Evaluation Criteria

The evaluation criteria consist of a combination of qulitative, and quantitative measures including:

1. Crash, delay and emissions reductions benefit/cost analysis – 100 points
2. Investment category focused benefits – 50 points
3. Assessment of other investment category benefits and – 20 points
4. Planning factors – 30 points

Evaluation Criteria for each investment category is shown below.

Regional Goods Movement

Investment category focused criteria

The following table 1 shows the investment category focused criteria for projects considered for selection in regional goods movement investment category.

Criteria	Max 50
Project is recommended as a priority in a statewide, regional or a local freight plan.	10
Project is located on critical urban/rural freight corridor (CUFC/CRFC) or regional freight corridor or on a facility that carries significant daily truck traffic (truck %)	10
Narrative explaining how proposed project improve regional goods movement	5
Project provides new or improves existing first-mile last-mile connectivity to Ports/airports or other freight generators (such as big box store, warehouses, etc.)	10
Project sponsor is considering strategies to promote off-peak and overnight delivery	5
Project is located on a state designated hurricane evacuation route or a facility that functions as an alternative route to a hurricane evacuation route	10

Table 1

Following tables 2-7 show details of who each project can score up to the maximum points for each investment category focused criteria element.

Proposed project is recommended as a priority in a statewide, regional or a local freight plan.	Points
Project is recommended as a high priority (high ranking) in a statewide, regional or local freight plan.	10
Project is recommended as a Medium priority (Mid ranking) in a statewide, regional or local freight Plan	5
Project is <u>not</u> recommended as a low priority (low ranking) in a statewide, regional or local freight Plan	0

Table 2

Proposed project is located on critical urban/rural freight corridor (CUFC/CRFC) or regional freight corridor or on a facility that carries significant daily truck traffic (truck %)	Points
Critical urban/rural freight corridor (CUFC/CRFC)	2
Estimated daily total truck volume (after project implementation) >20%	8
Estimated daily total truck volume (after project implementation) 15-20%	6
Estimated daily total truck volume (after project implementation) 10-15%	4
Estimated daily total truck volume (after project implementation) 5-10%	2
Estimated daily total truck volume (after project implementation) 1-5%	1

Table 3

Narrative explaining how project improves regional goods movement.	Points
Project scope includes construction of a grade separation at railroad crossing	5
Project scope includes installation of ITS	3

Table 4

Project provides new or improves existing first-mile last-mile connectivity to a freight generator	Points
Connects to ports/airports or	10
Connects other freight generators with Top 75% - highest warehouse capacity	10
Connects other freight generators with Top 50% -75% warehouse capacity	7
Connects other freight generators with bottom 25% - 50% warehouse capacity	5
Connects other freight generators with bottom 25% warehouse capacity	2

Table 5

Promote off-peak and overnight delivery	Points
Project sponsor is considering strategies to promote off-peak and overnight delivery	5

Table 6

Project is located on a state designated hurricane evacuation route or a facility that functions as an alternative route to a hurricane evacuation route	Points
Project is located on a designated hurricane evacuation route by state, regional or local hurricane evacuation plans	10
Project is located on a facility that functions as an alternative route to a hurricane evacuation route	5

Table 7

Benefits to other investment categories

The following table 8 shows the criteria for assessment of how proposed project provides benefits to other investment categories.

Criteria	Points
Narrative explaining how the proposed project will improve daily traffic operations (Truck only lanes, interchange, intersection improvements, etc.)	6
Narrative explaining how the proposed project will benefit high growth area needs (Project addressing economic development, expansion of ports, new land-use development, etc.)	5
Narrative explaining how the proposed project will improve bike/ped facilities	2
Narrative explaining how the proposed project will improve traffic conditions for transit users	3
Narrative explaining how the proposed project will reduce inoperability for significant periods due to infrastructure damaged by collision with vehicles such as trucks, ships and barges. And Narrative explaining how the proposed project improves the state of good repair and extends the service life of the facility.	4

Table 8

Following tables X.9-X.13 show details of how each project can score up to the maximum points for benefits to other investment categories criteria.

Narrative explaining how the proposed project will improve daily traffic operations	Points
Truck only lanes/Managed truck only lanes	6
Grade separation at an intersection (Construction of an interchange)	6
Intersection Improvements (Turn lanes, signal coordination)	3

Table 9

- Separating truck traffic from general purpose lanes or including truck restriction strategies are expected to improve traffic conditions for other traffic.
- Constructing grade separation at existing at-grade intersections are expected to reduce travel delay at intersections.
- Intersection improvement such as expanding turn lanes at existing at-grade intersections are expected to reduce travel delay at intersections.

Narrative explaining how the proposed project will benefit high growth area needs	Points
Project proposed provides access to development of residential, retail or other land-uses	5
Proposed project will alleviate future congestion due to potential economic development (Expansion of warehouses)	5

Table 10

Narrative explaining how the proposed project will improve bike/ped facilities	Points
Improves or build new bike/ped facilities (pedestrian bridge, sidewalks, trails etc.) on same facility or in the vicinity of the project	2

Table 11

Narrative explaining how the proposed project will improve traffic conditions for transit users	Points
Project located on a transit route (local, express, signature, commuter)	3

Table 12

Narrative explaining how the proposed project will reduce inoperability for significant periods due to infrastructure damaged by collision with vehicles such as trucks, ships and barges. And Narrative explaining how the proposed project improves the state of good repair and extends the service life of the project.	Points
Based on narrative for reducing inoperability for significant periods	3
Reconstruction of facility or a new facility	3
Major rehab extending useful life > 10 years	3

Table 13

Planning Factors

The Project Selection Process will assess projects using six Planning Factors. Scores will be assigned to projects based on how the proposed project meets the criteria established for each planning factor. The following table X.14 lists the Planning Factors and the potential scores that projects may receive for each factor:

Planning Factor	Regional Goods Movement	Operational Improvements	High-Growth Area Needs	Active Transportation	Transit	Resiliency & SOGR
Safety	7	7	7	7	7	7
Resiliency	5	5	5	5	5	5
Access/Connectivity	5	5	5	5	5	5
Impact on Vulnerable Populations	5	5	5	5	5	5
Impact on Cultural/Natural	5	5	5	5	5	5
Innovation	3	3	3	3	3	3
Planning Factors Total	30	30	30	30	30	30

Table 14

Following tables 15-22 show details of how each project can score up to the maximum points for planning factors criteria.

Safety	Points Max-7
Existing Conditions: Projects with fatality and serious injury crash rate is higher than regional average	3
Existing Conditions: Projects with fatality and serious injury crash rate is same as regional average	1
Existing Conditions: Projects with fatality and serious injury crash rate is lower than regional average	0
Proposed Improvement: Narrative explaining how proposed project reduces expected fatality and serious injury crashes (narrative must include specific improvements (work types) included in the scope that reduce expected fatality and serious injury crashes)	4

Table 15

Crash reduction narrative scoring	Points Max-4
If all work types together reduce total potential crashes by (Consolidated crash reduction factor) > 50%	4
If all work types together reduce total potential crashes by (Consolidated crash reduction factor) 30% - 50%	3
If all work types together reduce total potential crashes by (Consolidated crash reduction factor) 10% - 30%	2
If all work types together reduce total potential crashes by (Consolidated crash reduction factor) < 10%	1

Table 16

Resiliency	Points Max-5
Existing conditions: High vulnerability to flooding score on regional resiliency tool	1
Existing conditions: High criticality score on regional resiliency	1
Proposed improvements: Narrative explaining how proposed project reduces high vulnerability to flooding (Narrative must include specific improvements included in the scope)	3

Table 17

Flooding vulnerability reduction scoring	Points Max-3
Proposed project scope includes drainage above and beyond minimum federal standard	3
Proposed project scope includes drainage to a minimum federal standard	1
* Federal funds can only be reimbursed for minimum federal standards. Any costs associated with going above and beyond federal standards must use local contributions beyond local match requirements.	

Table 18

Access/Connectivity	Points Max-5
# Of Low-income and minority households within a 1/4 mile of proposed project	2
If proposed project improves or provides new connectivity to medical facilities (Medical facility exists within a 1/4 mile of the project)	1
If proposed project improves or provides new connectivity to schools/college/university (schools/college/university exists within 1/4 mile)	1
If proposed project improves or provides new connectivity to social services facility	1

Table 19

Environmental Justice	Points Max-5
# Of Vulnerable populations within a 1/4 mile of proposed project	information
Narrative explaining how proposed project provides benefits (Safety, bike/ped facilities, improves connectivity to transit stops) to vulnerable populations	3
Narrative explaining how proposed project avoids or mitigates adverse effects to vulnerable populations	2

Table 20

"Adverse Effects" mean totality of significant individual or cumulative human health or environmental effects that include:

- Bodily impairment, infirmity, illness, or death.
- Air, noise, or water pollution; soil contamination.
- Disruption or diminution of man-made or natural resources.
- Destruction or diminution of aesthetic values.
- Impact upon the cohesion or economic vitality of a community.
- Impact to public or private facilities and services.
- Adverse impacts on employment.
- Displacement of persons, businesses, farms, or non-profit organizations.
- Increased traffic congestion, isolation, exclusion, or separation; and
- Denial of, reduction in, significant delay in receipt of benefits of transportation program.

Impact on Natural/Cultural resources	Points Max-5
Narrative explaining how proposed project avoids or mitigates adverse impacts to natural (Flood plains, wetlands) and cultural (historic and archeological sites) resources	3
Reductions in NOx (Nitrogen oxides), VOC (Volatile organic compounds)	2

Table 21

Innovation	Points Max-3
Implementation of new infrastructure or technologies intended to enhance accessibility, mobility, multimodalism, resiliency, or reliability, or traffic operations. Installation of new technology such as autonomous/connected vehicle technology	3
*Based on narrative	

Table 22

Data sources

Freight networks, Percentage of truck volumes

State planning map:
https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html.

Texas 100 most congested list: https://mobility.tamu.edu/texas-most-congested-roadways/.

Regional crash data viewer: https://datalab.h-gac.com/crash/.

Regional resilience tool: https://datalab.h-gac.com/resilience/.

Activity connectivity explorer: https://datalab.h-gac.com/ace/.