



# Call for Projects Workshop III



TIP Subcommittee Workshop  
March 24, 2022

# Call for Projects workshop

- March 17, 2022 workshop was stopped at previous slide
- March 24, 2022 workshop will begin on the next slide

# Revised Planning Factors – Discussion Questions

- Does the proposed methodology adequately address TPC guidance?
  - Is the data source readily available?
  - If no, can the response be clearly explained?
    - How should the narrative responses be evaluated?
- Does this work for the region?
  - Does this give an advantage to urban or rural?
- Is the planning factor criterion relevant to TPC guidance?
- Does this criterion or methodology meet federal guidance?

# Revised Planning Factors

Roadway/Freight			
Planning Factors Criteria	TPC Guidance	Evaluation methodology	Evaluation
Resiliency	G3, G3a,	Qualitative	<p>Low-below regional target, medium- at regional target, high- above regional target</p> <ul style="list-style-type: none"> <li>• Existing condition (8-qualitative)               <ul style="list-style-type: none"> <li>o Current criticality score (low-0, medium-1, high-2)</li> <li>o Current vulnerability to flooding (low-0, medium-1, high-2)</li> <li>o Current vulnerability to storm surge (low-0, medium-1, high-2)</li> <li>o Current vulnerability to sea-level rise (low-0, medium-1, high-2)</li> </ul> </li> <li>• Proposed improvement (7-qualitative)               <ul style="list-style-type: none"> <li>o Narrative explaining how proposed project will reduce frequent flooding and avoid disruptions to operations during severe weather events (storms)                   <ul style="list-style-type: none"> <li>o Narrative must include specific improvements that reduce the facility's vulnerability to (frequent) flooding, storm surge and sea-level rise..</li> </ul> </li> </ul> </li> </ul>

# Revised Planning Factors

Roadway/Freight			
Planning Factors Criteria	TPC Guidance	Evaluation methodology	Evaluation
Congestion management	G1b, (P2a, truck person hrs of delay and truck PTI)	Both	<ul style="list-style-type: none"> <li>• Existing condition (6)               <ul style="list-style-type: none"> <li>o Current 95th percentile PTI and 95th percentile truck PTI (6-quantitative)</li> <li>o Projects submitted in an investment category will be grouped in to 3 equal parts. Projects with top 1/3rd PTI (95th) will scores 3 points, bottom 1/3rd PTI (95th) will score 1 point and middle 1/3rd PTI (95th) will score 2 points.</li> <li>o Projects submitted in an investment category will be grouped in to 3 equal parts. Projects with top 1/3rd truck PTI (95th) will scores 3 points, bottom 1/3rd truck PTI (95th) will score 1 point and middle 1/3rd truck PTI (95th) will score 2 points.</li> </ul> </li> <li>• Proposed improvement (4)               <ul style="list-style-type: none"> <li>o Narrative explaining how proposed project will reduce PTI and improve travel time reliability (4-qualitative)</li> <li>o The narrative must mention specific improvements that will reduce PTI and improve travel time reliability</li> </ul> </li> </ul>

# Revised Planning Factors

Roadway/Freight			
Planning Factors Criteria	TPC Guidance	Evaluation methodology	Evaluation
Multimodal accommodations /improvements	G2a, P7, P7a, P7c, A1a, A6b	Qualitative	<ul style="list-style-type: none"> <li>• Narrative explaining how the proposed project on non-freeway facility provides new or improved bicycle/pedestrian improve safe access (10-qualitative) and connectivity (5-qualitative to transit stops, schools, medical facilities or other points of interest (such as social services, parks, restaurants, etc,))</li> <li>• Narrative explaining how the proposed project on freeway facility provides new or improve access to HOVs (5-qualitative), commuter transit (5-qualitative) or freight (5-qualitative).</li> </ul>

# Revised Planning Factors

Roadway/Freight			
Planning Factors Criteria	TPC Guidance	Evaluation methodology	Evaluation
Transportation equity (Access to disadvantaged/underserved)	P6,	Both	<ul style="list-style-type: none"> <li>Narrative explaining how the proposed project improves access and affordable transportation choices to vulnerable population within a ¼ mile buffer (3-qualitative)</li> <li>Projects that commit to avoid or mitigate adverse impacts to vulnerable population within a ¼ mile buffer (2-qualitative)</li> <li>Projects with LCNI between the lowest and the highest among all projects submitted in an investment category will be scored between 1 and 5 (quantitative).               <ul style="list-style-type: none"> <li>LCNI (0 to 20 – 1 point, 20 to 40 – 2 points, 40 to 60 – 3 points, 60 to 80 – 4 points, 80 to 100 – 5 points).</li> </ul> </li> </ul>

# Revised Planning Factors

Roadway/Freight			
Planning Factors Criteria	TPC Guidance	Evaluation methodology	Evaluation
Evacuation routes	A1G	Qualitative	<ul style="list-style-type: none"> <li>• Projects located on state designated hurricane evacuation routes or projects located on streets that provide direct connectivity to state designated evacuation routes (3).</li> <li>• Narrative explaining how the proposed project improves evacuation process during severe weather events (Hurricanes) (2). (e.g., project located on a facility parallel to state designated evacuation route in Hurricane Evacuation Zip zones - Zone-Costal, A, B, or C (3)).</li> </ul>



# Revised Planning Factors

Roadway/Freight			
Planning Factors Criteria	TPC Guidance	Evaluation methodology	Evaluation
Improvements to existing/addition of new technology (ITS, CV/AV technology)	G3c	Qualitative	<ul style="list-style-type: none"><li>• Narrative explaining if proposed project scope includes addition of new technology (AV/CV technology) or ITS expansion or upgrades to existing ITS and how it will improve passenger, transit and commercial vehicle (truck) safety and reduce travel time (5-qualitative)</li></ul>

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