



Project Selection Process



TIP Subcommittee
February 1, 2023

Highlights of Project Selection Process

- **Invest** approximately \$1.2 billion in mix of existing and new projects
 - Start process in [March 2023](#)
 - First projects approved by TPC as early as [September 2023](#)
 - Final projects approved by TPC by [May 2024](#)
- **Address** all elements of TPC's guidance
- **Evolve** project selection process
- Focus on **Outcomes and Performance** by using “investment categories” for projects

January 2023 TPC **Approved**

1. Approve Key Project Selection Process Elements:
 - a. Overall Investment Level
 - b. Eight Investment Categories
 - c. Classifications for Project Selection and/or Funding
 - d. Initial Investment Categories
 - e. Step-by-Step Selection Process
 - f. Initial Steps and Implementation Timeline

2. Authorize MPO to initiate process

Initial Steps

- Reopen Solicitation for Statements of Interest and Additional Information (Submission date – February 24th)
 - Sponsors review and update of already submitted Statements of Interests
 - Opportunity for other sponsors to submit new Statements of Interests
- Additional information requested
 - 13 Additional fields of information
 - All dropdown fields
 - Considered for project selection
 - Investment category
 - Selection classification
 - Level of environmental clearance needed

Project Selection Classifications

Projects Needing Further Refinement

Projects that need further refinement will not be awarded funding. These projects will be sent back to the project sponsor for further refinement before being eligible to re-compete for funding in the project selection process.

Project Placed on Unfunded List

Projects placed on the unfunded list will not receive federal funds through the project selection process. However, these projects may be used for other funding programs (e.g., federal discretionary grant programs). Also, these projects will be reconsidered during future reviews of each investment category.

Projects Selected for Planning Activities

Projects selected for planning efforts will be inventoried for planning funding in the Unified Planning Work Program for further planning and study. Project recommendations developed during the study will have to compete for funding in the future. They will receive additional points during project selection cycles.

Project Selected for Development

Projects selected for development will be amended into the Regional Transportation Plan and project sponsors may continue to further develop the project. Once ready for construction, the project will be reviewed for readiness and programmed into the Transportation Improvement Program and the H-GAC 10 Year Plan. **Project development activities such as design and row-of-way may be funded and programmed in advance of construction.**

Project Selected for Construction

Anticipate that projects selected for construction will begin in the next 2 to 10 years. Projects will be programmed into the Transportation Improvement Program and the H-GAC 10 Year Plan, and Regional Transportation Plan at the next available opportunity.

Multi-Step Project Review Process

Initial Steps

- Consolidated initial screening
 - ALL Statements of Interest screened for relevance to ALL Investment Categories
 - Based on investment category definitions
- Develop/ Approve Funding Instructions – March 2023
- Initiate First Selection Process
 - Target: March
- HGAC develops online transparency tool for tracking the process

Project Selection Process

Investment Categories

Eligible Activities Potential Spending

| Investment Category | Rehab/ Restoration | Added Capacity | New Road | Access Management | Intersection Improv. | ITS | Sidewalks/ Bike Lanes | Transit Facilities |
|--------------------------|-----------------------|-------------------|----------|----------------------|-------------------------|-------|--------------------------|-----------------------|
| Regional Goods Movement | 13%* | | | | | | | |
| Operational Improvements | 14%* | | | | | | | |
| High-Growth Area Needs | 25%* | | | | | | | |
| Active Transportation | 7.5%* | | | | | | | |
| Transit | 7.5%* | | | | | | | |
| Major Projects (~25%*) | 25%* | | | | | | | |
| Resiliency ** | 8%* | | | | | | | |
| Safety ** | | | | | | | | |
| Potential availability | 28.5% | 77% | <<<< | 77% | 92.5% | 92.5% | 65% | 71.5% |

Investment Categories

| Investment Category | Description |
|--|---|
| Regional Goods Movement | Roadway projects that are located on highways classified as CUFC or CRFC or intermodal connectors; Projects proposed on roadways that provide connectivity to large warehouses, big box stores etc.; Projects located on facilities with high truck volumes |
| Operational Improvements & Congestion Management | Projects not adding roadway capacity that reduce congestion and reduce travel delay (Including HOV expansions and BRT projects) |
| High-Growth Area Needs | Development of facilities that will avoid future congestion in high growth areas; Projects that address safety, congestion, or multimodalism in high growth areas; Projects that promote coordinated planning in high growth areas and support continued economic development |
| Active Transportation | On and off-road bicycle & pedestrian projects that facilitate essential trip making including universal accessibility projects for transit |
| Transit | All transit projects (may include HOV expansions and BRT) |
| Major Projects | All projects with an estimated cost of \$50 \$100 million or more **,** |
| Resiliency & State of Good Repair | Projects focused on resiliency improvements and extending useful life of the facility (Details TBD pending full PROTECT guidance) |
| Safety ** | Projects focused solely on safety improvements in high crash areas (details TBD pending recommendations of Safety Task Force) |

Project Selection Process

Project Scoring

Scoring Point Distribution

| Scoring Factor | Investment Category | | | | | |
|-----------------------------------|-------------------------|--------------------------|------------------------|-----------------------|---------|-------------------|
| | Regional Goods Movement | Operational Improvements | High-Growth Area Needs | Active Transportation | Transit | Resiliency & SOGR |
| Regional Goods Movement | 50 | 4 | 3 | 3 | 3 | 5 |
| Operational Improvements | 6 | 50 | 4 | 4 | 3 | 5 |
| High-Growth Area Needs | 5 | 4 | 50 | 4 | 4 | 5 |
| Active Transportation | 2 | 3 | 4 | 50 | 5 | 5 |
| Transit | 3 | 4 | 5 | 5 | 50 | 5 |
| Resiliency & State of Good Repair | 4 | 5 | 4 | 4 | 5 | 50 |
| Planning Factors | 30 | 30 | 30 | 30 | 30 | 30 |
| TOTAL POINTS | 100 | 100 | 100 | 100 | 100 | 100 |

Planning Factors Point Distributions

| Planning Factor | Investment Category | | | | | |
|----------------------------|-------------------------|--------------------------|------------------------|-----------------------|------------|-------------------|
| | Regional Goods Movement | Operational Improvements | High-Growth Area Needs | Active Transportation | Transit | Resiliency & SOGR |
| Safety | 7 | 7 | 7 | 7 | 7 | 7 |
| Resiliency | 5 | 5 | 5 | 5 | 5 | 5 |
| Access/Connectivity | 5 | 5 | 5 | 5 | 5 | 5 |
| Environmental Justice | 5 | 5 | 5 | 5 | 5 | 5 |
| Impact on Cultural/Natural | 5 | 5 | 5 | 5 | 5 | 5 |
| Innovation | 3 | 3 | 3 | 3 | 3 | 3 |
| Planning Factors Total | 30 | 30 | 30 | 30 | 30 | 30 |
| TOTAL POINTS | 100 | 100 | 100 | 100 | 100 | 100 |
| Screening Factor | | | | | | |
| Planning Coordination | | | | | | |

Regional Goods Movement

Investment Category
Focused Criteria

Regional Goods Movement

| Investment Category Focused Criteria | Max 50 Pts |
|---|--------------|
| Project is recommended as a priority in a statewide, regional or a local freight plan. | Up to 10 Pts |
| Project is located on critical urban/rural freight corridor (CUFC/CRFC) or regional freight corridor or on a facility that carries significant daily truck traffic (truck %). | Up to 10 Pts |
| Narrative explaining how proposed project improve regional goods movement. | Up to 5 Pts |
| Project provides new or improves existing firstmile last-mile connectivity to Ports/airports or other freight generators (such as big box store, warehouses, etc.). | Up to 10 Pts |
| Project sponsor is considering strategies to promote offpeak and overnight delivery. | Up to 5 Pts |
| Project is located on a state designated hurricane evacuation route or a facility that functions as an alternative route to a hurricane evacuation route. | Up to 10 Pts |

Investment Category Focused Criteria - Scoring

Project is recommended as a priority in a statewide, regional or a local freight plan.

Up to 10 Pts

Projects with high ranking or high priority will score higher points

Project is located on critical urban/rural freight corridor (CUFC/CRFC) or regional freight corridor or on a facility that carries significant daily truck traffic (truck %).

Up to 10 Pts

Projects with high % of truck volumes will score higher points
Truck volume source: TxDOT road inventory data

Narrative explaining how project improves regional goods movement.

Up to 5 Pts

Narrative explaining specific improvements addressing truck travel time reliability (example elimination of at-grade railroad crossings, installation of ITS).



Investment Category Focused Criteria - Scoring

Project provides new or improves existing first-mile last-mile connectivity to Ports/airports or other freight generators (such as big box store, warehouses, etc.).

Up to 10 Pts

Projects improving connectivity to ports/airports or other freight generators with higher warehouse capacities will score higher points.

Source: HGAC interactive tools (landuse maps) or as documented by City/County plans/maps

Project sponsor is considering strategies to promote offpeak and overnight delivery.

Up to 5 Pts

Source: As documented by City/County plans

Project is located on a state designated hurricane evacuation route or a facility that functions as an alternative route to a hurricane evacuation route.

Up to 10 Pts

Source: HGAC Hurricane evacuation routes Map

Regional Goods Movement

Other Investment
Categories Scoring

Regional Goods Movement

| Benefits to Other Investment Categories | Max 20 Pts |
|---|-------------|
| Narrative explaining how the proposed project will improve daily traffic operations (Truck only lanes, interchange, intersection improvements, etc.) | Up to 6 Pts |
| Narrative explaining how the proposed project will benefit high growth area needs (Project addressing economic development, expansion of ports, new landuse development, etc) | Up to 5 Pts |
| Narrative explaining how the proposed project will improve bike/ped facilities | Up to 2 Pts |
| Narrative explaining how the proposed project will improve traffic conditions for transit users | Up to 3 Pts |
| Narrative explaining how the proposed project will reduce inoperability for significant periods due to infrastructure damaged by collision with vehicles such as trucks, ships and barges. And Narrative explaining how the proposed project improves the state of good repair and extends the service life of the facility. | Up to 4 Pts |

Regional Goods Movement

Planning Factors

Planning Factors Scoring Elements

| Planning Factor | Scoring Elements |
|---------------------|---|
| Safety | <ul style="list-style-type: none">• Historic fatality and severe injury crash rates within a 0.1 mile buffer of the proposed project location (quantitative data)• Potential fatality and severe injury crash rates (quantitative data as well as qualitative (sponsor narrative)) |
| Resiliency | <ul style="list-style-type: none">• Criticality of the street/highway facility where proposed project is located (high/medium/low score from the Regional Resiliency Tool as well as qualitative descriptions (sponsor narrative))• Vulnerability of proposed project location to flooding of street/highway facility (high/medium/low score from regional resiliency tool as well as qualitative descriptions (sponsor narrative))• Proposed reduction of vulnerability to flooding of the street/highway facility where proposed project is located (qualitative (sponsor narrative)) |
| Access/Connectivity | <ul style="list-style-type: none">• Improvement to accessibility and connectivity of existing and planned land uses (as documented by official city or county future growth plans) to jobs, medical facilities, schools, colleges, and social services after the proposed project is implemented/constructed (quantitative as well as qualitative (sponsor narrative))• Improvements to accessibility and connectivity to low-income and minority households |

Planning Factors Scoring Elements

| Planning Factor | Scoring Elements |
|--------------------------------------|--|
| Environmental Justice | <ul style="list-style-type: none">• Number of low-income and minority households within a ¼ mile buffer of the project location (quantitative)• Sponsor narrative explaining how the proposed project provides benefits to vulnerable populations• Sponsor narrative explaining how the proposed project avoids or mitigates adverse effects to vulnerable populations |
| Impact on Cultural/Natural Resources | <ul style="list-style-type: none">• Potential NOx (Nitrogen Oxides) and VOC (Volatile Organic Compounds) emissions reductions as a result of the proposed project (quantitative)• Sponsor narrative explaining how proposed project avoids or mitigates impacts to natural or cultural resources such as historical sites, archeological sites, flood plains, wetlands |
| Innovation | <ul style="list-style-type: none">• Implementation of new infrastructure or technologies intended to enhance accessibility, mobility, multimodalism, resiliency, or reliability, or traffic operations. Installation of new technology such as autonomous/connected vehicle technology |

Next Steps

- Reopen Solicitation for Statements of Interest and Additional Information (Submission date – February 24th)
- Consolidated initial screening
 - ALL Statements of Interest screened for relevance to ALL Investment Categories
 - Based on investment category definitions
- Develop/Approve Funding Instructions – March 2023
- Regional Goods Movement Scoring Criteria Preview – February 2023, March 2023 - Action
- Initiate First Selection Process
 - Target: March (After TPC approves funding instructions and scoring criteria)