

TENTATIVE AGENDA

TECHNICAL COMMITTEE MEETING

JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY (JOHRTS) AREA

**South East Texas Regional Planning Commission
Homer E. Nagel Conference Room**

**Thursday, August 17, 2017
10:00 a.m.**

- I. PRESENTATION AND DISCUSSION ON DRAFT 2017 UPDATE OF THE SETRPC-MPO PROJECT SELECTION PROCESS
 - Bob Dickinson, Director, South East Texas Regional Planning Commission*
 - Madhu Narayanasamy, Project Manager, CDM Smith*

- II. STATUS REPORT ON DEVELOPMENT OF THE JOHRTS METROPOLITAN TRANSPORTATION PLAN (MTP)-2045
 - Bob Dickinson, Director, South East Texas Regional Planning*

- III. OTHER BUSINESS

- IV. SET NEXT MEETING DATE

- V. ADJOURNMENT

JOHRTS Technical Committee

Project Selection Process Update

Madhu Narayanasamy, AICP

August 17, 2017

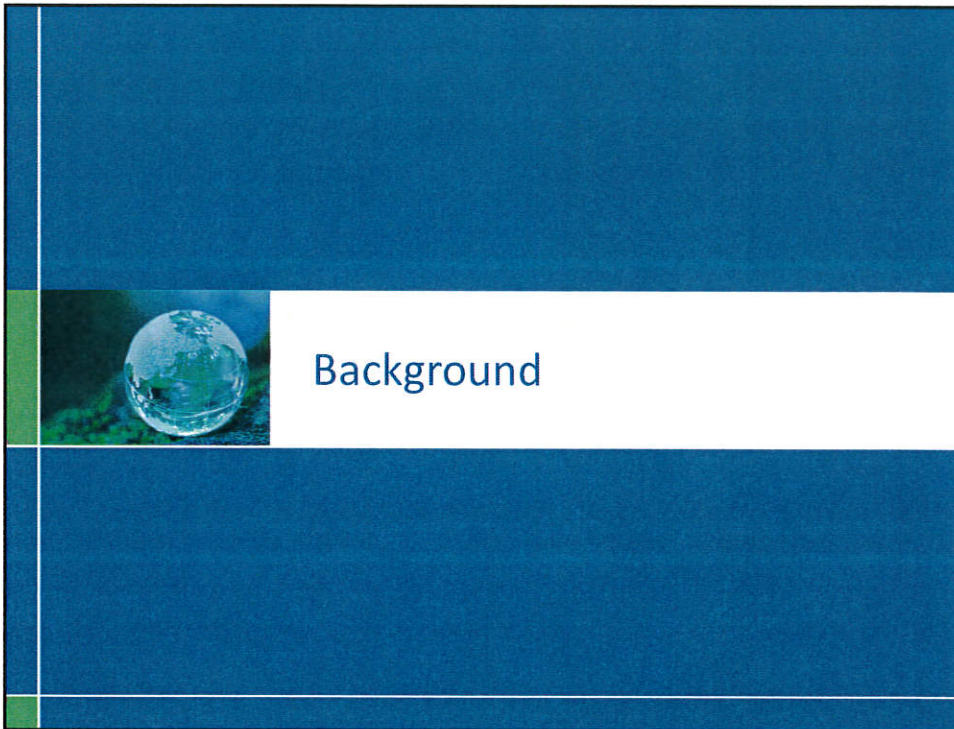


**CDM
Smith**

Outline

- Background
- Overview of process
- Review of the two evaluation tracks
- Individual criteria
- Weighting the scores

The current Category 7 project selection criteria are seen as excellent, but we tweaked them to comply with new FAST Act rules and modified the evaluation tracks



WB2

FAST Act Planning Emphasis Areas

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- B. Increase the safety of the transportation system for motorized and non-motorized users.
- C. Increase the security of the transportation system for motorized and non-motorized users.
- D. Increase the accessibility and mobility of people and for freight.
- E. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- G. Promote efficient system management and operation.
- H. Emphasize the preservation of the existing transportation system.
- I. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- J. Enhance travel and tourism

4

JOHRTS MTP Goals

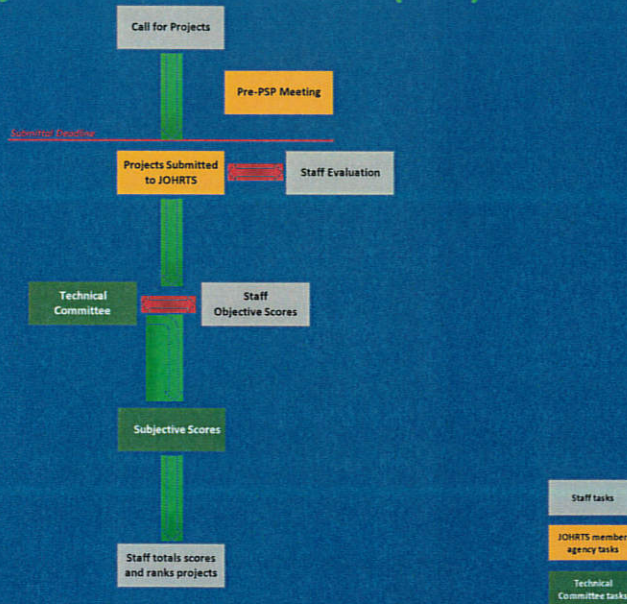
1. Preserve and maintain the existing transportation system.
2. Improve the operational efficiency of the transportation network.
3. Enhance the safety and security of the transportation community.
4. Protect and improve the environment.
5. Foster economic development.
6. Maintain financial responsibility in the development and preservation of the transportation system.

5



Overview of the Process

Project Selection Process (PSP)



Project Selection Process (PSP)

- Call for Projects and Pre-PSP Conference. A PSP Package with instructions will be provided for all who attend the Conference.
- Projects submitted by SETRPC agencies.
- MPO staff evaluates all submittals as responsive or non-responsive with set criteria. All responsive submittals advance to scoring. All non-responsive submittals are returned with notes. They can be re-submitted before the deadline.
- MPO staff develops the objective scores for each project submittal using the travel demand model and other data and tools.
- JOHRTS Technical Committee reviews and approves the objective scores, and develops the subjective scores for each project submittal.
- All scores are totaled and projects are ranked within each evaluation track

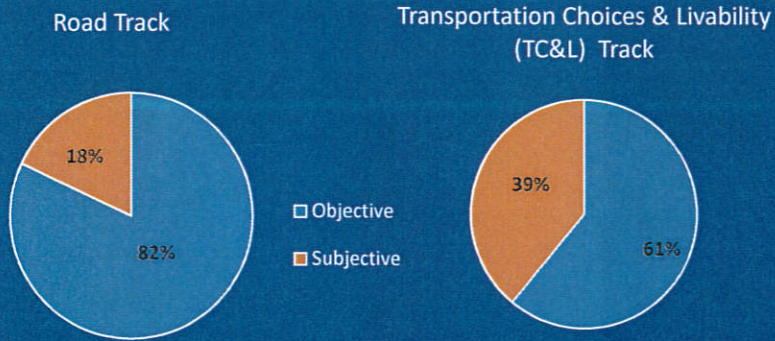


Two Evaluation Tracks

Two Evaluation Tracks

Road Evaluation Track				Transportation Choices & Livability Evaluation Track			
Category	Points	Percentage		Category	Points	Percentage	
1 Safety	45	21%		1 Safety	15	11%	
2 Rehabilitation	35	17%		2 Engineering Report	15	11%	
3 Engineering Report	15	7%		3 Intermodal Benefits	10	7%	
4 Intermodal Benefits	30	14%		4 Mobility	30	22%	
5 Mobility	15	7%		5 Planning & Environmental Benefits	30	22%	
6 Planning & Environmental Benefits	40	19%		6 Access to Jobs	15	11%	
7 Linkage to MTP or Other Plans	10	5%		7 Linkage to MTP or Other Plans	10	7%	
8 Cost Effectiveness	10	5%		8 Leveraged Funding	10	7%	
9 Leveraged Funding	10	5%					
Total Points	210				135		

Two Evaluation Tracks



For both tracks, Planning & ENV Benefits, Engineering Reports and Access to Jobs are three major subjective categories

11



Individual Scoring Criteria

Road Track			Transportation Choices & Livability Track		
1 Safety	45 points		1 Safety	15 points	
Safety Improvement Index	30	Objective	Provides a defined path	5	Objective
Efficiency of Emergency Services	5	Objective			
Fatality rate	5	Objective	Fatality rate	5	Objective
Serious Injury rate	5	Objective	Serious Injury rate	5	Objective
2 Rehabilitation	35 points				
Roadway Condition	20	Objective			
Percent Truck	10	Objective			
Roadway Functional Classification	5	Objective			
3 Engineering Report	15 points		2 Engineering Report	15 points	
Project Need	3	Subjective	Project Need	3	Subjective
Alternatives Analysis	3	Objective	Alternatives Analysis	3	Objective
Timing & Phasing	2	Subjective	Timing & Phasing	2	Subjective
Project Lifespan	2	Subjective	Project Lifespan	2	Subjective
Maintenance History	2	Subjective	Maintenance	2	Subjective
Safety Features	2	Subjective	Safety Features	2	Subjective
Additional Comments	1	Subjective	Additional Comments	1	Subjective
4 Intermodal Benefits	30 points		3 Intermodal Benefits	10 points	
Improvement Type	10	Objective			
Access to Facilities	10	Objective			
Transit Benefits	10	Objective	Access to transit	10	Objective
5 Mobility	15 points		4 Mobility	30 points	
Improvement in LOS	10	Objective			
Improvement in Continuity	5	Objective			
			Eliminates barriers	15	Objective
			Network connectivity	15	Objective
6 Planning & Environmental Benefits	40 points		5 Planning & Environmental Benefits	30 points	
Economic Development & Freight	5	Subjective	Economic Benefits	5	Subjective
Social Benefits	5	Subjective	Social Benefits	5	Subjective
Scope of Benefits	5	Subjective	Scope of Benefits	5	Subjective
Multimodal Support	5	Subjective			
Security & Resilience	5	Subjective			
Sustainability	5	Subjective	Sustainability	5	Subjective
Enhancements & Livability	5	Subjective	Enhancements & Livability	5	Subjective
Local Priority	5	Objective	Local Priority	5	Objective
			6 Access to Jobs	15 points	
			Access to jobs	15	Subjective
7 Linkage to MTP or Other Plans	10 points		7 Linkage to MTP or Other Plans	10 points	
Linkage to Plans	10	Objective	Linkage to Plans	10	Objective
8 Cost Effectiveness	10 points				
Cost Effectiveness	10	Objective			
9 Leveraged Funding	10 points		8 Leveraged Funding	10 points	
Leveraged Funding	10	Objective	Leveraged Funding	10	Objective
Total Possible Points	210		Total Possible Points	135	
Total Possible Objective Points	173	82%	Total Possible Objective Points	83	61%
Total Possible Subjective Points	37	18%	Total Possible Subjective Points	52	39%

13

Safety – Road Track

- Reduce the Potential for Crashes Based on Safety Improvement Index (SII) Reduction Factors

Resurfacing and Roadway Lighting		
Description	Definition	Reduction Factor
Roadway Resurfacing.	Provide a new roadway surface to increase pavement skid numbers on all the lanes.	42
Safety Lighting.	Provide roadway lighting, either partial or continuous, where either none existed previously or major improvements are being made.	25
Safety Lighting at Intersection.	Install lighting at an intersection where either none existed previously or major improvements are proposed.	75

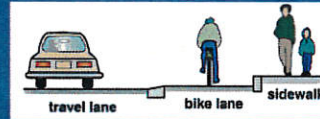
- Improve Efficiency of Emergency Services
- 5-Year Rolling Average Fatality Rate in Comparison with Statewide 5-year Rolling Average
- 5-Year Rolling Average Serious Injury Rate in Comparison with Statewide 5-year Rolling Average



14

Safety – TC&L Track

- Provide Defined Path



- 5-Year Rolling Average Fatality Rate in Comparison with Statewide 5-year Rolling Average

- 5-Year Rolling Average Serious Injury Rate in Comparison with Statewide 5-year Rolling Average



15

Rehabilitation (Road Track Only)

- Existing Pavement Condition

PMIS Condition Score	HPMS Score	Rating	Points
1 - 34	1 - 2	Very Poor	5 points
35 - 49	2 - 3	Poor	3 points
50 - 69	3 - 4	Fair	2 points
70 +	4 - 5	Good	1 point

- Truck Traffic

Percent Truck Traffic	Points
Over 20%	10 points
10% - 19.9%	9 points
6% - 9.9%	7 points
3% - 5.9%	5 points
1% - 2.9%	3 points
less than 0.9%	0 points

- Roadway Functional Classification

Roadway Functional Class	Points
Interstate, Freeway, Expressway, or Overpasses	5 points
Intersections or Principal Arterials	4 points
Minor Arterials	3 points
Rural Major Collector	2 points
Collector	1 points

16

Engineering Report

- Criteria and points distribution same for both tracks
- Most criteria are subjective
- Scores will be developed for each project submittal by JOHRTS Technical Committee

Engineering Report	15 points	
Project Need	3	Subjective
Alternatives Analysis	3	Objective
Timing & Phasing	2	Subjective
Project Lifespan	2	Subjective
Maintenance History	2	Subjective
Safety Features	2	Subjective
Additional Comments	1	Subjective

17

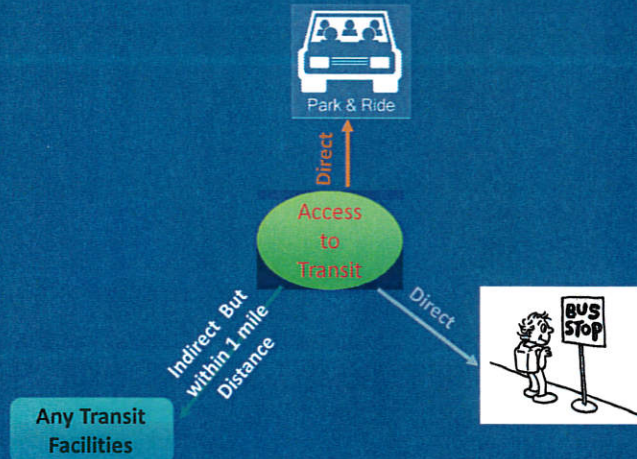
Intermodal Benefit – Road Track

- Improve the Flow of Intermodal Transport
Signal Timing, Intersection or Interchange Improvements, Pavement Markings, Bus Stop Turnout, Sidewalk Improvement.
- Access to Intermodal Terminals or Facilities
Port, Airport, Truck Stop, Industrial Centers, Landfill, Pipeline Terminals
- Transit Benefit
Roadway with Fix Route Service or High Demand Response Trips

18

Intermodal Benefit – TC&L Track

- Provide Direct or Indirect Access to Transit Facilities



19

Mobility

Road Track

- Reduce Congestion and Improve LOS

LOS Improvement	Points
From F to E	5 points
From E to D	5 points
From D to C	4 points
From C to B	2 points
From B to A	1 point
No change in LOS	0 points

- Improve Continuity

Project Continuity	Points
Closes a gap for an arterial or higher	3 points
Closes a gap for a collector street	2 points
Closes a gap in the number of arterial lanes	2 points
Closes a gap in the number of collector lanes	1 point
Closes a gap in multimodal connectivity	2 points

TC&L Track

- Eliminates Barriers

Barrier	Points
Barrier in the bike/ped network	5 points
Barrier in the EJCOG	5 points
Barrier to fixed-route transit	5 points

- Network Connectivity

Network Gaps	Points
Closes a gap in a separated bike lane / multiuse path	5 points
Closes a gap in the designated bike network	5 points
Closes a gap in transit connectivity	5 points

20

Planning & Environmental Benefits

- All criteria subjective
- Scores will be developed for each project submittal by JOHRTS Technical Committee
 - *Economic Development & Freight*
 - *Social Benefits*
 - *Scope of Benefits*
 - *Multimodal Support (road track only)*
 - *Security & Resilience (road track only)*
 - *Smart Growth*
 - *Enhancements & Livability*
 - *Local Priority*

21

Other Categories

- Access to Jobs (TC&L Track only)
Access to jobs in region or EJCOC
- Linkage to MTP or Other Plans
RTP, CMP, MTFP, Regional Bike Plan
- Cost Effectiveness
Project Cost per Lane Mile
- Leveraged Funding

22

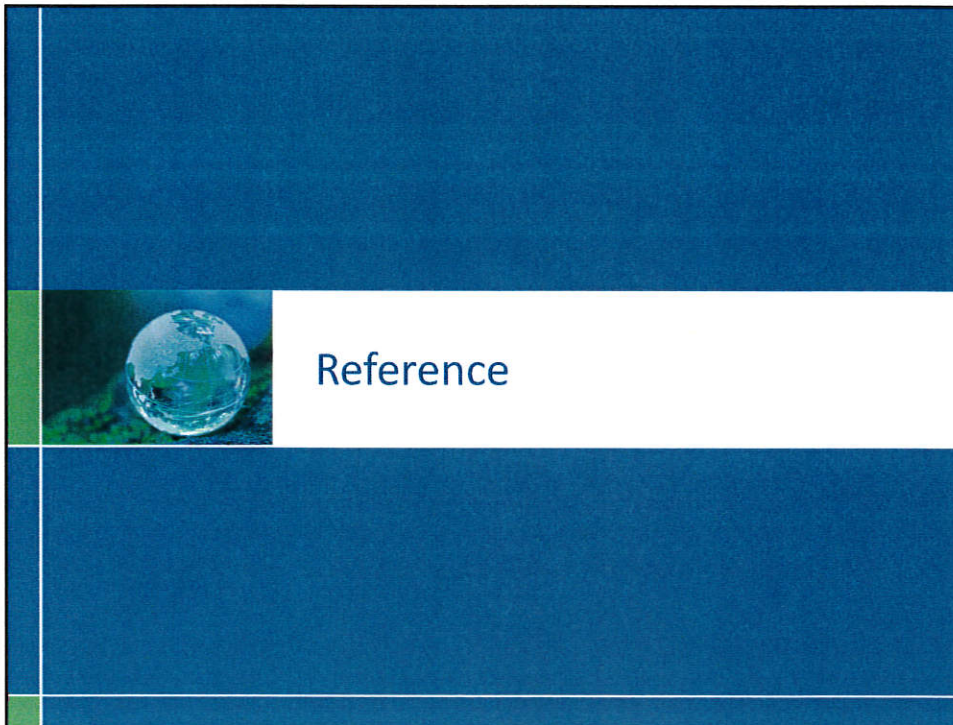


Weighting the Track Scores

Lewis Ln.: Orange Rd. to Vidor Rd.				Dickinson Dr.: Jefferson Rd. to Hardin Rd.			
1	Safety	45 points		1	Safety	45 points	
	Safety Improvement Index	20	30	Objective	Safety Improvement Index	10	30
	Efficiency of Emergency Services	3	5	Objective	Efficiency of Emergency Services	2	5
	Fatality rate	5	5	Objective	Fatality rate	1	5
	Serious Injury rate	4	5	Objective	Serious Injury rate	1	5
2	Rehabilitation	35 points		2	Rehabilitation	35 points	
	Roadway Condition	8	20	Objective	Roadway Condition	8	20
	Percent Truck	4	10	Objective	Percent Truck	5	10
	Roadway Functional Classification	2	5	Objective	Roadway Functional Classification	3	5
3	Engineering Report	15 points		3	Engineering Report	15 points	
	Project Need	2	3	Subjective	Project Need	2	3
	Alternatives Analysis	2	3	Objective	Alternatives Analysis	2	3
	Timing & Phasing	1	2	Subjective	Timing & Phasing	1	2
	Project Lifespan	2	2	Subjective	Project Lifespan	1	2
	Maintenance History	0	2	Subjective	Maintenance History	1	2
	Safety Features	2	2	Subjective	Safety Features	1	2
	Additional Comments	1	1	Subjective	Additional Comments	0	1
4	Intermodal Benefits	30 points		4	Intermodal Benefits	30 points	
	Improvement Type	4	10	Objective	Improvement Type	8	10
	Access to Facilities	3	10	Objective	Access to Facilities	6	10
	Transit Benefits	1	10	Objective	Transit Benefits	4	10
5	Mobility	15 points		5	Mobility	15 points	
	Improvement in LOS	1	10	Objective	Improvement in LOS	8	10
	Improvement in Continuity	0	5	Objective	Improvement in Continuity	4	5
6	Planning & Environmental Benefits	40 points		6	Planning & Environmental Benefits	40 points	
	Economic Development & Freight	0	5	Subjective	Economic Development & Freight	2	5
	Social Benefits	1	5	Subjective	Social Benefits	3	5
	Scope of Benefits	1	5	Subjective	Scope of Benefits	4	5
	Multimodal Support	0	5	Subjective	Multimodal Support	3	5
	Security & Resilience	0	5	Subjective	Security & Resilience	2	5
	Sustainability	3	5	Subjective	Sustainability	3	5
	Enhancements & Livability	3	5	Subjective	Enhancements & Livability	2	5
	Local Priority	5	5	Objective	Local Priority	3	5
7	Linkage to MTP or Other Plans	10 points		7	Linkage to MTP or Other Plans	10 points	
	Linkage to Plans	5	10	Objective	Linkage to Plans	10	10
8	Cost Effectiveness	10 points		8	Cost Effectiveness	10 points	
	Cost Effectiveness	5	10	Objective	Cost Effectiveness	8	10
9	Leveraged Funding	10 points		9	Leveraged Funding	10 points	
	Leveraged Funding	3	10	Objective	Leveraged Funding	6	10
	Total Possible Points	91	210		Total Possible Points	114	210
	Total Possible Objective Points	70	173	77%	Total Possible Objective Points	89	173
	Total Possible Subjective Points	21	37	23%	Total Possible Subjective Points	25	37

Lewis Ln.- Orange Rd. to Vidor Rd.				Dickinson Dr.- Jefferson Rd. to Hardin Rd.				
1	Safety	50 points		1	Safety	50 points		
	Safety Improvement Index	15	20	Objective		7	20	Objective
	Efficiency of Emergency Services	6	10	Objective		2	10	Objective
	Fatality rate	10	10	Objective		1	10	Objective
	Serious Injury rate	8	10	Objective		1	10	Objective
2	Rehabilitation	45 points		2	Rehabilitation	45 points		
	Roadway Condition	13	25	Objective		13	25	Objective
	Percent Truck	4	15	Objective		8	15	Objective
	Roadway Functional Classification	2	5	Objective		3	5	Objective
3	Engineering Report	30 points		3	Engineering Report	30 points		
	Project Need	4	6	Subjective		4	6	Subjective
	Alternatives Analysis	4	6	Objective		4	6	Objective
	Timing & Phasing	2	4	Subjective		1	4	Subjective
	Project Lifespan	4	4	Subjective		1	4	Subjective
	Maintenance History	0	4	Subjective		1	4	Subjective
	Safety Features	4	4	Subjective		1	4	Subjective
	Additional Comments	2	2	Subjective		0	2	Subjective
4	Intermodal Benefits	15 points		4	Intermodal Benefits	15 points		
	Improvement Type	2	5	Objective		4	5	Objective
	Access to Facilities	1	5	Objective		3	5	Objective
	Transit Benefits	1	5	Objective		2	5	Objective
5	Mobility	15 points		5	Mobility	15 points		
	Improvement in LOS	1	10	Objective		8	10	Objective
	Improvement in Continuity	0	5	Objective		4	5	Objective
6	Planning & Environmental Benefits	40 points		6	Planning & Environmental Benefits	40 points		
	Economic Development & Freight	0	5	Subjective		2	5	Subjective
	Social Benefits	1	5	Subjective		3	5	Subjective
	Scope of Benefits	1	5	Subjective		4	5	Subjective
	Multimodal Support	0	5	Subjective		3	5	Subjective
	Security & Resilience	0	5	Subjective		2	5	Subjective
	Sustainability	3	5	Subjective		3	5	Subjective
	Enhancements & Livability	3	5	Subjective		2	5	Subjective
	Local Priority	5	5	Objective		3	5	Objective
7	Linkage to MTP or Other Plans	5 points		7	Linkage to MTP or Other Plans	5 points		
	Linkage to Plans	2	5	Objective		2	5	Objective
8	Cost Effectiveness	5 points		8	Cost Effectiveness	5 points		
	Cost Effectiveness	2	5	Objective		4	5	Objective
9	Leveraged Funding	5 points		9	Leveraged Funding	5 points		
	Leveraged Funding	3	5	Objective		3	5	Objective
	Total Possible Points	103	210		99	210		
	Total Possible Objective Points	77	158	75%	69	158	70%	
	Total Possible Subjective Points	26	52	25%	30	52	30%	

25



Funding Categories

Funding Category	Description	Funding Allocation		
		Fed	State	Local
1 - Preventive Maintenance and Rehabilitation	Provides for preventive maintenance and pavement rehabilitation on the existing state highway system, including maintenance and rehabilitation of water control devices and for rehabilitation and maintenance of operational traffic management systems.	90%	10%	-
2 - Intermodal and Other Area Corridor Projects	Addresses mobility needs in all metropolitan areas throughout the state.	80%	20%	-
3 - Non-Traditionally Funded Transportation Projects	Addresses mobility needs throughout the state using funding sources not traditionally part of the state highway fund. The projects in this category include Proposition 12, Proposition 14, Pass through Toll Financing, Texas Mobility Fund, Commute, Beyond Toll Revenue, Comprehensive Development Agreement, Local Participation, and single-facility funding.	80%	20%	-
4 - Interstate Connectivity Corridor Projects	Addresses mobility and added capacity project needs in major state highway system corridors which provide interstate connectivity between urban areas and corridors which serve mobility needs throughout the state. The highway connectivity network is composed of the Texas Truck System, National Highway System (NHS) and originates from Texas Truck System in 2002 to secure port-to-continental border or Texas seaports.	80%	20%	-
5 - Congestion Mitigation and Air Quality Improvement	Addresses the attainment of national ambient air quality standards in the non-attainment areas of the state. Projects are for congestion mitigation and air quality improvement in the non-attainment areas in the state.	80%	20%	-
6 - Structures Replacement and Rehabilitation Bridge Program, Railroad Grade Separation Program	Addresses the replacement or rehabilitation of deficient existing bridges located on public highways, roads and streets in the state; the construction of grade separations at existing highway-railroad grade crossings; and the rehabilitation of deficient railroad underpasses on the state highway system.	90%	10%	-
7 - Metropolitan Mobility Rehabilitation	Addresses transportation needs within the metropolitan area boundaries of Metropolitan Planning Organizations having unincorporated areas with populations of 200,000 or greater.	80%	20%	-
8 - Safety	Addresses safety needs on and off the state highway system, and includes the High Risk Road Repair program, and the Rail-to-Highway Safety program.	80%	20%	-
9 - Transportation Enhancements and Transportation Alternatives	Addresses projects that are above and beyond what would normally be expected in the way of enhancements to the transportation system, including the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure.	80%	20%	-
10 - Supplemental Transportation Projects	Addresses projects that do not qualify for funding in other categories, such as new park roads, landscaping, and handicap accessible curb ramps at on-ramp interchanges.	80%	20%	-
11 - District Discretionary	Addresses projects selected at the District Engineer's discretion.	80%	20%	-
12 - Strategic Priority	Addresses needs related to statewide economic development, military employment centers, and economic and natural resources.	80%	20%	-

Funding Category	Description	Funding Allocation		
		Fed	State	Local
1307 - Unincorporated Areas Transit Grant Program	Program addresses the operating and capital cost of transit services. Eligible projects include planning, engineering, asset administration, personnel administration, fuel, parts, and operating costs.	90%	-	10%
1310 - Transportation for Elderly Persons and Persons with Disabilities	Capital expenses that support transportation to meet the special needs of elderly citizens and persons with disabilities.	80%	-	20%
1311 - Rural Transit and Mobility Plan	Capital, planning, and operating expenses for public transit in unincorporated areas with a population under 20,000 as designated by the Board of the Census.	80%	-	20%
1318 - Job Access and Reverse Commute Program	Capital, planning, and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment and for reverse commute projects.	80%	-	20%
1317 - New Demand Program	Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those supported by the Americans with Disabilities Act of 1990 (ADA) that are designed to assist individuals with disabilities.	80%	-	20%
1319 - Capital Improvement Program	Divided into three categories: modernization of existing rail systems, new rail systems, and new and replacement buses and facilities. These funds are used to purchase the purchase of buses, bus-related equipment and passenger vehicles, and for the construction of bus-related facilities.	80%	-	20%

Project Submission Form

SPONSOR INFORMATION			
Project Sponsor			
Contact Person			
Address			
City/Zip			
Phone Number			
Fax Number			
Email Address			
PROJECT INFORMATION			
Project Description			
Street Name			
Street Functional Classification			
Limits From			
Limits To			
Length in Miles			
Existing Total Through Lanes			
Future Total Through Lanes			
24-Hour Traffic Volume			
Year of Traffic Count			
Submitter's Priority Ranking			
PROJECT COST			
Estimated Total Cost			
Funding Category			
Federal/State Share			
Local Share			
Committed?			
Documentation Attached?			
Does the local share exceed the minimum match requirement?			
PROJECT READINESS			
Estimated Early Start Date			
Estimated Years for Construction			
Project Status -	Environmental	Preliminary Eng.	Right-of-Way
Percent Complete			
Project History -	MTP Funded	MTP Unfunded	Other Plan
Present in Current Plans			

Safety Improvement Index Reduction Factors

Pavement Markings

Description	Definition	Reduction Factor
Install Pavement Markings.	Place complete pavement markings, excluding crosswalks, in accordance with the TMUTCD where either no markings or non-standard markings exist.	20
Install Edge Marking.	Place edge lines where none existed previously.	25
Install Centerline Striping.	Provide centerline striping where either no markings or nonstandard markings existed previously.	65
Install Traffic Buttons.	Place raised non-reflective traffic buttons for improved visibility in daylight wet surface conditions. Buttons will be installed where none previously existed.	30
Install Raised Reflective Pavement Markers.	Place raised reflective pavement markers for improved visibility at night and in wet surface conditions. Markers will be installed where none previously existed.	35
Install Pedestrian Crosswalk.	Place pedestrian crosswalk markings where none existed previously.	10

Resurfacing and Roadway Lighting

Description	Definition	Reduction Factor
Roadway Resurfacing.	Provide a new roadway surface to increase pavement skid numbers on all the lanes.	42
Safety Lighting.	Provide roadway lighting, either partial or continuous, where either none existed previously or major improvements are being made.	25
Safety Lighting at Intersection.	Install lighting at an intersection where either none existed previously or major improvements are proposed.	75

29

Safety Improvement Index Reduction Factors

Roadway Improvements

Description	Definition	Reduction Factor
Modernize Facility to Design Standards	Provide modernization to all features within the Right-of-Way to achieve current desirable standards. This includes widening the travelway or shoulders, constructing new shoulders, flattening the side slopes, and treating roadside ditches.	15
Convert to One-Way Frontage Roads.	Convert two-way frontage roads to one-way operation.	25
Channelization.	Install islands and/or pavement markings to control or prohibit vehicular movements.	Contact TxDOT
Construct Median Crossover.	Provide crossovers in the median where none previously existed.	20
Close Crossover.	Permanently close an existing crossover.	95
Remove Raised Median/Concrete Island.	Permanently remove raised median/concrete island.	35
Widen Lanes.	Provide additional width to the lane(s).	30
Add Through Lane.	Provide an additional travel lane.	28
Install Continuous Turn Lane.	Provide a continuous two-way left turn lane where none previously existed.	40
Widen Paved Shoulder.	Extend the existing paved shoulder to achieve desirable shoulder width.	12
Construct Paved Shoulders.	Provide paved shoulders to desirable width where no shoulders existed previously.	15
Install Joggle Bar Tiles as a Shoulder Treatment.	Install joggle bar tiles on the shoulder as a shoulder treatment.	25
Tunduce Shoulders.	Install median or solid-in rumble strips along the shoulder.	25
Improve Vertical Alignment.	Reconstruct the roadway to improve sight distance.	50
Improve Horizontal Alignment.	Flatten existing curves.	50
Increase Supervision.	Provide increased Supervision on an existing curve.	65
Increase Vertical Clearance.	Increase vertical clearance of a roadway underneath an overhead obstacle by lowering the roadway grade.	50
Increase Vertical Clearance.	Remove an overhead structure in order to increase vertical clearance.	95
Construct Turn-Arounds.	Provide Turnarounds at an intersection where none previously existed.	40
Entrance Ramp Modification.	Reconstruct existing ramps to conform to current desirable standards.	30
Exit Ramp Modification.	Reconstruct existing ramps to conform to current desirable standards.	20
Add Acceleration/Deceleration Lanes.	Construct acceleration and/or deceleration lanes where none previously existed.	10
Construct Interchange.	Construct vertical separation of intersecting roadways to include interconnecting ramps.	55
Grade Separation.	Construct vertical separation of intersecting roadways.	80
Construct Pedestrian Over/Under Pass.	Construct a pedestrian crossover where none exists previously.	95
Realign Intersection.	Widens an existing intersection by partial or complete relocation of the roadway(s).	Contact TxDOT
Increase Turning Radius.	Provide an increased turning radius at an existing intersection.	10
Add Left Turn Lane.	Provide an exclusive left turn lane where none existed previously.	25
Lengthen Left Turn Lane.	Provide additional length to an existing exclusive left turn lane.	40
Add Right Turn Lane.	Provide an exclusive right turn lane where none existed previously.	25
Lengthen Right Turn Lane.	Provide additional length to an existing exclusive right turn lane.	40

30

Safety Improvement Index Reduction Factors

Roadside Obstacles and Barriers		
Description	Definition	Reduction Factor
Install Median Barrier.	Construct a metal or concrete median barrier where none existed previously.	65
Convert Median Barrier.	Remove an existing metal median barrier system and install a concrete median barrier.	40
Install Guardrail or Barrier.	Provide guardrail or concrete traffic barrier where none existed previously.	30
Install Guardrail or Barrier at Bridge Ends.	Provide guardrail, concrete traffic barrier or other protective system at bridge ends where no protection previously existed.	50
Improve Guardrail to Design Standards.	Bring existing guardrail into conformance with current design standards.	7
Modernize Bridge Rail and Approach Guardrail.	Improve existing substantial bridge rail and approach guardrail to current design standards.	15
Remove or Muddy Barrier Curb.	Remove or make traversable the barrier curb in front of existing guardrail or concrete traffic barrier.	30
Install Raised Median.	Install a roadway divider using barrier curb.	25
Install Impact Attenuation System.	Provide any of a variety of impact attenuators where none existed previously.	60
Safety-Treat Fixed Objects.	Remove, relocate or safety treat all fixed objects within the project limits, to include both point and continuous objects.	55
Safety-Treat Sign Support.	Replace existing sign supports with breakaway supports.	45
Safety Treat Luminaire Supports.	Replace existing luminaire supports with breakaway supports.	35
Safety Treat Drainage Structures.	Provide safety end treatments to crossroad and/or parallel drainage structures.	60
Remove Signal Supports.	Remove existing structures to provide the desirable clear zone.	10
Relocate Luminaire Supports from Median.	Relocate luminaire supports from median (usually crossovers) and place between outside curb and R.O.W.	Contact TxDOT
Remove Trees (0.3)	Remove trees from the clear zone.	10
Remove Trees (0.1)	Remove trees from the clear zone.	50
Fixation Side Slope.	Provide an embankment side slope of 6:1 or better.	48
Widen Drainage Structures to Clear Zone.	Widen existing structures to provide the desirable clear zone.	30
Widen Bridge.	Provide additional width across an existing structure, either by rehabilitation or replacement.	55
Install Curb - Control of Access.	Installation of curb for an urban low speed design highway where no previous curb existed and the accident history indicates a control of access problem.	10

31

Safety Improvement Index Reduction Factors

Signals		
Description	Definition	Reduction Factor
Install Advance Warning Flasher Units.	Provide flasher units, where none existed previously in advance of an identified problem area.	Contact TxDOT
Improve Advance Warning Flasher Units.	Bring existing flasher units into conformance with current design standards.	Contact TxDOT
Install Advance Warning Signals near Intersections or curves.	Provide flasher units in advance of an intersection or curve.	10
Install Advance Warning Signals and Signs near Intersections or curves.	Provide flasher units and signs in advance of an intersection or curve where none previously existed.	15
Install Advance Warning Signs and/or Signals near uncontrolled intersections.	Provide flasher units and/or signs in advance of an uncontrolled intersection where none previously existed.	20
Install Intersection Flashing Beacon.	Provide a flashing beacon at an intersection where a beacon did not exist previously.	50
Modernize Intersection Flashing Beacon.	Improve an existing flashing beacon, located at an intersection, to current design standards.	10
Replace Intersection Flashing Beacon with a Traffic Signal.	Replace an existing flashing beacon at an intersection with a traffic signal.	25
Improve Traffic Signals.	Modernize existing intersection signals to current design standards.	22
Install Traffic Signal.	Provide a traffic signal where none existed previously.	28
Interconnect Signals.	Provide a communication link between two or more adjacent signals at a corridor.	10
Add Left Turn Signal Phase.	Provide a left turn signal phase at an existing signalized intersection with existing left turn lanes.	25
Install Pedestrian Signal.	Provide a pedestrian signal at an existing signalized location where no pedestrian phase exists, but pedestrian crosswalks exist.	15
Improve Pedestrian Signals.	Bring existing pedestrian signal units into conformance with current standards.	10
Install Over Height Warning System.	Install electronic devices to detect over height loads.	65
Eliminate Parking.	Completely remove existing parking on one side or both sides of the roadway.	32

32

Safety Improvement Index Reduction Factors

Signs		
Description	Definition	Reduction Factor
Install Warning/Guide signs.	Provide signing for unusual or unexpected roadway features <i>where no signing previously existed.</i>	20
Install STOP signs.	Provide STOP signs <i>where none existed previously.</i>	20
Convert 2-way STOP signs to 4-way STOP signs.	Provide 4-way STOP signs <i>where 2-way STOP signs previously existed.</i>	15
Install School Zones.	Place school zones to include signing and/or pavement markings <i>where none existed previously.</i>	20
Install Delineators.	Install post mounted delineators to provide guidance.	30
Install Advance Warning signs near intersections or curves.	Provide signs in advance of an intersection or curve <i>where none previously existed.</i> <i>Advance warning signs already exist.</i>	5
Install Overhead Guide signs.	Install overhead advance signing for unusual or unexpected roadway features <i>where no signing previously existed.</i>	20

Southeast Texas Regional Planning Commission

Metropolitan Planning Organization

Project Selection Process

Purpose

The South East Texas Regional Planning Commission-Metropolitan Planning Organization (SETRPC-MPO) Project Selection Process (PSP) was developed to ensure optimization of the available transportation funds for transportation improvements in the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) area. The JOHRTS area's transportation improvement funding comes from federal, state, and local sources. Of these federal sources, there are two funding groups in which the SETRPC-MPO cooperates with the TxDOT-Beaumont District in prioritizing eligible projects.

Projects in the general funding group of maintenance include:

- Funding category 1- Preventative Maintenance & Rehabilitation;
- Funding category 6- Structures, Bridge, and Railroad Crossing, and
- Funding category 8 -Safety.

Projects in the general funding group of mobility include:

- Funding category 2: Corridor projects,
- Funding category 7: Metropolitan Mobility,
- Funding category 9: Transportation Enhancements, and
- Funding category 11: District Discretionary.

Funding categories are described in Appendix B.

Background

The SETRPC-MPO Project Selection Process fulfills several needs in the metropolitan planning process as defined in the 2015 Fixing America's Surface Transportation Act (FAST Act). The FAST Act combines continuing and improving current programs with new initiatives to meet the challenges of improving safety, protecting and enhancing communities and the natural environment, and advancing the nation's economic growth and global competitiveness through efficient and flexible transportation.

Under the FAST Act, the SETRPC-MPO is required to develop and implement a long-range regional transportation plan that is fiscally responsible and includes public involvement in its development. The FAST Act defines seven broad emphasis areas for consideration in the planning process in 23 USC 134 (h)(1). The seven emphasis areas are listed in Appendix A. The SETRPC-MPO Project Selection Process (PSP) incorporates these FAST Act concepts and complies with the Title 23 Code of Federal Regulations Part 450 and Title 49 Code of Federal Regulations Part 613.

Introduction

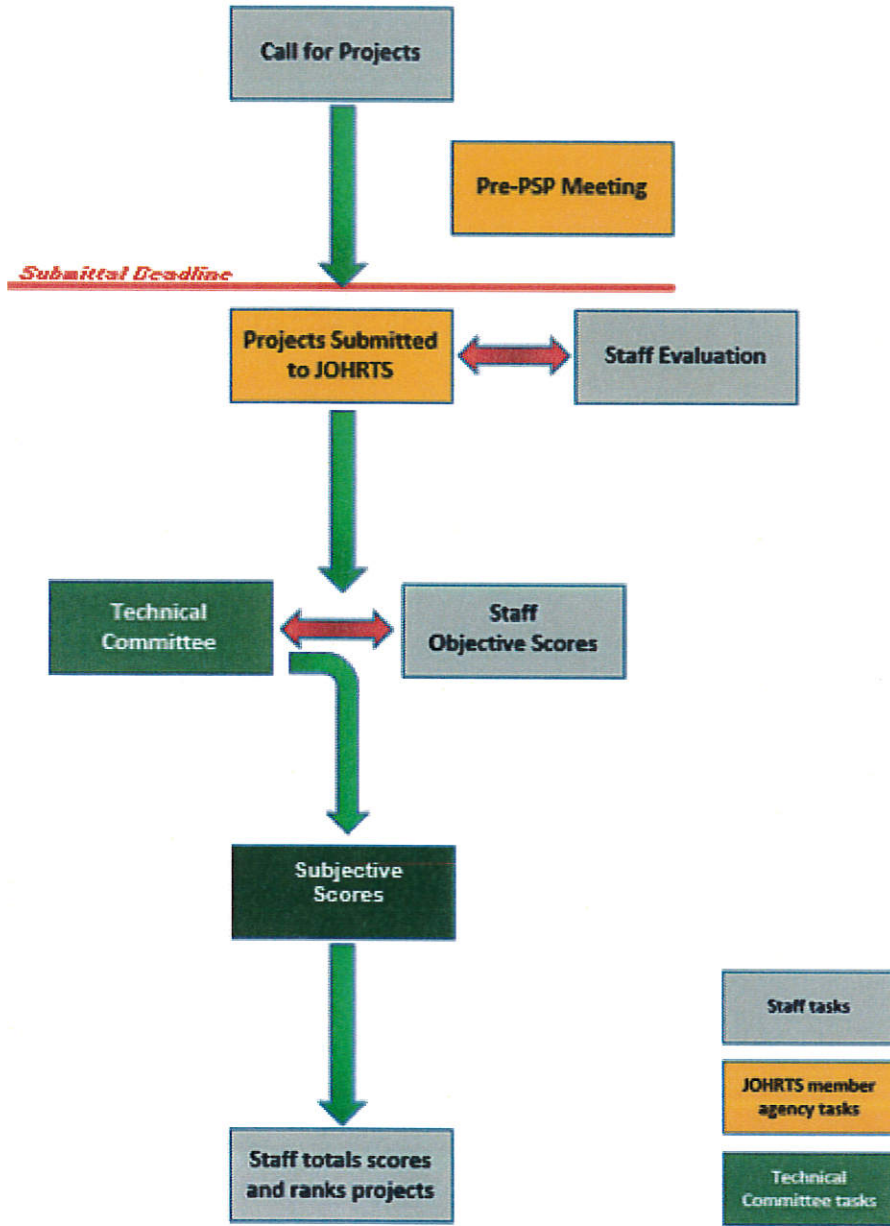
To spend federal dollars on local transportation projects and programs, a metropolitan area must have a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP). The MTP is a long-range plan, normally 20 to 25 years, which outlines the long-term goals for the region's transportation system. The MTP includes a list of projects that, over the long term, will meet the objectives of the plan. The projects listed in the MTP are grouped into three component project lists: a short-range plan, a long-range plan, and a regionally significant-unfunded plan.

These plans must be "financially constrained" - this means the cost of the MTP's selected projects and programs for the planning horizon must reasonably match the expected funding levels for that time period. Additionally, the cost of the TIP's selected projects and programs must equal the projected funding available for its three-year horizon.

The MTP's financially constrained component constitutes those projects that have an identifiable funding source during the MTP planning horizon (normally years 1-20). Because funds are limited, not all identified eligible projects can be included in this MTP component. As a result, the JOHRTS Technical Committee utilizes the SETRPC-MPO PSP for evaluating and scoring eligible projects to identify a recommended project listing for the JOHRTS Transportation Planning Committee's (TPC) review and approval.

There are five steps in the SETRPC-MPO Project Selection Process (PSP):

1. Call for Projects and Pre-PSP Conference
2. Project Submission
3. Project Review and Evaluation
4. JOHRTS Technical Committee Recommendation
5. JOHRTS Transportation Planning Committee Review and Approval



Procedures

Step 1: Call for Projects and Pre-PSP Conference

In coordination and cooperation between SETRPC staff and TxDOT, a Call for Projects will be sent to all participants in the SETRPC area. The Call for Projects will include a date, time, and location for a Pre-PSP Conference, to be held no later than two weeks after the Call for Projects is released. Each member of the JOHRTS Technical Committee will be invited to attend the Pre-PSP Conference, where they will be provided with the Project Submittal Package and instructions for submitting projects. Data sources and SETRPC staff contacts to assist the members in preparing their responses to the Call for Projects will be identified.

Step 2: Project Submission

All SETRPC member organizations wishing to submit projects to SETRPC staff can do so by completing a JOHRTS Candidate Project Submission Form by the deadline. Each member may submit an unlimited number of projects for evaluation. The JOHRTS Candidate Project Submission Form includes:

- A form to detail sponsor and project information project readiness
- A request for a project location map
- A form to detail how the project meets the JOHRTS current MTP goals
- An estimated construction cost worksheet
- A request for a typical cross-section of the project, if applicable
- A form for a brief Engineer's Report

All projects submitted to SETRPC will be reviewed by staff to ensure that they are responsive to all requirements of the Call for Projects. Projects which are non-responsive will be returned to the submitting member with notes to enable them to update and re-submit their project. Any re-submittals must still meet the original project submission deadlines. All projects which are evaluated as responsive and containing all the required information will proceed to the scoring process.

For a project submission to be regarded as responsive, the JOHRTS Candidate Project Submission Form must be completely filled out. JOHRTS staff will not evaluate the submittal in this stage; they will only determine that each submittal is complete so that it can proceed to project evaluation.

Step 3: Project Review and Evaluation

The overall vision of JOHRTS as outlined in the MTP is to develop a fully-integrated, multimodal transportation system for people and freight. JOHRTS actively seeks to promote projects to develop and support transportation choices in the region, including transit and active transportation modes.

In evaluating eligible transportation projects, the different scopes, characters, and operating characteristics of the various modes and project types are apparent. These are so distinctly different that it would be impossible to develop a single process which would support a fair and comprehensive evaluation of all the different projects. Project evaluation and scoring therefore follows two distinct tracks:

- Road Track, for evaluation of projects primarily addressing roads and bridges.
- Transportation Choices and Livability Track, to provide a fair evaluation of bicycle and pedestrian projects and of projects dealing with environmental and quality of life issues.

Each evaluation track contains objective and subjective criteria. Each track is customized to contain the criteria and weights most appropriate to their transportation modes, but each also contains common criteria and evaluation points for the categories of:

- Linkage to the MTP or Other Relevant Regional Plans, with a maximum of 15 points given for a project's linkage to current planning documents.
- Local Priority and Support, with a maximum of 10 points given for a project's listing in the submitting member's list of preferences and documented local support.
- Project Scope, with a maximum of 35 points given for a project's contributions to local benefits and livability.

The PSP-eligible projects which are received and passed as responsive will be separated into the two evaluation tracks. Each set of projects will be scored based on the defined evaluation criteria and MTP goals and objectives. This step will consist of four phases.

Phase 1: The SETRPC-MPO technical staff will evaluate and score each eligible project. The objective scores will be prepared by SETRPC staff and will be included in the scoring spreadsheet provided to the JOHRTS Technical Committee. Technical Committee members may question any project's objective score for any criteria. SETRPC staff will provide documentation of all scores which they assign. The Technical Committee will have the final decision on any objective project's score, if, after consulting with SETRPC Staff, a dispute still exists.

Phase 2: The JOHRTS Technical Committee members will evaluate and provide the subjective scores for each project. Appendix D of this document provides guidance on providing subjective scores to each project. Additionally, the project sponsor will be provided the opportunity to present project information (within a set time limit) and to respond to questions from the committee members.

Phase 3: The objective and subjective scores will be combined to determine the average score for each project within its particular evaluation track of Road Track or Transportation Choices and Livability Track. All projects will then be placed in order from the highest to the lowest score within their respective evaluation tracks.

Phase 4: From the ranked list, projects will be placed in one of the MTP's three project listing components of short-range funded, long-range funded, and unfunded, balanced to the available funding determined by the fiscal constraint component of the MTP.

Step 4: SETRPC Technical Committee Recommendation

Once the Project Review and Evaluation Process is complete, the Technical Committee will forward a recommendation for the project ranking to the SETRPC Transportation Planning Committee (TPC) for their review and approval.

Step 5: JOHRTS Transportation Planning Committee Review and Approval

The SETRPC Transportation Planning Committee (TPC) will review and may accept, or by consensus, revise candidate projects for inclusion in the three project listing components of the MTP. If the TPC chooses to reject the recommendation of the Technical Committee, the project listing may be returned to them for further review and evaluation. If the TPC adopts the Technical Committee recommendations, those components will then be incorporated into the MTP.

Appendix A

FAST Act Planning Emphasis Areas and JOHRTS MTP Goals

FAST Act Planning Emphasis Areas

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- B. Increase the safety of the transportation system for motorized and non-motorized users.
- C. Increase the security of the transportation system for motorized and non-motorized users.
- D. Increase the accessibility and mobility of people and for freight.
- E. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- G. Promote efficient system management and operation.
- H. Emphasize the preservation of the existing transportation system.
- I. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- J. Enhance travel and tourism

JOHRTS MTP Goals

1. Preserve and Maintain the Existing Transportation System.
2. Improve the Operational Efficiency of the Transportation Network.
3. Enhance the Safety and Security of the Transportation Community.
4. Protect and Improve the Environment.
6. Foster Economic Development.
7. Maintain Financial Responsibility in the Development and Preservation of the Transportation System.

Appendix B

Federal and State Funding Categories

The following categories were developed as part of the Texas Department of Transportation's Unified Transportation Plan. These categories are used in assigning federal and state funds to particular transportation construction and implementation projects in accordance with the requirements of the 2015 Fixing America's Surface Transportation Act (FAST Act).

Funding Category	Description	Usual Funding Allocation		
		Fed	State	Local
1 - Preventive Maintenance and Rehabilitation	Provides for preventive maintenance and pavement rehabilitation on the existing state highway system, including installation and rehabilitation of traffic control devices and the rehabilitation and maintenance of operational traffic management systems.	90%	10%	-
		80%	20%	-
		-	100%	-
2 - Metropolitan and Urban Area Corridor Projects	Addresses mobility needs in all metropolitan areas throughout the state.	80%	20%	-
		-	100%	-
3 - Non-Traditionally Funded Transportation Projects	Addresses mobility needs throughout the state using funding sources not traditionally part of the state highway fund. The projects in this category include Proposition 12, Proposition 14, Pass through Toll Financing, Texas Mobility Fund, Concession, Regional Toll Revenue, Comprehensive Development Agreement, Local Participation, and unique federal funding.	80%	20%	-
		-	100%	-
		-	-	100%
		Varies by agreement and rules		
4 - Statewide Connectivity Corridor Projects	Addresses mobility and added capacity project needs on major state highway system corridors which provide statewide connectivity between urban areas and corridors which serve mobility needs throughout the state. The highway connectivity network is composed of the: Texas Trunk System; National Highway System (NHS); and connections from Texas Trunk System or NHS to major ports on international borders or Texas waterports.	80%	20%	-
		-	100%	-
5 - Congestion Mitigation and Air Quality Improvement	Addresses the attainment of national ambient air quality standards in the non-attainment areas of the state. Projects are for congestion mitigation and air quality improvement in the non-attainment areas in the state.	80%	20%	-
		80%	-	20%
		90%	10%	-
6 - Structures Replacement and Rehabilitation Bridge Program; Railroad Grade Separation Program	Addresses the replacement or rehabilitation of deficient existing bridges located on public highways, roads and streets in the state; the construction of grade separations at existing highway railroad grade crossings; and the rehabilitation of deficient railroad underpasses on the state highway system.	90%	10%	-
		80%	20%	-
		80%	10%	10%
7 - Metropolitan Mobility/Rehabilitation	Addresses transportation needs within the metropolitan area boundaries of Metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater.	80%	20%	-
		80%	-	20%
		-	100%	-
8 - Safety	Addresses safety needs on and off the state highway system, and includes the High Risk Rural Roads program, and the Rail-way-Highway Safety program.	90%	10%	-
		90%	-	10%
		100%	-	-
		-	100%	-
9 - Transportation Enhancements and Transportation Alternatives	Addresses projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system, including the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure.	80%	20%	-
		80%	-	20%
10 - Supplemental Transportation Projects	Addresses projects that do not qualify for funding in other categories, such as state park roads, landscaping, and handicap accessible curb ramps at on-system intersections.	-	100%	-
		80%	20%	-
		100%	-	-
11 - District Discretionary	Addresses projects selected at the District Engineer's discretion.	80%	20%	-
		80%	-	20%
		-	100%	-
12 - Strategic Priority	Addresses needs related to statewide economic development, military deployment routes, and manmade and natural emergencies.	80%	20%	-
		-	100%	-

Funding Category	Description	Usual Funding Allocation		
		Fed	State	Local
5307 - Urbanized Area Formula Grant Program	Program subsidizes the operating and capital cost of transit services. Eligible expenses include planning, engineering, most administration, preventive maintenance, fuel, parts, and operating costs.	90%	-	10%
		80%	-	20%
5310 - Transportation for Elderly Persons and Persons with Disabilities	Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities.	80%	-	20%
5311 - Rural Transit and Intercity Bus	Capital, planning, and operating expenses for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census.	80%	-	20%
		50%	-	50%
		90%	-	10%
5316 - Job Access and Reverse Commute Program	Capital, planning, and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment and for reverse commute projects.	80%	-	20%
		50%	-	50%
		100%	-	-
5317 - New Freedom Program	Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) that are designed to assist individuals with disabilities.	80%	-	20%
		50%	-	50%
5339 - Capital Improvement Program	Divided into three categories: modernization of existing rail systems, new rail systems, and new and replacement buses and facilities. These funds are used to subsidize the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities.	80%	-	20%

Appendix C

JOHRTS Candidate Project Submission Form

SPONSOR INFORMATION			
Project Sponsor			
Contact Person			
Address			
City/Zip			
Phone Number			
Fax Number			
Email Address			
PROJECT INFORMATION			
Project Description			
Street Name			
Street Functional Classification			
Limits From			
Limits To			
Project Description			
Length in Miles			
Existing Total Through Lanes			
Future Total Through Lanes			
24-Hour Traffic Volume			
Year of Traffic Count			
Submitter's priority ranking			
PROJECT COST			
Estimated Total Cost			
Funding Category			
Federal/State Share			
Local Share		Committed?	
		Documentation Attached?	
Does the local share exceed the minimum match requirement?			
PROJECT READINESS			
Estimated Early Start Date			
Estimated Years for Construction			
Project Status - Percent Complete	Environmental	Preliminary Eng.	Right-of-Way
Project History - Present is current plans	MTP Funded	MTP Unfunded	Other Plan

Project Location and Limits

Please attach a map showing the location of the project and its starting and ending points. Include the locations of any relevant sites in the area such as significant employment generators, schools, high-incident crash areas, or other sites that may contribute to the evaluation of the project.

Project-Specific Typical Cross-Section

When applicable for the candidate project, please provide a typical cross-section showing project limits and features and the locations of known utilities or other relevant features.

Engineering Report

A professional must provide a brief one-or two-page report discussing the benefits of the project. The document must answer the following questions and must be signed by the engineer and by the project sponsor.

- What are the major issues with the roadway, and how will the project address those issues? For new roadways, the Report should discuss why the road is needed.
- Describe possible alternatives and the alternatives analysis that was performed for the candidate project. Describe why the candidate project is considered the best of the alternatives which were considered. For new roadways, the Report should discuss why the proposed alignment was chosen.
- Discuss the timing and phasing of the candidate project. Is the project expected to perform best or be more feasible in the short-term or in the long-term? Does the candidate project rely on or benefit from the completion of any other candidate project? The preferred year of implementation for the project should be listed.
- What is the expected lifespan of the candidate project? Will the project extend the lifespan of the roadway? For new roadways, the Report should discuss the project's effect on adjacent roadways.
- What type of maintenance has been done on the roadway section since it was first constructed? List all know improvements with their descriptions, dates, and costs.
- Will any safety features will be added to the roadway as part of the candidate projects? For new roadways, the Report should discuss how the project enhances safety in its area.
- Additional comments on the candidate project's benefits or other relevant information.

Project Continuity

The criterion for project continuity is an evaluation that examines the ability of the project to provide a logical connection between two roadways, eliminate bottlenecks, or provide a consistent

number of travel lanes on roadways in the regional network. Development patterns and traffic growth along adjacent streets must be provided by the sponsoring agency as a guide for this process. Failure to provide these materials may result in a score of 0 points for this evaluation.

Project Contribution to Planning & Environmental Criteria

The sponsoring agencies must submit documentation that show how the candidate project will provide planning & environmental benefits, in categories as listed below. Failure to provide these materials may result in a score of 0 points for this evaluation.

- Economic Benefits
- Social Benefits, including Environmental Justice
- Regional-Scale Benefits
- Security and Resilience
- Smart Growth
- Aesthetic Enhancements
- Supporting Local Priority

Project Contribution to Goals

Please attach a narrative describing how the project contributes to the ten FAST Act planning emphasis areas and to the seven current JOHRTS MTP goals, which are listed in Appendix A.

Estimated Project Cost Worksheet

Please attach a detailed cost estimate for the proposed project. Include any in-kind contributions to the project funding which reduce the cost (e.g., donated right-of-way). Detail any construction practices which are proposed to reduce project costs (e.g., use of in-place recycled asphalt).

Project Support

Local support for the project, both “official” support from the submitting member and “unofficial” support from other agencies and the general public, is an important evaluation criteria. The submitting member should provide brief documentation on the local support for each project. Any overmatch of the local share, where the submitter provides more local match than the minimum required for the funding category, should be described.

Appendix D

Project Scoring Criteria

Road Evaluation Track

1 Safety 0 to 30 points each; 45 points maximum

This section evaluates the ability of the project to reduce the number and severity of traffic-related crashes in the JOHRTS area. Note that other categories, such as rehabilitation and mobility, also promote types of projects that support safety enhancements.

Part A: Ability of Project to Reduce the Potential for Crashes (30 points) - Objective

This safety criterion looks at the types of proposed roadway improvements and evaluates their ability to reduce potential crashes based on Safety Improvement Index (SII) reduction factors for specific improvements. Note that these factors are cumulative up to a maximum of 100% (i.e. 100% of 30 points). The Safety Improvement Index (SII) reduction factors for specific improvements is located in Appendix E. New roadways are not scored under this criterion.

Part B: Ability of Project to Improve Efficiency of Emergency Services (5 points) - Objective

This criterion specifically targets roadway improvements that enhance the provision of emergency services.

Project Access Improvement Type	Points
Any grade separation structure	5 points
Improvements to evacuation routes	4 points
Traveler Information System (ITS) or conversion of a 1-way street to a 2-way street	3 points
Road improvements next to a hospital, trauma center, or EMS facility	2 points
Installation of shoulders, widening existing shoulders, additional travel lanes, or road rehabilitation	1 point

Part C: 5-Year Rolling Average Fatality Rate (5 points) - Objective

This criteria measures the project location’s number of fatalities per 100 million vehicle miles travelled against the statewide 5-year rolling average. A location with a fatality rate higher than the statewide average indicates that the location has more safety issues, and receives a higher score. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates.

Project Fatality Rate	Points
Over 15% higher than statewide fatality rate	5 points
Up to 15% higher than statewide fatality rate	3 points
Up to 10% higher than statewide fatality rate	2 points
Same as statewide fatality rate	1 point
Lower than statewide rate	0 points

Part C: 5-Year Rolling Average Serious Injury Rate (5 points) - Objective

This criteria measures the project location's number of serious injuries per 100 million vehicle miles travelled against the statewide 5-year rolling average. A location with a serious injury rate higher than the statewide average indicates that the location has more safety issues, and receives a higher score. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates.

Project Serious Injury Rate	Points
Over 20% higher than statewide serious injury rate	5 points
Up to 20% higher than statewide serious injury rate	3 points
Up to 15% higher than statewide serious injury rate	2 points
Same as statewide serious injury rate	1 point
Lower than statewide rate	0 points

2 Rehabilitation 0 to 20 points each; 35 points maximum

These criteria evaluate the ability of the candidate project to preserve the existing roadway network in a State of Good Repair.

Part A: Roadway Condition (20 points) - Objective

The existing condition of the roadway determines if rehabilitation is necessary, and if so, when work should begin in order to prevent further degradation. Scoring criteria may follow either the TxDOT Pavement Management Information System (PMIS) scores or the HPMS rating system, using the scoring criteria below. New roadways are not scored under this criterion.

PMIS Condition Score	HPMS Score	Rating	Points
1 - 34	1 - 2	Very Poor	5 points
35 - 49	2 - 3	Poor	3 points
50 - 69	3 - 4	Fair	2 points
70 +	4 - 5	Good	1 point

Part B: Percent Truck Traffic (10 points) - Objective

Roadways that experience higher truck volumes degrade more quickly and are therefore in greater need of roadway maintenance and rehabilitation. Truck traffic percentages are based upon actual traffic counts or, if truck counts are not available, on ITE figures of percent truck traffic by roadway functional classification. Roadways where trucks are prohibited are not scored under this criterion.

Percent Truck Traffic	Points
Over 20%	10 points
10% - 19.9%	9 points
6 % - 9.9%	7 points
3% - 5.9%	5 points
1% - 2.9%	3 points
less than 0.9%	0 points

Part C: Roadway Functional Classification (5 points) - Objective

The emphasis of this scoring criterion is to give a slight preference to those roadways that carry higher vehicle flows and play a greater role in the transportation network. Functional classification is based upon the SETRPC – MPO network functional classification system. Candidate projects on roads which are not functionally classified as a collector or higher are not eligible for selection.

Roadway Functional Class	Points
Interstate, Freeway, Expressway, or Overpasses	5 points
Intersections or Principal Arterials	4 points
Minor Arterials	3 points
Rural Major Collector	2 points
Collector	1 points

3 Engineering Report 0 to 5 points each; 15 points maximum

The objective of this section is to give local engineering staff an opportunity to promote the benefits of the candidate project and incorporate comments from professional engineers into the selection process. Scores for this category are subjective and are based on a short report written and signed by a professional engineer discussing the candidate project.

Part A: Project Need (3 points) – Subjective

What are the major issues with the roadway, and how will the project address those issues? For new roadways, the Report should discuss why the road is needed.

Part B: Alternatives Analysis (3 points) – Objective

Describe possible alternatives and the alternatives analysis that was performed for the candidate project. Describe why the candidate project is considered the best of the alternatives which were considered. For new roadways, the Report should discuss why the proposed alignment was chosen.

Part C: Timing & Phasing (2 points) – Subjective

Discuss the timing and phasing of the candidate project. Is the project expected to perform best or be more feasible in the short-term or in the long-term? Does the candidate project rely on or benefit from the completion of any other candidate project?

Part D: Project Lifespan (2 points) – Subjective

What is the expected lifespan of the candidate project? Will the project extend the lifespan of the roadway? For new roadways, the Report should discuss the project’s effect on adjacent roadways.

Part E: Maintenance History (2 points) – Subjective

What type of maintenance has been done on the roadway section since it was first constructed? List all know improvements with their descriptions, dates, and costs.

Part F: Safety Features (2 points) – Subjective

Will any safety features will be added to the roadway as part of the candidate projects? For new roadways, the Report should discuss how the project enhances safety in its area.

Part G: Additional Comments (1 point) – Subjective

Additional comments on the candidate project’s benefits or other relevant information.

4 Intermodal Benefits 0 to 5 points each; 30 points maximum

The purpose of this scoring criterion is to evaluate the ability of the project to enhance or preserve intermodal freight and public transportation in the region.

Part A: Improvement Type (10 points) - Objective

This criterion evaluates the candidate project based on its ability to improve the flow of intermodal transport along roadways in the most cost-effective and safety-conscious manner. The project score is tied to the presence of specific types of road features that promote mobility and safety.

Improvement Type	Points
Signal Timing Improvements	10 points
Intersection Channelization / Interchange Improvements / Widening Travel Lanes / Adding or Widening Shoulders	7 points
Bus Stop Turnouts / Roadway Reconstruction / Sidewalk Improvements	5 points
Adding Travel Lanes / New Roads	3 points
Pavement Markings / Reflectors	2 points
Adding Center Turn Lanes	1 points

Part B: Access to Intermodal Terminals or Facilities (10 points) - Objective

This criterion evaluates the benefits of a candidate project based on its ability to improve intermodal movement and access to intermodal facilities. For the evaluation, scoring as “adjacent” requires that the project be directly connected to the intermodal facility. For miscellaneous intermodal facilities such as warehouses, supporting documentation on intermodal truck movements must be provided. Roads where trucks are prohibited are not eligible for scoring under this criterion.

Improvement Type	Points
Designated HAZMAT Routes	10 points
Designated Truck Routes	9 points
Project Adjacent to Ports or Other Intermodal Facilities	7 points
Acess to Miscellaneous Intermodal Facilities	4 points
Other Enhancements to Intermodal Access	2 points
No Identifiable Improvement to Intermodal Access	0 points

Specific facilities and types of facilities which qualify as ports and intermodal facilities for this criterion are listed below. Any other facilities which the candidate project’s submitter would like to be considered should be documented in the Additional Comments section of the Engineer’s Report.

- Port of Beaumont
- Port of Port Arthur
- Port of Orange
- Sabine Pass Port Authority
- South East Texas Regional Airport
- Intercity Bus or Rail Terminals
- Parkdale Mall and Central Mall
- Major Truck Stops
- Industrial Centers with more than 200 Employees
- Fleet Fueling Facilities
- Pipeline Terminals
- Landfills

Part C: Transit Benefits (10 points) – Objective

The purpose of this criterion is to determine the ability of the project to improve transit operations and increase ridership.

Transit Benefits	Points
On a road with fixed-route service	7 points
On a road with high demand for demand-responsive service	3 points

For evaluation under this criteria, high demand for demand-responsive service is defined as a road with a record of demand-responsive trips with at least 10% of the volume of the transit agency’s total daily demand-responsive trips.

5 Mobility

0 to 5 points each; 15 points maximum

This criterion evaluates the ability of the project to improve overall mobility within the JOHRTS area.

Part A: Improvement in Roadway Level of Service (LOS) (10 points) – Objective

Each project is examined to determine its ability to reduce congestion within five years. The peak hour factor will be used to determine hourly flows for all projects, although volume-to-capacity ratios will be evaluated for borderline cases. Improvement in LOS is determined by calculating the difference in roadway congestion in five years with and without the improvement. Projects for new roadways will be evaluated by reviewing the LOS on the most appropriate adjacent road in five years with and without the project.

LOS Improvement	Points
From F to E	5 points
From E to D	5 points
From D to C	4 points
From C to B	2 points
From B to A	1 point
No change in LOS	0 points

Part B: Improvement in Continuity (5 points) – Objective

This criterion is an evaluation that examines the ability of the project to provide a logical connection between two roadways, eliminate bottlenecks, or provide a consistent number of travel lanes on roadways in the regional network. Development patterns and traffic growth along adjacent streets must be provided by the sponsoring agency as a guide for this process. Failure to provide these materials may result in a score of 0 points for this evaluation.

Projects may score in more than one category under this evaluation, scoring up to a maximum of 5 points.

Project Continuity	Points
Closes a gap for an arterial or higher	3 points
Closes a gap for a collector street	2 points
Closes a gap in the number of arterial lanes	2 points
Closes a gap in the number of collector lanes	1 point
Closes a gap in multimodal connectivity	2 points

6 Planning & Environmental Benefits

0 to 5 points each; 40 points maximum

The sponsoring agencies must submit documentation that show how the candidate project will provide planning & environmental benefits, in categories as listed below. Failure to provide these materials may result in a score of 0 points for this evaluation.

- Economic Benefits
- Social Benefits, including Environmental Justice
- Scope of Benefits
- Multimodal Support
- Security and Resilience
- Smart Growth
- Enhancements & Livability
- Supporting Local Priority

Part A: Economic Development & Freight Movement (5 points) – Subjective

Road projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. Projects can also support freight movements through providing access to industrial areas and to freight handling facilities. Scoring is cumulative to a maximum of 5 points.

Economic Benefit	Points
Supports creation of new permanent jobs	2 points
Supports freight movements	2 points
Supports economic activity	1 point

Part B: Social Benefit (5 points) - Subjective

The Social Benefits criterion represents a collaborative and integrated approach to transportation decision-making that considers community goals early in the transportation planning process rather than after a project has progressed to the alternatives analysis and design stages. Considering Social Benefit factors earlier in the process promotes developing more feasible and prudent alternatives and can significantly improve the ultimate project benefits, costs, and implementation.

The purpose of the Social Benefit criteria is to ensure that these factors are considered when developing a project. A candidate project with an impact on social issues does not mean that projects in those areas are prohibited. Rather, the project should document the extent of its impacts and the search for reasonable and prudent alternatives. Federal legislation calls for projects to “avoid, minimize, or mitigate” their impacts on these areas.

When social issues are encountered with a project, documentation should show that the appropriate resource agencies or other public agencies have been consulted to determine impacts, approaches, and alternatives. Relevant resource agencies include agencies such as Texas Parks & Wildlife, Texas Natural Resources Conservation Commission, Texas Historical Commission, TxDOT, and the SETRPC.

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the SETRPC region are identified in the MTP to include natural or recreational areas, archaeological sites, historic structures, Environmental Justice Communities of Concern (EJCOC), landfills, watersheds, aquifers, and endangered species.

Environmental Justice Communities of Concern (EJCOC) are defined by SETRPC. The criteria for defining an EJCOC are a Census Tract with at least 50% of the population classed as Low-to-Moderate Income by HUD, or a Census Tract with at least 0% of the population self-identified as minority, or a Census Tract with at least 25% of the population self-identified as Hispanic or Latino descent.

ADA issues for the project and its adjacent facilities should also be considered.

Historic preservation and archaeology issues includes historic bridges and structures and known sites of archaeological interest.

Projects which have an impact on the community and the environment often promote tourism as well. Support for tourism is therefore also evaluated under this criterion.

Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO₂ or VOC should be considered under this criteria.

This is a subjective criteria that will be scored based on the submitting member’s documentation. A project scores positively if it has an impact on socially or environmentally sensitive lands but contains some provision for adequate mitigation. It scores higher if the impact is minimal, and highest if the project has a positive impact on the sensitive land use.

Social Benefits Impact	Points
Positive impact	5 points
Minimal negative impact	3 points
Negative impact with mitigation	2 points
Negative impact with no mitigation	0 points

Part C: Scope of Benefits (5 points) - Subjective

A submitting member’s narrative, in addition to the project’s model-based traffic changes, should be used to evaluate the projects scope of benefits. Factors to be considered include, but are not limited to, the project’s geographic scale, functional class of the project roadway and connecting roadways, and the roadway’s significance within the region.

Scope of Benefit	Points
Benefit in the Region	5 points
Benefit Within SETRPC Only	3 points
Benefit is Mostly Localized	2 points

Part D: Multimodal Support (5 points) - Subjective

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on whether or not it accommodates additional modes. Example linkages include connections from road projects to transit, pedestrian, or bicycle facilities or networks. Projects may also receive points for features which promote or accommodate other modes’ operations or facilities, or improve the safety of other modes’ interaction with the road network. This is a subjective criterion that will be scored based on the submitting member’s documentation.

Multimodal Support	Points
Supports 3 or more additional modes	5 points
Supports 2 additional modes	3 points
Supports 1 additional mode	1 point
Supports only the highway mode	0 points

Part E: Security & Resilience (5 points) - Subjective

This criteria supports the ability of the transportation network to recover from man-made or natural emergency situations, and to mitigate their effects.

The designated evacuation corridors for the region are US 87/287/96, US 90, SH 62, SH 87, SH 92, SH 105, SH 124, and portions of FM 365 and FM 1406 leading to US 90. IH 10 and SH 73 are not designated evacuation corridors.

Emergency services sites include fire stations, hospitals, police stations, designated shelters, and locations where emergency response vehicles or equipment are stored.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member’s documentation.

Security & Resilience	Points
Lies on a designated evacuation corridor	3 points
Enhances access for emergency services	2 points

Part F: Smart Growth (5 points) - Subjective

This criteria measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote smart growth or multimodalism in transportation, such as FHWA’s Context Sensitive Solutions, Complete Streets, the FHWA’s INVEST sustainability evaluation program, or the Greenroads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS.

Smart growth rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered. Candidate project intending to use the Greenroads evaluation program should attempt at least a silver-level certification.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member’s documentation.

Smart Growth	Points
Uses a smart growth rating system	3 points
Uses a smart growth-oriented approach	2 points

Part G: Transportation Enhancements & Livability (5 points) - Subjective

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward to the current FAST Act. This evaluation criteria continues that emphasis by scoring projects’ contributions to the overall environment, aesthetics, and livability of the region. Projects which primarily address enhancements and livability include, but are not limited to, the construction of turnouts for scenic views, preservation of historic transportation facilities, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, stormwater management, and environmental improvements.

Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) stormwater systems, should score higher for this criteria.

Scoring under this criteria is in addition to the scoring for the Smart Growth criteria, which also awards points for certain of the same elements such as stormwater mitigation. The different emphasis areas between the two criteria are that the Smart Growth criteria measures the integrated system, while this Enhancements & Livability criteria measures the aesthetics.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

Enhancements	Points
Enhances environment, aesthetics, or livability	3 points
Documents steps to reduce life-cycle costs	2 points

Part H: Supporting Local Priority (5 points) - Objective

This evaluation criteria is intended to define the extent of local preference for a project compared to all the candidate projects that they submit. The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects are listed in order by the member regardless of the evaluation track. SETRPC staff will use the preference list as an objective criteria to score each project within its appropriate evaluation track.

Local Preference	Points
Preference # 1	5 points
Preference # 2	4 points
Preference # 3	3 points
Preference # 4	2 points
Preference # 5 and lower	1 point

7 Linkage to MTP or Other Plans 0 to 5 points each; 10 points maximum

Part A: Linkage to MTP or Other Plans (15 points) - Objective

This criteria references the project's inclusion in the current MTP or other plans. This criteria demonstrates a project's history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criteria is objective.

Linkage to Plans	Points
In the current MTP short-range list	4 points
Lies on a corridor from the Congestion Management Process	3 points
Conforms to the Regional Thoroughfare Plan or other plan	3 points
In the current MTP long-range list	2 points
In the current MTP unfunded list	1 point
Not in the MTP or other plan	0 points

8 Cost Effectiveness 0 to 10 points each; 10 points maximum

Part A: Cost Effectiveness (10 points) - Objective

This criterion evaluates the cost-effectiveness of each candidate projects based on its costs, levels of traffic, and project length. SETRPC staff will calculate the project cost per lane mile for each project based on the following formulae.

Roadways

$$\text{Project Cost per Lane Mile} = \frac{\text{Project Cost}}{\text{Traffic Count} \times \text{Project Length} \times \text{Number of Travel Lanes}}$$

Intersections

$$\text{Project Cost per Lane Mile} = \frac{\text{Project Cost} \times 2}{\text{Traffic Count} \times \text{Number of Travel Lanes}}$$

For both roadways and intersections, the number of through lanes excludes dedicated turn lanes, center turn lanes, and auxiliary lanes. The traffic count for an intersection is defined as the highest count present in any of its legs.

SETRPC staff compiles these costs into a range of values for each type of project cost to determine the median value (the value that occurs exactly at the halfway point within each range of values). SETRPC staff then ranks these projects on a scale of 1-10 according to natural breaks in both ranges of project costs, with the center interval located around the natural break encompassing the median value. The projects are first separated by funding category, and then ranked and scored against other projects in the same category. Projects with low Project Cost per Lane Mile receive high scores, while projects with a high Project Cost per Lane Mile receive low scores.

9 Leveraged Funding 0 to 10 points each; 10 points maximum

Part A: Leveraged Funding (10 points) - Objective

The purpose of this criterion is to evaluate candidate projects according to the efforts made to leverage funding, making the project a more effective use of dedicated transportation funding. A score of one point will be awarded for each additional one percent of the total estimated project cost (as reported in the Engineer’s Report) whose funds are leveraged from other programs, grants, or local contributions, up to a maximum of 10 points.

For example, if a project sponsor leveraged an additional \$100,000 for a \$2.5 million dollar project, the score would be:

$$\frac{100,000}{2,500,000} \times 100 = 0.040$$

In this instance, the leverage is 4%, rounded upwards to a whole number, and the score would be 4 points.

Summary of the Road Evaluation Track

A summary chart of the project scoring criteria for the road evaluation track is shown below. The road evaluation features are:

- 30 individual project scoring categories in 9 topic areas provide a comprehensive evaluation of road projects
- The scoring categories are a mix of objective and subjective criteria.
- The objective criteria are 53% of the individual project scoring categories and provide 82% of the possible project evaluation points
- The subjective criteria are 47% of the individual project scoring categories and provide 18% of the possible project evaluation points
- The topic areas providing the highest number of evaluation points are
 - Safety, with a maximum possible 45 points
 - Planning & Environmental Benefits, with a maximum possible 40 points
 - Rehabilitation, with a maximum possible 35 points
 - Intermodal Benefits, with a maximum possible 30 points

Road Track		
1	Safety	45 points
	Safety Improvement Index	30 Objective
	Efficiency of Emergency Services	5 Objective
	Fatality rate	5 Objective
	Serious Injury rate	5 Objective
2	Rehabilitation	35 points
	Roadway Condition	20 Objective
	Percent Truck	10 Objective
	Roadway Functional Classification	5 Objective
3	Engineering Report	15 points
	Project Need	3 Subjective
	Alternatives Analysis	3 Objective
	Timing & Phasing	2 Subjective
	Project Lifespan	2 Subjective
	Maintenance History	2 Subjective
	Safety Features	2 Subjective
	Additional Comments	1 Subjective
4	Intermodal Benefits	30 points
	Improvement Type	10 Objective
	Access to Facilities	10 Objective
	Transit Benefits	10 Objective
5	Mobility	15 points
	Improvement in LOS	10 Objective
	Improvement in Continuity	5 Objective
6	Planning & Environmental Benefits	40 points
	Economic Development & Freight	5 Subjective
	Social Benefits	5 Subjective
	Scope of Benefits	5 Subjective
	Multimodal Support	5 Subjective
	Security & Resilience	5 Subjective
	Sustainability	5 Subjective
	Enhancements & Livability	5 Subjective
	Local Priority	5 Objective
7	Linkage to MTP or Other Plans	10 points
	Linkage to Plans	10 Objective
8	Cost Effectiveness	10 points
	Cost Effectiveness	10 Objective
9	Leveraged Funding	10 points
	Leveraged Funding	10 Objective
Total Possible Points		210
Total Possible Objective Points		173 82%
Total Possible Subjective Points		37 18%

Transportation Choices and Livability Evaluation Track

1 Safety

5 points each; 15 points maximum

This criteria rates a project on how it enhances the safety of pedestrians or bicyclists on the active transportation network.

Part A: Provides Defined Path (5 points) - Objective

The various types of bicycle lane facilities and traffic calming strategies to improve bicycle safety are listed in the 2017 SETRPC Regional Bike Plan. A protected bike lane is defined as being separated from vehicular traffic with a physical barrier such as bollards, curbs, landscaped areas, or on-street parking. A protected bike intersection, which is not mentioned in the Regional Bike Plan, features corner islands and set-back intersection stop lines to guide the bike lane through the intersection and improve safety.

Defined Path	Points
Protected bike lane with protected intersections	5 points
Protected bike lane with standard intersections	4 points
Multi-use path	3 points
Marked bike lane / Traffic calming strategies	2 points
Marked bike route	1 point

Part B: 5-Year Rolling Average Fatality Rate (5 points) - Objective

This criteria measures the project location's number of fatalities per 100 million vehicle miles travelled against the statewide 5-year rolling average. A location with a fatality rate higher than the statewide average indicates that the location has more safety issues, and receives a higher score. Facilities on proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates.

Project Fatality Rate	Points
Over 15% higher than statewide fatality rate	5 points
Up to 15% higher than statewide fatality rate	3 points
Up to 10% higher than statewide fatality rate	2 points
Same as statewide fatality rate	1 point
Lower than statewide rate	0 points

Part C: 5-Year Rolling Average Serious Injury Rate (5 points) - Objective

This criteria measures the project location's number of serious injuries per 100 million vehicle miles travelled against the statewide 5-year rolling average. A location with a serious injury rate higher than the statewide average indicates that the location has more safety issues, and receives a higher score. Facilities on proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates.

Project Serious Injury Rate	Points
Over 20% higher than statewide serious injury rate	5 points
Up to 20% higher than statewide serious injury rate	3 points
Up to 15% higher than statewide serious injury rate	2 points
Same as statewide serious injury rate	1 point
Lower than statewide rate	0 points

2 Engineering Report 0 to 3 points each; 15 points maximum

The objective of this section is to give local engineering staff an opportunity to promote the benefits of the candidate project and incorporate comments from professional engineers into the selection process. Scores for this category are subjective and are based on a short report written and signed by a professional engineer discussing the candidate project.

Part A: Project Need (3 points) – Subjective

What are the major issues with the roadway, and how will the project address those issues? For new roadways, the Report should discuss why the road is needed.

Part B: Alternatives Analysis (3 points) – Objective

Describe possible alternatives and the alternatives analysis that was performed for the candidate project. Describe why the candidate project is considered the best of the alternatives which were considered.

Part C: Timing & Phasing (2 points) – Subjective

Discuss the timing and phasing of the candidate project. Is the project expected to perform best or be more feasible in the short-term or in the long-term? Does the candidate project rely on or benefit from the completion of any other candidate project?

Part D: Project Lifespan (2 points) – Subjective

What is the expected lifespan of the candidate project? Will the project extend the lifespan of the roadway?

Part E: Maintenance (2 points) – Subjective

Will the project require any ongoing maintenance in addition to routine street cleaning?

Part F: Safety Features (2 points) – Subjective

Will any safety features will be added to the facility as part of the candidate projects?

Part G: Additional Comments (1 point) – Subjective

Additional comments on the candidate project’s benefits or other relevant information.

3 Intermodal Benefits 0 to 7 points each; 10 points maximum

The purpose of this scoring criterion is to evaluate the ability of the project to enhance or preserve intermodal connections to public transportation in the region to improve the performance of the bicycle, pedestrian, and public transportation modes.

Part A: Access to Transit (10 points) - Objective

For the purposes of this evaluation, “fixed route transit” may include any demand-response service (such as South East Texas Transit) if it is open to the general public, and if the vehicle has a bike rack or it can be otherwise demonstrated that the bicycle mode contributes to access to transit.

Intermodal Benefit	Points
Connects directly to a transit facility	7 points
Connects directly to a fixed-route transit stop	4 points
Connects to a road within 1 mile of a transit facility or stop	3 points

4 Mobility 5 points each; 30 points maximum

Part A: Eliminates Barriers (15 points) - Objective

This criteria evaluates how a project addresses barriers to active transportation. Barriers are defined in terms of movements crossing a facility, not travel along it. The categories of barriers include, but not limited to:

- Crossings of grade-separated arterials
- Crossings of multilane arterials with at-grade intersections
- Bridge crossings at overpasses and water features
- Railroad track crossings

For evaluation under this criterion, the bike/ped network is defined as the current and proposed network as listed in the 2017 SETRPC Regional Bike Plan. Barriers within an Environmental Justice Communities of Concern (EJCOC) area and barriers to access fixed-route transit are particular concerns, and are evaluated in this criterion.

Barrier	Points
Barrier in the bike/ped network	5 points
Barrier in the EJCOC	5 points
Barrier to fixed-route transit	5 points

Part B: Network Connectivity (15 points) - Objective

The connectivity within the active transportation network and its connectivity to other modes is measured in terms of how a project can close a gap in the network or in the network’s connections to other modes. Gaps are defined in terms of travel along a facility, not crossing it.

Network gaps are to be defined with reference to the SETRPC Bike Plan’s defined current and proposed active transportation network. Note that new connections to other modes are a separate issue evaluated under the project scope; this criteria is to evaluate projects which address gaps in the defined network.

Network Gaps	Points
Closes a gap in a separated bike lane / multiuse path	5 points
Closes a gap in the designated bike network	5 points
Closes a gap in transit connectivity	5 points

5 Planning & Environmental Benefits

0 to 5 points each; 30 points maximum

The sponsoring agencies must submit documentation that show how the candidate project will provide planning & environmental benefits, in categories as listed below. Failure to provide these materials may result in a score of 0 points for this evaluation.

- Economic Benefits
- Social Benefits, including Environmental Justice
- Scope of Benefits
- Smart Growth
- Enhancements & Livability
- Supporting Local Priority

Part A: Economic Development & Freight Movement (5 points) – Subjective

Bicycle and pedestrian projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. Projects can also support tourism by promoting pleasant and convenient access to sites. Scoring is cumulative to a maximum of 5 points.

Economic Benefit	Points
Supports creation of new permanent jobs	2 points
Supports tourism	2 points
Supports economic activity	1 point

Part B: Social Benefit (5 points) - Subjective

The Social Benefits criterion represents a collaborative and integrated approach to transportation decision-making that considers community goals early in the transportation planning process rather than after a project has progressed to the alternatives analysis and design stages. Considering Social Benefit factors earlier in the process promotes developing more feasible and prudent alternatives and can significantly improve the ultimate project benefits, costs, and implementation.

The purpose of the Social Benefit criteria is to ensure that these factors are considered when developing a project. A candidate project with an impact on social issues does not mean that projects in those areas are prohibited. Rather, the project should document the extent of its impacts and the search for reasonable and prudent alternatives. Federal legislation calls for projects to “avoid, minimize, or mitigate” their impacts on these areas.

When social issues are encountered with a project, documentation should show that the appropriate resource agencies or other public agencies have been consulted to determine impacts, approaches, and alternatives. Relevant resource agencies include agencies such as Texas Parks & Wildlife, Texas Natural Resources Conservation Commission, Texas Historical Commission, TxDOT, and the SETRPC.

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the SETRPC region are identified in the MTP to include natural or recreational areas, archaeological sites, historic structures, Environmental Justice Communities of Concern (EJCOC), landfills, watersheds, aquifers, and endangered species.

Environmental Justice Communities of Concern (EJCOC) are defined by SETRPC. The criteria for defining an EJCOC are a Census Tract with at least 50% of the population classed as Low-to-Moderate Income by HUD, or a Census Tract with at least 50% of the population self-identified as minority, or a Census Tract with at least 25% of the population self-identified as Hispanic or Latino descent.

ADA issues for the project and its adjacent facilities should also be considered.

Historic preservation and archaeology issues includes historic bridges and structures and known sites of archaeological interest.

Projects which have an impact on the community and the environment often promote tourism as well. Support for tourism is therefore also evaluated under this criterion.

Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO₂ or VOC should be considered under this criteria.

This is a subjective criteria that will be scored based on the submitting member’s documentation. A project scores positively if it has an impact on socially or environmentally sensitive lands but contains some provision for adequate mitigation. It scores higher if the impact is minimal, and highest if the project has a positive impact on the sensitive land use.

Social Benefits Impact	Points
Positive impact	5 points
Minimal negative impact	3 points
Negative impact with mitigation	2 points
Negative impact with no mitigation	0 points

Part C: Scope of Benefits (5 points) - Subjective

A submitting member’s narrative, in addition to the project’s model-based traffic changes, should be used to evaluate the projects scope of benefits. Factors to be considered include, but are not

limited to, the project’s geographic scale, the functional class of the adjacent roadways, and the facility’s context within the region.

Scope of Benefit	Points
Benefit in the Region	5 points
Benefit Within SETRPC Only	3 points
Benefit is Mostly Localized	2 points

Part D: Smart Growth (5 points) - Subjective

This criteria measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote smart growth or multimodalism in transportation, such as FHWA’s Context Sensitive Solutions, Complete Streets, the FHWA’s INVEST sustainability evaluation program, or the Greenroads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS.

Smart Growth rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered. Candidate project intending to use the Greenroads evaluation program should attempt at least a silver-level certification.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member’s documentation.

Smart Growth	Points
Uses a smart growth rating system	3 points
Uses a smart growth-oriented approach	2 points

Part E: Transportation Enhancements & Livability (5 points) - Subjective

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward to the current FAST Act. This evaluation criteria continues that emphasis by scoring projects’ contributions to the overall environment, aesthetics, and livability of the region. Bicycle and pedestrian projects which primarily address enhancements and livability include, but are not limited to, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, stormwater management, and environmental improvements.

Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) stormwater systems, should score higher for this criteria.

Scoring under this criteria is in addition to the scoring for the Smart Growth criteria, which also awards points for certain of the same elements such as stormwater mitigation. The different emphasis areas between the two criteria are that the Smart Growth criteria measures the integrated system, while this Enhancements & Livability criteria measures the aesthetics.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member’s documentation.

Enhancements	Points
Enhances environment, aesthetics, or livability	3 points
Documents steps to reduce life-cycle costs	2 points

Part F: Supporting Local Priority (5 points) - Objective

This evaluation criteria is intended to define the extent of local preference for a project compared to all the candidate projects that they submit. The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects are listed in order by the member regardless of the evaluation track. SETRPC staff will use the preference list as an objective criteria to score each project within its appropriate evaluation track.

Local Preference	Points
Preference # 1	5 points
Preference # 2	4 points
Preference # 3	3 points
Preference # 4	2 points
Preference # 5 and lower	1 point

6 Access to Jobs

15 points maximum

Part A: Provides Access to Jobs (15 points) - Subjective

This criterion evaluates a project based on how well it enhances the connection to employment opportunities. Projects focused on Environmental Justice Communities of Concern (EJCOC) score higher. This is a subjective criteria due to the desire to allow evaluation for all degrees of improved access and to a wide range of employment.

Access to Jobs	Points
Access to jobs in the region	5 points
Access to jobs in EJCOC	10 points

7 Linkage to MTP or Other Plan

15 points maximum

This criteria references the project’s coordination with the current MTP, the Regional Bike Plan, or other regional plans. This criteria demonstrates a project’s history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criteria is objective.

Linkage to Plans	Points
In the current MTP short-range list	4 points
In the current Regional Bike Plan	3 points
Lies on a corridor from the Congestion Management Process	3 points
In the current MTP long-range list	2 points
In the current MTP unfunded list	1 point
Not in the MTP or other plan	0 points

8 Leveraged Funding 0 to 10 points each; 10 points maximum

Part A: Leveraged Funding (10 points) - Objective

The purpose of this criterion is to evaluate candidate projects according to the efforts made to leverage funding, making the project a more effective use of dedicated transportation funding. A score of one point will be awarded for each additional one percent of the total estimated project cost (as reported in the Engineer’s Report) whose funds are leveraged from other programs, grants, or local contributions, up to a maximum of 10 points.

For example, if a project sponsor leveraged an additional \$100,00 for a \$250,000 dollar project, the score would be:

$$\frac{100,00}{250,000} \times 100 = 0.040$$

In this instance, the leverage is 4%, rounded upwards to a whole number, and the score would be 4 points.

Summary of the Transportation Choices and Livability Evaluation Track

A summary chart of the project scoring criteria for the Transportation Choices and Livability Evaluation Track is shown below. The evaluation features are:

- 22 individual project scoring categories in 8 topic areas provide a comprehensive evaluation of transportation choices and livability projects
- The scoring categories are a mix of objective and subjective criteria.
- The objective criteria are 45% of the individual project scoring categories and provide 61% of the possible project evaluation points
- The subjective criteria are 55% of the individual project scoring categories and provide 39% of the possible project evaluation points
- The topic areas providing the highest number of evaluation points are
 - Mobility, with a maximum possible 30 points
 - Planning & Environmental Benefits, with a maximum possible 30 points
 - Safety, with a maximum possible 15 points
 - Engineering, with a maximum possible 15 points
 - Access to Jobs, with a maximum possible 15 points

Transportation Choices & Livability Track		
1	Safety	15 points
	Provides a defined path	5 Objective
	Fatality rate	5 Objective
	Serious Injury rate	5 Objective
2	Engineering Report	15 points
	Project Need	3 Subjective
	Alternatives Analysis	3 Objective
	Timing & Phasing	2 Subjective
	Project Lifespan	2 Subjective
	Maintenance	2 Subjective
	Safety Features	2 Subjective
	Additional Comments	1 Subjective
3	Intermodal Benefits	10 points
	Access to transit	10 Objective
4	Mobility	30 points
	Eliminates barriers	15 Objective
	Network connectivity	15 Objective
5	Planning & Environmental Benefits	30 points
	Economic Benefits	5 Subjective
	Social Benefits	5 Subjective
	Scope of Benefits	5 Subjective
	Sustainability	5 Subjective
	Enhancements & Livability	5 Subjective
	Local Priority	5 Objective
6	Access to Jobs	15 points
	Access to jobs	15 Subjective
7	Linkage to MTP or Other Plans	10 points
	Linkage to Plans	10 Objective
8	Leveraged Funding	10 points
	Leveraged Funding	10 Objective
	Total Possible Points	135
	Total Possible Objective Points	83 61%
	Total Possible Subjective Points	52 39%

Appendix E

Safety Improvement Index Reduction Factors

Pavement Markings

Description	Definition	Reduction Factor
Install Pavement Markings.	Place complete pavement markings, excluding crosswalks, in accordance with the TMUTCD <i>where either no markings or non- standard markings exist.</i>	20
Install Edge Marking.	Place edge lines <i>where none existed previously.</i>	25
Install Centerline Striping.	Provide centerline striping <i>where either no markings or nonstandard markings existed previously.</i>	65
Install Traffic Buttons.	Place raised non-reflectORIZED traffic buttons for improved visibility in daylight wet surface conditions. Buttons will be installed <i>where none previously existed.</i>	30
Install Raised Reflective Pavement Markers.	Place raised reflective pavement markers for improved visibility at night and in wet surface conditions. Markets will be installed <i>where none previously existed.</i>	35
Install Pedestrian Crosswalk.	Place pedestrian crosswalk markings <i>where none existed previously.</i>	10

Resurfacing and Roadway Lighting

Description	Definition	Reduction Factor
Roadway Resurfacing.	Provide a new roadway surface to increase pavement skid numbers on all the lanes.	42
Safety Lighting.	Provide roadway lighting, either partial or continuous, <i>where either none existed previously or major improvements are being made.</i>	25
Safety Lighting at Intersection.	Install lighting at an intersection <i>where either none existed previously or major improvements are proposed.</i>	75

Roadway Improvements

Description	Definition	Reduction Factor
Modernize Facility to Design Standards	Provide modernization to all features within the Right-of-Way to achieve current desirable standards. This includes widening the travelway or shoulders, constructing new shoulders, flattening the side slopes, and treating roadside obstacles.	15
Convert to One-Way Frontage Roads.	Convert two-way frontage roads to one-way operation.	25
Channelization.	Install islands and/or pavement marking to control or prohibit vehicular movements.	Contact TxDOT
Construct Median Crossover.	Provide crossovers in the median <i>where none previously existed.</i>	20
Close Crossover.	Permanently close an existing crossover.	95
Remove Raised Median/Concrete Island.	Permanently remove raised median/concrete island.	35
Widen Lanes.	Provide additional width to the lane(s).	30
Add Through Lane.	Provide an additional travel lane.	28
Install Continuous Turn Lane.	Provide a continuous two-way left turn lane <i>where none previously existed.</i>	40
Widen Paved Shoulder.	Extend the existing paved shoulder to achieve desirable shoulder width.	12
Construct Paved Shoulders.	Provide paved shoulders to desirable width <i>where no shoulders existed previously.</i>	15
Install Jiggle Bar Tiles as a Shoulder Treatment.	Install jiggle bar tiles on the shoulder as a shoulder texturing treatment.	25
Texturize Shoulders.	Install milled-in or rolled-in rumble strips along the shoulder.	25
Improve Vertical Alignment.	Reconstruct the roadway to improve sight distance.	50
Improve Horizontal Alignment.	Flatten existing curves.	50
Increase Superelevation.	Provide increased Superelevation on an existing curve.	65
Increase Vertical Clearance.	Increase vertical clearance of a roadway underneath an overhead obstacle <i>by lowering the roadway grade.</i>	50
Increase Vertical Clearance.	<i>Remove an overhead structure</i> in order to increase vertical clearance.	95
Construct Turn-Arounds.	Provide Turnarounds at an intersection <i>where none previously existed.</i>	40
Entrance Ramp Modification.	Reconstruct existing ramps to conform to current desirable standards.	30
Exit Ramp Modification.	Reconstruct existing ramps to conform to current desirable standards.	20
Add Acceleration/Deceleration Lanes.	Construct acceleration and/or deceleration lanes <i>where none previously existed.</i>	10
Construct Interchange.	Construct vertical separation of intersecting roadways <i>to include interconnecting ramps.</i>	55
Grade Separation.	Construct vertical separation of intersecting roadways.	80
Construct Pedestrian Over/Under Pass.	Construct a pedestrian crossover <i>where none existed previously.</i>	95
Realign Intersection.	Improve an existing intersection by partial or complete relocation of the roadway(s).	Contact TxDOT
Increase Turning Radius.	Provide an increased turning radius an existing intersection.	10
Add Left Turn Lane.	Provide an exclusive left turn lane <i>where none existed previously.</i>	25
Lengthen Left Turn Lane.	Provide additional length to an existing exclusive left turn lane.	40
Add Right Turn Lane.	Provide an exclusive right turn lane <i>where none existed previously.</i>	25
Lengthen Right Turn Lane.	Provide additional length to an existing exclusive right turn lane.	40

Roadside Obstacles and Barriers

Description	Definition	Reduction Factor
Install Median Barrier .	Construct a metal or concrete median barrier <i>where none existed previously</i> .	65
Convert Median Barrier .	Remove an existing metal median barrier system and install a concrete median barrier.	40
Install Guardrail or Barrier .	Provide guardrail or concrete traffic barrier <i>where none existed previously</i> .	30
Install Guardrail or Barrier at Bridge Ends.	Provide guardrail, concrete traffic barrier or other protective system at bridge ends <i>where no protection previously existed</i> .	50
Improve Guardrail to Design Standards.	Bring existing substandard guardrail into conformance with current design standards.	7
Modernize Bridge Rail and Approach Guardrail .	Improve existing substandard bridge rail and approach guardrail to current design standards.	15
Remove or Modify Barrier Curb .	Remove or make traversable the barrier curb in front of existing guardrail or concrete traffic barrier.	30
Install Raised Median .	Install a roadway divider using barrier curb.	25
Install Impact Attenuation System .	Provide any of a variety of impact attenuators <i>where none existed previously</i> .	60
Safety-Treat Fixed Objects.	Remove, relocate or safety-treat all fixed objects within the project limits, to include both point and continuous objects.	55
Safety-Treat Sign Support.	Replace existing sign supports with breakaway supports.	45
Safety Treat Luminaire Supports.	Replace existing luminaire supports with breakaway supports.	35
Safety Treat Drainage Structures.	Provide safety end treatments to crossroad and/or parallel drainage structures.	60
Remove Signal Supports .	Redesign signals to remove the existing supports from the median.	10
Relocate Luminaire Supports from Median.	Relocate luminaire supports from median (usually narrow) and place between outside curb and R.O.W.	Contact TxDOT
Remove Trees (4:1).	Remove trees from the clear zone.	10
Remove Trees (6:1).	Remove trees from the clear zone.	50
Flatten Side Slope .	Provide an embankment side slope of 6:1 or flatter.	46
Widen Drainage Structures to Clear Zone.	Widen existing structures to provide the desirable clear zone.	30
Widen Bridge .	Provide additional width across an existing structure, either by rehabilitation or replacement.	55
Install Curb – Control of Access .	Installation of curb for an urban low speed design highway <i>where no previous curb existed and the accident history indicates a control of access problem</i> .	10

Signals

Description	Definition	Reduction Factor
Install Advance Warning Flasher Units.	Provide flasher units, <i>where none existed previously</i> in advance of an identified problem area.	Contact TxDOT
Improve Advance Warning Flasher Units.	Bring existing flasher units into conformance with current design standards.	Contact TxDOT
Install Advance Warning Signals near intersections or curves.	Provide flasher units in advance of an intersection or curve.	10
Install Advance Warning Signals and Signs near intersections or curves.	Provide flasher units and signs in advance of an intersection or curve <i>where none previously existed.</i>	15
Install Advance Warning Signs and/or Signals near uncontrolled intersections.	Provide flasher units and/or signs in advance of an uncontrolled intersection <i>where none previously existed.</i>	20
Install Intersection Flashing Beacon.	Provide a flashing beacon at an intersection <i>where a beacon did not exist previously.</i>	50
Modernize Intersection Flashing Beacon.	Improve an existing flashing beacon, located at an intersection, to current design standards.	10
Replace Intersection Flashing Beacon with a Traffic Signal.	Replace an existing flashing beacon at an intersection with a traffic signal.	25
Improve Traffic Signals.	Modernize existing intersection signals to current design standards.	22
Install Traffic Signal.	Provide a traffic signal <i>where none existed previously.</i>	28
Interconnect Signals.	Provide a communication link between two or more adjacent signals in a corridor.	10
Add Left Turn Signal Phase.	Provide a left turn signal phase at an existing signalized intersection <i>with existing left turn lanes.</i>	25
Install Pedestrian Signal.	Provide a pedestrian signal at an existing signalized location <i>where no pedestrian phase exists, but pedestrian crosswalks exist.</i>	15
Improve Pedestrian Signals.	Bring existing pedestrian signal units into conformance with current standards.	10
Install Over Height Warning System.	Install electronic devices to detect over height loads.	65
Eliminate Parking.	Completely remove existing parking on one side or both sides of the roadway.	32

Signs

Description	Definition	Reduction Factor
Install Warning/Guide signs.	Provide signing for unusual or unexpected roadway features <i>where no signing previously existed.</i>	20
Install STOP signs.	Provide STOP signs <i>where none existed previously.</i>	20
Convert 2-way STOP signs to 4- way STOP signs.	Provide 4-way STOP signs <i>where 2-way STOP signs previously existed.</i>	15
Install School Zones.	Place school zones to include signing and/or pavement markings <i>where none existed previously.</i>	20
Install Delineators.	Install post mounted delineators to provide guidance.	30
Install Advance Warning signs near intersections or curves.	Provide signs in advance of an intersection or curve <i>where none previously existed. Advance warning signals already exist.</i>	5
Install Overhead Guide signs.	Install overhead advance signing for unusual or unexpected roadway features <i>where no signing previously existed.</i>	20

SETRPC Project Selection Process (PSP)

Draft - 2017 Update

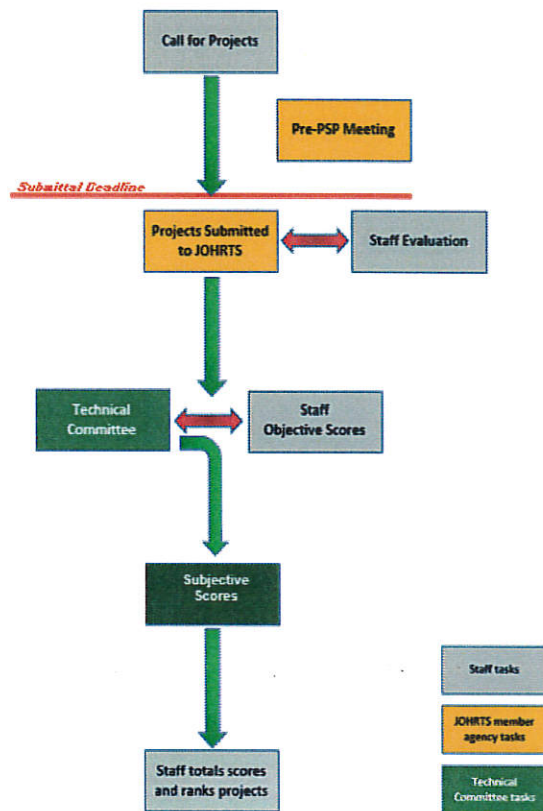
The update to the SETRPC PSP includes the new FAST Act planning factors. The new factor of mitigating stormwater impacts of transportation, in particular, was addressed by referencing the GreenRoads or INVEST sustainability rating system.

The PSP has two separate tracks to evaluate projects:

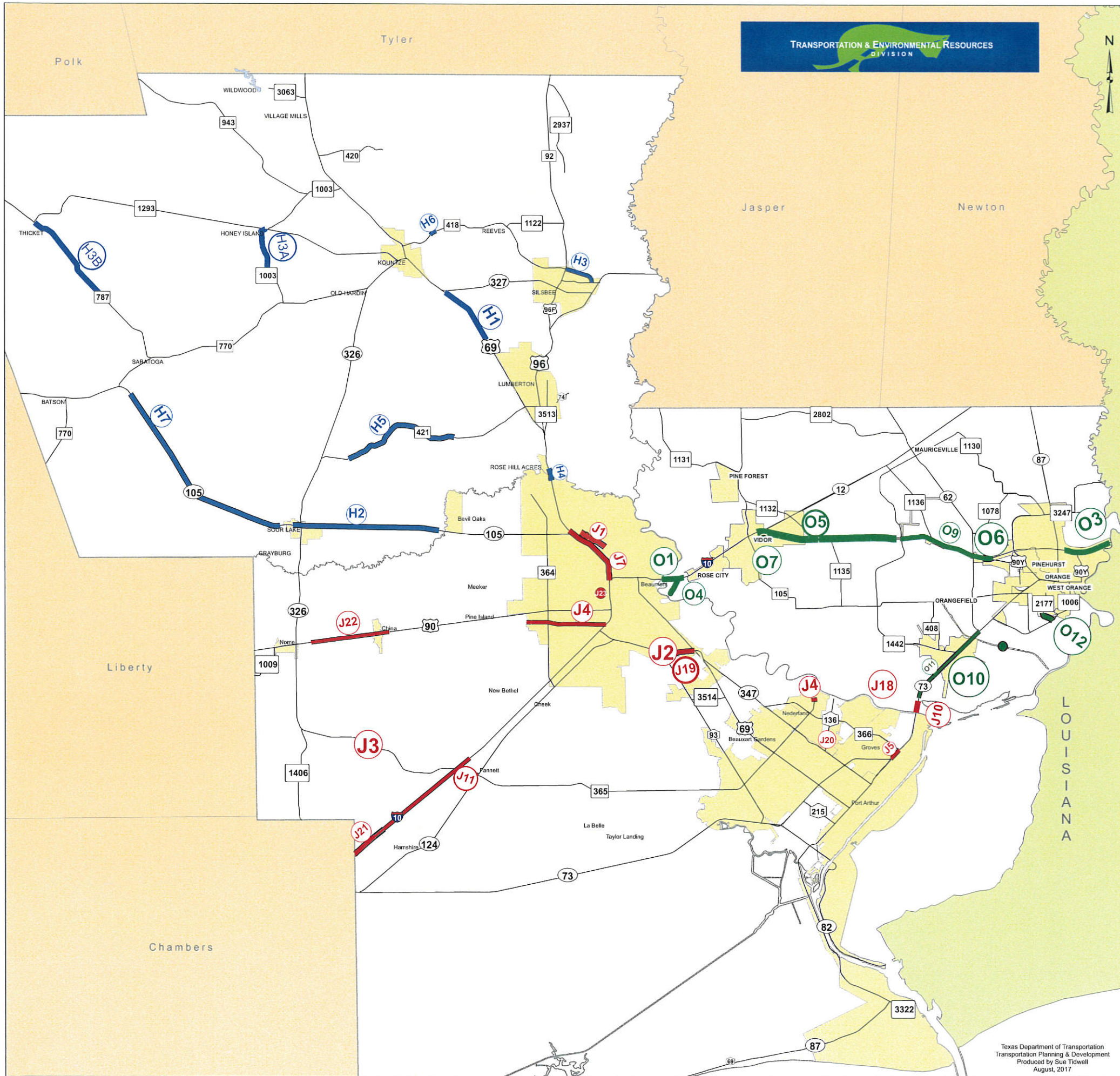
- Road Track for projects addressing roads and bridges
- Transportation Choices and Livability Track, to provide a fair evaluation of bicycle and pedestrian projects and of projects dealing with environmental and quality of life issues.

The Road Evaluation Track has 30 individual project scoring categories in 9 topic areas. The Transportation Choices & Livability Evaluation Track has 22 individual project scoring categories in 8 topic areas.

Each evaluation track contains objective and subjective criteria. Each of the individual project scoring categories has a specified number of points. Taken together, the scores assigned to the individual criteria and the balance between the objective and the subjective scores affect how a particular project is scored. The relative strength of the scoring criteria can be balanced to accurately reflect the JOHRTS MTP goals for transportation projects.



Road Evaluation Track				Transportation Choices & Livability Evaluation Track			
Category	Points	Percentage		Category	Points	Percentage	
1 Safety	45	21%		1 Safety	15	11%	
2 Rehabilitation	35	17%		2 Engineering Report	15	11%	
3 Engineering Report	15	7%		3 Intermodal Benefits	10	7%	
4 Intermodal Benefits	30	14%		4 Mobility	30	22%	
5 Mobility	15	7%		5 Planning & Environmental Benefits	30	22%	
6 Planning & Environmental Benefits	40	19%		6 Access to Jobs	15	11%	
7 Linkage to MTP or Other Plans	10	5%		7 Linkage to MTP or Other Plans	10	7%	
8 Cost Effectiveness	10	5%		8 Leveraged Funding	10	7%	
9 Leveraged Funding	10	5%					
Total Points	210				135		



July Status Regional Transportation Projects

Jefferson, Hardin, Orange

JEFFERSON COUNTY

- J1 - Concord Road, Beaumont
0920-38-153
Widen city st to 4 lanes
Total Cost \$11,284,746.71
100% complete
- J2 - US 69 at SS 93
Slope Repair 0200-14-080
Total Cost \$3,588,710.24
100% complete
- J3 - FM 365 at Ground Gully
Replace Bridge 0932-02-053
Total Cost \$1,565,852.57
96.53% complete
- J4 - Washington Blvd 0920-37-187
Overlay Roadway
Loma Ln to Major Dr
Total Cost \$1,690,881.53
0% complete
- J5 - SH 73 0306-03-126
SS 215 To FM 366
Mill & overlay road
Total Cost \$8,246,674.85
39.92% complete
- J6 - IH 10 0739-02-161
Hampshire Rd to FM 365
widen interstate to 6 lanes
Total Cost \$101,970,747.52
0% complete
- J7 - US 69-Eastex Fwy
0200-11-100
From SH 105 to IH 10
Ramp relocation & FR
Total Cost \$27,390,861.67
85% complete
- J10-SH 73 at Rainbow Bridge
Clean & repaint 0306-03-123
Total Cost \$26,599,824.20
100% complete
- J11-FM 365 E. of IH 10
Safety treat/upgrade
Bridge rails 0932-02-055
Total Cost \$400,896.15
95.85% complete
- J19-US 69-Cardinal Dr
0200-14-079
Lamar- Ramp Reversal
Highland to SS 380
Total Cost \$7,251,294.50
77.79% Complete
- J20-SS 136, Canal A3
0653-01-040
Replace Bridge
Total Cost \$772,662.80
100% Complete
- J21-IH 10 widen to 6 lanes
0739-02-160
Jefferson Co/L to .
4 W of Hampshire Rd
Total Cost \$19,031,143.03
42.3% Complete

ORANGE COUNTY

- O1 - IH 10 at Neches River
Replace Bridge 0028-09-111
Total Cost \$58,877,950.00
90.02% complete
- O3 - IH 10 0028-14-109
Adams Bayou to Sabine River
Reconstruct & replace Bridges
Extend Frontage Roads
Total Cost \$68,441,218.70
46.07% complete
- O4 - RR Tracks Near Old Hwy 90
0920-30-081
Construct Grade Separated
of railroad tracks To Port
Total Cost \$8,977,087.38
78.32% Complete
- O5 - IH 10-Widen to 6 Lanes
0028-11-193
KCRR to FM 1442
Total Cost \$13,089,624.73
88.66% Complete
- O6 - IH 10FRs 0028-11-203
East of SH 62 & turnaround
Total Cost \$3,360,292.76
0% Complete
- O7 - City Street 0920-30-079
Anderson Gully Old Hwy 90
replace bridge
Total Cost \$316,837.10
0% complete
- O9 - IH 10 0028-11-179
FM 1442 To FM 3247
widen to 6 lanes
Total Cost \$12,418,604.50
21.64% Complete
- O10-E Roundbunch Road
At Cow Bayou 0920-30-077
Replace Bridge
Total Cost \$11,399,718.80
21.79% complete
- O11-SH 73 0306-02-069
mill and overlay
Veteran's Bridge to SH 62
Total Cost \$5,658,758.05
7.96% complete
- O12-FM 2177 0882-01-013
add paved surface
.7 Mi N of & To FM 1006
Total Cost \$328,092.65
28.96% complete

HARDIN COUNTY

- H1 - US 69 0200-10-079
SH 327 to Ellis Dr.
Widen/overlay
Add Cont Left Turn Lane
Total Cost \$7,502,185.05
98.98% Complete
- H2 - SH 105 0339-04-035
SH 326 to Jeff Co Line
Mill & overlay
Total Cost \$pending
0% Complete
- H3 - FM 418 0784-01-046
Safety treat widen shlds
FM 92, S to BU 96F
Total Cost \$1,031,113.54
97.3% complete
- H3A-FM 1003 0811-02-028
Safety treat objects
FM 1293, S for 2.5 Mi
Total Cost \$46,474.4
93.8% complete
- H3B-FM 787 0813-02-038
Safety treat objects
FM 1293, S for 6 Mi
Total Cost \$204,002.85
98.6% complete
- H4 - US 69 FRs 65-06-063
construct new location
Cooks Lk Rd to Tram Rd
over Pine Island Bayou
Total Cost \$10,637,780.19
0% Complete
- H5 - FM 421 0813-03-043
Safety Treat, other
FM 326 to W of Lumberton
Total Cost \$1,375,866.73
0% complete
- H6 - FM 418 0200-12-014
safety treat fixed objects
US 69 to Silsbee
Total Cost \$1,011,480.75
0% Complete
- H7 - SH 105 0339-03-037
FM 770 to Jefferson CL
safety treat/rumble strips
Total Cost \$220,428.17
0% complete

**South East Texas Regional Planning Commission - MPO
Timeline for Updating the JOHRTS Metropolitan Transportation Plan - 2045**

Tasks	2016							2017												2018												2019								
	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July		
Travel Demand Modeling - JOHRTS Travel Model																																								
Input Data Development																																								
Collect Traffic Counts				■	■	■																																		
Process Traffic Counts							■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		
Deliver Employer Data					■	■																																		
Develop and Deliver Intermediate & Forecast Control Totals								■	■																															
Geographic Databases																																								
Network - 2016 Base Year				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		
Networks - 2021, 2026 & Conceptual Forecast Year (2045)				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		
Traffic Analysis Zones (TAZ)				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		
Demographic Database																																								
Base Year 2016																																								
Forecast Year(s) (2021, 2026, 2045)																																								
Data Submittal Review Meeting																																								
Model Development (Base Year Model)																																								
Initial Trip Generation																																								
Initial Trip Distribution																																								
Initial Trip Assignment																																								
Model Chain Calibration and Validation Process																																								
Model Application (2021, 2026 & 2045)																																								
Trip Generation																																								
Trip Distribution																																								
Trip Assignment																																								
Model Presentation and Documentation																																								
MTP Development																																								
Documentation of Existing Conditions																																								
Data Collection and Review of Previous Studies and Available Data																																								
Public Outreach																																								
MPO Technical Committee Meetings																																								
Public Meetings																																								
Other Meetings and Outreach Activities																																								
MTP Project Development																																								
Draft Document Development																																								
Travel Demand Model Receipt and Analysis																																								
Finalize Evaluation Criteria																																								
Project Costs																																								
TAC Project Scoring																																								
Prioritization of Improvements																																								
Financial Plan																																								
Metropolitan Transportation Plan Document Production																																								
Draft MTP Update Document																																								
Final MTP Update Document and Adoption																																								

■	MPO Task
■	TxDOT TPP Task
■	Meetings
■	Deliverables and Review time

Year(s)
Counts 2016
Surveys 2008 - 2011

Base Year Demographics 2016
Interim Year Demographics 2021, 2026
Forecast Year Demographics 2045
Network Years 2021, 2026