



# **Technical Advisory Committee Meeting**

**June 1, 2016  
9:30 a.m.**

# Agenda



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

Wednesday, June 1, 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.<sup>(1)</sup>
3. Staff Update.
4. **Action Item:** Regarding recommendation for approval of the 2017-2020 Transportation Improvement Program (TIP).
5. **Action Item:** Regarding recommendation of support for the vulnerable road user ordinance proposed by the Bicycle/Pedestrian Advisory Committee.
6. **Action Item:** Regarding recommendation of support for the request to TxDOT to conduct a feasibility study on IH-14 future alignment east of IH-35.
7. **Discussion and Action Item:** Regarding recommendation for approval of scoring criteria to reprioritize projects in the Metropolitan Transportation Plan (MTP) 2040.
8. Member comments.
9. 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 KTMPPO 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 KTMPPO Meeting processes or happenings
  - c. KTMPPO Current, Past or Future MPO Boundary Studies
  - d. KTMPPO Past or Future Annual Meetings
  - e. Current, Past or Future KTMPPO Budgets and funding conditions
  - f. Rural Planning Organizations and/or Regional Mobility Authorities
  - g. Special Funding for 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 KTMPPO office at 254-770-2200 24 hours in advance if accommodation is needed. <sup>(1)</sup>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:**  
**2017-2020 TIP**



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**Approval of the Proposed 2017-2020 Transportation Improvement Program (TIP)**

**Summary:**

The TIP is a short range program which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected transit operators, shall develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every four years and it is approved by the MPO and the Governor. The TIP must cover a minimum of four years for a metropolitan area and for the State. Projects listed in the TIP must reflect the factors considered in the long-range planning process.

Citizens must be given the opportunity to comment on the new TIP, as outlined in KTMP's Public Participation Plan (PPP). The TIP must also be reviewed and approved by the KTMP Transportation Planning Policy Board (TPPB) to ensure it is consistent with the goals and objectives for the KTMP area. When reviewing the TIP, the TPPB must take into consideration any public comments that were received during the public comment period. Since this is a new plan, the PPP requires a 30 day public comment period. The public comment period ran from April 23<sup>rd</sup> through May 22<sup>nd</sup>. Public hearings were held on May 2<sup>nd</sup> in both Harker Heights and Belton. One comment was received in favor of approval of the TIP.

The TIP contains a project listing that includes those projects funded within the four-year period covered by the TIP. The project listing consists of the following:

- Federal and State Funded Highway Projects
- Grouped Projects
- Federally Funded Transit Projects

Transportation legislation mandates fiscal responsibility in the preparation of all transportation plans and programs. In particular, the TIP is required to include a financial summary that outlines the source and amount of expected funds for all submitted projects. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding requirements also mandate that all highway and transit projects receiving federal, state, or locally-significant funding be identified and prioritized in the TIP. A project may not be included in the TIP if full funding cannot be reasonably anticipated before the project is let for construction or implementation.

**Tentative Schedule:**

- April 6, 2016—TAC recommend initiation of public involvement (PI) process
- April 20, 2016—TPPB approves initiation of PI process
- April 23-May 22, 2016—Public Comment Period
- May 2, 2016—Public Hearings
  - Harker Heights
  - Belton
    - One comment received in favor of approval.
- June 1, 2016—TAC recommend approval of FY 2017-2020 TIP
- June 22, 2016—TPPB approval of FY 2017-2020 TIP
- June 24, 2016—FY 2017-2020 TIP due to TxDOT

**Action Needed:** TAC recommendation to approve FY2017-2020 TIP.

## Public Comment Form

FY 2017-2020 Transportation  
Improvement Program (TIP)

# KTMPi)

**KILLEEN-TEMPLE**  
metropolitan planning organization

Name: Erin Smith  
Title: Director of Planning  
Agency: City of Belton  
Phone: (254) 933-5816  
Cell: \_\_\_\_\_  
Address: 333 Water Street  
Belton, TX 76513  
Email: \_\_\_\_\_  
esmith@beltontexas.gov

### Comments:

We are supportive of the 2017 -2020 TIP.

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*For more information please contact:*

CTCOG Planning & Regional Services

KTMPo

P.O. Box 729

Belton, TX 76513

Phone: (254) 770-2200

Fax: 254-770-2360

[www.ktmpo.org](http://www.ktmpo.org)



**Item 5:**  
**BPAC Vulnerable Road User**  
**Ordinance**

**Vulnerable Road User Ordinance Proposed by BPAC**

**Summary:**

The purpose of this ordinance is to protect vulnerable road users who may occupy a portion of the roadway. Vulnerable road users can be identified as any individual that occupies a portion of the road, which may include but not limited to pedestrians, joggers, runners, bicyclist, highway construction personnel and emergency personnel. Vulnerable road users have the right to use the roadway but often lack the necessary protection for safe use. To provide the highest amount of safety between vulnerable road users and vehicles, a three foot buffer is desired.

At the May 10<sup>th</sup>, 2016 Bicycle/Pedestrian Advisory Committee (BPAC) meeting, BPAC made a recommendation to approve the Vulnerable Road User Ordinance. This ordinance serves as a template for cities in the KTMPPO region to adopt a similar ordinance to provide the highest amount of safety and protection for vulnerable road users.

**Action Needed:** TAC recommendation to support the Vulnerable Road User Ordinance and distribute to cities within the KTMPPO.



## Vulnerable Road User Information Sheet

### SUBJECT

One of the Bicycle and Pedestrian Advisory Committee (BPAC) goals is to provide safety to all bicyclist and pedestrians in the hopes of creating bicycle and pedestrian friendly communities in our planning region. BPAC is encouraging cities within the Killeen-Temple Metropolitan Planning Organization to adopt a Vulnerable Road User ordinance to protect bicyclist, pedestrians and other road users who may occupy a part of the road.

### BACKGROUND

The purpose of the Vulnerable Road User Ordinance is to protect road users who may occupy a portion of the road way. Road users can be defined as any individual that occupies a portion of the road, which may include, but is not limited to pedestrians, joggers, runners, bicyclist, highway construction and maintenance workers, and emergency personnel. Each year, hundreds of pedestrians, bicyclists, and other road users are killed in Texas due to motor vehicle collisions. Road users are allowed to use the road, but often lack the necessary protection needed to be safe. Cities throughout Texas have passed Vulnerable Road User ordinances, including Austin, Houston, Denton, and San Antonio, in order to protect road users and save lives.

As part of the March 9<sup>th</sup>, 2016 BPAC meeting, KTMPO staff was directed to draft a Vulnerable Road User ordinance to provide a separation between road users and vehicles. BPAC members advised that in order to provide the greatest amount of safety, a three foot buffer between a road user and a vehicle should be enforced. BPAC members encourage all the cities in the Killeen-Temple Metropolitan Planning Organization planning area, which includes all of Bell County, the southern part of Coryell County, and the eastern part of Lampasas County, to use the following template to adopt the Vulnerable Road User Ordinance. By passing the Vulnerable Road User Ordinance cities can promote bicycling and walking as an alternative transportation mode, create a healthy, livable, and safe community, and increase economic revitalization, while addressing congestion issues and decreasing traffic accidents, injuries, and deaths.

### PRIOR AND FUTURE ACTION

At the March 9<sup>th</sup>, 2016 BPAC meeting, KTMPO staff was directed to draft a Vulnerable Road User Ordinance. At the May 10<sup>th</sup>, 2016 BPAC meeting, BPAC members made a recommendation to approve the Vulnerable Road User Ordinance. Once action has been taken from the Technical Advisory Committee and Transportation Planning Policy Board, staff will forward the Vulnerable Road User Ordinance to the cities and encourage the cities to adopt a similar ordinance.

### FISCAL INFORMATION

The individual cities will establish the necessary fine for violations and the costs to enforce the proposed Vulnerable Road User Ordinance.

**CITY OF *(City Name)*, Texas**

**ORDINANCE NO. \_\_\_\_\_**

**Vulnerable Road Users Ordinance**

**AN ORDINANCE OF THE *(CITY NAME)*, TEXAS, RELATING TO VULNERABLE ROAD USERS AND REAFFIRM THE OBLIGATION OF ALL OPERATORS OF MOTOR VEHICLES TO EXERCISE DUE CARE IN THE OPERATION OF MOTOR VEHICLES; MAKING FINDINGS OF FACT; PROVIDING FOR REPEALER AND SEVERABILITY; PROVIDING FOR PUBLICATION AND AN EFFECTIVE DATE; PROVIDING FOR THE ERECTION OF PROPER SIGNAGE; PROVIDING FOR A PENALTY *(PENALTY AMOUNT)* FOR VIOLATIONS OF THIS ORDINANCE, AND FINDING PROPER NOTICE AND MEETING.**

**WHEREAS**, the bicyclists and pedestrians are allowed to use the roadway by law in Texas, but do not have the same protection as motorists; and

**WHEREAS**, lack of protection creates a greater risk of injury or death of pedestrians and bicyclists; and

**WHEREAS**, hundreds of pedestrians, bicyclists, and other road users are killed every year in Texas; and

**WHEREAS**, a road user, safe passage ordinance provides safety for all road users which will increase alternative forms of transportation, decrease road congestion, create a healthy and livable community, and increase the economic vitality of the community; and

**WHEREAS**, a road user, safe passage ordinance will increase the safety of the community by decreasing traffic injuries and deaths along city streets; and

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF *(CITY NAME)*, TEXAS:**

**1. FINDINGS OF FACT**

The foregoing recitals are incorporated into the Vulnerable Road Users Ordinance by reference as findings of fact as if expressly set forth herein.

**2. VULNERABLE ROAD USERS**

(A) A "vulnerable road user" means a person utilizing the roadway for travel which may include, but not limited to the following:

- (1) a pedestrian, a highway construction or maintenance worker, tow truck operator, a utility worker, a stranded motorists or passenger, or one assisting or providing aid to a stranded or injured motorist;
- (2) a person on horseback;



- (3) a person operating equipment other than a motor vehicle, including but not limited to, a bicycle (including an electric bicycle), tricycle, hand-cycle, moped, horse-drawn conveyance, skateboarder, rollerblader, roller-skater, a person operating a manual scooter, and any other such equipment that is legally operable on public streets;
- (4) a person operating a personal assistive mobility device in compliance with the following requirements:
  - a. A person may operate an electric personal assistive mobility device on a residential street, road way, or public highway with a speed limit of 30 miles per hour or less only:
    - i. while making a direct crossing of a highway in a marked or unmarked crosswalk;
    - ii. where no sidewalk is reasonably accessible; or
    - iii. when so directed by a traffic control device or by a law enforcement officer.
  - b. A person may operate an electric personal assistive mobility device on a path set aside for use by bicyclists or pedestrians.
  - c. Any person operating an electric personal assistive mobility device on a residential street, road way, or public highway shall ride as close as possible to the right hand edge.
  - d. Except as otherwise provided by this section, provisions of this section applicable to the operation of bicycles apply to the operation of electric personal assistive mobility devices.
- (5) Emergency response personnel.
- (B) In this section, a “motor vehicle” means a self-propelled vehicle. The term does not include an electric personal assistive mobility device.
- (C) Pedestrians, runners, and physically disabled person shall utilize a sidewalk if it is reasonably available and accessible or, if none, shall travel against traffic as close as practicable to the edge of the road way.
- (D) Vulnerable road users, as defined by subsections (A)(2), (A)(3) and (A)(4), above, shall comply with the requirements for bicycles set forth as follows:
  - (1) Except as provided by subsection (2), a person operating a bicycle on a roadway who is moving slower than the other traffic on the roadway shall ride as near as practicable to the right curb or edge of the roadway, unless:
    - a. the person is passing another vehicle moving in the same direction;
    - b. the person is preparing to turn left at an intersection or onto a private road or driveway;
    - c. a condition on or off the roadway, including a fixed or moving object, parked or moving vehicle, pedestrian, animal or surface hazard prevents the person from safely riding next to the right curb or edge of the road way; or
    - d. the person is operating a bicycle in an outside lane that is:
      - i. less than 14 feet in width and does not have a designated bicycle lane adjacent to that lane; or
      - ii. too narrow for a bicycle and a motor vehicle to safely travel side by side.
  - (2) A person operating a bicycle on a one-way roadway with two or more marked lanes may ride as near as practicable to the left curb or edge of the roadway.

- (3) Persons operating bicycles on a roadway may ride two abreast. Persons riding two abreast on a lane roadway shall ride in a single lane. Persons riding two abreast may not impede the normal and reasonable flow of traffic on the roadway.
- (E) An operator of a motor vehicle passing a vulnerable road user operating on a highway or street shall:
  - (1) move to the left lane if the highway has two or more marked lanes running in the same direction; or
  - (2) pass the vulnerable road user at a safe distance; or
- (F) For the purpose of subsection (E)(2), when road conditions allow, safe distance is at least:
  - (1) Three (3) feet if the operator's vehicle is a passenger car or light truck; or
  - (2) Six (6) feet if the operator's vehicle is a truck, other than a light truck, or a commercial motor vehicle as defined by the Texas Transportation Code § 522.003.
- (G) An operator of a motor vehicle that is making a left turn, U-turn at an intersection, including an intersection with an alley or private road or driveway, shall yield the right-of-way to a vulnerable road user in all circumstances in which the operator would be required to yield right-of-way pursuant to the traffic law.
- (H) An operator of a motor vehicle may not overtake a vulnerable road user traveling in the same direction and subsequently make a right-hand turn in front of the vulnerable road user unless the operator is safely clear of the vulnerable road user light of all conditions impacting safety.
- (I) An operator of a motor vehicle may not maneuver the vehicle in a manner that:
  - (1) is intended to intimidate or harass a vulnerable road user; or
  - (2) places the vulnerable road user at risk of unreasonable imminent bodily injury.
- (J) An operator of a motor vehicle shall exercise due care to avoid colliding with any vulnerable road user on a roadway including public right-of way.
- (K) A vulnerable road user on a roadway or public right-of-way shall exercise due care and comply with all applicable city ordinances and state statutes. It is a defense to prosecution under this section that at the time of the offense, the vulnerable road user was acting in violation of the law.

### **3. REPEALER**

All ordinances, or parts thereof, that are in conflict or inconsistent with any provision of this ordinance are hereby repealed to the extent of such conflict, and the provisions of this ordinance shall be and remain controlling as to the matters regulated herein.

### **4. SEVERABILITY**

Should any of the clauses, sentences, paragraphs, sections or parts of this ordinance be deemed invalid, unconstitutional, or unenforceable by a court of law or administrative agency with jurisdiction over the matter, such action shall not be construed to affect any other valid portion of this ordinance.

### **5. PUBLICATION**

The caption or title and the penalties under the Vulnerable Road User Ordinance shall be published *by what the cities deemed necessary to inform the public.*

### **6. EFFECTIVE DATE**

*The Vulnerable Road Use Ordinance effective date will be determined by the cities.*



## **7. FINES AND PENALTIES**

Any person violating any provision of the Vulnerable Road Use Ordinance or failing to observe any provision thereof shall be deemed guilty of a misdemeanor and upon conviction shall be fined.

*Suggested penalties are listed below:*

- *Fines shall not be more than \$200.00.*
- *Work Zone: Fines will double.*
- *School Zones and Parks: An additional court cost of \$25.00.*

## **8. PROPER NOTICE & MEETING**

It is hereby officially found and determined that the meeting at which the Vulnerable Road User Ordinance was passed was open to the public, and that public notice of the time, place and purpose of said meeting was given by the Open Meetings Act, Texas Government Code, Chapter 551.

**PASSED AND APPROVED** this \_\_\_\_ day of \_\_\_\_\_, 2016, by a vote of \_\_\_\_ (ayes) to \_\_\_\_ (nays) to \_\_\_\_ (abstentions) of the City Council of the City of *(City Name)*, Texas.

**CITY OF (City Name), TEXAS:**

*By:* \_\_\_\_\_

(City Mayor), Mayor

**ATTEST:**

\_\_\_\_\_

(City Secretary's Name), City Secretary

**Item 6:**

**Request to TxDOT to Conduct  
Feasibility Study of Future IH-  
14 Eastern Alignment**

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**Request to TxDOT to Conduct Feasibility Study on IH-14 Future Eastern Alignment**

**Summary:**

On May 3, 2016, KTMPO participated in a joint meeting with stakeholders regarding the eastern alignment of the future IH-14. Participants looked at several potential routes to connect current US190 where it meets IH-35 to US190 in eastern Bell County. It was determined that a feasibility study is needed to assess proposed routes and develop a recommendation. KTMPO proposes to submit an official request to TxDOT to conduct this study. Though the building of this portion of future IH-14 is likely many years out, it is best to have a proposed route in place so that all affected parties may plan accordingly.

A draft of the proposed letter is included in this packet.

**Action Needed:** TAC recommendation to support the request for a feasibility study.





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June 22, 2016

Bobby Littlefield, P.E.  
District Engineer  
TxDOT Waco District  
100 South Loop Drive  
Waco, TX 76704-2858

Dear Mr. Littlefield,

With the recent designation of US 190 as future I-14 through the Central Texas region, we are reviewing the route of US 190 within the KTMPO boundary. US 190 from I-35 westward to the Copperas Cove bypass is under review to confirm it is constructed to interstate highway design standards. We anticipate official designation of this section as I-14 later this year.

US 190 from I-35 eastward takes a more circuitous route. At its juncture with I-35 it currently merges with I-35 heading north, merges with Temple's Loop 363 heading east, and then continues south. A more direct route eastward may be more efficient, secure, and desirable. Therefore, Killeen-Temple Metropolitan Planning Organization (KTMPO) is requesting TxDOT conduct a route study for possible alignments of US190 as a principal arterial, controlled access facility meeting interstate standards east of I-35.

We propose a study area with the following general boundary: I-35 on the west; existing US 190 (Loop 363) on the north, existing US 190 near Rogers on the east, and FM 436 on the south. Two options are currently identified in the KTMPO Mobility 2040 Metropolitan Transportation Plan. One follows SH 93 (Z40-01) and the other generally follows FM 436 (B30-04). In your analysis, please consider these options along with the current route and any other options that may be feasible. The outcome of the study should identify possible routes, an analysis of the feasibility of each route, and a recommendation. With this information we will then feel prepared to present possible options to the public for their input.

This request was approved by the KTMPO Policy Board at its meeting on June 22, 2016. Feel free to contact me if you have any questions or concerns.

Sincerely,

Cheryl Maxwell, AICP  
Director

**Item 7:**

**Scoring Criteria for**

**MTP Project Reprioritization**



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### **MTP Project Scoring Criteria**

#### **Summary:**

At the May 4th TAC meeting, members reviewed the draft project selection process and scoring criteria to reprioritize and update the project listing in the MTP 2040. Charlie Sullivan, CDM Smith, was present to go over and answer questions from the members. After discussion and review, TAC members felt more changes were needed. The updated project selection process and scoring criteria were sent to TAC members via email on May 16, 2016, for their review. Since that time, staff has made additional revisions to the project scoring process and has developed a sample nomination form reflecting the items identified in the project scoring process. The revised scoring process/criteria and nomination form are included in this packet for discussion at Wednesday's meeting. Staff would also like to discuss the following related items:

- Duration of project call: How much time is needed to respond to the project call?  
Four weeks are proposed....is this sufficient time?
- Project nomination form: Narratives are required with the project submittals to address the subjective scoring criteria. Should one narrative be provided that addresses the various subjective criteria, or should a separate narrative be provided for each subjective criteria? What is TAC's preference?
- TAC scoring: Should subjective scoring occur at a TAC meeting or in advance of the meeting?  
If in advance, how much time is needed?
- Converting scores to a project ranking: Proposed method is to average the 11 subjective scores (one from each TAC member) for each project and add to the one objective score; this total score will then be used to rank the projects.
- Fiscal constraint: Minor updates to fiscal constraint have been made as additional funding has become available (i.e. Proposition 1 funding was not considered in the 2014 MTP update). Staff proposes to continue updating fiscal constraint in this manner but does not propose to adjust the funding assumptions/scenarios or re-run the TRENDS model until the MTP update in 2019.

As a reminder, all projects in the MTP must be resubmitted if they are to remain in the MTP. This is an opportunity to review the existing projects and determine if they are still needed or perhaps may need to be modified. New projects will be accepted as well for inclusion in the MTP. All projects must be evaluated, scored and ranked.

The updated 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.

#### **Updated Tentative Schedule:**

- June 1, 2016—TAC review and recommendation to approve project selection process and scoring criteria;
- June 22, 2016—TPPB approval of project selection process and scoring criteria;
- June 24- July 25, 2016—Call for projects;
- July 26-August 2, 2016—Objective scores are assigned;
- August 3, 2016—TAC assigns subjective scores;
- September 7, 2016—TAC reviews and recommends project ranking;
- September 21, 2016—TPPB approves project ranking; authorizes public involvement process for MTP amendment—30 days;
- October 5, 2016—TAC recommends approval of MTP amendments, subject to close of comment period;
- October 17, 2016—TPPB approves MTP amendments.

**Action Needed:** TAC recommendation on project selection process and scoring criteria.



# KTMPO Project Scoring Process

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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 the project call. 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 and 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.
- 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 applicable 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 needs 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.
- 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.
- Each submitted project must also include, if applicable:
  - Reference the plans, if any, that include the project and MPO ID if in the MTP
  - Indicate the applicable scoring track
  - Map of project clearly showing the project location and limits
- A brief narrative of how the submitted project addresses each of the subjective scoring criteria.

## Step 2: Project Review and Evaluation

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

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 two 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.

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 35 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, *if, after consulting with KTMPO Staff, a dispute still exists.*

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

Step 3: *As projects are scored, the TAC may discuss individual projects' scoring together and highlight any projects for consideration of bonus points. The assignment of bonus points is intended to provide flexibility for special situations and to provide better documentation and transparency for the normal give-and-take inherent to any process involving subjective scoring. The assignment of bonus points is subject to specific criteria:*

- *The project must have some prominent characteristic which is not adequately covered by the selection criteria. A project to correct for unintended consequences or to fine-tune the performance of a previously constructed project would also qualify for this criteria.*
- *The characteristic must have a regional benefit.*
- *The reasoning for the assignment of bonus points must be discussed openly, and must be documented.*

*A bonus score of 1 to 5 points may be added to any project by the TAC with a simple majority vote.*

Step 4: Each project's total score will be calculated within its particular evaluation track of Road Track or Transportation Choices and Livability Track.

Step 5: All projects will then be placed in order from the highest to the lowest score *within their respective evaluation tracks.* From this rank ordering, projects will be placed in one of the MTP's three project listing components. The first ten years' 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 and funding is available, those components will then be incorporated into the MTP.

## Road Evaluation 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 1 letter	5 points
C	4 points	C	4 points		
D & E	7 points	D & E	7 points	LOS increase by more than 1 letter	10 points
F	10 points	F	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 or providing support for other modes' operations. 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 serious injury rate.

### 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: Serious Injury Rate**

**0 to 5 points—Objective**

This criteria flags the facility's average serious injury rate 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 serious injury rate	5 points
Up to 20% higher than statewide serious injury rate	3 points
Up to 15% higher than statewide serious injury rate	2 points
Same as statewide serious injury 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. KTMPPO 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; 35 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 KTMPPO	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 (EJCOC) are defined by KTMPO. The criteria for defining an EJCOC are a Census Tract with at least 50% of the population classed as Low-to-Moderate Income by HUD, or a Census Tract with at least 50% of the population self-identified as minority, or a Census Tract with at least 25% of the population self-identified as Hispanic or Latino descent.

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<sub>2</sub> 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	3 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. Scoring is cumulative to a maximum of 5 points. 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. Projects may also receive points for features which promote or accommodate other modes' operations or facilities, or improve the safety of other modes' interaction with the road network. 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 5 points—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.

Scoring is cumulative to a maximum of 5 points. 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 2 points

Part F: Transportation Enhancements & Livability

**0 to 5 points—Subjective**

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward under the Transportation Alternatives Program (TAP) in MAP-21. This evaluation criteria continues that emphasis by scoring projects' contributions to the overall environment, aesthetics, and livability of the region. Projects which primarily address enhancements and livability include, but are not limited to, the construction of turnouts for scenic views, preservation of historic transportation facilities, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, stormwater management, and environmental improvements. Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) stormwater systems, should score higher for this criteria.

Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Enhances environment, aesthetics, or livability	0 to 3 points
Documents steps to reduce life-cycle costs	0 to 2 points

Part G: Sustainability

**0 to 5 points—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.

Scoring is cumulative to a maximum of 5 points. 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 Evaluation 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 KTMPPO 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. 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 KTMPPO 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 each; 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—Objective and Subjective**

This criteria rates a project on how it enhances the safety of pedestrians or bicyclists on the active transportation network. **This criteria is scored cumulatively with four different criteria of up to 5 points each. The first three criteria are subjective, and the fatality & serious injury rates scoring is objective.**

	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
Fatality & serious injury rate	0 to 5 points

**Part A: Exclusive Path****0 to 5 points—Subjective**

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.

**Part B: Connection to a School****0 to 5 points—Subjective**

Projects which enhance safety on facilities which directly connect to a school should score higher.

**Part C: Enhances Areas with Identified Hazards****0 to 5 points—Subjective**

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.

Part D: Fatality and Serious Injury Rates

**0 to 5 points—Objective**

This criteria flags an adjacent road facility's average fatality and serious injury rates for active transportation users during a rolling 5-year period. The higher of the fatality rate or the serious injury rate should be used for comparison to the statewide rate. 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.

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

**4 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 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; 35 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 KTMPPO.

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 KTMPPO 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 (EJCOC) are defined by KTMPPO. The criteria for defining an EJCOC are a Census Tract with at least 50% of the population classed as Low-to-Moderate Income by HUD, or a Census Tract with at least 50% of the population self-identified as minority, or a Census Tract with at least 25% of the population self-identified as Hispanic or Latino descent.

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<sub>2</sub> 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. Scoring is cumulative to a maximum of 5 points. This is a subjective score based in part on the submitting member's narrative.

	Points
Supports creation of new permanent jobs	0 to 3 points
Supports economic activity	0 to 2 points

#### 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. Projects may also receive points for features which promote or accommodate active transportation operations or facilities as they interact with other modes, or improve the safety of their interaction with other modes. This is a subjective criteria that will be scored based on the submitting member's documentation.

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

#### Part E: Security & Resilience

**0 to 5 points—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.

Scoring is cumulative to a maximum of 5 points. 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 2 points



## Part F: Transportation Enhancements & Livability

**0 to 5 points—Subjective**

Contributions of transportation projects to the overall livability of the environment has been an important consideration since the Transportation Enhancement program was established in ISTEA, continuing forward under the Transportation Alternatives Program (TAP) in MAP-21. This evaluation criteria continues that emphasis by scoring projects' contributions to the overall environment, aesthetics, and livability of the region. Projects which primarily address enhancements and livability include, but are not limited to, the construction of turnouts for scenic views, preservation of historic transportation facilities, pedestrian-scaled lighting and amenities, landscaping and other scenic beautification, vegetation management, stormwater management, and environmental improvements. Projects which document their steps to reduce life-cycle costs, such as landscaping with native species, xeriscaping, or integrated low-impact design (LID) stormwater systems, should score higher for this criteria.

Scoring is cumulative to a maximum of 5 points. Scoring is cumulative to a maximum of 5 points. This is a subjective criteria to be scored based on the submitting member's documentation.

	Points
Enhances environment, aesthetics, or livability	0 to 3 points
Documents steps to reduce life-cycle costs	0 to 2 points

## Part G: Sustainability

**0 to 5 points--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.

Scoring is cumulative to a maximum of 5 points. 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



 Objective Criteria  
 Subjective Criteria

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	
	Serious injury 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	35 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	
	Enhancements & Livability	0 to 5 points	
	Sustainability	0 to 5 points	

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 EICOC	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	
	Fatality & serious injury rates	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	35 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	
	Enhancements & Livability	0 to 5 points	
	Sustainability	0 to 5 points	

Balance by Points per Criteria		
Criteria	Road	Choices
Congestion	30	
Traffic	25	
	5	
Coordination & Gaps		5
		35
Access to Jobs		15
Ridership		
State of Good Repair		
Safety	10	15
		5
Linkage to Plans	15	15
Local Priority	5	5
	5	5
Project Scope	35	35
Totals	130	135

Balance by Percent Objective & Subjective		
Criteria	Road	Choices
Congestion	23%	
Traffic	19%	
	4%	
Coordination & Gaps		4%
		26%
Access to Jobs		11%
Ridership		
State of Good Repair		
Safety	8%	11%
		4%
Linkage to Plans	12%	11%
Local Priority	4%	4%
	4%	4%
Project Scope	27%	26%
Objective	65%	22%
Subjective	35%	78%

 Objective Criteria  
 Subjective Criteria

**Project Name:**

Lead Agency:

\* Project Contact Name

\* Phone Number

Address, City, State & Zip Code

Contact Email Address

Date

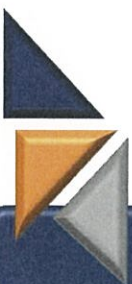
*\*Note: Name and phone number of person who can answer questions as projects are being scored.*

**Required attachments:**

- ☐ Exhibit A - Project Details
- ☐ Exhibit B - Narrative - Subjective Criteria
- ☐ Exhibit C - Project location map
- ☐ Exhibit D - TxDOT Assurance Form
- ☐ Exhibit E - Local Support (Documents such as Letters, Resolutions, News articles, ROW agreements, etc.)

**Optional attachments:**

- ☐ Artist's Sketches / Conceptual drawings
- ☐ Cross-sections
- ☐ Photographs of Project Area
- ☐ Other Narrative Statements (as needed)





**Exhibit A**  
**Project Details**

**Project Name:**

**MPO ID:**

(current MPO ID or 'NEW')

**Project Track** (Check one)

- ☐ Roadway Project
- ☐ Transportation Choices and Livability

**Project Readiness:**

**Status (%)**

Preliminary Engineering

Right of Way Acquired

Environmental Review

Utilities Coordination

**Local Priority:**

(Preferred order, i.e. 1 of 5, 2 of 7)

**Project Readiness** - Describe any applicable issues with timing, staging, funding, or coordination with other projects (N/A if none)

**Project Attributes:**

Extent From:

Extent To:

Length (miles):

Estimated Total Cost:

Planned Let Year:

**Project Listed in Other Plans:**

**Purpose and Needs Statement** (Continue on Exhibit B - Additional Narrative - as needed)

**KTMP Goals** - Describe how this project address the overall vision and long-range goals set out in Mobility 2040:



**Exhibit B**  
**Narrative Descriptions**

**Project Name:**

**Scoring Criteria** - Describe how this project addresses the subjective scoring criteria:



**Exhibit B**  
**Narrative Descriptions**  
**(Continued)**

**Project Name:**

Additional Narrative as needed:





Project Name:

Lead Agency:

\* Project Contact Name

\* Phone Number

Address, City, State & Zip Code

Contact Email Address

Date

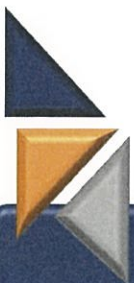
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- ☐ Exhibit E - Local Support (Documents such as Letters, Resolutions, News articles, ROW agreements, etc.)

**Optional attachments:**

- ☐ Artist's Sketches / Conceptual drawings
- ☐ Cross-sections
- ☐ Photographs of Project Area
- ☐ Other Narrative Statements (as needed)



**Exhibit A**  
**Project Details**

**Project Name:**

**MPO ID:**

(current MPO ID or 'NEW')

**Project Track** (Check one)

☐

Roadway Project

☐

Transportation Choices and Livability

**Local Priority:**

(Preferred order, i.e. 1 of 5, 2 of 7)

**Project Readiness:**

**Status (%)**

Preliminary Engineering

Right of Way Acquired

Environmental Review

Utilities Coordination

**Project Readiness** - Describe any applicable issues with timing, staging, funding, or coordination with other projects (N/A if none)

**Project Attributes:**

Extent From:

Extent To:

Length (miles):

Estimated Total Cost:

Planned Let Year:

**Project Listed in Other Plans:**

**Purpose and Needs Statement** (Continue on Exhibit B - Additional Narrative - as needed)

**KTMP Goals** - Describe how this project address the overall vision and long-range goals set out in Mobility 2040:



**Exhibit B**  
**Narrative Descriptions**

**Project Name:**

**Scoring Criteria** - Describe how this project addresses the subjective scoring criteria:

Connectivity

Local Support

Scope of Benefit

Planning & Environmental Linkages





**Exhibit B**  
**Narrative Descriptions**

**Project Name:**

**Scoring Criteria** - Describe how this project addresses the subjective scoring criteria:

Economic Development & Freight Movement

Multi-Modal Support

Security & Resilience

Transportation Enhancements and Livability

Sustainability



*Exhibit B*  
**Narrative Descriptions**  
**(Continued)**

**Project Name:**

Additional Narrative as needed:



# KTMPO Contacts, Acronyms, and Terms



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### **Bell County Representative**

Vacant

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## Commonly Used Transportation Related Acronyms and Terms

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

A comprehensive listing with definitions is available under Transportation Planning Resources at [www.ktmpo.org](http://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