2014 and is ongoing.



## Where

Think Like A Planner is a local program conducted in coordination with Broward County Public Schools.

## How



The program required staff to create the program as this didn't exist and still doesn't anywhere else in the nation. The content, curriculum and format for the 3 workshops was a collaborative effort and created by MPO and Broward County Public Schools' staff with specific objectives and principles.

What was required to accomplish this effort? Close coordination with School Board and LEEO (linking education and employment opportunities) department in order to identify candidate schools.

The time for staff on both the planning and implementation of the 3 sessions, with a larger staff need on the site visit to the MPO offices, schools have ratios required of students to chaperone.

In order to have a diverse panel of judges, a good network of potentials is needed (relationship with elected officials, board members, transportation partners, member governments, transportation professionals).

# Highlights

**What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.**

This program connects with students who are traditionally underrepresented and don't often have a place in the transportation planning conversation. The exposure to transportation careers students receive (in an authentic atmosphere) has huge positive impact and does help to address the upcoming employment gap in the industry. Exposing students (and their teachers by extension) to the MPO and the transportation process creates awareness and engages a new community group.



# Takeaways/What others can learn

## **Ease in transferring this effort from one MPO to another:**

This program could be implemented by any MPO or TPO, a good partnership with the MPO's school board(s) will be critical to success.

## **What could have been done differently to improve this effort:**

Engaging with the school board early in the school year, as teachers become busy and schedules fill up, it can be challenging to find the time.

## **What went wrong? – Lessons learned?**

The site visit has an outdoor element, and we realized that the cooler months make for a much more comfortable experience for everyone. Weather is also a variable that can't be controlled. Engaging participating teachers to have media releases for students in advance of the site visit helps to document the process more efficiently.

## **What went right? – Lessons learned?**

### **Key parts of the effort:**

Partnering with the school board is essential to this program and is the key to creating a great ongoing relationship that extends past this specific effort.

## **Level of support needed from Board Members and/or Elected Officials?**

The site visit day required a panel of judges. We contact elected officials and/or board members who represent the city that the participating school is located in. This provides student with a chance to interact with those who represent them and may not have an opportunity to interact with otherwise.

For more information

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Link(s)

- [Broward PowerPoint](#)

# Complete Streets Program

## Forward Pinellas

### General Information

#### What

In 2016, Forward Pinellas launched a Complete Streets grant program in Pinellas County. Open to each of the 25 local governments in the county, Forward Pinellas has been providing \$100K for concept planning projects and \$1M for construction projects on an annual basis since.

Forward Pinellas recognized that while the agency has very limited ability to implement complete streets projects, it does have the ability to fund such projects. The agency decided that the local governments are best suited to adopt their own complete streets policies and Forward Pinellas is best suited to provide incentives for complete streets by providing technical assistance and helping to fund projects that would bring about transformative redevelopment that benefits the county as a whole.



#### When

Forward Pinellas issues a call for projects each year, providing up to \$100K for concept planning projects and \$1 million for construction projects annually. The concept planning funding is available in July of each year and the construction projects are programmed through the FDOT Work Program, typically added to the new 5<sup>th</sup> Year as the Work Program is developed. Local governments are advised in advance of this time frame and can plan accordingly.

#### Where

The funding provided through this grant program is available to any of the 25 local governments within Pinellas County served by Forward Pinellas.



## How



The \$100K grant for concept planning projects come from the Forward Pinellas budget for planning activities PL funds). To implement this portion of the grant program, agency staff needed to adjust internal budgeting to account for this decrease to fund typical activities. This also required buy in from the governing board. To be able to fund the construction projects, the awarded projects are added to agency's multimodal priority list and funded through the FDOT Work Program. This has had an impact on funding other transportation projects through

the Work Program, but our governing board recognizes the value to the local communities that these projects provide and have supported the adjustments needed to continue this program.

## Highlights

Money is a big motivator. We find that a lot of communities have very good to great plans but lack the resources or leadership to get them moving quickly. The long process and uncertainty is dispiriting to champions and people can get worn down. That leads to a status quo framework. We wanted to see if our funding for planning and implementation of transportation projects could be the catalyst needed to get some of those ideas moving. We now provide a process, which FDOT and our local partners respect.

This annual, competitive program is intended to implement those projects that are most likely to bring about transformative redevelopment that will benefit the county as a whole. Our agency currently is providing up to \$100,000 annually for concept planning projects and up to \$1 million annually for construction projects. Those projects that are most competitive have a strong land use component and the applications submitted must demonstrate how the improvement to the roadway will also benefit the surrounding community. The program criteria has changes slightly over the last few years as a lessons have been learned and adjustments to improve the program have been identified.



## Takeaways/What others can learn

This program is transferrable but requires a moderate staff commitment with some peaks. It helps greatly to have a countywide vision and adopted decision-making framework, which gives added legitimacy to the purpose and methods of the program. It also takes a commitment of resources that might otherwise be spent on a staff salary or a consultant activity. In return it gives you a better relationship with your partners and makes progress working toward shared goals.



This program allows Forward Pinellas to leverage its funds to local governments for projects that create safer and more accessible and economically vibrant streets while furthering its Long-Range Transportation Plan objectives. Further, as the countywide land use and transportation planning agency, we are able to incorporate a land use/redevelopment angle into the funding of projects, asking local governments to demonstrate how their Complete Street project will serve as a catalyst for private sector redevelopment that is

consistent with and supportive of the Countywide Land Use Plan covering all 25 local governments.

Our agency decided that the local governments are best suited to adopt their own policies (and we didn't want to create a situation where we developed a policy that may conflict with those of any local governments or the Florida Department of Transportation) and that our agency was best suited to fund projects that would bring about transformative redevelopment that benefits our county as a whole. By using broad criteria and not a strict point-based system to evaluate the project applications, we are able to ensure geographic equity in the award of funding. This is particularly important in a county with 25 local governments. These criteria also help to ensure good projects receive funding, despite any staffing constraints that may impact a local government's ability to develop a more comprehensive application that checks every box on paper. A panel of transportation and land use planners, from within our agency as well as from our advisory committees, meet to review the applications received against the intent of the program to fund projects that will have the greatest ability to bring about transformative land use change.



The lack of a strict point-based evaluation process has resulted in some challenges in reviewing projects against one another and has caused some questions regarding the subjectivity of the review process. Because of this, we adjusted the program in 2018 to require additional data points that support the intent of the program. That change resulted in a better review process with less confusion when reviewing applications. Our agency and governing board have remained committed to avoiding a point-based review process so that we can ensure that projects receiving funding are really those that will bring about the transformative land use changes that our agency is seeking through the program.

Our agency just released the fourth consecutive call for applications for this grant program and it remains very popular amongst our local governments. It is now also paired with our annual call for projects for our land use-based Planning and Placemaking Grant program, and the new roll-out of our updated Transportation Alternatives program. This single call for projects (in one of the three funding categories, including complete streets), raises the visibility on the funding cycle and gives more funding opportunities for different types of projects.

We find that the local governments appreciate the ability to advance projects according to their own complete streets policies and appropriate for the context of their individual communities.

For more information

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Link(s)

- [Forward Pinellas PowerPoint](#)

# Vision Zero Action Plan

## Hillsborough MPO

### General Information



#### What

A Vision Zero Action Plan for Hillsborough County aimed at reducing the number of people hurt and killed by traffic violence to zero.

#### When

The Vision Zero Action Plan was drafted collaboratively August 2016-December 2017, and action steps are now being implemented and comprehensively monitored.

#### Where

Hillsborough County, including the cities of Tampa, Temple Terrace, Plant City, and many unincorporated area communities.

#### How

Support from the MPO Board to spearhead developing a Vision Zero Action Plan and formation of a coalition of businesses, advocates, agencies, citizens dedicated to participating in quick, low or no cost strategies to reduce injuries and fatalities on our roadways.





# Highlights

When the Hillsborough MPO agreed to create a Vision Zero Action Plan, no other MPO had done so in the country. The existing Vision Zero programs had been spearheaded by a champion mayor who directed their staff to develop and implement Vision Zero. Working with local partners, inside and outside of government, the current Vision Zero Action Plan for Hillsborough demonstrates an effective way to approach safety on our roadways offering strategies that individuals community members can participate in.



## Takeaways/What others can learn



### **Ease in transferring this effort from one MPO to another?**

The approach the Hillsborough MPO has taken can easily be followed by other MPO's. We have already been asked by other MPO's to share how we developed the Vision Zero Action Plan and are willing and eager to share with others.

### **What could have been done differently to improve this effort?**

We're continuing to grow the coalition, noting the need to find local leaders in communities of concern, to share that the injuries and deaths on streets in their neighborhoods are unacceptable.

### **What went wrong? – Lessons learned?**

Nothing has gone wrong. The only slight change would be to have backup personnel committed to step in if the main coalition member can no longer participate. One example is that we had a very dedicated and dependable Major in the Sheriff's Department who retired, and finding a similarly interested or available replacement has been challenging.

### **What went right? – Lessons learned?**

Quick successes. Demonstration projects to show examples of strategies in each of the 4 action tracks helped the community see how everyone could be involved and how easy it could be to enact change.

### **Key parts of the effort**

Speakers bureau, social media, holding events, storytelling.

### **Level of support needed from Board Members and/or Elected Officials?**

The beauty of the Vision Zero initiative is it's a win-win for board members and elected officials. No one can disagree that eliminating injuries and fatalities is worthy and noble. Attending an occasional street mural painting event or joining in a march to honor victims is politically astute and personally satisfying. Other support is needed when the data identifies high crash roadways





that staff can be directed to evaluate treatments through speed management, reconfiguration, appropriate crossing distances, etc.

For more information

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Link(s)

- [The Vision Zero Action Plan](#)
- [Power Point Presentation](#)
- [Let Their Voices be Heard Video](#)

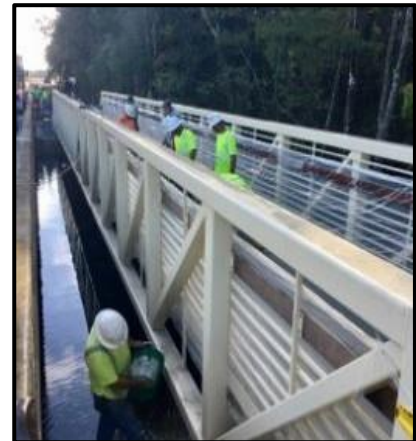
# TIGER Grant Implementation

## Lee County MPO

### General Information

#### What

The Lee County MPO submitted a TIGER grant application to try and get funding for designing and constructing bicycle and pedestrian facilities to close gaps in our system. The proposed projects were identified from a demonstration project that was included in our Bicycle Pedestrian Master 2010. The MPO was awarded \$10.4 million in TIGER funding that matched about \$3.3 million in non-federal funded projects to design and construct sidewalks, pathways, bike lanes, transit shelters and wayfinding signage. The MPO ended up being a direct recipient of the federal TIGER funding and the staff managed the project.



#### When

The grant award was announced in September of 2013 and the project was completed in October of 2018.

#### Where

The project limits included construction activities on Lee County, City of Bonita Springs, Village of Estero, City of Fort Myers and State maintained roads in the central and southern part of Lee County.

#### How

The MPO did the following major tasks to accomplish the project:

- Developed conceptual design plans to complete the environmental analysis and for inclusion in the design build procurement package.
- Drafted and put together a Construction Engineering and Inspection procurement package for a CEI firm to assist in the development and construction of the project.
- Developed a design build criteria package for advertisement and selection of a contractor to design and construct the project.
- Obtained a \$1,000,000 line of credit to bridge the payment of invoices until reimbursed.

- Managed the project throughout the project timeline that included finalizing the agreement, coordination with the maintaining agencies, bi-weekly design meetings, permitting, environmental review, monthly construction meetings and resolving punch list items for the project.
- Conducted additional study to design, fabricate and install wayfinding signs throughout the project limits as the original design build bid cost came in under the grant amount.
- Collected, analyzed and documented baseline performance measure data.

## Highlights

**What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.**

The Lee County MPO, who is an independent MPO not attached to another agency, ended up managing and delivering the design and construction of this project as a direct recipient of federal funds and that is not a usual task of an MPO.

## Takeaways/What others can learn

### **Ease in transferring this effort from one MPO to another?**

There are a lot of things that can go wrong in the process but the one item that should be noted is that the MPO's can access help to cover the areas that they don't know about to deliver what needs to get done.

### **What could have been done differently to improve this effort?**

In the application process, include alternatives in the document to better cover what might happen if the bid prices come in better or worse than the Engineer's estimate. We spent a lot of time going through the process of adding the wayfinding signs task to the grant agreement as well as the design and permitting of it that probably could have been covered better in the original grant application.



### **What went wrong? – Lessons learned?**

We ended up having issues from staff changing at all of the agencies that we coordinated with throughout the development of the project, including our contractors which impacted the project timeline and delivery (but I do not know what we could have done different about that). In addition, I would now go out and video every location where construction is going to take place (not just in the neighborhoods where there are driveways) prior to construction as we had an issue that was not of our making and video could have helped us show that.

**What went right? – Lessons learned?**

A lot went right to get the project done but the lesson learned is that the continuous regular coordination among all of the parties involved is what helped get it successfully completed.

**Key parts of the effort:****The innovative activities of the project were:**

- Having an MPO manage a design build project as a direct recipient
- The use of video detection for conducting the bicycle and pedestrian counts as part of the of the performance measure data collection requirements
- Collaborating with the Economic Development office on holding a hackathon with a theme for the teams being ways to collect facility usage data
- Public involvement outreach that included door hanger tags to notify homeowners of the project construction in their area
- Using and assembling prefabricated pedestrian bridges off-site to install at night to minimize traffic disruption
- Conducting a walk to school event on a completed segment to increase safety outreach activities and to increase knowledge of the project
- Partnering with multiple maintaining agencies during the development process to get the project completed (approved design plans, permits, resolving punch list items from the walk through etc.)

**Level of support needed from Board Members and/or Elected Officials?**

The MPO Board members provided support from the initial approval for staff to submit an application (really over several years as this was the third TIGER grant application submittal). They also provided a lot of help with the coordination of staff during the development of the wayfinding project plans.

For more information

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Link(s)

- [Lee County PowerPoint](#)

# Origin-Destination

## North Florida TPO

### General Information

#### What

This study was undertaken to update external data (IE, EE and EI trips) for model validation for the 2045 LRTP update. For previous OD studies traffic was stopped on all roads at the external cordon of the study area. This is no longer permitted. Cameras/license plate readers for this effort, but this technology is cost prohibitive.

#### When

Fall 2017. This effort was concurrent with a regional travel survey.

#### Where

At the external cordon of the model (Baker, Clay, Nassau, Putnam and St. Johns Counties).

#### How

Temporary placement of BlueToad/blue tooth detectors, and traffic counters.



## Highlights

#### **What was required to accomplish this effort?**

Advanced analytics to identify trips moving into, through and out of the region. The results need to be adjusted up, using traffic counts, because not every vehicle will have a blue tooth signature.

#### **What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.**

Model validation/calibration is a data intensive effort. We cannot afford to collect data for this effort for every Long Range Transportation Plan Update. When we do collect this data, we need to make the limited dollars we have go as far as possible.



# Takeaways/What others can learn

## **Ease in transferring this effort from one MPO to another?**

Yes, if the MPO supports a model this is an affordable method to collect this data.

## **What could have been done differently to improve this effort?**

It was my intent to have one of our general consultants collect the data and have the analytics executed by the consultant working with us for modeling for the LRTP. My instincts were correct, unfortunately, the general consultant wanted to do both and submit the results to the modeling consultant. Much of what they did had to be redone by the other.

## **What went wrong? – Lessons learned?**

Everyone wants a project to promote at TRB. That doesn't mean they have the know how to accomplish the task.

## **What went right? – Lessons learned?**

This is an affordable way to accomplish an OD study.

## **Key parts of the effort**

Data collection and analysis and developing data in a format that it can be used for model validation/calibration.

## **Level of support needed from Board Members and/or Elected Officials?**

The results of this type of study are not something you can share with a board or committee. They were much more interested in the results of the household study.



For more information

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Link(s)

- [North Florida TPO PowerPoint](#)
- [North Florida Blue Toad](#)
- [North Florida HTS Final Report](#)

# Tactical Urbanism

## Palm Beach TPA

### General Information

#### What

Summary of the effort and what need it addressed:

The City of West Palm Beach was selected as one of six cities nationally by The Street Plans Collaborative to implement a Tactical Urbanism project as part of its Tactical Urbanist's Guide to Materials and Design project with funding from the Knight Foundation.

The TPA's Mission is to collaboratively plan, prioritize, and fund the transportation system. In an effort to advance Complete Streets and safety, the TPA worked collaboratively with the City of West Palm Beach to select and implement a Tactical Urbanism project as part of this initiative, which resulted in a large mural at the intersection of South Tamarind Avenue and Fern Street to beautify the street, slow down cars, and make the intersection safer for bicyclists and pedestrians. This intersection was especially important for safety, because it connects the West Palm Beach Tri-Rail Station and Palm Tran Intermodal Center to the Dreyfoos School of the Arts where hundreds of high school students ride transit every day and cross the intersection as part of their "first and last mile" trip to and from school.



The intersection mural artwork was designed by students from the Dreyfoos School of the Arts. The City's Art in Public Places Ordinance requires a specific process. As part of the learning process for the students, the intersection repair was treated like a formal "call for artists". Through a class assignment, six groups of students developed designs. The Street Plans Collaborative delivered a workshop to expand the City's familiarity and comfort with planning and executing collaborative demonstration, pilot, and interim design projects.

The City, TPA, and School participated in the workshop and reviewed the six student designs as well as tested out project materials prior to project implementation.

Once details of each design were finalized, the six designs were then vetted through the City's Art in Public Places Committee. One final design was selected as the winner that then required a formal City Commission approval in a public meeting. Students and local volunteers helped implement the project, painting the intersection over the course of a weekend.

### When

Timeframe: Summer 2016 - Spring 2017.

### Where

Location: City of West Palm Beach intersection of Fern St. and Tamarind Ave.

### How

What was required to accomplish this effort?

This effort involved participation from multiple stakeholders, including the City, TPA, FDOT, County Engineering and a local High School. The TPA served on a planning committee led by the City to select the project and coordinate steps for implementation. Ultimately, the City opted to implement the project on an intersection within its right-of-way because of timing and feasibility of getting approval within its agency vs. an outside agency. The City organized and promoted a public event to implement the project, inviting stakeholders to volunteer and participate in the painting of the intersection mural over a weekend. Volunteers that participated in the implementation event included local residents, stakeholders and students from the Dreyfoos School of the Arts.



## Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about this project? Please summarize in three sentences or less.



This project was an excellent example of thinking outside the box to address a safety issue in a creative, quick and low-cost way. It illustrates the success of combined community needs of transit, safety, art and community participation. MPO's should take away from this example that support of temporary projects can benefit a community by helping to raise awareness and gain local buy-in, which can lead to a permanent project with lasting results.

# Takeaways/What others can learn

## **Ease in transferring this effort from one MPO to another?**

Tactical Urbanism projects are a fairly easy, quick and low cost way to test out safety improvements; however you must have the approval of the right-of-way owner to implement. The “Tactical Urbanist’s Guide” serves as a guidance manual to implementing these types of projects: <http://tacticalurbanismguide.com/>

**What could have been done differently to improve this effort?** Further research on pros/cons of materials used beforehand. Collecting before and after counts of crash data and ped/bike activity.

## **What went wrong? – Lessons learned?**

The project timeline was less than a year. The project team identified several potential locations to do a tactical urbanism project, including busy downtown locations at the intersections of Clematis and Quadrille or Rosemary and Okeechobee; however several of the proposed locations were on another agency’s right-of-way (FDOT or County), which required a longer process to get approval for a test project and the types of materials used (ex. Multiple paint colors).

Lesson Learned: To facilitate implementation, plan to do these projects on right-of-way that your agency owns / controls or that you can get the owner onboard. If you plan on the project being permanent, research durability of the project materials and plan to replace after (paint fade /dirty after how long?); is the material slippery when wet? Roadway Maintenance of Traffic (MOT) requirements can be an extreme challenge – make sure to check these prior to commitment. Also check Manual on Uniform Traffic Control Devices (MUTCD) for compliance.

## **What went right? – Lessons learned?**

Fantastic participation from the local high school on design and implementation.

City promoted implementation event in local news and online and successfully attracted volunteers to participate.

Project won the “People’s Choice Award” for Palm Beach County at the 2018 Safe Streets Summit.

Project served as motivation and friendly competition among our other cities.

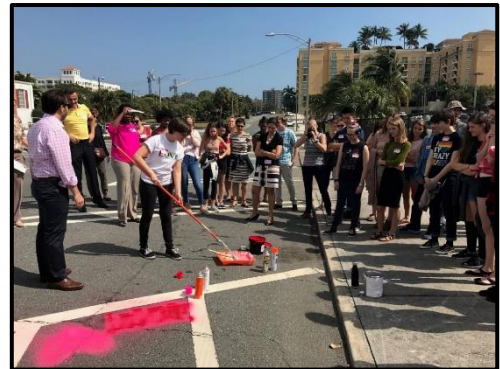
Project was repainted with new design by students in early 2019.

Lesson learned: Involve local community to help design and implement project.

## **Key parts of the effort**

Stakeholder and public participation, low-cost materials, creative and quick design /implementation, safety improvements.

Combined effort of City & TPA Planning (coordination), City Engineering Department (traffic), Art in Public Places Department (artwork coordination and installation), Economic Development



Department (funding and place making), and High School (teachers, student talent and painters).

**Level of support needed from Board Members and/or Elected Officials?**

Required support from the City Mayor and City Commission.

For more information

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Christopher Roog, Director of Economic Development | [croog@wpb.org](mailto:croog@wpb.org) | 561.822.1416

Link(s)

- [Palm Beach TPA PowerPoint](#)
- Video: <https://www.youtube.com/watch?v=iweucvbAsMg>





# Performance Measures in the LRTP

## Sarasota/Manatee MPO

### General Information

#### What

The Sarasota/Manatee MPO began implementing and integrating MAP-21 into the MPO process with the adoption of their 2040 LRTP in December, 2015. The LRTP included one simple statement: "With MAP-21 legislation and the MPO's focus on multimodal accessibility, an update in the project prioritization process will immediately follow the adoption" of the 2040 LRTP. Since then, the goals, planning factors, and performance measures mandated in MAP-21 have been used as the foundation for a complete culture shift in the organization.

#### When

Beginning in the spring of 2016, performance goals and measures were introduced at committee and board meetings. At subsequent meetings, MPO staff focused on a single performance goals and available data. Throughout the next year, performance goals and data were addressed in some way at every meeting. The MPO worked closely with the Board and committees to develop consensus for a new project prioritization process that was adopted in April 2017 and used to score projects that year. In 2018, scoring criteria was reviewed and amended to correct issues identified in the first year. Now, the performance goal framework is being used as the foundation for the 2045 LRTP.



#### Where

Sarasota/Manatee MPO.

#### How

What was required to accomplish this effort? A long-term commitment to focus the organization on performance-based planning and project prioritization.

# Highlights

What is the main thing you want a Staff Director of an MPO to know about what was different about your project? Please summarize in three sentences or less.

The Sarasota/Manatee MPO used MAP-21 for a complete organizational makeover while another organization could choose to focus on a single goal, to introduce a new focus area, or to engage new stakeholders.

## Takeaways/What others can learn

### Ease in transferring this effort from one MPO to another?

Credit must be given to the Chattanooga-Hamilton County/N. GA Transportation Planning Organization. Much of the work done in the beginning was based on their 2015 AMPO presentation so we have demonstrated replication.

### What went wrong? – Lessons learned?

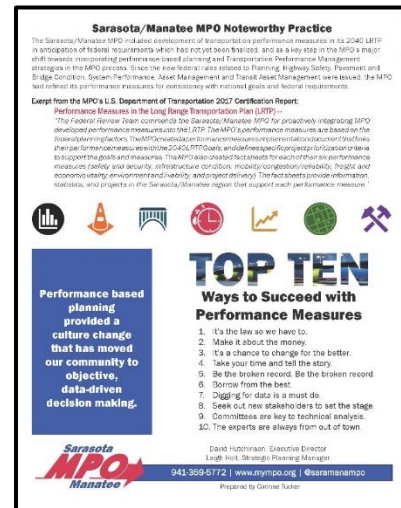
Some of the initial data sets we attempted to use simply did not work.

### What went right? – Lessons learned?

The organization has moved from a subjective to an objective planning process.

### Level of support needed from Board Members and/or Elected Officials?

Board consensus was critical to success and their support was necessary but even more important was Board education.



For more information

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Link(s)

- [Sarasota/Manatee MPO PowerPoint](#)
- [Sarasota/Manatee Performance Measures in LRTP](#)



# State of the System

## Space Coast TPO

### General Information

#### What

The Space Coast TPO's State of the System Report (SOS) is a key component of the TPO's Congestion Management System, which provides a framework for prioritizing transportation investments based on a technical approach. The SOS takes approximately 4-6 months to prepare utilizing readily available data sources. The SOS monitors system performance along key corridors using six metrics: congestion; hurricane evacuation route monitoring; ITS infrastructure; transit ridership; pedestrian and bicycle facilities; and safety.

#### When

Started in 1994, the State of the System Report is prepared annually based on prior year data with the final report published each fall.

#### Where

Brevard County, FL.

Network analyzed includes the Florida Strategic Intermodal System (SIS), all State maintained materials, major County arterials, and some local arterials and collectors.

#### How

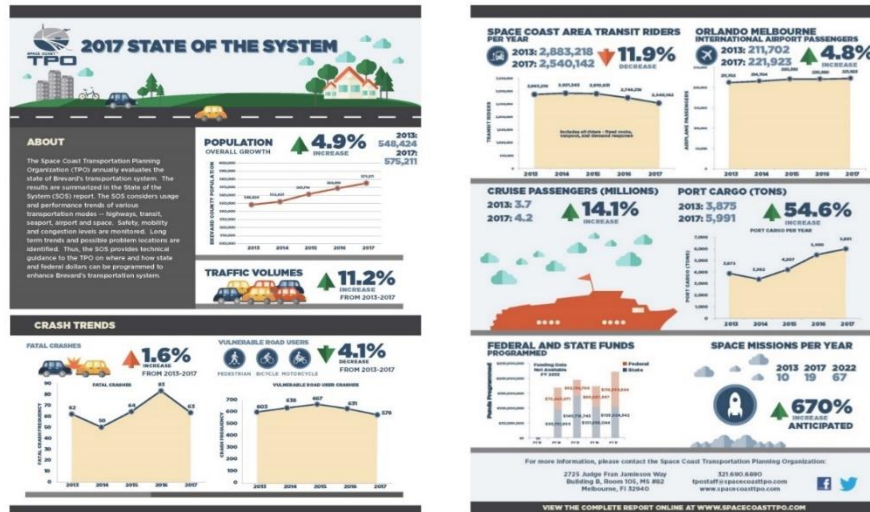
Consultant services are utilized to compile and analyze data. Data collection is conducted annually by the TPO for traffic volumes and modal agencies provide their information. Certain demographic data such as population and vehicle registrations are also compiled.

## Highlights

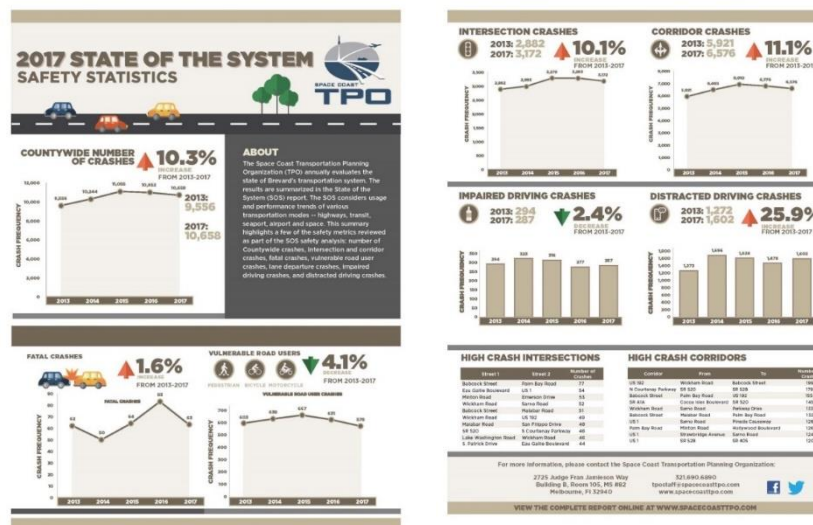
The SOS report provides a technical approach to analyze system performance to use for prioritizing and justifying the needs for prioritized projects. It bridges the gap between the LRTP and project priority process by ranking corridors based on the goals and performance measures contained in the LRTP. Trends can be tracked and effectiveness of implemented projects can be evaluated.

# Takeaways/What others can learn

An annual technical analysis, such as the State of the System Report, provides another tool that is solely based on technical data that any TPO/MPO can use to support submitting projects for funding.



The SOS bridges the projects between the LRTP and the TIP through the project priority process. This analysis can be easily implemented and customized to any area that has readily available existing data, especially traffic counts.



How does the SOS evolve over time? Each year, the SOS report is reviewed and areas for improvement are identified. What to present and how it is presented is revised each year. How the data is sorted and analyzed may at times be updated. The implementation of performance measures and compiling 500+ segments into corridors in 2016 was a significant change. This was done to provide performance trends based on realistic lengths of roadways so when projects are submitted, the backup data is consistent. Criteria have also evolved over time to

accommodate changes in guidelines and how projects are funded. The categories are now aligned to take advantage of different pots of money such as safety, transportation alternatives, transit, etc.

Critical to the analysis is the availability of traffic volumes. The TPO is responsible for collecting and validating count data used in the analysis. Consultants then, take the data and perform various analyzes. Consultants are also responsible for coordinating with all modal agencies on obtaining data and summarizing. A sound relationship is necessary between the TPO staff and consultant so improvements and adjustments can be made as necessary.

To be effective and consistent, the analysis should be integrated into annual activities and included in a TPO's UPWP. Consultant service expenses for the Space Coast TPO SOS are approximately \$63,000 annually. The SOS report is funded utilizing TPO SU funds and is considered a part of the TPO's monitoring program, which supports required performance measures.

For more information

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Link(s)

- [Space Coast TPO PowerPoint](#)
- [Space Coast Presentation](#)





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