



Call for Projects Workshop II



TIP Subcommittee Workshop
March 17, 2022

Call for Projects workshop

- March 09, 2022 workshop was stopped at previous slide
- March 17, 2022 workshop will begin on the next slide

Meeting Agenda

- **Agenda**
 - New Approach
 - Process Overview
 - TPC Guidance Review
 - Workshop Planning Factors:
 - Safety
 - Resiliency
 - Congestion Management

- **Future Workshops**
 - Planning Factors (continued)
 - Benefit/Cost scoring methodology options
 - Sequencing (of Investment Categories)
 - Project development timeline
 - Readiness criteria (Phase 1)

Process Overview: Four Primary Objectives

- Identify and select projects for funding
- Implement TPC's Guidance
- Start fixing project slippage and avoid funding sweeps
- Start moving toward performance-based project selection

Process Overview: Tools

- Investment Categories
- Funding Targets
- Call for Projects Design
 - Application Requirements
 - “Sorting” Process and Criteria
 - Readiness Requirements
 - Timing/Sequence of Investment Categories
 - **Planning Factors**
 - **Quantitative versus Qualitative**
 - Relative weighting between planning factors
 - Weighting of planning factors between investment categories
 - Benefit Cost Analysis

Process Overview: Factors & Requirements

- **TPC Work Group Guidance**
 - Goals
 - Priorities
 - Policies
- **Federal Requirements**
 - Funding Eligibility
 - Planning Factors
 - Guidance and Emphasis Areas
- **State Requirements**

A New Approach

Planning Factors	Quantitative	Qualitative
Evacuation Routes		
Freight Network		
Avoid/Eliminate at-grade Railroad Crossings		
Planning Coordination		
Connectivity to Jobs		
Transportation Equity (EJ)		
Improvements to existing/addition of new technology		
Safety	X	X
Congestion Management	X	X
Resiliency	X	X
Environmental/Ecological		
Multimodal Accommodations/Improvements		
Pavement Condition		

Meeting Recap

- Recap

- ✓ Planning factors criteria (Continued)
 - Recap TPC workgroup guidance
 - Revised planning factors criteria
 - Qualitative & Quantitative
 - Benefit/Cost scoring summary (options presented in later slides)

Goals:

- G1: Align with Regional Transportation Plan goals
- G2: Align with Regional Transportation Plan public comments
- G3: Create a resilient transportation network
- G4: Increase the resources available to implement the Regional Transportation Plan with public and private funding partnerships

Priorities:

- P1: The reduction and elimination of severe injuries due to vehicle crashes
- P2: Improve safe and reliable goods movement within and through the region
- P3: Focusing on operational improvements and congestion management, including projects that address railroad/roadway safety and delays
- P4: Promote public/private, coordinated planning in high growth areas (areas with high population and/or commercial development growth) to reserve right of way and development of facilities that will avoid future congestion and support continued economic development

Priorities:

- P5: Recognize the benefit of regional, multijurisdictional projects to the larger transportation network
- P6: Improve access and affordable transportation choices to communities with high concentration of low income, disabled, elderly, or minority households
- P7: Develop a multi-modal transportation network

Policies:

- A1: Consider the larger, complete project
- A2: Enhance environmental benefits through the addition of alternative transportation modes
- A3: Highway-funded projects should facilitate essential trip making
- A4: Network access, connectivity, and continuity
- A5: Non-federal sources for aesthetic improvements above and beyond State levels

Policies:

- A6: Balance quantitative and qualitative benefits
- A7: Total project cost should be used in a Benefit/Cost analysis evaluation
- A8: Local community support
- A9: Consider projects that implement automated/connected vehicle technology and infrastructure
- A10: Advance projects that have demonstrated their project readiness when possible.

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
Safety	G1a, G3c, P1, P2, P2a, A1e, A1f,	Both	<ul style="list-style-type: none"> • Existing condition (4) <ul style="list-style-type: none"> o Current fatality and serious injury crash rates (4-quantitative) o Projects submitted in an investment category will be scored between 1-2 (low-high). Projects with fatality crash rate at or below regional average will score 1-point (low) projects with fatality crash rate above regional average will score 2-points. o Projects submitted in an investment category will be scored between 1-2 (low-high). Projects with serious injury crash rate at or below regional average will score 1-point (low) projects with serious injury crash rate above regional average will score 2-points • Proposed improvement (6) <ul style="list-style-type: none"> o Narrative explaining how proposed project reduces expected fatality and serious injuries (6-qualitative). o The narrative must mention specific safety improvements included in the project scope and crash reduction factors associated with the improvements

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