

Why changes in the MIC's TIP process are needed

There are several reasons the MIC is pursuing a revision of the TIP application and scoring process. The reasons are listed and briefly described below:

Include Federally Required Performance Measures and Targets

The TIP process must include and consider federal performance measures required under 23 USC 150(b) and (c), 49 USC 5326(c), 49 USC 5329(d), 23 CFR 450.306(d), and 23 CFR 450.324(f)(3) and (4). The current specific performance measure topics are safety (PM 1), infrastructure (PM 2), system performance on the National Highway System) (PM 3). Transit asset management (TAM) targets must also be met. Each of these topics has three or more specific targets to be met. The MIC will incorporate these targets into the TIP application and scoring process.

Tie More Directly to Long-Range Transportation Plan Goals & Objectives

The MIC's long-range transportation plan (LRTP), *Sustainable Choices 2045*, was completed and approved in October 2019. The overall focus of *Sustainable Choices 2045* differs from past LRTPs as it is more holistic, more focused on overall sustainability of the region's transportation system, and has goals and objectives centered around five integrated central planning perspectives rather than the list of federal planning factors. The TIP application and scoring process will be revised to reflect and incorporate these new areas of focus and thus help the TIP be a better tool for achieving both short and long-range plan goals and objectives. The MIC believes the TIP application and scoring process should more directly and specifically incorporate the updated LRTP to better ensure the goals and objectives of *Sustainable Choices 2045* are implemented.

Less Funding than in the past for a Competitive Process

The current TIP scoring process is set-up to be competitive, with the highest scored applications being prioritized and awarded. While there is not necessarily any problem with this approach, the reality is TIP funding has dropped to the point that there often is no competition and an applicant may simply receive funding because there was no competition, even if the proposed project is not a priority or in some other way significantly helping to meet numerous goals of the LRTP. The MIC will consider ways to ensure any project being awarded TIP funding is helping to implement goals and objectives of *Sustainable Choices 2045* in an integrated manner. One aspect of this is to include a minimum score that must be met to be considered for receiving TIP funds.

Better Incorporate Comments & Input Received

Hundreds of valuable comments regarding several modes of transportation were submitted during the development of *Sustainable Choices 2045* via surveys, public events, and a public comment period. These comments can be very useful in helping to implement the plan's goals and objectives, so the MIC will be considering what ways, if any, these comments can be incorporated within the TIP application and scoring process.

It is clear from some of the above that the MIC's former/current TIP application and scoring process is not fully valid today and should be updated/revised.

For all of these reasons the MIC is commencing revision of its TIP application and scoring process.