Moneyball for MPOs

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Where is COMPASS?
Communities in Motion 2040

Communities in Motion 2040 Vision

The Communities in Motion 2040 Vision illustrates a preferred growth scenario for the Treasure Valley, specifically Ada and Canyon Counties. Defined by local stakeholders, including the public, the Vision will help guide development of the Communities in Motion 2040 regional long-range transportation plan.

Vision Statement

The Treasure Valley needs a balanced mix of employment and housing opportunities, transportation choices, abundant recreation and open space, and a robust public infrastructure to provide a quality of life for current residents and accommodate future growth. The Communities in Motion 2040 Vision is focused on achieving this balance.

Vision Areas

- Walkable, Mixed-Use Neighborhoods
- Mixed-Use Employment Centers
- Urban Agriculture
- Parks and Open Space
- Palouse Valley Transit Corridor
- Regional Trails
- Waterways
- Access"
Schedule

Receive SHRP2 Grant

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<th>Phase I: Listening</th>
<th>Phase III: Visuals</th>
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<td>Summer 2015</td>
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Hire Consultant

Phase II: Design

Project Completion

Budget $175,000
Phase I: Listening

Transportation Planner

You are in charge of providing information to Elected Officials that makes sense and meets local and regional goals. You are interested in improving the quality of life through transportation projects, including serving automobile, freight, bicycle, pedestrian, and public transportation users.

Transportation Scenario: Prioritizing Between Corridors

Key Stats:
- Acme Road is a gateway street into a downtown area that is experiencing redevelopment but lacks sufficient sidewalks, bike lanes, and public transportation.
- Old Hound Dog Road is a regional corridor that serves commuters from several communities in the region.

Issues:
- Which road better meets the regional goals?
- If the community only could improve one road, which gets funded?
- What would you need to know?
- What information would help tell the story of trade-offs for corridor priorities?
Phase II: Design

Performance

Auto: speed, safety
Freight: speed, VMT (efficiency)
Bicycle/Pedestrian: bike level of stress, ped LOS, bike/ped demand
Public Transportation: ridership, access via transit, access to transit
Health: bus access, localized air quality, noise pollution
Open Space: bike access, ped access
Farmland: induced demand
Community Infrastructure: pavement & bridge, rural dev costs
Economic Development: auto reliability, truck reliability, jobs access
Housing: Job access for environmental justice TAZs
Land Use: CIM Vision consistency
Phase II: Stakeholder Workshop

Bike/Ped

Element/Component

Outcome
- Supply-side quality
- Demand
- Safety

Measures
- Improved Level of Stress
- Increased Bike/Ped trips
- Cost of crashes

14% 66% 20%

Community Infrastructure and Farmland

Outcomes
- Municipal Burden
- Bridge and Pavement Conditions
- Farmland Preservation

Measures
- Decrease in Municipal service costs
- Increase in Bridge conditions
- Increase in Pavement conditions
- Increase in Farmland Preservation

12% 18% 20% 50%
Phase III: Visualizations
Phase III: Visualizations

![Graph showing composite scores for different categories like Automobile, Freight, Bike/Ped, Public Transportation, Community Infrastructure & Farmland, Econ Dev, Housing & Land Use, and Open Space/Health. The categories with the highest scores are highlighted.]

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C O M P A S S
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho
End Product

- Quantify and normalize the societal benefits of projects
- 4 Communities in Motion components
- 8 Communities in Motion Elements
- Build upon existing COMPASS data and models
- Provide results quickly/efficiently
- Display Mechanism
“This is a very simple game. You throw the ball, you catch the ball, you hit the ball.”
"When you think a fastball is coming, you gotta be ready to hit the curve."
Progress always involves risk; you can’t steal second base and keep your foot on first.”
“It’s supposed to be hard. If it wasn’t hard everyone would do it. The hard is what makes it great.”
“For the first time, offers a truly objective approach for comparing the many apples and oranges in our fruit basket of projects in the program. ”—FHWA Staff

“This makes decision-making harder, not easier, because you know the full impacts of your investment decisions. ”—COMPASS Board Member
Thanks!