SFY 2016 - 2019
Transportation Improvement Program (TIP) Development

Transportation Subcommittee Meeting
March 20, 2015
Purpose

- Inform the Transportation Subcommittee regarding the Transportation Improvement Program (TIP) purpose and schedule

- Gain input to best prioritize potential TIP projects for NOACA controlled funds
Background

- The Transportation Improvement Program (TIP) is a listing of the projects to be funded using Federal Aid over the next four-year period
  - Implementation arm of the Connections+ 2035 long range transportation plan
  - Incorporated into the Statewide Transportation Improvement Program (STIP)
Background

The TIP is comprised of:

• Roadway & Transportation Alternatives Element
  • ODOT District, Major, & Local federal funding programs
  • Statewide Congestion Mitigation and Air Quality Program
  • NOACA controlled funding programs
    • Surface Transportation Program - $27.6 m
    • Transportation Alternatives Program - $2.76 m

• Transit Element
  • Each transit agency’s 4-year program
Background

• Potential projects identified through:
  • Connections+ 2035 long-range transportation plan
    • Sponsor applications
    • Minor Project Solicitation
  • Transportation Asset Management Planning (TAMP)
    • Regional Pavement Management System backlog scenarios
### Projects requesting STP Funds (by Primary Work Type)

<table>
<thead>
<tr>
<th>Primary Work Type</th>
<th>Total Cost</th>
<th>Requested STP funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Rehabilitation</td>
<td>$191.6M</td>
<td>$153.2M</td>
</tr>
<tr>
<td>Traffic Signal Upgrade</td>
<td>$2.7M</td>
<td>$2.2M</td>
</tr>
<tr>
<td>Major Widening</td>
<td>$5.5M</td>
<td>$4.4M</td>
</tr>
<tr>
<td>Minor Widening</td>
<td>$7.4M</td>
<td>$5.9M</td>
</tr>
<tr>
<td>Intersection Improvements</td>
<td>$8.4M</td>
<td>$6.8M</td>
</tr>
<tr>
<td>Bridge Rehabilitation/Replacement</td>
<td>$6.4M</td>
<td>$2.6M</td>
</tr>
<tr>
<td>Paratransit Operations</td>
<td>$12.5M</td>
<td>$10.0M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$234.5M</strong></td>
<td><strong>$185.1M</strong></td>
</tr>
</tbody>
</table>
Projects requesting STP Funds (by Primary Work Type)

- Road Rehabilitation: $10.3 (6%)
- Traffic Signal Upgrade: $6.8 (4%)
- Roadway Widening: $5.9 (3%)
- Intersection Improvements: $2.6 (1%)
- Bridge Rehabilitation: $2.2 (1%)
- Paratransit Operations: $10.3 (6%)

Total: $153.20 (85%)

- Maintain: $160.00 (88%)
- Enhance: $10.7 (6%)
- Expand: $10.3 (6%)

Total: $160.00
### Projects requesting TAP Funds (by Primary Work Type)

<table>
<thead>
<tr>
<th>Primary Work Type</th>
<th>Total Cost</th>
<th>Requested TAP funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streetscape/Pedestrian Improvements</td>
<td>$6.3M</td>
<td>$5.0M</td>
</tr>
<tr>
<td>Multi-use Trail</td>
<td>$3.7M</td>
<td>$3.0M</td>
</tr>
<tr>
<td>Trailhead</td>
<td>$0.5M</td>
<td>$0.4M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$10.5M</strong></td>
<td><strong>$8.4M</strong></td>
</tr>
</tbody>
</table>
### 2016-2019 STP & TAP Current Budget

#### STP Budget Summary

<table>
<thead>
<tr>
<th></th>
<th>TIP (2014 - 2017)</th>
<th>DRAFT TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
<td>2017</td>
</tr>
<tr>
<td>Previous SFY Carry Forward</td>
<td>$(14,920,430)</td>
<td>$2,334,049</td>
</tr>
<tr>
<td>Original Allocation</td>
<td>$27,575,220</td>
<td>$27,575,220</td>
</tr>
<tr>
<td>Total Available Budget</td>
<td>$12,654,790</td>
<td>$29,909,269</td>
</tr>
<tr>
<td>Existing Programmed Projects</td>
<td>$10,320,741</td>
<td>$22,894,671</td>
</tr>
<tr>
<td>Balance (C/F to Next SFY)</td>
<td>$2,334,049</td>
<td>$7,014,598</td>
</tr>
<tr>
<td><strong>Total Available:</strong></td>
<td><strong>$33,362,854</strong></td>
<td></td>
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</tbody>
</table>

#### TAP Budget Summary

<table>
<thead>
<tr>
<th></th>
<th>TIP (2014 - 2017)</th>
<th>DRAFT TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
<td>2017</td>
</tr>
<tr>
<td>Previous SFY Carry Forward</td>
<td>$(554,811)</td>
<td>$560,824</td>
</tr>
<tr>
<td>Original Allocation</td>
<td>$2,757,521</td>
<td>$2,757,521</td>
</tr>
<tr>
<td>Total Available Budget</td>
<td>$2,202,710</td>
<td>$3,318,345</td>
</tr>
<tr>
<td>Existing Programmed Projects</td>
<td>$1,641,886</td>
<td>$3,100,000</td>
</tr>
<tr>
<td>Balance (C/F to Next SFY)</td>
<td>$560,824</td>
<td>$218,345</td>
</tr>
<tr>
<td><strong>Total Available:</strong></td>
<td><strong>$4,773,387</strong></td>
<td></td>
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</tbody>
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Background

• Challenges:
  • Limited resources – Identified needs greater than NOACA-controlled funds available
    • $245 million in total needs identified through 2019
    • $33 million of NOACA funds available

• Opportunities:
  • NOACA Regional Strategic Plan to better direct resources
  • Innovative financing strategies to maximize NOACA funds
TIP Development Methodology

• Align the allocation of NOACA controlled funds with the Connections+ 2035 plan and NOACA Vision and Goals

• Establishes a process to determine project funding priorities
  1. Projects contained in the current 2014-2017 TIP planned for implementation in 2016 and 2017
  2. New projects
TIP Development Methodology

- New projects evaluation:
  1. Target Screening Criteria
  2. Regional Impact Assessment
  3. Project Readiness
1. Target Screening Criteria

- Roadway Element:
  - Bridge Replacement / Rehabilitation:
    - Structurally Deficient / Functionally Obsolete (Y)
    - General Appraisal (≤4)
    - Sufficiency Rating (Replacement: 0-50, Rehab 50-80)
  - Roadway Reconstruction / Rehabilitation:
    - RPMS Projected Pavement Condition Rating (0-65)
TIP Development Methodology

- Roadway Element Screening Criteria (cont.):
  - Congestion Reduction (Intersection Improvements, Signalization, Capacity, ITS etc.)
    - NOACA Congestion Management Process (Congested Corridor List)
  - Safety (Signing, Guardrail, Intersection Improvements, Signalization, etc.):
    - NOACA / ODOT Safety Priority Listings
    - Project enhances safety of all users – including but not limited to pedestrians, bicyclists, and transit
TIP Development Methodology

- Transit Element Screening Criteria:
  - Vehicle Purchases
    - Vehicles have realized useful life (FTA Guidance)
  - Operations
    - Improves frequency of service
    - Maintains or expands service for underserved transit dependent areas / populations
    - Reduces transit/specialized transportation cost
  - Facility Improvements (Station Upgrades, Roadway/Rail Infrastructure, etc.)
    - Facility does not function adequately to allow for safe and efficient access to service
TIP Development Methodology

- Transportation Alternatives Element Screening Criteria:
  - Bicycle / Pedestrian / Non-motorized (i.e. Amish Buggy) Facilities:
    - Project results in one or more of the following:
      - Completion of a link on local, regional or statewide facility
      - Provides new access to major destinations such as employment centers, schools, places of business, modal connector facilities
      - Provides safe accommodation on or adjacent to high risk corridors
      - Enhancement to existing facility (amenities, lighting, trailhead)
TIP Development Methodology

- Transportation Alternatives Element Screening Criteria (cont.):
  - Community Improvement Activities:
    - Preservation of Historic Transportation Facility (National Landmark, on/eligible for the National Register of Historic Places)
    - Provides access to view sheds of National, State or regional/local designation or significance
TIP Development Methodology

2. Regional Impact Assessment
   • All projects:

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>STRENGTHEN Regional Cohesion</strong></td>
<td></td>
</tr>
<tr>
<td>Planning</td>
<td>Recognized in Adopted Plan (default to Connections+ 2035 for 2016-2019); Other NOACA, Statewide, Regional and Local Plans</td>
</tr>
<tr>
<td>Collaboration</td>
<td>Degree of Funding or Partnership Agreements</td>
</tr>
<tr>
<td><strong>PRESERVATION of Existing Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>Asset Condition</td>
<td>Extent of deficiency based on projected asset conditions</td>
</tr>
<tr>
<td>Urban Reinvestment</td>
<td>NOACA Urban Core Communities, Urbanized Area</td>
</tr>
<tr>
<td><strong>BUILD a Sustainable Multimodal System</strong></td>
<td></td>
</tr>
<tr>
<td>System Use &amp; Accessibility</td>
<td>Roadway ADT, Transit ADR/Population Served; Bicycle/Pedestrian Demand Score; Inter-modal Connectivity and Access</td>
</tr>
<tr>
<td>Sustainable Transportation</td>
<td>Air Quality, Complete Streets, Modal Access and Enhancements</td>
</tr>
</tbody>
</table>
## 2. Regional Impact Assessment (continued)

- All projects:

### SUPPORT Economic Development

<table>
<thead>
<tr>
<th>Employment/Economic Opportunity</th>
<th>Existing/New Employment within ¼ mile Buffer, Transit TOD Friendly Design/Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Movement</td>
<td>Truck ADTT</td>
</tr>
</tbody>
</table>

### ENHANCE Quality of Life

<table>
<thead>
<tr>
<th>Safety</th>
<th>NOACA / ODOT Priority RSA/Crash Listings, Priority Bike Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>Livability</td>
<td>Linkages to TLCI/Local Livability Plans, NOACA EJ Area Impacts</td>
</tr>
</tbody>
</table>
3. Project Readiness
   • Sponsors have demonstrated that the proposed project has the ability to be implemented in the desired SFY
     • Meets NOACA Transportation Planning Requirements
TIP Development Schedule

- Drafts of the TIP are due to ODOT
  - February 23, 2015 for FHWA/FTA/ODOT review
    - Without identification of new NOACA funded projects
  - March 23, 2015 for public involvement
    - Without identification of new NOACA funded projects

- Draft TIP will have 45 day public involvement/review period beginning in March 2015

- Final Draft TIP is due to ODOT on April 27, 2015
Conclusion/Next Steps

- Staff will develop NOACA funding recommendations in accordance with the presented methodology and TS input

- Draft TIP, with funding recommendations, will be presented for review and approval to NOACA Committees and Board
  - Planning and Programming Committee – April 10, 2015
  - Executive Committee – May 8, 2015
  - Board of Directors – June 12, 2015