

Workshop: From the TIP List to the Bid List

The ins and outs of the
Transportation Improvement Program (TIP)

December 14, 2023
MassDOT District 5
1000 County Street, Taunton, MA



Agenda



Introductions/Opening Remarks



Understanding the TIP Process - Jackie Jones, SRPEDD



Public Engagement Requirements and Best Practices - Andrea Duarte, SRPEDD



Community Compliance Right of Way - Pamela Marquis, MassDOT



Short break - 10 minutes



Environmental Permitting



Transportation Planning: 3C's and State Transportation Improvement Program (STIP) Process - Derek Shooster, MassDOT



Understanding the Transportation Improvement Program Process

Jackie Jones, SRPEDD
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What is the TIP?

- **The TIP is a rolling, five-year capital investment plan**
 - It reflects the priorities of the region as identified through the Joint Transportation Planning Group (JTPG) and Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)
 - The JTPG acts as a public facing advisory body to the SMMPO
 - The SMMPO is federally required planning entity that engages local, regional, and state officials in a collaborative and transparent public process
 - Priorities are formalized in the Region's Long Range Transportation Planning document (RTP) endorsed by the SMMPO
 - Projects programmed in the TIP help the region (and state) meet federally required Performance Measures
 - The SMMPO is responsible for the Regional TIP, which is incorporated into the Statewide TIP (STIP).



What types of projects can the TIP fund?



Major Infrastructure

- Corridor Improvements
- Intersection Improvements
- Complete Streets
- Bicycle and Pedestrian
- Shared Use Paths
- Transit

Smaller Projects

- Bicycle and Pedestrian
- Complete Streets
- Systemic Improvements (curb ramps, crosswalks)
- Smaller connections/gaps for existing bicycle networks
- Wayfinding
- Bicycle racks
- Demonstration Projects (flex posts, paint)

Responsibility Roles

Community

- Design/Engineering
- Right of Way
- Permitting
- Community Engagement

MassDOT

- Works with the community and designer/engineer
- Design and Review Process
- Hosts Design Public Hearing
- Allocates Statewide Funding

SMMPO SRPEDD

- Works with communities to identify potential projects
- Evaluates Projects using TIP Criteria
- Allocates Regional Target Funding

A Community Champion for the project is highly recommended!

What should I consider for a TIP Project?

What problem or need are you trying to solve?

What are the impacts of the project?

Have you talked to the people affected by the project?

Are there equity considerations?

Will there likely be a need for right of way takings or easements?

Are all users considered?

Drainage/Stormwater impacts or needs?

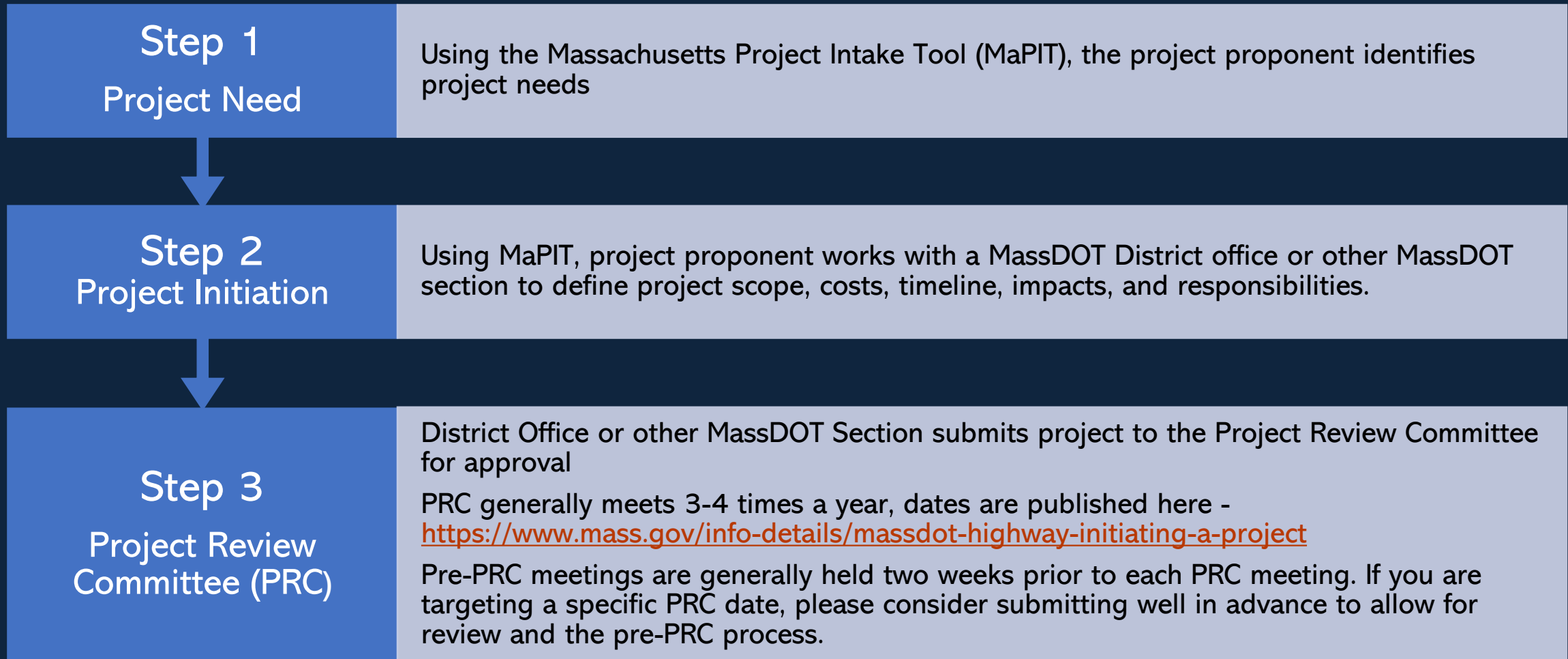
What are the current conditions?



How do I get my project on the TIP?



Initiating a Project – MaPIT & PRC



MassDOT Design Process



After PRC approval, MassDOT will send a detailed letter explaining next steps.



The community will need to select a designer/engineer for the project from an approved list



The designer/engineering firm will walk the community through the design process including the Right of Way and permitting processes

Major project milestones – 25% design, 75% design, 100% design and Plans, Specifications and Estimate (PS&E)



More information can be found here - MassDOT Project Development Tools - <https://www.mass.gov/lists/massdot-highway-project-development-tools>

Evaluation Criteria

- Transportation Improvement Program (TIP) Evaluation Criteria is used to review and rank projects based on regional priorities.
- Developed the process to comply with federal regulations and updated every few years to keep current with priorities and programming guidance.



Categories & Points

Category	Points
Community Impact & Support	14
Maintenance & Infrastructure	13
Safety & Security	25
Mobility & Congestion	20
Livability/ Sustainable Development Effects	14
Environmental & Resiliency	14

Community Impact and Support

Category Weight – 14 Points

Community Impact and Support	Scoring Breakdown	Point Range
<p>Has the project been identified as a need in the Regional Transportation Plan or is it part of a planning or engineering study?</p>	<p>+2 - Identified in RTP +2 - Identified in a Planning or Engineering Study (corridor study, safety study, technical memo, road safety audit) OR +4 - Identified in Both 0 - None</p>	<p>0 to 4</p>
<p>Has there been adequate public outreach performed?</p>	<p>+1 - Minimal Outreach (i.e. a public meeting in accordance with guidelines) +1 - Additional Outreach (i.e. reaching out to surrounding businesses) 0 - None</p>	<p>0 to 2</p>
<p>If the project falls within or near an Environmental Justice or Title VI area, has the proponent made adequate efforts to reach the affected populations?</p>	<p>+1 - Contacted or Spoken with Surrounding Abutters (with translations) +1 - Distributed (Translated) Notices about Project +1 - Hosted Neighborhood Informational Meetings (with translators) 0 - There are no EJ/Title VI areas within the project limits -1 - No Public Outreach attempted -3 - Significant Opposition</p>	<p>-3 to 3</p>
<p>Does the project negatively or positively affect an Environmental Justice or Title VI population?</p>	<p>Max of 5 points +2 - Improves Air Quality (Lessens traffic with bicycle / pedestrian facilities or better mitigates traffic) +1 - Adds traffic calming measures (bump-outs, narrowers lanes, speed hump, etc.) +1 - Adds Specific measures to address noise pollution +1 - Adds beautification / enhancement components (including traffic calming measures) 0 - There are no EJ/Title VI areas within the project limits -2 - Worsens air quality or increases traffic -1 - Does not address an identified air pollution problem -1 - Proposed measures increase ability to speed</p>	<p>-5 to 5</p>

Maintenance and Infrastructure

Category Weight – 13 Points

Maintenance & Infrastructure	Scoring Breakdown	Point Range
Does the project improve substandard pavement conditions?	Identified Repair Category: +4 - Reconstruction Required +3 - Rehabilitation Required +2 - Routine Maintenance Required +1 - Preventative Maintenance 0 - None	0 to 4
Does a Pavement Management Program identify this as a needed project?	+2 - Identified by SRPEDD, Consultant or Highway Department 0 - Has Not Been Identified or No Pavement Improvements proposed	0 to 2
Does the project improve traffic control devices?	+2 - Replaces and Improves Older Equipment & Operations (including Opti Com for emergency response) +1 - Replaces Older Equipment 0 - No Consideration is given to upgrading or replacing outdated equipment	0 to 2
Does the project address drainage/stormwater management issues?	+5 - Structures Identified by SRPEDD, MEPA, other documented study or identified during design +2 - Improvements to structures that maintain adequate drainage 0 - Does not improve structures that have been identified as a problem	0 to 5

Safety and Security

Category Weight – 25 Points

Safety & Security	Scoring Breakdown	Point Range
<p>Is the project identified on High Crash Listings from SRPEDD or MassDOT or does current crash numbers exceed regional crash thresholds?</p>	<p>Listed on SRPEDD's TOP 100: +6 - Top 1 through 16 +5 - Top 17 through 33 +4 - Top 34 through 50 +3 - Top 51 through 67 +2 - Top 68 through 84 +1 - Top 85 through 100 OR +3 Exceeds statewide average crash rates and is identified in the Regional Transportation Plan or a state level source</p>	<p>0 to 6</p>
<p>Does the design address the primary safety concerns identified through safety analysis?</p>	<p>+6 - Addresses concerns presented in a Safety Study or RSA completed by SRPEDD, MassDOT, or an engineering firm 0 - Project has no documented safety issues but claims to improve safety OR Project is not addressing safety concerns outlined in a study</p>	<p>0 to 6</p>
<p>Does the project negatively or positively affect bicycle and pedestrian safety?</p>	<p>+6 - Project includes new facilities or improvements to address identified pedestrian and/or bicycle safety issues (sidewalks, bike lanes, pavement markings, etc.) +3 - Project includes new or improved accommodations but there is no identified safety issues 0 - Not applicable -3 - Project does not address identified pedestrian and/or bicycle safety issues -6 - Project worsens pedestrian and/or bicycle safety</p>	<p>-6 to 6</p>
<p>Does the project improve an emergency evacuation route or access to emergency facilities?</p>	<p>+4 - Project limits fall within an identified community or regional evacuation route and improves identified safety issues 0 - The project falls within an identified community or regional evacuation route and does not address safety concerns</p>	<p>0 to 4</p>
<p>Is the project on an existing freight route AND does the project improve State or SMMPO documented freight related safety issues?</p>	<p>+3 - Does the project include enhancements that would improve documented safety issues related to the movement of freight (improvements to alignment and/or layout, greater clearance on bridges, greater turning radi at intersections, new traffic controls) 0 - The project does not address any documented safety issues related to the movement of freight</p>	<p>0 to 3</p>

Mobility and Congestion

Category Weight – 20 Points

Mobility & Congestion	Scoring Breakdown	Points Range
Does the project address an existing or projected congestion problem (Bottlenecks)?	Project improves delay per vehicle: +6 - 30 or more seconds +4 - 20-29 seconds +2 - 10-19 seconds 0 - no improvement or not applicable	0 to 6
Do the improvements to the location extend beyond the community and improve regional mobility, connectivity or access?	Improvements are being made at a location within close proximity to: +1 - highway interchange +1 - industrial park +1 - employment center +1 - commercial corridor 0 - Not in proximity or not applicable	0 to 4
Does the project improve mobility, connectivity or access for multi modes of travel?	+2 - Project improves access to park & ride lots, ferry parking, multi-modal hubs and/or transit connections +2 - Enables ridesharing or carpooling +2 - Enhances pedestrian & bicycle connections and facilities 0 - None or Not Applicable	0 to 4
Is the project on an existing freight route AND does it address issues identified by a State or SMMPO documented Freight Plans?	+3 - Does the project improve documented mobility issues along an existing freight route (i.e. improves turning radius) 0 - Project does not address documented mobility issues along an existing freight route or not applicable	0 to 3
Does the project improve reliability for Transit/Emergency Vehicles and/or includes pre-emptive technologies (ITS)?	Project includes ITS elements (max of +3): +1 - Pre-emption for Emergency Vehicles +1 - Pre-emption for Transit Vehicles +1 - Adaptive signal controls +1 - Variable message boards 0 - Project does not include ITS elements	0 to 3

Livability/Sustainable Development

Category Weight – 14 Points Total

Livability/Sustainable Development	Scoring Breakdown	Points Range
Does the project meet all of the Complete Streets criteria and reduce auto dependency?	+1 - Project includes accommodations for Pedestrians +1 - Project includes accommodations for Bicyclists +2 - Project includes accommodations for Transit / Transit Users 0 - Project does not include accommodations	0 to 4
Does the project improve residential effects or Quality of Life?	+1 - Improves access to residential areas +1 - Reduces traffic (discouraging cut-through traffic) +2 - Enhances modes of alternative transportation 0 - No improvements	0 to 4
Does the project provide or improve multimodal access to/from/within Economic Target Areas, Economic Opportunity Areas, Priority Development Areas, 43D sites, Transit Oriented Developments (TOD's) or Environmental Justice areas?	Improves access to-from-within one of the identified areas for: +1 - Pedestrians +1 - Bicycles +1 - Transit +1 - Motor Vehicle 0 - Project does not improve access to-from-within one of the identified areas or not applicable	0 to 4
Does the project have a negative or positive impact on access to Historical/Cultural Resources?	+2 - Positive impacts either directly or through mitigation to historical (bridges, buildings, neighborhoods), cultural (buildings, locations, structures), scenic (highways, rivers & ponds, trails, wildlife refuges), and recreational (beaches, parks, campgrounds) resources 0 - No Impacts or Not Applicable -2 - Negative impacts either directly or through mitigation to historical , cultural , scenic , and recreational resources	-2 to 2

Environment and Resiliency

Category Weight – 14 Points Total

Environment & Resiliency	Scoring Breakdown	Points Range
Does the project have a negative or positive impact on Air Quality?	Reduces Overall Air Pollutants by: +2 - 16% or greater +1 - 0-15% 0 - Not Applicable -2 Project does not Improve Air Quality	-2 to 2
Does the project have a negative or positive impact on Water Quality?	+5 - Improves Structures influencing Water Quality +2 - Replicates or Repairs Structures influencing Water Quality 0 - No known impacts -2 - No Improvements planned where there is a known issue	-5 to 5
Does the project have a negative or positive impact on Habitat/Wildlife?	+2 - Positively impacts Habitat or Wildlife 0 - No known impacts -2 - Negatively Impacts Habitat or Wildlife	-2 to 2
Does the project have a negative or positive impact on an identified flooding and/or sea level rise area?	+5 - Project addresses an identified flooding problem by either SRPEDD or MassDOT 0 - No flooding problem identified by either SRPEDD or MassDOT -5 - Project does not addresses an identified flooding problem by either SRPEDD or MassDOT	-5 to 5

Transportation Improvement Program Development Timeline



October-December

Collect information on approved projects from Communities, and MassDOT. Identify new projects and request project schedules.



December-February

Use SMMPO Evaluation Criteria to Evaluate Projects. Host presentations for new projects under consideration for funding. Discuss funding scenarios with the JTPG & SMMPO.



March

JTPG selects final project lists for programming and recommends to the SMMPO based on project readiness, cost estimates, evaluation results and other planning priorities and constraints.



April

TIP released for a public comment period. Incorporate public, municipal and state feedback.



May

TIP Endorsed by the SMMPO.

Resources

- SRPEDD/JTPG Funding Design Guide - <https://srpedd.s3.amazonaws.com/wp-content/uploads/2019/10/13215642/JTPG-Funding-Guide-110915.pdf>
- MassDOT Project Initiation - <https://www.mass.gov/info-details/massdot-highway-initiating-a-project>
- MassDOT Project Development and Design Guide - [MassDOT Project Development and Design Guide | Mass.gov](#)
- NACTO Design Guides - <https://nacto.org/>
- Massachusetts Municipal Resource Guide for Walkability - <https://www.mass.gov/doc/2019-municipal-resource-guide-for-walkability/download>
- Massachusetts Municipal Resource Guide for Bikeability - https://www.mass.gov/files/documents/2019/06/13/2019_Municipal_Resource_Guide_for_Bikeability.pdf



Thank you

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