

TIP Prioritization Methodology and Criteria Discussion

TCC
January 22, 2016

Procedural Overview

2015 Solicitation Recommendations Summary

- **Recommendations by TIP Status**

- 65 new TIP projects
- 32 existing TIP projects

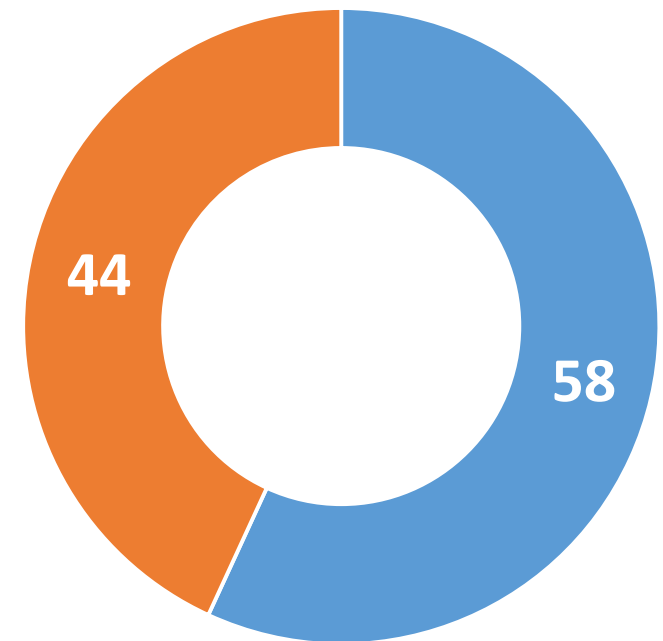
- **Programmed Project Phases**

- 66 PE and SCP phases
- 15 ROW phases
- 21 CST phases

- **Project Phases by Fiscal Year**

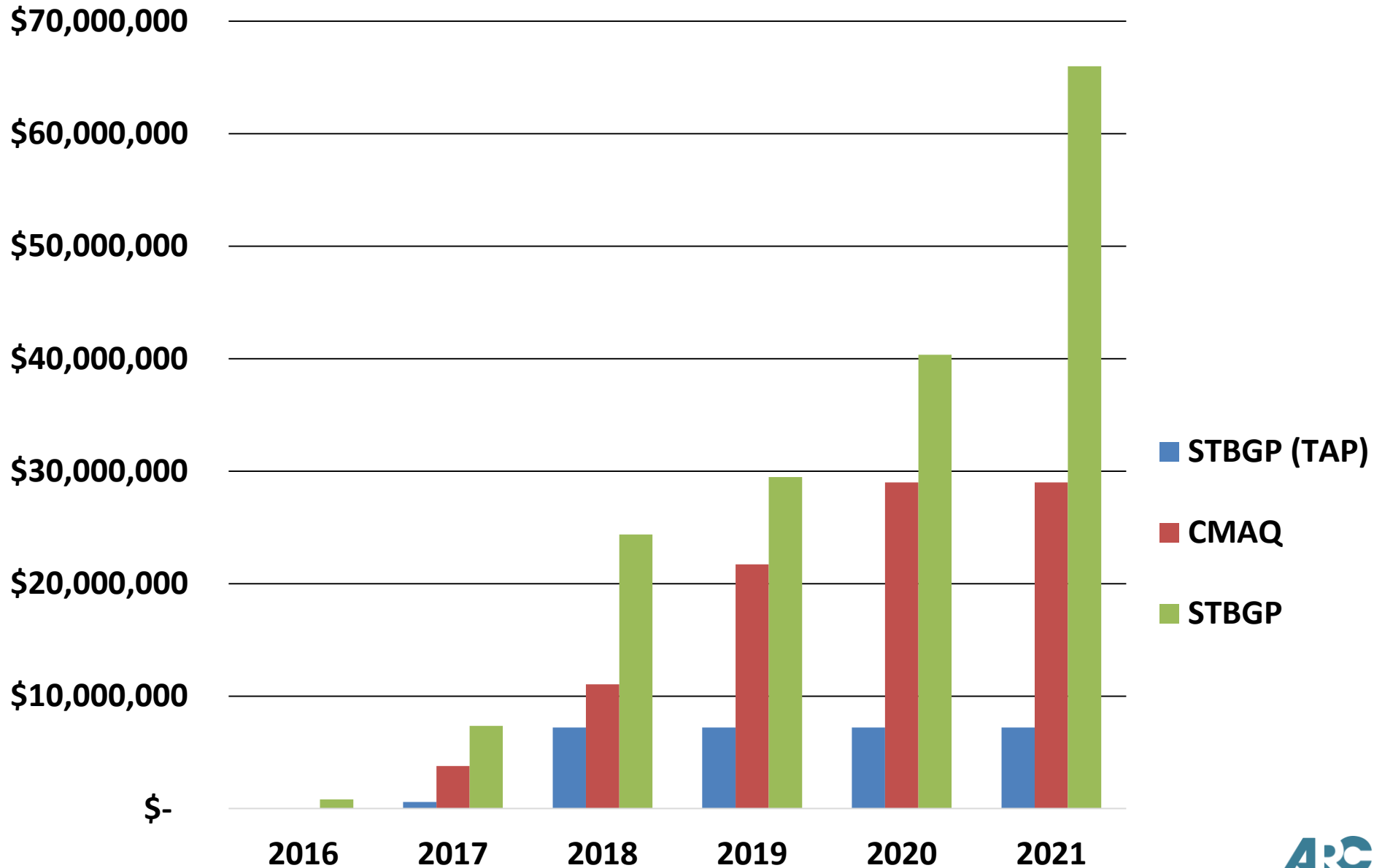
- 58 in FY 2016
- 44 in FY 2017

TIP Solicitation
Phases by Fiscal Year



■ FY 2016 ■ FY 2017

MPO Funding Balances (as of Dec. 2015)



Near-Term TIP Programming Milestones

2016

- New 2016-2021 TIP (Feb.)
- TIP Amendment #1 (Aug.)
- TIP Prioritization Criteria and Methodology Modifications
- TIP Blueprint Revisions

2017

- TIP Blueprint Revisions (cont'd)
- TIP Solicitation: STBG, TAP, and CMAQ for FYs 2018, 2019, and 2020

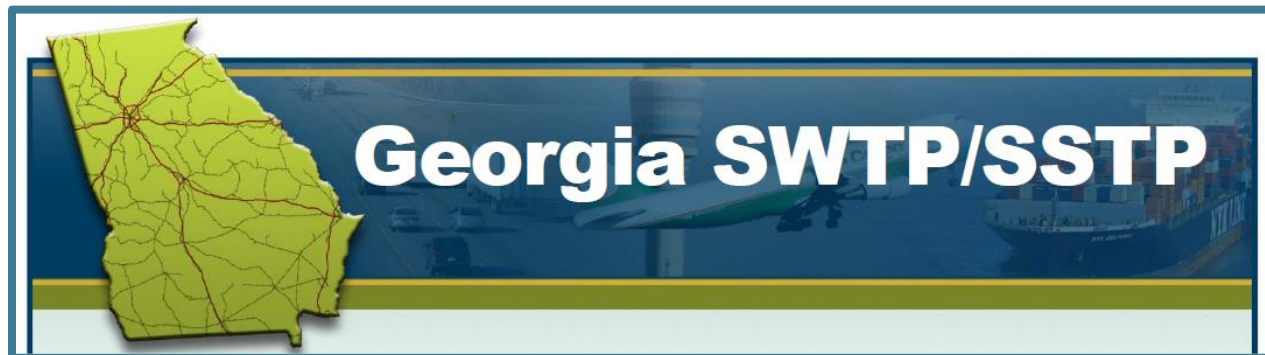
Charting the Course

What is the TIP Supposed to Implement?

THE ATLANTA REGION'S PLAN VISION



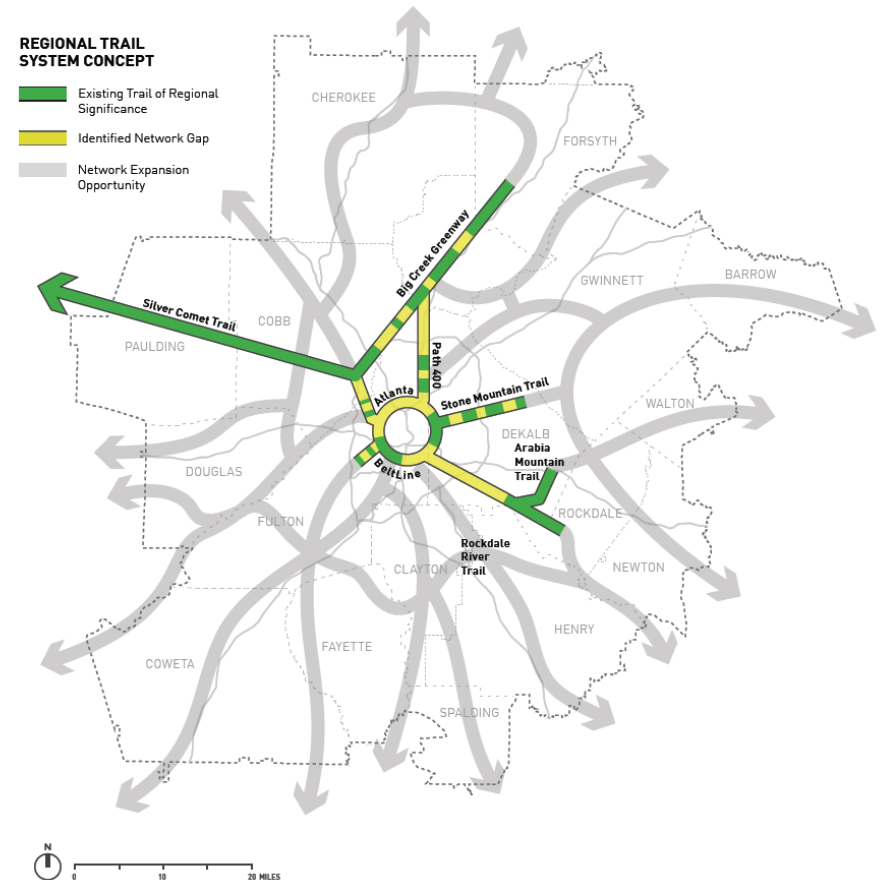
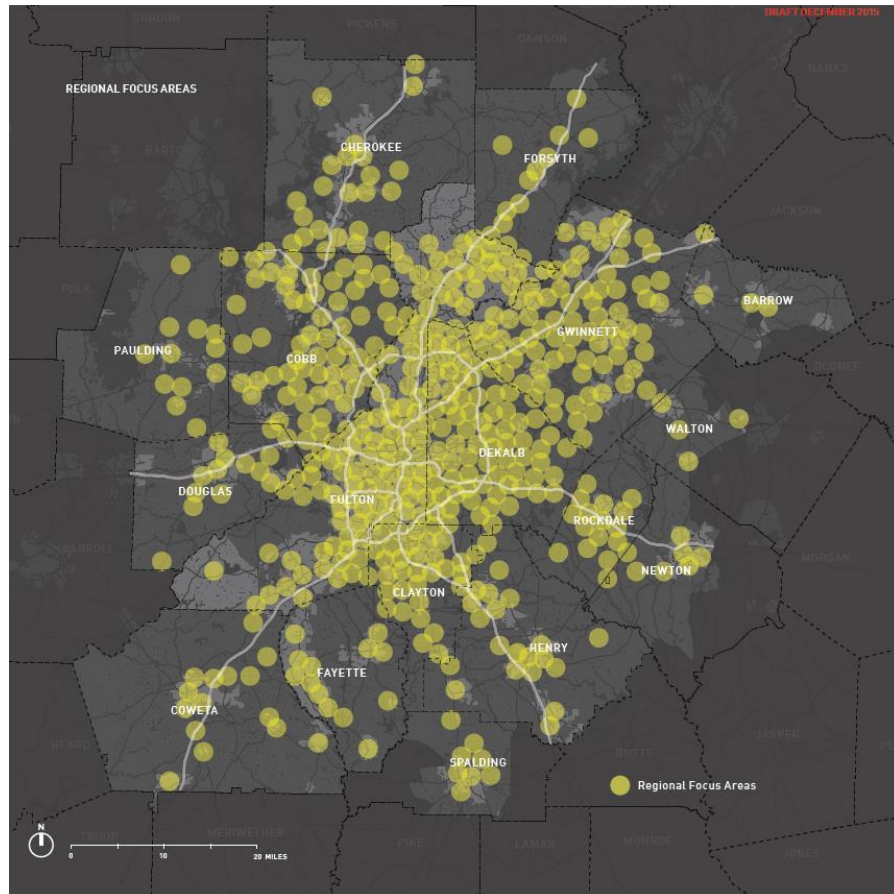
Atlanta is one of the world's most dynamic metropolitan areas, competing globally on the strength of our diverse population, robust economy, myriad cultural assets and attractive lifestyles. We will 'win the future' through intensive collaboration that honors and leverages the uniqueness of our communities.



What is the TIP Supposed to Implement?

Walk. Bike. *Thrive!*

A regional vision for a more walkable, bikeable, and livable metropolitan Atlanta.



What is the TIP Supposed to Implement?

Livable Centers Initiative Program (LCI)



Awards grants to local governments for plans and projects that aim to:

- Create compact, mixed-use, walkable, communities
- Reduce VMT & congestion
- Take advantage of transit and road network capacity & underutilized infrastructure

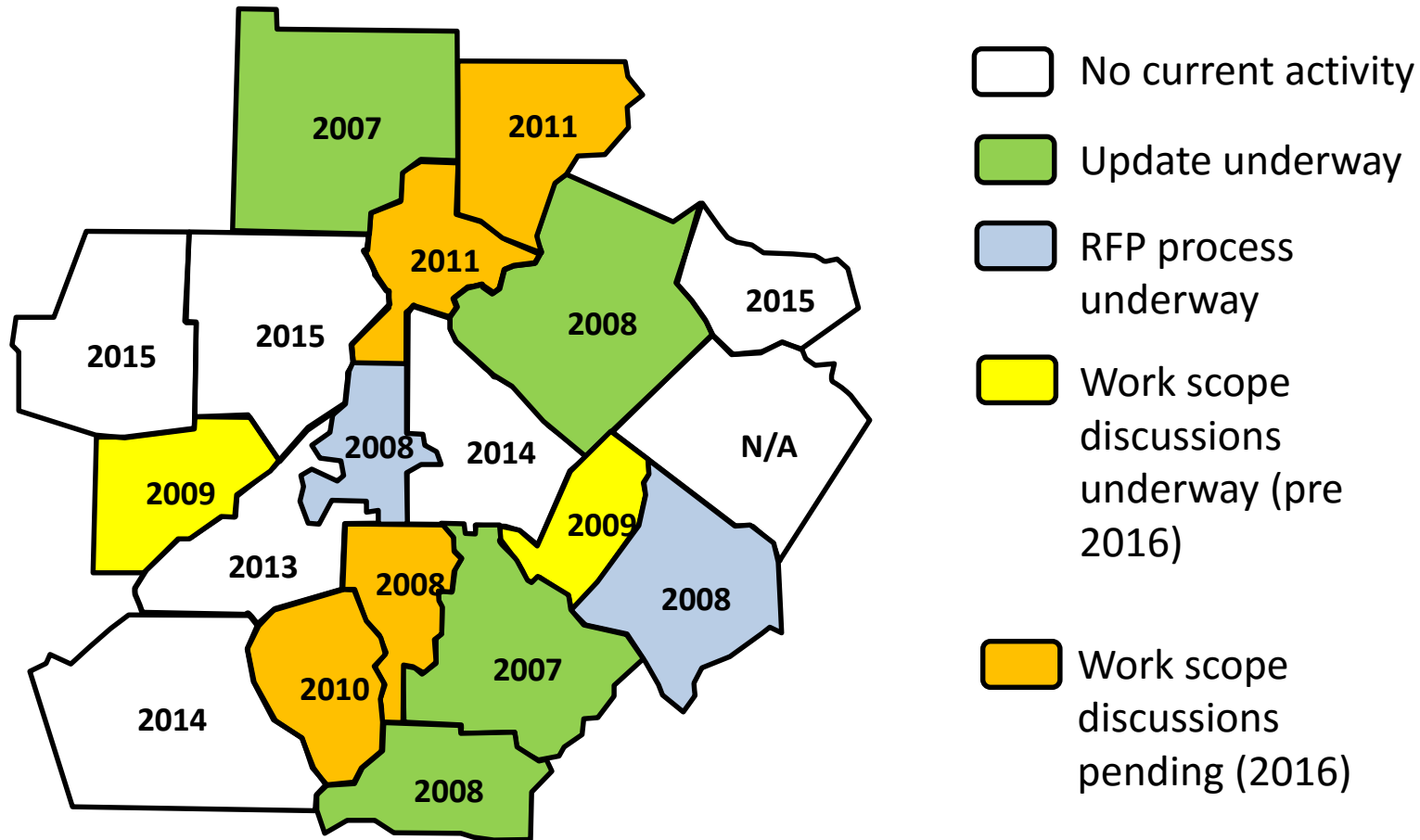


Since 1999, LCI has awarded:

- **\$12 Million to 117 LCI areas for studies**
- **\$172 Million for 105 LCI Transportation Projects in 63 LCI communities**

What is the TIP Supposed to Implement?

Comprehensive Transportation Plans (CTPs)



What is the TIP Supposed to Implement?

- Approximately 160 freight projects identified from existing plans on ASTRoMaP Network

Legend

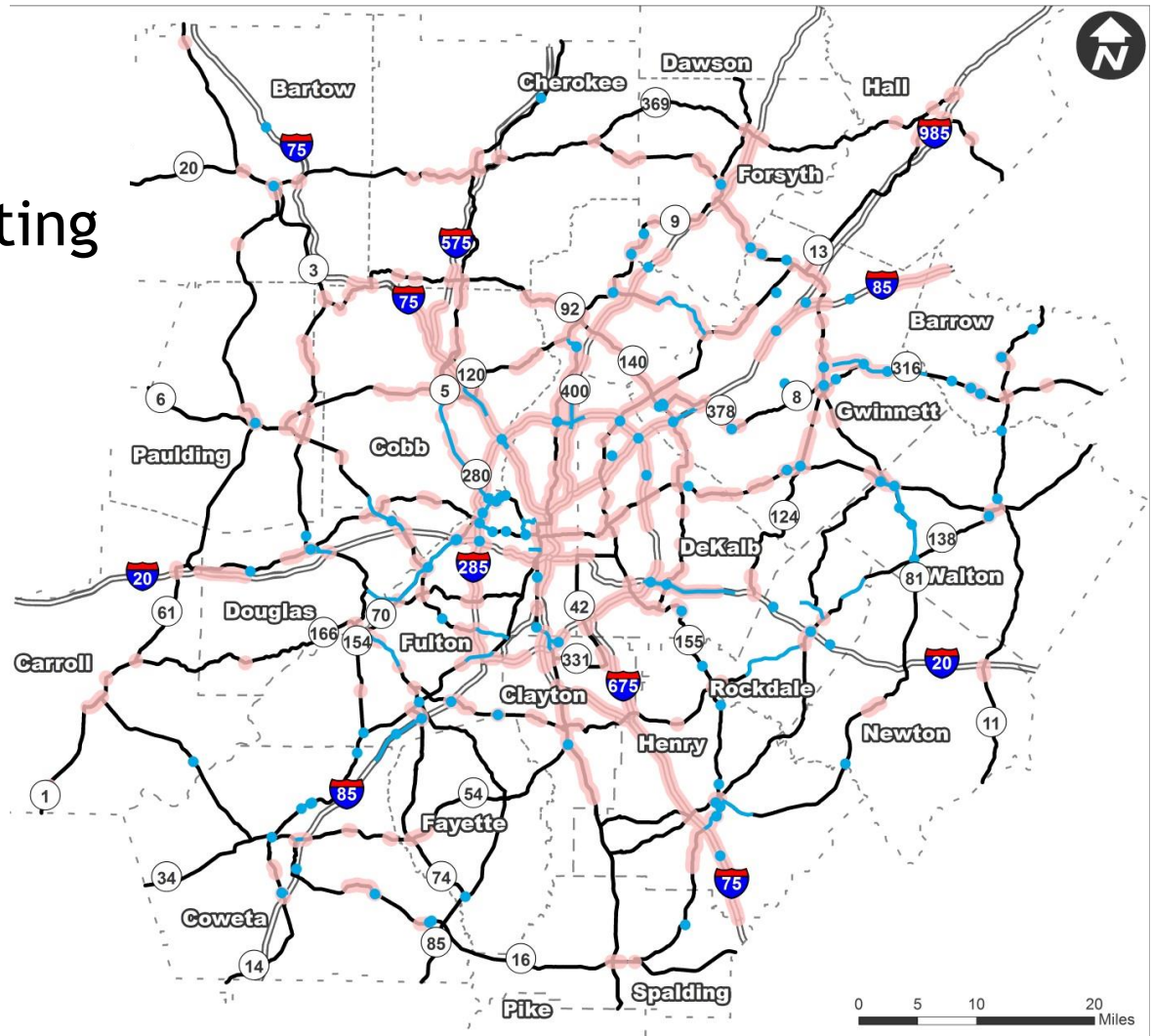
Identified Freight Projects or Projects on ASTRoMaP Network

Low Travel Time Reliability (Buffer time index > 0.6)

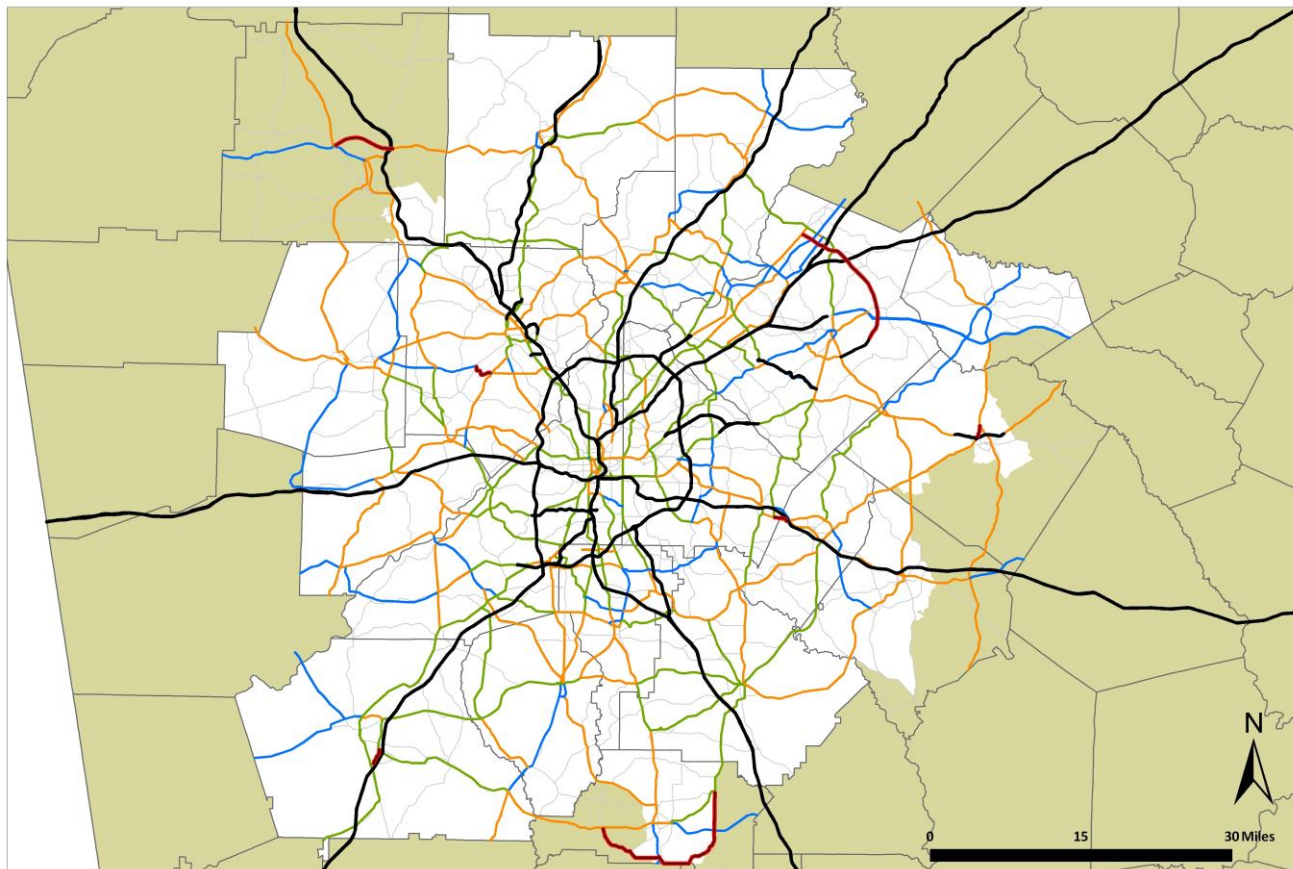
Regional Truck Routes

Expressways

Counties



What is the TIP Supposed to Implement?



LEGEND		18-COUNTY ATLANTA METROPOLITAN PLANNING AREA		REGIONAL THOROUGHFARE - LEVEL 1
		EXTERNAL COUNTIES		REGIONAL THOROUGHFARE - LEVEL 2
		FREEWAYS		REGIONAL THOROUGHFARE - LEVEL 3
		RSTS: NON-THOROUGHFARES		KEY FUTURE RSTS ALIGNMENTS

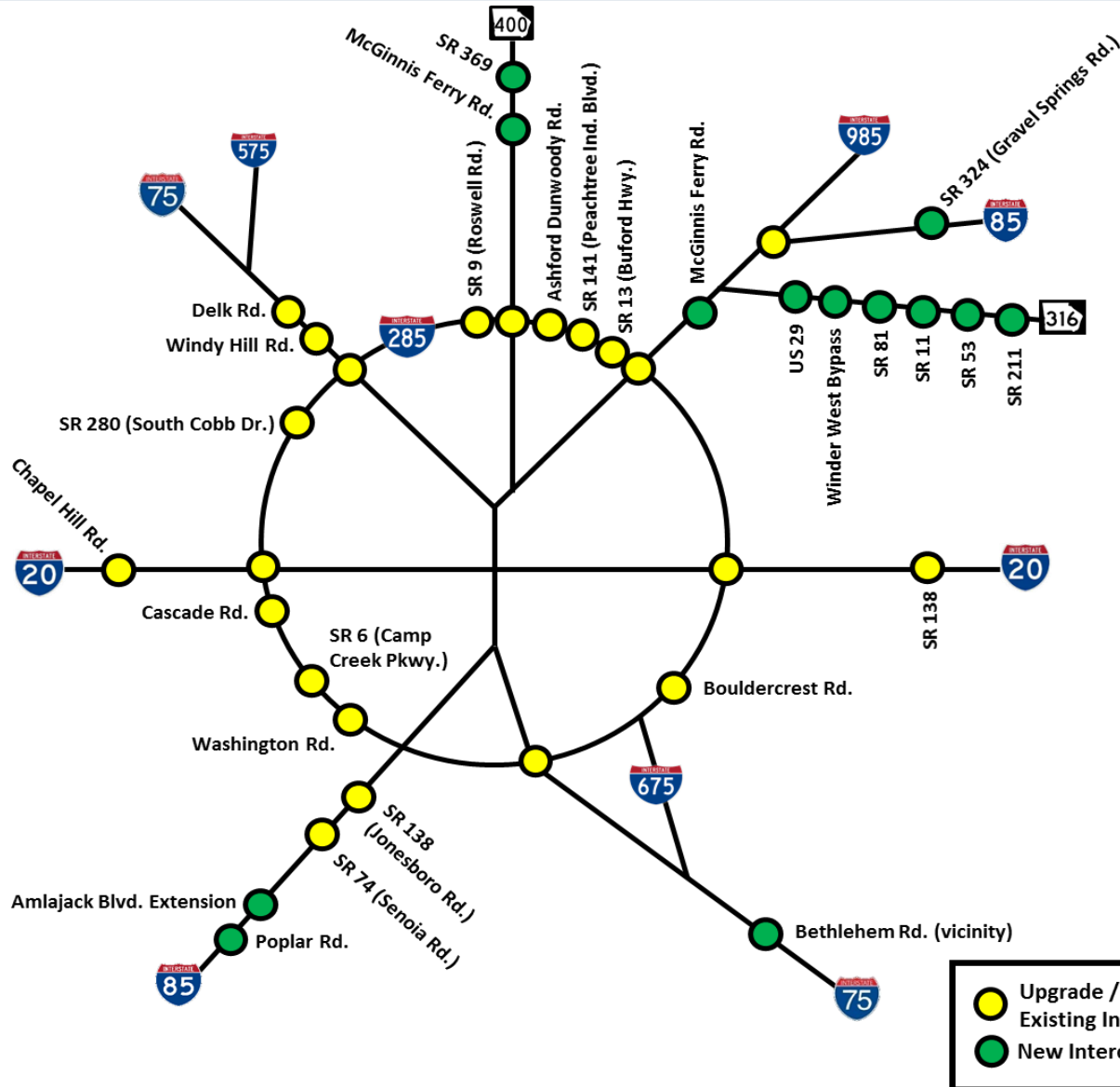
STRATEGIC REGIONAL THOROUGHFARE PLAN

REGIONAL THOROUGHFARE NETWORK (RTN)
AND
REGIONAL STRATEGIC TRANSPORTATION SYSTEM (RSTS)

DATE: JUNE 8, 2011



What is the TIP Supposed to Implement?



What is the TIP Supposed to Implement?



Walk! Bike! Thrive! Atlanta Region Bicycle and Pedestrian Plan (ARC - 2015)



Coordinated Human Services Transportation Plan (ARC - 2012)



Regional Transit Vision (TPB - 2012)



Direct Xpress Service Plan (GRTA - 2015)



Atlanta Regional Freight Mobility Plan (ARC - 2015)



Atlanta Strategic Truck Route Network (ARC - 2010)



Georgia Statewide Freight and Logistics Plan (GDOT - 2015)



Georgia State Rail Plan (GDOT - 2015)



Atlanta Aerotropolis Blueprint (ARC - 2015)



Hartsfield-Jackson Atlanta International Airport Master Plan (HJAIA - 2015)



Georgia State Aviation System Plan (GDOT - 2003)



Atlanta Regional Transportation Demand Management Plan (ARC - 2013)



Metro Atlanta Operational Planning Study (GDOT - 2015)



Managed Lanes Implementation Plan (GDOT - 2015)



Strategic Regional Thoroughfare Plan (ARC - 2012)

How does it get Implemented?

What are the best implementation strategies to carry out the transportation plan objectives?

- 1 Maintain and operate the existing transportation system to provide for reliable travel.
- 2 Improve transit and non-SOV options to boost economic competitiveness and reduce environmental impacts.
- 3 Strategically expand the transportation system while supporting local land use plans.
- 4 Provide for a safe and secure transportation system.
- 5 Promote an accessible and equitable transportation system.
- 6 Support the reliable movement of freight and goods.
- 7 Foster the application of advanced technologies to the transportation system.

Key Questions

Are we asking the right questions?



What is the universe of projects to be prioritized?



How do we make a regional impact, while preserving local relevance?



Should eligibility requirements be tighter?



Should we maintain the existing program area criteria?

Program	STP URBAN	CMAQ	TAP
Goals & Principles	<ul style="list-style-type: none"> - Improve and preserve the safety, quality, and movement along corridors classified above local collector^[1] - Expand transportation options for pedestrians, bicyclists, and transit riders 	<ul style="list-style-type: none"> - Invest in projects that provide significant reductions in emissions and congestion for the broadest area possible - Strategically implement projects with measurable emissions and/or congestion benefit immediately upon completion 	<ul style="list-style-type: none"> - Optimize and expand transportation options by investing in the safety, accessibility and mobility of bicyclists, pedestrians and transit riders^[1] - Focus on projects of regional significance^[1]
Emphasis Areas	<p>Last Mile Connectivity – Localized pedestrian and bicyclist safety, access and mobility with emphasis on correcting “hot spot” issues near transit & schools</p> <p>Roadway Safety^[1] – Address multimodal safety issues along key roadways, with emphasis on thoroughfares</p> <p>Freight Safety^[1] – Address multimodal safety issues along truck routes</p> <p>Livable Centers Initiative – Projects within designated LCI areas that are defined in LCI plan, linking transportation and land use to create sustainable, livable communities</p> <p>Transit Capital and Preventative Maintenance^[1] – Transit infrastructure projects to maintain state of good repair and/or improve overall patron experience</p>	<p>Travel Demand Management^[1] – Physical assets and services that provide real-time information network performance and support better decision-making for travelers</p> <p>Clean Vehicle & Technology Programs – Purchase alternative fuel vehicles or convert fleets to run on alternative fuels</p> <p>Transit Service Start-up Operation^[1] – Transit facilities, operation assistance (3 year max), or vehicles (bus, rail, or van) associated with new mass transit service that expands current system</p> <p>Roadway ITS/Ops/Incident Management^[1] – Signal synchronization, traffic management, and traveler information systems, with emphasis on thoroughfare and truck routes</p> <p>Managed Lanes^[1] – Tolling infrastructure such as transponders, roadway modifications to enable tolling, marketing, public outreach, and support services</p>	<p>Regional Trail Networks – Shared-use paths that enhance mobility & access in the region</p> <p>Safe Routes to Schools – Enhancing safe & convenient access to elementary and middle schools; can be projects that compliment education, outreach, and planning efforts to enhance safe access to schools</p> <p>Transit & Station Area Access^[1] – Increase the safe and convenient access to regional transit systems, including rail, bus (local or express), and the first-mile and last-mile connectivity to the regional transit network</p> <p>Comprehensive Activity Center Strategy^[1] – Substantial safety and accessibility improvements to a geographically-focused activity center or high-demand destination</p> <p>Other – Any other federally-eligible TA project types as defined by FHWA that significantly and comprehensively enhance safety, accessibility, and mobility for bicyclists, pedestrians, and transit riders</p>
Scale ^[2]	\$1,000,000 - \$5,000,000	\$1,000,000 - \$5,000,000	\$1,000,000 - \$15,000,000
Geography	Local Emphasis / Impact	Regional Emphasis / Impact	Regional Emphasis / Impact
Key Dates	(TBD)	LOI due 10/2013; Projects added to TIP 12/2013	LOI 6/2013; Projects added to TIP 9/2013

Should we set budgets/allocation targets for each program area?



Should match requirements change, based on program area?



Should overmatching be incentivized? How?



Should there be “calls,” or can we pluck ready projects from the shelf?



How do local governments prioritize in their CTPs?



Two Examples from the West

Denver Regional Council of Governments (2016-2021 TIP)

General Process

- Board-adopted eligibility criteria and prioritization ranking methodology
- Minimum request must be \$100,000-\$300,000 (no more than 10 awarded at a time)
- Two-Phase Selection Process (75% of available federal funding allocated to new projects)

Funding Targets for First Phase Selection by Project Type (75% of not-yet-programmed funding)	
Roadway Capacity	38%
Roadway Operational Improvements	22%
Roadway Reconstruction	15%
Transit Service	6%
Transit Passenger Facilities	3%
Bicycle/Pedestrian	16%
Total	100%

Project Type
Roadway Capacity Projects , which include: <ul style="list-style-type: none"> • Roadway widening • New road • New interchange • Interchange capacity • HOT/BRT/HOV
Roadway Operational Improvements Projects
Roadway Reconstruction Projects
Transit Passenger Facilities Projects
Transit Service Projects <ul style="list-style-type: none"> • New, Expanded, or Rapid Transit
Bicycle/Pedestrian Projects <ul style="list-style-type: none"> • New, Upgrade, or Reconstruction
Other Enhancement Projects
Studies (transportation-related)

Denver Regional Council of Governments (2016-2021 TIP)

General Process (cont'd)

- Applicants must select from the following prescribed project types:
 1. Roadway Capacity
 2. Roadway Operational Improvements
 3. Roadway Reconstruction
 4. Transit Passenger Facilities
 5. Transit Service
 6. Bicycle/Pedestrian Projects
 7. Other Enhancements
 8. Studies
- Each project type includes its own eligibility requirements and evaluation criteria (very, very detailed and prescriptive)
- No new roadway projects unless NEPA disclosure document is signed within previous five years
- New roadway capacity submittals can only be for the next meaningful phase, as defined by DRCOG and CDOT

Denver Regional Council of Governments (2016-2021 TIP)

Notable Eligibility Requirements

- **New Roadway Capacity Projects:**
 - Must be in the RTP
 - Must include a NEPA disclosure statement (funding for NEPA is considered a “study”)
 - Submittals can only be for the “next meaningful phase” - subsequent phases funded at DRCOG’s discretion as long NEPA document has been approved
- **Roadway Reconstruction Projects:**
 - Pavement Condition Index Score must be 40 or lower
 - Rehabilitation and resurfacing are ineligible (projects must replace sub-base, base, and surface material)
- **Transit Passenger Facilities** - Station, transfer facility, or park-n-ride lot must be identified in RTP
- **Bicycle/Pedestrian Projects:**
 - Multi-use facilities must be a minimum of 8’ for the entire length
 - Must score a minimum of 1 point in connectivity criterion

Denver Regional Council of Governments (2016-2021 TIP)

Notable Evaluation Criteria

- **Roadway Capacity Projects (10 different scoring criteria):**
 - Congestion score based on current conditions CMP score (new roads/interchanges depend on adjacent roadway congestion)
 - Funding effectiveness based on dollars per daily PMT (current):
 - 2040 RTP Score
 - Multimodal connectivity (physically-protected separated bike lanes; transit/HOV only lanes; queue jumpers; adding/expanding sidewalks; transit signal priority; etc...)
 - Environmental justice based on proximity to EJ community
- **Roadway Operations Projects (9 different scoring criteria):**
 - Delay reduction score based on estimated PHT reduced during AM and PM peak hours (provided by sponsor)
 - Funding effectiveness is based on dollars per PHT reduced during AM and PM peak hours (provided by sponsor)
 - Multimodal connectivity

Denver Regional Council of Governments (2016-2021 TIP)

Notable Evaluation Criteria (cont'd)

- **Transit Passenger Facilities (5 different scoring criteria):**
 - Use and benefits score based on “likelihood of ridership” indicator score within half-mile of proposed facility
 - Multimodal score based on cumulative number of transit modes and access-to-transit modes accommodated by the proposed facility
- **Roadway Operations Projects (9 different scoring criteria):**
 - Delay reduction score based on estimated PHT reduced during AM and PM peak hours (provided by sponsor)
 - Funding effectiveness is based on dollars per PHT reduced during AM and PM peak hours (provided by sponsor)
 - Multimodal connectivity
 - No crash reduction score (???)

Denver Regional Council of Governments (2016-2021 TIP)

Notable Evaluation Criteria (cont'd)

- **New Transit Service Projects (7 different scoring criteria):**
 - Use and benefits score based on “likelihood of ridership” indicator score within half-mile of proposed facility
 - Long term funding support beyond first 3 years
 - Connectivity score based on number of connections to existing or future routes and connections to rapid transit
 - Environmental justice score based on proximity to EJ areas
- **Bicycle/Pedestrian Projects (10 different scoring criteria):**
 - RTP priority corridors score based on:
 - Proximity to Regional or Community Bicycle Corridor
 - Proximity to major arterial or rapid transit
 - Safety score based on:
 - Number of injury and fatal crashes
 - Posted speed limit

General Process

- Each project competes within a modal category and evaluated against similar projects
- Sponsor may select more than one mode (for multi-modal projects), but must submit a separate application for each one
- Each modal category has specific scoring criteria with points assigned
- Evaluation criteria is reviewed with the TAC (Technical Advisory Committee) and Subcommittees
- Project/Modal categories:
 - Regional Surface Transportation Improvements
 - Goods Movement Improvements
 - Signal Synchronization & Bus Speed Improvements
 - Transportation Demand Management
 - Bicycle Improvements
 - Pedestrian Improvements
 - Transit Capital

Los Angeles County MTA TIP

EVALUATION CRITERIA WEIGHTS BY MODE

CRITERIA	RSTI	GMI	Signal Synch	TDM	BIKES	PEDS	Transit Capital
Regional Significance & Intermodal Integration	30	30	25	25	25	25	25
First/Last Mile Improvements	5	5	5	5	5	5	5
Project Need & Benefit to Transportation System	30	30	35	35	35	35	35
Local Match	5	5	5	5	5	5	5
Cost Effectiveness	10	10	10	10	10	10	10
Land Use & Sustainability Policies/Principles	20	20	20	20	20	20	20
Total	100	100	100	100	100	100	100

Los Angeles County MTA TIP

Notable Eligibility Requirements

- **Regional Surface Transportation & Goods Movement Improvements:**
 - *Should* be located on strategic arterial network
 - Projects solely intended for repair or maintenance are not eligible
 - Multimodal projects must have at least 60% of cost dedicated to RSTI component
 - Applications will only be considered if they include a construction element (approved 2 years old or newer Caltrans Project Study Report required)
 - Successful applicants must:
 - Collect before and after bike/ped. counts (if applicable)
 - Comply with CA Complete Streets Act
 - Incorporate sustainable design elements
- **Signal Synchronization:**
 - ITS projects must be consistent with 2010 ITS Policy
 - Not eligible for ROW or O&M funding
 - Must provide an O&M plan
 - Must submit a Project Study Report

Los Angeles County MTA TIP

Notable Eligibility Requirements (cont'd)

- **TDM Improvements:**
 - Must meet CMAQ requirements
 - Stand-alone marketing projects are ineligible
 - Must conduct performance measurement evaluation
- **Bicycle Improvements:**
 - Priority to bike-to-transit projects; Complete Bikeway Networks
 - Stand-alone plans and recreational facilities are ineligible
 - Must collect before and after counts
- **Pedestrian Improvements:**
 - Maximum funding award is \$3 million
 - Priority to access-to-transit; first/last mile between transit
 - Repair, replace, or remedy perceived public safety hazard projects are ineligible, *if resulted from lack of normal maintenance*
 - Must collect before and after counts

Notable Eligibility Requirements (cont'd)

- **Transit Capital Improvements:**

- Regionally significant transit centers/layover areas/p & r lots
- Regionally significant transit stops
- Commuter rail stations
- Facility improvements
- Bus acquisition (clean fuel only, overcrowding relief, and new services) - replaced vehicles must have reached useful life
- Environmental studies ineligible
- O&M ineligible
- ADA exclusive improvements ineligible
- Urban rail projects ineligible

Key Questions

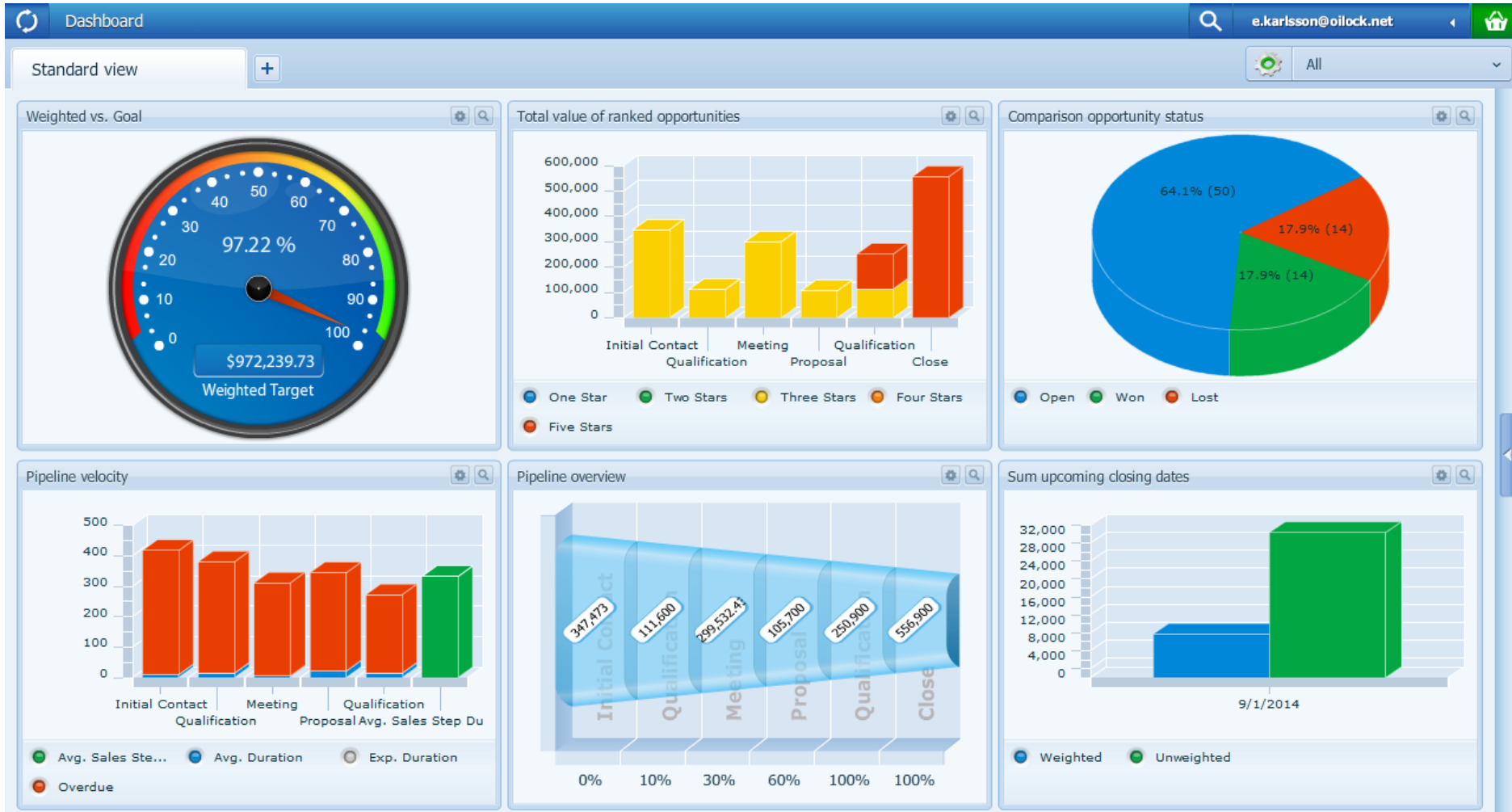
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How do local governments prioritize in their CTPs?



Marching Orders?

- Additional information/research?
- Task Force/Subcommittee (who, when, where)?
- Deadline?

ARC Contact Info

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 - Patrick Bradshaw, 404.463.3273, pbradshaw@atlantaregional.com