Introduction

The Houston-Galveston Area Council (H-GAC) conducts a Project Selection Process (PSP) for selecting transportation projects within the 8-County Transportation Management (TMA) Area to be programmed into the Transportation Improvement Program (TIP), the 10-Year Plan, and the Regional Transportation Plan. H-GAC has completed the previous project selection process in early 2019.

In early 2020, the Transportation Policy Council (TPC) approved goals, priorities, and policies that guided H-GAC staff, Transportation Advisory Council (TAC), and the Transportation Improvement Program (TIP) Subcommittee in development of the Projects Selection Process (PSP) described in this handbook.

TPC will make an amount of total funding available from federal allocations of Category 2: Metropolitan and Urban Corridors, Category 5: Congestion Mitigation and Air Quality, Category 7: Surface Transportation Block Grant, and Category 9: Transportation Alternatives Set-Aside programs before each project selection cycle begins.

Project sponsors eligible to submit projects for consideration include:

- TxDOT-Houston and Beaumont Districts
- Local government agencies (City/County)
- Public Transit Operators
- Ports
- Toll Road Authorities
- Management Districts
- Redevelopment Authorities
- Tax Increment Reinvestment Zones (TIRZ)
- Ports

Sponsors will be able to submit potential projects for consideration by submitting Statements of Projects Interest (SOPI) on a rolling timeline. Although, SOPIs are submitted on a rolling timeline, staff will evaluate all summitted projects that are not yet selected or completed based on announced timeline each selection cycle.

For each project included in SOPI, sponsors can select one or more of eight investment categories from which they want the project to be considered for selection. All projects submitted for consideration are scored on a total scale of 200 points. Total possible points are split between evaluation criteria and benefit/cost score at a weight of 50/50 for all investment categories except for active transportation. Projects considered in active transportation

investment category will be scored at an 80/20 split between evaluation criteria and benefit/cost scores.

I. Process Overview:

H-GAC's project selection process includes 10 steps as detailed in Table X, where project sponsors are responsible for Steps 3, 5, and 7. Table below.

Step	Responsible	Selection Process Steps
1	Staff	Announce PSP
2	Staff	Publish Evaluation Criteria & Online Questionnaire
3	Sponsors	Provide Additional Scoring Information - 45 days
4	Staff	Staff Screens for Criteria (50 points Cutoff) - 45 days
5	Sponsors	Provide Benefit - Cost Information
6	Staff	Validation of Scores and BCAs
7	Sponsors	Provide Readiness Information
8	Staff	Project Readiness Determined (for Sorting)
9	Staff	Ranked list Developed
10	TAC/TPC	Ranked List Preview Approval
	Staff	TIP/RTP Amendments for AQ-Exempt Projects
	Staff	TIP/RTP Amendments for AQ-Non-Exempt Projects

1. Announcement PSP

The PSP begins with the TPC announcement of funding availability and timeline. After the announcement, eligible sponsors will be able to submit potential projects for consideration by submitting additional Statements of Projects Interest (SOPI). Project information that sponsors can provided with~~in~~ a statement of project interest includes:

- Project title
- Project location (facility limits)
- Project description
- Total estimated cost
- Desired project outcome
- Proposed improvement type
- Investment category
- Level of environmental clearance

For each project included in SOPI, sponsors can select one or up to 8 investment categories in which they want the project to be considered for selection.

After the SOPI submittal window is closed, staff will review basic project information and screen out the projects from each investment category based on investment category definitions. To alleviate unnecessary review of projects, local sponsors are encouraged to only submit projects for those investment categories for which they are qualified. Investment category definitions are provided in the Definitions and Glossary section.

2. Publish Evaluation Criteria & Online Questionnaire

Staff will publish the evaluation criteria for all investment categories as developed in consultation with the TIP Subcommittee and TAC after the close of the submittal window.

Evaluation criteria for all investment categories is split into three sections as described below, and detailed evaluation criteria for each investment category are provided in the Section VIII: Evaluation Criteria.

- Investment Category Focused Criteria (50 Points): In this section each project will be able to score up to 50/100 points assigned to the evaluation criteria. This section will include 4-6 criteria that will be focused on identifying the best possible projects that meets the purpose of the investment category.
- Benefits to Other Investment Categories (20 Points): Transportation projects often provide benefits to transportation users in multiple ways. This section of the criteria is focused on identifying how well a project fits in one investment category and also benefits the other investment categories. It accounts for 20/100 points assigned to the evaluation criteria.
- Planning Factors (30 Points): All projects considered for selection are evaluated for six planning factors. This section's projects will be able to scores up to 30/100 points assigned to evaluation criteria.

3. Additional Scoring information

Online Questionnaire will be open for 45 days and sponsors can provide additional scoring information as it pertains to each investment category.

4. Evaluation Criteria Screening

Staff will review all information submitted per evaluation criteria responses as detailed in the previous section entitled, Publish Evaluation Criteria & Online Questionnaire.

5. Projects scoring more than 50/100 assigned to evaluation criteria will advance to the next step of the PSP, and project sponsors will be notified.

5. Provide Benefit-Cost information.

Sponsors who submitted projects that scored a minimum of 50/100 points will be invited to submit Benefit-Cost information. The following tools will be provided by staff:

5a. Excel-based benefits calculators for crash reductions, delay reductions, and emission reductions will be provided.   All are required to use this tool to ensure consistent data sources and methodology.

5b. Excel-based budget worksheet will allow sponsor to indicate the federal funding amount they are seeking and the local matching funds they will contribute for each phase of the project.

Staff will consider total monetary benefits for potential crash, delay, and emission reductions in 2022-dollar ($) values. Benefits/total cost ratios (B/C) for all projects advanced to the Benefit-Cost step will be compared. A distribution of these B/C ratios will be used to score from 0-100. The project that receives higher B/C ratios will score higher points; the projects that receive lower B/C ratios will score the lower points. Staff will exclude outliers before assigning a distribution curve to assign points.

Sponsors may provide additional benefits along with the documentation for information, additional benefits will be considered for scoring.

6. Validation of Scores and BCAs

Debriefing of the scoring may be requested by project sponsors where scores assigned by the staff may be challenged by the sponsor.

7. Project Readiness & Online Questionnaire

Sponsors who submitted projects that scored a minimum of 50/100 points in the criteria screening will be invited to fill out the project readiness questionnaire online.

8. Project Readiness Determined (for sorting)

Responses from the project readiness questionnaire will be used to determine when will the project potentially be ready for letting (begin construction for roadways/transferred to FTA for transit).

It is crucial to determine the project readiness prior to project programming so project can be programmed on a realistic timeline and avoid future project delays.

9.   Ranked list developed & TAC/TPC Action

A final ranked list of projects will be developed based on the total score out of 200 possible points (total score/200). Recommendation for funding and timing/programming of the projects for each phase will be determined based on their total scores and project readiness.

10. TIP/RTP Amendments

Staff will amend TIP/RTP to program approved projects exempt from regional transportation conformity. Staff will conduct conformity determination process prior to programming approved projects that require a new transportation conformity determination.

II. PSP Timeline

Staff developed the PSP timeline shown in figure below in consultation with the TIP Subcommittee and TAC.
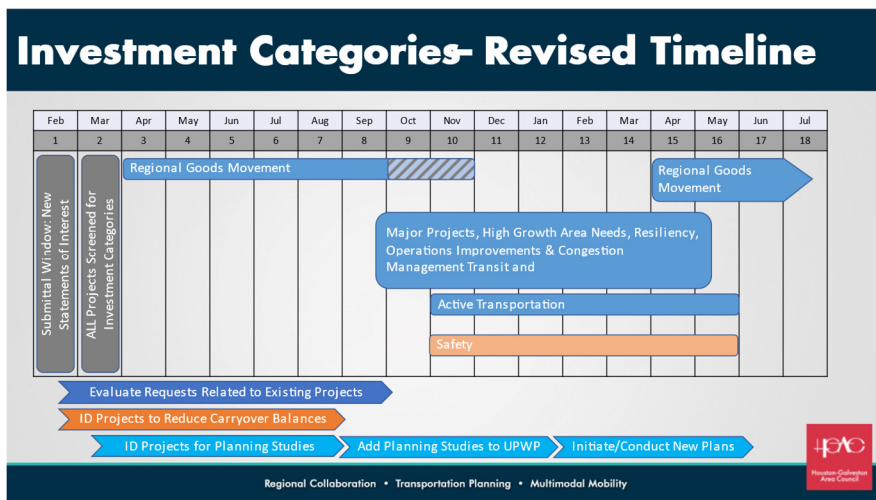
VIII: Evaluation Criteria

VIII.B: High Growth Area needs

VII.B.1: Investment category focused criteria

The following Table HGN-1 shows the investment category focused criteria for projects considered for selection in operational improvements and congestion management investment category.

Criteria	Max 50	Scoring Detail
Narrative defining high growth area project need (please provide quantifiable data to demonstrates high growth in population, employment, commercial development, traffic (truck traffic))	5	Based on narrative
Project recommended in a statewide, regional or a local plan	5	Table HGN-2
Provides access to new developments, connects discontinuous existing networks, or expands existing networks to alleviate anticipated congestion	20	Table HGN-3; HGN-4
Project improves or provides new multimodal alternative route to existing corridor (Road or transit route)	10	Table HGN-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 HGN-6

Table HGN-1

Project recommended in a statewide, regional, or a local plan	Points up to
Yes	10
No	0
Please provide a link to the plan and excerpt of project recommendation in the plan and/or associated page number.	

Table HGN-2

Provides access to new developments	Points up to
Constructs new 3 or 4 lane road with median and shoulders (Roadway) or new commuter transit (Park & Ride/Bus Rapid Transit)	20
Construct new 2 lane undivided multimodal road or new local bus service	10

Table HGN-3

Expands existing networks to alleviate anticipated congestion	Points up to
Level of Service (LOS) after improvement is C or better	20
LOS after improvement is D	10
LOS after improvement is less than D	0

Table HGN-4

Project improves or provides new alternative route to existing corridor (Road or transit route) within ½ mile buffer	Points up to
Yes	10
No	0
Please provide narrative	

Table HGN-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	Points up to
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 HGN-6

VIII.B.2: Benefits to other investment categories

The following Table HGN-7 shows the criteria for assessment of how proposed project provides benefits to other investment categories.

Criteria	Points	Scoring Detail
Narrative explaining how the proposed project will improve regional goods movement	3	Table HGN-8
Narrative explaining how the proposed project will improve daily traffic operations (Truck only lanes, interchange, intersection improvements, etc.)	4	Table HGN-9
Narrative explaining how the proposed project will improve walking and biking conditions	4	Table HGN-10
Narrative explaining how the proposed project will improve traffic conditions for transit users	5	Table HGN-11

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 HGN-12

Table HGN-7

Following tables HGN-8 – HGN-12 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 regional goods movement	Points up to
Alleviates congestion on Critical Urban/Rural Freight Corridors or facilities with high daily truck volumes	3
Alleviates congestion on facilities that provide first-mile last-mile connectivity to freight generators	3

Table HGN-8

Narrative explaining how the proposed project will improve daily traffic operations	Points up to
Truck only lanes/Managed truck only lanes	4
Grade separation at an intersection (Construction of an interchange), Single Point Urban Interchange (SPUI)	4
Intersection Improvements (Turn lanes, signal coordination), roundabouts	2

Table HGN-9

Narrative explaining how the proposed project will improve walking or biking conditions	Points up to
Improves or builds new bike/ped facilities (pedestrian bridge, sidewalks, trails etc.) on same facility or in the vicinity of the project	4
Provides Indirect outcomes that will improve conditions for bicycling or walking. (Default is 1 point for demonstrating an impact; Large or significant indirect benefits may receive 2 points)	4

Table HGN-10

Narrative explaining how the proposed project will improve traffic conditions for transit users	Points up to
Project located on a transit route (local, express, signature, microtransit, commuter)	5

Table HGN-11

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, or blocked railroads, and Narrative explaining how the proposed project improves the state of good repair and extends the service life of the project.	Points up to
Based on narrative for reducing inoperability for significant periods	2
Reconstruction of facility or a new facility or	2
Major rehab extending useful life > 10 years	

Table HGN-12

VIII.B.3: 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 PF-1 lists the Planning Factors and the potential scores that projects may receive for each factor:

Planning Factor	All Investment Categories	Scoring Detail
Safety	7	Tables PF-1; PF-2
Resiliency	5	Tables PF-3; PF-4
Access/Connectivity	5	Table PF-5
Impact on Vulnerable Populations	5	Table PF-6
Impact on Cultural/Natural	5	Table PF-7
Innovation	3	Table PF-8
Planning Factors Total	30	

Table PF-1

Following tables PF-2 – PF-9 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 PF-2

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 PF-3

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 PF-4

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 (TxDOT/ATLUS 14 standards). Any costs associated with going above and beyond federal standards must use local contributions beyond local match requirements.	

Table PF-5

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 PF-6

Impact on vulnerable population	Points Max-5
# Of Vulnerable populations within a 1/4 mile of proposed project	information
NOTE: If # of Vulnerable population within 1/4 mile of proposed project is zero, full points are provided because no mitigation or avoidance of impacts is required.	*5*
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 PF-7

"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 PF-8

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 PF-9

VII.C: Resiliency and State of Good Repair (SGOR)

VIII.C. 1: Investment category focused criteria

The following Table RSGOR-1 shows the investment category focused criteria for projects considered for selection in operational improvements and congestion management investment category.

Criteria	Max 50	Scoring Detail
Regional significance	10	Tables RSOGR-2; RSOGR-3
Narrative explaining how proposed project reduces inoperability for significant periods of time due to damaged infrastructure	5	Table RSGOR-4
Daily Users (Road users (AADT*vehicle occupancy), Transit riders)	10	Tables RSOGR-5; RSOGR-6
Condition and age of the facility	10	Tables RSOGR-7; RSOGR-8
Asset maintenance plan (Asset management plan approved by local agency)	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 28

Table RSGOR-1

Regional significance (Roadway)	Points Up to
Project located on a facility functionally classified as Principal Arterial or higher	10
Project located on a facility functionally classified as Minor Arterial	5
Project located on a facility functionally classified as Major Collector	0

Table RSOGR-2

Regional significance (Transit)	Points Up to
Projects on commuter transit facility (Park & Ride, Transit Center) and Vehicle replacements	10
Projects on local transit routes (Bus shelter, sidewalks, ramps, etc.)	5

Table RSOGR-3

Narrative explaining how proposed project reduces inoperability for significant periods of time due to damaged infrastructure	Points Up to
Based on the narrative	5

Table RSOGR-4

Daily Users (Roadway) (AADT*Vehicle occupancy)	Points Up to
Top 20%	10
60% - 80%	8
40% - 60%	6
20% - 40 %	4
Bottom 20%	2

Table RSOGR-5

Daily Users (Transit) (Daily ridership)	Points Up to
Top 20%	10
60% - 80%	8
40% - 60%	6
20% - 40 %	4
Bottom 20%	2

Table RSOGR-6

Condition and Age of Asset	Points Up to
Passed beyond useful life or Asset in poor condition	10
Asset in fair condition	5

Table RSOGR-7

Useful life of Asset	Years
Pavement (Asphalt/Concrete)	30
Bridges	50
Sidewalks	20
Trails	20
Traffic signals	12
Transit vehicles-Paratransit Van	5
Transit vehicles-27 feet Cutaway Minibus	7
Transit vehicles-40 feet Transit Bus	12
Transit vehicles-45 feet Express Coach	12
Transit vehicles-60 feet Articulated Bus	12

Table RSOGR-8

Asset maintenance plan	Points Up to
Sponsor has an active asset maintenance plan (Yes/No)	5
Please provide a link to the agency maintenance plan	

Table RSOGR-9

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 Up to
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 RSOGR-10

VIII.C.2: Benefits to other investment categories

The following Table RSOGR-11 shows the criteria for assessment of how proposed project provides benefits to other investment categories.

Criteria	Points	Scoring Detail
Narrative explaining how the proposed project will improve regional goods movement	4	Table RSOGR-12
Narrative explaining how the proposed project will benefit high growth area needs (Project addressing economic development, expansion of ports, new land-use development, etc.)	3	Table RSOGR-13
Narrative explaining how the proposed project will improve daily traffic operations (Truck only lanes, interchange, intersection improvements, etc.)	5	Table RSOGR-14
Narrative explaining how the proposed project will improve walking and biking conditions	3	Table RSOGR-15
Narrative explaining how the proposed project will improve traffic conditions for transit users	5	Table RSOGR-16

Table RSOGR-11

Following Tables RSOGR-12; RSOGR-16 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 regional goods movement	Points
Alleviates congestion on Critical Urban/Rural Freight Corridors or facilities with high daily truck volumes	4
Alleviates congestion on facilities that provide first-mile last-mile connectivity to freight generators	4

Table RSOGR-12

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	3
Proposed project will alleviate future congestion due to potential economic development (Expansion of warehouses)	3

Table RSOGR-13

Narrative explaining how the proposed project will improve daily traffic operations	Points
Truck only lanes/Managed truck only lanes	5
Grade separation at an intersection (Construction of an interchange	5
Intersection Improvements (Turn lanes, signal coordination)	3

Table RSOGR-14

Narrative explaining how the proposed project will improve walking or biking conditions	Points
Improves or build new bike/ped facilities (pedestrian bridge, sidewalks, trails etc.) on same facility or in the vicinity of the project	3
Provides Indirect outcomes that will improve conditions for bicycling or walking. (Default is 1 point for demonstrating an impact; Large or significant indirect benefits may receive 2 points)	3

Table RSOGR-15

Narrative explaining how the proposed project will improve traffic conditions for transit users	Points
Project located on a transit route (local, express, signature, commuter)	5

Table RSOGR-16

VIII.C.3: 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 PF-1 lists the Planning Factors and the potential scores that projects may receive for each factor:

Planning Factor	All Investment Categories	Scoring Detail
Safety	7	Tables PF-1; PF-2
Resiliency	5	Tables PF-3; PF-4
Access/Connectivity	5	Table PF-5
Impact on Vulnerable Populations	5	Table PF-6
Impact on Cultural/Natural	5	Table PF-7
Innovation	3	Table PF-8
Planning Factors Total	30	

Table PF-1

Following tables PF-2 - PF-9 show details of how each project can score up to the maximum points for planning factors criteria.

16

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 PF-2

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 PF-3

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 PF-4

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 (TxDOT/ATLUS 14 standards). Any costs associated with going above and beyond federal standards must use local contributions beyond local match requirements.	

Table PF-5

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 PF-6

Impact on vulnerable population	Points Max-5
# Of Vulnerable populations within a 1/4 mile of proposed project	information
NOTE: If # of Vulnerable population within 1/4 mile of proposed project is zero, full points are provided because no mitigation or avoidance of impacts is required.	*5*
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 PF-7

"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 PF-8

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 PF-9

VIII.D: Operational Improvements and Congestion Management

VIII.D.1: Investment category focused criteria

The following Table OICM-1 shows the investment category focused criteria for projects considered for selection in operational improvements and congestion management investment category.

Criteria	Max 50	Scoring Detail
Existing congestion (Travel Time Index-TTI) at project location.	10	Tables OICM-2
Peak period TTI at proposed location after improvement.	20	Tables OICM-3
Project scope includes congestion management strategies	10	Tables OICM-4
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	Tables OICM-5

Table OICM-1

Following Tables OICM-2; OICM-5 show details of who each project can score up to the maximum points for each investment category focused criteria element.

Existing congestion at project location	Points up to
If proposed project is listed on Texas 100 most congested list	10 Pts
OR	
If prosed project is located on a facility with existing peak period Travel Time Index (TTI) > 2.00	10
If prosed project is located on a facility with existing peak period TTI is 1.75 - 2.00	8
If prosed project is located on a facility with existing peak period TTI is 1.50 - 1.75	6
If prosed project is located on a facility with existing peak period TTI is 1.25 - 1.50	4
If prosed project is located on a facility with existing peak period TTI is 1.00 - 1.25	2
If prosed project is located on a facility with existing peak period TTI is <1.00	0

Table OICM-2

Peak period Travel Time Index (TTI) at project location after improvement	Points up to
Peak period TTI <0.85	20
Peak period TTI 0.85 - 1.00	16
Peak period TTI 1.00- 1.25	12
Peak period TTI 1.25 - 1.50	8
Peak period TTI 1.50 - 1.75	4
Peak period TTI <1.75	0

Table OICM-3

Project scope includes congestion management strategies	Points up to
Added capacity	10
ITS expansion	
Builds new or improves/upgrades BRT, HOV lanes	
Grade separation at existing intersection or at-grade railroad crossings	
Intersection improvements (turn lanes)	5
Bottleneck removal	
Access Management	
Other congestion management strategy narrative	5

Table OICM-4

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 up to
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 OICM-5

VIII.D. 2: Benefits to other investment categories

The following Table OICM-6 shows the criteria for assessment of how proposed project provides benefits to other investment categories.

Criteria	Points	Scoring Detail
Narrative explaining how the proposed project will improve regional goods movement	4	Table OICM-7
Narrative explaining how the proposed project will benefit high growth area needs (Project addressing economic development, expansion of ports, new land-use development, etc.)	4	Table OICM-8
Narrative explaining how the proposed project will improve walking and biking conditions	3	Table OICM-9
Narrative explaining how the proposed project will improve traffic conditions for transit users	4	Table OICM-10
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.	5	Table OICM-11

Table OICM-6

Following tables 29-33 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 regional goods movement	Points up to
Alleviates congestion on Critical Urban/Rural Freight Corridors or facilities with high daily truck volumes	4
Alleviates congestion on facilities that provide first-mile last-mile connectivity to freight generators	4

Table OICM-7

Narrative explaining how the proposed project will benefit high growth area needs	Points up to
Project proposed provides access to development of residential, retail or other land-uses	4
Proposed project will alleviate future congestion caused by potential economic development (Expansion of warehouses)	4

Table OICM-8

Narrative explaining how the proposed project will improve walking or biking conditions	Points up to
Improves or build new bike/ped facilities (pedestrian bridge, sidewalks, trails etc.) on same facility or in the vicinity of the project	3
Provides Indirect outcomes that will improve conditions for bicycling or walking. (Default is 1 point for demonstrating an impact; Large or significant indirect benefits may receive 2 points)	3

Table OICM-9

Narrative explaining how the proposed project will improve traffic conditions for transit users	Points up to
Project located on a transit route (local, express, signature, commuter)	4

Table OICM-10

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 up to
Based on narrative for reducing inoperability for significant periods	2
Reconstruction of facility or a new facility or	3
Major rehab extending useful life > 10 years	

Table OICM-11

VIII.D. 3: 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 PF-1 lists the Planning Factors and the potential scores that projects may receive for each factor:

Planning Factor	All Investment Categories	Scoring Detail
Safety	7	Tables PF-1; PF-2
Resiliency	5	Tables PF-3; PF-4
Access/Connectivity	5	Table PF-5
Impact on Vulnerable Populations	5	Table PF-6
Impact on Cultural/Natural	5	Table PF-7
Innovation	3	Table PF-8
Planning Factors Total	30	

Table PF-1

Following tables PF-2 – PF-9 show details of how each project can score up to the maximum points for planning factors criteria.

Safety	Points up to
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 PF-2

Crash reduction narrative scoring	Points up to
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 PF-3

Resiliency	Points up to
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 PF-4

Flooding vulnerability reduction scoring	Points up to
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 (TxDOT/ATLUS 14 standards). Any costs associated with going above and beyond federal standards must use local contributions beyond local match requirements.	

Table PF-5

Access/Connectivity	Points up to
# 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 PF-6

Impact on vulnerable population	Points up to
# Of Vulnerable populations within a 1/4 mile of proposed project	For information
NOTE: If # of Vulnerable population within 1/4 mile of proposed project is zero, full points are provided because no mitigation or avoidance of impacts is required.	5
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 PF-7

"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 up to
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 PF-8

Innovation	Points up to
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 PF-9

VIII.E: Transit

VIII.E.1: Investment category focused criteria

The following Table TR-1 shows the investment category focused criteria for projects considered for selection in Transit investment category.

Criteria	Max 50	Scoring Detail
Project recommended in a transit plan (Yes/No). Regional, subregional, transit, livable centers or another plan.	10	Table TR-2
Expands or provides new transit service (Yes/No)	10	Table TR-3
Provides connection to other transit services (service operated by other transit agency/fixed route/commuter/rail etc.)	5	Table TR-4
Improves or provides new connectivity to jobs	5	Table TR-5
Daily ridership (estimated ridership)	10	Table TR-6
Narrative explaining how proposed transit project helps in evacuation during emergencies	10	Table TR-7

Table TR-1

Project recommended in a transit plan	Points up to
Yes	10
Provide link to the transit plan	

Table TR-2

Expands or provides new transit service	Points up to
Yes	10
Provide link to the transit plan	

Table TR-3

Provides connection to other transit services	Points up to
Connects to service provided by other transit agencies	5
Connects to other transit service rail/fixed route/commuter	3

Table TR-4

Connects to jobs	Points up to
Top 20% of the total jobs located within 1/4 mile	5
60%-80% of the total jobs located within 1/4 mile	2
40%-60% of the total jobs located within 1/4 mile	2
20%-40% of the total jobs located within 1/4 mile	2
Bottom 20% of the total jobs located within 1/4 mile	1

Table TR-5

Daily ridership: compare daily transit users for all projects considered in transit investment category	Points up to
Projects with top 20% of Daily Riders	10
60% - 80% of Daily Riders	8
40% - 60% of Daily Riders	6
20% - 40 % of Daily Riders	4
Bottom 20% of Daily Riders	2

Table TR-6

Narrative explaining how proposed transit project helps in evacuation during emergencies	Points up to
Based on narrative	10

Table TR-7

VIII.E.2: Benefits to other investment categories

The following Table TR-5 shows the criteria for assessment of how proposed project provides benefits to other investment categories.

Criteria	Points	Scoring Detail
Narrative explaining how the proposed project will improve regional goods movement	3	Table TR-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.)	4	Table TR-7
Narrative explaining how the proposed project will improve daily traffic operations (Truck only lanes, interchange, intersection improvements, etc.)	3	Table TR-8
Narrative explaining how the proposed project will improve walking and biking conditions	5	Table TR-9
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.	5	Table TR-10

Table TR-5

Following Tables TR-6 and TR-10show 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 regional goods movement	Points up to
Alleviates congestion on Critical Urban/Rural Freight Corridors or facilities with high daily truck volumes	2
Alleviates congestion on facilities that provide first-mile last-mile connectivity to freight generators	1

Table TR-6

Narrative explaining how the proposed project will benefit high growth area needs	Points up to
Project proposed provides access to development of residential, retail or other land-uses or	4
Proposed project will alleviate future congestion due to potential economic development (Expansion of warehouses)	4

Table TR-7

Narrative explaining how the proposed project will improve daily traffic operations	Points up to
Truck only lanes/Managed truck only lanes or	3
Grade separation at an intersection (Construction of an interchange) or	3
Intersection Improvements (Turn lanes, signal coordination)	2

Table TR-8

Narrative explaining how the proposed project will improve walking or biking conditions	Points up to
Improves or build new bike/ped facilities (pedestrian bridge, sidewalks, trails etc.) on same facility or in the vicinity of the project	5
Provides Indirect outcomes that will improve conditions for bicycling or walking. (Default is 1 point for demonstrating an impact; Large or significant indirect benefits may receive 2 points)	3

Table TR-9

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 up to
Based on narrative for reducing inoperability for significant periods	2
Reconstruction of facility or a new facility or	3
Major rehab extending useful life > 10 years	

Table TR-10

VIII.E.3: 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 PF-1 lists the Planning Factors and the potential scores that projects may receive for each factor:

Planning Factor	All Investment Categories	Scoring Detail
Safety	7	Tables PF-1; PF-2
Resiliency	5	Tables PF-3; PF-4
Access/Connectivity	5	Table PF-5
Impact on Vulnerable Populations	5	Table PF-6
Impact on Cultural/Natural	5	Table PF-7
Innovation	3	Table PF-8
Planning Factors Total	30	

Table PF-1

Following tables PF-2 – PF-9 show details of how each project can score up to the maximum points for planning factors criteria.

Safety	Points up to
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 PF-2

Crash reduction narrative scoring	Points up to
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 PF-3

Resiliency	Points up to
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 PF-4

Flooding vulnerability reduction scoring	Points up to
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 (TxDOT/ATLUS 14 standards). Any costs associated with going above and beyond federal standards must use local contributions beyond local match requirements.	

Table PF-5

Access/Connectivity	Points up to
# 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 PF-6

Impact on vulnerable population	Points up to
# Of Vulnerable populations within a 1/4 mile of proposed project	information
NOTE: If # of Vulnerable population within 1/4 mile of proposed project is zero, full points are provided because no mitigation or avoidance of impacts is required.	*5*
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 PF-7

"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 up to
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 PF-8

Innovation	Points up to
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 PF-9

VIII.F: Investment Category - Major Projects

VIII.F.1: Investment category Major Projects

The purpose of this investment category is to identify develop and provide federal funds to he projects that are regional in scope, and most effectively address vision, goals, and priorities of the Transportation Policy Council or projects that are identified in the regional Transportation Plan and exceed $100 million in total estimated cost.

Major projects will be scored for 100 points based on the criteria provided in Table MP-1.

Criteria	Max 100	Scoring Detail
Narrative explaining how Proposed project supports 2045 RTP update vision and Goals	20	Tables MP-2
Regional significance (Roadway facility FC/Commuter transit)	15	Table MP-3
Potential crash reductions	10	Tables MP-4; MP-5
Potential congestion reductions	10	Tables MP-6; MP-7
Improves connectivity to employment/medical facilities/activity centers	10	Table MP-8
Improves resiliency/SOGR	10	Table MP-9 - MP-12
Improves condition for walking and bicycling	10	Table MP-13
Impact on vulnerable population (EJ)	5	Table MP-14
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 MP-15

Table MP-1

Narrative explaining how project supports 2045 RTP Goals	Points up to
Improves roadway and public transportation safety	4
Achieve and maintain a state of good repair	4
Move people and goods efficiently	4
Strengthen regional economic competitiveness	4
Conserve and protect natural and cultural resources	4

Table MP-2

Regional significance (Roadway facility FC/Commuter transit) connects developing areas in the region	Points up to
Project located on functional class principal arterial or higher	10
Project located on commuter transit facility/BRT/LRT/Park and Ride	
Connects to port/airport or other freight generator	5
Connects to other transit service	
Projects located on minor arterial	3
AADT/Daily users (AADT*vehicle occupancy rate)	5

Table MP-3

Potential crash reductions	Points up to
Existing conditions (crash rates)	5
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)	5

Table MP-4

Crash reductions point details	Points up to
Existing Conditions: Projects with fatality and serious injury crash rate is higher than regional average	5
Existing Conditions: Projects with fatality and serious injury crash rate is same as regional average	3
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)	5

Table MP-5

Existing congestion at project location	Points up to
If proposed project is listed on Texas 100 most congested list	5
OR	
If prosed project is located on a facility with existing peak period Travel Time Index (TTI) > 2.00	5
If prosed project is located on a facility with existing peak period TTI is 1.75 - 2.00	4
If prosed project is located on a facility with existing peak period TTI is 1.50 - 1.75	3
If prosed project is located on a facility with existing peak period TTI is 1.25 - 1.50	2
If prosed project is located on a facility with existing peak period TTI is 1.00 - 1.25	1
If prosed project is located on a facility with existing peak period TTI is <1.00	0

Table MP-6

Peak period Travel Time Index (TTI) at project location after improvement	Points up to
Peak period TTI <0.85	5
Peak period TTI 0.85 - 1.00	4
Peak period TTI 1.00- 1.25	3
Peak period TTI 1.25 - 1.50	2
Peak period TTI 1.50 - 1.75	1
Peak period TTI <1.75	0

Table MP-7

Improves connectivity to employment/medical facilities/activity centers	Points up to
Jobs within 1/4-mile distance	5
Medical facilities or other activity centers within ¼-mile distance	5

Table MP-8

Improves resiliency/SOGR	Points up to
Existing condition and age of asset	5
Narrative explaining how proposed project improve SOGR and extends useful life of the asset	5

Table MP-9

Condition and Age of Asset	Points up to
Exceeded useful life	5
At or within 5 years of useful life	3

Table MP-10

Useful life of Asset	Years
Pavement (Asphalt/Concrete)	30
Bridges	50
Sidewalks	20
Trails	20
Traffic signals	12
Transit vehicles-Paratransit Van	5
Transit vehicles-27 feet Cutaway Minibus	7
Transit vehicles-40 feet Transit Bus	12
Transit vehicles-45 feet Express Coach	12
Transit vehicles-60 feet Articulated Bus	12

Table MP-11

Narrative explaining how proposed project improve SOGR and extends useful life of the asset	Points up to
Reconstruction of asset or construction of a new asset	5
Major rehabilitation of an existing asset extending useful life > 10 years	3

Table MP-12

Improves traffic condition for walking and bicycling	Points up to
Improves or build new bike/ped facilities (pedestrian bridge, sidewalks, trails etc.) on same facility or in the vicinity of the project	10
Provides Indirect outcomes that will improve conditions for bicycling or walking.	5

Table MP-13

Impact on vulnerable population	Points up to
# Of Vulnerable populations within a 1/4 mile of proposed project	information
NOTE: If # of Vulnerable population within 1/4 mile of proposed project is zero, full points are provided because no mitigation or avoidance of impacts is required.	5
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 MP-14

"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.
-

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 Up to
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 MP-15