AGENDA

TECHNICAL COMMITTEE HYBRID MEETING
JASPER-JEFFERSON-ORANGE-HARDIN
REGIONAL TRANSPORTATION STUDY (JOHRTS) AREA

Thursday, April 6, 2023
10:00 a.m.
South East Texas Regional Planning Commission
Homer E. Nagel Room

I. WELCOME AND INTRODUCTIONS
-Bob Dickinson, Director, South East Texas Regional Planning Commission

II. PRESENTATION AND DISCUSSION ON SETRPC-MPO JJOHRTS MTP-2050 CALL FOR PROJECTS
-Bob Dickinson, Director, South East Texas Regional Planning Commission

III. OTHER BUSINESS

IV. SET NEXT MEETING DATE

V. ADJOURNMENT

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

TRANSPORTATION & ENVIRONMENTAL RESOURCES

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

April 6, 2023

TO: JJOHRTS TRANSPORTATION PLANNING COMMITTEE
JJOHRTS TECHNICAL COMMITTEE
PORT DIRECTORS
INTERESTED PERSONS

FROM: Bob Dickinson, Director
Transportation & Environmental Resources

SUBJECT: JJOHRTS MTP-2050 Call for Projects

The South East Texas Regional Planning Commission – Metropolitan Planning Organization (SETRPC-MPO) is calling for candidate projects throughout the JJOHRTS area that are eligible for funding. Member entities are encouraged to submit eligible projects for consideration.

The SETRPC-MPO will host a hybrid workshop to review the JJOHRTS Project Selection Process and answer any questions regarding your potential project submittals on **Thursday, April 6, 2023 at 10:00 a.m., in the Homer E. Nagel Room.**

The SETRPC-MPO requires that member agencies submit their candidate projects on the enclosed Project Submittal Forms. These forms include:

1. JJOHRTS Candidate Project Submission Form
2. Project Contribution to Current MTP Goals
3. Estimated Construction Cost Worksheet
4. Project Specific Typical Cross-section
5. Project Location Map
6. Engineering Report

Executive Director – Shanna Burke
2210 Eastex Freeway Beaumont, Texas 77703-4929
(409) 899-8444 | (409) 347-0138 fax
setrpc@setrpc.org | http://www.setrpc.org

To assist with these requirements, the MPO hired a local engineering firm to help member agencies with developing items for the proposed projects and submittal packets.

The submitted projects will then be evaluated and scored by the JJOHRTS Technical Committee. The final scores and project readiness will help determine which projects can be included in the JJOHRTS MTP-2050 planning process.

All projects must be submitted to Bob Dickinson, SETRPC-MPO, 2210 Eastex Freeway, Beaumont, Texas, 77703. All project submissions must include the JJOHRTS Candidate Project Submission Form and all other supporting documentation as enumerated above.

The deadline for project submission is 12:00 NOON, Wednesday, May 31, 2023.

If any questions arise, please feel free to contact me at (409) 899-8444, ext. 7520.

SETRPC
SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

TRANSPORTATION & ENVIRONMENTAL RESOURCES

SETRPC 2050 MTP Call for Projects

APRIL 6, 2023

Agenda

- Background
- Overview of process
- Project Submission
- Evaluation tracks
- Individual criteria

Background

FAST Act Planning Emphasis Areas

1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and non-motorized users.
3	Increase the security of the transportation system for motorized and non-motorized users.
4	Increase the accessibility and mobility of people and for freight.
5	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.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7	Promote efficient system management and operation.
8	Emphasize the preservation of the existing transportation system.
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
10	Enhance travel and tourism

Updates on Planning Emphasis Areas

Infrastructure Investment and Jobs Act (IIJA)

- Safety
- Accessibility

FHWA and FTA New Released Planning Emphasis Areas

- Diversity, Equity and Inclusion (DEI)

SETRPC 2050 MTP Goals

Goal	Objective
Safety	Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.
Infrastructure Condition	Preserve and maintain the existing transportation system.
Congestion Reduction	Achieve a significant reduction in congestion within the transportation system.
System Reliability	Improve the efficiency of the surface transportation system
Freight Movement	Improve the regional freight network, improve the ability to access national and international trade markets.
Environmental Sustainability	Enhance the performance of the transportation system while protecting and enhancing the environment.
Economic Development	Support regional economic development and improve transportation access to resources, markets, and jobs.
Equity	Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.
Innovation	Invest in research and innovation to meet the challenges of the present and the future.
Sustainable Funding	Maintain financial responsibility in the development and maintenance of the transportation system.
Resiliency	Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more transportation systems to benefit and protect communities.
Security	Enhance the security of the transportation system for threats.

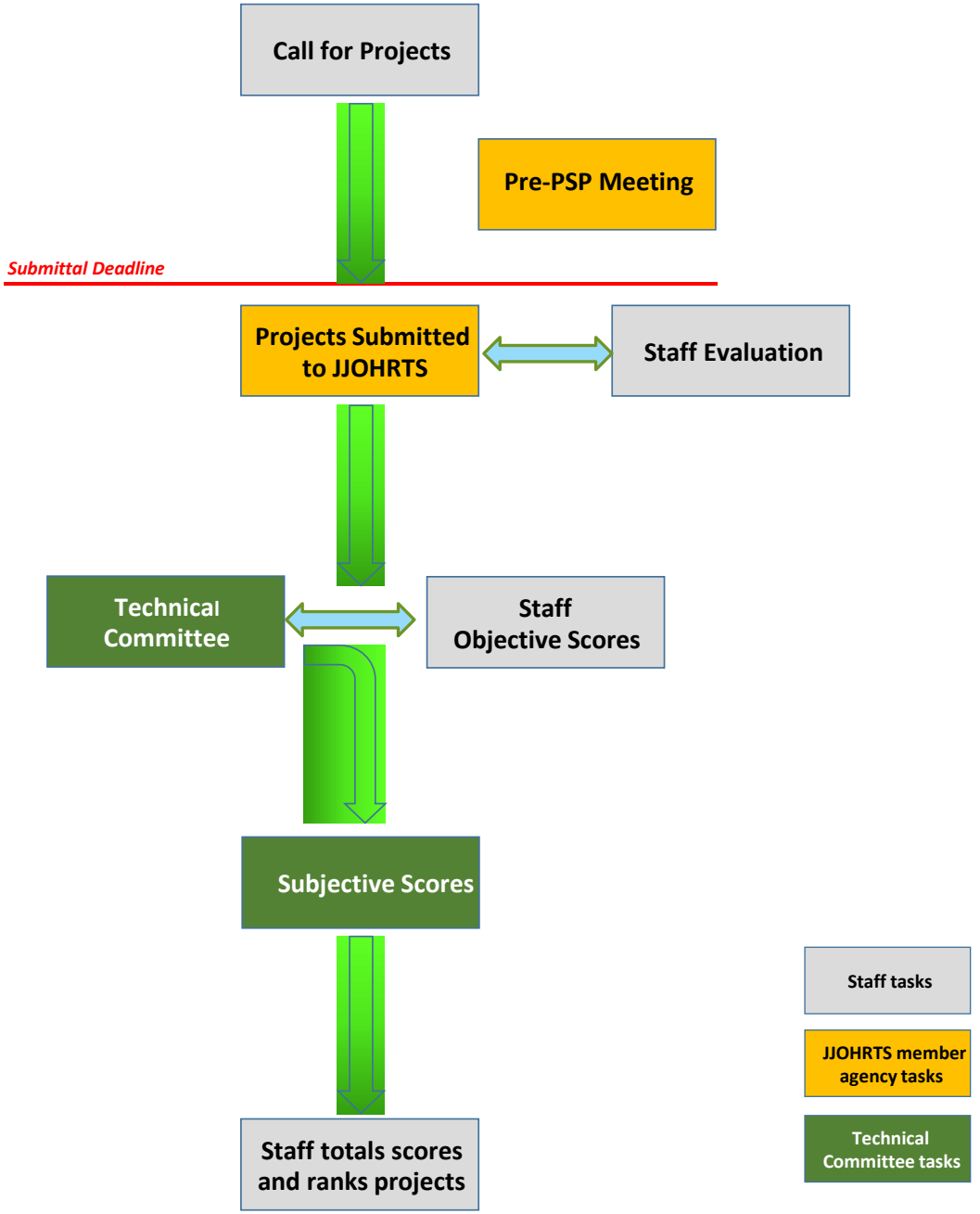
Funding Category	Description	Usual Funding Allocation		
		Fed	State	Local
5307 - Urbanized Area Formula Grant Program	Program subsidizes the operating and capital cost of transit services. Eligible expenses include planning, engineering, most administration, preventive maintenance, fuel, parts, and operating 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%

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 Categories

Overview of Process

Project Selection Process



Project Selection Process

- 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.
- JJOHRTS 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

Project Submission

Project Submission Form

1. A form to detail sponsor and project information project readiness
2. A request for a project location map
3. A form to detail how the project meets the JJOHRTS current MTP goals
4. An estimated construction cost worksheet
5. A request for a typical cross-section of the project, if applicable
6. Engineer's Report

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 is in Current Plans			

Project Submission Form

Project Location and Limits

- Attach a map showing the location of the project and its starting and ending points
- Include the locations of any relevant sites
  - Significant employment generators
  - Schools
  - High-incident crash areas
  - Other sites that may contribute to the evaluation of the project

Typical Cross Section

Provide a typical cross-section showing project limits and features and the locations of known utilities or other relevant features

Engineering Report

1. 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.
2. 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.
3. 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.
4. 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.
5. What type of maintenance has been done on the roadway section since it was first constructed? List all known improvements with their descriptions, dates, and costs.
6. 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.
7. Additional comments on the candidate project's benefits or other relevant information

Engineering Report - Support

Christopher Bergeron, P.E.

Civil Engineer Lead

christopher.bergeron@wsp.com

WSP USA Inc.

3102 Oak Lawn Ave, Suite 450

Dallas, Texas 75219

Ph #: 214-459-1902

Project Continuity

- Provide a logical connection between two roadways
- Eliminate bottlenecks
- Provide a consistent number of travel lanes on roadways in the regional network.
- Development patterns and traffic growth along adjacent streets

Planning & Environmental Impacts

Brief Discussion on -

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

Contribution to Goals

Project contributes to

- FAST Act planning emphasis areas
- IIJA and FHWA/FTA new planning emphasis areas
- The current JJOHRTS MTP goals

Project Cost Worksheet

- Detailed cost estimate for the proposed project
- 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
- 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

The deadline for project submission is 12:00 NOON, Wednesday, **May 31, 2023.**

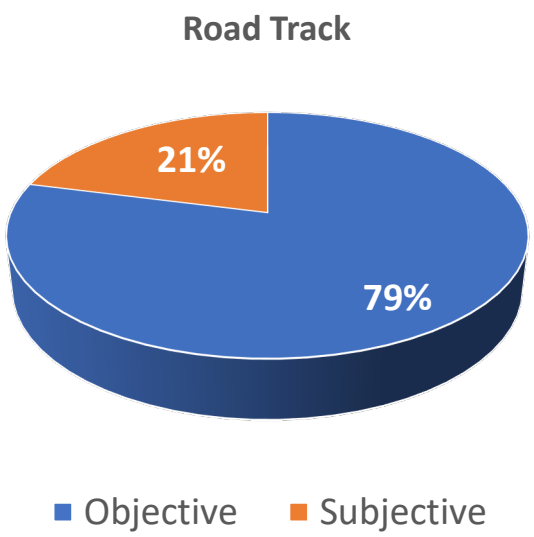
Evaluation Track

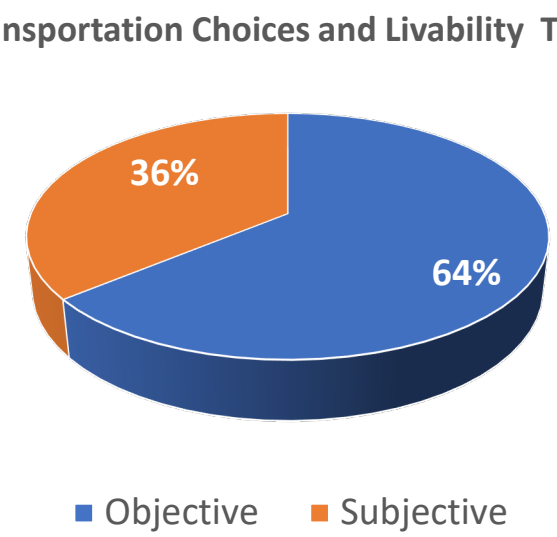
Road Evaluation Track			
	Catogory	Points	Percentage
1	Safety	55	25%
2	Rehabilitation	35	16%
3	Engineering Report	15	7%
4	Intermodal Benefits	30	14%
5	Mobility	15	7%
6	Planning & Environmental Benefits	40	18%
7	Linkage to MTP or Other Plans	10	5%
8	Cost Effectiveness	10	5%
9	Leveraged Funding	10	5%
Total Points		220	

Transportation Choices and Livability Evaluation Track			
	Catogory	Points	Percentage
1	Safety	25	17%
2	Engineering Report	15	10%
3	Intermodal Benefits	10	7%
4	Mobility	30	21%
5	Planning & Environmental Benefits	30	21%
6	Access to Jobs	15	10%
7	Linkage to MTP or Other Plans	10	7%
8	Leveraged Funding	10	7%
Total Points		145	

Two Evaluation Tracks

Two Evaluation Tracks





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

Individual Scoring Criteria

1	**Safety**	**55 points**	
	Safety Improvement Index	30	Objective
	Efficiency of Emergency Services	5	Objective
	Fatality Rate	10	Objective
	Serious Injury Rate	10	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
	Smart Growth	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	**220**	
	Total Possible Objective Points	**173**	**79%**
	Total Possible Subjective Points	**47**	**21%**

Transportation Choices & Livability Track			
1	**Safety**	**25 points**	
	Provides a Defined Path	5	Objective
	Fatality Rate	10	Objective
	Serious Injury Rate	10	Objective
2	**Engineering Report**	**15 points**	
	Project Need	3	Subjective
	Alternative Analysis	3	Objective
	Timing and 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
	Smart Growth	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	**145**	
	Total Possible Objective Points	**93**	**64%**
	Total Possible Subjective Points	**52**	**36%**

Safety – Road Track

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

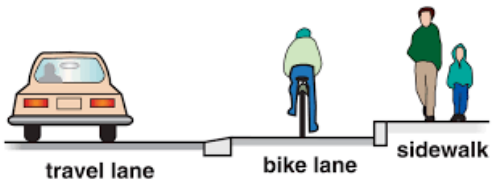
Pavement Markings

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-reflectorized 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. Markets will be installed ***where none previously existed.***	35
Install **Pedestrian Crosswalk.**	Place pedestrian crosswalk markings ***where none existed previously.***	10

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



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

Rehabilitation (Road Track Only)

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

Existing Pavement Condition

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

Truck Traffic

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

Roadway Functional Classification

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

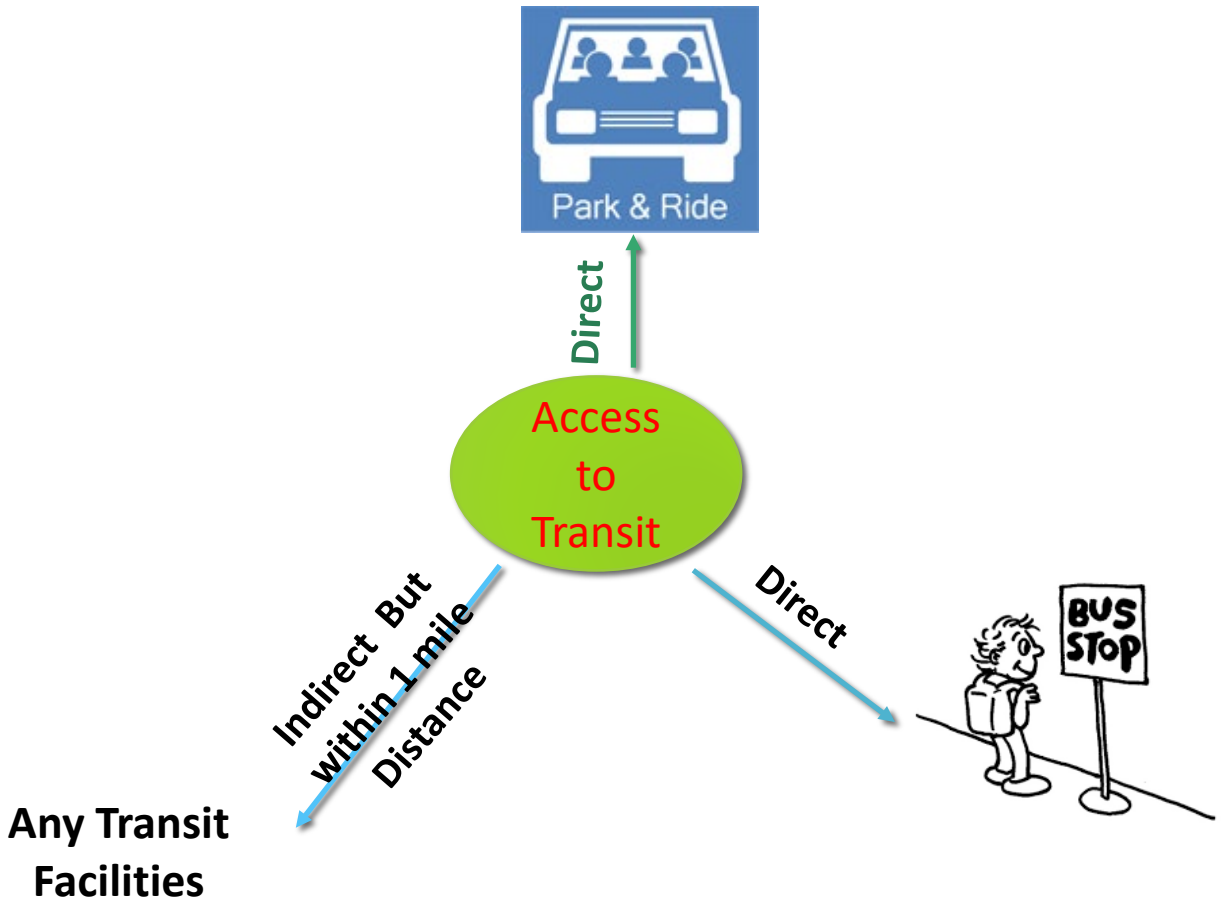
Engineering Report	**15 points**	
Project Need	3	Subjective
Alternatives Analysis	3	Objective
Timing & Phasing	2	Subjective
Project Lifespan	2	Subjective
Maintenance History	2	Subjective
Safety Features	2	Subjective
Additional Comments	1	Subjective

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*

Intermodal Benefit – TC&L Track

Provide Direct or Indirect Access to Transit Facilities



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 EJCOC	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

Planning and 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

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

Questions?

Bob Dickinson, Director

Transportation & Environmental Resources Division

South East Texas Regional Planning Commission

2210 Eastex Freeway, Beaumont, TX 77703

409-899-8444 ext. 7520

Fax: 409-729-6511

bdickinson@setrpc.org

The deadline for project submission is 12:00 NOON, Wednesday, May 31, 2023.

Reference

Safety Improvement Index 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

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-reflectorized 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. Markets will be installed ***where none previously existed.***	35
Install **Pedestrian Crosswalk.**	Place pedestrian crosswalk markings ***where none existed previously.***	10

Increase **Superelevation.**	Provide increased Superelevation 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 existed previously.***	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 ***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

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 ***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 **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

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 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 ***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.	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 form 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 ***where no previous curb existed and the accident history indicates a control of access problem.***	10

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 in 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

Safety Improvement Index Reduction Factors

Safety Improvement Index Reduction Factors

Signs

Description	Definition	Reduction Factor
Install **Warning/Guide signs.**	Provide signing for unusual or unexpected roadway features ***where no signing previously existed.***	20
Install **STOP signs.**	Provide STOP signs ***where none existed previously.***	20
Convert 2-way STOP signs to **4- way STOP signs.**	Provide 4-way STOP signs ***where 2-way STOP signs previously existed.***	15
Install **School Zones.**	Place school zones to include signing and/or pavement markings ***where none existed previously.***	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 ***where none previously existed. Advance warning signals already exist.***	5
Install **Overhead Guide signs.**	Install overhead advance signing for unusual or unexpected roadway features ***where no signing previously existed.***	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 Jasper-Jefferson-Orange-Hardin Regional Transportation Study (JJOHRTS) area. The JJOHRTS 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 JJOHRTS Technical Committee utilizes the SETRPC-MPO PSP for evaluating and scoring eligible projects to identify a recommended project listing for the JJOHRTS 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. JJOHRTS Technical Committee Recommendation

5. JJOHRTS Transportation Planning Committee Review and Approval


Call for Projects
Pre-PSP Meeting
Submittal Deadline
Projects Submitted to JOHRTS
Staff Evaluation
Technical Committee
Staff Objective Scores
Subjective Scores
Staff totals scores and ranks projects
Staff tasks
JOHRTS member agency tasks
Technical Committee tasks

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 JJOHRTS 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 JJOHRTS Candidate Project Submission Form by the deadline. Each member may submit an unlimited number of projects for evaluation. The JJOHRTS 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 JJOHRTS 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 JJOHRTS Candidate Project Submission Form must be completely filled out. JJOHRTS 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 JJOHRTS as outlined in the MTP is to develop a fully integrated, multimodal transportation system for people and freight. JJOHRTS 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 JJOHRTS 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 JJOHRTS Technical Committee members will evaluate and submit the subjective scores for each project. Appendix D of this document provides guidance on subjective scores to each project. Additionally, the project sponsor will be given 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: JJOHRTS 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 JJOHRTS 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

JJOHRTS MTP Goals

Goal	Objective
Safety	Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.
Infrastructure Condition	Preserve and maintain the existing transportation system.
Congestion Reduction	Achieve a significant reduction in congestion within the transportation system.
System Reliability	Improve the efficiency of the surface transportation system
Freight Movement	Improve the regional freight network, improve the ability to access national and international trade markets.
Environmental Sustainability	Enhance the performance of the transportation system while protecting and enhancing the environment.
Economic Development	Support regional economic development and improve transportation access to resources, markets, and jobs.
Equity	Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.
Innovation	Invest in research and innovation to meet the challenges of the present and the future.
Sustainable Funding	Maintain financial responsibility in the development and maintenance of the transportation system.
Resiliency	Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more transportation systems to benefit and protect communities.
Security	Enhance the security of the transportation system for threats.

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

JJOHRTS 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 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 the categories 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 JJOHRTS 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 criterion. 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; 55 points maximum

This section evaluates the ability of the project to reduce the number and severity of traffic-related crashes in the JJOHRTS 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 (10 points) - Objective

This criterion 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 criterion for meeting the statewide average rates.

Project Fatality Rate	Points
Over 15% higher than statewide fatality rate	10 points
Up to 15% higher than statewide fatality rate	6 points
Up to 10% higher than statewide fatality rate	4 points
Same as statewide fatality rate	2 points
Lower than the statewide rate	0 points

Part D: 5-Year Rolling Average Serious Injury Rate (10 points) - Objective

This criterion 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 criterion for meeting the statewide average rates.

Project Serious Injury Rate	Points
Over 20% higher than statewide Serious Injury rate	10 points
Up to 20% higher than statewide Serious Injury rate	6 points
Up to 15% higher than statewide Serious Injury rate	4 points
Same as statewide Serious Injury rate	2 points
Lower than the 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 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 collectors 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 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. Enhancing public transit access and ridership within a region improves access to economic opportunities for all population groups, subsequently improving regional equity.

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 JJOHRTS 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 the categories 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 NO_2 or VOC should be considered under this criterion.

This is a subjective criterion 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 project's 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. Providing intermodal linkages increase access to transportation alternatives for a wide range of the population, increasing economic opportunities. 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 criterion 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 criterion 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 criterion 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 multi-modalism in transportation, such as FHWA's Context Sensitive Solutions, Complete Streets, the FHWA's INVEST sustainability evaluation program, or the Greenroads evaluation program. The Smart Growth criterion supports access to transportation alternatives for all population groups as well as sustainability for future generations.

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 projects 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 criterion 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 rating system	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. Improving

the livability of a region for all population groups should be included in the evaluation process through this criterion.

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 criterion.

Scoring under this criterion 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 criterion measures the aesthetics.

Scoring is cumulative to a maximum of 5 points. This is a subjective criterion 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 criterion 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 criterion 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 criterion references the project's inclusion in the current MTP or other plans. This criterion 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's project 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

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

Intersections

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

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:

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

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 79% of the possible project evaluation points
- The subjective criteria are 47% of the individual project scoring categories and provide 21% of the possible project evaluation points
- The topic areas providing the highest number of evaluation points are
    - Safety, with a maximum possible 55 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**	**55 points**	
	Safety Improvement Index	30	Objective
	Efficiency of Emergency Services	5	Objective
	Fatality Rate	10	Objective
	Serious Injury Rate	10	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
	Smart Growth	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	**220**	
	Total Possible Objective Points	**173**	**79%**
	Total Possible Subjective Points	**47**	**21%**

Transportation Choices and Livability Evaluation Track

1 Safety — 5 points each; 25 points maximum

This criterion 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 (10 points) - Objective

This criterion 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 criterion for meeting the statewide average rates.

Project Fatality Rate	Points
Over 15% higher than statewide fatality rate	10 points
Up to 15% higher than statewide fatality rate	6 points
Up to 10% higher than statewide fatality rate	4 points
Same as statewide fatality rate	2 points
Lower than the statewide rate	0 points

Part C: 5-Year Rolling Average Serious Injury Rate (10 points) - Objective

This criterion 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 criterion for meeting the statewide average rates.

Project Serious Injury Rate	Points
Over 20% higher than statewide Serious Injury rate	10 points
Up to 20% higher than statewide Serious Injury rate	6 points
Up to 15% higher than statewide Serious Injury rate	4 points
Same as statewide Serious Injury rate	2 points
Lower than the 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 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 connections support more efficient public transit systems that improve access to economic opportunities for all population groups, improving equity within the region.

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 criterion 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 Southeast Texas Bicycle Plan (2040). Barriers within an Environmental Justice Communities of Concern (EJCOC) area and barriers to access fixed-route transit are of particular concerns and are evaluated in this criterion. Eliminating barriers to promote safe and efficient bicycle and pedestrian travel in the region supports transportation alternatives used by those without access to motor vehicles and includes those population groups within the transportation planning process.

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 traveling 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 criterion is to evaluate projects which address gaps in the defined network. Creating a cohesive and efficient overall transportation network allows for all population groups to have similar access to economic opportunities throughout the region.

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 the categories 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 Social Benefit criterion also seeks to incorporate inclusionary policies and decisions into the transportation planning process.

The purpose of the Social Benefit criterion 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 NO_2 or VOC should be considered under this criterion.

This is a subjective criterion 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 project's 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 criterion 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 multi-modalism in transportation, such as FHWA's Context Sensitive Solutions, Complete Streets, the FHWA's INVEST sustainability evaluation program, or the Greenroads evaluation program. The Smart Growth criterion supports access to transportation alternatives for all population groups as well as sustainability for future generations.

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 projects 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 criterion 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 rating system	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. Improving the livability of a region for all population groups should be included in the evaluation process through this criterion.

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 criterion.

Scoring under this criterion 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 criterion measures the aesthetics.

Scoring is cumulative to a maximum of 5 points. This is a subjective criterion 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 criterion 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 criterion 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 criterion due to the desire to allow evaluation for all degrees of improved access and to a wide range of employment. This criterion is an integral component of providing equity among populations within the region through the transportation planning process.

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 criterion references the project's coordination with the current MTP, the Regional Bike Plan, or other regional plans. This criterion 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:

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

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 64% of the possible project evaluation points
- The subjective criteria are 55% of the individual project scoring categories and provide 36% 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 25 points
    - Engineering, with a maximum possible 15 points
    - Access to Jobs, with a maximum possible 15 points

Transportation Choices & Livability Track			
1	**Safety**	**25 points**	
	Provides a Defined Path	5	Objective
	Fatality Rate	10	Objective
	Serious Injury Rate	10	Objective
2	**Engineering Report**	**15 points**	
	Project Need	3	Subjective
	Alternative Analysis	3	Objective
	Timing and 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
	Smart Growth	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	**145**	
	Total Possible Objective Points	**93**	**64%**
	Total Possible Subjective Points	**52**	**36%**

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 ***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-reflectorized 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. Markets 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

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 ***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 **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 ***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 existed previously.***	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 ***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

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 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 ***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.	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 form 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 ***where no previous curb existed and the accident history indicates a control of access problem.***	10

Signals

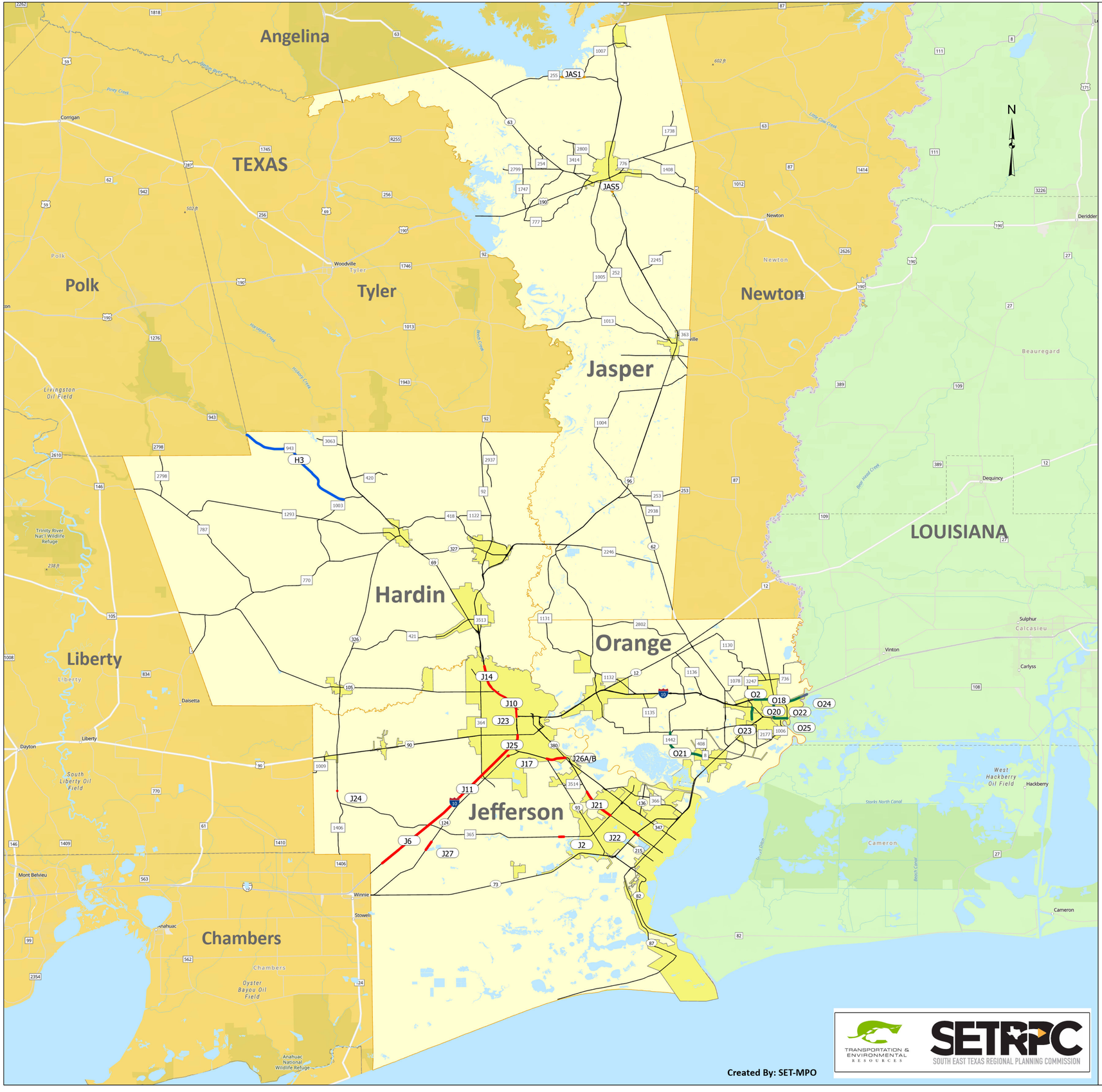
Description	Definition	Reduction Factor
Install **Advance Warning Flasher Units.**	Provide flasher units, ***where none existed previously*** in advance of an identified problem area.	Contact TxDOT
Improve **Advance Warning Flasher Units.**	Bring existing flasher units into conformance with current design 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 in 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

Signs

Description	Definition	Reduction Factor
Install **Warning/Guide signs.**	Provide signing for unusual or unexpected roadway features ***where no signing previously existed.***	20
Install **STOP signs.**	Provide STOP signs ***where none existed previously.***	20
Convert 2-way STOP signs to **4- way STOP signs.**	Provide 4-way STOP signs ***where 2-way STOP signs previously existed.***	15
Install **School Zones.**	Place school zones to include signing and/or pavement markings ***where none existed previously.***	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 ***where none previously existed. Advance warning signals already exist.***	5
Install **Overhead Guide signs.**	Install overhead advance signing for unusual or unexpected roadway features ***where no signing previously existed.***	20

March Status
Regional Transportation Projects
Jefferson, Hardin, Orange, Jasper

TRANSPORTATION & ENVIRONMENTAL RESOURCES DIVISION



JEFFERSON COUNTY

J2- FM 365 0932-01-090
at Hillebrandt Bayou
Replace Bridge & approaches
let: June 2018
Total Cost $14,655,685.45
99.14% Complete

J6- IH 10 0739-02-161
Hampshire to FM 365
Widen to six lanes
Let: July 2018
Total Cost $101,970,747.52
68.68% Complete

J10- US 69 0200-11-095
LNVA Canal to IH 10
Widen to six lanes
Let: July 2018
Total Cost $31,528,539.20
72.49% Complete

J11- IH 10 0739-02-162
FM 365 to Walden Rd
Widen to six lanes
Let: July 2018
Total Cost $128,399,059.91
59.34% Complete

J14- US 69 0065-07-062
Tram Rd to LNVA Canal
Widen to six lanes
Let: July 2019
Total Cost $21,735,071.85
99.99% Complete

J17- SH 124 0368-04-033
at Hillebrandt Bayou
Replace Bridge
Let: July 2021
Total Cost $2,659,517.15
99.57% Complete

J21- US 69 0200-15-021 etc
N of Spurlock to 39th St
Mill and Overlay
Let: August 2021
Total Cost $7,063,405.84
0% Complete

J22- US 69 0200-16-020
at SH 73
reconstruct cloverleaf
intersection to Turbine Design
Let: September 2021
Total Cost $70,021,318.53
31.34% Complete

J23- US 69 0200-11-107
at 11th St OP Southbound
Bridge Maintenance
Let: January 2022
Total Cost $2,899,131.66
97.85% Complete

J24- FM 365 0932-02-052
at Pignut Gulley & Ditch
Bridge Replacement
Let: February 2022
Total Cost $1,947,312.08
33.29% Complete

J25- IH 10 0739-02-140
Walden Rd to US 90
Add lanes, widen Rd
Let: March 2022
Total Cost $307,243,558.22
27.80% Complete

J26 A/B- US 69 0200-14-093
NB Frontage Rd
0200-14-099 SB FR
SS 93 to SS 380
roadway restoration
Let: Aug/Oct 2022
Total Cost $10,175,549.20
16.00% Complete

J27- SH 124 0368-02-046
at Taylor's Bayou
Replace Bridge
Let: February 2023
Total Cost $6,296,239.49
0% Complete

JASPER COUNTY

JAS1- RE 255 0877-010043
W of FM 1007 to East
of FM 1007
Rehab & resurface
Let:
Total Cost $2,233,852.33
93.80% Complete

JAS5- US 96 0065-01-062
3 Mi S of US 190 to 1.2 Mi
Restore roadway
Let:
Total Cost $1,199,253.62
32.44% Complete

HARDIN COUNTY

H3- FM 943 1194-02-019
Polk C/L to FM 1003
Restore roadway
Let: July 2021
Total Cost $1,940,016.09
95.20% Complete

ORANGE COUNTY

O2- IH 10 0028-14-109
Adams Bayou to Sabine River
Reconstruct, Replace Bridges
Let: February 2014
Total Cost $68,441,218.70
90.17% Complete

O18- IH 10 0028-14-091
E of FM 3247 to Sabine River
Widen to six lanes
Let: June 2020
Total Cost $52,363,934.17
44.30% Complete

O21- FM 1442 2562-01-023
FM 105 to FM 408
Center turn lane
Let: August 2021
Total Cost $7,694,479.73
36.90% Complete

O22- IH 10 0028-14-120
Bob Hall Rd to BU 90Y
Surfacing, restore roadway
Let: May 2022
Total Cost $2,592,503.75
97.31% Complete

O23- FM 3247 2701-02-025
BU 90Y to EOM
Restore roadway
Let: December 2022
Total Cost $1,011,890.95
0.49% Complete

O24- IH 10 0028-14-116
at Sabine River
Bridge Maintenance
Let: February 2023
Total Cost $4,742,240.62
0% Complete

O25- BU 90Y 0028-15-059
16th St to Simmons Dr.
Surface/ restore
Let: February 2023
Total Cost $2,977,919.30
0% Complete

TRANSPORTATION & ENVIRONMENTAL RESOURCES

SETRPC SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION

DATA SOURCE: Texas Department of Transportation