2018 TIP Development Process
TIP Handbook Updates

- October Meeting Summary
- Investment Strategy
- TIP Policies
- Project Prioritization

October Meeting Summary

- INDIVIDUAL PROJECT FUDNING - No project funding cap. Let project prioritization take care of the concern.
- COST INCREASES - Project will receive no more than 20% increase in funding. Based of original amount. Funding increase set aside.
- INITIAL COST ESTIMATES – Studies should be used to provide better estimates. Higher priority.

Investment Strategy

MPOs can influence how federal transportation funds are spent through earmarking a portion of these funds to support specific regional priorities

$5,830,804

Investment Strategy

Groups

Encourage the use of STP funds for smaller, quicker-implementation projects

- *project delivery*

Encourage investment in priority focus areas

- *safety, operations, bike/ped*

Control amount of funding in an area

- *preservation (bridges, overlay)*
- *congestion (capacity)*

Expedite project delivery and being more responsive to needs by not requiring a TIP amendment for each project

- *flex, emergency*

Investment Strategy

Groups

Safety

- $500,000 annual set-aside
- MPO staff identifies projects
- Staff works with FHWA to develop %100 federal funded projects

Bike/Ped/Transit

- $500,000 annual set-aside
- “Call for projects”. Competitive based on stand alone evaluation and selection process

Studies/Projects

- $400,000 annual set-aside
- Identified by LPAs or MPO staff
- Reactive funds

Investment Strategy

Area of focus

Nashville MPO

- Bicycling and walking (15%)
- Transit projects (10%)
- Intelligent transportation systems and operations projects (5%)
- Multimodal roadway safety and capacity projects (70%)

Jackson MPO

- Capacity deficiency
- Traffic operational improvements
- Pavement management
- Bridge repairs

Des Moines Area MPO

- Roadway category (60%)
- Bridge category (15%)
- System preservation & optimization category (10%)
- Transit category (10%)
- Flex category (5%)
- TAP (allocation)

Puget Sound Regional Council

- Bicycling and walking
- Projects supporting rural towns
- Preserving the existing system (bridge, highways)
- Studies

Investment Strategy

Potential Priority Focus Areas

Safety*

- Guardrails
- Signs /striping
- Rail crossings

Maintenance Preservation

- Overlay
- Reconstruction
- Bridges

Transit

- Transit stop
- Pull-outs

Bike/Ped*

- Independent
- Sidewalk
- Pathways
- Crosswalks

ITS

- Message boards

Expansion

- Capacity
- New roads

TDM

- HOV lane
- Park and ride lot
- Employer program

Operations

- Turn lanes
- Traffic calming
- Signals
- Roundabout

Economic Development

Performance Goals

Safety (fatalities, injuries, bike/pedestrian)

Infrastructure Condition (pavement and bridges)

Congestion Reduction (annual hours of excessive delay)

System Reliability (miles of reliable travel time conditions)

Freight Movement and Economic Vitality (miles of reliable travel time conditions for trucks)

Environmental Sustainability

Reduced Project Delivery Delays

Policies/Guidelines

Policies & Guidelines

Drainage
Limit the percentage of drainage in a project

Street Overlays
Only for improvements to safety for bikes, pedestrians or improved traffic channelization

Special Match Credit
PE
ROW

Complete Streets Policy
requires both new and reconstruction roadway projects utilizing FHWA federal transportation funds to include measures to accommodate bicycles, pedestrians.

Policies & Guidelines

Maximum Project Cost

- $3,000,00
- Large projects could be phased or have other funding sources identified (e.g. Popps Extension)

Project Cost Scale

- Less than $1,500,000 (Score: 5)
- $1,500,000 and $3,000,000? (Score 0)
- Greater than $3,000,00 (-10, -20, ?)

Cost Increases

- Max 20% of original amount

1. Is there a need to add groups to the STP process?
2. What about bridges and overlays?
3. Flex or reactive funding?
4. Additional funds in groups?

Project Prioritization

TIP Evaluation and Prioritization Process	Score
Economic Vitality Does this project generate new economic development and create new demand?	5
Safety and Security Above average crash rate	5
Mobility, Accessibility & Connectivity Service to a specific land use. Localized corridor (not on a mobility corridor). Mobility corridor.	0 – 3 – 5
Is this project located on an identified freight corridor?	5
Is this project on a roadway with fixed route transit service?	5
Quality of life This project reduces and/or slow traffic on roads with excessive average speeds.	5
System Management & Preservation Is this a traffic operations project? (Score 5)	5

TIP Evaluation and Prioritization Process	Score
Reliability Project addresses existing congestion identified in the CMP or the 2040 Metropolitan Transportation Plan?	5
Storm water This project mitigates reoccurring storm water impacts to a roadway	5
Project Readiness No right-of-way required.	5
Preliminary engineering completed.	5
Project is not considered a Categorical Exclusion (CE)	-5
Plan Consistency Is this project included in the current Metropolitan Transportation Plan?	5
Is this project included in a local, regional or state plan or study?	5

TIP Evaluation and Prioritization Process	Score
Traditionally Underserved Community Impacts Positive or negative impact	5 -5
Cost Sharing Would this project utilize MPO's STP funds of less than 80% of the overall project cost?	5
Public Concerns Significant negative comments about this project were received	-5
Federal Participation Cost	
Under $1,500,000?	5
$1,500,000 to $3,000,000?	0
Greater than $3,000,000?	-20
Pedestrian and Bike Mobility To what extent does this project utilize bicycle/pedestrian measures listed in the MPO projects toolbox?	5 to 10
Demand Management Is this a travel demand management project?	5
Essential Services Is this project within a ¼ mile of an essential service?	5

TIP Evaluation and Prioritization Process *(Bike/Ped Projects)*	Score
Regional Significance The project is intended to service a specific land use.	0
The project is on a localized corridor (not on a mobility corridor).	3
The project improves a mobility corridor.	5
Project Readiness No right-of-way required.	5
Preliminary engineering completed.	5
No utility relocation required.	5
Plan or Study Priority Is this project included in a local, regional or state plan or study?	5
Ability to Expand / Extend Adjacent Network Project connects to existing sidewalks, pathways, etc.	5
Transit Access Is this project on a roadway with fixed route transit service?	5
Environmental and Traditionally Underserved Community Impacts Project is located in or near a traditionally underserved communities. (Score:	5

TIP Evaluation and Prioritization Process *(Bike/Ped Projects)*	Score
Project Match Would this project utilize MPO's STP funds of less than 80% of the overall project cost?	5
Cost Per Mile Efficiency >10 % under baseline cost per mile	5
10 % under to 10% over baseline cost per mile	3
<10 % over baseline cost per mile	0
Proximity to Schools Is this an infrastructure project improving walking and biking within ¼ mile of a school?	5
Safety Areas that have experienced pedestrian or bicycle accidents. (Score: 5)	5
Projects that provide for safe crossings and refuge on wide roadways (Score: 5)	5

MPO Planning Factors

Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
Safety	Increase the safety of the transportation system for motorized and non-motorized users
Security	Increase the security of the transportation system for motorized and non-motorized users
Mobility & Accessibility	Increase the accessibility and mobility of people and for freight
Environment	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
Operations	Promote efficient system management and operation
Preservation	Emphasize the preservation of the existing transportation system
Resiliency	Improving transportation system resiliency and reliability
Storm water	Reducing (or mitigating) the stormwater impacts of surface transportation
Tourism	Enhancing travel and tourism