# **Projects First-Round Winner**

**Innovations Challenge** 

### **April 2018**

Prepared by Transportation Planning Missouri Department of Transportation

# **Project Prioritization Tool**

Г																												_	=
	Southwest District Roadway and Bridge Prioritization												Keep Customers and Ourselves Safe				Operate a Reliable and Convenient Transportation System				•	Advance Economic Development				Provide Outstanding Customer Service			
													Long-Ronge Flon Goal: Safety Number and rate of fatalities and serious injuries (max. 10 points)				Long-Range Plan Gook Connection and Cholors Cost and Impact of Traffic Congestion (max. 5 points)					Long-range Flon Gook Economic Development National Ranking of Transportation Infrastructure: Truck Reliability Index					nal Prefere		
Ш																										Planning Partner			
N		Planning Partner	County	City	Need	Route	Location	Theory	Beging	Endlog	2016 AADT	2016 Crash Rate		Improverun of road grather, inacurve(+2)	objects (+2)	Refusehead on collifors (+2) Signal and and uniquelitied) (+2)	Improves aspectly on Bude	Improves apacity on Bude > 5,000 AADT (+1)	Improves aspectly on a Boute > 2,500 (+1)	Improves opacity on a Priniqual Arbertal (+2)	Artesful (+1)	contdor(+2)	freight confider(+1) indate til park, deersonen,	Date intersion and y deficient bridge function halfly deficient bridge (4.5)	Address es a highway rainoad grade separation (+1)	projects 0-15 points per project (in increments of S)	Moden 100 points in your region (score in this column)	Persinning posts out no bear region (score in this outern)	Total
Γ	нтоз	нятес	Newton		Shoulder and safety Improvements	RTV	from I-49 to Carver Road				1906	192.31	2	0	2	2 2		0	0	0	0	0	0	1 (	0				9
	нтоз	нятес	Newton	Neosho	Intersection Improvements	MO SG	at Gateway Drive				12261	0.22	0	0	0	0 2	1	1	1	0	1	0	0	0 0	0				6
	нтов	нятес	McDonald	Anderson	Intersection improvements	MO 76	from Rts. 59 to Rte 43				2333	183.92	0	0	0	0 2	0	0	1	0	0	0	0	0 0	0	-			3
Π	нтоэ	нятес	McDonald	Noel	Riverbank and roadbed stabilization	MO 59	at Ester Road				3499	0.78	0	2	2	0 0		0	0	0	0	0	0	0 0	0	-			4
	нтао	нятес	Newton	Diamond	intersection improvements, alignment improvements	MO 59	at Rte V and Rte J				10253	0.27	0	0	0	0 2		1	1	0	1	0	0	1 (	0	-			6
	HT02	HSTCC	Jasper	Various	Interstate upgrade	MO 171	from Rts. 249 (Rangeline Sypass) to 1-49 in Carthage. New interchange in Carthage.				12848	243.31 SB 81.33 NB	0	0	0	0 2	1	1	1	2	0	2	0	1 (	0	-			10
П	JA02	JATSO	Jasper, Newton	Joplin	New roadway	West Corridor	I-44 to Rts. 66				na	no	2	0	2	0 2	-	1	1	2	0	0	0	1 (	0	-			12

## **Description**

During the inception of MoDOT's Planning Framework, there was a prioritization tool available to help districts prioritize projects. That tool has fallen by the wayside, and is no longer receiving technical support. Meanwhile, the FAST Act has emphasized performance management. The Southwest District developed a prioritization tool that utilizes criteria aimed at improving tangible results to move various Tracker measures in the right direction, while also incorporating planning partner input. The tool was inspired by USDOT's Performance-based Planning and Programming Guidebook. This process has been used twice in the rural Southwest District. 1) Planning partners submit top needs to the district. 2) Planning partner staff and MoDOT district staff assess the ability of each of the needs against criteria related to Safety, Operations/Congestion and economic development These criteria come from the Blueprint for Safety, MoDOT Freight Plan, and from the MoDOT district They are intended to impact various tangible results, and these results are related to both MoDOT values and the broad goals of the MoDOT long-range transportation plan. A second meeting is held with MoDOT district staff and planning partners. Each planning partner presents the needs from their area. Then each Planning Partner, working with local officials from their area and MoDOT liaisons, allocates additional points according to their local preference. The overall final score prioritization is thus a combination of planning partner preference and an assessment of how well addressing the need would improve various performance measures.

#### **Benefit**

The tool efficiently incorporates various planning documents (MoDOT's long-range plan, freight plan, Tracker, Blueprint for Safety) into the planning framework into one tool. Regional priorities specifically and systematically consider Blueprint for Safety goals. Regional priorities better reflect planning partner preference while also considering performance measures. This means that the projects selected from the process better reflect shared MoDOT and Planning Partner values.

#### **Materials and Labor**

\$320 in materials costs and a one-time set up of 292 hours of staff time.

# **For More Information Contact:**

Frank Miller at Frank.Miller@modot.mo.gov or (417) 895-7727. Additional contacts: Andrew Seiler and Vicki Wells.

Additional information, photos or videos can be seen by accessing the Innovations Challenge SharePoint page at:

http://sharepoint/systemdelivery/TP/Documents/InnovationsChallenge.aspx

