

Brownsville Metropolitan Planning Organization  
Technical Committee Meeting  
Tuesday, December 6, 2016

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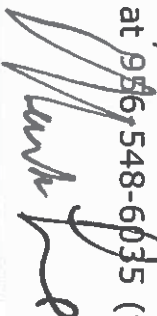
THE STATE OF TEXAS )  
CITY OF BROWNSVILLE )  
COUNTY OF CAMERON )

NOTICE OF PUBLIC MEETING OF THE  
BROWNSVILLE MPO TECHNICAL COMMITTEE

Pursuant to Chapter 551, Title 5 of the Texas Government Code, the Texas Open Meeting Act, NOTICE IS HEREBY GIVEN that a meeting of the MPO TECHNICAL COMMITTEE of the BROWNSVILLE METROPOLITAN PLANNING ORGANIZATION, (MPO) of the City of Brownsville will be held on **Tuesday, December 6, 2016 at 2:00 p.m.**, Brownsville City Plaza, 1034 E. Levee St., 2<sup>nd</sup> floor (Blue Room), Brownsville, Texas 78520. At said meeting, the following items will be considered:

- I. Welcome and Introduction of Guests.
- II. Roll call of Technical Committee Members.
- III. Discussion, Consideration and Action on Adoption of Minutes for the Technical Committee meetings held on October 5, 2016 and November 2, 2016.
- IV. Discussion/Distribution of the MPO's Reporting Form for use to outline project design/engineering progress by local (area) agencies.
- V. Discussion, Consideration and Action on the MPO Technical Committee's recommendation regarding utilization of Sec. 5307 funds in the MPO's current Unified Planning Work Program (UPWP).
- VI. Discussion concerning use of possible (draft) MPO Metropolitan Transportation Plan (MTP) Scoring/Evaluation Methodologies.
- VII. Discussion concerning proposed improvements for Dana Road.
- VIII. New business, (if any).
- IX. Adjournment.

NOTE: The City of Brownsville does not discriminate on the basis in the admission of, access to, treatment of, or employment in its programs, activities, or public meetings. Any individual with a disability in need of an accommodation is encouraged to contact the ADA Coordinator at ~~956~~ 548-6035 (voice or Relay TX) to make proper arrangements.



Mark Lund, MPO Director

I certify that a copy of the **December 6, 2016** agenda of items to be considered by the Brownsville MPO Technical Committee was posted in the bulletin area at City Hall on December 1, 2016.

Michael L. Lopez, City Secretary

# **BROWNSVILLE MPO MEMORANDUM**

**TO:** MPO Technical Committee Members  
**FROM:** Mark Lund, MPO Director  
**DATE:** November 30, 2016



**SUBJECT:** MPO Technical Committee meeting to be held on  
Tuesday, December 6, 2016 at 2 pm in the 2<sup>nd</sup> floor Blue  
Room, City Plaza, 1034 E. Levee St., Brownsville, TX

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Attached, please find an agenda for the upcoming MPO Technical Committee meeting.

Enclosed are meeting minutes for the meetings held on October 5<sup>th</sup> and November 2<sup>nd</sup>. Please review these minutes prior to this meeting, so that we can take action on their adoption.

Please see the enclosure for more information regarding UPWP changes.

In other business, we would normally review the draft MPO Policy Committee meeting agenda. At this time, we have no action items for the Policy Committee members to deal with. Accordingly, we don't plan to hold an MPO Policy Committee meeting this month, unless an action item(s) surface, which requires immediate attention.

TXDOT staff plan to provide "Decision lens" software to the Valley MPOs. Therefore, MPO staff recommend that we suspend final adoption of the MPO's MTP Evaluation (Scoring) Process, until we have an opportunity to receive training on this new software, which may serve a similar MTP evaluation purpose.

Also, we will discuss proposed improvements for Dana Road, which was discussed briefly at the MPO Policy Committee meeting.

If you have any questions about these matters, please call me at (956) 548-6150. Thank you.

**Meeting Minutes**  
**of the Brownsville Metropolitan Planning Organization (MPO)**  
**Technical Committee on**  
**Wednesday, October 5, 2016**

Present

Mark Lund, MPO Director  
Antonio Zubieta, MPO Planner  
Carlos Lastra, City of Brownsville-Engineering Dept.  
Paolina Vega, Cameron County Engineering  
Ruth Osuna, City of Brownsville-Assistant City Manager  
Miles Bullion, Half Associates-McAllen  
Candido Bocanegra, TxDOT-San Benito  
Devin Saucedo, TxDOT-San Benito  
Adrian Rincones, CCRMA  
Eva Garcia, City of Brownsville-Planning Dept.  
Bryant Walker, City of Brownsville-Aviation Dept.  
Francisco Partida, City of Brownsville-Aviation Dept.  
Raymond Sanchez, TxDOT-TP&P-Pharr (*via Conference Call*)

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Item I—Welcome and Introduction of Guests.

Meeting called to order by Mark Lund.

Item II—Roll Call of Technical Committee Members.

Item III—Review of the proposed TIP Administrative Modification (S.H. 32) and the proposed TIP revisions (various improvements).

Mark Lund stated that TxDOT Pharr District staff suggested the use of Category 7 monies for this project. He further stated that this item will be presented at the next Policy Committee meeting for approval and adoption. This item needs to be handled as a TIP revision. TxDOT staff in Austin stated that a TIP modification will not suffice.

Candido Bocanegra stated that the total project cost does not match with the approved cost phases on the project sheet.

Mark Lund responded that some of the contingences cost do not get loaded into the STIP portal. He also stated that TIP amendments need to be reflected in the MTP as well.

Item IV—Discussion concerning the proposed text for a Draft MPO Resolution in support of the Cameron County Active Transportation & Tourism Plan.

Eva Garcia stated that Half Associates from Austin, TX was contracted to develop this regional plan. Ten communities in Cameron County, including Brownsville, are

participating in this plan. The Legacy Foundation awarded \$100,000 to start the development of this plan. Almost all of the 10 communities have contributed \$10,000.

Eva Garcia further stated that this plan proposes over 120 miles of on-street routes. Seventy-eight miles of paddling trails is also being proposed.

Eva Garcia stated that most of the 10 participating communities have adopted the plan and passed a resolution in support of the plan. Once the resolutions have been passed, the City of Brownsville will look at grant funding.

Mark Lund asked how many property owners between Palo Alto and the federal lane have been advised.

Eva Garcia explained that once the resolutions from all of the 10 participating communities are signed, the property owner's feedback will be sought.

Eva Garcia requested changes to the draft resolution:

- Change wording from Cameron County Active Transportation & Tourism Plan to Lower Rio Grande Valley Active Transportation & Active Tourism Plan.

Adrian Rincones asked if the plan is finalized.

Eva Garcia responded that the plan is 99% complete.

Bryant Walker stated that there are no airport connectors seen in the plan. Mayor Martinez as well as City Commissioner requested that the plan include a connection of the airport with hike and bike trails.

Eva Garcia responded that the plan's purpose is to connect the communities. In regards to the connection, the City of Brownsville has its Bicycle & Pedestrian Master Plan.

Paolina Vega asked if the plan has been coordinated with the Harlingen-San Benito MPO.

Eva Garcia responded that Half Associates developed their bicycle and pedestrian plan. She further stated that the Active Plan will be presented at the Harlingen-San Benito Policy meeting next month.

Adrian Rincones asked for an estimated cost of the entire plan.

The estimated cost figure was not available at that time.

Raymond Sanchez stated that at the Harlingen-San Benito meeting on September 30<sup>th</sup>, some members expressed the following concerns:

- Does the Active Plan coincide with the Harlingen-San Benito's bicycle and pedestrian plan?
- How was the estimated cost calculated to the routes in the rural areas?

- Where is the money coming from?
- Will there be an opportunity to review the entire document?

Eva Garcia responded that Chapter 5 of the Active Plan recommends a steering committee that will include representatives from each organization and community to be able to coordinate and work together.

Eva Garcia stated that the Harlingen-San Benito MPO staff should have a copy of the entire document for distribution to their Technical/Policy Board.

Mark Lund recommended to Eva Garcia to include and address the abovementioned concerns of the Active Plan at her presentation to the Brownsville MPO Policy Committee at the meeting next week.

Eva Garcia acknowledged Mark Lund's recommendation.

Mark Lund asked if the document will be available for viewing via on-line.

Eva Garcia responded that it will be made available in the City's webpage. It will also be recommended that the other participating communities have the plan available in their webpages. An organization will need to be formalized to establish one website to access the Plan.

Adrian Rincones asked when the funding will be addressed once the resolution is passed.

Eva Garcia responded that there will be an Active Plan Signing Ceremony held next month, as well as to be informed on selecting representatives from each organization for the steering committee and discuss scheduled meeting dates.

Item V—Discussion concerning the additional funding made available via Proposition Seven and the need to develop and establish an MTP Project Evaluation (Methodology) Process.

Mark Lund stated that the MPO Policy Committee adopted the Long Range Transportation Plan on December 2014 which consists of 25 years of projects. There is additional Proposition 7 (Category 2) monies. The MPO Technical Committee members present agreed to modify the MPO's TIP methodology for use on MTP evaluations.

Mark Lund stated that the Committee needs to agree on a methodology on how to evaluate and score projects.

Item VI—Discussion concerning TxDOT's plans for improvements to be built using additional Category 4 funding made available by the Texas Transportation Commission.

Mark Lund stated that \$6.2 billion in Category 4 funds has been allocated over the next 10 years for the State of Texas. This is funding for statewide rural connectivity.

Paolina Vega asked if the presentation that was viewed on this matter be made available?

Mark Lund responded that it will be shared if it is made available.

Raymond Sanchez affirmed sharing of the presentation.

Mark Lund asked if the software will be shared the MPOs.

Raymond Sanchez responded 'yes'.

Item VII—Review and Discussion of the draft MPO Policy Committee meeting agenda for October 12, 2016.

No comments/ questions.

Item VII—New business (if any).

No new business.

Item VIII—Adjournment.

(Unanimous decision to adjourn the meeting.)



**Meeting Minutes  
of the Brownsville Metropolitan Planning Organization (MPO)  
Technical Committee on  
Wednesday, November 2, 2016**

Present

Mark Lund, MPO Director  
Alfonso Vallejo, MPO Deputy Director  
Antonio Zubieta, MPO Planner  
Carlos Lastra, City of Brownsville-Engineering Dept.  
Candido Bocanegra, TxDOT-Pharr  
Roberto Jimenez, TxDOT-Pharr  
Melissa Benavides, TxDOT-Pharr  
Andres Espinoza, TxDOT-San Benito  
Constanza Miner, City of Brownsville-Planning Dept.  
Robert Esparza, City of Brownsville-Traffic Dept.  
Ariel Chavez, Port of Brownsville

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Item I—Welcome and Introduction of Guests.

Meeting called to order by Mark Lund.

Item II—Roll Call of Technical Committee Members.

Item III—Discussion, Consideration and Action on Adoption of Minutes for the Technical Committee meeting held on September 7, 2016.

Alfonso Vallejo made a motion to approve the minutes.

Andres Espinoza seconded the motion.

All ayes – Motion carried.

Item IV—Discussion concerning TxDOT-funded improvements to support connectivity using Category 4 monies.

Mark Lund stated that there are \$6.2 billion statewide in Category 4 funds. Decision Lens Software was mentioned in a TxDOT presentation regarding the 2017 Unified Transportation Program (UTP) that will help analyze roadway corridors.

Item V—Discussion concerning use of possible (draft) MPO Metropolitan Transportation Plan (MTP) Scoring/Evaluation Methodologies.

Alfonso Vallejo stated that work should be continued with the TTP modification.

All members agreed with the suggestion.



Mark Lund explained the rating for TIP projects. He asked the members to look over the rating form and provide any changes via email.

Constanza Miner asked why the rating of “Regional Significance” dropped from an eight to two.

Mark Lund responded that the drop was brought on by having few projects.

Item VI—Discussion concerning the setting of the time for the next MPO Technical Committee meeting to be held on Tuesday, December 6, 2016.

Mark Lund stated that the rescheduling of the next Technical meeting was brought on due to a Border Trade Advisory Committee meeting that is scheduled for Wednesday, December 7<sup>th</sup>.

Technical Committee members agreed to schedule the next Technical Committee meeting for December 6<sup>th</sup> at 2 p.m.

Item VII—Review and Discussion of the draft MPO Policy Committee meeting agenda for November 9, 2016.

No comments/questions.

Item VIII—New business (if any).

Mark Lund announced that he will be out on annual leave from November 10-18, 2016.

Other New Business:

Alfonso Vallejo attended a transit open house. Students expressed their concern of previous accidents and traffic congestion due to lack of construction signage at U.S. 281 and Alton Gloor.

Andres Espinoza responded that he will look into the matter.

Ariel Chavez expressed his concern of traffic light synchronization at F.M. 3248 and F.M. 550.

Robert Esparza responded that the traffic light synchronization was previously changed due to motorists’ complaints of wait time.

Other New Business:

Alfonso Vallejo stated that at the AMPPO Conference he attended, it was stated that the Federal Highway Administration reserves approximately \$80 million a year to address safety issues such as sidewalks or traffic lights. He further stated that he will obtain more information and forward it to Robert Esparza.

Robert Esparza expressed his appreciation for the information.

safety issues such as sidewalks or traffic lights. He further stated that he will obtain more information and forward it to Robert Esparza.

Robert Esparza expressed his appreciation for the information.

Item IX—Adjournment.

(Unanimous decision to adjourn the meeting.)

## Brownsville MPO

### Monthly (Periodic) Status Report: MPO-Sponsored Study

MPO Agency: \_\_\_\_\_

Name of MPO-sponsored study: \_\_\_\_\_

Brief Outline or Description  
Objective/Purpose of Study: \_\_\_\_\_

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Start Date: \_\_\_\_\_

MPO Funding Share: \_\_\_\_\_

Local Share: \_\_\_\_\_

Date that TXDOT Funding Agreement was executed: \_\_\_\_\_

Remarks/Status: \_\_\_\_\_

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Time Spent (%): \_\_\_\_\_

# **BROWNSVILLE MPO MEMORANDUM**

**TO:** MPO Technical Committee Members

**FROM:** Mark Lund, MPO Director

**DATE:** November 30, 2016



**SUBJECT:** Proposed Funding Changes (Re: Transit tasks) for the  
MPO's F.Y. 2017 Unified Planning Work Program  
(UPWP)

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MPO staff recently met with Norma Zamora, BMetro Director, to discuss utilization of Sec. 5307 funds for transit planning tasks in the MPO's UPWP. Currently, only Subtask 3.2 shows an allocation of Sec. 5307 monies, which involve an 80% federal share and a 20% local match.

A backlog of unspent federal (Sec. 5307) funds provided to BMetro has been taking place. To remedy this problem, MPO staff propose to allocate additional federal funds to several UPWP transit planning subtasks. A table has been provided herein labeled as "Attachment TP-1," which outlines existing allocations and the additional monies to be allocated.

Please review this table. We will discuss these issues at the upcoming MPO Technical Committee meeting.

## Attachment TP-1

### Proposed F.Y. 2017 UPWP Allocations for Transit Planning

Subtask	TPF	Sec 5307	Total
1.2 Transit/Administration	\$35,778.00	\$15,000.00	\$50,778.00
2.1 GIS	\$23,000.00	\$2,500.00	\$25,500.00
3.1 Transit/General Development	\$17,800.00	\$0.00	\$17,800.00
3.2 Transit/Short Range	\$30,998.00	\$7,500.00	\$38,498.00
3.3 Transit/TIP	\$4,800.00	\$0.00	\$4,800.00
4.3 Transit/MTP	\$2,000.00	\$0.00	\$2,000.00
4.4 Long Range/System Level	\$2,000.00	\$0.00	\$2,000.00
5.3 Transit/BMetro Study	\$192,014.63	\$2,500.00	\$194,514.63
TOTALS	\$308,390.63	\$27,500.00	\$335,890.63

# **BROWNSVILLE MPO MEMORANDUM**

**TO:** MPO Technical Committee Members  
**FROM:** Mark Lund, MPO Director  
**DATE:** October 26, 2016  
**SUBJECT:** Transmittal of Draft (Alternate) MPO MTP Evaluation Scoring Methodologies



Attached, please find various MTP methodologies presented herein for your review. We will discuss the alternate methods of evaluating MTP candidate (improvement) projects at the upcoming meeting.

The section entitled MPO Project Prioritization & Selection Methodology was produced by Montie Wade of TTI. It has some extra items (eg. TAP) but having the whole document is valuable for provision of the MPO's overall process.

It should be noted that there are two (2) broad avenues we can use to move forward. One path is to start anew, or base our MTP approach upon the scoring used by another MPO. Another path is to utilize the MPO's TIP methodology and revise that scoring method for MTP purposes.

Let us consider the existing MPO TIP Evaluation (Scoring) Methodology. If we examine the MPO's TIP Evaluation Methodology, the group could easily tweak or alter that scoring system for MTP purposes. For example, awarding points for an improvement that has a regional aspect (a criterion) is something that rarely applies. Only a few projects qualify as regional in impact or scope. If we lowered the scoring total of those points, we would obtain a revised evaluation process.

To illustrate, moving six points (from Regional factor) and subtracting two points (from Air Quality), we have eight points for use on another factor. If we add eight points to "Local" Support, that would increase that factor to 17 points (from 9 points). The 17 points would tie the factor (best score on this factor) with "Project Readiness", which also can be worth up to 17 points.

"Project Readiness" is much less important for MTP evaluation purposes. Readiness is less important for a project that might start or begin construction about 10-20 years from today. Thus, we can possibly eliminate this factor, or lower it to two to three points for MTP considerations. Lowering "Project Readiness" to a maximum score of two points would make available 15 points to be assigned to one or more other MTP factors. For example, five points could be added to "Safety" and the other 10 points could be added to "Improves the Network". You might make some different choices.

If most of the MPO Technical Committee members agree to proceed by modification of the MPO's TIP methodology, then we can revise the point totals to establish the MPO's MTP Scoring or Evaluation Process. This should be much easier than starting from scratch. You might wish to offer other alternatives, based on which factors you deem more important. We will discuss these issues at the upcoming meeting. Thank you.

## MTP Evaluation Process

### Alternative B – 1

MAXIMUM POINTS	CRITERION / FACTOR
18	Safety
9	Closes System Gap
11	Promotes Alternative Modes
11	CMP / reduces trip travel time
2	Air Quality
2	Regional Significance
17	Local Support
17	Improves Roadway Network
2	Project Readiness
11	Special Circumstances
100	Total Points



## MTP Evaluation Process

### Alternative B – 2

MAXIMUM POINTS	CRITERION / FACTOR
18	Safety
9	Closes System Gap
11	Promotes Alternative Modes
11	CMP / reduces trip travel time
6	Air Quality
2	Regional Significance
13	Local Support
17	Improves Roadway Network
2	Project Readiness
11	Special Circumstances
100	Total Points

## Brownsville Metropolitan Planning Organization

### TIP Project Rating Form

Project Name/ Location: \_\_\_\_\_

Limits from: \_\_\_\_\_

Limits to: \_\_\_\_\_

Project Length (miles): \_\_\_\_\_

Est. Construction Cost: \_\_\_\_\_

Est. Utility Cost: \_\_\_\_\_

Proposed Funding: \_\_\_\_\_

Major Adjacent Land Use: \_\_\_\_\_

Congestion Level: \_\_\_\_\_

Projected: \_\_\_\_\_

ROW Availability: YES NO

Est. ROW Cost: \_\_\_\_\_

% Federal: \_\_\_\_\_ % State: \_\_\_\_\_ % Local: \_\_\_\_\_

Accident Rate: \_\_\_\_\_

V/C Ratio: \_\_\_\_\_ LOS: \_\_\_\_\_

V/C Ratio: \_\_\_\_\_ LOS: \_\_\_\_\_

Does the project provide any of the following benefits?

INCREASES SAFETY (maximum points <u>13</u> )		LOCAL PROJECT SUPPORT (maximum points <u>9</u> )	
COMPLETES A GAP OR PROVIDES AN ALTERNATE ROUTE (maximum points <u>9</u> )		IMPROVES FUNCTIONING OF THE MPO NETWORK / ADDING NEW LOCATION (maximum points <u>7</u> )	
PROVIDES ALTERNATIVE MODES: (maximum points <u>11</u> ) <i>eg. Transit, bicycle access, adds sidewalks</i>		PROJECT READINESS (maximum points <u>17</u> )	
*Sponsor must select one of these factors: RESPONDS TO CONGESTION MANAGEMENT PROCESS ISSUES		<i>Funding availability</i>	
OR		<i>ROW availability</i>	
REDUCES TRAVEL TIME OR TRIP LENGTH (maximum points <u>11</u> )		<i>Able to get environmental clearance</i>	
IMPROVES AIR QUALITY (maximum points <u>4</u> )		SPECIAL CIRCUMSTANCES (maximum points <u>11</u> )	
PROJECT IS OF REGIONAL SIGNIFICANCE (maximum points <u>8</u> )		<i>Accommodate new employers</i>	
		<i>Public/Private Partnerships</i>	
		<i>Investment dollars</i>	

Date of Review: \_\_\_\_\_ Total Points (maximum of 100 points): \_\_\_\_\_

Note: Separation of two factors (A & B); Sponsor selects one.

## Brownsville MPO TIP Definitions for Project Evaluation Purposes

These definitions are intended for use with the MPO's TIP Project Rating Form.

### **(1) Increases Safety – (Maximum 13 points)**

This factor involves incorporation of proven safety (design) features.

Step One – The evaluators reach a consensus as to the improvement project's level of afforded safety:

- Low Safety
- Medium Safety
- High Safety

Step Two – The evaluators may award points, as follows:

- 1 – 5 points
- 6 – 9 points
- 10 – 13 points

### **(2) Completes a Gap/or Provides an Alternate Route – (Maximum 9 points)**

A system gap exists when there is a four lane roadway corridor that has a narrow (2 lane) segment. Widening from two lanes to four lanes would complete or close the gap. Closing a gap with a longer distance is worth points. And, closing a gap on those roadways with higher volumes deserves more points.

Also, provision of an alternate route serves to promote mobility. Thus, when new (alternate) route serves to reduce traffic on high volume (adjacent) routes, the new route deserves more points.

### **(3) Provides for Alternate Modes – (Maximum 11 points)**

The proposed improvement project includes design features/elements that introduce and/or support alternate modes, as follows:

- Transit elements – eg. concrete pads, bus shelters and sidewalks to/from bus stops or designated bus lane(s).
- Bicycle elements – bike lanes, signage/pavement symbols, cycle tracks or other features.
- Pedestrian elements – sidewalks, push buttons at traffic signals.

NOTE: To receive 9-11 points, the project must support two or more modes.

**(4a) Responds to Congestion Management Process (CMP) Issues – (Maximum 11 points)**

The greater the reduction of congestion or Level of Service (LOS) according to the Travel Demand Model (TDM), or other suitable means accepted by the group, the higher the score.

**(4b) Reduces Travel Time or Trip Length – (Maximum 11 points)**

The greater the reduction of travel time, the higher the score. A project that achieves a reduction of trip length needs to apply for significant destinations and/or pertain to a roadway with 7,500 Average Daily Traffic (ADT) or higher.

NOTE: Sponsoring Agency can select one factor (4a or 4b), but not both.

**(5) Improves Air Quality – (Maximum 4 points)**

Reducing traffic congestion/delay is one method of reducing vehicular (mobile source) emissions. The Regional Travel Demand Model (TDM) can be used as a means of measuring congestions via Level of Service (LOS). A comparison of a roadway's LOS for the base year, as compared to a forecast year, will reveal potential reductions in delay. Large reductions will deserve more points.

**(6) Project is of Regional Significance – (Maximum 8 points)**

The proposed project is of importance to the region, state or the nation.

**(7) Local Project Support – (Maximum 9 points)**

When an agency or agencies contribute extra dollars towards funding a particular improvement project, points shall be awarded according to this formula:

- 10% of the overall cost 2 points
- 20% of the overall cost 4 points
- 30% of the overall cost 6 points
- 40% of the overall cost 8 points
- 45% of the overall cost 9 points

NOTE: Overall project cost includes construction, design and environmental studies and other costs.

**(8) Improves functioning of the MPO Network/Adding New Location – (Maximum 7 points)**

- Adding a new route that significantly reduces traffic or adjacent roadways with 10,000 Average Daily Traffic (ADT) or above 6-7 points
- Adding a median to an existing roadway to allow improved traffic mobility/reduction of accidents 5 points
- Other improvements accepted by consensus of the group 1-4 points

**(9) Project Readiness – (Maximum 17 points)**

**Environmental Clearance (Maximum 5 points)**

- FONSI is obtained \* 5 points
- Environmental clearance is approximately 70% or more complete 2-3 points

\* NOTE: Categorical Exclusion (CE) is worth 5 points

**Right-of-Way (Maximum 4 points)**

- Right-of-way is completed 4 points
- Acquisition of ROW is 75% complete 3 points
- Acquisition of ROW is 40%-60% complete 1-2 points

**Utilities (Maximum 3 points)**

- Is utility relocation required? 3 points
- Required and completed 2 points
- Not required 0 points
- Required, but not started

**Schematics (Maximum 5 points)**

- Project schematics and design plans are complete 5 points
- Project schematics are greater than 70% complete 3-4 points
- Project schematics are 59% or more complete 1-2 points

**(10) Special Circumstances – (Maximum 11 points)**

If a proposed roadway improvement will help to accommodate a major, new employer then points can be awarded for the number of new jobs on this basis. However, this new employment must be documented via reliable (verifiable) information. Also, the new jobs added to the local economy must exceed 300 jobs to be worthy of an award of points.

In addition, when a proposed improvement has additional support via private financial support, points can be awarded for that aspect of the improvement project. Examples include public:private partnerships, assessment dollars raised by feed placed upon private parcels and/or tax increment financing.