

## **1.12 PROJECT SELECTION AND PRIORITIZATION**

TIP project selection begins in the development of the LRTP. The LRTP identifies local transportation needs on a long-term horizon by incorporating population, socioeconomic, and employment data into a local travel demand forecast model which shows where travel demand is expected to increase. As noted above, the results of the travel demand forecast model are one of the tools used to develop a list of specific roadway projects needed in the local area. TIP projects are limited to those from the LRTP's list of specific roadway projects, with a few exceptions such as resurfacing and intersection improvement projects. A major component of the project election and prioritization process is ensuring financial constraint of the selected projects to available funding. The list of TIP projects is then incorporated into the draft TIP and presented for review by the TCC/CAC. Again, public involvement is sought and plays a key role in project selection. Finally, the TIP is presented to the MPO Policy Board for review and adoption. With the exception of the STP Attributable Funds, project selection and prioritization for the Mobile TIP are recommended by the Alabama Department of Transportation (ALDOT) and voted on by the Mobile MPO. The MPO TCC/CAC, with input from ALDOT, the public and other stakeholders, establishes the project selection and prioritization based on available funding and degree of local need.

The STP Attributable Funds are federal funds that are spent at the discretion of the Mobile MPO, and cannot be spent on a per capita basis. Because projects with this funding source are fiscally constrained, the project has an inherent priority based on where it sits in the locally derived schedule of funds. The need for the project has been identified in the LRTP, and as projects enter the system, they are entered by the project sponsor that has the responsibility of budgeting for the 20% match of the project. Although a recommended timeline is made in the LRTP process, "when" a project is to be undertaken is not the responsibility of the MPO. Only the project sponsor can determine that. For that reason, once a project enters the 4-year TIP, the priority of that project is set by the year it enters the TIP.

### **1.12.1 Transportation Improvement Program (TIP) Project Ranking**

In Technical Coordinating Committee/Citizens Advisory Committee (TCC/CAC) and Metropolitan Planning Organization (MPO) meetings during FY 2011 and FY 2012, there has been some input and discussions suggesting that the Surface Transportation Program (STP) Attributable Funds for Mobile be used for other non-capacity improvement type projects. In the more than 40 years of the Mobile MPO existence, only capacity improvement type projects (additional lanes) have been funded with STP Attributable Funds allocated to the Mobile MPO. This was by procedure only, and not by policy. The STP Attributable Funds are typically the only funding source to improve capacity on municipal or county maintained, non-shielded roads (roads that are not the responsibility of the State of Alabama). The STP Attributable funds allocated to the Mobile MPO can be used for a variety of projects; these projects are detailed in **1.12.2 Eligible Projects** below. In order to attempt to compare projects equivalently, **1.12.3 Project Ranking Methodology** is a methodology for ranking and scoring projects of the STP Attributable funding.

### 1.12.2 Eligible Projects

In the past, there have been projects that have been brought to the attention of the TCC/CAC and MPO policy board that included not only resurfacing of arterials, but reconstruction of Municipal Connecting Links. These types of projects are eligible projects to be funded with the Mobile MPO STP Attributable funds. The following is an excerpt from the USC 23 Section 133 (b) detailing the eligible projects with STP Attributable Funds:

#### § 133. Surface transportation program

1. (b) *ELIGIBLE PROJECTS.*—A State may obligate funds apportioned to it under section 104(b)(3) for the surface transportation program only for the following:

- (1) *Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under this title.*
- (2) *Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.*
- (3) *Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways in accordance with section 217, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).*
- (4) *Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.*
- (5) *Highway and transit research and development and technology transfer programs.*
- (6) *Capital and operating costs for traffic monitoring, management, and control facilities and programs.*
- (7) *Surface transportation planning programs.*
- (8) *Transportation enhancement activities.*
- (9) *Transportation control measures listed in section 108(f)(1)(A) (other than*

*clause (xvi) of the Clean Air Act (42U.S.C. 7408(f)(1)(A)).*

*(10) Development and establishment of management systems under section 303.*

*(11) In accordance with all applicable Federal law and regulations, participation in natural habitat and wetlands mitigation efforts related to projects funded under this title, which may include participation in natural habitat and wetlands mitigation banks; contributions to statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and development of statewide and regional natural habitat and wetlands conservation and mitigation plans, including any such banks, efforts, and plans authorized pursuant to the Water Resources Development Act of 1990 (including crediting provisions). Contributions to such mitigation efforts may take place concurrent with or in advance of project construction. Contributions toward these efforts may occur in advance of project construction only if such efforts are consistent with all applicable requirements of Federal law and regulations and State transportation planning processes. With respect to participation in a natural habitat or wetland mitigation effort related to a project funded under this title that has an impact that occurs within the service area of a mitigation bank, preference shall be given, to the maximum extent practicable, to the use of the mitigation bank if the bank contains sufficient available credits to offset the impact and the bank is approved in accordance with the Federal Guidance for the Establishment, Use and Operation of Mitigation Banks (60 Fed. Reg. 58605 (November 28, 1995)) or other applicable Federal law (including regulations).*

*(12) There is no paragraph (12).*

*(13) Infrastructure-based intelligent transportation systems capital improvements.*

*(14) Environmental restoration and pollution abatement projects (including the retrofit or construction of storm water treatment systems) to address water pollution or environmental degradation caused or contributed to by transportation facilities, which projects shall be carried out when the transportation facilities are undergoing reconstruction, rehabilitation, resurfacing, or restoration; except that the expenditure of funds under this section for any such environmental restoration or pollution abatement project shall not exceed 20 percent of the total cost of the reconstruction, rehabilitation, resurfacing, or restoration project.*

### **1.12.3 Project Ranking Methodology**

Given the variety of projects eligible to be funded with STP Attributable Funds as noted above, there currently is no methodology at the MPO level in Mobile to rank and prioritize projects. It needs to be noted that although all forms of projects detailed under **1.12.2**

**Eligible Projects** are eligible for STP Attributable Funding, a resurfacing type project will inherently score very low using the scoring system below. If a facility is in need of reconstruction or a complete street re-design, that will score higher as it promotes economic growth and is a long term solution, and not a quick fix. It would be quantitatively difficult to prioritize quick fix maintenance type solutions against all other potential projects, and the Mobile MPO STP Attributable funds are not recommended for quick fix resurfacing projects.

The methodology below includes factors that are objective, and factors that subjective. The objective factors can be quantified, and are: Project Status, Existing Level of Service, Future Level of Service, Hurricane Evacuation, Project Cost Sharing, Age of facility or time period since last maintenance, and Functional Classification. The subjective factors are to be ranked by the TIP Priority Committee and presented to the TCC/CAC. These factors are not based on numbers per se, however are based on a projects evaluation that could have varying results concerning the project's potential, and hazards. The subjective factors are: Safety and Efficiency, Environmental/Social Impacts, Economic Development and/or Regional Significance, Condition of facility, Economic Vitality. The total possible points a project can achieve is 100 points, 51 points for the objective factors and 49 points for the subjective factors.

TOTAL OVERALL POINTS = 100

OBJECTIVE FACTORS TOTAL POSSIBLE POINTS=51 POINTS

1. Project Status =10
- 2A. Level of Service (Existing CMP) =10
- 2B. Level of Service (2035 Needs Assessment) =7
3. Hurricane Evacuation =7
4. Project Cost Sharing =10
5. Functional Classification =7

SUBJECTIVE FACTORS TOTAL POSSIBLE POINTS=49 POINTS

1. Safety and Efficiency/Capacity =12
2. Environmental/Social Impacts =7
3. Economic Development and/or Regional Significance =12
4. Condition of Facility =11
5. Economic Vitality =7

#### **1.12.4 Objective Factors**

##### 1. Project Status

- Project Scheduled for Construction in the first four years of the Transportation Improvement Program (TIP): 10 points
- Right-of-Way scheduled in the first four years of the TIP: 6 points
- Project Development and Environmental Study (PD&E), Completed, underway, or scheduled in the first four years of the TIP: 2 points
- No Project Phases scheduled: 0 points

##### 2. Level of Service

##### A. Existing Level of Service based on Volume to Capacity (V/C) ratio

- Level of Service E or F: 10 points
- Level of Service D: 6 points
- New Alignment: 5 points
- Level of Service C: 2 point
- Level of Service A or B: 0 points

B. Future Level of Service in 2035 Based on published 2035 Long Range Transportation Plan

- Level of Service A, B, or C: 7 points
- Level of Service D: 4 points
- Level of Service E: 1 point
- Level of Service F: 0 points

3. Hurricane Evacuation

- Hurricane Evacuation Route: 7 points
- Not a Hurricane Evacuation Route: 0 points

4. Project Cost Sharing

- 50% or more of project cost is provided as matching funds (or other non-MPO federal funds) and is included in local government funded Five Year Capital Improvements Program: 10 points
- 21% to less than 50% of project cost is provided as matching funds (or other non-MPO federal funds) and is included in local government funded Five Year Capital Improvements Program: 6 points
- 0 to 20% of project cost is provided as matching funds (or other non-MPO federal funds) and is included in local government funded Five Year Capital Improvements Program: 2 points

5. Functional Classification

- Facility is a Principal Arterial: 7 points
- Facility is a Minor Arterial: 4 point
- Facility is a Collector: 1 point

**1.12.5 Subjective Factors**

1. Safety and Efficiency / Capacity

- Project eliminates (or controls) three or more hazards/conflicts and/or significantly increases the capacity efficiency of the facility: 12 points
- Project eliminates (or controls) two hazards/conflicts and/or moderately increases the capacity efficiency of the facility: 7 points
- Project eliminates (or controls) one hazard/conflict and/or provides minimal increase of the capacity efficiency of the facility: 2 point

2. Project Environmental/Social Impacts

- Project appears to have no social and community impacts (Environmental Justice) or environmental impacts (Section 4-F), and appears it will be an efficient transportation decision making review: 7 points

- Project has moderate impacts: 4 points
- Project has substantial impacts: 1 point
- Project has impacts of potential dispute: 0 points

### 3. Economic Development and/or Regional Significance

- Project provides regional connection to facilitate freight movement and/or a direct connection to long term regional employment center (airports, industrial parks, tourist centers, military installations, and major economic activity centers): 12 points
- Project provides regional connection to facilitate freight movement and/or indirect connection to long term employment centers: 7 points
- Project does not directly facilitate regional economic development or freight movement, but is significant to a localized area: 2 points

### 4. Condition of Facility This is based on the condition of the road/facility.

- The facility is or is nearing impassible condition, or facility is unusable: 11 points
- The facility shows signs of wear, patches attempted, facility is deteriorating: 6 points
- The facility is a new alignment: 5 points
- The facility needs work, perhaps drainage or other underlying problem needing repair: 2 points

### 5. Economic Vitality

- Majority of businesses adjacent to the facility are closed or developing facility will promote growth: 7 points
- Majority of businesses adjacent to the facility are open: 4 points
- There are no businesses adjacent to facility: 1 point

Table 1 below is the score for the STP Attributable Projects of the Transportation Improvement Program (TIP). The Objective Rankings are based on the methodology described above. The Subjective Rankings are an average of the scores of the five (5) member TIP Prioritization Committee of the Technical Coordinating / Citizens Advisory Committee (TCC/CAC).

This prioritization process was developed to give projects a quantifiable prioritization and ranking, however the order in which these projects are implemented are still at the discretion of the Mobile MPO. It is the responsibility of a project sponsor to submit a project to the TCC/CAC to be recommended to the MPO to approve, and have the minimum required 20% match.

Table 1: Project Scoring

SCORE	STP ATTRIBUTABLE PROJECT	OBJECTIVE					AVG SUBJECTIVE					TYPE WORK	ALDOT ID #	FY	
		1	2A	2B	3	4	5	1	2	3	4				5
		10	10	0	0	2	4	10.8	5.5	5.8	3.0				4.0
55.0	1. Zeigler Boulevard, Forest Hill Drive to Athey Road (Additional lanes)	10	10	0	0	2	4	10.8	5.5	5.8	3.0	4.0	Right-of-Way	P 100045453	2013
												Utilities	P 100043178	2014	
												Construction	P 100037215	2014	
75.5	2. Schillinger Road, US 98 to Howells Ferry Rd (Additional lanes, includes grade separation at IC RR)	10	10	4	0	10	7	10.8	5.5	9.5	4.0	4.8	Right-of-Way	A 100040609	
												Utilities	P 100040610	2013	
												Construction	P 100040611	2013	
66.5	3. Schillinger Road, US98 to Lott Road (Additional Lanes)	10	6	7	0	2	7	10.8	5.5	9.5	4.0	4.8	Right-of-Way	P 100046889	2013
												Utilities	P 100046890	2015	
												Construction	P 100046891	2015	
56.5	4. Zeigler Blvd, Cody Road to Schillinger Road (Additional Lanes)	10	10	4	0	2	4	9.5	6.3	4.5	3.0	3.3	Right-of-Way	P 100046893	2013
												Utilities	P 100046894	2014	
												Construction	P 100046895	2015	
45.8	5. McDonald Road, North of I-10 to Old Pascagoula Rd (Additional Lanes)	10	0	0	0	2	4	9.5	6.3	7.0	3.0	4.0	PE	A 100052447	
												Right-of-Way	P 100052448	2013	
												Utilities	P 100052449	2015	
												Construction	P 100052450	2015	
64.0	6. Dauphin Street, Sage Ave to Springhill Memorial Hospital (Additional Lanes)	10	10	7	0	2	4	10.8	6.3	7.0	3.0	4.0	PE	A 100052457	
												Right-of-Way	P 100052458	2013	
												Utilities	P 100052459	2015	
												Construction	P 100052460	2015	
41.5	7. Three Notch Road, Schillinger Rd to McDonald Rd Additional Lanes)	2	6	4	0	2	4	7.0	5.5	3.3	3.0	4.8	PE	P 100052461	2015
												Right-of-Way	P 100052462	2016	
												Utilities	P 100052463	2017	
												Construction	P 100052464	2017	
54.8	8. McGregor Ave, Dauphin Street to Eslava Creek	6	10	0	0	2	4	10.8	7.0	5.8	5.3	4.0	PE	A 100052468	
												Right-of-Way	P 100052600	2013	
												Utilities	P 100052601	2015	
												Construction	P 100052602	2016	
42.3	9. Zeigler Schillinger to Tanner Williams	6	2	0	0	2	4	9.5	6.3	4.5	4.0	4.0	PE	A 100055880	
												Right-of-Way	P 100055881	2014	
												Utilities	P 100055882	2016	
												Construction	P 100055883	2016	
38.0	10. Tanner Williams Snow Rd. to Zeigler	0	6	1	0	2	4	8.3	5.5	3.3	4.0	4.0	PE	P 100055885	2016
												Right-of-Way	P 100055886	2016	
												Utilities	P 100055887	2017	
												Construction	P 100055888	2019	
37.8	11. Three Notch Road, McDonald Rd to Dawes Rd (Additoinal Lanes)	0	0	7	0	2	4	8.3	5.5	3.3	3.0	4.8	PE	P 100052465	2017
												Right-of-Way	P 100052594	2018	
												Utilities	P 100052595	2019	
												Construction	P 100052596	2019	
55.5	12. Wilson Ave, Downtown Prichard Complete Street Reconstruction	10	0	0	0	10	4	4.5	7.0	5.8	7.3	7.0	PE	P 100058276	2012
												Construction	P 100058277	2013	
52.8	13. McFarland Road, Old Pascagoula Rd to Three Notch Rd (New Alignment)	0	5	7	0	2	4	8.6	4.6	12.0	5.0	4.6	PE	P	2016
												Right-of-Way	P	2017	
												Utilities	P	2018	
												Construction	P	2018	