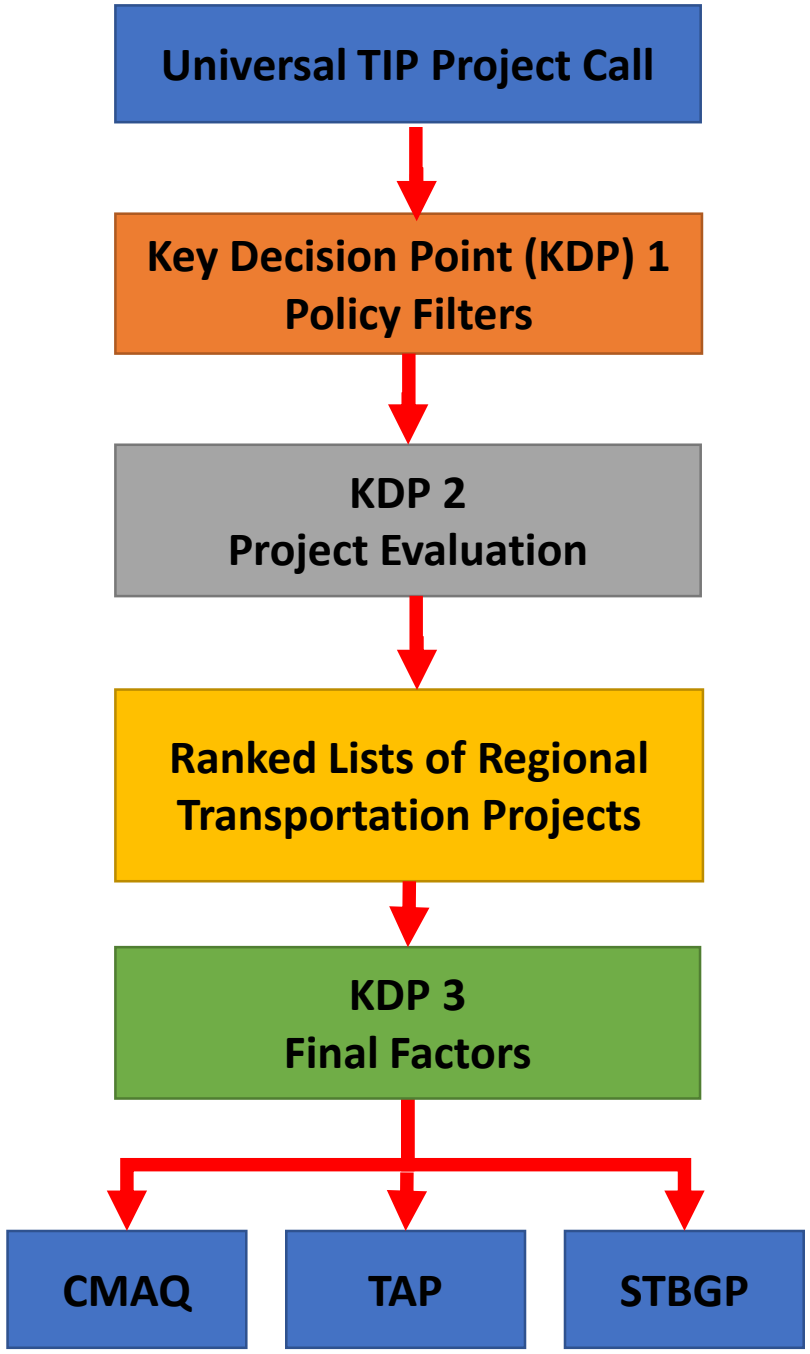
TIP Solicitation Debrief

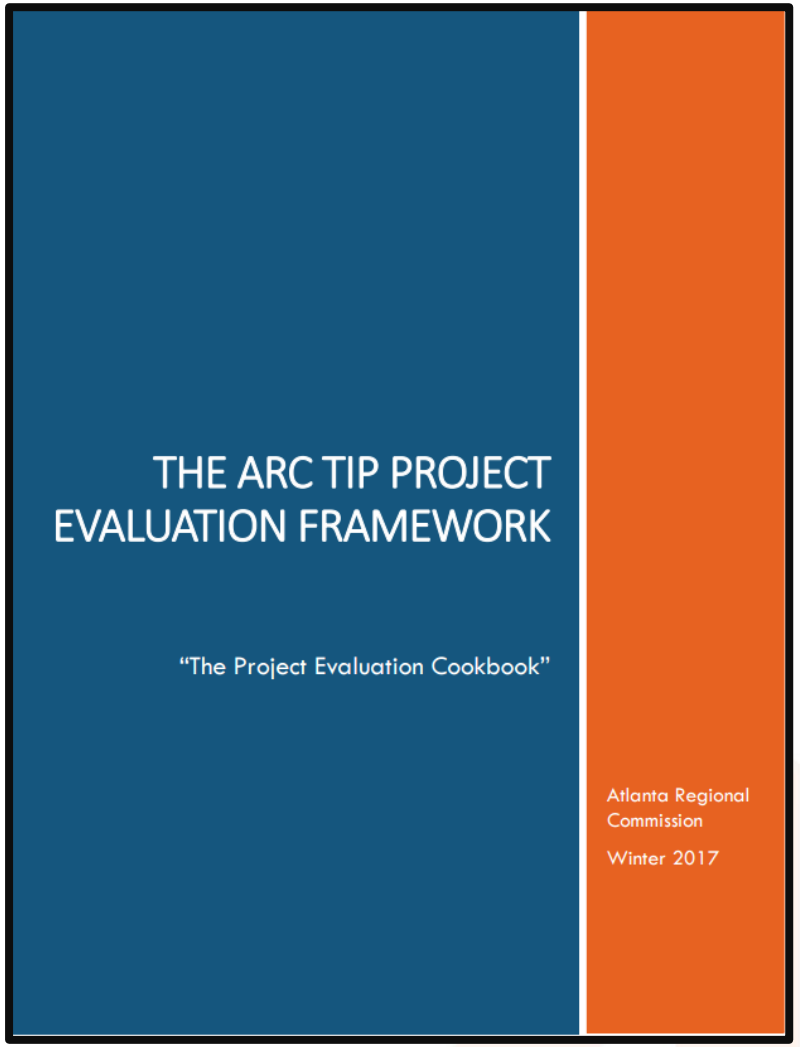
Transportation Coordinating Committee

May 18, 2018

Agenda

- Report on the Evaluation Process from the 2017 Project Solicitation
- Application Materials Review & Feedback
- Evaluation Process Review & Feedback
- Incorporate a resilience metric(s)

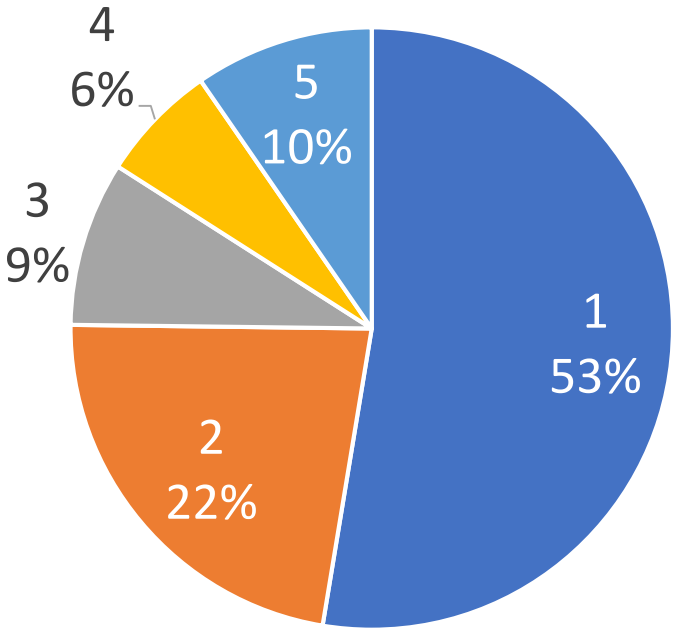




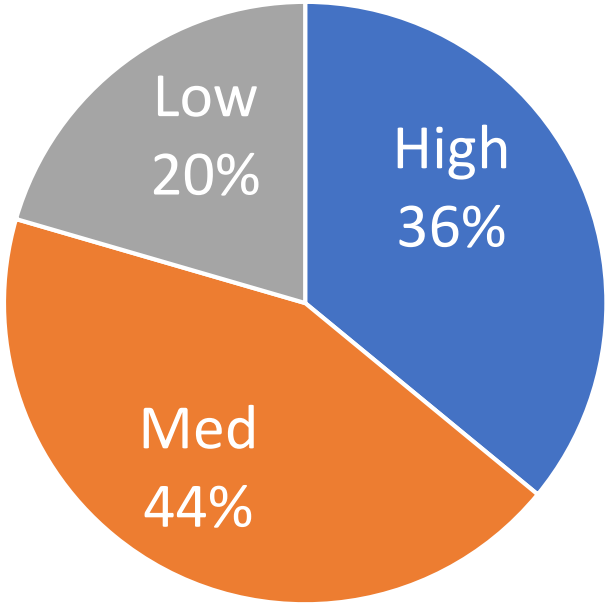
TIP Prioritization Task Force (2016)

Results from 2017 Solicitation

Funding by Local Priority



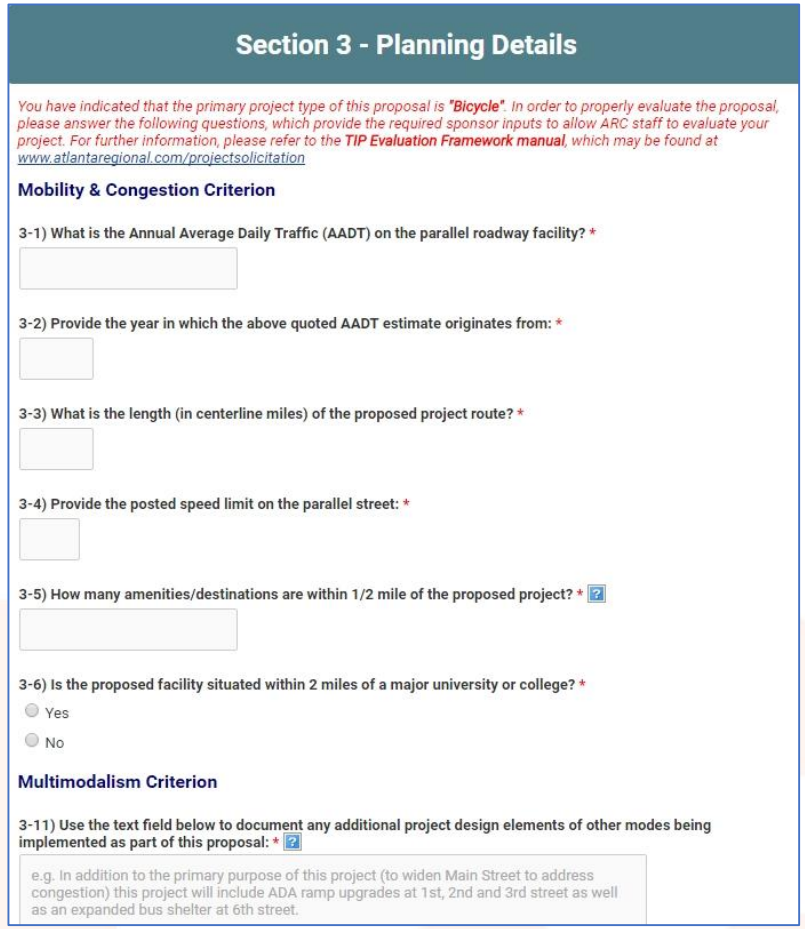
Funding by Performance



[Project Funding Recommendations – 2017 TIP Project Solicitation]

TIP Solicitation Application

- Application Component
  - Save and return capability
  - Increased standardization
  - Help/tooltip prompts
  - Accommodates uploads of supporting documentation



Section 3 - Planning Details

*You have indicated that the primary project type of this proposal is **"Bicycle"**. In order to properly evaluate the proposal, please answer the following questions, which provide the required sponsor inputs to allow ARC staff to evaluate your project. For further information, please refer to the **TIP Evaluation Framework manual**, which may be found at www.atlantaregional.com/projectsolicitation*

Mobility & Congestion Criterion

3-1) What is the Annual Average Daily Traffic (AADT) on the parallel roadway facility? *

3-2) Provide the year in which the above quoted AADT estimate originates from: *

3-3) What is the length (in centerline miles) of the proposed project route? *

3-4) Provide the posted speed limit on the parallel street: *

3-5) How many amenities/destinations are within 1/2 mile of the proposed project? *

3-6) Is the proposed facility situated within 2 miles of a major university or college? *

- Yes
- No

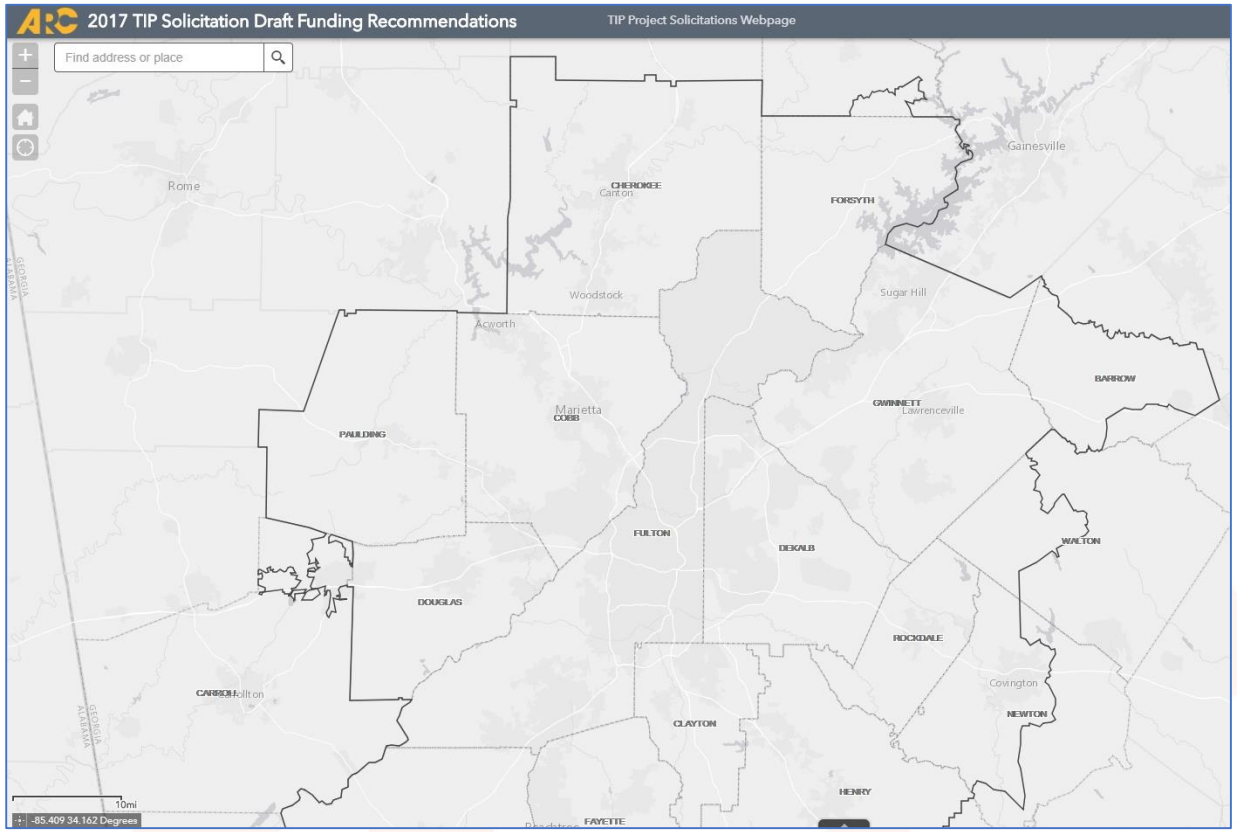
Multimodalism Criterion

3-11) Use the text field below to document any additional project design elements of other modes being implemented as part of this proposal: *

e.g. In addition to the primary purpose of this project (to widen Main Street to address congestion) this project will include ADA ramp upgrades at 1st, 2nd and 3rd street as well as an expanded bus shelter at 6th street.

TIP Solicitation Materials

- Mapping Component
  - Account required; synched to application credentials
  - Draw projects against a plain basemap
  - Submissions open for inspection by all account holders
  - Save and return capability



TIP Solicitation Materials

- Feedback Please!
  - Overall impression?
  - Suggestions for improvement?
  - Feel free to send suggestions to pbradshaw @ atlantaregional.org

Overall Solicitation Process Feedback

- What do you all think of the 2017 solicitation process overall?

- Do you feel projects were scored fairly and that ARC staff used those scores appropriately in decision-making?

General Proposed Changes

- Transportation projects need to be submitted unbundled – so they can be discreetly evaluated – or information for all roadway links or transit lines must be submitted along with the bundled application

- ARC is suggesting some changes to the TIP Project Evaluation Framework – covered in the following slides

KDP 1 - Policy Filters

Table O1 – KDP1 Policy Filters

	Policy Filter Language
General Filters	Project must originate from a locally adopted plan
	Sponsors must have Qualified Local Government (QLG) status current or pending
Roadway Capacity Filters	Project must be federal aid eligible
	Project must be located on a regional or national priority transportation network
	Project must include a complete streets component that is context sensitive to the existing community
	Rural projects should support economic competitiveness by improving multi-modal connectivity between regional centers
	Projects that are estimated to cost $20 million or more must demonstrate a firm financial package
Transit Capacity Filters	Project must demonstrate a firm financial package
	Project must connect to an existing public transit service or regional center

Table O2 – TIP Prioritization Task Force Project Type/Mode and Key Criteria

Atlanta Region's Plan Goals	Performance Criteria	Project Types								
		Bicycle	Pedestrian	Trail	Roadway Asset Management & Resiliency	Roadway Expansion	Roadway Transportation Systems Management & Operations	Transit Expansion	Transit Asset Management and System Upgrades	Misc. Emissions Related Projects
World Class Infrastructure	Mobility & Congestion	✓	✓	✓	✓	✓	✓	✓	✓	
	Reliability					✓	✓	✓		
	Network Connectivity	✓	✓	✓	✓	✓	✓	✓		
	Multimodalism	✓	✓	✓	✓	✓	✓	✓		
	Asset Management & Resiliency				✓				✓	
Healthy Livable Communities	Safety	✓	✓	✓	✓	✓	✓	✓	✓	
	Air Quality & Climate Change	✓	✓	✓		✓	✓	✓	✓[1]	✓
	Cultural & Environmental Resources	✓	✓	✓	✓	✓	✓	✓	✓	
	Social Equity	✓	✓	✓	✓	✓	✓	✓	✓	
	Land Use Compatibility	✓	✓	✓				✓		
Competitive Economy	Goods Movement				✓	✓	✓			
	Employment Accessibility	✓	✓	✓	✓	✓	✓	✓	✓	

KDP 2 - Project Evaluation

Bike/Ped/Trail Modes

- **General Changes**
  - Merge Bike & Ped into one category
  - Include “wide-walks” as part of new bike/ped category

- **Safety Measure**
  - Update safety countermeasures to emphasize crossings
  - Remove crash rates and replace with Bike/Ped Crash Risk

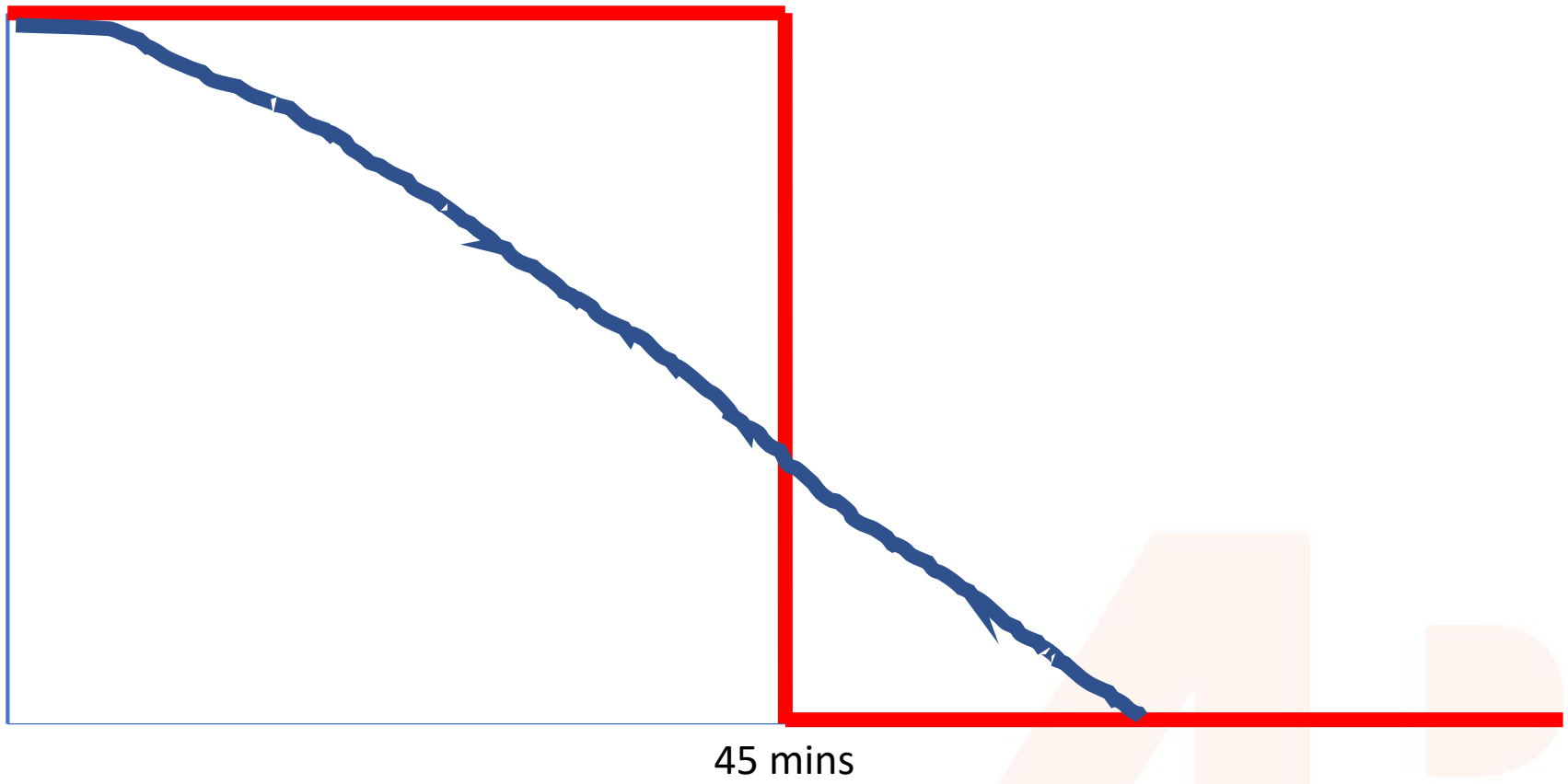
- **Network Connectivity Measure**
  - Tweak scores for “Network Connectivity to Other Facilities” metric
  - Instead of Yes/No → vary score by connection type with more points for a connection to regional trails

Road Expansion/Asset/TSM&O Modes

- **Safety Measure**
  - Extra emphasis on safety countermeasure focused on pedestrian crossings
  - Add Bike/Ped Crash Risk Measure as a consideration

- **Employment Accessibility Measure**
  - Existing Measure: Change in number of workers that can access regional employment centers within 45 minutes during peak periods
  - New Measure: VISUM methodology that looks at employment accessibility based on a travel time delay curve – no sharp 45 min cutoff

Sample Travel Time Worker Distribution Curve



Transit Expansion

- **Land Use Compatibility Measure**
  - Existing Measure: Average number of dwelling units/acre zoning provisions within ½ mile of transit stops
  - New Measure: Add a parallel measure based on existing residential densities, which are easier to determine. ARC will take the better score of the two.

- **Employment Accessibility Measure**
  - Existing Measure: Change in number of workers that can access regional employment centers within 45 minutes during peak periods
  - New Measure: VISUM methodology that looks at employment accessibility based on a travel time delay curve – no sharp 45 min cutoff

Transit Expansion

- **Social Equity Measure**
  - Existing Measure: Does the project serve an ETA community
  - New Measure: Jobs accessible in ETA communities based on VISUM travel function

- **Reliability Measure**
  - Existing Measure: No change to existing measures
  - Additional Measure: Add a measure to account for the implementation of technologies like transit signal priority, off-board payment, etc (to be determined)

Transit Asset Management

- **Asset Measure**
  - Existing Measures: Current age of asset, useful life-benchmark (for buses) and TERM scores (facilities)
  - New Proposed Measure for Buses:
    - How many years (or percent) past useful life benchmark (at year of application or release of funds)
    - Vehicle miles between mechanical road calls/failures
  - New Proposed Measure for Facilities:
    - TERM score

Incorporating Resilience

- All modes have a criterion for “asset management and resilience”
- ARC staff exploring new measures focused on system resilience through FHWA Resilience & Durability grant
- So far propose adding a measure to determine if the project is located on a critical and vulnerable facility
  - This information will be determined as part of the work associated with the grant

Weights

Criteria	Bike/Ped/Trail	Roadway Asset Management	Roadway Expansion & TSM&O	Transit Expansion	Transit Asset Management & System Upgrades[5]
Asset Management & Resiliency	-	14.9 %	-	-	24.4 % / 22.1 %
Mobility & Congestion	13.7 %	13.8 %	13.0 %	13.5 %	21.6 % / 19.6 %
Safety	14.5 %	14.4 %	13.4 %	8.5 %	13.6 % / 12.3 %
Network Connectivity	14.4 %	12.9 %	12.4 %	13.5 %	-
Reliability	-	-	12.1 %	12.0 %	-
Multimodalism	12.6 %	11.8 %	11.3 %	10.2 %	-
Employment Accessibility	10.4 %	10.2 %	10.3 %	11.6 %	18.6 % / 16.8 %
Land Use Compatibility	11.5 %	-	-	10.5 %	-
Social Equity	9.7 %	8.3 %	7.0 %	9.5 %	15.2 % / 13.8 %
Air Quality & Climate Change	6.3 %	-	7.3 %	6.5 %	0.0 % / 9.4 %
Goods Movement	-	8.1 %	7.8 %	-	-
Cultural & Environmental Sensitivity	6.8 %	5.5 %	5.3 %	4.1 %	6.6 % / 6.0 %

- Based off a survey of priorities ARC staff distributed to TCC and interest groups in 2016
- Missing Resiliency weights for several modes
- Prefer to hold off on changes until resiliency plan is complete in 2020?

Studies

- Separate application process that doesn't involve as much detail as project funding requests
- Scored based on a rubric similar to how we look at LCI funding
  - Study Need
  - Equity/ETA Area
  - Consistency with the Atlanta Region's Plan goals/objectives
  - Deliverability
- ARC staff is reviewing how other MPOs evaluate and will incorporate information into the application & KDP2 process

KDP 3 – Final Factors

- You can’t put a number on EVERYTHING
- Preserves local decision-making, in line with SHRP C02
- Another lens to account for geographic equity, social equity, jurisdictional preference

Questions?

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