

ITEM 6A

**Coachella Valley Association of Governments
Transportation Committee
October 21, 2024**



STAFF REPORT

Subject: Proposed Criteria for the 2025 Update of the Transportation Project Prioritization Study (TPPS)

Contact: Tom Kirk, Executive Director (tkirk@cvaq.org)

Recommendation: Review proposed criteria and provide direction on prioritization of the criteria to be used for the 2025 update of the Transportation Project Prioritization Study (TPPS)

Background: CVAG's Transportation Project Prioritization Study (TPPS) serves as the guiding document to regional transportation investments. The TPPS ranks the regional arterial projects in the Coachella Valley based on a system of criteria adopted by CVAG's Transportation and Executive Committees. The accompanying Regional Arterial Cost Estimate (RACE) provides a cost estimate, in current dollars, of the segmented improvement projects. Once adopted, the TPPS, RACE and the Regional Active Transportation Plan (ATP) serve as the basis for the Transportation Uniform Mitigation Fee (TUMF) Nexus Study. CVAG and its member agencies generally focus their efforts on the transportation projects ranked in the top 10 percent of the TPPS ranking, although factors such as the availability of state and federal funding also may determine how projects move forward for CVAG's consideration.

CVAG typically updates the TPPS and RACE every five years. The last update was completed in 2016. Amid the significant disruptions associated with the COVID-19 pandemic, the 2020 TPPS update was postponed.

Now that regional traffic patterns have returned to pre-COVID levels, data can be collected and used to analyze the regional transportation network. Additionally, with Riverside County Transportation Commission's adoption of the 2024 Traffic Relief Plan (TRP), there are new projects that should be considered for inclusion in the TPPS, such as CV Rail, managed lanes along Interstate 10, transit priority systems, and regional pavement management. The October meeting of the Transportation Committee will effectively launch the process of updating the TPPS, with the process anticipated to run through 2025.

Updating the TPPS is the critical first step in establishing an infrastructure funding strategy for the planning and construction of regional transportation infrastructure throughout the Coachella Valley. Once the TPPS update is complete, staff will proceed with updating the associated RACE, ATP and TUMF nexus study. Once the TPPS and RACE are updated, outside funding sources are accounted for, the RACE estimate is adjusted, and then the TUMF nexus study can be prepared to allocate project costs attributed to new development.

TPPS Criteria

Over the past three decades CVAG has used four principal criteria to “prioritize” investments. They are: Pavement Condition, System Continuity (Gaps), Congestion (Level of Service), and Accident Rates. However, there are many other criteria that have been used to guide transportation investments in the Coachella Valley and more broadly in California and the United States. Many of these criteria are used to assess funding applications for regional, state and federal dollars. Staff evaluated numerous criteria, eliminating those that appeared to overlap with others. This resulted in the addition of eight new criteria to be added to the original four, as shown below:

- Improve Pavement Condition
- Fill System Gaps
- Reduce Congestion
- Reduce Accidents
- Encourage Infill Development
- Improve Climate & Disaster Resiliency
- Improve Access In & Out of the Coachella Valley
- Add Pedestrian & Bicycle Routes
- Improve Air Quality, Environment, and Aesthetics
- Improve Access In & Out of Events
- Build Infrastructure in Disadvantaged Communities
- Improve Mobility for Disadvantaged People

The criteria listed above is not intended to be final or all-encompassing. Adding or removing criteria is open for discussion with the Committee members.

During the October meeting, staff will facilitate a comparative analysis exercise with Transportation Committee members, providing a structured approach to the evaluation and prioritization of this criteria. A comparison matrix will be used to assess how well each of the criteria meets the Committee’s transportation objectives. This is a policy level discussion, in which member engagement is crucial for gathering input and ensuring diverse perspectives are considered. The results will be synthesized into a final list of recommendations for prioritization. This list will then be circulated with member jurisdictions’ staff for their review, and the final recommendations will come back to the Transportation Committee for approval.

TPPS Update Next Steps

The recommended prioritization criteria will be used to generate a project evaluation methodology consistent with the goals of the committee. The prioritization criteria will also help staff identify the necessary data needed for this assessment. Staff will utilize data available from the CV Sync network of traffic signals and “big data” sources to capture data such as traffic counts and turning movements throughout CVAG’s regional transportation network. Other necessary data will be collected using vendors or subcontractors as required.

As the TPPS project evaluation methodology is developed, CVAG staff will engage with member jurisdictions, including public works and engineering staff. Any recommendations will be returned to the Transportation Committee for consideration.

Fiscal Analysis: There is no additional cost to CVAG at this time. Using the recommended criteria and finalized evaluation methodologies, a request for proposal (RFP) will be prepared to secure qualified consultants to assist with the 2025 TPPS Update. CVAG staff will engage with member agencies to coordinate this process and will return to the Transportation Committee and the Executive Committee for further consideration and approval.