



# Transportation Improvement Program (TIP) Process, Engagement, and Readiness Committee

Ethan Lapointe, TIP Manager

October 19, 2023

Boston Region Metropolitan Planning Organization



VIRTUAL

MEETING

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1. All participants will join the meeting with muted microphones.
2. Please rename yourself to include your first name, last name and affiliation.
3. After roll call, Board members may mute and unmute themselves. Always remain muted unless actively speaking.
4. To participate in the discussion, please select the “raise hand” function. Find this by clicking either on the “Participants” button at the bottom of the screen, and a window will pop up with a “Raise Hand” button at the bottom, or the “Reactions” button in the toolbar. The Chair will then call on participants.
5. If you are on the phone, you can use \*9 to raise your hand.
6. If you have any technical difficulties, please contact Logan Casey via the chat box, [lcasey@ctps.org](mailto:lcasey@ctps.org) or 857.702.3706.



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## AGENDA

1. Overview
2. Purpose and Needs
3. Discussion
4. Contextualizing Challenges
5. What's Next?
6. Questions / Discussion

# Overview

- Purpose and needs of the TIP Process, Readiness, and Engagement Committee
- Contextualizing Funding Challenges
- What's Next?

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# Today's Objective

- Define and discuss the committee's role
- Establish a baseline understanding of current challenges, and how we start addressing them

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# Purpose and Needs

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# Purpose of the TIP Process, Engagement, and Readiness Committee

- Established in Operations Plan
- Forum for:
  - Providing ongoing input into the TIP development process
  - Diving deeper into topics of interest
  - Engaging in dialogue between board members and project proponents
  - Improve information sharing and transparency
- Supplements, but does not replace full board decision-making process
- What does this mean, and for what projects?



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# Need for Information Sharing: TIP Development

- Cost and readiness
- TIP Development
  - In the FFY 2024-2028 TIP:
    - Four target-funded projects saw cost increases above 30% in FFY 2024
    - Nine target-funded projects were delayed, all of which saw cost increases
      - Five delayed out of FFY 2024
- Delays and cost increases are a symptom of volatility and uncertainty
- Making informed decisions on TIP Scenarios requires more information

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# Need for Information Sharing: TIP Maintenance

- The board votes on all projects for amendments, including MassDOT programs
- Trends in some MassDOT programs are similar to the target-funded pool
  - Ex: new stormwater requirements, right-of-way
- Amending the TIP
  - Recurring themes in amendments may warrant further discussion (inflation, earmarks, etc.)

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# Earlier Incorporation of Feedback

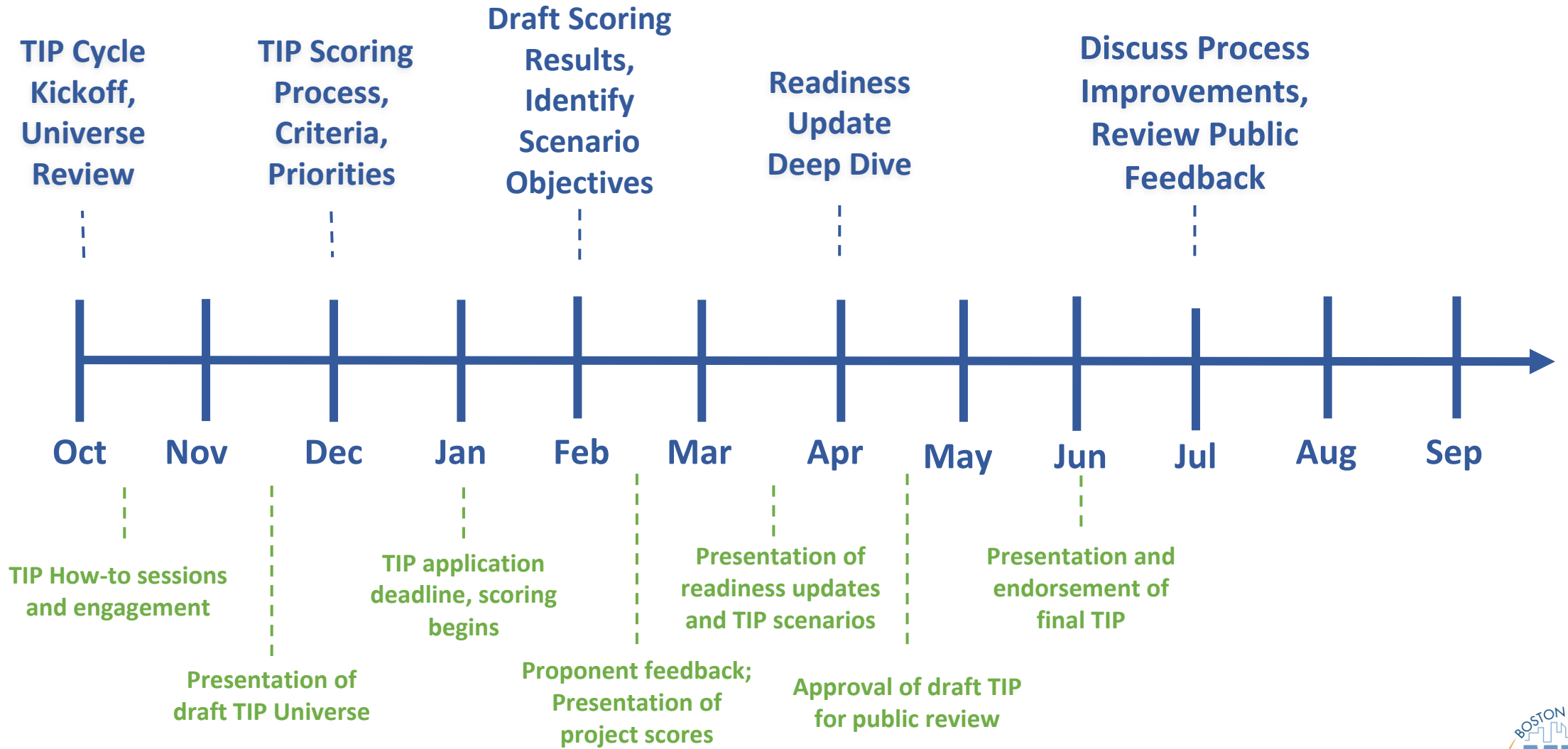
- Points of feedback earlier in the TIP process
  - Projects received for scoring
  - Scoring Criteria, Project Scores
  - Scenario Development
- Ongoing feedback needs
  - Trends in programs/project types
  - Regionally significant projects



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# Potential Committee Schedule

Ongoing: Project Readiness Updates, Recurring Themes/Challenges



## Typical TIP Development Schedule

# Discussion

# Contextualizing Challenges

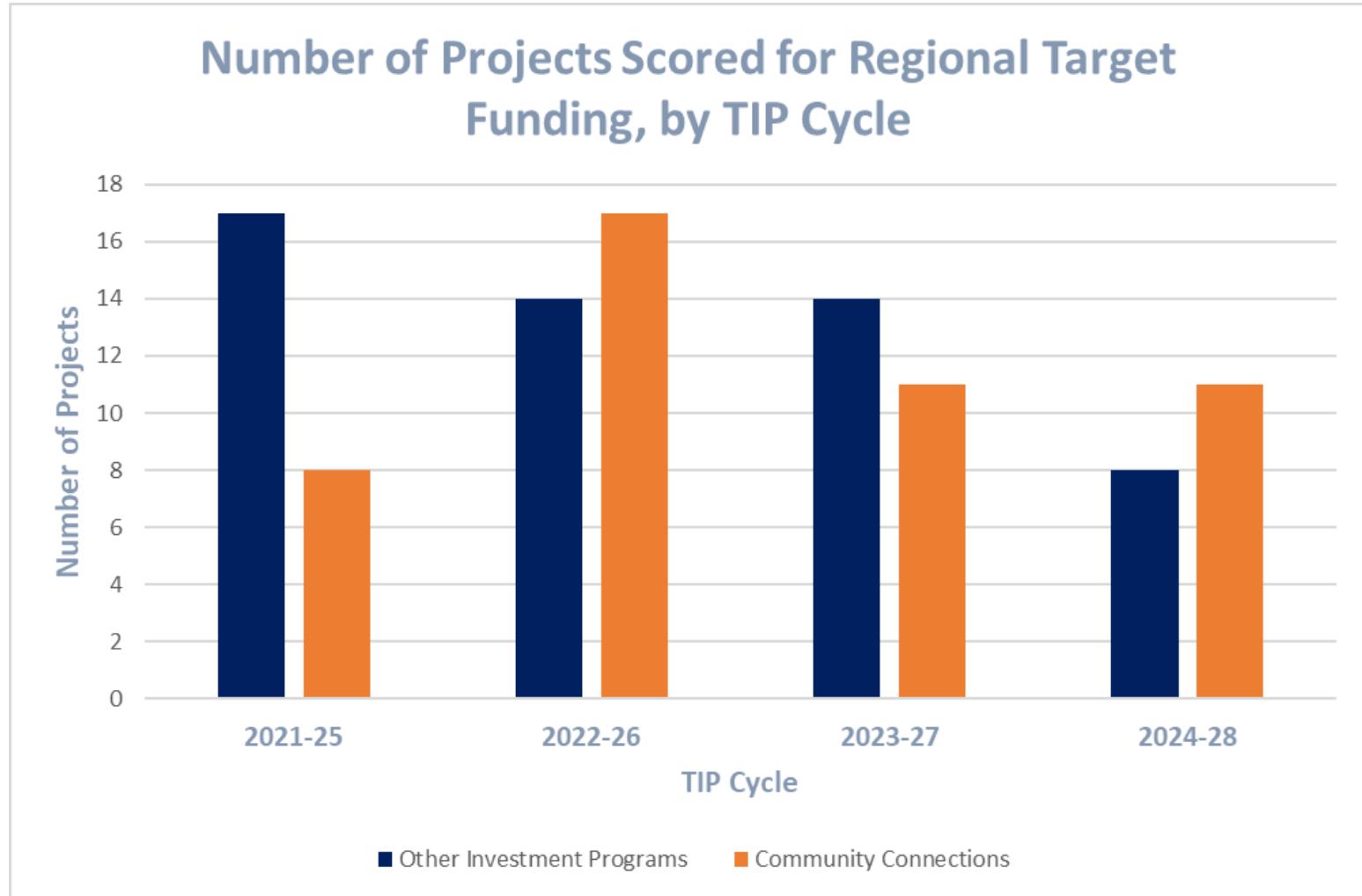
# TIP Development Challenges

- New investment programs in FFY 2025–29 TIP
- Reducing barriers to accessing funding
- Limited contingency for readiness challenges



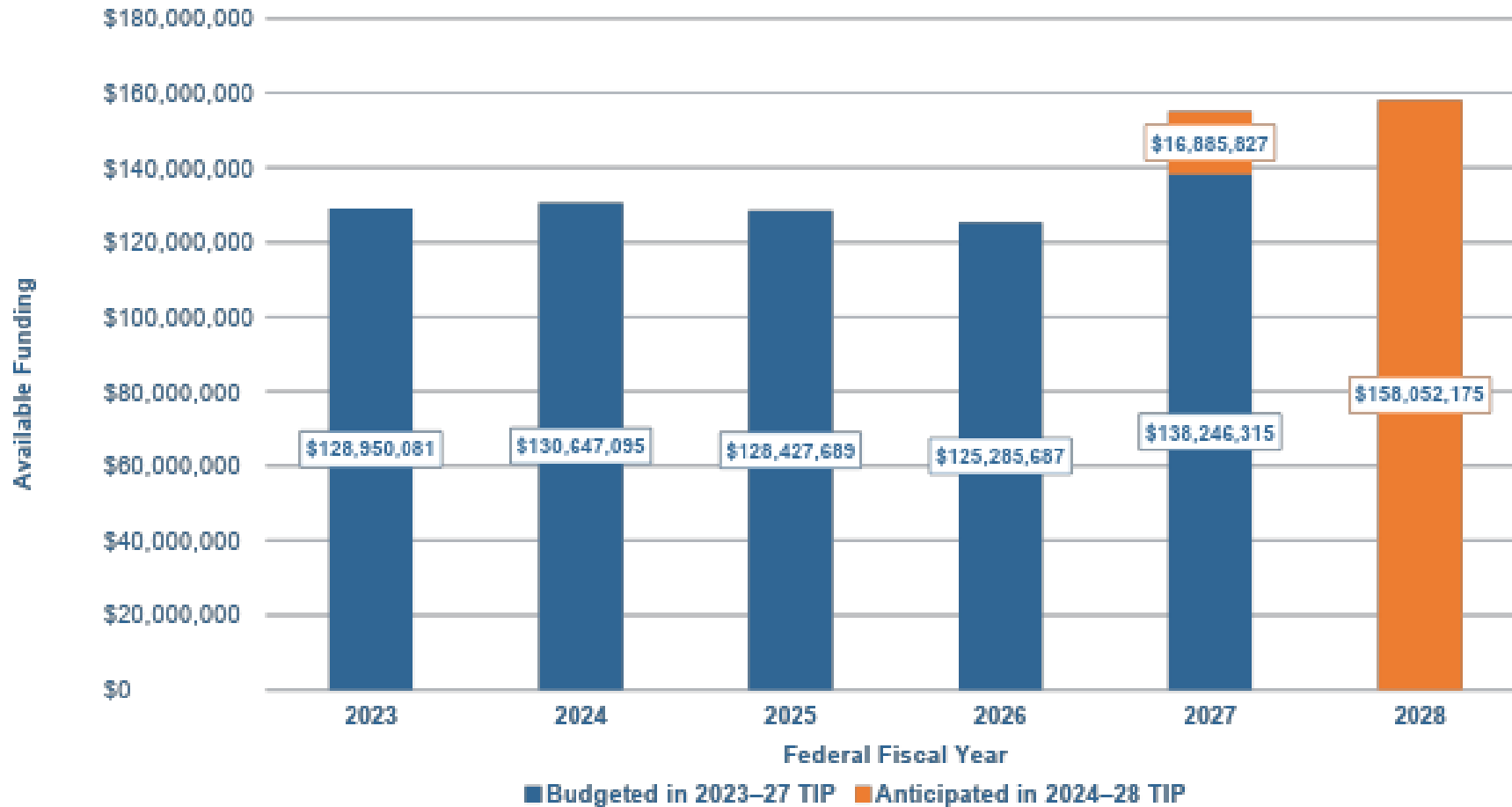
# Downward Trends in Applications

- **Decrease** in non-Community Connections applications
  - 98% of funding
- **Increase** in proportion of applications for Community Connections
  - 2% of funding





# Increase in Funding Availability



- More formula funding under Bipartisan Infrastructure Law, debt service changes
- More opportunities in discretionary grants

# Contingency Levels (Green) for Regional Target Funding

	2024		2025		2026		2027		2028	2024-28 Total
<b>Total Available Regional Highway Target Funds (2024-28 TIP):</b>	\$130,647,095		\$128,427,689		\$125,285,687		\$155,132,142		\$158,052,175	\$697,544,788
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Proposed	Proposed
<b>Draft Total Programmed Regional Highway Target Funds:</b>	\$109,058,022	\$126,991,048	\$94,738,870	\$125,975,489	\$80,491,868	\$124,667,241	\$110,654,581	\$144,006,044	\$149,868,526	\$671,508,348
<b>Regional Highway Target Funds Remaining (Unprogrammed):</b>	\$21,589,073	\$3,656,047	\$33,688,819	\$2,452,200	\$44,793,819	\$618,446	\$44,477,561	\$11,126,098	\$8,183,649	\$26,036,440
<b>Percent Unprogrammed</b>	16.5%	2.8%	26.2%	1.9%	35.8%	0.5%	28.7%	7.2%	5.2%	3.7%

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# Current and Future Project Applications

- Funding opportunities are currently abundant, but not unlimited
  - Existing Advance Construction obligations expected to continue until 2032
  - Changes in readiness on significant projects may introduce further constraints
  - Funding constraint for more LRTP projects
    - Likely to require discretionary grants

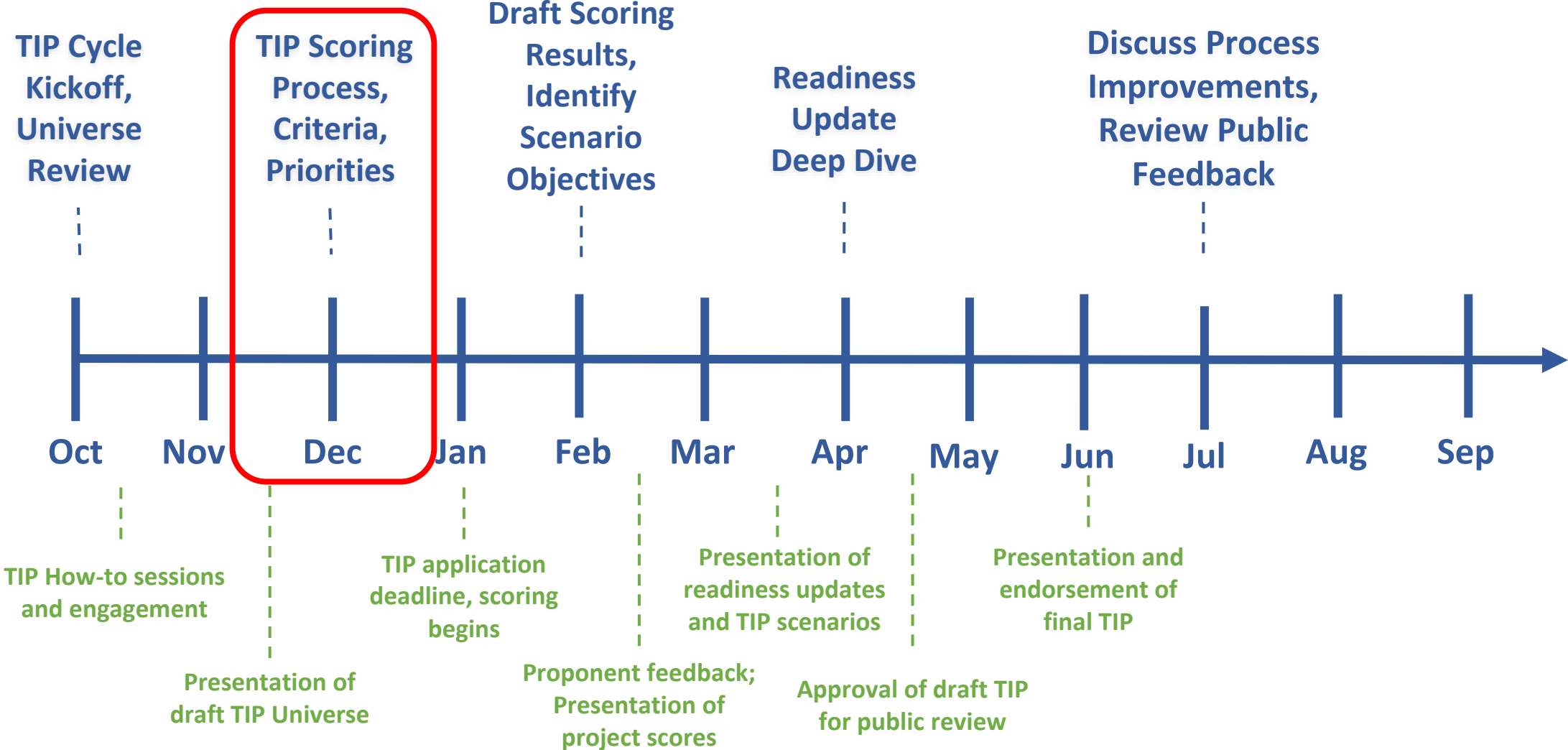
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What's Next?

# Potential Committee Schedule

*Ongoing:* Project Readiness Updates, Recurring Themes/Challenges



## Typical TIP Development Schedule

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# Starting to Address these Challenges

- Project scoring and information sharing
  - How does scoring act as a foundation of scenarios?
  - How adaptive and flexible is the scoring and evaluation process?
- TIP Universe of Projects is presented later this year
  - Discuss what the role of the TIP Universe of Projects is, what kind of indicator is it?

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Questions / Discussion