

# New programmatic approach










2050 Plan + 2020-2024 Transportation Improvement Program  
investment approach



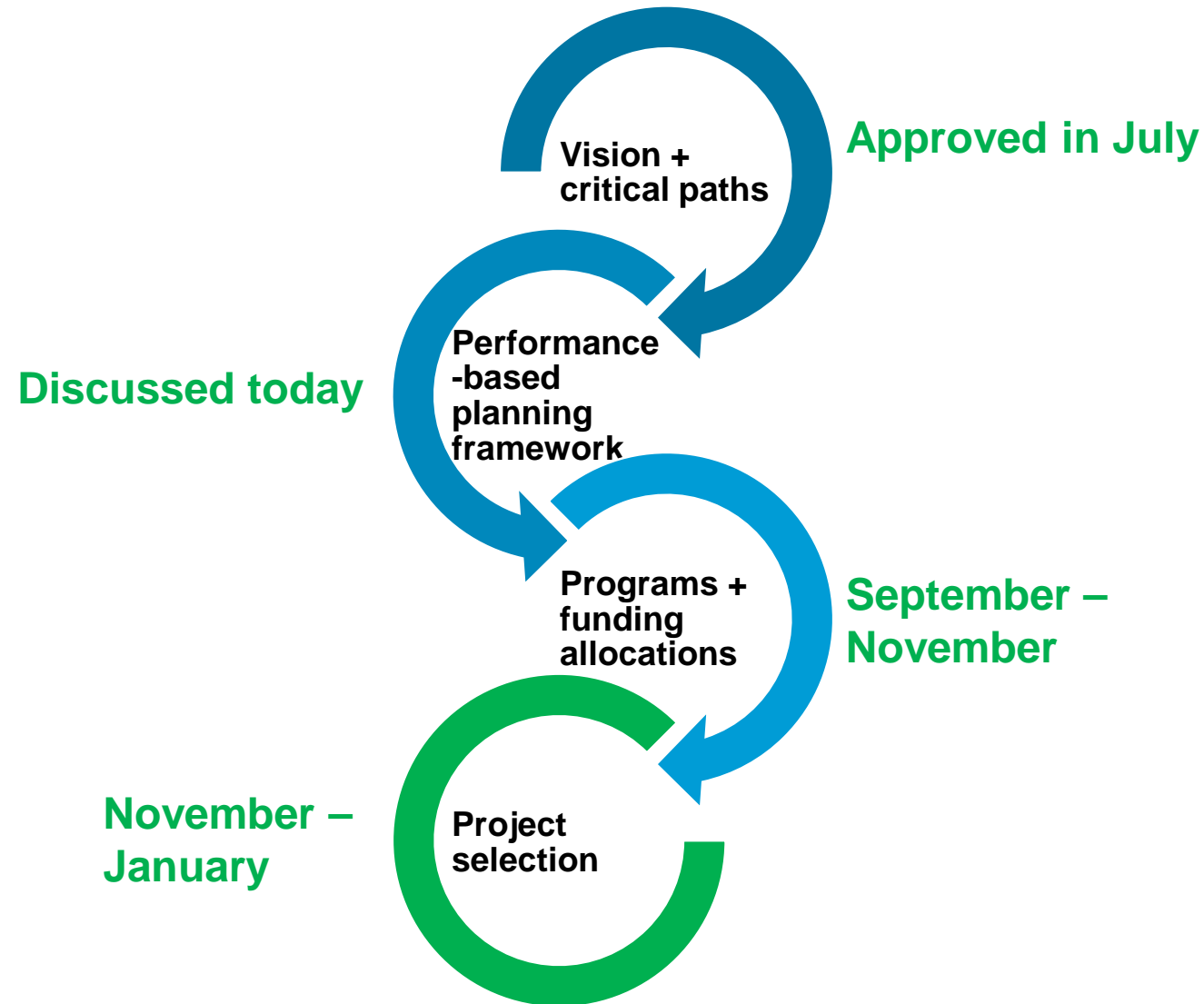
# Why a new approach?

# To connect impactful investments to the critical paths, and to the performance-based planning framework

NW 2050 plan focus areas

 <p><b>Critical paths to achieving NWI's 2050 vision</b></p>	 <p><b>Connected NWI /</b> <i>NWI's people have accessible, safe, and equal opportunities for working, playing, living and learning.</i></p>	 <p><b>Renewed NWI /</b> <i>NWI's urban and rural centers are places people want to come to and live in, and our environment is safe and healthy.</i></p>	 <p><b>United NWI /</b> <i>NWI's diversity is celebrated, and we work together as a community across racial, ethnic, political and cultural lines for the mutual benefit of the region.</i></p>	 <p><b>Vibrant NWI /</b> <i>NWI's economy is thriving, our people are well educated, growth is planned, and natural and agricultural areas are valued and protected.</i></p>
 <p><b>Economy + Place /</b> <i>Focusing on NWI's economy and quality of place</i></p>	<p>Update land development policies and strategies to emphasize accessibility between people and opportunities.</p>	<p>Maximize growth in existing centers to enhance civic and economic life and to protect natural areas and farmland.</p>	<p>Collaborate regionally to welcome a diversity of people and talent to achieve mixed and balanced growth.</p>	<p>Promote initiatives and policies to ensure healthy living, sustainability, quality of life, and prosperity.</p>
 <p><b>Environment /</b> <i>Focusing on NWI's environmental quality</i></p>	<p>Connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.</p>	<p>Clean and protect the air, land, water, and natural habitats to sustain and enhance the environment's safety and health for all.</p>	<p>Build region-wide coalitions to advance environmental sustainability for the benefit of future generations.</p>	<p>Endorse innovative energy and environmental strategies to achieve a balance that protects diverse and unique ecological treasures while fostering a sustainable economy.</p>
 <p><b>Mobility /</b> <i>Focusing on NWI's transportation choices</i></p>	<p>Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.</p>	<p>Improve roadway, bicycle, sidewalk, and transit networks to revitalize existing urban and rural centers and enhance equity.</p>	<p>Prioritize transformative investments to elevate the position of the region and to attract a diversity of residents and high-quality economic opportunities.</p>	<p>Adopt technological innovation that enhances the safe and fluid movement of people and goods to enable a flourishing economy.</p>
 <p><b>People + Leaders /</b> <i>Focusing on NWI's people and community leaders</i></p>	<p>Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.</p>	<p>Focus educational and workforce development initiatives on expanding skills that the modern economy requires.</p>	<p>Foster better communications, cooperation and coordination to bring people together across the lines that divide us.</p>	<p>Embrace a dynamic, diversified and sustainable economy that attracts and retains talent, enhances quality of life, and increases personal and household income.</p>

# Aligned programming framework



# Shifting the investment approach

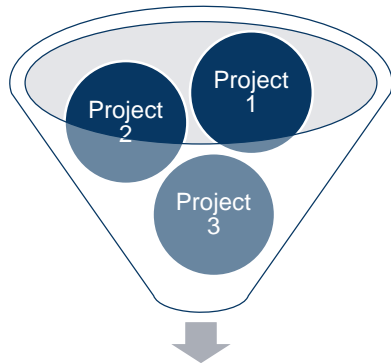
## Recent approach to identifying investments

*First, categorize projects by funding source*

*Second, evaluate, and*

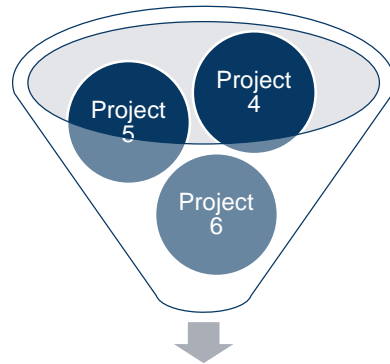
*Third, program highest scored projects for that funding source*

### CMAQ



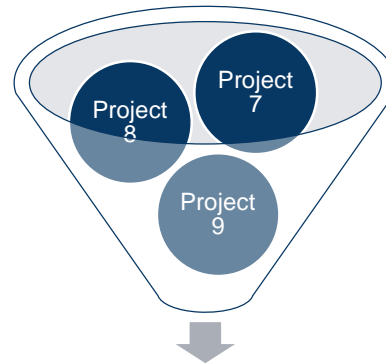
Best CMAQ projects

### HSIP



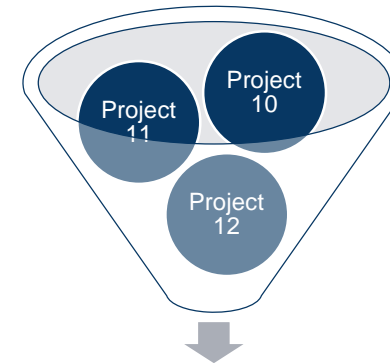
Best HSIP projects

### STBG



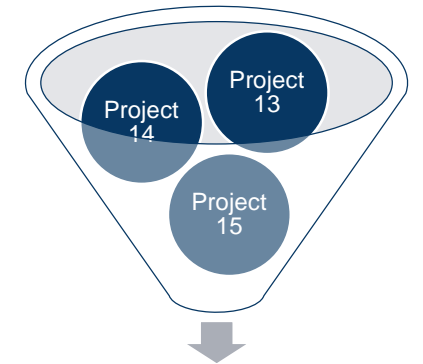
Best STBG projects

### TA



Best TA projects

### Transit



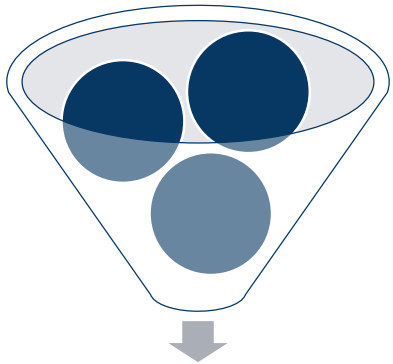
Best Transit projects

**Does the region get a portfolio of the best scoring projects however?**

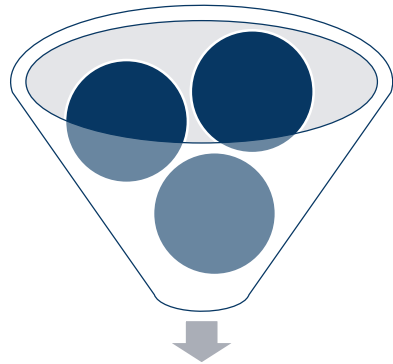
## Enhanced approach to identifying investments

*First, identify investment programs*

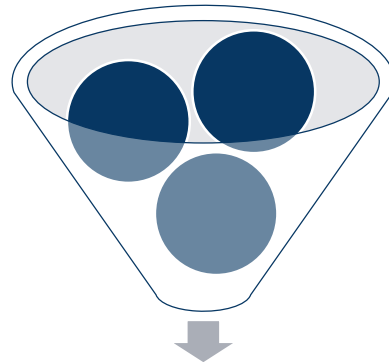
**Program 1**



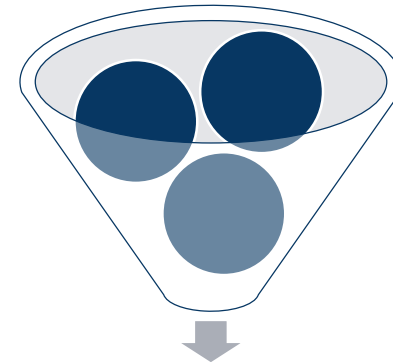
**Program 2**



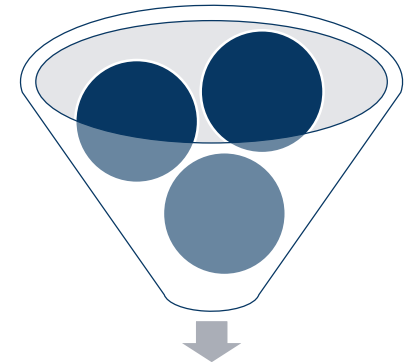
**Program 3**



**Program 4**



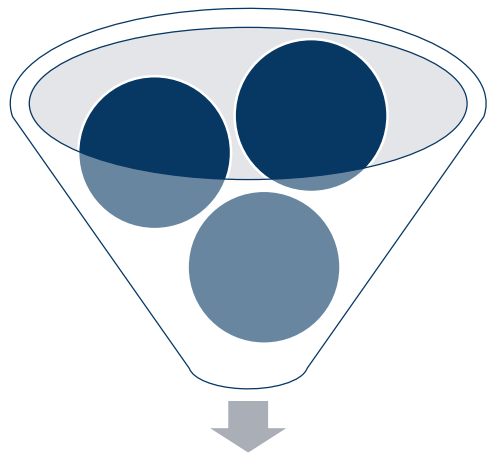
**Program 5**



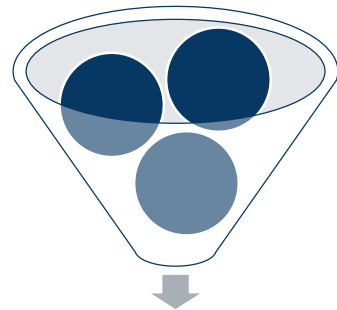
## Enhanced approach to identifying investments

*Second, evaluate the programs and size funding to each program based on regional priority (vision + critical paths)*

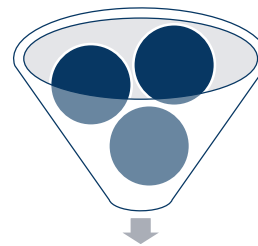
**Program 1**



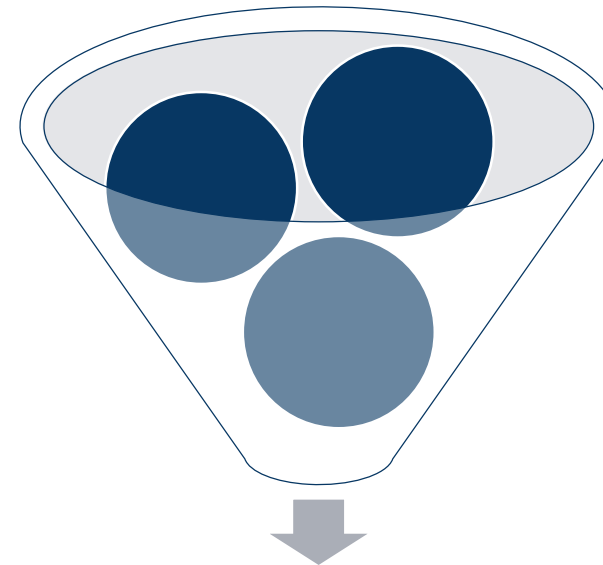
**Program 2**



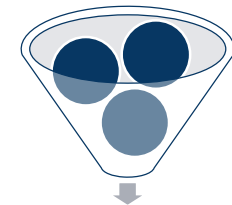
**Program 3**



**Program 4**



**Program 5**

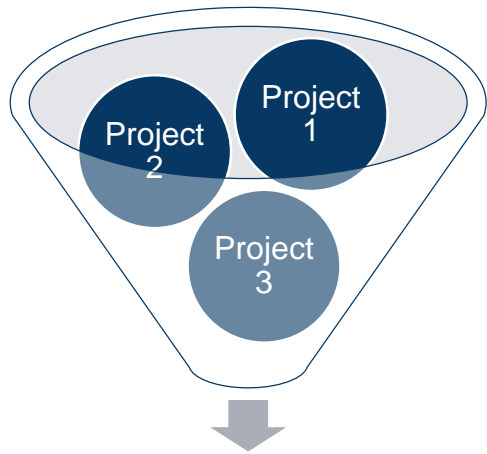




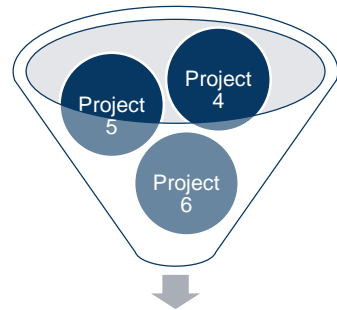
## Enhanced approach to identifying investments

*Third, evaluate projects within all programs*

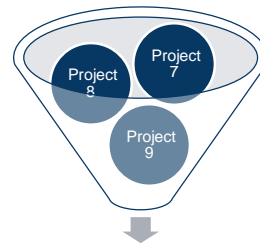
**Program 1**



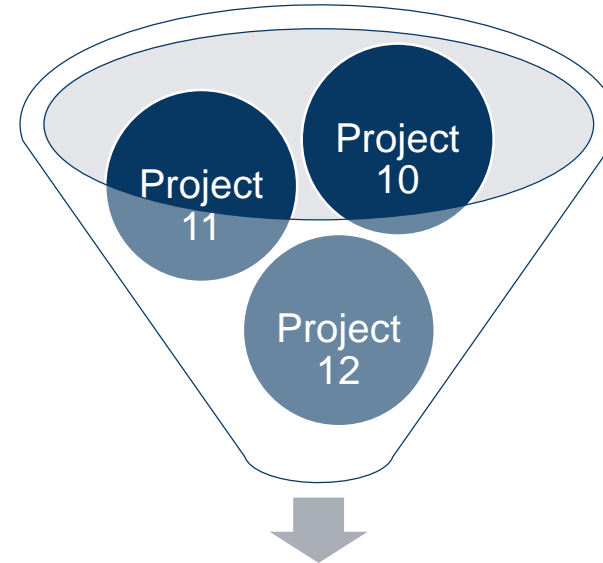
**Program 2**



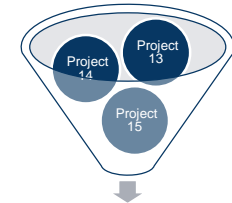
**Program 3**



**Program 4**



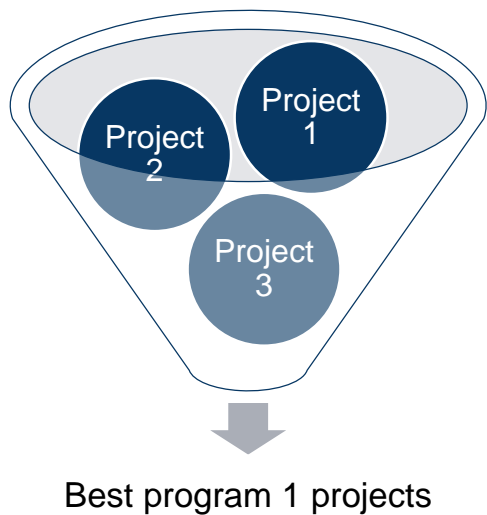
**Program 5**



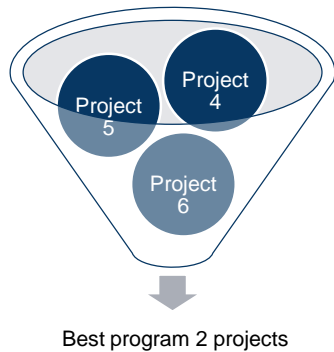
## Enhanced approach to identifying investments

*Fourth, program highest scored projects with available funding per program*

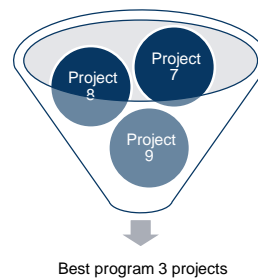
**Program 1**



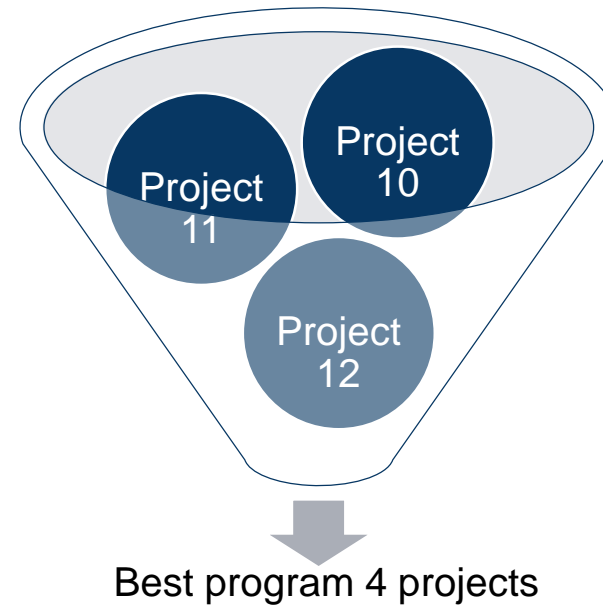
**Program 2**



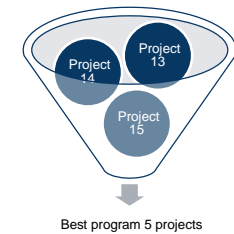
**Program 3**



**Program 4**



**Program 5**



# What is the difference?

# Usual vs. new approach

## Usual approach

**Con**

**Pro**

Does not strategically link funding programs for projects w/ multiple benefits

Funding programs do not equal regional priority

Best scored projects programmed may still not be the priority regionally

More straightforward



## Enhanced approach

**Con**

**Pro**

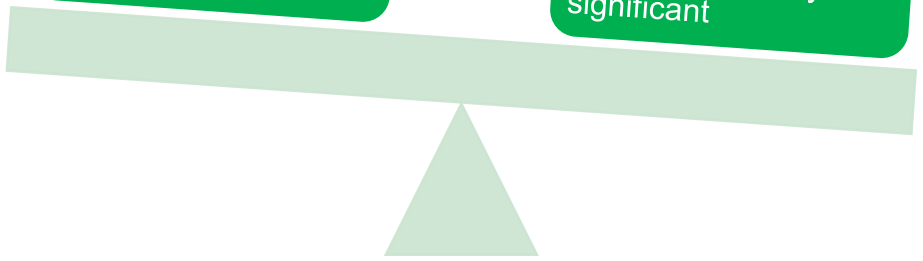
More complex

Additional staff support needed

Program benefits are easier to quantify and demonstrate performance

Better utilizes the flexibility provided by some funding sources

Best scored projects come from programs that are regionally significant



# What does this new approach look like in practice?

# Decision-making tool

## Step 1

Identify all eligible project types by FHWA and FTA and categorize by committee and potential investment program.

*Need feedback on investment programs – today’s meeting.*

Investment type prioritization method		
NIRPC committee responsible	Investment category NIRPC program name	Investment type eligible projects by FHWA/FTA rules
3PC	Complete streets	Transportation projects for ADA compliance
3PC	Multi-use path	Off-road trails (non-recreational)
3PC	SRTS	SRTS coordinator
3PC	SRTS	SRTS infrastructure projects
3PC	SRTS	SRTS non-infrastructure projects
EMPC	Energy + fuels	Advanced truck stop electrification
EMPC	Energy + fuels	EV + NGV infrastructure
EMPC	Energy + fuels	Transit vehicle emission reduction (new or modification)
EMPC	Environment	Air quality education
EMPC	Environment	Archeological activities for mitigation
EMPC	Environment	Contrib. to restore / enhance / create habitats + wetlands
EMPC	Environment	Devel of regional environ protect plans
EMPC	Environment	Mitigation banking
EMPC	Environment	Stormwater manage / control / prevent
EMPC	Environment	Vegetation management in ROWs
EMPC	Environment	Vehicle related wildlife mortality reduction
LUC	Quality of place	Divided hwy conversion to blvds
LUC	Quality of place	Historic preserve of historic transportation facilities
LUC	Quality of place	Inventory / control / removal of outdoor advertising
LUC	Quality of place	Turnouts / overlooks
STC	Congestion	Construct of minor collectors in same corridor as NHS route
STC	Congestion	Fringe + corridor parking facilities / programs
STC	Congestion	Intersection congestion improvements

# Step 2

Couple project types with funding sources that the project is eligible for.

Investment type prioritization method			CMAQ	HSIP	STBG	TA	5307	5310	5337	5339
NIRPC committee responsible	Investment category NIRPC program name	Investment type eligible projects by FHWA/FTA rules	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)
			\$ 3.61	\$ 2.90	\$ 11.95	\$ 0.98	\$ 12.14	\$ 0.45	\$ 17.44	\$ 0.60
			\$ assigned	\$ assigned	\$ assigned	\$ assigned	\$ assigned	\$ assigned	\$ assigned	\$ assigned
			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			\$ to program	\$ to program	\$ to program	\$ to program	\$ to program	\$ to program	\$ to program	\$ to program
\$ 3.61	\$ 2.90	\$ 11.95	\$ 0.98	\$ 12.14	\$ 0.45	\$ 17.44	\$ 0.60			
			Eligible? Federal share Recommended amount	Eligible? Federal share Recommended amount	Eligible? Federal share Recommended amount	Eligible? Federal share Recommended amount	Eligible? Federal share Recommended amount	Eligible? Federal share Recommended amount	Eligible? Federal share Recommended amount	Eligible? Federal share Recommended amount
3PC	Complete streets	Transportation projects for ADA compliance	N	Y 90 -	Y 80 -	Y 80 -	N	Y 80 -	N	N
3PC	Multi-use path	Off-road trails (non-recreational)	Y 80 -	N	Y 80 -	Y 80 -	N	N	N	N
3PC	SRTS	SRTS coordinator	N	N	Y 80 -	Y 80 -	N	N	N	N
3PC	SRTS	SRTS infrastructure projects	N	N	Y 80 -	Y 80 -	N	N	N	N
3PC	SRTS	SRTS non-infrastructure projects	N	N	Y 80 -	Y 80 -	N	N	N	N
EMPC	Energy + fuels	Advanced truck stop electrification	Y 80 -	N	Y 80 -	N	N	N	N	N
EMPC	Energy + fuels	EV + NGV infrastructure	Y 80 -	N	Y 80 -	N	N	N	N	N
EMPC	Energy + fuels	Transit vehicle emission reduction (new)	Y 80 -	N	N	N	N	N	N	Y 80 -
EMPC	Environment	Air quality education	Y 80 -	N	N	N	N	N	N	N
EMPC	Environment	Archeological activities for mitigation	N	N	N	Y 80 -	N	N	N	N
EMPC	Environment	Contrib. to restore / enhance / create h	N	N	Y 80 -	N	N	N	N	N
EMPC	Environment	Devel of regional environ protect plans	N	N	Y 80 -	N	N	N	N	N
EMPC	Environment	Mitigation banking	N	N	Y 80 -	N	N	N	N	N
EMPC	Environment	Stormwater manage / control / prevent	N	N	N	Y 80 -	N	N	N	N
EMPC	Environment	Vegetation management in ROWs	N	N	N	Y 80 -	N	N	N	N
EMPC	Environment	Vehicle related wildlife mortality reducti	N	N	Y 80 -	Y 80 -	N	N	N	N
LUC	Quality of place	Divided hwy conversion to blvds	N	N	Y 80 -	Y 80 -	N	N	N	N
LUC	Quality of place	Historic preserve of historic transportat	N	N	N	Y 80 -	N	N	N	N
LUC	Quality of place	Inventory / control / removal of outdoor	N	N	N	Y 80 -	N	N	N	N
LUC	Quality of place	Turnouts / overlooks	N	N	N	Y 80 -	N	N	N	N
STC	Congestion	Construct of minor collectors in same c	N	N	Y 80 -	N	N	N	N	N
STC	Congestion	Fringe + corridor parking facilities / prog	N	N	Y 80 -	N	N	N	N	N
STC	Congestion	Intersection congestion improvements	Y 80 -	N	Y 80 -	N	N	N	N	N



# Step 3

Qualitatively evaluate project type's impact on critical paths, future scenarios, and provide assessment for difficulty of project type for implementation.

1-100 scoring system. 80% of score is impact on critical paths, 12% on future scenarios, and 8% on difficulty of investment.

*Will need feedback on qualitative evaluations – October meeting.*

Investment impact on regional vision and plan focus areas <b>80%</b> High = 1, Med = 1/2, Low = 0																Investment impact on future scenarios <b>12%</b> High = 1/4 of score Med = 1/8 of score Low = 0			Investment difficulty factor <b>8%</b> high = 0 med = 4 low = 8	Final impact score	
Connected ✖				Renewed 🏠				United 👤				Vibrant ★★				New chances for a new frontier	Sharp and in focus	Stay in your lane			
Economy + place	Environment	Mobility	Our people + leaders	Economy + place	Environment	Mobility	Our people + leaders	Economy + place	Environment	Mobility	Our people + leaders	Economy + place	Environment	Mobility	Our people + leaders						
1/2	0	1	1/2	1/2	1/2	1	0	0	0	1/2	0	1	1/2	0	1/2	H	H	M	L	8.0	51
1/2	1/2	1	1	1/2	0	1	0	0	0	0	0	1	0	1/2	0	M	H	M	L	8.0	46
1	0	1	1	0	0	1	1/2	0	0	0	0	1	0	1/2	0	M	M	M	L	8.0	44
0	0	1/2	0	0	0	1/2	0	0	0	0	0	0	0	1/2	0	M	M	L	M	4.0	16
1	1/2	1	1	1	1/2	1	0	0	0	0	0	1	1/2	0	1/2	H	H	M	L	8.0	58
1	1/2	1	1	1	0	1	1/2	0	0	1/2	0	1	0	0	1/2	M	H	H	L	8.0	58
1	1	1	1	1	1/2	1	0	0	0	0	0	1	1	0	1	H	H	M	M	4.0	62
1	1/2	1	1	1	1/2	1	0	0	1/2	1/2	0	1	1	0	1/2	H	H	M	M	4.0	62
1	1	1	1	1	1/2	1	1/2	1	0	1	1/2	1	0	0	1	H	H	H	M	4.0	74
1	1	1	1	1	1/2	1	0	1/2	1/2	1/2	1	1	1	0	1	H	H	H	H	0.0	72
1/2	0	1	1	0	0	1	1/2	1/2	1/2	1/2	1	1	0	0	1	H	H	H	L	8.0	63
1	0	1	1	0	1/2	1	1	0	1/2	1/2	0	1	0	0	1	H	H	M	M	4.0	57
1/2	0	1	1	0	0	1	1/2	1/2	1/2	1/2	1	1	0	0	1	H	H	M	L	8.0	61
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0	0	0	0	1/2	1	1/2	1/2	0	1	1/2	0	1	1	1	1/2	H	H	H	L	8.0	58
0	0	1/2	0	1/2	1	1	1/2	0	1	1/2	0	1	1	1	1/2	H	H	H	L	8.0	63
0	0	0	0	1/2	1	0	1/2	0	1	0	1/2	1	1	0	0	H	H	M	L	8.0	46
0	0	0	0	1/2	1/2	0	0	0	0	0	0	1/2	0	0	0	L	L	L	L	8.0	16



CMAQ			HSIP			STBG			TA			5307			5310			5337			5339		
\$ available (m)			\$ available (m)			\$ available (m)			\$ available (m)			\$ available (m)			\$ available (m)			\$ available (m)			\$ available (m)		
\$ 3.61			\$ 2.90			\$ 11.95			\$ 0.98			\$ 12.14			\$ 0.45			\$ 17.44			\$ 0.60		
\$ assigned			\$ assigned			\$ assigned			\$ assigned			\$ assigned			\$ assigned			\$ assigned			\$ assigned		
\$2.75			\$0.15			\$1.95			\$0.98			\$2.00			\$0.45			\$0.00			\$0.00		
\$ to program			\$ to program			\$ to program			\$ to program			\$ to program			\$ to program			\$ to program			\$ to program		
\$ 0.86			\$ 2.75			\$ 10.00			\$ 0.00			\$ 10.14			\$ 0.00			\$ 17.44			\$ 0.60		
Eligible?	Federal share	Recommended amount	Eligible?	Federal share	Recommended amount	Eligible?	Federal share	Recommended amount	Eligible?	Federal share	Recommended amount	Eligible?	Federal share	Recommended amount	Eligible?	Federal share	Recommended amount	Eligible?	Federal share	Recommended amount	Eligible?	Federal share	Recommended amount
N			N			N			N			Y	80	2.00	Y	80	-	N			N		
N			N			N			N			N			Y	80	0.22	N			N		
N			N			N			N			Y	80	-	Y	80	-	N			N		
N			N			N			N			Y	80	-	Y	80	0.23	N			N		
N			Y	90	0.15	Y	80	1.95	Y	80	-	N			Y	80	-	N			N		
N			N			N			N			Y	50	-	Y	50	-	N			N		
N			N			N			N			Y	80	-	N			Y	80	-	N		
Y	80	2.50	N			Y	80	-	Y	80	-	N			N			N			N		
N			N			N			N			Y	80	-	N			Y	80	-	N		
N			N			N			N			Y	80	-	N			Y	80	-	N		
N			N			N			N			Y	80	-	N			N			N		
N			N			Y	80	-	N			Y	80	-	N			Y	80	-	Y	80	-
N			N			Y	80	-	N			Y	80	-	Y	80	-	N			Y	80	-
N			N			N			N			Y	80	-	N			N			N		
N			N			Y	80	-	Y	80	-	N			N			N			N		
N			N			Y	80	-	Y	80	0.25	N			N			N			N		
Y	80	-	N			N			N			N			N			N			Y	80	-
Y	80	-	N			Y	80	-	Y	80	-	N			Y	80	-	N			N		
N			Y	90	-	Y	80	-	Y	80	-	N			N			N			N		
N			N			Y	80	-	Y	80	0.10	N			N			N			N		
N			N			Y	80	-	N			N			N			N			N		
Y	80	-	N			Y	80	-	Y	80	-	N			N			N			N		
N			Y	90	-	N			Y	80	-	N			N			N			N		
Y	80	0.25	N			Y	80	-	N			N			N			N			N		
N			N			Y	80	-	Y	80	0.63	N			N			N			N		



# Step 4

Using the ranked project types from highest to lowest score, allocate available and eligible funding to programs based on TPC feedback.

*Will need feedback on potential program allocation recommendations – November meeting.*

# What might the programs be?

## ***3PC***

Complete Streets +  
ADA implementation

Multi-use paths

Safe Routes to School

## ***EMPC***

Air quality  
improvement

Environmental  
mitigation /  
management

## ***LUC***

Quality of place

## ***STC***

Congestion  
improvement

Freight improvement

Safety improvement

Planning + asset  
management

New roadway  
infrastructure

## ***TOR***

Transit operations

Transit asset program  
(aka PM)

Transit ADA

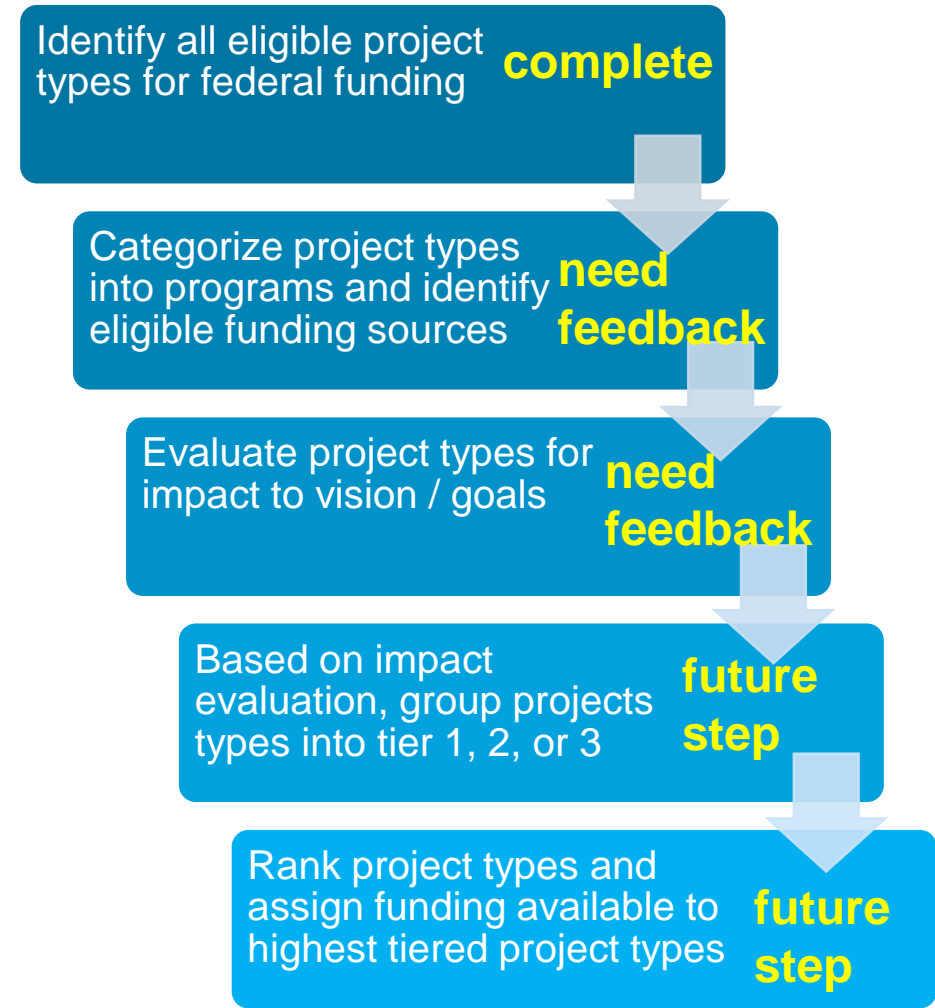
Transit expansion

Transit planning

Transit safety

# Summary - how do we fund the programs?

## Process



## Example

	Program	Tier	STBG	CMAQ
Project type 1	Complete Streets	Tier 1	\$3m	\$1m
Project type 3	Econ. devel.	Tier 1	\$6m	Not eligible
Project type 8	Roadway safety	Tier 1	\$4m	\$2m
Project type 2	Air quality	Tier 2	\$1m	\$1m
Project type 4	Complete streets	Tier 2	\$1m	Not eligible
Project type 7	Econ. devel.	Tier 2	\$1m	Not eligible
Project type 5	Air quality	Tier 3	\$0	\$0
Project type 6	Roadway safety	Tier 3	\$0	\$0
Project type 9	Air quality	Tier 3	\$0	\$0
Project type 10	Complete Streets	Tier 3	\$0	\$0
<b>Total</b>			<b>\$16 million</b>	<b>\$4 million</b>

Program	Program size
Air quality	\$2 million
Complete Streets	\$5 million
Economic development	\$7 million
Roadway safety	\$6 million
<b>Total</b>	<b>\$20 million</b>

## What about the NOFA and project scoring?

# Notice of funding availability

## By program

Programs that receive allocations of funding by TPC

Not every program will score high enough

## Multimodal

Roadway, bicycle, pedestrian, and transit

Better decision-making funding flexibility between modes

## Enhanced programming rules

Reflecting need to avoid deficits and let Commission set policy

Both UZAs

## 2020 - 2024

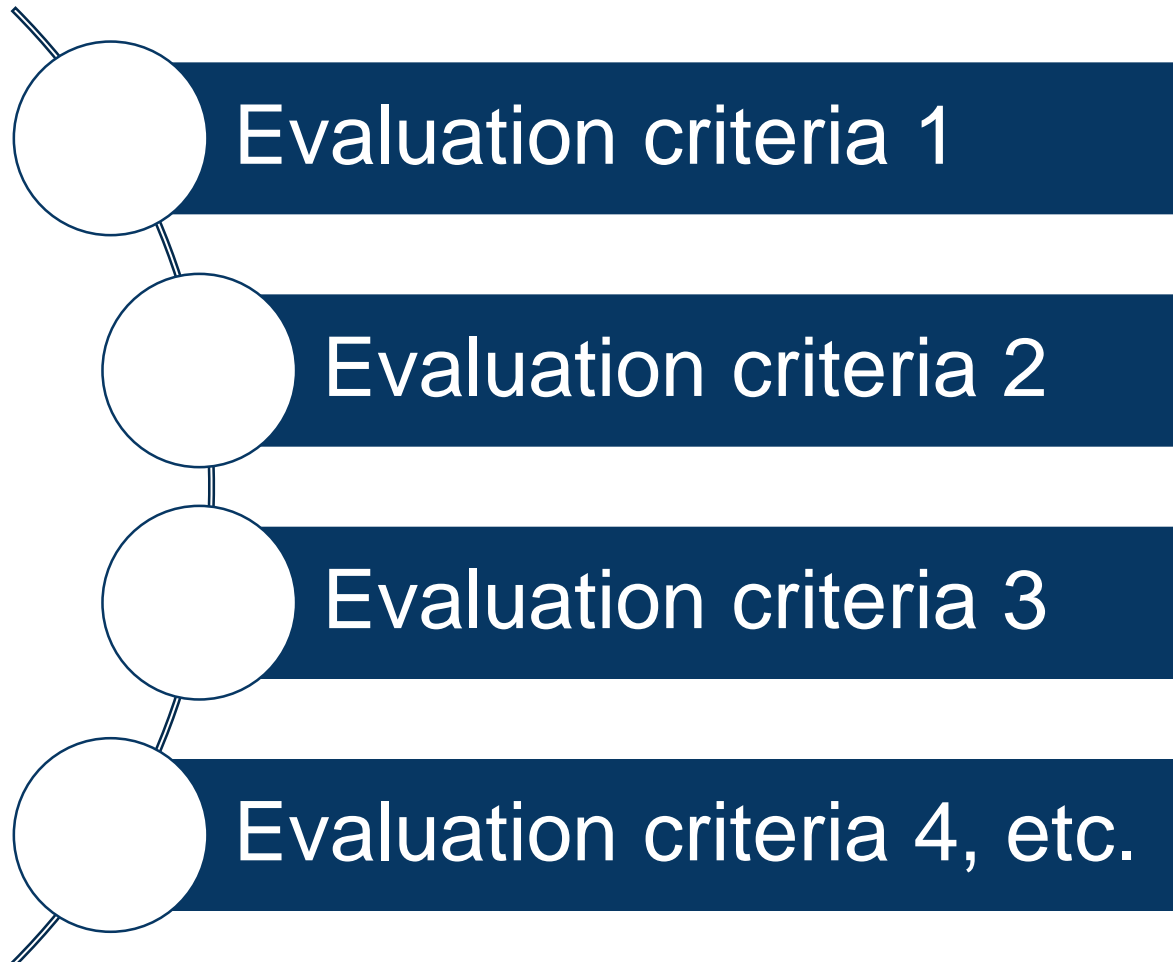
Per INDOT's request, will seek a five-year program of projects

Fully leveraging federal-aid and fully reflected in STIP

# How do we score the projects?

Identify criteria across programs + projects

Develop program specific criteria,  
similar to before with funding specific criteria



## Complete Streets program scoring criteria

Safety	Access	Regional priority	Policy priority
<ul style="list-style-type: none"><li>• Ped safety issues</li><li>• Bicycle safety issues</li></ul>	<ul style="list-style-type: none"><li>• Access to jobs</li><li>• Access to transit</li></ul>	<ul style="list-style-type: none"><li>• ADA implementation</li><li>• Economic development</li></ul>	<ul style="list-style-type: none"><li>• Municipal Complete Streets policy</li></ul>

## Congestion improvement scoring criteria

Safety	Access	Regional priority	Policy priority
<ul style="list-style-type: none"><li>• Ped safety</li><li>• Bicycle safety</li><li>• Vehicle safety</li></ul>	<ul style="list-style-type: none"><li>• Bicycle / ped accommodations</li><li>• Transit priority signals</li></ul>	<ul style="list-style-type: none"><li>• Top 10 bottleneck</li></ul>	<ul style="list-style-type: none"><li>• Regional corridor study</li><li>• Does not add capacity / impair air quality</li></ul>

# Feedback needed

## Now:

Program names

## October:

Evaluations of project types to determine regional priorities of funding allocations

## November at TPC:

Allocations of funding to programs