KTMP
KILLEEN-TEMPLE
metropolitan planning organization

Technical Advisory Committee Meeting

May 4, 2016
9:30 a.m.

Agenda

KTMPO
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Killeen-Temple Metropolitan Planning Organization
Technical Advisory Committee (TAC)

Wednesday, May 4, 2016
Central Texas Council of Governments Building
2180 North Main Street, Belton, Texas 76513

Regular Meeting: 9:30 A.M.
AGENDA

1. Call to Order.
2. Opportunity for Public Comment.(1)
3. Staff Update.
4. **Action Item:** Regarding project selection and ranking for TxDOT's project development funding.
5. **Discussion and Possible Action Item:** Regarding development of scoring criteria to reprioritize projects in Metropolitan Transportation Plan (MTP) 2040.
6. Member comments.
7. Adjourn.

Workshop (If Needed) - To Follow Regular Scheduled Meeting
AGENDA

1. Call to order.
2. Discussion on any of the following topics:
    a. Current or past KTMPO documents and plans to include Unified Planning Work Program, Transportation Improvement Program, By-Laws, Public Participation Plan, Regional Thoroughfare/Bicycle Pedestrian Plan, Metropolitan Transportation Plan, Congestion Management Process, Annual Performance Expenditure Report, Annual Project Listing, Texas Urban Mobility Plan, Unified Transportation Plan, Federal Certification Process
    b. Past or Future KTMPO Meeting processes or happenings
    c. KTMPO Current, Past or Future MPO Boundary Studies
    d. KTMPO Past or Future Annual Meetings
    e. Current, Past or Future KTMPO Budgets and funding conditions
    f. Rural Planning Organizations and/or Regional Mobility Authorities
    g. Economic Stimulus Package/Projects
    h. Legislative Changes
    i. Status of MPO Projects
    j. Staff, TxDOT, Consultant, Guest presentations relating to transportation
    k. Meetings pertaining to any transportation related items/topics
3. Adjourn.

The Killeen-Temple Metropolitan Planning Organization is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact the KTMPO office at 254-770-2200 24 hours in advance if accommodation is needed. (1)Citizens who desire to address the Board on any matter may sign up to do so prior to this meeting. Public comments will be received during this portion of the meeting. Comments are limited to 3 minutes maximum. No discussion or final action will be taken by the Board.

Item 4:

Project Development Funding

KTMPO
KILLEEN-TEMPLE
metropolitan planning organization

Technical Advisory Committee
May 4, 2016

Agenda Item No. 4

Project Development Call

Background:

This fall, we anticipate selecting projects for FY18 Proposition 1 and 7 funding. These projects must be let in FY18. To help meet this schedule, TxDOT Waco District has funding available to **develop** projects that are eligible for Proposition 1 and 7 funding and has asked us for projects. These projects will be listed in "Appendix D" of the 2017-2020 TIP.

A project call was issued March 21st and closed on April 19th. Funding through this project call is only for **project development and is not a guarantee of construction funding.** However, these projects will be candidates for FY18 Prop 1 and 7 funding. By nature of the letting date by August 2018, these projects should have minimal environmental impacts and minor ROW issues. TxDOT has encouraged local entities to consult with them about their projects so they can help determine the project needs and whether an FY18 date is realistic. Projects with anticipated let dates beyond FY18 may be considered and ranked for inclusion in Appendix D and future development funding; however, priority will be given to projects that are able to meet the August 2018 let date. Projects must also be an on-system roadway and address mobility or added capacity issues.

Update:

Projects Submitted—

- TxDOT (W30-29)—Widen US 190 from Knights Way to I35
- TxDOT (K40-22)—US 190 turnaround at Clear Creek
- Killeen (K30-27 & K30-28)—SH 195 turnarounds at Stan Schlueter
- Belton (W30-15 & W30-16)—Loop 121
- Salado (Z40-02)—Main Street (FM2268)

Excerpts from the submittals are included in this packet. The full submittals are available on the KTMPO website and will be available for review at the TAC meeting on Wednesday. Entities may give a five minute presentation for each project if desired on Wednesday and the TAC will rank the projects and provide a recommendation to the Policy Board. Factors to be considered in the ranking include the following:

- Project readiness/ability to meet August 2018 let date
- Improvements to congestion and safety
- Projected effects on economic development opportunities
- Effects on the environment, including air quality
- Socioeconomic effects

Tentative Schedule:

- March 2, 2016—TAC recommendation on selection process for projects for development funding;
- March 16, 2016—TPPB decision on selection process for projects for development funding;
- March 18, 2016 – April 19, 2016—Call for projects for development funding;
- May 4, 2016—TAC recommendation on projects selected for development funding;
- May 18, 2016—TPPB approval of projects selected for development funding; initiation of PIP for MTP amendments if needed;
- June 1, 2016—TAC recommendation to approve MTP amendments if needed; recommendation to approve FY2017-2020 TIP;
- June 15, 2016—TPPB approval of MTP amendments if needed; approval of FY2017-2020 TIP.

Action Needed:

TAC recommendation on project selection and ranking for development funding.

City of Belton Project

Loop 121

Exhibit A

KTMPO

PROPOSAL SUMMARY FORM

FOR

TxDOT Project Development Funding

Project Name:

City of Belton
Lead Agency

P.O. Box 120, Belton , TX 76513
Address, City, State & Zip Code

Erin Smith — 254-933-5816
Project Contact Name — *Phone Number

esmith@beltontexas.gov
Project Contact Email Address

Erin Smith
Authorized Signature

Erin Smith
Printed Name

4-19-16
Date

Exhibit B
Description of Project

Enter narrative descriptions in the appropriate sections. Each block will expand to fit entered text.

City: Belton County: Bell

Project Name: Loop 121 Widening
Highway: Loop 121
Limits from: FM 439 Limits to: FM 436
Project length (miles or feet): 5.94 miles
Project description: This is a proposal for Loop 121 widening from 2 lanes to 4 lanes. We are proposing this roadway is constructed in three phases, with Phase I being the highest priority due to the large amount of traffic that exists. Phase I: FM 439 to US 190 (2.8 miles) Phase II: US 190 to IH 35 (2.07 miles) Phase III: IH 35 to FM 436 (1.07 miles)

Estimated Let date: Unknown
Estimated Completion Date: Unknown

Project readiness: Unknown Status: Not started
Preliminary Engineering: Not complete
Right of Way Acquired: Awaiting design completion to determine ROW needed
Environmental Review: Not complete
Utilities Coordination: Not complete

How does the project improve congestion and safety?

Loop 121 is a two lane roadway that carries 13,422 vehicles per day, (2014 Waco District Traffic Map) between FM 439 and US 190, operating at a low level of service (LOS D). According to the Belton Police Department crash data, on average there are over 150 vehicular accidents on Loop 121 each year. A majority of the congestion occurs from US 190 to FM 439 due to the development activity in the area such as the Business Park, BISD school area, residential subdivisions and other upcoming projects under construction, such as the 208-unit apartment complex at the southeast intersection of Loop 121 and FM 93. Loop 121 is often so congested that the roadway shoulder is utilized as a right-hand turn lane at the Loop 121 and FM 93 intersection. TXDOT submitted Loop 121 widening from 2 lanes to 4 lanes for the 2040 MTP project listing, recognizing the great need to address congestion in this area if funding is available. There will be more congestion relief and improvement to traffic flow in this the area. The additional lanes could draw vehicles from the overly congested Main Street/SH 317 and improve the flow on the surrounding network by providing additional route options.

What are the projected effects on economic development opportunities for residents in the region?

Loop 121 is a mixed-use corridor with retail, offices, single family homes, apartment complexes, the Expo, and other related uses. There are existing businesses located along Loop 121, but there are also several opportunities for new and infill mixed-use development. Upcoming projects expected along this roadway are a hotel, Bush's Chicken, 208-unit apartment complex and several residential subdivisions with more anticipated development in the near future, especially at the intersection of Loop 121 and FM 93. Widening Loop 121 will increase mobility in the area by providing more reliable access to services and residences located along this roadway. The additional lanes will allow traffic to flow more effectively as more development activity occurs in this area. Once US 190 is designated as an interstate, Loop 121 will connect to two interstates, IH 14 and IH 35. Economic development often occurs along interstates, so widening Loop 121 will provide a more efficient flow from Belton to these major arterial roadways.

What are the project's effects on the environment? Include how the project effects air quality.

Engine idling is one of the major sources of air pollution. Due to the amount of traffic congestion on Loop 121, vehicles often sit idling awaiting the traffic to flow through intersections. Widening Loop 121 to a 4 lane roadway will improve air quality since motor vehicles will reach destinations at a faster rate.

What are the project's socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods (Environmental Justice)?

A majority of Loop 121 is an EJ area, except the portion from FM 439 south to the Nolan Creek vicinity. Once the roadway design is complete, the existing right-of-way will be assessed to determine if additional right-of-way is needed. It does not appear that widening Loop 121 will require acquisition of any homes in the EJ areas.

*Maps depicting Environmental Justice areas in the KTMPO region available at http://bit.ly/KTMPO_2014EJ. Maps are also available on the KTMPO website at www.ktmpo.org, *Planning* page, *Download Plans* sidebar.

Please provide the following as attachments to this exhibit:

Exhibit B1 – Project Location Map

Exhibit B2 – Any other supporting documentation

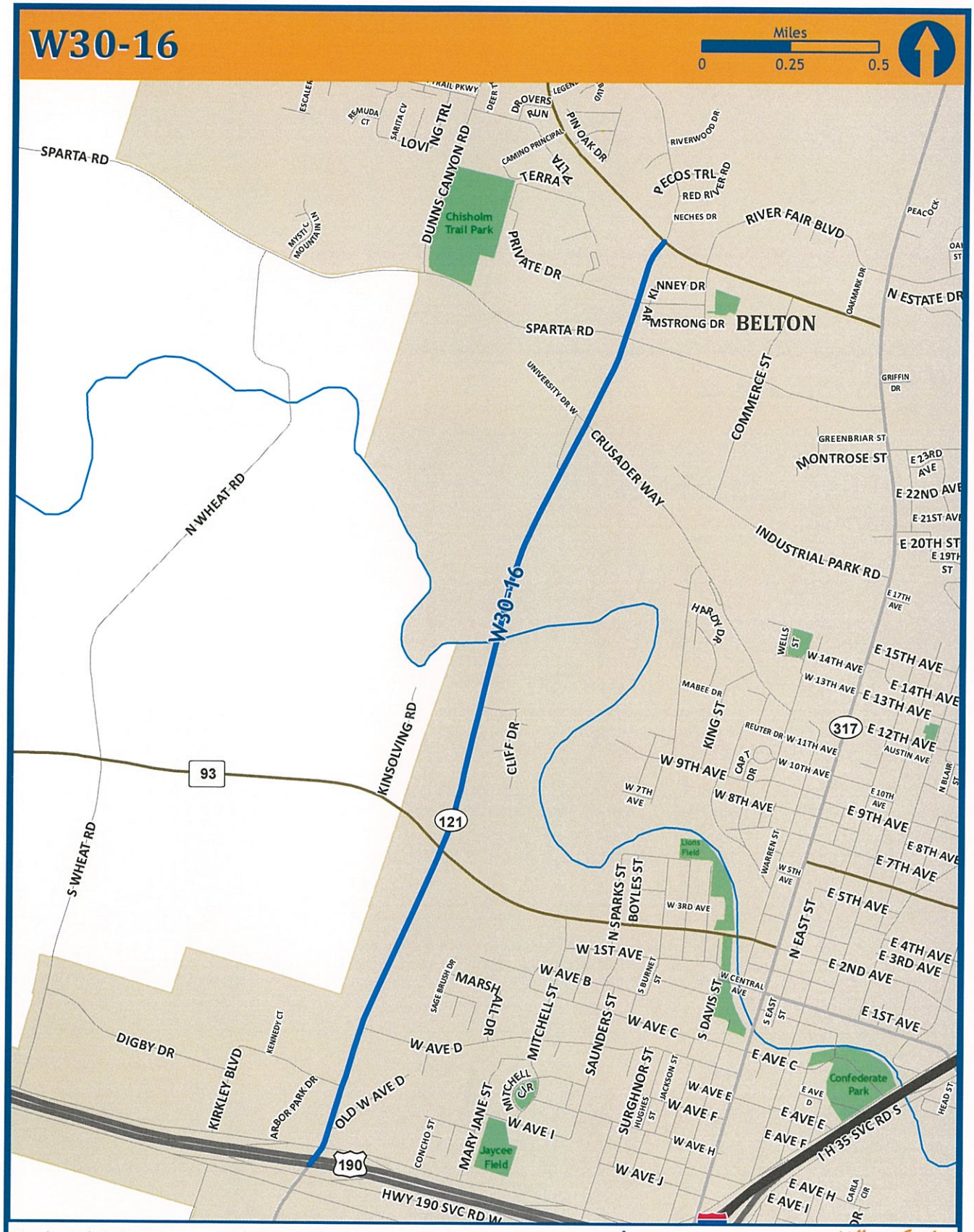
Loop 121 Overall Project Area

Loop 121 Phase I

Loop 121 Phase II

Loop 121 Phase III

W30-16

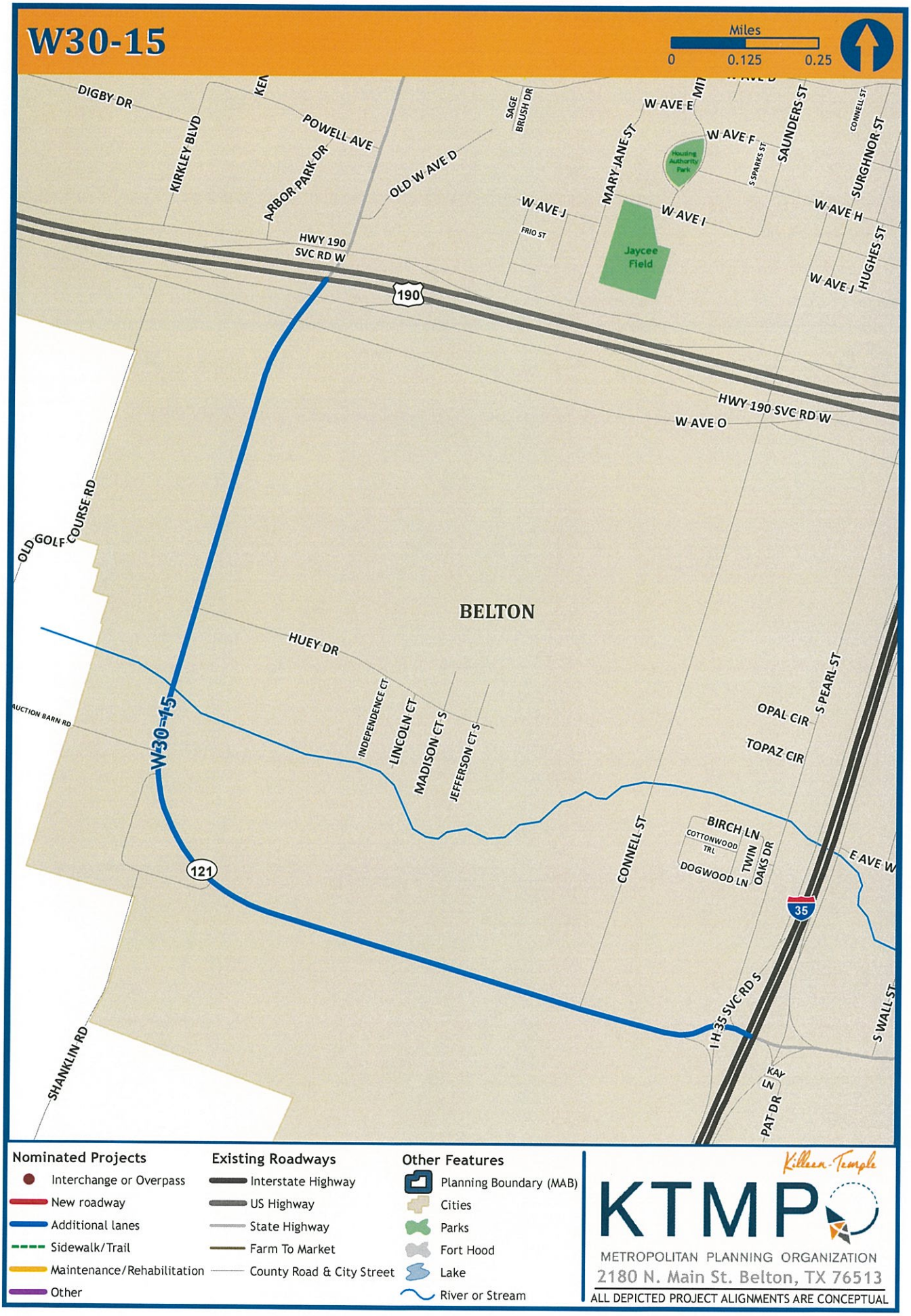


Nominated Projects
- Interchange or Overpass
- New roadway
- Additional lanes
- Sidewalk/Trail
- Maintenance/Rehabilitation
- Other

Existing Roadways
- Interstate Highway
- US Highway
- State Highway
- Farm To Market
- County Road & City Street

Other Features
- Planning Boundary (MAB)
- Cities
- Parks
- Fort Hood
- Lake
- River or Stream

Killeen-Temple KTMP
METROPOLITAN PLANNING ORGANIZATION
2180 N. Main St. Belton, TX 76513
ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL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ARBOR PARK DR
OLD W AVE D
SAGE BRUSH DR
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W AVE F
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SAUNDERS ST
CONNELL ST
SURGHNOR ST
Housing Authority Park
S SPARKS ST
W AVE J
FRIO ST
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HUGHES ST
Jaycee Field
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BELTON
HUEY DR
AUCTION BARN RD
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Nominated Projects
Interchange or Overpass
New roadway
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Other
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City of Killeen Project

SH 195

Exhibit A

KTMPO

PROPOSAL SUMMARY FORM

FOR

TxDOT Project Development Funding

Project Name: SH 195 Turnarounds

City of Killeen

Lead Agency

101 North College Street, Killeen, TX 76541

Address, City, State & Zip Code

David Olson 254.616.3180

Project Contact Name *Phone Number

dolson@killeentexas.gov

Project Contact Email Address

Lillian Ann Farris

Authorized Signature

Lillian Ann Farris, Interim City Manager

Printed Name

4/18/16

Date

Exhibit B
Description of Project

Enter narrative descriptions in the appropriate sections. Each block will expand to fit entered text.

City: Killeen County: Bell

Project Name: SH 195 Turnarounds
Highway: SH 195
Limits from: +/-500' S Stan Schlueter Limits to: +/- 500' North Stan Schlueter
Project length (miles or feet): +/-1,000 feet
Project description:
Turnaround underpass for both northbound and southbound traffic on SH 195 frontage roads at its intersection with FM 3470 (Stan Schlueter Loop)

Estimated Let date: June 2018
Estimated Completion Date: August 2019

Project readiness: Underway Status (Not started, underway, complete, not applicable)
Preliminary Engineering Not Started
Right of Way Acquired Complete
Environmental Review Not Started
Utilities Coordination Not Started

How does the project improve congestion and safety?
Currently this area experiences a high volume of motorists due to the high density of residential population in the area. Increased traffic is expected with the buildout of the high profile commercial corners in this area. These turnarounds will provide relief for the traffic signal located at the FM 3470 underpass along SH 195. The decrease in congestion at the aforementioned traffic signal will lead to a safer system for all motorists.

What are the projected effects on economic development opportunities for residents in the region?
This project is bounded by four high profile commercial corners, two of which are partially developed and two of which are currently undeveloped. A big box grocery chain has indicated a future development will occur on one of the currently undeveloped corners. The increased access to this area as a result of this project will encourage growth on all corners and along the SH 195 and FM 3470 corridors.

What are the project's effects on the environment? Include how the project effects air quality.

This project has limited environmental impact. It will have a positive impact on air quality by reducing the idle time of vehicles at this intersection. thereby reducing overall emissions as a result of idle time.

What are the project's socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods (Environmental Justice)?

This project is completely contained within an Environmental Justice area as shown on KTMPO region maps.

*Maps depicting Environmental Justice areas in the KTMPO region available at http://bit.ly/KTMPO_2014EJ. Maps are also available on the KTMPO website at www.ktmpo.org, *Planning* page, *Download Plans* sidebar.

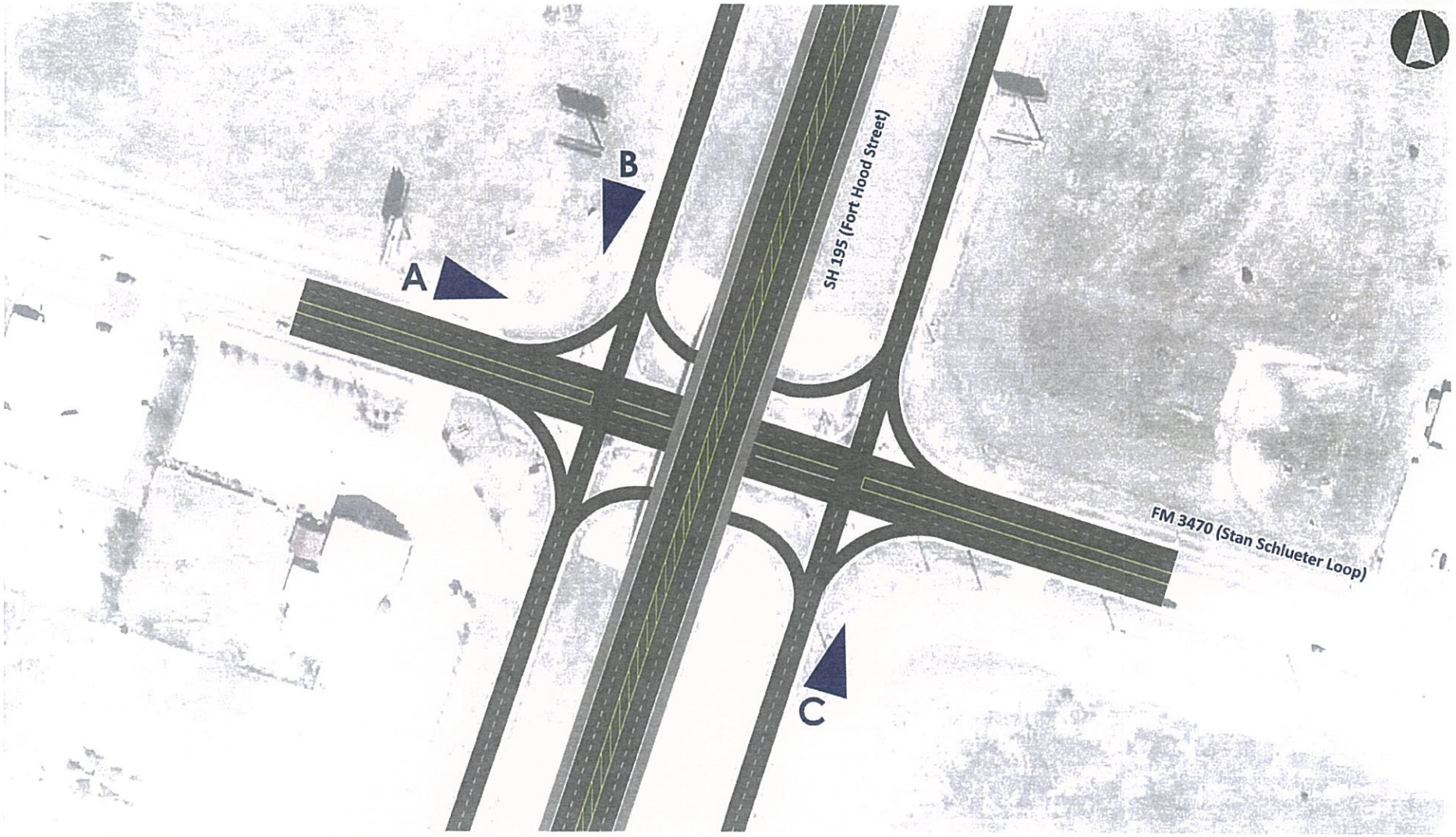
Please provide the following as attachments to this exhibit:

Exhibit B1 – Project Location Map

Exhibit B2 – Any other supporting documentation

Aerial View

S.H. 195 Turnarounds



S.H. 195 Turnarounds

KTMPO ID: K30-27 and K30-28
At Stan Schlueter Loop (FM 3470)
(0 Miles)

Configuration:

Estimated Project Cost*: $400,000 ea

The scope of this project involves the construction of two turnarounds at the grade separated interchange of Fort Hood Street (S.H. 195) and Stan Schlueter Loop (F.M. 3470). The turnarounds will improve accessibility for businesses located opposite Fort Hood Street (S.H. 195). The project will also enhance pedestrian connectivity at the intersection. A needs assessment will determine the appropriateness of bicycle and pedestrian facilities along the corridor, as well as the exact configuration of those facilities if appropriate. Examples of facilities include sidewalks, pedestrian signals, crosswalks, dedicated bike lanes, shared bike lanes, and multi-use paths. Consideration will be given to recommendations in the KTMPO Regional Bicycle/ Pedestrian Plan.

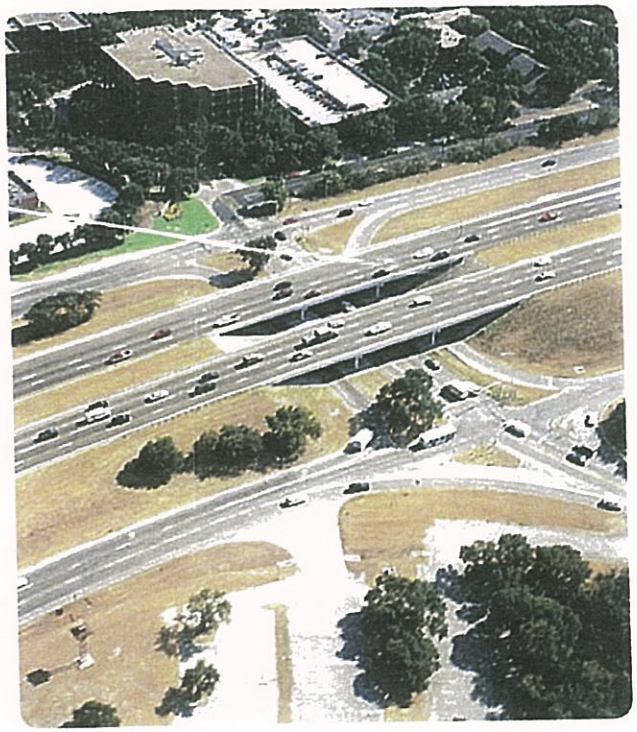

A. Facing East on FM 3470


B. Facing South on SB Off-ramp


C. Facing North on NB Off-ramp

Regional Context

Example Turnarounds



*These estimates represent program-level costs for budgeting purposes only. Actual project costs are dependent on market conditions, and will not be known until the time of bid.

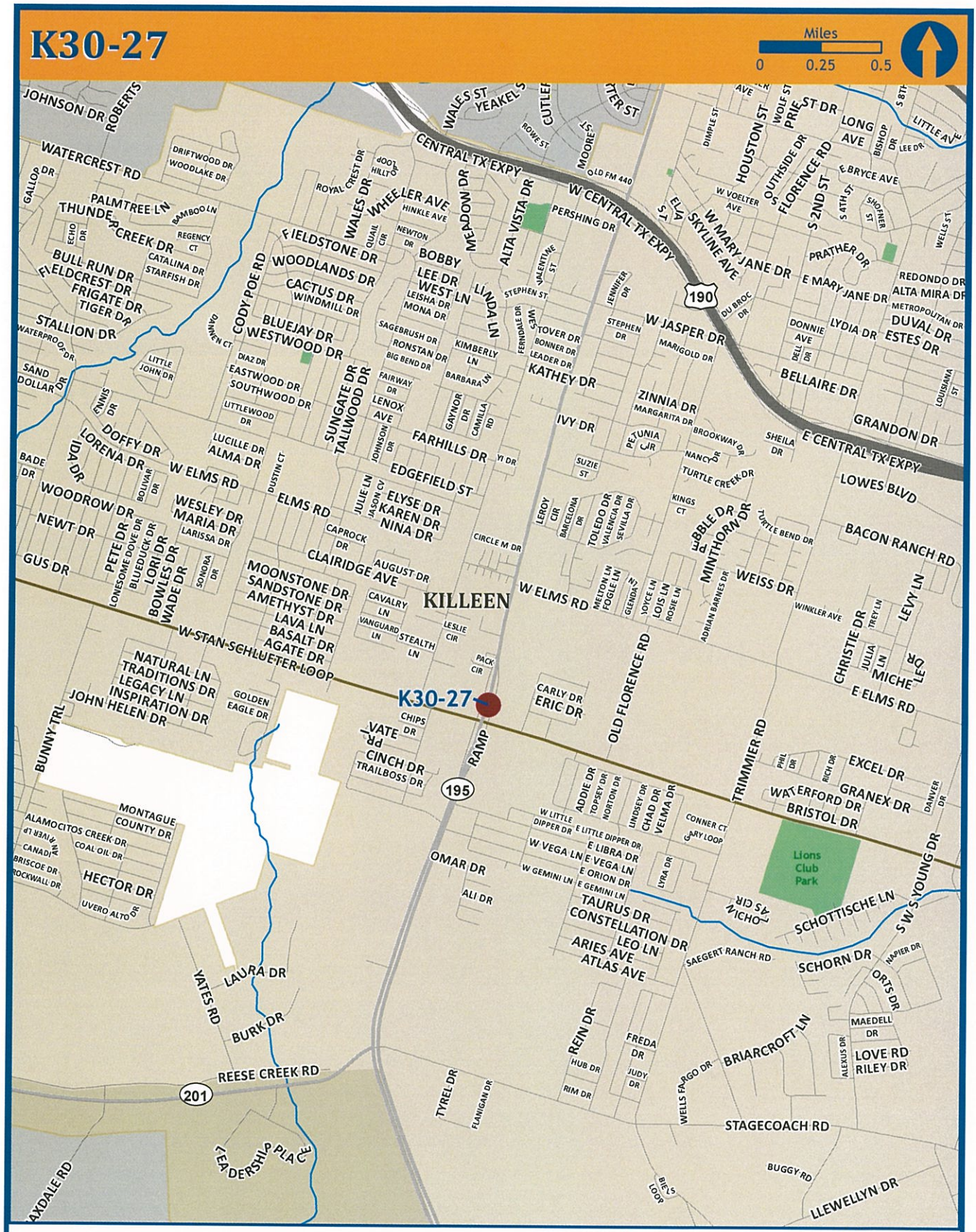
CITY OF KILLEEN
TRANSPORTATION ENGINEERING
STREET & TRAFFIC SERVICES
3201-A S. W.S. YOUNG DRIVE
KILLEEN, TEXAS 76542
Phone: 254 - 501 - 6527
Fax: 254 - 616 - 3182
www.killeentexas.gov

Scale	NTS
Date	14 APR 2016
Drawn By	DAO
Checked By	DAO
Project No.	316-001
Drawing No.	1 of 1

SH 195 TURNAROUNDS
PROJECT LOCATION MAP

CITY OF KILLEEN BELL COUNTY

K30-27



Nominated Projects
- Interchange or Overpass
- New roadway
- Additional lanes
- Sidewalk/Trail
- Maintenance/Rehabilitation
- Other

Existing Roadways
- Interstate Highway
- US Highway
- State Highway
- Farm To Market
- County Road & City Street

Other Features
- Planning Boundary (MAB)
- Cities
- Parks
- Fort Hood
- Lake
- River or Stream

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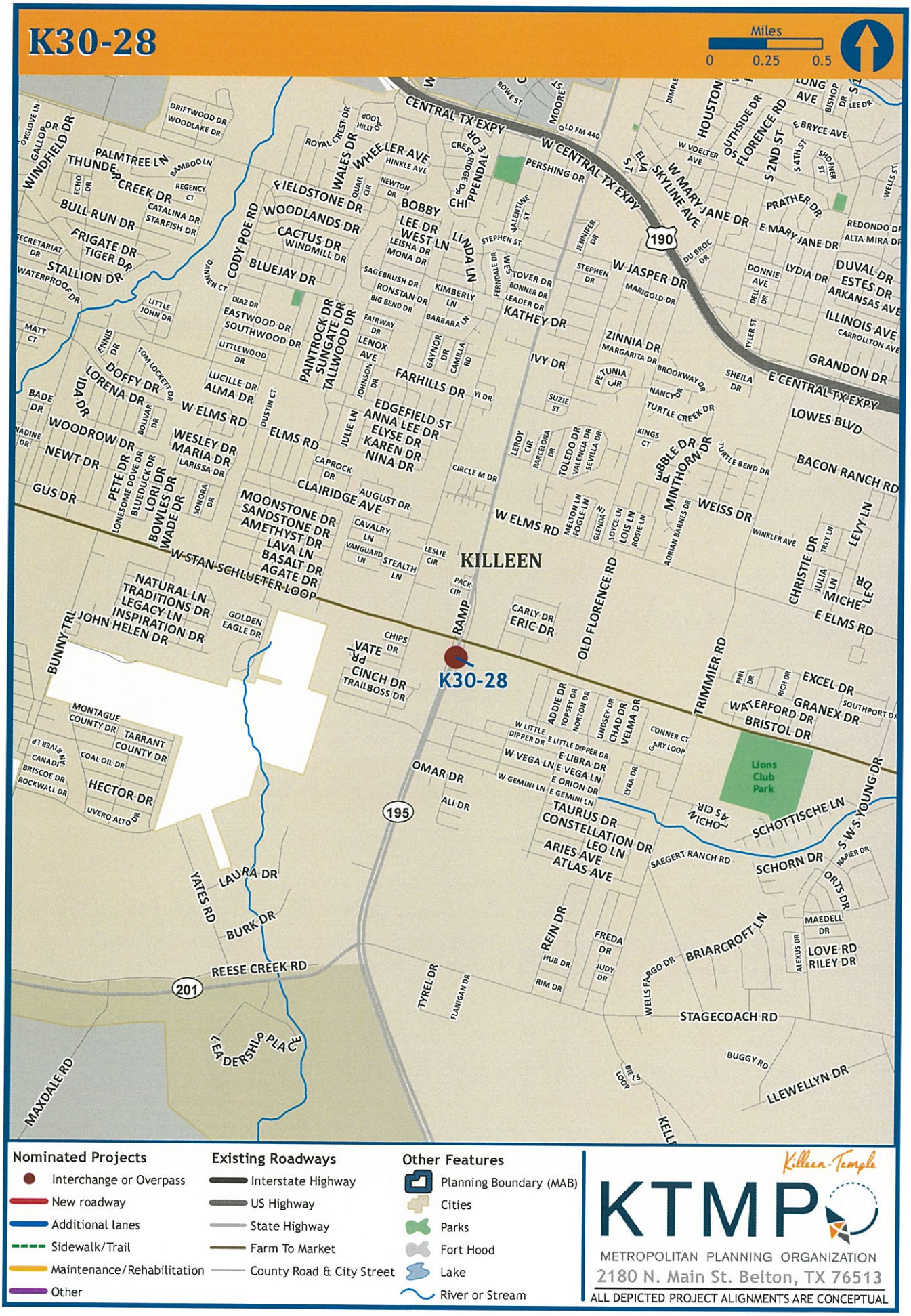
ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

K30-28



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2180 N. Main St. Belton, TX 76513

ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

Village of Salado Project

FM 2268

Exhibit A

KTMPO

PROPOSAL SUMMARY FORM

FOR

TxDOT Project Development Funding

Project Name: Salado FM 2268 (Main Street) Multi-Modal Mobility and Safety Project

Village of Salado
Lead Agency

301 North Stagecoach Road, Salado Texas 76571
Address, City, State & Zip Code

Kim Foutz — 254-947-5060
Project Contact Name — *Phone Number

kfoutz@saladotx.gov
Project Contact Email Address

K. Foutz
Authorized Signature

Kim Foutz
Printed Name

4-19-16
Date

Exhibit B
Description of Project

City: Salado County: Bell

Project Name: Salado FM 2268 (Main Street) Multi-Modal Mobility and Safety Project
Highway: FM 2268
Limits from: Salado Plaza Drive **Limits to:** Pace Park Road
Project length (miles or feet): 6,000'
Project description: The project design is contextual and seeks to preserve Salado's charm and character, while enhancing safety and mobility. The proposed project is to be entirely constructed in the on-system roadway, within existing right-of-way. It consists of a 6,000' long 8' wide concrete sidewalk/trail, a 3' wide granite mix trail for runners, an on-road 5' wide bike lane on both sides of the road, utilization and enhancement of existing drainage swales that may be developed as bio-swales, multiple ADA ramps, multiple pedestrian/bicycle crossings and markers, reconstruction of driveway approaches, select curb and gutter, hardscape, and directional signage.

As per the Call for Projects, Salado staff consulted with TXDOT in regards to project needs and feasibility. This project requires no right-of-way or easement acquisition. Please see Exhibits B2(a) and B2(b) for Preliminary Horizontal Alignment and Project Profiles.

The Village, in cooperation with Texas A&M University and the Texas Transportation Institute, held six public collaboration meetings to discuss community connectivity, safety concerns, development of trails and sidewalks, and design features. This proposal is reflective of this public input. In addition, the Village has formed a Main Street Improvement Committee, which reviews plans, provides input, and facilitates project funding. Also, please see the attached Resolution of Support – Exhibit B2(f).

Estimated Let date: August, 2018
Estimated Completion Date: December 2019

Project readiness: Status (Not started, underway, complete, not applicable)

Preliminary Engineering –Conceptual completed. See Exhibit B2(a) and B2(b).
Right of Way Acquired – Complete. None needed.
Environmental Review – Complete. See Exhibit B2(h)
Utilities Coordination – Complete. Performed during wastewater line design and alignment determination. See Exhibit B2(g)
Cultural Resources Review – Complete. See Exhibit B2(i)

NOTE: This project is being coordinated with the Village wastewater line installation.

How does the project improve congestion and safety?
The project area is part of a single lane on-system roadway, reflecting severe deterioration of the roadway edge which is adjacent to a drainage swale. Currently there are NO City ADA ramps, trails, sidewalks or bike lanes/routes. Therefore, bicyclists and pedestrians are walking and running on an uneven, jagged surface with no curb and gutter or separation from motorized vehicles (see Exhibit B2(c). In some cases, pedestrians are walking in the marked roadway lane. This roadway has the highest volume of shared use among bicyclists, pedestrians, and motor vehicles than any other roadway in the city. This situation is accentuated as a result of FM 2268 functioning as a reliever to I-35, which diverts oversized vehicles (18 wheelers) especially during accidents which are commonplace. This roadway also serves as the city's Main Street, with 90%+ of business and tourism occurring along or directly off of this roadway. There are very few crosswalks, resulting in tourists and residents alike crossing at unsafe locations. The Village's high volume of tourism causes users to be unfamiliar with the area.

Due to these existing conditions, the project includes extensive installation of crosswalks and ADA ramps. Sidewalks are pushed to the very outer edge of the improvements. The pedestrian facilities will be designed to meet AASHTO, TxDOT, TDLR and ADA requirements.

The proposed alignment is depicted on the *KTMPO Regional Thoroughfare and Pedestrian / Bicycle Plan.* Additionally, this project substantially contributes to implementation of Salado's *Hike/Bike Master Plan and Transportation Plans*. Please see Exhibit B2(e).

What are the projected effects on economic development opportunities for residents in the region?
This on-system roadway is the heart of Salado. Ninety percent of all businesses in Salado are resident owned, tourism related, and are located on FM 2268 (Main Street). Those business that are not directly on Main Street, feed into it.

Due to lack of maintenance and extensive use by oversized vehicles as a result of I-35 rerouting, there is extensive damage to roadway shoulders. Tourists and residents alike use this area to walk from business to business. The area is uninviting, dangerous, and has no physical barrier for bicyclists and pedestrians, thereby diminishing the appeal to shop at these local businesses.

The proposed project is located adjacent to historic sites and key community destinations. It will provide multi-modal access, highlighting and networking shopping, dining, entertainment, picnic areas, lodging, event grounds, civic center, visitor's center, neighborhoods, and recreational venues. The proposed improvements fulfills the Comprehensive Plan and Tourism Plan to "connect and increase accessibility to and between neighborhoods, near historic sites, museum, creek/springs, picnic areas, businesses, and Main Street."

What are the project's effects on the environment? Include how the project effects air quality.
Tourism and business destinations are currently segregated into three distinct sections along Main Street. This non-connectivity encourages visitors and residents to unnecessarily drive from destination to destination. This project would promote non-motorized travel, and physically and visually tie the destinations together. In addition, the Village intends to begin a bike share program, further encouraging visitors and residents to limit their motorized travel, positively impacting air quality.

What are the project's socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods (Environmental Justice)?
This project would reduce travel barriers for special needs and elderly residents and visitors. Currently, the elderly represent approximately 30% of all residents. This project would create opportunities for a healthy lifestyle and social interaction. In addition, it will open this area to assets which are currently difficult to maneuver and access, especially for seniors and those with limited mobility.

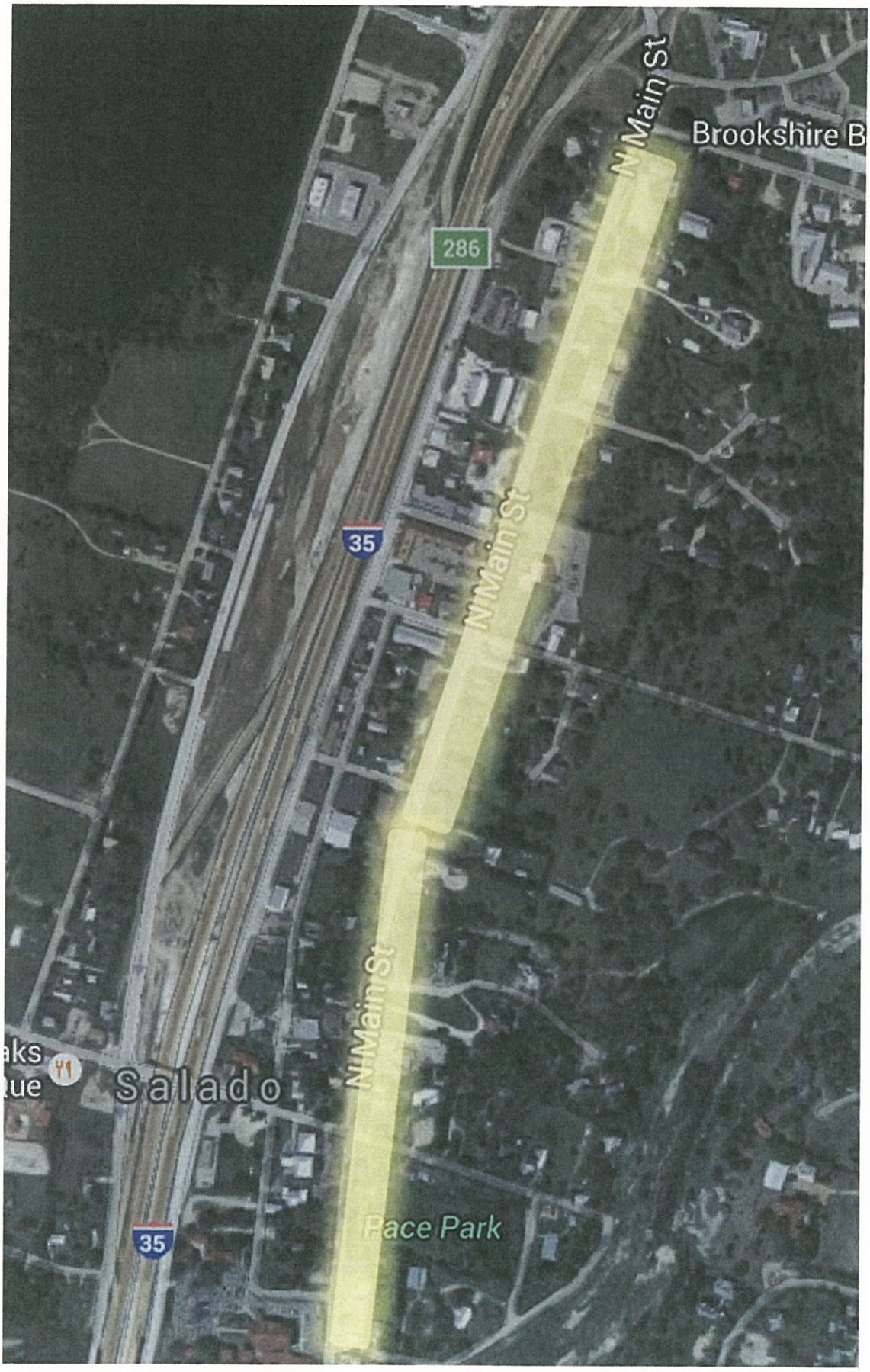
The following Exhibits are provided:

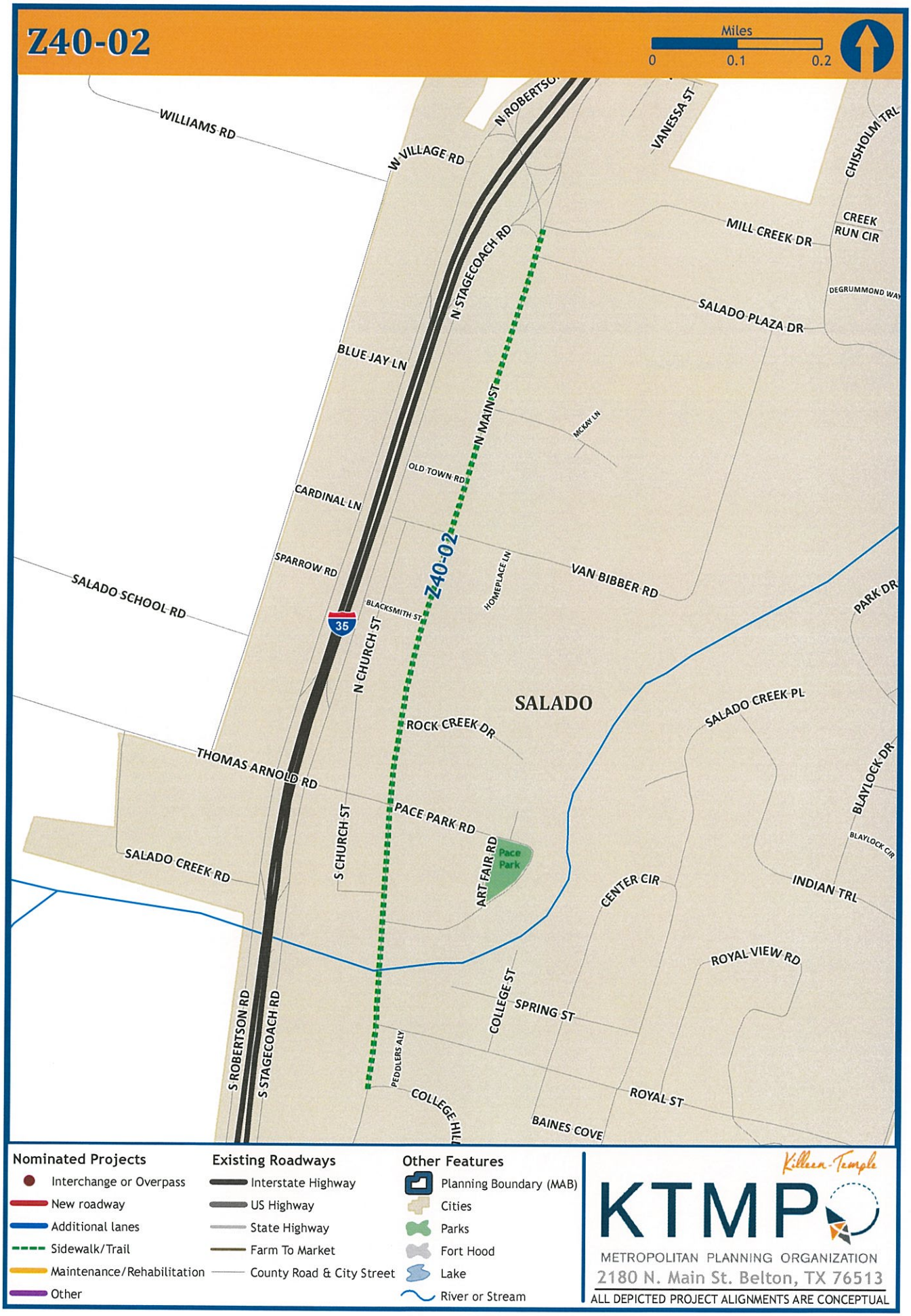
Exhibit B1 – Project Location Map

Exhibit B2 – Any other supporting documentation

Exhibit B2(a): Preliminary Horizontal Alignment
Exhibit B2(b): Plan Profiles
Exhibit B2(c): Pictures of Project Area
Exhibit B2(d): Main Street Master Plan
Exhibit B2(e): Hike/Bike Trail Master Plan – Project Area Noted
Exhibit B2(f): Resolution of Support – Board of Alderman
Exhibit B2(g): Existing Conditions Map with Contours
Exhibit B2(h): Environmental Assessment Report (Executive Summary only – full report available)
Exhibit B2(i): Cultural Resources Review Report

Exhibit B1 - Salado Main Street (FM 2268)
Multi-Modal Mobility and Safety Project

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INDIAN TRL
ROYAL VIEW RD
COLLEGE ST
SPRING ST
S ROBERTSON RD
S STAGECOACH RD
PEDDLERS ALY
COLLEGE HILL
ROYAL ST
BAINES COVE
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2180 N. Main St. Belton, TX 76513
ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

TxDOT Project

Clear Creek @ US 190

Exhibit A

KTMPO

PROPOSAL SUMMARY FORM

FOR

TxDOT Project Development Funding

Project Name: Clear Creek @ US 190

TxDOT
Lead Agency

100 South Loop Drive; Waco, TX 76704
Address, City, State & Zip Code

Michael Bolin, P.E. 254-867-2865
Project Contact Name *Phone Number

Michael.Bolin@txdot.gov
Project Contact Email Address

Authorized Signature

Michael Bolin
Printed Name

4/18/16
Date

Exhibit B
Description of Project

Enter narrative descriptions in the appropriate sections. Each block will expand to fit entered text.

City: Fort Hood, Killeen	County: Bell

Project Name: Clear Creek @ US 190
Highway: US 190
Limits from: US 190 at Clear Creek Road Limits to: US 190/BUS 190 Intersection
Project length (miles or feet): 1.5 miles
Project description: The proposed project is a reconfiguration of the existing roadway to improve turning movements at US 190 and Clear Creek Road, as well as possible ramp re-positioning and addition of auxiliary lane

Estimated Let date: May 2018
Estimated Completion Date: Nov 2019

Project readiness:

Preliminary Engineering:	Traffic study completed.
Right of Way Acquired:	No right-of-way anticipated but is dependent on final design.
Environmental Review:	Environmental analysis pending on final design. Minimal impacts anticipated.
Utilities Coordination:	Possible transmission line relocation will be necessary.
Status:	This project is being reviewed for preferred option.

How does the project improve congestion and safety?

One of the main entrances to the Fort Hood military base, which has 45,414 assigned soldiers and 8,900 civilian employees, is located adjacent to Clear Creek Road and US 190. The existing configuration does not efficiently handle the turning movements needed at this intersection. Fort Hood has expressed concern that traffic exiting the base at this location backs up significantly along Clear Creek to the north. This project will remove an estimated 250 vehicles from the signalized intersections during the peak hour.

What are the projected effects on economic development opportunities for residents in the region?

This project will reduce congestion at the major intersection leaving Fort Hood at the Clear Creek Rd access point, and will improve access to both Eastbound Bus 190 and US 190, which directly accesses residential and retail areas.

What are the project's effects on the environment? Include how the project effects air quality?

The proposed project stays within existing ROW and no relocations are anticipated. The project will have no negative effects on the environment. The project should have a positive impact on air quality by reducing idling vehicles at the Clear Creek Road / US 190 signalized intersection.

What are the project's socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods (Environmental Justice)?

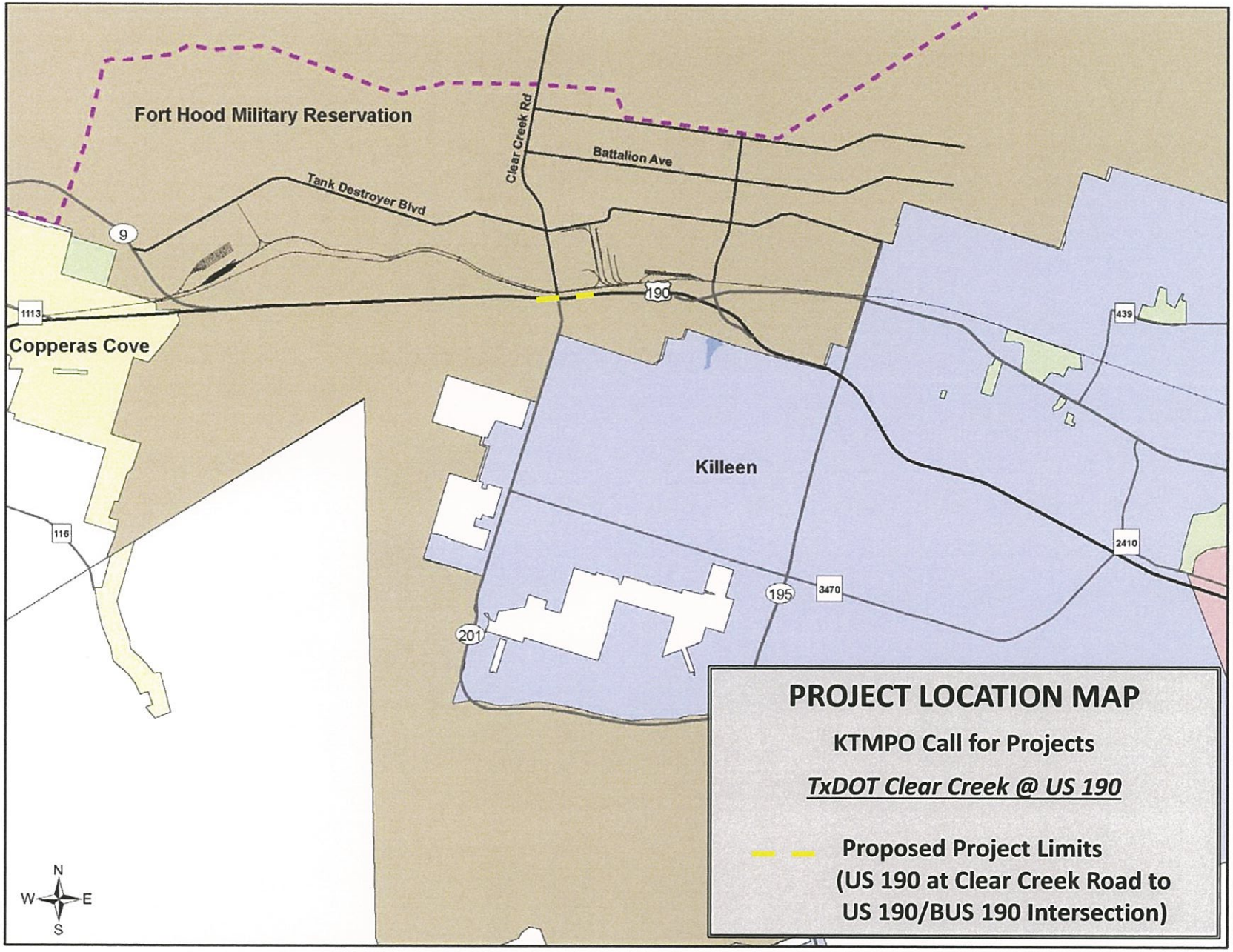
The project is located in an Environmental Justice area that was identified by KTMPO mapping. No disproportionately high or adverse impacts are anticipated on minority or low-income neighborhoods. This project will stay within existing ROW and will not involve any relocations.

*Maps depicting Environmental Justice areas in the KTMPO region available at http://bit.ly/KTMPO_2014EJ. Maps are also available on the KTMPO website at www.ktmpo.org, *Planning* page, *Download Plans* sidebar.

Please provide the following as attachments to this exhibit:

Exhibit B1 – Project Location Map

Exhibit B2 – Any other supporting documentation

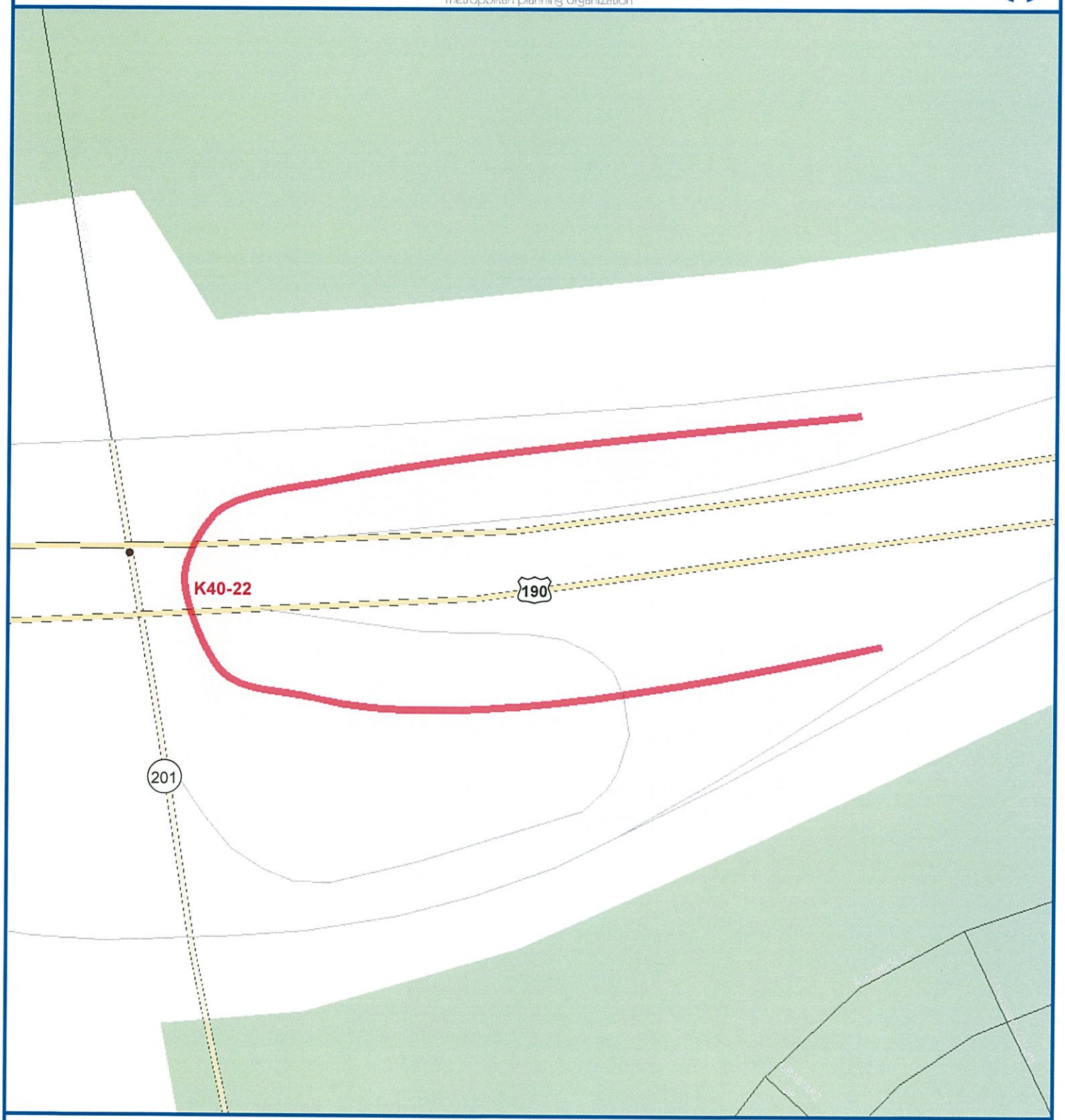

Fort Hood Military Reservation
Clear Creek Rd
Battalion Ave
Tank Destroyer Blvd
9
1113
Copperas Cove
190
439
Killeen
116
2410
195
3470
201
N
W
E
S
PROJECT LOCATION MAP
KTMPO Call for Projects
TxDOT Clear Creek @ US 190
Proposed Project Limits
(US 190 at Clear Creek Road to
US 190/BUS 190 Intersection)

K40-22

Work Type:
New roadway

KTMPO
KILLEEN-TEMPLE
metropolitan planning organization

Miles
0 0.0275 0.055



KTMPO Projects
- Other
- Additional lanes
- Maint. / Rehab.
- New roadway
- Sidewalk/Trail

Roads
- Interstate
- US Highway
- State Highway
- FM and Bus. Rte.
- County Road
- Streets
- Ramp/Frontage
- Railroads

Other Features
- Planning Boundary (MAB)
- Cities
- Parks
- Fort Hood
- Lake
- USACoE Property

Project Name: US 190 Turnaround

Description: Roadway reconfiguration to improve turning movements

Estimated Cost: 1,700,000.00

ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

TxDOT Project

US 190

Exhibit A

KTMPO

PROPOSAL SUMMARY FORM

FOR

TxDOT Project Development Funding

Project Name: US 190 Widening

TxDOT
Lead Agency

100 South Loop Drive; Waco, TX 76704
Address, City, State & Zip Code

Michael Bolin, P.E. 254-867-2865
Project Contact Name *Phone Number

Michael.Bolin@txdot.gov
Project Contact Email Address

Authorized Signature

Michael Bolin
Printed Name

4/18/16
Date

Exhibit B
Description of Project

Enter narrative descriptions in the appropriate sections. Each block will expand to fit entered text.

City: Harker Heights, Nolanville, Belton	County: Bell

Project Name: US 190 Widening
Highway: US 190
Limits from: Knights Way Limits to: IH 35
Project length (miles or feet): 12.625 miles
Project description: The proposed project is to widen US 190 from four to six lanes by adding the third lane of through traffic in the existing median.
Roadway improvements will include work on the following bridges: Indian Trail, Nola Ruth Boulevard, Old Nolanville Road, Paddy Hamilton Toad, Simmons Road, George Wilson Road, Stillhouse Hollow Dam Road (goes over), Loop 121, and Connell Street (goes over).

Estimated Let date: May 2018 (Segment that matches available funding
Estimated Completion Date: May 2020

Project readiness:

Preliminary Engineering:	Consultant currently under contract for development of Schematics.
Right of Way Acquired:	No right-of-way anticipated but is dependent on the development of the schematics.
Environmental Review:	Environmental analysis pending development of schematics. Minimal impacts anticipated.
Utilities Coordination:	No utility coordination is anticipated.
Status:	Project schematic development is underway to meet potential project deadlines.

How does the project improve congestion and safety?

This project adds capacity with an additional through lane in each direction to a facility that is anticipated to be designated as an Interstate. All Interstate design standards will be met. The third lane will reduce congestion and therefore positively impact safety in ramp locations.

What are the projected effects on economic development opportunities for residents in the region?

This section of US 190 was identified in the FAST Act that was signed on December 4, 2015 as a Congressional High Priority Corridor on the National Highway System and will be designated as Interstate 14 (I-14). The designation of I-14 is part of a larger effort to increase mobility between military bases and shipping ports. Increasing the capacity on this section of US 190 will increase mobility and improve economic development opportunities to the region.

What are the project's effects on the environment? Include how the project effects air quality?

The proposed project stays within existing ROW and no relocations are anticipated. The project will have no negative effects on the environment. The project should have no or very little impact on air quality.

What are the project's socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods (Environmental Justice)?

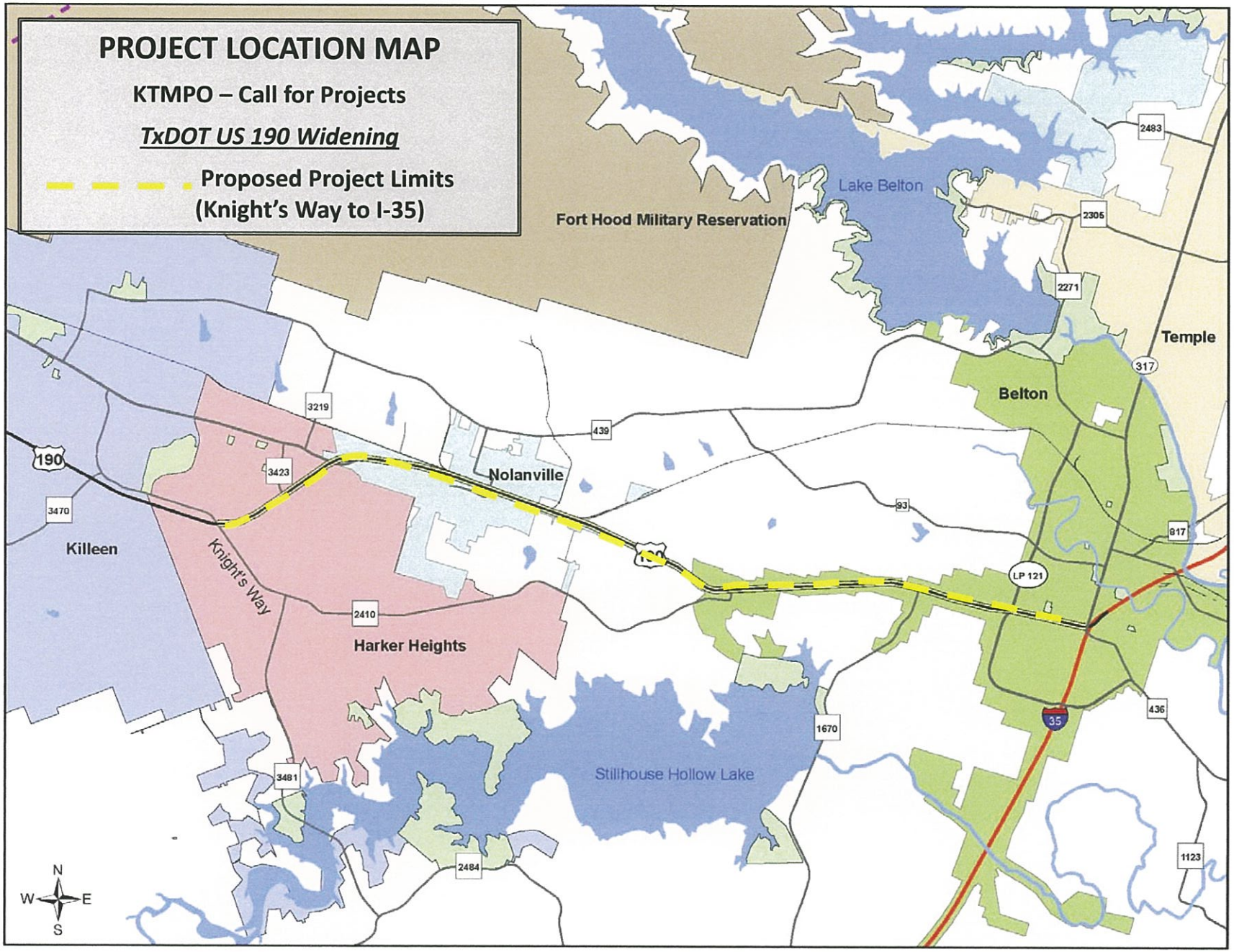
The project is located in two Environmental Justice areas that were identified by KTMPO mapping. No disproportionately high or adverse impacts are anticipated on minority or low-income neighborhoods. This project will stay within existing ROW and will not involve any relocations.

*Maps depicting Environmental Justice areas in the KTMPO region available at http://bit.ly/KTMPO_2014EJ. Maps are also available on the KTMPO website at www.ktmpo.org, *Planning* page, *Download Plans* sidebar.

Please provide the following as attachments to this exhibit:

Exhibit B1 – Project Location Map

Exhibit B2 – Any other supporting documentation

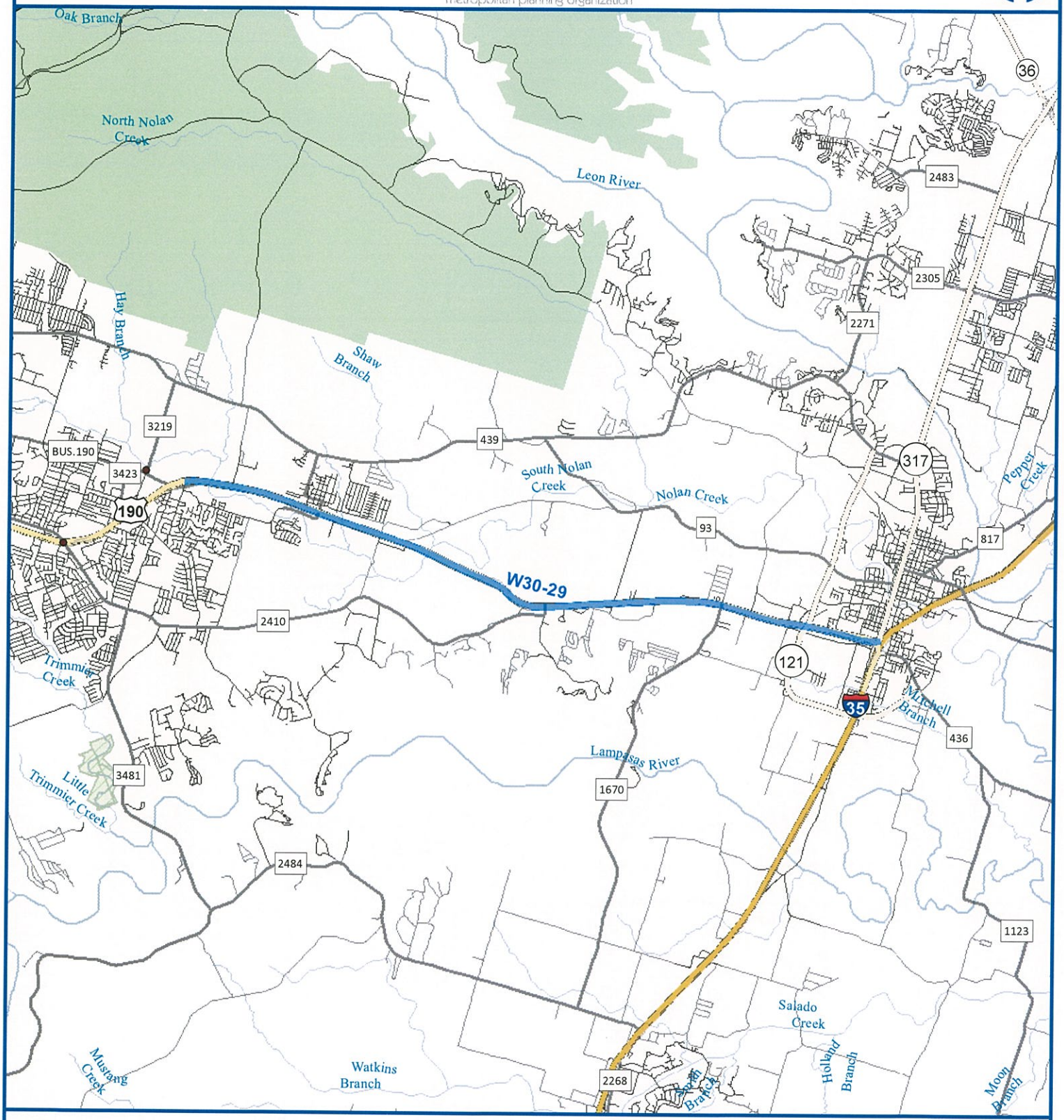

PROJECT LOCATION MAP
KTMPO – Call for Projects
TxDOT US 190 Widening
Proposed Project Limits
(Knight's Way to I-35)
Fort Hood Military Reservation
Lake Belton
Temple
Belton
Nolanville
Killeen
Harker Heights
Knight's Way
Stillhouse Hollow Lake
190
439
93
LP 121
35
317
2483
2305
2271
3219
3423
3470
2410
1670
3481
2484
817
436
1123
N
W
E
S

W30-29

Work Type:
Additional lanes

KTMPO
KILLEEN-TEMPLE
metropolitan planning organization

Miles
0 0.25 0.5 1 1.5



KTMPO Projects

- Other
- Additional lanes
- Maint. / Rehab.
- New roadway
- Sidewalk/Trail

Roads

- Interstate
- US Highway
- State Highway
- FM and Bus. Rte.
- County Road
- Streets
- Ramp/Frontage
- Railroads

Other Features

- Planning Boundary (MAB)
- Cities
- Parks
- Fort Hood
- Lake
- USACoE Property

Project Name: US 190

Description: Widen main lanes from 4 to 6 lane divided freeway and ramp alignment

Estimated Cost: 110,000,000.00

ALL DEPICTED PROJECT ALIGNMENTS ARE CONCEPTUAL

Item 5:

Scoring Criteria for

MTP Project Reprioritization

KTMP
KILLEEN-TEMPLE
metropolitan planning organization

Technical Advisory Committee
May 4, 2016

Agenda Item No. 5

MTP Project Scoring Criteria

Summary:

Following the workshop held on April 13th, CDM Smith provided a draft project selection process and scoring criteria to reprioritize the project listing in the MTP 2040. The draft is attached and proposes two (possibly three) tracks—one for roadways (to include associated bike/ped facilities) and the second only for bike/ped facilities. A separate track for transit is optional and may be discussed at the meeting on Wednesday.

The schedule below assumes the TAC will approve the selection process and scoring criteria at Wednesday's meeting; however, if additional time is needed, the schedule may be adjusted.

Tentative Schedule:

- April 13, 2016—TAC workshop;
- May 4, 2016—TAC review and recommendation to approve project selection process and scoring criteria;
- May 18, 2016—TPPB approval of project selection process and scoring criteria;
- May 21- June 21, 2016—Call for projects;
- June 22 – June 30, 2016—Objective scores are assigned;
- July 6, 2016—TAC assigns subjective scores;
- August 3, 2016—TAC reviews and recommends project ranking;
- August 17—TPPB approves project ranking; authorizes public involvement process for MTP amendment—30 days;
- Sept 7, 2016—TAC recommends approval of MTP amendments, subject to close of comment period;
- Sept 21, 2016—TPPB approves MTP amendments.

Action Needed:

TAC recommendation on project selection process and scoring criteria.

KTMPO Project Scoring Process

Summary tables of the scoring criteria for each of the three evaluation tracks are shown below, with the points for each criteria listed. Each criteria is color-coded with a grey box for an objective criteria and a green box for a subjective criteria.

The maximum available points for the Road Track is 125. The Transportation Choices & Livability Track has a maximum of 130 points, and the Transit Track has 135.

Road Track			
1	**Congestion**	**30 points**	Obj/Subj
	Existing LOS	0 to 10 points	
	2040 No-Build LOS	0 to 10 points	
	Change in LOS with the project	0 to 10 points	
2	**Traffic**	**30 points**	
	AADT	2 to 20 points	
	Peak period traffic flow	0 to 5 points	
	Network Connectivity	0 to 5 points	
3	**Safety**	**10 points**	
	Fatality rate	0 to 5 points	
	Crash rate	0 to 5 points	
4	**Linkage to MTP or Other Plan**	**15 points**	
	Coordination with other plans	0 to 15 points	
5	**Local Priority & Support**	**10 points**	
	Local priority	1 to 5 points	
	Local support	0 to 5 points	
6	**Project Scope**	**30 points**	
	Scope of the benefit	1 to 5 points	
	Planning & Environmental Linkages	0 to 5 points	
	Economic development & freight movement	0 to 5 points	
	Multimodal support	0 to 5 points	
	Security & resilience	0 to 5 points	
	Sustainability	0 to 5 points	

Objective Points = 85
Subjective Points = 40
Total = 125

Transportation Choices & Livability Track			
1	**Coordination & Service Gaps**	**40 points**	Obj/Subj
	Peak period traffic flow	0 to 5 points	
	Eliminates barriers	0 to 15 points	
	Network connectivity	0 to 10 points	
	Addresses a documented need	0 to 10 points	
2	**Access to Jobs**	**15 points**	
	Provides access to jobs in the EJCOC	0 to 10 points	
	Provides access to jobs in the region	0 to 5 points	
3	**Safety**	**20 points**	
	Provides an exclusive path along an arterial or higher	0 to 5 points	
	Provides a connection to a school	0 to 5 points	
	Enhances areas with identified hazards	0 to 5 points	
	Corrects ADA deficiencies	0 to 5 points	
4	**Linkage to MTP or Other Plan**	**15 points**	
	Coordination with other plans	0 to 15 points	
5	**Local Priority & Support**	**10 points**	
	Local priority	1 to 5 points	
	Local support	0 to 5 points	
6	**Project Scope**	**30 points**	
	Scope of the benefit	1 to 5 points	
	Planning & Environmental Linkages	0 to 5 points	
	Economic development	0 to 5 points	
	Multimodal support	0 to 5 points	
	Security & resilience	0 to 5 points	
	Sustainability	0 to 5 points	

Objective Points = 25
Subjective Points = 105
Total = 130

Transit Track			
1	**Ridership**	**20 points**	Obj/Subj
	Ridership growth	0 to 10 points	
	Ridership coverage	0 to 10 points	
2	**Coordination & Service Gaps**	**25 points**	
	Peak period traffic flow	0 to 5 points	
	Transit Connectivity	0 to 5 points	
	Addresses a documented need	0 to 15 points	
3	**Access to Jobs**	**15 points**	
	Provides access to jobs in the EJCOC	0 to 10 points	
	Provides access to jobs in the region	0 to 5 points	
4	**State of Good Repair**	**10 points**	
	Meets life expectancy thresholds	0 to 5 points	
	Addresses life cycle maintenance issues	0 to 5 points	
5	**Safety**	**10 points**	
	Safe services & connections on route or at facilities	0 to 10 points	
6	**Linkage to MTP or Other Plan**	**15 points**	
	Coordination with other plans	0 to 15 points	
7	**Local Priority & Support**	**10 points**	
	Local priority	1 to 5 points	
	Local support	0 to 5 points	
8	**Project Scope**	**30 points**	
	Benefit	1 to 5 points	
	Planning & Environmental Linkages	0 to 5 points	
	Economic development	0 to 5 points	
	Multimodal support	0 to 5 points	
	Security & resilience	0 to 5 points	
	Sustainability	0 to 5 points	

Objective Points = 40
Subjective Points = 95
Total = 135

KTMPO
METROPOLITAN PLANNING ORGANIZATION

KTMPO Project Scoring Process

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 long-range Metropolitan Transportation Plan (MTP) and short-range Transportation Improvement Program (TIP). Federal and State 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. The MTP includes a list of projects that, over the long term, will meet the objectives of the plan. The projects listed in the MTP are grouped into three component project lists: a short range plan, a long range plan, and a regionally significant-unfunded plan.

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. The cost of those projects included in the 10 year short range plan cannot exceed projected funding available during that 10 year period. Projects that are advanced to the four-year TIP have received dedicated funding. Because of the limited resources available, a process is needed to evaluate and score projects.

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 project lists of the MTP based on projected funding levels for the MTP planning horizon, the project's score, and the project's implementation timeline (readiness). When fiscal constraint for the MTP planning horizon is reached, the remaining projects will be placed in the regionally significant-unfunded section of the MTP.

Project Selection Process

The KTMPO Project Selection Process consists of 4 steps:

1. Call for Projects and project submission to KTMPO
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: Call for Projects and Project Submission to KTMPO

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.

All projects submitted to KTMPO will be reviewed by staff to ensure that they are responsive to all the stated requirements of the evaluation process. Projects which are non-responsive will be returned to the submitting member with notes to enable them to update and re-submit their project. Any re-submittals must still meet the original project submission deadlines. All projects which are evaluated as responsive and containing all the required information will proceed to the scoring process.

The criteria for evaluating a project submission as responsive or non-responsive are:

- The project submittal must include a signed assurance that any and all TxDOT/FHWA deadlines will be met and needed contracts will be signed.
- The project submittal must include project readiness status.
- The project submittal must include a brief narrative stating how it addresses the overall vision of developing a fully-integrated, multimodal transportation system for people and freight, and how it addresses each of the KTMPO long-range goals adopted in the MTP:
    - Accessibility & Mobility
    - Infrastructure Condition
    - Environmental Sustainability
    - Reliability
    - Economic Vitality & Freight Movement
    - Safety
    - Regional Coordination
- The project submittal must include a brief purpose and need statement. The document must address the following:

- Describe the primary issue which requires correction or enhancement and describe how the project will address the issue.
- Describe reasonable alternative approaches to the issue, if any, and why the proposed project is the best alternative.
- Describe the scope of the project as primarily benefitting the local area, multiple communities within KTMPO, or the larger region.
- Referencing the definitions of environmentally sensitive areas from the 2040 MTP, identify how the project impacts the areas and describe any mitigation measures which are part of the project.
- Describe any issues with timing, staging, funding, or coordination with other projects that impact whether this project is best implemented in the immediate timeframe or at some other short-term or long-term time. The member's preferred year of implementation for the project should be listed.

- Each member may submit an unlimited number of projects for evaluation. All projects submitted by the member must be given a preferred order of selection. Members' project preference order is given points under the Local Priority evaluation criteria.

- Local support for the project, both "official" support from the submitting member and "unofficial" support from other agencies and the general public, is an important evaluation criteria. The submitting member should provide brief documentation on the local support for each project.

Step 2: Project Review and Evaluation

The overall vision of KTMPO as outlined in the 2040 MTP is to develop a fully-integrated, multimodal transportation system for people and freight. KTMPO actively seeks to promote projects to develop and support transportation choices in the region, including transit and active transportation modes.

KTMPO Technical Advisory Committee (TAC) members may have questions about a project as part of their review. To accommodate this, members submitting a project must have a representative available during the TAC scoring meeting to address any specific questions. The TAC will base their final selection of projects on the defined project selection criteria.

In evaluating eligible transportation projects, the different scopes, characters, and operating characteristics of the various modes and project types are apparent. These are so distinctly different that it would be impossible to develop a single process which would support a fair and comprehensive evaluation of all the different projects. Project evaluation and scoring therefore follows three distinct tracks:

- Road Track, for evaluation of projects primarily addressing roads and bridges.

- Transportation Choices and Livability Track, to provide a fair evaluation of bicycle and pedestrian projects and of projects dealing with environmental and quality of life issues.

- Transit Track, for evaluating eligible public transit and intercity transit capital projects.

Each evaluation track contains objective and subjective criteria. Each track is customized to contain the criteria and weights most appropriate to their transportation modes, but each also contains common criteria and evaluation points for the categories of:

- Linkage to the MTP or Other Relevant Regional Plans, with a maximum of 15 points given for a project's linkage to current planning documents.
- Local Priority and Support, with a maximum of 10 points given for a project's listing in the submitting member's list of preferences and documented local support.
- Project Scope, with a maximum of 30 points given for a project's contributions to local benefits and livability.

Step 3: KTMPO Technical Advisory Committee Recommendation

The KTMPO Technical Advisory Committee will review all the project submittals which are evaluated as responsive and complete and which are forwarded to them by KTMPO staff. Their evaluation will follow the defined project review and evaluation process, which will feature the following steps:

Step 1: Projects will have already received scores for all objective criteria from KTMPO staff. TAC members may question any project's objective score for any criteria. KTMPO staff will provide documentation of all scores which they assign. The TAC will have the final decision on any objective project score.

Step 2: Subjective criteria for all projects will be scored by the TAC following the selection criteria.

Step 3: After projects are scored, the TAC may discuss individual projects' scores together and highlight any projects which they feel features some characteristic with regional benefit which is not adequately covered by the selection criteria, or the project fine-tunes concerns or implementation issues which were unintended consequences of a previous project. A bonus score of 1 to 10 points may be added to any project by the TAC with a simple majority vote. The reasoning supporting the bonus points should be documented for each project. The assignment of bonus points is intended to provide flexibility for special situations and better documentation and transparency for the normal give-and-take inherent in any process involving subjective scoring.

Step 4: Each project's total score will be calculated within its particular evaluation track of Road Track, Transit Track, or Transportation Choices and Livability Track. The total scores will then be factored by the weighting criteria to calculate the final score.

While the points assigned to the various scoring criteria within each track determine the relative impact of each criteria (30 points for congestion, 15 points for safety, 15 points for linkage to other plans, etc.), the final weighting factors determine the relative impact of each evaluation track. This process helps ensure that the full mix of the attributes of a project are evaluated according to local priorities.

Project weighting occurs in three steps.

Step 1 recognizes that the total number of points in the Road Track, Transit Track, or Transportation Choices and Livability Track may be different. Step 1 normalizes the project score to 100 points to help establish an intuitive understanding of the scores relative to one another. To normalize, the score for the project is simply divided by the total number of possible points for its evaluation track.

Step 2 accommodates the idea that project scores should reflect the local priorities for modes. For example, while the safety criteria receive the same number of points within each evaluation track, a road connectivity project may be evaluated as having more regional significance than a bicycle/pedestrian connectivity project serving fewer users. Applying weights to the track's score compensates for this difference in priority.

Evaluation Track	Weight
Road Track	12
Transportation Choices & Livability Track	9
Transit Track	4

Weights are applied by multiplying the project score by 12 for projects in the Road Track, multiplying by 9 for the Transportation Choices and Livability Track, and multiplying by a factor of 4 for projects in the Transit Track.

In Step 3, all the resulting scores are then divided by 12 (the maximum weighting factor) to normalize scores to 100 points for comparison.

An example of weighting applied to several projects in two different evaluation tracks is given in the Appendix.

All projects will then be placed in order from the highest to the lowest score. From this rank ordering, projects will be placed in one of the MTP's three project listing components. The first ten year's worth of projects, balanced to the available funding determined by the fiscal constraint component of the MTP, will be placed in the short-range listing of projects to be placed in the TIP during the next ten years. The remaining ten years of projects, balanced to the available funding determined by the fiscal constraint component of the MTP, will be placed in the long-range listing. All other projects will be placed on the regionally significant-unfunded listing. The balancing of project by scoring and by available funding will consider the submitting members' narratives of their preferred implementation year and availability of local support funding.

Once the Project Review and Evaluation Process is complete, the TAC will forward a recommendation for the three project listing components of the MTP to the KTMPO Transportation Planning Policy Board for their review and approval.

Step 4: KTMPO Transportation Planning Policy Board Review and Approval

The KTMPO Transportation Planning Policy Board (TPPB) will review and may accept, or by consensus, revise candidate projects for inclusion in the three project listing components of the MTP. If the TPPB chooses to reject the recommendation of the TAC, the project listing may be returned to them for further review and evaluation. If the TPPB adopts the TAC recommendation, those components will then be incorporated into the MTP.

Road Track

1 Congestion 0 to 10 points each; 30 points maximum—Objective

Scoring is based on current and forecast LOS and the change in LOS from the forecast build to the forecast no-build condition. Forecast conditions for the year 2040 are estimated by the travel demand model, and current conditions are estimated by the 2010 model. New construction road projects are also to be input into the 2010 model to estimate their current conditions within the context of the full network and to provide a consistent basis for comparison. A forecast improvement in LOS means that the project reduces congestion, so a project which shows a greater improvement in LOS will score better. This is an objective model-based criteria.

Present LOS		No Build LOS		Build vs No Build	
A	0 points	A	0 points	No change	0 points
B	1 point	B	1 point	LOS increase by	
C	4 points	C	4 points	1 letter	5 points
D & E	7 points	D & E	7 points	LOS increase by	
F	10 points	F	10 points	more than 1 letter	10 points

2 Traffic 2 to 30 points

This criteria considers the current and forecast traffic volume in three parts: Average Annual Daily Traffic (AADT), peak hour traffic flow, and network connectivity.

Part A: Average Annual Daily Traffic (AADT) **2 to 20 points—Objective**

The scoring criteria for AADT consider both the existing and the forecast traffic volumes, with points adding to a cumulative total. Forecast conditions for the year 2040 are estimated by the travel demand model, and current conditions are estimated by the 2010 model. New construction road projects are also to be input into the 2010 model to estimate their current conditions within the context of the full network and to provide a consistent basis for comparison. The score for this criteria is the cumulative value of the current and forecast AADT points. Roads with higher traffic tend to have greater regional significance, so projects with higher traffic will score better. This is an objective criteria based on model-based estimates of AADT.

AADT	Current AADT	Forecast AADT
70,000 +	10 points	10 points
60,000 - 69,999	8 points	8 points
40,000 - 59,999	6 points	6 points
20,000 - 39,999	4 points	4 points
10,000 - 19,999	2 points	2 points
< 10,000	1 point	1 point

Part B: Peak Period Traffic Flow **0 to 5 points—Objective**

This criteria considers the project's ability to reduce peak period traffic congestion and its ability to provide connectivity to defined special traffic generators. The defined special generators are sites, typically with high concentrations of employment, which generate high levels of traffic in the

peak period. Projects which connect to multiple special generators would have a greater ability to reduce peak period traffic, and so would score higher.

A list of special traffic generators for the Road Track is in the Appendix.

This is an objective criteria.

	Points
Connects to 3 or more special generators	5 points
Connects to 2 special generators	3 points
Connects to 1 special generator	1 point
Does not connect to a special generator	0 points

Part C: Network Connectivity **0 to 5 points—Subjective**

The connectivity of the network determines the ease of movement from origin to destination and the alternative routes available to bypass congestion. This criteria measures how well the project improves that connectivity. Scores are subjective and cumulative. A project is scored for either closing a physical gap (in two categories for collector or arterial or higher streets), or for closing a gap in the number of lanes (in two categories for collector or arterial or higher streets). In addition, a project also receives points for closing a gap in multimodal connectivity. A project closing a physical gap and closing a gap in multimodal connectivity therefore has a maximum of 5 points, and a project closing a gap in the number of lanes and closing a gap in multimodal connectivity has a maximum of 4 points. This is a subjective criteria.

	Points
Closes a gap for an arterial or higher	0 to 3 points
Closes a gap for a collector street	0 to 2 points
Closes a gap in the number of arterial lanes	0 to 2 points
Closes a gap in the number of collector lanes	0 to 1 point
Closes a gap in multimodal connectivity	0 to 2 points

3 Safety **0 to 5 points; 10 points maximum**

This criteria is used to identify safety problem areas and to support projects which will impact the number and severity of traffic-related crashes. There are two parts to the criteria: the five-year rolling average fatality rate, and the five-year rolling average crash rate by functional class.

Part A: Fatality Rate **0 to 5 points—Objective**

This criteria measures the project location's number of fatalities per 100 million vehicle miles travelled against the statewide 5-year rolling average. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates. This criteria is objective.

	Points
Over 15% higher than statewide fatality rate	5 points
Up to 15% higher than statewide fatality rate	3 points
Up to 10% higher than statewide fatality rate	2 points
Same as statewide fatality rate	1 point
Lower than statewide rate	0 points

Part B: Crash Rate **0 to 5 points—Objective**

This criteria flags the facility's average crash rate compared to median values for roads of the same functional class (Interstate, Expressway, Principal Arterial, Minor Arterial, Collector) during a rolling 5-year period. A higher difference indicates that a location has more safety issues than the statewide average. A higher difference receives a higher score for a safety project. Proposed roads are assumed to be designed to current safety standards, and therefore will receive the neutral score of 1 point for this criteria for meeting the statewide average rates. This criteria is objective.

	Points
Over 20% higher than statewide crash rate	5 points
Up to 20% higher than statewide crash rate	3 points
Up to 15% higher than statewide crash rate	2 points
Same as statewide crash rate	1 point
Lower than statewide rate	0 points

4 Linkage to MTP or Other Plan 0 to 15 points—Objective

This criteria references the project's inclusion in the current MTP or other plans. This criteria demonstrates a project's history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criteria is objective.

	Points
In the current MTP short-range list	7 points
Lies on a corridor from the Congestion Management Process	4 points
Conforms to the Regional Thoroughfare Plan or other plan	4 points
In the current MTP long-range list	3 points
In the current MTP unfunded list	1 point
Not in the MTP or other plan	0 points

5 Local Priority & Support 0 to 5 points each; 10 points maximum

The local priority & support category of evaluation criteria is designed to define the extent of local commitment to a project.

Part A: Local Priority **1 to 5 points—Objective**

The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects are listed in order by the member regardless of the evaluation track. KTMPO staff will use the preference list as an objective criteria to score each project within its appropriate evaluation track.

	Points
Preference # 1	5 points
Preference # 2	4 points
Preference # 3	3 points
Preference # 4	2 points
Preference # 5 and lower	1 point

Part B: Local Support **0 to 5 points—Subjective**

Local support and lack of controversy for a project are a gauge of the support that a project has from both the official submitting member and from the general public. This measure may consider local overmatch, resolutions, petitions, news articles, blog postings, or other relevant factors. This is a subjective criteria that will be scored based on the submitting member's documentation.

	Points
Significant local support	4 to 5 points
Moderate local support	2 to 3 points
Minimal local support	1 to 2 points
Significant local controversy	0 points

6 Project Scope **0 to 5 points each; 30 points maximum**

Part A: Scope of Benefit **1 to 5 points—Subjective**

A submitting member's narrative, in addition to the project's model-based traffic changes, should be used to evaluate the projects scope of benefits. Factors to be considered include, but are not limited to, the project's geographic scale, functional class of the project roadway and connecting roadways, and the roadway's significance within the region.

This is a subjective criteria.

	Points
Regional benefit	4 to 5 points
Benefit within KTMPO	2 to 3 points
Local benefit	1 to 2 points

Part B: Planning and Environment Linkages **0 to 5 points—Subjective**

Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process rather than after a project has progressed to the alternatives analysis and design stages. Considering PEL factors earlier in the process promotes

developing more feasible and prudent alternatives and can significantly improve the ultimate project benefits, costs, and implementation.

The purpose of the PEL criteria is to ensure that these factors are considered when developing a project. A project's impact on PEL issues does not mean that projects in those areas are prohibited. Rather, the project should document the extent of its impacts and the search for reasonable and prudent alternatives. Federal legislation calls for projects to "avoid, minimize, or mitigate" their impacts on these areas.

When PEL issues are encountered with a project, documentation should show that the appropriate resource agencies or other public agencies have been consulted to determine impacts, approaches, and alternatives. Relevant resource agencies include agencies such as Texas Parks & Wildlife, Texas Natural Resources Conservation Commission, Texas Historical Commission, TxDOT, and the KTMPO.

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the KTMPO region are identified in the 2040 MTP to include natural or recreational areas, archaeological sites, historic structures, Environmental Justice Communities of Concern (EJCOC), landfills, watersheds, aquifers, and endangered species.

Historic preservation and archaeology issues includes historic bridges and structures and known sites of archaeological interest.

Environmental Justice Communities of Concern are defined by KTMPO based on Census Track geographies with greater than 50% minority, 25% Hispanic or Latino descent, or 50% low-to-moderate income populations.

ADA issues for the project and its adjacent facilities should also be considered.

Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO_2 or VOC should be considered under this criteria.

This is a subjective criteria that will be scored based on the submitting member's documentation. A project scores positively if it has an impact on environmentally sensitive lands but contains some provision for adequate mitigation. It scores higher if the impact is minimal, and highest if the project has a positive impact on the sensitive land use.

	Points
Positive impact	1 to 5 points
Minimal negative impact	2 to 3 points
Negative impact with mitigation	1 to 2 points
Negative impact with no mitigation	0 points

Part C: Economic Development & Freight Movement **0 to 5 points—Subjective**

Road projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. Projects can also support freight movements through providing access to industrial areas and to freight handling facilities. This is a subjective score based in part on the submitting member's narrative.

	Points
Supports creation of new permanent jobs	0 to 2 points
Supports freight movements	0 to 2 points
Supports economic activity	0 to 1 point

Part D: Multimodal Support **0 to 5 points—Subjective**

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on whether or not it accommodates additional modes. Example linkages include connections from road projects to transit, pedestrian, or bicycle facilities or networks. This is a subjective criteria that will be scored based on the submitting member's documentation.

	Points
Supports 3 or more additional modes	5 points
Supports 2 additional modes	3 points
Supports 1 additional mode	1 point
Supports only the highway mode	0 points

Part E: Security & Resilience **0 to 3 points each; 5 points maximum—Subjective**

This criteria supports the ability of the transportation network to recover from emergency situations and to mitigate their effects.

The designated evacuation corridors for the region are IH 35, US 190, US 190/SH 36, SH 95, FM 93, and FM 2268.

Emergency services sites include fire stations, hospitals, police stations, designated shelters, and locations where emergency response vehicles or equipment are stored.

This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Lies on a designated evacuation corridor	0 to 3 points
Enhances access for emergency services	0 to 2points

Part F: Sustainability **0 to 2 or 0 to 3 points each; 5 points maximum—Subjective**

This criteria measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits

a project for using any of the range of innovative approaches which promote sustainability or multimodalism in transportation, such as FHWA's Context Sensitive Solutions, Complete Streets, the FHWA's INVEST sustainability evaluation program, the Institute for Sustainable Infrastructure's Envision evaluation program, or the Green Roads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS. Sustainability rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered.

This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Uses a sustainability-oriented approach	0 to 3 points
Uses a sustainability rating system	0 to 2 points

Transportation Choices and Livability Track

1 Connectivity & Service Gaps — 0 to 5 or 0 to 10 points each; 40 points maximum

Part A: Peak Period Traffic Flow — **0 to 5 points—Objective**

The connectivity of the transportation system to regional needs is measured in terms of defined high-volume traffic generators or other significant activity centers, including government offices, shopping areas, medical care, and schools. Projects establishing or enhancing connections to these defined special generators score higher. This is an objective criteria.

	Points
Connects to 3 or more special generators	5 points
Connects to 2 special generators	3 points
Connects to 1 special generator	1 point
Does not connect to a special generator	0 points

Part B: Eliminates Barriers — **0 to 15 points—Subjective**

This criteria evaluates how a project addresses the barriers to active transportation which were identified in the KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan. Barriers are defined in terms of movements crossing a facility, not travel on it. The categories of barriers include, but not limited to:

- Crossings of grade-separated arterials
- Crossings of multilane arterials with at-grade intersections
- Bridge crossings at overpasses and water features
- Railroad track crossings

Examples of barriers reference the Regional Thoroughfare and Pedestrian/Bicycle Plan, and are provided in the Appendix. The Appendix also lists the special traffic generators for the Transportation Choices and Livability Track. This is a subjective criteria.

	Weight
Eliminates barrier in the bike/ped network	0 to 5 points
Eliminates barrier in the EJCOC	0 to 5 points
Eliminates barrier within 1 mile of a special generator	0 to 5 points

Part C: Active Transportation Network Connectivity — **0 to 10 points—Subjective**

The connectivity within the active transportation network and its connectivity to other modes is measured in terms of how a project can close a gap in the network or in the network's connections to other modes. Network gaps are to be defined with reference to the KTMPO Regional Thoroughfare and Pedestrian/Bicycle Plan's defined active transportation network. Note that new connections to other modes are a separate issue evaluated under the project scope; this criteria is to evaluate projects which address gaps in the existing network. This is a subjective criteria.

	Points
Closes a gap in the active transportation network	0 to 5 points
Closes a gap in intermodal connectivity	0 to 5 points

Part D: Addresses a Documented Need **0-10 points—Subjective**

As part of the narrative submitted for a project, the member should document how active transportation needs have defined the project. The narrative should describe how the submitted project will address the referenced needs. This is a subjective criteria.

	Points
Documented need in EJCOC	0 to 5 points
Documented need in region	0 to 5 points

2 Access to Jobs — 0 to 10 points; 15 points maximum—Subjective

This criteria evaluates a project based on how well it supports active transportation facilities which enhance the connection to employment opportunities. Projects focused on Environmental Justice Communities of Concern can score higher. This is a subjective criteria.

	Points
Provides access to jobs in EJCOC	0 to 10 points
Provides access to jobs in region	0 to 5 points

3 Safety — 0 to 5 points each; 20 points maximum—Subjective

This criteria rates a project on how it enhances the safety of pedestrians or bicyclists on the active transportation network.

An exclusive path is defined as being separated from vehicular traffic with a physical barrier such as bollards, curbs, landscaped areas, or on-street parking. Projects on roads with a functional class of minor arterial or higher in the KTMPO Regional Thoroughfare Plan are eligible for these points.

Identified hazards include, but are not limited to, locations with five or more documented crashes between pedestrians or bicycles and other transportation modes within the past five-year period. Other hazards include physical and operational conditions which would contribute to safety issues, such as stormwater grate designs which do not trap bicycle tires, new pedestrian signals, mid-block crossings, or pedestrian refuge islands.

ADA is the Americans with Disabilities Act, which defines specific standards for public infrastructure for the access, convenience, and safety of persons with disabilities.

This is a subjective criteria.

	Points
Provides an exclusive path on an arterial	0 to 5 points
Provides a connection to a school	0 to 5 points
Enhances areas with identified hazards	0 to 5 points
Corrects ADA deficiencies	0 to 5 points

4 Linkage to MTP or Other Plan — 0 to 7 points; 15 points maximum—Objective

This criteria references the project's coordination with the current MTP, the Regional Thoroughfare and Pedestrian/Bicycle Plan, or other regional plans. This criteria demonstrates a project's history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criteria is objective.

	Points
In the current MTP short-range list	7 points
In the current Regional Thoroughfare and Pedestrian/Bicycle Plan or other plan	5 points
Lies on a corridor from the Congestion Management Process	3 points
In the current MTP long-range list	2 points
In the current MTP unfunded list	1 point
Not in the MTP or other plan	0 points

5 Local Priority & Support — 0 to 5 points each; 10 points maximum

The local priority & support category of evaluation criteria is designed to define the extent of local commitment to a project.

Part A: Local Priority — **1 to 5 points—Objective**

The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects are listed in order by the member regardless of the evaluation track. KTMPO staff will use the preference list as an objective criteria to score each project within its appropriate evaluation track.

	Points
Preference # 1	5 points
Preference # 2	4 points
Preference # 3	3 points
Preference # 4	2 points
Preference # 5 and lower	1 point

Part B: Local Support — **0 to 5 points—Subjective**

Local support and lack of controversy for a project are a gauge of the support that a project has from both the official submitting member and from the general public. This measure may consider local overmatch, resolutions, petitions, news articles, blog postings, or other relevant factors. This is a subjective criteria that will be scored based on the submitting member's documentation.

	Points
Significant local support	4 to 5 points
Moderate local support	2 to 3 points
Minimal local support	1 to 2 points
Significant local controversy	0 points

6 Project Scope — 0 to 5 points each; 30 points maximum

Part A: Scope of Benefit — **1 to 5 points—Subjective**

A submitting member's narrative should be used to evaluate the projects scope of benefits. Factors to be considered include, but are not limited to, the project's geographic scale, functional class of the project roadway (if the active transportation project is adjacent to a roadway) and connecting roadways, and the roadway's significance within the region.

This is a subjective criteria.

	Points
Regional benefit	4 to 5 points
Benefit within KTMPO	2 to 3 points
Local benefit	1 to 2 points

Part B: Planning and Environment Linkages — **0 to 5 points—Subjective**

Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process rather than after a project has progressed to the alternatives analysis and design stages. Considering PEL factors earlier in the process promotes developing more feasible and prudent alternatives and can significantly improve the ultimate project benefits, costs, and implementation.

The purpose of the PEL criteria is to ensure that these factors are considered when developing a project. A project's impact on PEL issues does not mean that projects in those areas are prohibited. Rather, the project should document the extent of its impacts and the search for reasonable and prudent alternatives. Federal legislation calls for projects to "avoid, minimize, or mitigate" their impacts on these areas.

When PEL issues are encountered with a project, documentation should show that the appropriate resource agencies or other public agencies have been consulted to determine impacts, approaches, and alternatives. Relevant resource agencies include agencies such as Texas Parks & Wildlife, Texas Natural Resources Conservation Commission, Texas Historical Commission, TxDOT, and the KTMPO.

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the KTMPO region are identified in the 2040 MTP to include natural or recreational areas, archaeological sites, historic structures, Environmental Justice Communities of Concern (EJCOC), landfills, watersheds, aquifers, and endangered species.

Historic preservation and archaeology issues includes known sites of archaeological interest.

Environmental Justice Communities of Concern are defined by KTMPO based on Census Track geographies with greater than 50% minority, 25% Hispanic or Latino descent, or 50% low-to-moderate income populations.

ADA issues for the project and its adjacent facilities should also be considered.

Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO_2 or VOC should be considered under this criteria.

This is a subjective criteria that will be scored based on the submitting member's documentation. A project scores positively if it has an impact on environmentally sensitive lands but contains some provision for adequate mitigation. It scores higher if the impact is minimal, and highest if the project has a positive impact on the sensitive land use.

	Points
Positive impact	1 to 5 points
Minimal negative impact	2 to 3 points
Negative impact with mitigation	1 to 2 points
Negative impact with no mitigation	0 points

Part C: Economic Development **0 to 5 points—Subjective**

Active transportation projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. This is a subjective score based in part on the submitting member's narrative.

	Points
Supports creation of new permanent jobs	0 to 2 points
Supports freight movements	0 to 2 points
Supports economic activity	0 to 1 point

Part D: Multimodal Support **0 to 5 points—Subjective**

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on how it accommodates or connects to additional modes. Example linkages include connections from active transportation projects to road and transit facilities or networks. Connections may include paths connecting to transit and bike racks on buses. This is a subjective criteria that will be scored based on the submitting member's documentation.

	Points
Supports 3 or more additional modes	5 points
Supports 2 additional modes	3 points
Supports 1 additional mode	2 points
Supports only one active transportatio	1 point

Part E: Security & Resilience **0 to 3 points each; 5 points maximum—Subjective**

This criteria supports the ability of the transportation network to recover from emergency situations and to mitigate their effects. A project's score under this criteria may consider facilities lying on an evacuation corridor or facilities which provide access to an evacuation corridor or emergency services site.

The designated evacuation corridors for the region are IH 35, US 190, US 190/SH 36, SH 95, FM 93, and FM 2268.

Emergency services sites relevant to active transportation modes include access to hospitals and designated shelters.

This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Lies on a designated evacuation corridor	0 to 3 points
Enhances access for emergency services	0 to 2points

Part F: Sustainability **0 to 2 or 0 to 3 points each; 5 points maximum—Subjective**

This criteria measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote sustainability or multimodalism in transportation, such as FHWA's Context Sensitive Solutions, Complete Streets, the FHWA's INVEST sustainability evaluation program, the Institute for Sustainable Infrastructure's Envision evaluation program, or the Green Roads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS. Sustainability rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered.

This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Uses a sustainability-oriented approach	0 to 3 points
Uses a sustainability rating system	0 to 2 points

Transit Track

1 Ridership — 0 to 10 points; 20 points maximum

Part A: Ridership Growth — **0 to 10 points—Objective**

This criteria references the project's inclusion in a study or plan that projects expected growth in system ridership that would result from the project. Although some elements of the growth plan may be subjective, this criteria measures only the presence of the plan, and so is objective.

	Points
Projected 10% increase or more	10 points
Projected 5-10% increase	5 points
Projected 1-5% increase	3 points

Part B: Ridership Coverage — **0 to 10 points—Subjective**

This criteria references the project's design as serving routes or providing facilities to support new routes that would expand the service area covered by the transit system. Projects for expansion of service within defined Environmental Justice Communities of Concern (EJCOC) are rated higher. This is a subjective criteria.

	Points
Expands coverage in EJCOC	0 to 10 points
Expands coverage	0 to 5 points

2 Coordination & Service Gaps — 0 to 10 points; 20 points maximum

Part A: Peak Period Traffic Flow — **0 to 5 points—Objective**

The connectivity of the transit system to regional needs is measured in terms of defined high-volume traffic generators or other significant activity centers, including government offices, shopping areas, medical care, and schools. Projects establishing or enhancing connections to these defined special generators score higher. This is an objective criteria.

	Points
Connects to 3 or more special generators	5 points
Connects to 2 special generators	3 points
Connects to 1 special generator	1 point
Does not connect to a special generator	0 points

Part B: Transit Connectivity — **0 to 5 points—Subjective**

The connectivity within the transit system and its connectivity to other modes is measured in terms of how a capital expenditure or a facility can close a gap in the transit network or in the transit network's connections to other modes. Note that new connections to other modes are a separate issue evaluated under the project scope; this criteria is to evaluate projects which address gaps in the existing connections. This is a subjective criteria.

	Points
Closes a gap in the transit network	0 to 5 points
Closes a gap in intermodal connectivity	0 to 3 points

Part C: Addresses Need for Expanded or Enhanced Service **0 to 15 points—Subjective**

As part of the narrative submitted for a project, the member should document how transit service, facility, or maintenance needs have defined the project. The narrative should describe how the submitted capital project will address the referenced service needs. This is a subjective criteria.

	Points
Documented need in EJCOC	0 to 5 points
Documented need in region	0 to 5 points
Documented facility need	0 to 5 points

3 Access to Jobs 0 to 10 points each; 15 points maximum—Subjective

This criteria evaluates a project based on how well it supports transit service or facilities which enhance the connection to employment opportunities. Projects focused on Environmental Justice Communities of Concern are scored higher. This is a subjective criteria.

	Points
Provides access to jobs in EJCOC	0 to 10 points
Provides access to jobs in region	0 to 5 points

4 State of Good Repair--0 to 5 points each; 10 points maximum—Objective and Subjective

This criteria scores projects which help the transit fleet attain an overall state of good repair, including the purchase of new vehicles. Life expectancy thresholds are established by FTA; alternately, a project could document compliance with a preventative maintenance schedule for a vehicle or an established maintenance plan for a facility. This portion of the criteria is objective. The portion of the criteria rating how well the project addresses life cycle maintenance costs is subjective. A project with a plan for reducing life cycle costs should score higher.

	Points
Bus or facility meets life expectancy thresholds	5 points
Addresses life cycle maintenance needs	0 to 5 points

5 Safety 0 to 5 points each; 10 points maximum—Subjective

This criteria rates a project on how it enhances riders' safety either on the bus or at bus facilities. Capital projects which enhance the perception of safety are allowable. This is a subjective criteria.

	Points
Enhances safety on vehicles	0 to 5 points
Enhances safety at bus facilities	0 to 5 points

6 Linkage to MTP or Other Plan 0 to 7 points each; 15 points maximum—Objective

This criteria references the project's coordination with the current MTP, the regional transit coordination plan, or other regional plans. This criteria demonstrates a project's history and planning linkages. Projects with a history in the MTP are rated as having a recognized need in the community and have been vetted by the prior planning and project prioritization process, and so receive a higher score. Scores are cumulative for inclusion in one or more plans or MTP lists, and the criteria is objective.

	Points
In the current MTP short-range list	7 points
In the current regional transit coordination plan or other transit plan	5 points
Lies on a corridor from the Congestion Management Process	3 points
In the current MTP long-range list	2 points
In the current MTP unfunded list	1 point
Not in the MTP or other plan	0 points

7 Local Priority & Support — 0 to 5 points each; 10 points maximum

The local priority & support category of evaluation criteria is designed to define the extent of local commitment to a project.

Part A: Local Priority — **1 to 5 points—Objective**

The stated preference order for implementation is defined by the submitting member, and may consider objective and subjective factors, available funding, coordination with other projects or planning, or other factors. Submitted projects are listed in order by the member regardless of the evaluation track. KTMPO staff will use the preference list as an objective criteria to score each project within its appropriate evaluation track.

	Points
Preference # 1	5 points
Preference # 2	4 points
Preference # 3	3 points
Preference # 4	2 points
Preference # 5 and lower	1 point

Part B: Local Support — **0 to 5 points—Subjective**

Local support and lack of controversy for a project are a gauge of the support that a project has from both the official submitting member and from the general public. This measure may consider local overmatch, resolutions, petitions, news articles, blog postings, or other relevant factors. This is a subjective criteria that will be scored based on the submitting member's documentation.

	Points
Significant local support	4 to 5 points
Moderate local support	2 to 3 points
Minimal local support	1 to 2 points
Significant local controversy	0 points

7 Project Scope — 0 to 5 points each; 30 points maximum

Part A: Scope of Benefit — **1 to 5 points—Subjective**

A submitting member's narrative, in addition to the project's model-based traffic changes, should be used to evaluate the projects scope of benefits. Factors to be considered include, but are not limited to, the project's geographic scale, functional class of the project roadway and connecting roadways, and the roadway's significance within the region.

This is a subjective criteria.

	Points
Regional benefit	4 to 5 points
Benefit within KTMPO	2 to 3 points
Local benefit	1 to 2 points

Part B: Planning and Environment Linkages — **0 to 5 points—Subjective**

Planning and Environment Linkages (PEL) represents a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process rather than after a project has progressed to the alternatives analysis and design stages. Considering PEL factors earlier in the process promotes developing more feasible and prudent alternatives and can significantly improve the ultimate project benefits, costs, and implementation.

The purpose of the PEL criteria is to ensure that these factors are considered when developing a project. A project's impact on PEL issues does not mean that projects in those areas are prohibited. Rather, the project should document the extent of its impacts and the search for reasonable and prudent alternatives. Federal legislation calls for projects to "avoid, minimize, or mitigate" their impacts on these areas.

When PEL issues are encountered with a project, documentation should show that the appropriate resource agencies or other public agencies have been consulted to determine impacts, approaches, and alternatives. Relevant resource agencies include agencies such as Texas Parks & Wildlife, Texas Natural Resources Conservation Commission, Texas Historical Commission, TxDOT, and the KTMPO.

Section 4(f) of the Department of Transportation Act of 1966 stipulates that federal funds may not be spent on projects in publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public or private historical sites unless there are no feasible alternatives and all mitigating steps are taken, or alternatively, that the project has a minimal impact on the use of the land.

Environmentally sensitive areas in the KTMPO region are identified in the 2040 MTP to include natural or recreational areas, archaeological sites, historic structures, Environmental Justice Communities of Concern (EJCOC), landfills, watersheds, aquifers, and endangered species.

Historic preservation and archaeology issues includes known sites of archaeological interest.

Environmental Justice Communities of Concern are defined by KTMPO based on Census Track geographies with greater than 50% minority, 25% Hispanic or Latino descent, or 50% low to moderate income populations.

ADA issues for the project and its adjacent facilities should also be considered.

Projects which are expected to improve regional air quality by improving travel speeds, reducing idling, promoting ridesharing or other travel modes, or otherwise reducing the emissions of NO_2 or VOC should be considered under this criteria.

This is a subjective criteria that will be scored based on the submitting member's documentation. A project scores positively if it has an impact on environmentally sensitive lands but contains some provision for adequate mitigation. It scores higher if the impact is minimal, and highest if the project has a positive impact on the sensitive land use.

	Points
Positive impact	1 to 5 points
Minimal negative impact	2 to 3 points
Negative impact with mitigation	1 to 2 points
Negative impact with no mitigation	0 points

Part C: Economic Development **0 to 5 points—Subjective**

Road projects can have direct impacts on economic activity, including supporting access and development for new economic activity areas, redevelopment of economically depressed regions, and access that supports activities creating new jobs. This is a subjective score based in part on the submitting member's narrative.

	Points
Supports creation of new permanent jobs	0 to 2 points
Supports freight movements	0 to 2 points
Supports economic activity	0 to 1 point

Part D: Multimodal Support **0 to 5 points—Subjective**

To support an integrated multimodal transportation system and to promote intermodal linkages, a project is evaluated on how it accommodates or connects to additional modes. Example linkages include connections from transit projects to road, pedestrian, and bicycle facilities or networks. Connections may include bus stops serving multiple modes, park-and-ride facilities, and bike racks on buses. This is a subjective criteria that will be scored based on the submitting member's documentation.

	Points
Supports 3 or more additional modes	5 points
Supports 2 additional modes	3 points
Supports 1 additional mode	2 points
Supports only the transit mode	1 point

Part E: Security & Resilience **0 to 3 points each; 5 points maximum—Subjective**

This criteria supports the ability of the transportation network to recover from emergency situations and to mitigate their effects. A project's score under this criteria may consider facilities lying on an evacuation corridor, or facilities which provide access to an evacuation corridor or emergency services site.

The designated evacuation corridors for the region are IH 35, US 190, US 190/SH 36, SH 95, FM 93, and FM 2268.

Emergency services sites relevant to transit service include access to hospitals and designated shelters.

This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Lies on a designated evacuation corridor	0 to 3 points
Enhances access for emergency services	0 to 2points

Part F: Sustainability **0 to 3 points each; 5 points maximum—Subjective**

This criteria measures how a project contributes to social, environmental, and economic impacts in a way that meets current needs without compromising the ability to meet future needs. It credits a project for using any of the range of innovative approaches which promote sustainability or multimodalism in transportation, such as FHWA's Context Sensitive Solutions, Complete Streets, the FHWA's INVEST sustainability evaluation program, the Institute for Sustainable Infrastructure's Envision evaluation program, or the Green Roads evaluation program.

Programs and principles such as Context Sensitive Solutions (CSS) support the consideration of transportation, land use, and infrastructure needs in an integrated way. Enhanced public involvement and strengthened consideration of the natural and cultural environments are key factors of CSS. Sustainability rating systems provide a framework for conceiving and planning sustainable infrastructure projects which can reduce the negative environmental impacts of a project, reduce life cycle costs, and help ensure that all aspects of a project are fully considered.

This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Uses a sustainability-oriented approach	0 to 3 points
Uses a sustainability rating system	0 to 2 points

Appendix

KTMPO Project Scoring Process

Example of Project Weighting

Four projects are shown to illustrate the weighting of the evaluation tracks. Of the two road projects, the Tulane Rd project scores 81 out of 125 possible points and Dartmouth St scores 29.

Road Track Tulane Rd: Harvard Blvd to Brown Blvd		
1	**Congestion** — **30 points**	
	Existing LOS	6
	2040 No-Build LOS	9
	Change in LOS with the project	5
2	**Traffic** — **30 points**	
	AADT	13
	Peak period traffic flow	4
	Network Connectivity	4
3	**Safety** — **10 points**	
	Fatality rate	3
	Crash rate	2
4	**Linkage to MTP or Other Plan** — **15 points**	
	Specific reference in the MTP or other plans	13
5	**Local Priority & Support** — **10 points**	
	Local priority	3
	Local support	2
6	**Project Scope** — **30 points**	
	Benefit	4
	Planning & Environmental Linkages	4
	Economic Development & Freight Movement	3
	Multimodal support	2
	Security & resilience	3
	Sustainability	1
	Bonus Points	**0**
	Total Score	**81**

Road Track Dartmouth St: Purdue Ln to W. Point Rd		
1	**Congestion** — **30 points**	
	Existing LOS	1
	2040 No-Build LOS	2
	Change in LOS with the project	1
2	**Traffic** — **30 points**	
	AADT	2
	Peak period traffic flow	0
	Network Connectivity	0
3	**Safety** — **10 points**	
	Fatality rate	0
	Crash rate	1
4	**Linkage to MTP or Other Plan** — **15 points**	
	Specific reference in the MTP or other plans	3
5	**Local Priority & Support** — **10 points**	
	Local priority	1
	Local support	3
6	**Project Scope** — **30 points**	
	Benefit	3
	Planning & Environmental Linkages	2
	Economic Development & Freight Movement	3
	Multimodal support	2
	Security & resilience	3
	Sustainability	2
	Bonus Points	**0**
	Total Score	**29**

For the Transportation Choices Track, Schwinn Ave scores 114 out of a possible 130 points and the bike racks project scores 39.

Transportation Choices & Livability Track Schwinn Ave Bike Lane: Campognolo Blvd to Shimano Way		
1	**Coordination & Service Gaps** — **40 points**	
	Peak period traffic flow	4
	Eliminates barriers	13
	Network connectivity	8
	Addresses a documented need	10
2	**Economic Development** — **15 points**	
	Provides access to jobs in the EJCOC	7
	Provides access to jobs in the region	4
3	**Safety** — **20 points**	
	Provides an exclusive path along an arterial or higher	5
	Provides a connection to a school	5
	Enhances areas with identified hazards	4
	Corrects ADA deficiencies	5
4	**Linkage to MTP or Other Plan** — **15 points**	
	Coordination with other plans	13
5	**Local Priority & Support** — **10 points**	
	Local priority	4
	Local support	5
6	**Project Scope** — **30 points**	
	Benefit	4
	Planning & Environmental Linkages	5
	Economic Development & Freight Movement	4
	Multimodal support	5
	Security & resilience	4
	Sustainability	5
	Bonus Points	**0**
	Total Score	**114**

Transportation Choices & Livability Track Bicycle racks on buses / bicycle parking		
1	**Coordination & Service Gaps** — **40 points**	
	Peak period traffic flow	1
	Eliminates barriers	1
	Network connectivity	0
	Addresses a documented need	6
2	**Economic Development** — **15 points**	
	Provides access to jobs in the EJCOC	4
	Provides access to jobs in the region	3
3	**Safety** — **20 points**	
	Provides an exclusive path along an arterial or higher	0
	Provides a connection to a school	0
	Enhances areas with identified hazards	0
	Corrects ADA deficiencies	0
4	**Linkage to MTP or Other Plan** — **15 points**	
	Coordination with other plans	12
5	**Local Priority & Support** — **10 points**	
	Local priority	1
	Local support	2
6	**Project Scope** — **30 points**	
	Benefit	2
	Planning & Environmental Linkages	3
	Economic Development & Freight Movement	1
	Multimodal support	2
	Security & resilience	0
	Sustainability	1
	Bonus Points	**0**
	Total Score	**39**

The first step takes into account the different total number of points for each evaluation track: 125 points for the Road Track versus 130 points for the Transportation Choices Track. With this difference, a score of 81 in one track is not the same as a score of 81 on a different track. This issue is fixed by normalizing all tracks to 100 points. The methodology is simply to divide the score by the maximum number of points for the track.

Normalized Track Scores				
Project	Track	Score	Max	Normalized
Tulane Rd	Road	81	125	64.8
Dartmouth St	Road	29	125	23.2
Schwinn Ave	Transp Choices	114	130	87.7
Bike racks	Transp Choices	39	130	30.0

With this step, scores for all projects are made comparable, and so are available for comparison regardless of their evaluation track.

The second step is to apply the weighting factors to the normalized scores. This weighting compensates for the differences in priorities for each track.

Evaluation Track	Weight
Road Track	12
Transportation Choices & Livability Track	9
Transit Track	4

Once the weighting factors are applied, the scores are again normalized to 100 points by dividing each score by 3 (the maximum weighting factor). In effect, this holds the Road Track constant and makes the weighting factor 9/12 for the Transportation Choices Track and 1/3 for the Transit Track. The final normalized weighted scores are on the same scale of 100 points and are weighted to reflect the evaluation priorities.

Normalized Weighted Scores		
Project	Track	Score
Tulane Rd	Road	64.8
Dartmouth St	Road	23.2
Schwinn Ave	Transp Choices	65.8
Bike racks	Transp Choices	22.5

In comparing the final scores to the raw scores, note that the Schwinn Ave Transportation Choices project, which scored significantly higher than the Dartmouth St Road project, scores slightly higher in the final scoring. The bike racks project scored slightly higher than the Dartmouth St project in the raw scores, but note that it scores lower in the final results. The shows how the weighting factors are set with a careful balance to accurately distinguish between project performance and score the better projects with higher points, but to also give added importance to local priorities.

Special Traffic Generators for the Road Track – Evaluation Criteria 2B: Peak Hour Traffic Flow

For the Road Track, special traffic generators are defined as those locations which generate or attract significant traffic volumes during the peak periods. Categories of special generators include high schools and universities, employment sites, hospitals, shopping areas, and transportation hubs.

Special Traffic Generator	Type
Belton High School	Educational
Central Texas College	Educational
Copperas Cove High School	Educational
Harker Heights High School	Educational
Killeen Ellison High School	Educational
Killeen High School	Educational
Shoemaker High School	Educational
Temple College	Educational
Temple High School	Educational
Texas A&M Central Texas	Educational
University of Mary Hardin Baylor	Educational
AEGIS Communications Group	Employment
Ft. Hood	Employment
McLane Data Systems	Employment
Tenneco Packaging	Employment
WalMart Distribution	Employment
Wilsonart International - north	Employment
Wilsonart International - south	Employment
Baylor Scott & White Continuing Care	Hospital
Baylor Scott & White Hospital	Hospital
McLane Southwest	Hospital
Metroplex Hospital	Hospital
Olin E. Teague Veteran's Hospital	Hospital
Seton Hospital	Hospital
Belton retail area	Shopping
Harker Heights - Market Heights	Shopping
Killeen Mall	Shopping
Temple Mall	Shopping
Temple retail area - Best Buy / Target / Michael's	Shopping
Killeen Airport - Robert Gray Army Airfield	Transportation
Draughton Miller Central Texas Regional Airport	Transportation

Special Traffic Generators for the Transportation Choices & Livability Track – Evaluation Criteria 1A: Peak Hour Traffic Flow

For the Transportation Choices & Livability Track, special traffic generators are defined to include those locations which generate or attract significant traffic volumes during the peak periods, as defined under the Road Track. Because active transportation potentially includes children and less experienced bicycle riders, additional categories of special traffic generators for this evaluation track include all schools.

Special Traffic Generators for the Transportation Choices & Livability Track – Evaluation Criteria 1B: Eliminates Barriers

Categories of barriers in the active transportation network as defined in the Regional Thoroughfare and Pedestrian/Bicycle Plan. Barriers are defined in terms of movements crossing a facility, not travel on it. The categories of barriers include, but not limited to:

- Crossings of grade-separated arterials. Crossing of these high-speed facilities is typically only allowed at a grade separated crossing. On overpasses, lanes are often not wide enough to accommodate bicyclists and sidewalks are narrowed. The limited number of crossings also concentrates traffic at a few funnel points, which restricts the network connectivity of bicyclists and pedestrians. In the KTMPO planning area, controlled access freeways include IH 35 and US 190
- Crossings of multilane arterials with at-grade intersections. Traffic controls at intersections are often designed to favor reduced delays to motorized traffic. Prevalent highway design often pinches bicyclists off at intersections where pillar spacing reduces travel lane widths for bicyclists.
- Bridge crossings at overpasses and water features. As with other overpasses, the structural characteristics and available travel lanes often do not favor bicyclists and pedestrians. The number and spacing of crossings is also an issue for bicycle and pedestrian network connectivity.

- Railroad track crossings. In addition to the issues of limited crossing points and network connectivity, railroad crossings present an issue of road surface quality. The unevenness of the surface at railroad crossings and the width of the gaps between the rail and the road can severely impact bicycle wheels.

Barriers which lie on the sidewalk or off-road paths include the lack of facilities, abrupt gaps or discontinuities in existing facilities, issues caused by lack of maintenance, and obstacles in the paths. Many of these types of barriers are subject to provisions of the Americans with Disabilities Act (ADA), which provides detailed standards for their remediation.



Examples of lack of facilities



Examples of abrupt gaps or discontinuities



Examples of maintenance issues



Examples of obstacles in the path

Road Track Tulane Rd: Harvard Blvd to Brown Blvd		
1	**Congestion**	**30 points**
	Existing LOS	6
	2040 No-Build LOS	9
	Change in LOS with the project	5
2	**Traffic**	**30 points**
	AADT	13
	Peak period traffic flow	4
	Network Connectivity	4
3	**Safety**	**10 points**
	Fatality rate	3
	Crash rate	2
4	**Linkage to MTP or Other Plan**	**15 points**
	Specific reference in the MTP or other plans	13
5	**Local Priority & Support**	**10 points**
	Local priority	3
	Local support	2
6	**Project Scope**	**30 points**
	Benefit	4
	Planning & Environmental Linkages	4
	Economic Development & Freight Movement	3
	Multimodal support	2
	Security & resilience	3
	Sustainability	1
	Bonus Points	**0**
	Total Score	**81**

Road Track Dartmouth St: Purdue Ln to W. Point Rd		
1	**Congestion**	**30 points**
	Existing LOS	1
	2040 No-Build LOS	2
	Change in LOS with the project	1
2	**Traffic**	**30 points**
	AADT	2
	Peak period traffic flow	0
	Network Connectivity	0
3	**Safety**	**10 points**
	Fatality rate	0
	Crash rate	1
4	**Linkage to MTP or Other Plan**	**15 points**
	Specific reference in the MTP or other plans	3
5	**Local Priority & Support**	**10 points**
	Local priority	1
	Local support	3
6	**Project Scope**	**30 points**
	Benefit	3
	Planning & Environmental Linkages	2
	Economic Development & Freight Movement	3
	Multimodal support	2
	Security & resilience	3
	Sustainability	2
	Bonus Points	**0**
	Total Score	**29**

Transportation Choices & Livability Track Schwinn Ave Bike Lane: Campognolo Blvd to Shimano Way			
1	**Coordination & Service Gaps**	**40 points**	
	Peak period traffic flow		4
	Eliminates barriers		13
	Network connectivity		8
	Addresses a documented need		10
2	**Economic Development**	**15 points**	
	Provides access to jobs in the EJCOC		7
	Provides access to jobs in the region		4
3	**Safety**	**20 points**	
	Provides an exclusive path along an arterial or higher		5
	Provides a connection to a school		5
	Enhances areas with identified hazards		4
	Corrects ADA deficiencies		5
4	**Linkage to MTP or Other Plan**	**15 points**	
	Coordination with other plans		13
5	**Local Priority & Support**	**10 points**	
	Local priority		4
	Local support		5
6	**Project Scope**	**30 points**	
	Benefit		4
	Planning & Environmental Linkages		5
	Economic Development & Freight Movement		4
	Multimodal support		5
	Security & resilience		4
	Sustainability		5
	Bonus Points		**0**
	Total Score		**114**

Transportation Choices & Livability Track Bicycle racks on buses / bicycle parking			
1	**Coordination & Service Gaps**	**40 points**	
	Peak period traffic flow		1
	Eliminates barriers		1
	Network connectivity		0
	Addresses a documented need		6
2	**Economic Development**	**15 points**	
	Provides access to jobs in the EJCOC		4
	Provides access to jobs in the region		3
3	**Safety**	**20 points**	
	Provides an exclusive path along an arterial or higher		0
	Provides a connection to a school		0
	Enhances areas with identified hazards		0
	Corrects ADA deficiencies		0
4	**Linkage to MTP or Other Plan**	**15 points**	
	Coordination with other plans		12
5	**Local Priority & Support**	**10 points**	
	Local priority		1
	Local support		2
6	**Project Scope**	**30 points**	
	Benefit		2
	Planning & Environmental Linkages		3
	Economic Development & Freight Movement		1
	Multimodal support		2
	Security & resilience		0
	Sustainability		1
	Bonus Points		**0**
	Total Score		**39**

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Project	Track	Score
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Bike racks	Transp Choices	22.5

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Commonly Used Transportation Related Acronyms and Terms

Organizations	Terms
KTMPO	**TMA**
Killeen – Temple Metropolitan Planning Organization	Transportation Management Area
TPPB (KTMPO)	**MAP - 21**
Transportation Planning Policy Board	Moving Ahead for Progress in the 21st Century (legislation replaced SAFETEA-LU in July 2012)
TAC (KTMPO)	**SAFETEA – LU**
Technical Advisory Committee	Safe, Accountable, Flexible, Efficient Transportation Equity Act
FHWA	**MPO**
U.S. Department of Transportation Federal Highway Administration	Metropolitan Planning Organization
FTA	**UPWP**
U.S. Department of Transportation Federal Transit Administration	Unified Planning Work Program
TxDOT	**MTP**
Texas Department of Transportation	Metropolitan Transportation Plan
TCEQ	**TIP**
Texas Commission on Environmental Quality	Transportation Improvement Program
TTI	**STIP**
Texas A&M Transportation Institute	Statewide Transportation Improvement Program
CTCOG	**STP-MM**
Central Texas Council of Governments	Surface Transportation Program – Metropolitan Mobility
HCTD or "The HOP"	**TAP**
Hill Country Transit District	Transportation Alternatives Program
CTRTAG	**UTP**
Central Texas Regional Transportation Advisory Group	Unified Transportation Program
	CMAQ
	Congestion Mitigation and Air Quality Improvement Program
	UA or UZA
	Urbanized Area
	EJ or "Title VI"
	Environmental Justice
	CMP
	Congestion Management Process
	ITS
	Intelligent Transportation Systems
	NAAQS
	National Ambient Air Quality Standards

A comprehensive listing with definitions is available under Transportation Planning Resources at www.ktmpo.org. Pages 61-65 of the publication "The Transportation Planning Process... is a great resource for commonly used Transportation terms.

End of Packet