

Broward MPO - 2045 Metropolitan Transportation Plan - Subtask 5.1 (Goals, Objectives, and Measures) - Revised Version 05.15.18

Goal	Objective	Measure Area	Performance Measure	Potential Purpose of Measure (For Discussion Purposes)	Anticipated Data Source (For Discussion Purposes)	Level of Effort to Collect and Report (For Discussion Purposes)	FAST Act Requirement	
GOAL 1: Move People and Goods	1-1: Maintain Infrastructure	Pavement Condition (FAST Act: Subpart C)	Percentage of Pavements of the Interstate System in Good Condition	Ongoing Monitoring, Project Prioritization, Scenario Planning	Pavement Condition Survey / Interstate System Pavement Condition Forecast	Low effort with standard tools and data. FDOT provides.		
			Percentage of Pavements of the Non-Interstate NHS in Good Condition					
			Percentage of Pavements of the Interstate System in Poor Condition					
			Percentage of Pavements of the Non-Interstate NHS in Poor Condition					
	1-2: Provide Transportation Options	Increased Transit Capacity	Number of Communities with Access to High Quality Transit Service	Project Prioritization, Scenario Planning	Transit route file, GIS	Low effort with standard tools and data. Need to define quality transit service		
	1-3: Manage Roadway Congestion	System Performance: Quality	Percentage of NHS System Operating At or Above LOS Standards	Ongoing Monitoring, Project Prioritization	SERPM 8 / Existing Traffic Counts	Low effort with standard tools and data		
		Annual Hours of Excessive Delay Per Capita (FAST Act: Subpart G)	Number of Per Capita Excessive Delay	Ongoing Monitoring, Project Prioritization, Scenario Planning, CMP	National Performance Management Research Data Set (NPMRDS), SERPM 8, Highway Performance Monitoring System (HPMS), vehicle classification data, vehicle occupancy data	Moderate to High effort to process NPRMDS, but this work covers several reliability measures		
			Non-Single Occupant Vehicle (SOV) Travel Measure				Transit data, HPMS, SERPM 8	High effort, combine SERPM output with other modal sources to estimate rideshare.
	Vehicle Miles Traveled	Change in VMT over existing base year (SERPM 8)	Ongoing Monitoring, Scenario Planning, CMP	SERPM 8 / GIS / Existing Traffic Counts	Moderate effort to establish VMT estimation methodology to be applied consistently. However, VMT measure will be used across multiple measures.			
	1-4: Improve Transit, Auto, and Truck Travel Time Reliability / Consistency	Performance of the National Highway System: Travel Time Reliability (FAST Act: Subpart E)	Percentage of Person Miles Traveled on the Interstate System that are Reliable	Ongoing Monitoring, CMP	NPMRDS, HPMS	High effort to process NPRMDS, but this work covers several reliability measures. Planning-level forecast of future reliability are difficult.		
			Percentage of Person Miles Traveled on the Non-Interstate NHS that are Reliable					
			Percentage of the Interstate System where Peak Hour Travel Times Meet Expectations					
			Percentage of the Non-Interstate NHS where Peak Hour Travel Times Meet Expectations					
	1-5: Improve Transportation Accessibility for All Users	Accessibility / Connectivity	Percentage of All County Jobs within 30-Minute Auto Travel Time for Average Household	Project Prioritization, Scenario Planning	Transit route file, Bike route file, GIS, SERPM 8	Moderate effort, might require some SERPM 8 scripting for project scoring and scenario planning.		
			Percentage of All County Jobs within 45-Minute Peak Period Transit Travel Time for Average Household					
	1-6: Improve Safety and Security for All System Users	Highway Safety Improvement Program Performance Measures (FAST Act: Subpart B)	Percentage of Employment within -Bike Access of Transit Routes	Ongoing Monitoring, Project Prioritization, Scenario Planning	Crash record databases for monitoring, CMFs to evaluate project scoring for safety, HPMS for VMT estimates. Note that Non-motorized fatalities and serious injuries are a single PM for FAST Act	Moderate effort for scoring projects on safety benefits.		
			Number of Total Fatalities					
			Number of Total Serious Injuries					
			Rate of Fatalities per 100 million VMT					
			Rate of Serious Injuries per 100 million VMT					
	Number of Non-Motorized Fatalities	Moderate effort for scoring projects on safety benefits.						
	1-7: Increase Transit Ridership	Transit Quality / Performance	Number of Non-Motorized Serious Injuries	Ongoing Monitoring, Project Prioritization, Scenario Planning	Transit schedule, transit plans	Low effort with standard tools and data		
			Fixed Route and Commuter Route Frequency / Headways					
		Transit Consumed	Fixed Route Service and Commuter Route: Annual Ridership or Unlinked Passenger Trips	Ongoing Monitoring, Project Prioritization, Scenario Planning	Transit data, SERPM 8	Low effort with standard tools and data		
			Transit Mode Share	Ongoing Monitoring, Scenario Planning			Moderate effort, combine SERPM output with other modal sources to estimate rideshare.	
			Transit Passenger Trips	Ongoing Monitoring, Project Prioritization, Scenario Planning			Low effort with standard tools and data	
			Transit Passenger Trips per Capita	Ongoing Monitoring, Scenario Planning				
Transit Supply		Transit Passenger Trips per Revenue Hour	Ongoing Monitoring, Project Prioritization, Scenario Planning	Transit data, SERPM 8	Low effort with standard tools and data			
		Revenue Hours of Service				Ongoing Monitoring, Project Prioritization, Scenario Planning	On-Board Survey, SERPM 8	Moderate effort, existing baseline from on-board survey, project scoring and scenarios from SERPM
		Revenue Miles of Service						
		Revenue Miles of Service per Capita						
	Number of New Transit Trips Generated (Linked vs. Unlinked trips SERPM 8)	Project Prioritization				MTP	Low effort with standard tools and data	
Change in Choice Transit Riders over base year (SERPM 8)								
1-8: Shorten Project Delivery	Project Delivery: Right-of-Way	Number of Projects Required Additional ROW for Implementation	Project Prioritization, Scenario Planning	TIPs, NEPA, GIS	Moderate effort within GIS to estimate ROW requirements for long-term projects that haven't had any preliminary engineering / NEPA			

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GOAL 2: Create Jobs	2-1: Maintain or Reduce Average Travel Time to Major Economic Centers of the Urban Area	Access to Jobs	Average Travel Time to Employment Activity Centers with >5,000 Employees per Square Mile (No Build Alternative - Build Alternative)	Project Prioritization, Scenario Planning	Transit route file, GIS, SERPM 8	Moderate effort, might require some SERPM 8 scripting for project scoring and scenario planning.	
			Average In-Vehicle Travel Time to Port Everglades (No Build Alternative – Build Alternative)		Roadway line file, GIS, SERPM 8		
			Average In-Vehicle Travel Time to Fort Lauderdale/ Hollywood International Airport (No Build Alternative – Build Alternative)				
	2-2: Support Smart Growth and Transit Oriented Development		Supported by measures in Objectives 1-2, 1-3, 1-7, 3-1, and 3-6				
	2-3: Support Efficient Transportation Investments		Supported by measures in Objectives 1-2, 1-3, 1-4 1-5, 1-6, 2-1, 1-7, 3-1, and 3-3				
2-4: Maximize Private Investments in Transportation Service Provision		Policy objective that is an input measure, not a performance output					
2-5: Fund and Support the Implementation of Multimodal Transportation Projects		Supported by measures in Objectives 1-2, 1-5, 1-7, and 3-1.					
GOAL 3: Strengthen Communities	3-1: Improve Transportation Accessibility for All Users	Accessibility / Connectivity	Number of Miles of Bike Lanes	Ongoing Monitoring, Project Prioritization, Scenario Planning	Bike Lane line file, GIS	Low effort with standard tools and data	
			Number of Miles of Buffered Bike Lanes		Bike Lane line file, GIS		
			Number of Miles of Paved Trails and Shared Use Paths		Trail line file, GIS		
			Number of Miles of Bike Lanes in EJ areas		Bike Lane line file, GIS		
			Number of Miles of Buffered Bike Lanes in EJ areas		Bike Lane line file, GIS		
			Number of Miles of Paved Trails and Shared Use Paths in EJ areas		Trail line file, GIS		
	3-2: Strive for the Equitable Distribution of Transportation Benefits and Costs	Transportation Equity	Percentage of Transportation Funding Distribution by MPO Area (5)	Ongoing Monitoring, Project Prioritization, Scenario Planning	TIPs, MTP Project List	Low effort with standard tools and data	
			Percentage of All County Jobs within 30-Minute Auto Travel Time from Environmental Justice Areas	Ongoing Monitoring, Project Prioritization, Scenario Planning	Planned project file, Environmental Justice geography, GIS, SERPM 8	Moderate effort, might require some SERPM 8 scripting for project scoring and scenario planning. If used for ongoing monitoring, existing baseline levels would be established annually with TIP projects and SERPM 8 base year model.	
			Percentage of All County Jobs within 45-Minute Transit Travel Time from Environmental Justice Areas		Transit route file, Environmental Justice geography, GIS, SERPM 8		
	3-3: Improve Safety for All System Users	Highway Safety Improvement Program Performance Measures (FAST Act: Subpart B) - Repeat of Measures for Objective 1-6	Number of Total Fatalities	Ongoing Monitoring, Project Prioritization, Scenario Planning	Crash record databases for monitoring, CMFs to evaluate project scoring for safety, HPMS for VMT estimates. Note that Non-motorized fatalities and serious injuries are a single PM for FAST Act	Moderate effort for scoring projects on safety benefits.	
			Number of Total Serious Injuries				
			Rate of Fatalities per 100 million VMT				
			Rate of Serious Injuries per 100 million VMT				
Number of Non-Motorized Fatalities							
Number of Non-Motorized Serious Injuries	Moderate effort for scoring projects on safety benefits.						
3-4: Reduce Pollutants Generated by Transit, Auto, and Truck Travel	CMAQ: On-Road Mobile Source Emissions (FAST Act: Subpart H)	Number of Tons of Emissions Reductions (for each pollutant / precursor) including greenhouse gases	Ongoing Monitoring, Scenario Planning	MOVES output, SERPM 8, HPMS for VMT estimates, vehicle classification	Moderate effort, assuming MOVES inventory is already established.		
3-5: Promote Resiliency in Response to Climate and Weather Related Events	Transportation Resilience: Sea Level Rise (SLR)	Miles of Public Transportation Infrastructure Permanently Inundated by 1 ft. of SLR (roads and rail)	Project Prioritization, Scenario Planning	Infrastructure line files, GIS, elevation contours	Moderate to High. Depends on status of GIS files / staff capabilities.		
		Miles of Public Transportation Infrastructure Permanently Inundated by 2 ft. of SLR (roads and rail)					
3-6: Distinguish Quality of Life Considerations by Community	System Performance: Meet Community Expectations	Miles of Bike Lanes by Community	Ongoing Monitoring, Project Prioritization, Scenario Planning	Bike line file, Community Boundaries, GIS	Low effort with standard tools and data, bulk of the work done for other PMs.		
		Transit Trips Generated by Community		Bike Lane line file, Community Boundaries, GIS, SERPM 8	Moderate effort.		
		Percent of Households with High Quality Transit Access		Bike Lane line file, Community Boundaries, GIS, define "High Quality" and access buffer	Low effort with standard tools and data, bulk of the work done for other PMs.		
		Average Transit Travel Time by Community		Trail line file, Community Boundaries, GIS, SERPM 8	Moderate effort.		