# Project Selection Process Update

TIP Subcommittee
**November 2, 2022**

# Key Discussion Points for Today

- Project Selection Process Overview (Proposed)
- Selection Cycles Overview (Proposed)
- Investment Categories (Proposed)
- Scoring Structure
- Selection Process Step-by-Step (Proposed)
- (Possible) Example of Scoring Approaches

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# Proposed Process: Key Elements

- Projects will be selected based on 6-7 investment categories
- Project selection for different investment categories will be conducted separately
  - Different scoring criteria; developed to identify the best projects that meet TPC's guidance related to that category
- TPC will establish funding targets for each investment category
- Selection process based on Statements of Project Interest
  - All Statements of Interest will be considered for each investment category
  - MPO will maintain open solicitation for Statements of Interest
- Selection process will be interactive with sponsors, with additional information requested as projects advance through each screening

# Proposed Process: Two Selection Cycles

- Initial Accelerated Selection Cycle
  - Approximately 24 month process
    - First new projects selected/programmed 6-8 months after start
  - Processes for Investment Categories start every 3 months
    - Selection processes will be staggered but concurrent (i.e., not sequential)
    - Multiple review and selection processes happening at the same time (3 max)
  - Scoring Criteria will be more qualitative (~70-30)

- Ongoing Regular Selection Cycle
  - 3-year process to go through all Investment Categories
    - All Investment Categories renewed every 3 years
  - Processes for Investment Categories start every 6 months
    - No more than 2 review and selection processes happening concurrently
  - Scoring Criteria may be more quantitative (~50-50)

# Investment Categories (Proposed)

| # | Category/Project Type | DRAFT Definition | Priority reference |
|---|---|---|---|
| 1 | Regional goods movement | All roadway projects that are located on highways classified as UCFC or RCFC or intermodal connectors or Projects proposed on roadways that provide connectivity to large warehouses, big box stores etc. Projects located on facilities with high truck volumes | P2 |
| 2 | Operational improvements & Congestion management | Non added capacity projects that reduce congestion and reduce travel delay (Including HOV expansions and BRT projects) | P3 |
| 3 | High growth area needs | Projects that promote coordinated planning in high growth areas and support continued economic development; development of facilities that will avoid future congestion | P4 |

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# Investment Categories (Proposed)

| # | Category/Project Type | DRAFT Definition | Priority reference |
|---|---|---|---|
| 4a | Active transportation | On and off-road Bicycle & Pedestrian projects that facilitate essential trip making including universal accessibility projects for transit | P6, P7 |
| 4b | Transit | All Transit projects (except HOV expansions and BRT) | P6, P7 |
| 5 | Resiliency** | Projects that provide flood mitigation or avoid frequent flooding and road closure because of flooding | G3** |
| 6 | Safety | Details TBD after Safety Task Force | P1, G1 |

** Referenced in goals section of the goals, investment priorities and policies approved by TPC.

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# **Investment Categories *Discussion***

- Are these the right categories?
- Do they implement the TPC Guidance?
- What's missing?