

2045 Plan – Project Submission Guidance

Funding for 2045 Plan projects is expected to be constrained, especially by existing maintenance and preservation needs. In order to be able to select regionwide projects with the greatest positive impact on overall mobility and identified transportation goal and performance areas, 2045 Plan - Project Goals had previously been defined and approved.

The adopted project goals are listed in the table below, and each is accompanied by two or more objectives against which potential projects can be assessed to determine their regional benefit.

2045 Plan - Project Goals and Objectives	
Economic Vitality	Improve major routes between significant residential, commercial, or industrial sites.
	Support regional freight movement (state- or locally-designated freight route).
	Provide direct access to a major activity or employment center.
Safety	Include safety countermeasures to alleviate fatality and serious injury hot spots and barriers to safe routes to schools.
	Improve horizontal and vertical alignment or sight distance.
	Improve design or add safety features (transit bus pullout, pedestrian crossing, buffer area, lighting, etc.).
	Incorporate proactive safety and design elements identified in a safety audit/plan.
Security	Include design elements to harden infrastructure and protect transportation system users from sources of intentional harm.
	Support emergency preparedness and response.
Accessibility and Mobility	Incorporate a sidewalk on at least one side of the roadway.
	Incorporate bike lanes for each direction or provide a separate facility to reduce rider stress (from ADT, posted speeds).
	Remove barriers for pedestrians, cyclists, or people with disabilities.
	Improve access for Environmental Justice populations (low income or minority) with a focus on community activity and employment centers.
Stewardship	Provide consistency with planned growth and economic development.
	Use human-scale design to make transportation infrastructure approachable.
	Improve air quality by promoting opportunities to reduce greenhouse gas emissions and single occupancy vehicle (SOV) travel.
	Avoid impacts to environmentally sensitive areas.
Integration and Connectivity	Close infrastructure gaps.
	Improve a regionally significant corridor.
	Include multimodal elements (sidewalk, bicycle, carpool, vanpool, park-and-ride, or transit component, etc.).
	Improve connections to resolve legacy issues (multimodal, redundancy, efficiency).
Efficient System Management and Operations	Align transportation improvements with land use and functional context for all modes of transportation.
	Improve operational efficiency (channelization, integrated traffic control, multimodal components, etc.).
	Include access management elements (raised medians, reduced number of driveways, turn restrictions, etc.).

Preservation and Infrastructure Condition	Increase the condition rating of a bridge (deck, superstructure, substructure, culvert).
	Increase the pavement condition rating.
	Mitigate known maintenance or condition issues.
	Improve curb ramps, sidewalks, and crosswalks to meet ADA requirements.
Resiliency and Reliability	Protect from potential impacts from natural disasters.
	Improve Travel Time Reliability and existing or forecasted congestion.
	Reduce or mitigate stormwater impacts to surface transportation.
Travel and Tourism	Include "place-making" elements (lighting, benches, plazas, public art, etc.).
	Enhance the travel experience (wayfinding signage, activated hazard warnings, Intelligent Transportation System (ITS) - Traveler Information, etc.).
	Keep design consistent with the nearby urban or rural aesthetics.

The qualitative approach, which allows conceptual projects to compete and the ranking to be mode independent, is tied to **relevance** “high/medium/low” and **impact** “significant/moderate/neutral/negative.” The accompanying Project Submittal Matrix drop-down lists are pre-populated with the following numerical values, which will allow for the calculation of total points:

Relevance Factor

- 5 = High
- 3 = Medium
- 1 = Low

Impact Factor

- 2 = Significant
- 1 = Moderate
- 0.1 = Neutral
- -1 = Negative

Important Note

After the first round of 2045 Plan outreach, feedback received from the public, stakeholders, and member entities will be evaluated, and **weighting factors** for each goal area will be determined by the TAC and Policy Board to assist with the relative ranking of all submitted projects.

Project Types to be Submitted

Projects designed to address **pavement maintenance** such as chip seals and overlays (including potential ADA updates) **that do not include any other improvements** (i.e. alignment changes, widening, or the addition of sidewalks and bike routes), **do not have to be prioritized**, as the cost related to the upkeep of existing infrastructure will be accounted for through region-wide estimation based on lane mileage.

All other projects should be submitted for potential inclusion in the 2045 Plan, including:

- Reconstruction or new construction on regional roadways with a current or proposed federal functional classification of “Minor Collector” or higher,
- Smart infrastructure projects that extend beyond a single intersection,
- On- and off-system bridges with a span of 20ft +,
- Significant active transportation projects (not currently listed in the Blue Mountain Region Trails Plan),
- Public transportation rolling stock and potential system expansion.

Project Information Needed for Submission

The project submission matrix was designed to capture the following project specific data:

- Project Sponsor
- Project Name – Please remember that this will carry through the TIP and onto the Local Agency Agreement with the State DOT
- Federal Functional Classification – Current or proposed
 - Freeway/Expressway, Principal Arterial, Minor Arterial, Major Collector, or Minor Collector
- Project Extent and Length – Whenever possible, include milepost AND cross streets
- Number of Current and Proposed Lanes
- Brief Project Description – Again, please remember that is meant to carry the project through the TIP and onto the Local Agency Agreement with the State DOT; include sufficient information for those not familiar with the project to understand its objective
- Transportation Performance Related Information
 - *Pedestrian* - adding curb-tight sidewalk, buffered sidewalk, curb-tight path 8ft+, buffered path 8ft+, or multi-use path 10ft+
 - *Bicycle* - adding widened shoulder 4ft+, signed/shared route, bike lane, buffered bike lane, or off-road path
 - *Transit* - adding fixed route bus, dial-a-ride vehicle, or other transit improvements
 - *Safety* - Mitigating roadway departure potential, protecting ped/bike, addressing fatality or injury locations, or improving property damage only (PDO) hotspot
 - *Pavement* - at the time of construction, anticipated to be in good, fair, or poor condition
 - *Bridge* - at the time of construction, anticipated to be in good, fair, or poor condition
 - *Efficiency* - aligning with land use context, improving intersection control, or providing access management
- Project Type
 - *Primary Purpose* - Redesign or realignment for safety reasons, major rehabilitation or reconstruction, additional modal options (i.e. pedestrian, bike, or transit mode), or increased or new motor vehicle capacity
- Year Planned – Estimated start date of construction
- Cost Estimate – In current 2020 dollars
- Project Priority for the Sponsor
 - High Priority
 - Medium Priority
 - Low Priority
- Desired Plan Implementation Phase
 - Short-term (2021-2025)
 - Medium-term (2026-2035)
 - Long-term (2036-2045)
- Project Evaluation
 - Each sponsor will self-evaluate their projects as to relevance and impact on the identified transportation goal areas.

If several people are involved in the submission or the scoring of the projects, multiple Excel spread sheets can be utilized and provided to WWVMPO/SRTPO staff. (Differing point values for the same project will be averaged.)

Compilation of Regional List for the 2045 Plan

Once project information has been collected from each entity, WWVMPO/SRTPO staff will recombine all high-priority projects, which will then compete against each other for available funding. Should any unassigned funding remain, staff will combine all medium-priority projects and determine their relative ranking, and then add them to the fiscally constrained list until funding resources for non-preservation projects are exhausted.

Should aggregated project cost exceed available funding for each plan implementation phase (2021-2025, 2026-2035, or 2036-2045), prioritized projects will be moved into the subsequent implementation phase.

Important Information to Consider

All entity-submitted projects will be included in the 2045 Plan in one of the two following lists:

- *Fiscally Constrained* - This list will include all projects that fall within the financial capabilities.
 - Any project listed in the fiscally constrained list is eligible for federal and state funding regardless of the time period it falls into. Entities may therefore swap projects between short-, medium-, or long-term phases, if the desired timing of implementation subsequently changes.
 - Also, all pavement maintenance projects are considered to be part of the fiscally constrained list.
- *Illustrative* - This list will include all projects that cannot be implemented with the estimated available funding. It is anticipated that there will be insufficient funding for some of the medium- and low-priority projects, and therefore the projects will be listed without further prioritization other than simply medium or low.
 - Should additional funds become available – beyond those that were thought to be reasonably available – it would allow medium- and low-priority projects to be included once ranked.

It is known that many factors can impact an agency's priority projects, and available funding can change an agency's implementation priorities and timing. Therefore, if an agency is reconsidering the prioritization of its projects, the 2045 Plan fiscally constrained project list can be amended.

- Plan amendments can be processed anytime throughout the year. However, the most convenient timing for reevaluation of project prioritization is as follows:
 - *Biennial Review* - Two years following the adoption of the 2045 Plan, state requirements call for a review of transportation goals and guiding principles, plan currency, as well as implementation and performance monitoring.
 - *Annual Review* - In coordination with the development of each entity's 6-year TIP project list (Comprehensive Transportation Plan), and the development of the Metropolitan and Regional Transportation Improvement Program, the project prioritization can be reviewed and amended as needed.
- Similar to TIP amendments, plan amendment applications would be submitted by the affected entity, made available for public review, reviewed by the TAC, and approved by the Policy Board.

A full metropolitan and regional transportation plan update is conducted every 4 to 5 years. Transportation goals, project prioritization, and recommended projects will undergo a complete review and update at that time.