

MOBILITY 2040

Killeen-Temple Metropolitan Planning Organization

Appendix B: Project Selection Process

This page is intentionally left blank.

Appendix B-1: KTMPO Project Selection Process

This page is intentionally left blank.

2040 Mobility Project Selection Process

Killeen-Temple Metropolitan Planning Organization



INTRODUCTION

The Project Selection Process fulfills several needs in the metropolitan planning process. In order to spend federal dollars on local transportation projects and programs, a metropolitan area must have a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Federal regulations require both of these documents to be performance-based and financially constrained. Fiscal constraint has been a key component of transportation planning and program development since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

The MTP is a long-range plan, normally 20 to 25 years, which outlines the long-term goals for the region's transportation system. Included in the MTP is a list of projects that, over the long term, will meet the objectives of the plan. The projects listed in the MTP are grouped into three components: *a short range plan, a long range plan, and a regionally significant-unfunded plan*. These components are detailed in the Project Ranking and Listing Process section.

Fiscal constraint means that the cost of those projects selected for inclusion in the MTP's planning horizon must reasonably match the expected funding levels for that time period; furthermore, the cost of those projects included in the four-year TIP must equal projected funding available during those four years. Because of the limited resources available, a process is needed to evaluate and score projects for the MTP.

Once projects have been scored according to the procedures set forth in the remainder of this document, they will be placed in the financially constrained component of the MTP based on projected funding levels for the MTP planning horizon, project's score, and project's implementation timeline (readiness). When fiscal constraint for the MTP planning horizon is reached, projects will be placed in the regionally significant-unfunded section of the MTP.

The process of moving a project forward to the TIP is a cooperative process between KTMPO and the TxDOT District. During TIP updates, projects will be moved from the financially constrained component of the MTP to the TIP based on score, readiness and funding levels available during the four-year TIP time period. As the MTP planning horizon is revised or when new information is available on projected funding levels, a reevaluation of MTP projects will be required.

PROCESS

The KTMPO Project Selection Process consists of 4 steps:

1. Project Submission
2. Project Review and Evaluation
3. KTMPO Technical Advisory Committee Recommendation
4. KTMPO Transportation Planning Policy Board Review and Approval

The following is a detailed discussion of these steps and their processes.




Step 1. Project Submission

In coordination and cooperation between KTMPO staff and TxDOT, a call for projects will be sent to all participants in the KTMPO area. KTMPO member organizations wishing to submit projects to KTMPO staff can do so by completing the online KTMPO 2040 MTP Project Nomination Form by the deadline. Projects submitted with all required information will be eligible to enter the scoring process.




Step 2. Project Review and Evaluation

Prior to the KTMPO Technical Advisory Committee meeting, KTMPO staff will review all submitted projects and aid the Technical Advisory Committee in the technical scoring process. The KTMPO Technical Advisory Committee will complete the scoring process at the Scoring Meeting, based on the Scoring Criteria outlined in the following section.

Once projects are scored, all projects will be rank ordered from highest to lowest score. From this rank ordering, projects will be placed in one of the MTP's three project listing components. The first 10-years of projects as determined by projected fiscal constraint numbers will be placed on the short range plan. The remaining ten years of projects as determined by projected fiscal constraint numbers will be placed on the long range plan. All other projects will be placed on the regionally significant-unfunded plan. Each of these lists is defined below:

-  The **Short Range Plan** is defined as those projects which are desired to be placed on the Transportation Improvement Program (TIP) within the next ten years. This list is developed by projecting the next ten years of funding available for programming.
-  The **Long Range Plan** is defined as those projects which are desired for movement to the TIP within the next twenty years. This list is developed by applying projects against the remaining amount of funding left in the twenty year plan after funding the short range plan.
-  The **Regionally Significant - Unfunded Plan** is defined as those projects which did not score high enough to be placed within the fiscally constrained plan. All remaining projects which have been scored and any new projects identified prior to the next call for projects are placed on this list.

A review of the projects proposed for inclusion in the financially constrained component of the KTMPO Metropolitan Transportation Plan will occur to ensure that the following criteria are met:

-  Proposed projects will be consistent with the KTMPO area long-range goals.
-  Proposed projects will have an identified local funding source for match requirements and a TxDOT funding category assigned.
-  Proposed projects will have a project readiness and implementation timeline.

Step 3. KTMPO Technical Advisory Committee Recommendation

After utilizing the Project Review and Evaluation process, the KTMPO Technical Advisory Committee will forward a recommendation for the three (3) project listing components of the MTP to the KTMPO Transportation Planning Policy Board for review and approval.

Step 4. KTMPO Transportation Planning Policy Board Review and Approval

The KTMPO Transportation Planning Policy Board (TPPB) will review and adopt candidate projects for inclusion in the three project listing components of the MTP. If the TPPB chooses to reject the recommendation of the KTMPO Technical Committee, the project listing is sent back to the Technical Advisory Committee for further review and evaluation. If the KTMPO Technical Advisory Committee's recommendations are adopted and funding is available, those components will then be forwarded to the Texas Department of Transportation for inclusion in the State Transportation Improvement Program and added to the MTP.

ROADWAY SCORING CRITERIA

The following scoring criteria will be used to rank and prioritize both existing and new roadway facilities.

1. CONGESTION

0 – 10 POINTS EACH, 30 TOTAL MAX

- What is the current and forecasted Level of Service (LOS) along the segment of the project? Both proposed facilities and improvements to existing facilities will utilize these criteria.

Present LOS		Evaluation Factor: Future LOS (No Build)		Change in Future LOS (Build vs. No Build)	
A	-5 points	A	-5 points	No change in LOS	0 points
B	-3 points	B	-3 points	LOS increase by 1 letter	+5 points
C	0 points	C	0 points		
D & E	+5 points	D & E	+5 points	LOS increase by more than 1 letter	+10 points
F	+10 points	F	+10 points		

2. TRAFFIC

2-20 POINTS

- What is the project's current (if existing roadway) and forecasted average daily traffic (ADT) count?

Proposed Roads		Existing Facilities		
			Existing ADT	Projected ADT
70,000 +	20 points	70,000 +	10 points	10 points
50,000 - 69,999	17 points	50,000 - 69,999	8.5 points	8.5 points
30,000 - 49,999	14 points	30,000 - 49,999	7 points	7 points
20,000 - 29,000	11 points	20,000 - 29,000	5.5 points	5.5 points
15,000 - 19,999	8 points	15,000 - 19,999	4 points	4 points
10,000 - 14,999	5 points	10,000 - 14,999	2.5 points	2.5 points
< 10,000	2 points	< 10,000	1 point	1 point

3. SAFETY

0 – 10 POINTS, 0-1 POINTS, 15 TOTAL MAX

- What is the road segment's crash rate?

$$\text{Road Segment Accident Rate} = \frac{\text{Total \# of Accidents in 3 year period} \times 1,000,000}{365 (\text{days/yr}) \times 3 (\text{yrs}) \times \text{ADT} \times \text{Length of Road}}$$

Process for determining points: Staff compiles these scores into a range of values to determine the median value. MPO staff will then rank the projects on a scale of 1-10 according to natural breaks within the range of project scores (with the center interval located around the natural break encompassing the median value). Projects with low scores receive fewer points, while projects with high scores receive more points.

- Does the existing facility meet the following TxDOT design standards?

	Yes	No
Horizontal Alignment	0 points	1 point
Vertical Alignment	0 points	1 point
Horizontal Clearance	0 points	1 point
Shoulder Width	0 points	1 point
Lane Width	0 points	1 point

4. MTP PRIORITY

0-15 POINTS

- What is the project's relationship to the current Metropolitan Transportation Plan?

15 points	Specifically named in the Short Range Plan of the MTP
7 points	Specifically named in the Long Range Plan of the MTP, including the Regionally Significant-Unfunded Plan
0 points	Not currently in the MTP

5. LOCAL PRIORITY

0 – 5 POINTS EACH, 20 TOTAL MAX

- The following criteria are subjective based on the conditions provided for each criterion. Each criterion will be scored by Technical Advisory Committee members at the Scoring Meeting.

Community Support (0-5 points)

- Factors to be considered: budget allocations, resolutions, petitions, news/media articles, etc.

Peak Hour Traffic Flow (0-5 points)

- Factors to be considered include the project's ability to reduce peak period traffic congestion and its ability to provide connectivity for several special generators (areas of high trip generation). Projects significantly reducing peak period traffic and providing connectivity to multiple generators should score higher than those projects providing little or no peak period traffic relief or connectivity to special generators.

Benefit (0-5 points)

- Factors to be considered include the impact of the project. Projects possessing statewide benefits will score better than those exhibiting only a local benefit.
 - Statewide Benefit - the project must benefit a larger region than just the KTMPO/Central Texas area.
 - MPO Benefit - the project benefits more than one jurisdiction within the MPO, but does not largely impact surrounding communities or regions.
 - Local Benefit - the project impacts primarily one jurisdiction within the MPO, but has little impact on surrounding communities and no impact to the larger regional or statewide system.

Connectivity and Circulation within the existing network (0-5 points)

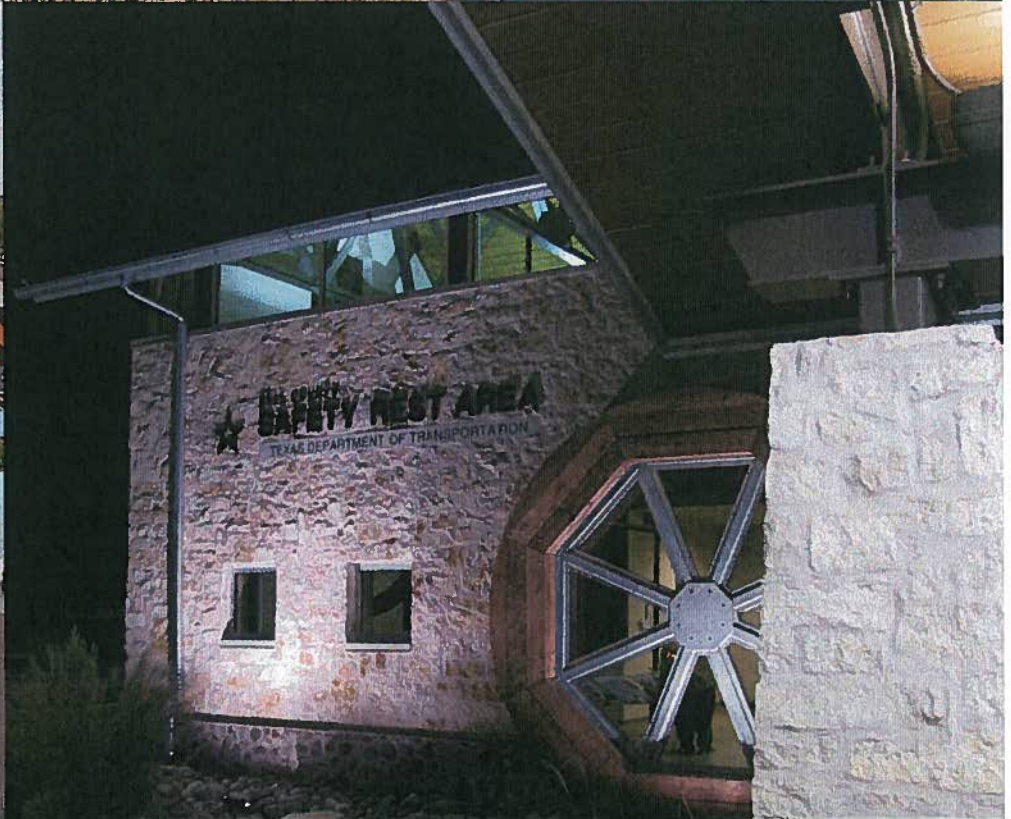
- Factors considered will be the project's ability to provide additional connectivity and circulation within the existing transportation network. Projects providing for increased connectivity will score higher than those providing little or no additional connectivity or circulation.

This page is intentionally left blank.

Appendix B-2: TxDOT Project Selection Process

This page is intentionally left blank.

PROJECT SELECTION PROCESS



There are five typical steps in the project selection process:

1. A Need is Identified

Every project starts with an idea or need. The impetus for a project can come from any number of sources at the community, state or federal level. Once a need has been identified, project supporters usually approach TxDOT's local office or their local Metropolitan Planning Organization (MPO). Local authorities are especially familiar with the unique demands of their area and with the transportation needs of the people who live there.

Projects are selected by the Texas Transportation Commission (commission) based on the following project selection criteria: safety, maintenance and preservation of the existing system, congestion relief, access and mobility, economic vitality, and efficient system management and operations. These projects must adhere to all department design standards as well as applicable state and federal law and regulations.

Some federally funded projects are selected by the MPOs in the state's larger metropolitan areas or those serving areas of the state designated as non-attainment air quality areas. These projects are also approved by the commission subject to the project selection criteria as stated above, and must comply with all applicable federal laws and regulations.

2. Building a Successful Financial Plan

Early in the planning process, the district staff, and MPO staff when appropriate, devise a funding strategy for the suggested project. The availability of funding is a major factor in determining whether a project is selected. Projects can be financed through a number of sources, including local funding, state funding (revenue from motor fuel taxes, registration fees, etc.), federal funding, debt financing, pass through financing, toll equity and public-private partnerships. Many projects are funded through a combination of resources.

At the local level, TxDOT, the MPO, local officials and the public evaluate the project and work together to develop a strong proposal. Local transportation professionals, including engineers, planners and environmental specialists, evaluate the project's viability and environmental implications. Different solutions are evaluated and costs are estimated.

TxDOT has 12 funding categories to fund various types of projects. These 12 categories of state and federal funding are summarized in the Unified Transportation Program, a 10-year plan to guide transportation project development and construction.

Federal funds come from the Federal Highway Trust Fund, a pool of money generated by federal fuel taxes and other related fees from all 50 states and the commonwealths of the United States. Money from the Federal Highway Trust Fund

is allocated to TxDOT based on formulas established by federal transportation legislation. State funds are generated by state motor fuel taxes, vehicle registration fees and a few other sources such as sales taxes on automobile grease and lubricants. The distribution of these state and federal funds throughout the state is based on criteria and funding formulas approved by the Texas Transportation Commission.

3. Planning Begins

Once a project is supported at the local level, it competes with similar projects for funding. Because projects are often funded through a combination of funding categories at a variety of authority levels, funding can be a complex task.

4. Project Development

Building a highway, bridge or other major transportation improvement is a complex, long-term process that involves the participation of both transportation professionals and the public. Local priorities, determined in the communities, form the basis for how projects move through the TxDOT selection process.

Public involvement is a critical part of the development process. Transportation planning, design and right of way acquisition are all primarily accomplished locally by TxDOT districts working with city and county officials. During this process, numerous public hearings and meetings give citizens many opportunities to offer input and be involved in the decision-making process.

Depending on a project's size and scope, project development can range from a few months for simple projects to several years for our most complex projects. Once authorized by the commission, a project goes through an in-depth development process that may include advanced planning, environmental planning and documentation, right of way acquisition and preliminary engineering. When planning and development are completed, the project is ready to proceed to construction. The commission makes the final decision to authorize the project for construction, based on the availability of funds and local priorities.

5. Construction

Construction contracts are awarded through a competitive bidding process, and the qualified bid with the lowest price is submitted to the commission for approval. After award of the contract, construction begins. Once a project is fully underway, construction oversight and maintenance are accomplished at the TxDOT district and local level.

FUNDING AT A GLANCE

Determining funding sources can be a complicated process for any project. This chart provides a general overview of the TxDOT funding categories. Local TxDOT district offices are experienced with project funding and can offer more detailed

information specific to a project. Each year, TxDOT funds projects through a comprehensive plan called the Unified Transportation Program utilizing these categories.

FUNDING AT A GLANCE

FUNDING CATEGORY	PROJECT SELECTION	USUAL FUNDING
1 - Preventive Maintenance and Rehabilitation	Projects selected by districts. Commission allocates funds through Allocation Program.	Federal 90% State 10% or Federal 80% State 20% or State 100%
2 - Metropolitan and Urban Area Corridor Projects	Projects selected by Metropolitan Planning Organizations (MPOs) in consultation with TxDOT. Commission allocates funds through Allocation Program.	Federal 80% State 20% or State 100%
3 - Non-Traditionally Funded Transportation Projects	Project selection varies based on the funding source, such as Proposition 12, Proposition 14, Pass-Through Toll Finance, Regional Toll Revenue and Local Participation.	Federal 80% State 20% or State 100% or Local 100% Varies by agreement and rules
4 - Statewide Connectivity Corridor Projects	Projects selected by commission based on corridor ranking. Project total costs cannot exceed commission-approved statewide allocation.	Federal 80% State 20% or State 100%
5 - Congestion Mitigation and Air Quality Improvement	Projects selected by MPOs in consultation with TxDOT and funded by districts' Allocation Program. Commission allocates funds based on population percentages within areas failing to meet air quality standards.	Federal 80% State 20% or Federal 80% Local 20% or Federal 90% State 10%
6 - Bridges Federal Highway Bridge Program; Federal Railroad Grade Separation Program	Projects selected by the Bridge Division as a statewide program based on the Federal Highway Bridge Program and the Federal Railroad Grade Separation Program eligibility and ranking. Commission allocates funds through Statewide Allocation Program.	Federal 90% State 10% or Federal 80% State 20% or Federal 80% State 10% Local 10%
7 - Metropolitan Mobility/Rehabilitation	Projects selected by MPOs in consultation with TxDOT. Funded by district's Allocation Program. Commission allocates funds according to the federal formula.	Federal 80% State 20% or Federal 80% Local 20% or State 100%
8 - Safety Federal Highway Safety Improvement Program, Federal Railway-Highway Crossing Program, Safety Bond Program, Federal Safe Routes to School Program, and Federal High Risk Rural Roads	Projects selected statewide by federally mandated safety indices and prioritized listing. Commission allocates funds through Statewide Allocation Program. Projects selected and approved by commission on a per-project basis for Federal Safe Routes to School Program.	Federal 90% State 10% or Federal 90% Local 10% or Federal 100% or State 100%
9 - Transportation Enhancements	Local entities nominate projects and TxDOT, in consultation with FHWA, reviews them. Projects selected and approved by commission on a per-project basis. Projects in the Safety Rest Area Program are selected by the Maintenance Division.	Federal 80% State 20% or Federal 80% Local 20%
10 - Supplemental Transportation Projects State Park Roads, Railroad Grade Crossing Replanking, Railroad Signal Maintenance, Construction Landscaping, Landscape Cost Sharing, Landscape Incentive Awards, Green Ribbon Landscape Improvement, Curb Ramp Program, Coordinated Border Infrastructure Program, Comprehensive Development Agreements and Congressional High Priority Projects	Projects selected statewide by Traffic Operations Division or Texas Parks and Wildlife Department or district. Commission allocated funds to districts or approves participation in federal programs with allocation formulas. Coordinated Border Infrastructure Program funds are allocated to districts according to the federal formula.	State 100% or Federal 80% State 20% or Federal 100%
11 - District Discretionary	Projects selected by districts. Commission allocates funds through Allocation Program.	Federal 80% State 20% or Federal 80% Local 20% or State 100%
12 - Strategic Priority	Commission selects projects which generally promote economic opportunity, increase efficiency on military deployment routes or to retain military assets in response to the federal military base realignment and closure report, or maintain the ability to respond to both man-made and natural emergencies. Also, the commission approves pass-through financing projects in order to help local communities address their transportation needs.	Federal 80% State 20% or State 100%

PROJECT SELECTION: PUTTING GREAT IDEAS IN MOTION

Understanding TxDOT's project selection process helps Texans understand how the roads and bridges we drive on every day are selected for funding. Learning how projects are prioritized and how funding is structured helps Texans know how they can participate in the process, make suggestions and propose projects to address the transportation problems they face.

The Transportation Planning and Development Rulemaking Advisory Committee recently completed development of the new Texas Administrative Code (TAC) Chapter 16, which was approved by the Texas Transportation Commission on August 26, 2010. The new TAC Chapter 16 incorporates the existing rules and expands provisions which were adopted in response to the committee's recommendations for developing a comprehensive planning review process, in order to enhance the department's accountability. They also add industry reporting

and performance measures to the department's business practices.

As the department continues to develop and enhance the project selection process, our goal is to provide the public with as many interaction opportunities as possible to help us seek new, innovative and creative ways to stretch available funds farther and do the most good for the people of Texas. The department will continue to deliver projects that address future multimodal transportation needs, enhance safety, maintain the existing transportation system, promote congestion relief and enhance system connectivity. The department will also continue to facilitate the development and exchange of comprehensive multimodal transportation funding strategies with transportation program and project partners.

For more information, contact your local TxDOT district office.
You'll find a complete list of contact information on our Web site at
http://www.txdot.gov/local_information/



Finance Division • 125 East 11th Street, Austin, TX 78701 • www.txdot.gov

Copies of this publication have been deposited with the Texas State Library in compliance with the State Depository Law.

Abridged Eighth Edition • January 2011