

**Memorandum**

**To:** MPO Committees  
**From:** Sandy Shackelford, Director of Planning & Transportation  
**Date:** October 10, 2023  
**Reference:** Moving Toward 2050 – Needs Prioritization

**Purpose:**

In September, MPO staff completed the first phase of public engagement for the Moving Toward 2050 plan. Consultants from EPR have worked to analyze the public feedback received during this first phase and provided an initial summary of high level findings at the MPO Technical Committee meeting in September. The full public engagement report has been completed and has been included in the agenda packet for review.

**Discussion:**

The next step in the development of the Moving Toward 2050 plan is to determine the weighting of each of the evaluation metrics that will be used to prioritize the transportation system needs. The prioritization categories and metrics, along with the determined thresholds that were selected for each of the evaluation criteria, are summarized in Tables 1 and 2, along with potential weighting scenarios that have been prepared as a guide for discussion purposes.

*Table 1. Weighting Scenarios for Transportation Needs Prioritization - Goal Categories.*

Prioritization Category	Weighting Scenarios		
	Accessibility-Focused	Balanced	Mobility-Focused
Safety	30%	25%	30%
Multi-modal Accessibility	30%	25%	30%
Efficiency and Economic Development	10%	25%	30%
Land Use Coordination	30%	25%	10%
Environment	Applied to aggregate score in other factor areas		

Table 2. Weighting Scenarios for Transportation Needs Prioritization – Evaluation Metrics.

Prioritization Category	Evaluation Metric	Threshold	Weighting Scenarios		
			Accessibility-Focused	Balanced	Mobility-Focused
Safety	Roadway Safety (PSI <sup>1</sup> )	All PSI locations	15%	12%	15%
	Bike/Ped Safety (PSAP <sup>2</sup> Corridors)	Top 5% Statewide Corridors	15%	13%	15%
Multi-modal Accessibility	PAI <sup>3</sup> - Bike/Ped	All segments PAI greater than 0	8%	7%	7%
	PAI - Transit	All segments PAI greater than 0	8%	7%	7%
	PAI - Vehicle	All segments PAI greater than 0	6%	4%	9%
	PAI – Disadvantaged Populations	All segments PAI greater than 0	8%	7%	7%
Efficiency & Economic Development	Travel Time Index	Avg weeklong TTI > 1.5 for three hours; > 1.7 for one hour	3%	7%	10%
	Travel Time Reliability (PTI <sup>4</sup> )	Avg weeklong PTI > 1.5 for three hours; > 1.7 for one hour	3%	7%	10%
	Transit On-Time Performance	On-time performance less than systemwide average performance from previous year	4%	11%	10%
Land Use Coordination	Walk Access - General	All segments in “somewhat walkable” census tracts	10%	13%	5%
	Walk Access – Disadvantaged Populations	All segments in transit viable EEA <sup>5</sup> that are also in “somewhat walkable” census tracts	20%	12%	5%
Environment	Flooding Exposure	Segments Exposed to Historical Flooding	Applied to aggregate score in other factor areas		
		Additional Adjustment for economically distressed communities	Applied to aggregate score in other factor areas		

<sup>1</sup> PSI – Potential for Safety Improvement

<sup>2</sup> PSAP – Pedestrian Safety Action Plan

<sup>3</sup> PAI – Potential for Accessibility Improvement

<sup>4</sup> PTI – Planning Time Index

<sup>5</sup> EEA – Equity Emphasis Areas; defined in [VTrans](#)

- The accessibility-focused scenario places a greater emphasis on transportation improvements that will improve people's ability to reach destinations.
- The balanced scenario will assume that each of the prioritization categories should be weighted equally.
- The mobility-focused scenario places a greater emphasis on transportation system efficiency.

The accessibility-focused scenario seems to best reflect the public feedback that we heard, placing the greatest emphasis on multi-modal system considerations and supporting many of the environmental co-benefits that were discussed by the public that are not explicitly captured by the metrics used in the data evaluation – namely a desire to reduce transportation sector-related greenhouse gas emissions.

**Actions:** Staff is requesting a recommendation from the MPO Technical Advisory Committee on the weighting criteria to use for the analysis of the transportation system performance data. The weighting criteria will be used in the process of identifying the transportation system need priorities in conjunction with other public feedback that has been received and processed.