

2018 Call for Projects

Background

Staff proposes to open the 2018 Call for Projects on September 3, 2018. Online project applications must be received by 5 PM on October 31, 2018. Larger projects costing over \$100 million will require a greater level of detail concerning the project's potential benefits than those costing less than \$100 million.

Smaller investments (with cost of less than \$100 million) will compete within one of the following investment categories:

- Access Management/Safety/Grade Separations
- Active Transportation
- AV/CV Infrastructure
- Infrastructure Resiliency
- Innovative Freight Movement
- Regional ITS Infrastructure
- Rehabilitation/Reconstruction
- Roadway Added Capacity/New Construction/Complete Streets
- Transit Expansion
- Transit Facility State of Good Repair
- Transit Passenger Facilities
- Transit Priority Infrastructure

Project Evaluation Criteria

All project applications will be evaluated based on 50% weight given to the Benefit/Cost Analysis and 50% weight given to other project evaluation criteria. Project sponsors may use the Safety, Delay, and Emission Benefits templates created by HGAC to calculate the estimated benefits. The planning factors for each investment categories are attached to this mailout.

Project Readiness

Selected projects will be programmed in an appropriate timeframe (e.g., TIP, 10-year Plan, or RTP) based on Project Readiness. Project Readiness will be evaluated based on the responses to the Project Development/Readiness questions. The project development timeline for a "Best Case" scenario is attached to this mailout.

Funding Availability

Approximately, \$922 million of total funding (federal + local match) will be available for programming between FY 2019 and FY 2028 from flexible federal funding programs. This amount includes \$339 million for continuation of existing commitments for Regional ITS (Transtar), Air Quality, and Regional Incident Management (Towing, MAP/IMU) programs. Also included are funds set-aside for the proposed Regional Transit Fare Collection effort.

Approximately, \$895 million would be retained for future programming and cost overruns including:

- \$658 million total flexible funding (CMAQ, STBG, and TASA); and
- \$237 million of Category 2 (State Highway only) funding.

Staff held a meeting with the officers of the TAC, RTP and TIP subcommittees on 08/08/2018 to discuss and finalize the evaluation criteria for Major Investments and the revised Planning Factors (Multimodal LOS and Environmental Justice) for Other Investments Categories. The revised planning factors are highlighted in the evaluation criteria attached to this background paper.

Action Requested

Recommendation to the TPC for approval of the 2018 Call for Projects schedule, funding availability, Funding set-aside for Regional Transit Fare Collection and investment category evaluation criteria.

H-GAC 2018 Call for Projects Rules

1. Project applicants may begin the online application process after the release of the application on **September 3, 2018**. Online applications must be submitted by **October 31, 2018, at 5 p.m.**
2. In addition to an electronic submittal, all applicants must submit two paper copies of a completed and signed application with all required attachments received to the H-GAC offices by **5 p.m. on November 07, 2018**. Hard copies must include a copy of the confirmation page from the online application submittal. Post marked applications not received by the deadline are considered late. Incomplete applications or those not received by the deadline will not be accepted. Supplemental information will not be accepted after the deadline.
3. The proposed projects must be located within the H-GAC eight county non-attainment area.
4. The Transportation Policy Council (TPC) will make all project selections and federal funding determinations for candidate projects.
5. Only eligible costs identified in the project application will be considered. Costs for planning, design, environmental determination and mitigation, right of way acquisition, and construction must be identified in the application if federal participation is desired.
6. The funding requested must be at least **\$500,000** for roadway projects and **\$150,000** for active transportation and transit projects to be considered for the 2018 Call for Projects.
7. Projects with a proposed capital investment of more than or equal to \$100 million must support all RTP Goals. Please refer to "Major Investments" for application requirements. Staff will schedule Major Investments project application review meetings with project sponsors after application submittal.
8. Projects with a proposed capital investment of less than \$100 million, will compete within one of the Investment Categories of the 2018 Call for Projects. Please refer to "Other Investments" for application requirements by Investment Category for more details.
9. Eligible applicants include State and Local Governments, Public Transit Providers, and Public Ports. Other project sponsors must have a letter of support from the owner of the asset or general purpose local government.
10. All projects must have a letter of funding commitment or a letter of support from the organization's leadership expressing the agency's support for the project. Projects within multiple jurisdictions must provide letters of support from each jurisdiction.

Major Investments

Individual contribution of major capital investments exceeding \$100 million toward achievement of RTP Goals and Strategies.

Goal	B/C Analysis	Narrative (Examples)
Safety	Crash Reduction Savings (\$)	Design improvements, incident management strategies, safety countermeasures
Efficiency	Travel Time Savings (\$)	Extent/duration, operations/management strategies used, addition of new or expansion of existing facility/ services
Environment/Air Quality	Emissions reductions (\$)	N/A

Weight and/or Minimum Ratio: 50%/1.0 (BCA)

Major Investments	
Planning Factors: 50%	Max
Enhances or provides intra/inter-regional mobility/Enhances or provides direct connections to the Greater Houston Freight Network or Evacuation Routes	20
Multimodal LOS	30
Resiliency/Flood Mitigation Strategies	20
State of Good Repair	15
Economic Competitiveness	15
Total	100

Major Investments Planning Factors

Enhances or provides intra/inter-regional mobility/Enhances or provides direct connections to the Greater Houston Freight Network or Evacuation Routes (Max - 20 Points)	Points
If proposed project enhances existing intra/inter regional mobility or provides new intra/inter regional mobility options (Example: Roadway projects located on Arterials, NHS routes, State Highways, or Freeways, High capacity transit projects including dedicated transit lanes, multimodal transit facilities)	10
If proposed project provides direct connections to or is located on Greater Houston Freight System or designated Evacuation Route	10
<ul style="list-style-type: none"> Sponsors must provide a brief narrative describing how proposed project enhances or provides intra/inter regional mobility. 	

Improves Multimodal LOS (Max - 30 Points)	Points
Does the proposed project improve automobile LOS? (Y/N)	15
Does the proposed project improve transit LOS? (Y/N)	10
Does the proposed project improve bike/pedestrian LOS? (Y/N)	5
<ul style="list-style-type: none"> Sponsors must provide a brief narrative describing how the proposed project improves multimodal LOS. 	

Resiliency/Flood Mitigation Strategies (Max - 20 Points)	Points
Does the proposed project improve transportation resiliency or include flood mitigation strategies? (Y/N)	20
<ul style="list-style-type: none"> Sponsors must provide a brief narrative describing how proposed project improves resiliency or includes flood mitigation strategies (Example flood mitigations strategies include: elevating facility above 500-year flood level, flood control measures such as levees, flood walls, flood proofing, e.t.c.) 	

State of Good Repair (Max- 15 Points)	Points
Does the proposed project include asset management strategies? (Y/N)	15
<ul style="list-style-type: none"> Sponsors must provide a brief narrative describing how asset management strategies will achieve/maintain the facility state of good repair and reduce maintenance and operations costs. 	

Strengthen Regional Economic Competitiveness (Max- 15 Points)	Points
Does the proposed project provide tangible economic benefits? (Y/N)	15
<ul style="list-style-type: none"><i>Sponsors must provide a brief narrative describing how the proposed project provides tangible economic benefits including: increased property values, jobs created or retained, e.t.c.</i>	

Other Investment Category: Access Management/Safety/Grade Separations [MANAGE]

Category Description/Objective: Improve thoroughfare safety and operational efficiency through the application of access management, safety treatments, or interchange and grade separations.

Typical Projects and requirements:

- Driveway consolidation/elimination/relocation, raised medians, dedicated turn lanes, roundabouts/innovative intersections, road diet/reconfiguration, associated reasonable ped/bike accommodations, and improvements to circulation and connectivity between land uses along major thoroughfares.
- Direct connectors, grade separations, associated intersection and reasonable ped/bike accommodations.

Funding Participation/Match: 80/20

Benefit/Cost Analysis Measure(s): [Safety Benefits (\$) + Delay + Emissions Reductions (\$)]/Funding Requested

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Roadway Hierarchy/Freight System Priority/Evacuation Route	20
Improves Multimodal LOS	30
Improves Corridor Level of Travel Time Reliability (LOTTR)	20
Connectivity to Employment/Eliminates or Prevents at grade Railroad Crossing	10
Planning Coordination	10
Environmental Justice	10
Total	100

Other Investment Category: Regional ITS Infrastructure [MANAGE]

Category Description/Objective: Improve transportation operational efficiency through the deployment and expansion of regional ITS infrastructure.

Typical Projects and requirements:

- Regional communications (connectivity with TranStar, interagency redundancy, etc.), traveler information systems (dynamic message signage, warning systems, real-time transit vehicle location/next-bus arrival, active parking management), active traffic management/dynamic facility management (automated ramp/gate operations, signage, etc.)

Funding Participation/Match: 80/20

Benefit/Cost Analysis Measure(s): [Safety Benefits (\$) + Delay + Emissions Reductions (\$)]/Funding Requested

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Roadway Hierarchy/Freight System Priority/Evacuation Route	20
Interagency Coordination/Continuity of Operations	25
Incident/Event Management	25
Improves Corridor Level of Travel Time Reliability (LOTTR)	20
Life Cycle Maintenance Strategies	10
Total	100

Other Investment Category: Autonomous and Connected Vehicle Infrastructure [MANAGE]

Category Description/Objective: Support the broad deployment of autonomous and connected vehicles through implementation of eligible construction and technology equipment investments.

Typical Projects and requirements:

- Implementation of Regional AV/CV infrastructure technology and equipment

Funding Participation/Match: 80/20

Benefit/Cost Analysis Measure(s): [Safety Benefits (\$) + Delay + Emissions Reductions (\$)]/Funding Requested

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Connectivity to Other Transit Routes/Services (Commuter/Rail/Demand Response) /Transit Centers	10
Expands/Improves Connectivity to Employment/Schools/Medical facilities/Other Points of Interest	30
Public Private Partnership	30
Life Cycle Maintenance Strategies	10
Planning Coordination	10
Environmental Justice	10
Total	100

Other Investment Category: Transit Priority Infrastructure [MANAGE]

Category Description/Objective: Improve operational efficiency of transit services within H-GAC's 8-county planning area by prioritizing the movement of transit vehicles.

Typical Projects and requirements:

- Bus pullouts, queue jump lanes, stop consolidation, ITS systems (detection, controllers, communications), signage

Funding Participation/Match: 80/20 (TDC eligible)

Benefit/Cost Analysis Measure(s): [Safety + Delay + Emissions Reductions (\$)]/Funding Requested

Safety, Delay and Emissions benefits must be calculated based on reduced VMT/VHT associated with an estimated increase in transit users as a result of implementing the project.

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Transit Service Reliability	20
Improves Multimodal LOS	30
Expands/Improves connectivity to Employment/Schools/Medical facilities/Other Points of Interest	30
Planning Coordination/Interagency Coordination	10
Environmental Justice	10
Total	100

Other Investment Category: Rehabilitation/Reconstruction [MAINTAIN]

Category Description/Objective: Improve state of good repair and operational efficiency of the network through major rehabilitation and reconstruction. Including intermodal connectors and “First Mile/Last Mile” Freight projects.

Typical Projects and requirements:

- Major rehabilitation and reconstruction of roadway pavements and structures including bridges, including reasonable pedestrian/bicycle/transit accommodations and drainage improvements related to the roadway impervious surface only.
- Jurisdictions must have adopted asset management plan that demonstrates how preservation/preventive maintenance strategies are being utilized to extend the useful life of roadway infrastructure and reduce the need for major rehabilitation or reconstruction.

Funding Participation/Match: 80/20

Benefit/Cost Analysis Measure(s): [Safety Benefits (\$) + Delay + Emissions Reductions (\$)]/Funding Requested

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Roadway Hierarchy/Freight System Priority/Evacuation Route	20
Improves Multimodal LOS	30
Connectivity to Employment/Eliminates or Prevents at grade Railroad Crossing	10
Does the Project Scope Include Flood Mitigation	20
Planning Coordination	10
Environmental Justice	10
Total	100

Other Investment Category: Infrastructure Resiliency [MAINTAIN]

Category Description/Objective: Address vulnerabilities of highways and regional thoroughfares to extreme weather, sea level change and changes in environmental conditions through implementation of eligible construction investments.

Typical Projects and requirements:

- Elevation or hardening of roadways on corridors that have required multiple emergency repairs, experience regular inundation, and/or are critical to evacuation plans
- Building capacity of routes that serve as alternates to roadways that become impacted by extreme weather
- Rebuilding roadways that have required multiple repairs due to extreme heat. This includes drought conditions, subsidence, expansive soils, etc.

Funding Participation/Match: 80/20

Benefit/Cost Analysis Measure(s): [Safety Benefits (\$) + Delay + Emissions Reductions (\$)]/Funding Requested

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Roadway Hierarchy/Freight System Priority/Evacuation Route	20
Frequency of hazard impacting roadway usage	20
Hazard identified in the Regional Hazard Mitigation Plan	20
Hazard Prevention Activities	20
Planning Coordination	10
Environmental Justice	10
Total	100

Other Investment Category: Transit Facility State of Good Repair [MAINTAIN]

Category Description/Objective: Improve the safety and operational efficiency of transit services within H-GAC’s 8-county planning area by supporting the replacement or overhaul of transit passenger and vehicle maintenance facilities that have exceeded their Useful Life Benchmark (ULB) and construction of new transit maintenance facilities, consistent with each transit provider’s adopted Transit Asset Management Plan (TAMP) and performance targets.

Typical Projects and requirements:

- Major rehabilitation including technology improvements (Beacons, Real time information/passenger information system, and Electric charging stations) and reconstruction of transit passenger facilities including Park & Rides/Pool, Multi-route transfer points/Super Stops, Shelters
- Construction, major rehabilitation and reconstruction of vehicle maintenance facilities operators with less than 100 revenue vehicles, that have common facility for maintenance and administrative functions must prove their facility functions as maintenance facility and houses maintenance staff/activities in addition to administrative staff/ activities.

Funding Participation/Match: 80/20 (provider must explain how they are utilizing FTA allocations,

Benefit/Cost Analysis Measure(s): [Safety + Delay + Emissions Reductions (\$)]/Funding Requested, Delay and Emissions benefits must be calculated based on reduced VMT/VHT associated with an estimated increase in transit users as a result of implementing the project.

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Planning Coordination	10
Supported/Served by Multiple Transit Providers	20
Ridership Impact (Expected Ridership Growth)	20
Provides Safe ped/bike accommodations	10
Includes Facility Maintenance Strategies (Y/N)	10
Years Beyond Useful Life	20
Environmental Justice	10
Total	100

Other Investment Category: Roadway Added Capacity/New Construction/Widening/Complete Streets
 [EXPAND]

Category Description/Objective: Improve accessibility and mobility of people and goods on the regional thoroughfare network through the addition of roadway capacity.

Typical Projects and requirements:

- Widening, new construction and reconstruction of roadway pavements and structures including bridges, including reasonable pedestrian/bicycle/transit accommodations and drainage improvements related to the roadway impervious surface only.
- Projects must be consistent with H-GAC’s congestion management process.

Funding Participation/Match: 80/20

Benefit/Cost Analysis Measure(s): [Safety Benefits (\$) + Delay + Emissions Reductions (\$)]/Funding Requested

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Roadway Hierarchy/Freight System Priority/Evacuation Route	20
Improves Multimodal LOS	30
Improves Corridor Level of Travel Time Reliability (LOTTR)	20
Connectivity to Employment/Eliminates or Prevents at grade Railroad Crossing	10
Planning Coordination	10
Environmental Justice	10
Total	100

Other Investment Category: Innovative Freight Movement [EXPAND]

Category Description/Objective: Improve transportation safety and operational efficiency through the deployment of innovative intermodal freight transfer technologies.

Typical Projects and requirements:

- Capital equipment and installation/construction costs
- Intermodal transfer equipment

Funding Participation/Match: 80/20

Benefit/Cost Analysis Measure(s): [Safety Benefits (\$) + Delay + Emissions Reductions (\$)]/Funding Requested

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors 50%	Max
Planning Coordination (Consistent with Regional Goods Movement Plan or Texas Freight Mobility Plan or Ports Area Mobility Study)	10
Reduction in Truck VMT on Parallel Routes	25
Annual Heavy Cargo Movement (in Tonnage)	25
Life Cycle Maintenance Strategies	10
Public Private Partnership	30
Total	100

Other Investment Category: Transit Passenger Facilities [EXPAND]

Category Description/Objective: Increase transit usage within H-GAC’s 8-county planning area by supporting the construction of new or expanded passenger facilities.

Typical Projects and requirements:

- New or Expanded Park & Rides/Pool, Multi-route transfer points/Super Stops, Shelters

Base Funding Participation/Match: 80/20 (TDC Eligible, provider must explain how they are utilizing FTA allocations)

Benefit/Cost Analysis Measure(s): [Safety + Delay + Emissions Reductions (\$)]/Funding Requested

Safety, Delay and Emissions benefits must be calculated based on VMT/VHT reduced associated with estimated increase in transit users as a result of implementing the project.

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Planning Coordination	10
Supported/Served by Multiple Transit Providers	20
Ridership Impact (Expected Ridership Growth)	20
Provides Safe ped/bike accommodations	10
Facility Maintenance Strategies	10
Project Part of a Transit Oriented Development (Mixed Use development)	20
Environmental Justice	10
Total	100

Other Investment Category: Transit Expansion [EXPAND]

Category Description/Objective: Increase transit usage within H-GAC’s 8-county planning area by supporting the purchase of additional revenue vehicles for transit providers demonstrating ridership growth, as documented in reporting to FTA’s National Transit Database (NTD). Transit provider may provide documentation such as transit demand modeling results showing expected ridership demand.

Typical Projects and requirements:

- Revenue vehicle purchase

Base Funding Participation/Match: 80/20 (TDC Eligible, provider must provide a plan describing how they plan to utilize FTA funding allocations)

Benefit/Cost Analysis Measure(s): [Safety + Delay + Emissions Reductions (\$)]/Funding Requested

Safety, Delay and Emissions benefits must be calculated based on VMT/VHT reduced associated with estimated increase in transit users as a result of implementing the project.

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Planning Coordination	10
Ridership Impact (Expected Ridership Growth)	20
Enhances/Increases Service Frequency by Service Type (Commuter/Rail/Demand Response)	20
Expands/Improves connectivity to Employment/Schools/Medical facilities/Other Points of Interest	30
Revenue Vehicle Maintenance Strategies	10
Environmental Justice	10
Total	100

Other Investment Category: Active Transportation

Category Description/Objective: Improve active transportation (bicycle and pedestrian) networks to provide safe and accessible connectivity for people of all ages and abilities to community destinations such as employment, schools, medical facilities, social service agencies, parks, and transit.

Typical Projects and requirements:

- New and enhanced bicycle facilities such as bicycle lanes (buffered, separated), shared-use trails, amenities (lighting, landscaping, furniture, etc.) and necessary utilities capped at 25% of funding request. Improvements must fill a gap within and connect to the existing Regional Bikeway Network.
- New and widened sidewalks/multi-use trails/protected bicycle facilities, bicycle station infrastructure, pedestrian amenities and necessary utilities (lighting/landscaping/furniture/etc, capped at 25% of funding request)
- ADA-compliant pedestrian facilities such as sidewalks, curb ramps, tactile detectors, pedestrian signals, etc. Improvements must be identified within a jurisdiction’s adopted ADA self-evaluation or transition plan.

Funding Participation/Match: 80/20

Benefit/Cost Analysis Measure(s): [Safety + Delay + Emissions Reductions (\$)]/Funding Requested

Safety, Delay and Emissions benefits must be calculated based on reduced VMT/VHT associated with an estimated increase in bicyclists and pedestrians as a result of implementing the project.

Weight and/or Minimum Ratio: 50%/1.0

Planning Factors: 50%	Max
Barrier Elimination	20
Expands/Improves Bicycle & Pedestrian connectivity to Employment/Schools/Medical facilities/Transit/Other Points of Interest	50
Planning Coordination	10
Environmental Benefits (Emission Reductions - NOX, VOCs)	10
Environmental Justice	10
Total	100

Mailout – 08/08/2018

Planning Factors Reference Matrix - Roadway/Freight							
Planning Factors	Access Management/Safety/Grade Separations	Rehabilitation/Reconstruction	Roadway Added Capacity/New Construction/Complete Streets	Infrastructure Resiliency	ITS Infrastructure	Autonomous and Connected Vehicle Infrastructure	Innovative Freight Movement
Roadway Hierarchy/Freight System Priority/Evacuation Route	X	X	X	X	X		
Planning Coordination	X	X	X	X		X	X
Environmental Justice	X	X	X	X		X	
Improves Multimodal LOS	X	X	X				
Corridor Level of Travel Time Reliability (LOTTR)	X		X		X		
Connectivity to Employment/Eliminates or Prevents at grade Railroad Crossing	X	X	X				
Flood Mitigation Activities		X					
Reduction in VMT/ Truck VMT on Parallel Routes			X				X
Frequency of hazard impacting roadway usage				X			
Hazard identified in the Regional Hazard Mitigation Plan				X			
Hazard Prevention Activities				X			
Incident/Event Management					X		
Life Cycle Maintenance Plan					X		X
Interagency Coordination/Continuity of Operations					X		
Connectivity to Other Transit Routes/Services (Commuter/Rail/Demand Response)/ Transit Centers						X	
Enhances/Provides Connectivity to Employment/Schools/Medical facilities/Other Points of Interest						X	
Public Private Partnership						X	X
Heavy Cargo Movement (in Tonnage)							X

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Planning Factors Reference Matrix - Transit					
Planning Factors	Transit Priority Infrastructure	Transit Facility State of Good Repair	Transit Passenger Facilities	Transit Expansion (Vehicle Purchase)	Regional Fare Collection
Planning Coordination/Recommended in RCTP or Local Transit Plan/Interagency Coordination	X	X	X	X	X
Environmental Justice	X	X	X	X	
Ridership Impact (Expected Ridership Growth)		X	X	X	X
Expands/Improves connectivity to Employment/Schools/Medical facilities/Other Points of Interest	X			X	
Enhances Frequency/Provides new Service by Service Type (Commuter/Rail/Demand Response)	X			X	
Life Cycle/Facility/Revenue Vehicle Maintenance Strategies (Y/N)		X	X	X	X
Improves Multimodal LOS	X				
Supported/Served by Multiple Transit Providers		X	X		X
Provides Safe ped/bike accommodations		X	X		
Years Beyond Useful Life		X			
Project Part of a Transit Oriented Development (Mixed Use Development)			X		
Continuity of Operations					X
Barrier Elimination					
Environmental Benefits (Emissions Reductions - NOX, VOCs)					

Other Investment Categories Planning Factors points

Barrier Elimination (Max - 20 Points)	Points
Does the proposed facility provide safe and convenient routes across barriers such as freeways, arterials, railroads, and water ways? (Y/N)	10
Does the proposed facility close a gap in connectivity to major activity center? (First Mile/Last Mile connectivity) (Y/N)	10
<ul style="list-style-type: none"> • <i>Points allocated based on proposed project location</i> 	

Connectivity to Employment Center/Prevents or Eliminates at-grade Railroad Crossings (Max - 10 Points)	Points
Proposed facility provides direct connections or is located within 1/2 mile of an employment center	5 points for connectivity to 100 to 500 jobs and 1 point for every 100 jobs more than 500 (maximum of 10 points)
OR	
Proposed facility prevents or eliminates at-grade railroad crossing (Yes/No)	10 Points for Yes, 0 for No
<ul style="list-style-type: none"> • <i>If project provides access to jobs and prevents or eliminates at-grade railroad crossing it will receive 10 points.</i> • <i>H-GAC will provide employment density map</i> 	

Connectivity to Other Transit Routes, Services (Commuter/Rail/Demand Response), or Transit Centers (Max - 10 points)	Points
Provides connections to or enhances connectivity to other transit routes or services (Commuter/Rail/Demand Response)	5
Provides new connections or expands service where none exists	5
<ul style="list-style-type: none"> • <i>Points allocated based on proposed project location</i> • <i>H-GAC will provide transit routes and transit centers maps in coordination with transit providers</i> 	

Continuity of Operations (Max - 20 Points)	Points
Will this project enhance continuity of operations in the event of a disruption? (Y/N)	20
<ul style="list-style-type: none"> • Sponsors must provide description of how the ITS system enhances continuity of operations in the event of a disruption 	

Corridor Level of Travel Time Reliability (Max - 20 Points)	Points
If proposed project reduces Planning Time Index (PTI) by more than 0.30	20
If proposed project reduces Planning Time Index (PTI) by 0.21 – 0.30	15
If proposed project reduces Planning Time Index (PTI) by 0.11 – 0.20	10
If proposed project reduces Planning Time Index (PTI) by 0.01 – 0.10	5
<ul style="list-style-type: none"> • H-GAC will provide template to calculate estimated Planning Time Index (PTI) • H-GAC will obtain input data from the sponsors 	

Enhance Frequency of existing Transit Service/Add New Transit Service (Max - 20 Points)	Points
Does the proposed project increase frequency of existing transit service or provide new transit service where none exists?	20
<ul style="list-style-type: none"> • The maximum number of points to be awarded is 20 for this category. 	

Environmental Benefits (Emissions Reductions - NOX and VOCs) (Max - 10 Points)	Points
Does the proposed project reduce NOX and VOC emissions? (Y/N)	10

Environmental Justice (Max 10 Points)	Points
Is the proposed project located in or is adjoining an environmental justice sensitive area (census block groups) identified by HGAC? (Y/N)	
If yes, will the project incorporate measures that reduce, minimize or avoid adverse effects environmental justice areas (census block groups) identified by HGAC? (Y/N)	10
<ul style="list-style-type: none"> • Projects will score 10 points if the proposed project incorporates measures to reduce, minimize or avoid adverse effects on environmental justice sensitive areas (census block groups) identified by HGAC. • Environmental Justice sensitive areas (census block groups) identified by HGAC can be found online at: http://www.h-gac.com/taq/title-vi/documents/Environmental-justice-HGAC-2017.pdf. 	

Facility Maintenance Strategies (Max - 10 Points)	Points
Does sponsor have a funded routine facility maintenance program in place? (Y/N)	10
<ul style="list-style-type: none"> • Project sponsor provides routine maintenance plan 	

Frequency of hazard impacting roadway usage (Max - 20 Points)	Points
Was the roadway usage impacted by a hazard in the last five years? (Y/N)	20
<ul style="list-style-type: none"> • If yes, please explain what type of hazard impacted the use of the roadway, has the roadway been closed for traffic and how often (number of days in year the roadway was closed to traffic) 	

Hazard Identified in the Regional Hazard Mitigation Plan (Max - 20 Points)	Points
Is the Hazard identified in the Regional or County Hazard Mitigation Plan? (Y/N)	20
<ul style="list-style-type: none"> • If yes, please provide documentation including links to the adopted Hazard Mitigation Plan 	

Hazard Prevention Activities (Max - 20 Points)	Points
Does the project include preventative activities to keep the hazard problems from worsening? (e.g. floodplain regulation, open space preservation)	20
<ul style="list-style-type: none"> Sponsors must provide documentation 	

Improves Multimodal LOS (Max - 30 Points)	Points
Does the proposed project improve automobile LOS? (Y/N)	15
Does the proposed project improve bike/pedestrian LOS? (Y/N)	10
Does the proposed project improve transit LOS? (Y/N)	5
<ul style="list-style-type: none"> Sponsors must provide a brief narrative explaining how the proposed project improves multimodal LOS 	

Incident/Event Management (Max - 25 Points)	Points
Will the system be an integral part of an incident management system? (Y/N)	5
Is the proposed system located on H-GAC's Congestion Management Process (CMP) network? (Y/N)	5
Will the proposed system provide notification of potential congestion to facility users? (Y/N)	5
Will the proposed system give priority to Emergency vehicles? (Y/N)	5
Will the proposed system provide priority to transit or high occupancy vehicles? (Y/N)	5
<ul style="list-style-type: none"> Project sponsor will provide answers to each of the above questions with descriptive explanation H-GAC CMP network is described in CMP update located at: http://www.h-gac.com/taq/congestion_management/docs/HGAC_CMP_Update_Jan2015.pdf 	

Interagency Coordination/Continuity of Operations (Max 25 Points)	Points
Will system tie into another agency's systems to allow for data sharing? (Y/N)	10
Will the system enhance continuity of operations or the system be operational in the event of a disruption? (Y/N)	15
<ul style="list-style-type: none"> If Yes, please provide a brief narrative describing what other agencies the proposed ITS system ties into to allow for data sharing and how the system enhances continuity of operation or be operation in the event of a disruption. 	

Life Cycle Maintenance Strategies (Max - 10 Points)	Points
Does sponsor have a funded routine maintenance program in place? (Y/N)	10
<ul style="list-style-type: none"> <i>Project sponsor provides routine maintenance plan</i> 	

Planning Coordination/Interagency Coordination (Max - 10 Points)	Points
Is the proposed project recommended in a regional/sub regional/or locally adopted plan including regional thoroughfare plans? Or	10
Did the sponsor conduct interagency coordination with other affected state or local agencies?	10
<ul style="list-style-type: none"> <i>Please upload or provide link to the appropriate documentation such as regional, sub-regional or locally adopted plans (e.g, City/County Thoroughfare Plans, Transportation Plans, Mobility Plans, Regionally Coordinated Transportation Plan, local transit plans, e.t.c)</i> <i>Please upload appropriate documentation such as interagency agreements or letters of support</i> 	

Public Private Partnership (Max - 30 Points)	Points
Is the proposed project being developed, implemented, operated and maintained in partnership with a private entity? (Y/N)	30
<ul style="list-style-type: none"> <i>If Yes, Sponsor must provide appropriate partnership documentation</i> 	

Recommended in RCTP or Local Transit Plan (Max - 15 Points)	Points
Is the proposed project recommended in Regionally Coordinated Transportation Plan or Local Transit Plan?	15

Reduction in VMT/Truck VMT on Parallel Routes (Max - 25 Points)	Points
Does the proposed project reduce VMT and or Truck VMT on Parallel Routes?	25
<ul style="list-style-type: none"> If yes, provide documentation showing (network model) results showing VMT reduced (in % over VMT without the project) 	
Resiliency/Flood Mitigation Strategies (Max - 20 Points)	Points
Does the proposed project improve transportation resiliency or include flood mitigation strategies? (Y/N)	20
<ul style="list-style-type: none"> Sponsors must provide a brief narrative describing how proposed project improves resiliency or includes flood mitigation strategies (Example flood mitigations strategies include: elevating facility above 500-year flood level, flood control measures such as levees, flood walls, flood proofing, e.t.c.) 	

Revenue Vehicle Maintenance Strategies (Max - 10 Points)	Points
Does sponsor have a funded routine maintenance program for revenue vehicles in place? (Y/N)	10
<ul style="list-style-type: none"> Project sponsor provides routine revenue vehicle maintenance plan 	

Ridership Impact (Ridership Growth) (Max - 20 Points)	Points
Does the proposed project show potential growth in transit ridership? (Y/N)	20
<ul style="list-style-type: none"> If Yes, Sponsor provides documentation showing expected ridership growth 	

Transit Service Reliability (Max - 20 Points)	Points
If proposed project includes fully dedicated transit lane	10
If proposed project includes partially dedicated transit lane	5
If proposed project includes traffic signal preemption	5
If proposed project includes traffic signal prioritization	3
If project includes other transit reliability improvement strategies (example, stop consolidation, all door boarding, other payment strategies)	5

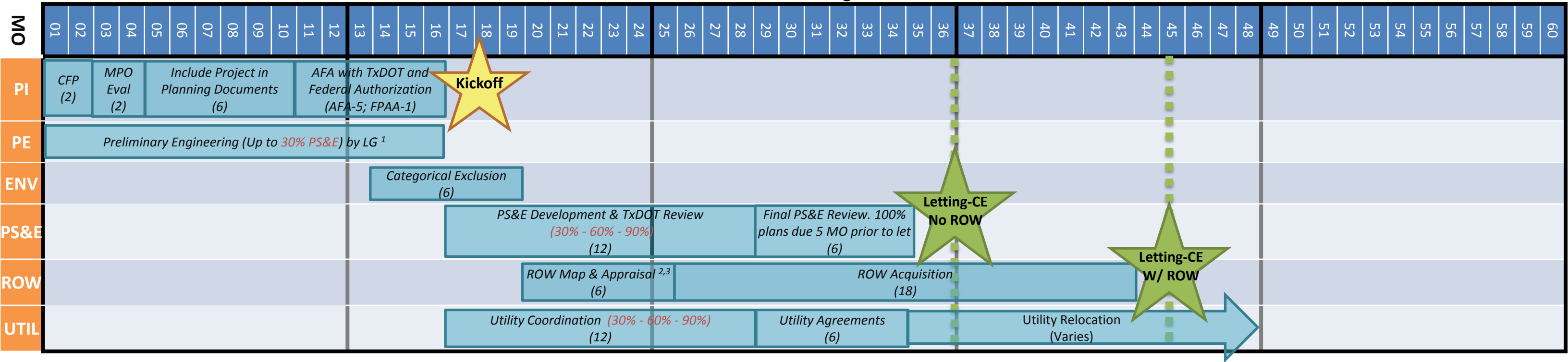
Roadway Hierarchy (Max – 10 Points)	Points
Does roadway meet the characteristics of Principal Arterials as defined in USDOT's Highway Functional Classification Concepts, Criteria and Procedures? (Y/N)	10
Does roadway meet the characteristics of Minor Arterials as defined in USDOT's Highway Functional Classification Concepts, Criteria and Procedures? (Y/N)	7
Does roadway meet the characteristics of Collector roadways as defined in USDOT's Highway Functional Classification Concepts, Criteria and Procedures? (Y/N)	3
And	
Is proposed project located on the Greater Houston Freight System or Locally designated freight corridor or on the state designated Evacuation Route?	10
<ul style="list-style-type: none"> • <i>Points allocated based on proposed project location</i> • <i>Highway Functional Classification Concepts, Criteria and Procedures can be found at: https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf</i> • <i>Existing Functional Classification map can be found at: http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</i> • <i>Greater Houston Freight System Web Map can be found at:</i> • <i>http://www.h-gac.com/taq/freight-planning/default.aspx</i> • <i>State designated Evacuation Routes can be found at: http://www.h-gac.com/taq/hurricane/documents/2018-evacuation-map.pdf</i> 	

Years Beyond Useful Life Benchmark (Max - 20 Points)	Points
Is the facility more than 10 years beyond its useful life?	20
Is the facility more than 5 - 10 years beyond its useful life?	10
Is the facility more than 1 - 5 years beyond its useful life?	5

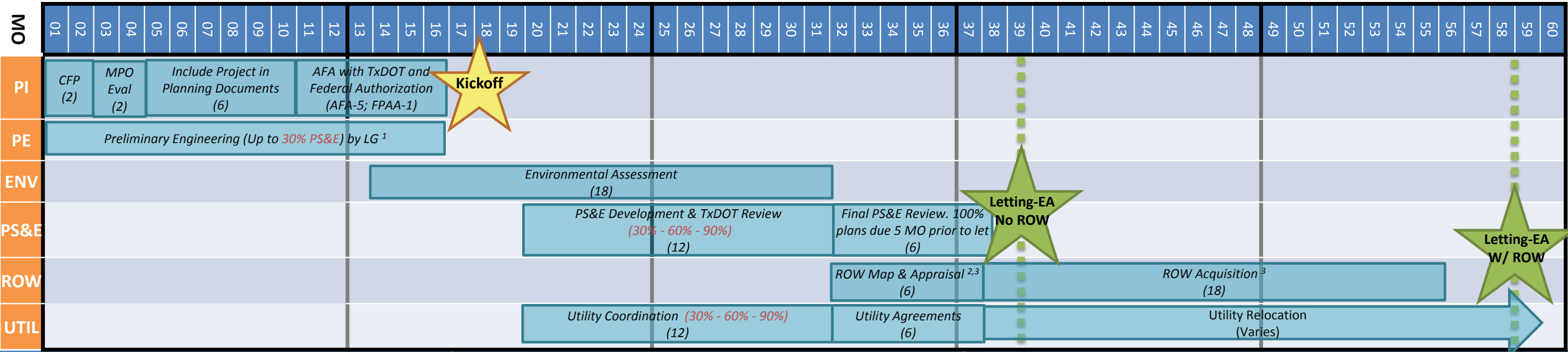
Annual Heavy Cargo Movement (in Tonnage) (Max 25 Points)	Points
Please indicate the annual estimated heavy cargo (in Tons) transported on proposed facility	
1 - 10 million Tons	10
11 - 20 million Tons	15
21 - 30 million Tons	20
More than 30 million Tons	25
<ul style="list-style-type: none">• <i>Please provide appropriate documentation of methodology used for estimating annual heavy cargo movement</i>	

Sample Project Development Timeline in Months (Best Case Scenario)

Environmental Document: Categorical Exclusion



Environmental Document: Environmental Assessment



- 1) If LG is seeking federal reimbursement for PE. PE would need to begin after entering into an AFA and receiving FPAA. LG should add an additional 6 months for PE/PS&E procurement review by TxDOT. Adjust timeline accordingly.
- 2) ROW mapping by LG prior to environmental clearance is at risk (preferred alternative should be identified through environmental process prior to ROW mapping).
- 3) If LG is seeking federal reimbursement for ROW, add 2 months to mapping/appraisal and 2 months to acquisition. Adjust timeline accordingly.

Notes:
 This timeline could advance dependent upon LG willingness to complete PE/PS&E and Environmental work prior to a Call for Projects/Project Selection.
 An Environmental Impact Study (EIS) would require additional development time.
 Projects that require additional permits (e.g. Army Corps, Coast Guard) or railroad agreements will require additional development time.
 Inclusion of projects in planning documents includes: Listing in RTP, TIP, STIP, and associated Transportation Policy Board, TxDOT, FHWA, and FTA approvals.
 Projects that must be included in a conformity determination would require additional time and approvals.

Acronyms:
 MO=Month
 PI=Project Initiation
 LG=Local Government
 CFP=Call for Projects
 MPO=Metropolitan Planning Organization
 AFA=Advance Funding Agreement
 FPAA=Federal Authorization & Agreement
 PE=Preliminary Engineering
 PS&E=Plans, Specifications & Estimates
 CE=Categorical Exclusion
 ROW=Right of Way
 UTIL=Utilities
 RTP=Regional Transportation Plan
 TIP=Transportation Improvement Program
 STIP=Statewide Transportation Improvement Program
 TxDOT=Texas Department of Transportation
 FHWA=Federal Highway Administration
 FTA=Federal Transit Administration