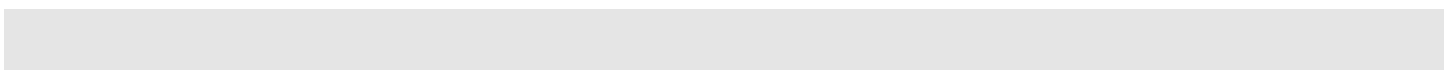




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Killeen-Temple Urban Transportation Study

Project Selection Process



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Project Selection Process

INTRODUCTION

The Project Selection Process fulfills several needs in the metropolitan planning process. In order to spend federal dollars on local transportation projects and programs, a metropolitan area must have a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Both of these documents must be financially constrained and must adhere to the principles laid out in 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 regions transportation system. Included in the MTP is a list of projects that, over the long term, will meet the objectives of the plan. The projects listed in the MTP are grouped into three major components:

1. The Short Range Plan is defined as those projects which are desired to be placed on the Transportation Improvement Program (TIP) within the next ten years
2. The Long Range Plan is defined as those projects which are desired for movement to the TIP within the next twenty years
3. The Regionally Significant – Unfunded Plan is defined as those projects which did not score high enough to be placed within the fiscally constrained plan.

The Intermodal Surface Transportation Efficiency Act of 1991 requires that all MTPs and TIPs be financially constrained. This 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. Also, the cost of those projects included in the three year TIP must equal projected funding available during those three years. Because of the limited resources available, a process is needed to evaluate and score projects for the MTP.

The following criteria will determine which projects are eligible to be scored for possible inclusion in the financially constrained component of the MTP.

1. Proposed projects will be consistent with the K-TUTS area long-range goals.
2. Proposed projects will have an identified funding source.
3. Proposed projects will have a project implementation timeline and other details necessary to complete the Project Selection Process.

Projects not meeting the eligibility criteria will be placed in the unconstrained needs component of the MTP. Once eligible projects have been scored according to the procedures set forth in the remainder of this document, they will be placed in the financially constrained component of the MTP based on projected funding levels for the MTP planning horizon, project's score, and project's implementation timeline (readiness). When fiscal constraint for the MTP planning horizon is reached, projects will be placed in the unconstrained needs component.

During TIP updates accomplished in coordination with TxDOT, projects will be moved from the financially constrained component of the MTP to the TIP based on score, readiness and funding levels available during the 3-year TIP time period. As the MTP planning horizon is revised or when new information is available on projected funding levels, a reevaluation of MTP projects will be required.

Appendix A is a listing and description of all funding categories and the responsible ranking or project selection agencies.

PROJECT SELECTION PROCESS

The K-TUTS Project Selection Process consists of 4 steps:

1. Project Submission
2. Project Review and Evaluation
3. K-TUTS Technical Committee Recommendation
4. K-TUTS Transportation Planning Policy Board Review and Approval

The following is a detailed discussion of these steps and how they are carried out.

Step 1. Project Submission

In coordination and cooperation between the MPO and TxDOT, a call for projects will be sent to all participants in the K-TUTS area. K-TUTS member organizations wishing to submit projects will present a completed K-TUTS Candidate Project Submission Form (found in Appendix B) to the MPO Director.

Step 2. Project Review and Evaluation

For inclusion in the financially constrained component of the K-TUTS Metropolitan Transportation Plan, the following criteria must be met:

- ❑ Proposed projects will be consistent with the K-TUTS area long-range goals.
- ❑ Proposed projects will have a identified local funding source for match requirements

and a TxDOT funding category assigned.

- Proposed projects will have a project readiness and implementation timeline.

Those projects complying with the previous requirements, will be scored by the K-TUTS Technical Committee based on the following criteria:

1) Scored on a scale of 0-20 with 20 being most important, the project’s jurisdiction, local or regional.

- 0-5 points One jurisdiction participating (local only).
- 6-15 points Two jurisdictions participating (interlocal).
- 16-20 points Three or more jurisdictions participating (regional).

2) Scored on a scale of 0-30, 30 being most important, the project’s various levels of service.

Present Level of Service

- 0 points LOS is “C” or higher.
- 5 points LOS is between “D” and “E”.
- 10 points LOS is equal to “F”.

Future Level of Service (No Build)

- 0 points LOS is “C” or higher.
- 5 points LOS is between “D” and “E”.
- 10 points LOS is equal to “F”.

Comparison of Future Level of Service (Build vs. No Build)

- 0 points No change in LOS.
- 5 points LOS is decreased by one letter.
- 10 points LOS is decreased by more than one letter.

3) Scored on a scale of 0-10, 10 being most important, the project’s MTP Priority.

- 0 points Not currently on MTP.
- 5 points Currently on Long-Range Plan.
- 10 points Currently on Short-Range Plan.

4) Scored on a scale of 0-30, 30 being most important, the project's effect on the efficiency of the transportation system.

- 0-10 points Project improves system continuity.
- 0-10 points Project eliminates Accident/Hazards.
- 0-10 points Project increases multi-modal accessibility.

5) Scored on a scale of 0-60, 60 being most important, the project's cost effectiveness.

Cost effectiveness = ((total cost – local participation) / vehicle miles)

Formula results: Point Total = 60 – (CEI Score X .6)

Prior to the K-TUTS Technical Committee meeting, the K-TUTS staff will score all eligible projects. The staff recommendations and justification for each will be provided to all K-TUTS Technical Committee members. The staff recommendations will not be included in the final scores rendered by the K-TUTS Technical Committee. The staff scoring will serve only as a tool for those Technical Committee members wishing to utilize them as a reference or guide.

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

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

The above plans are just that, plans. The process of moving a project forward to the TIP is a cooperative process that is not based solely on the K-TUTS Project Selection

Process. In this TxDOT District, TxDOT has final selection authority. K-TUTS is committed to the close, coordinated, cooperative process required.

Step 3. K-TUTS Technical Committee Recommendation

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

Step 4. K-TUTS Transportation Planning Policy Board Review and Approval

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

APPENDIX A

Following is a listing of federal and state construction funding categories as defined by the Intermodal Surface Transportation Efficiency Act of 1991. The number and underlined text refer to the funding category number and name. The *italicized text* denotes programming responsibility.

- 1 Interstate Construction: This category provides for the completion of the Interstate System. The Interstate System is completed in the K-TUTS study area.
No new interstate planned

- 2 Interstate Maintenance: Funds can only be expended on existing interstate mainlane maintenance.
District selection

- 3A National Highway System (NHS) Mobility: This category is intended to address the mobility needs on the National Highway System.
Statewide ranking, CEI (Cost Effectiveness Index)

- 3B NHS Trunk system: Funds can only be used on portions of the Texas Trunk System that are also on NHS.
Statewide ranking, CEI (Cost Effectiveness Index)

- 3C NHS Rehabilitation: Funds must be used on rehabilitating the NHS that includes the Interstate System.
District selection

- 3D NHS Traffic Management: This category must be used to address the traffic management needs on the NHS in areas of air quality attainment.
Statewide ranking by Traffic Management Index

- 3E NHS Miscellaneous: This category is to address relatively small miscellaneous projects associated with the NHS.
Commission Approval

- 4A Surface Transportation Program (STP) Safety: Funds in this category must be spent on safety-related projects.
Statewide ranking, SII and RR crossing index

- 4B STP Transportation Enhancement: Projects programmed must fall under specific activities identified as Transportation Enhancement.

Commission Selection and Approval (MPO prioritization for statewide consideration)

- 4C STP Metro Mobility/Rehabilitation: This category is to address transportation needs within urbanized areas with population of 200,000 or greater.
Commission allocation by population, selected by MPO
- 4D STP Urban Mobility/Rehabilitation: This category is to address the mobility or rehabilitation needs in urbanized areas with population between 5,000 and 200,000.
District Selection
- 4E STP Rural Mobility/Rehabilitation: This category is to address mobility or rehabilitation needs in rural areas.
District Selection
- 4F STP Rehabilitation: This category is intended to address the rehabilitation needs of non-NHS, NHS and interstate roadways.
District Selection
- 4G STP Railroad (RR) Grade Separation: This category is to address needed RR grade separations.
Statewide ranking, Cost Benefit
- 5 Congestion Mitigation and Air Quality (CMAQ): This category is to address congestion mitigation and air quality improvement in non-attainment areas.
District and MPO Selection
- 6A Bridges on State System: This category is to address bridge needs on the State system.
Statewide ranking by Texas Eligible Bridge Selection System (TEBSS) score
- 6B Bridges Off-State Systems: This category is to address needs off the state system. *Statewide ranking by TEBSS score*
- 7 State Preventive Maintenance: This category is to allow preventive maintenance work on the highway systems (which includes on -system bridges).
District Selection
- 8 State FM/RM Roads: This category is to provide farm to market roads.
District Selection

- 9 State Park Roads: This category is to address the need for constructing and rehabilitating roadways within Texas State Parks.
Texas Parks & Wildlife recommendation
- 10 Rehabilitation of Signs Signals. Pavement Markings: This category is intended to address the need for rehabilitating signs, signals and pavement markings on any highway on the State system except rehabilitation on the Interstate System.
District Selection
- 11 State Funded Discretionary: This category is to address miscellaneous work to be determined by the District Engineer.
District Selection
- 12 Commission Strategic Priority: This category is intended to give the Transportation Commission some flexibility in selecting projects throughout the State which do not meet other program criteria, but promote economic development, provide system continuity with adjoining states and Mexico or address other strategic needs of the State.
Commission Approval
- 13A State Funded Mobility: This category is for previously approved State-funded projects throughout the State (all projects are already identified).
- 13B Hurricane Evacuation: This category is for state-funded hurricane evacuation projects among the five Gulf coast districts.
Not Applicable
- 13C NAFTA Discretionary Program: This category is for state-funded NAFTA highways to improve trade across borders in districts bordering Mexico.
Not Applicable
- 13D Urban Street Program: This category targets urbanized areas with a population of 50,000 or more. Funding will only be allowed within the Urbanized Area Boundaries (UAB).
MPO Selection
- 14 State Funded Rehabilitation: This category addresses rehabilitation needs on the State system that might not qualify for Federal funds.
District Selection
- 15 Federal Demonstration Project: This category addresses projects specifically included in ISTEA as Federal Demonstration Projects.
Project specific in federal appropriation bills

- 16 Miscellaneous: This category addresses projects that will not fit into any other category such as landscaping.
District Selection
- 17 Pass Metro Match: This category addresses only projects approved in previous programs involving agreements with transit organizations. None are in the K-TUTS Study Area.
Not Applicable

K-TUTS CANDIDATE PROJECT SUBMISSION FORM

SPONSOR INFORMATION

Project Sponsor	
Contact Person	
Address	
City/Zip	
Phone Number	
Fax Number	
E-Mail	

PROJECT INFORMATION

Project Description			
Street Name			
Location From			
Location To			
Project Description			
Length in Miles			
Existing Total Lanes			
Future Total Lanes			
24-hour Traffic Volume			
Year of Traffic Count			
Project Cost			
Estimated Total Cost			
Local Share			
Local Source			
State/Federal Share			
Project Readiness			
Project Status - Phase	Environmental	Preliminary Engineering	Right-of-Way
Some Work Done (check)			
Percent Completed			

Does the project have a dedicated local funding source (bond issue, etc.)? Yes No

Complete Following Attachment:

Project contribution to the K-TUTS Metropolitan Transportation Plan goals (use additional sheets as necessary).