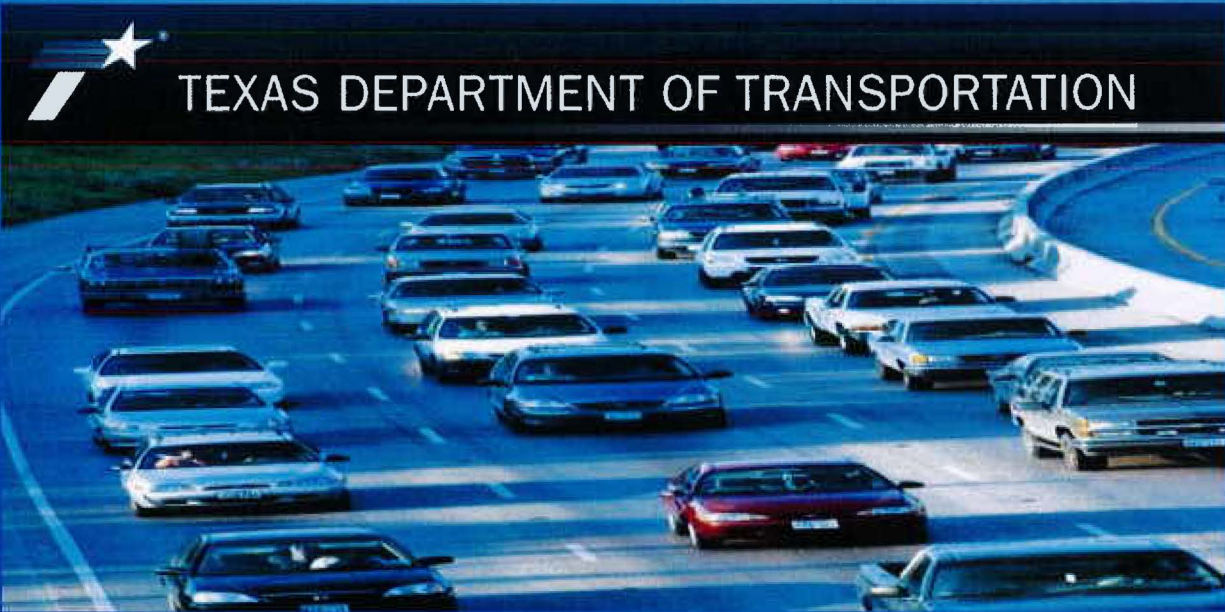




U.S. Department of Transportation
Federal Highway Administration



MPO OVERVIEW WORKSHOP

LAREDO – APRIL 27, 2017



**LAREDO URBAN
TRANSPORTATION
STUDY**

METROPOLITAN PLANNING ORGANIZATION

Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee

Notice of Workshop

City of Laredo City Hall
City Council Chambers
1110 Houston Street
Laredo, Texas
April 27th, 2017
1:00 p.m.-5:00 p.m.

WORKSHOP AGENDA

- I. AN OVERVIEW OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT.

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY APRIL 24th, 2017 BY 1:00 P.M.

Persons who plan to attend this meeting and who may need auxiliary aid or services, such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact Ms. Vanessa Guerra, City Planning, 1120 San Bernardo Ave. at (956) 794-1613, vguerra@ci.laredo.tx.us, at least five working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

Información en Español: Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios, auxiliares como: intérpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con la Sra Vanessa Guerra, en el Departamento de Planificación de la Ciudad, 1120 San Bernardo Ave. al (956) 794-1613, vguerra@ci.laredo.tx.us, al menos cinco días hábiles antes de la reunión para que los arreglos apropiados se pueden hacer. Materiales in español se proveerán a petición.

 **DISABILITY ACCESS STATEMENT** 

This meeting is wheelchair accessible. The accessible entrances are located at 1110 Victoria and 900 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

CITY OF LAREDO REPRESENTATIVES:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Charlie San Miguel, City Councilmember, District VI
Honorable George Altgelt, City Councilmember, District VII

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable Roberto Balli, City Councilmember, District VIII

COUNTY OF WEBB REPRESENTATIVES:

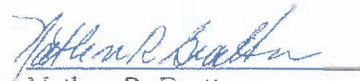
Honorable Tano E. Tijerina, Webb County Judge
Honorable John Gaio, Webb County Commissioner, Pct. 3
Honorable Jaime Canales, Webb County Commissioner, Pct. 4


STATE REPRESENTATIVES:

Mr. Pete Alvarez, P.E., District Engineer
Ms. Melisa Montemayor, District Administrator

**** EX-OFFICIO ****

Honorable Judith Zaffirini, State Senator, District 21
Honorable Richard Raymond, State Representative, District 42
Honorable Tracy O. King, State Representative, District 80


Nathan R. Bratton
MPO Director


Heberto L. "Beto" Ramirez
Acting City Secretary

**MPO Workshop
Laredo, Texas
April 27, 2017**

Agenda

1. Welcome (MPO/District/TPP)
2. Safety moment
3. Introductions (name, role/relationship to MPO, what want to get out of the workshop)
4. Desired workshop outcomes
5. Workshop slides
 - a. Background
 - b. MPO 101
 - c. Unified Transportation Program (UTP)
6. Follow-up discussion
 - a. Remaining questions
 - b. Next steps
 - i. Vision, goals, objectives?



TEXAS DEPARTMENT OF TRANSPORTATION



U.S. Department of Transportation
Federal Highway Administration

MPO OVERVIEW WORKSHOP



Laredo - April 27, 2017

April 27, 2017

Safety Moment & Housekeeping

- Evacuation and/or shelter in place instructions
- Facilities
- Breaks
- Cell phones

Introductions

- Name
- Relationship to MPO
- Other job responsibilities
- Length of time related to MPO
- Expectations today

LEGISLATIVE BACKGROUND

Texas Administrative Code

- Title 42 – Transportation
- Part 1 – TxDOT
- Chapter 16 – Planning and Development of Transportation Projects
- Several other chapters relating to transportation

Applicable Laws - Federal

- Title 23 United States Code (Highways)
 - Section 134 (Metropolitan Planning)
 - Section 135 (Statewide and Non-Metropolitan Planning)
- Title 49 United States Code (Transit)
 - Chapter 53 (Sections 5303, Metropolitan Planning and 5304, Statewide and Non-Metropolitan Planning)

Applicable Regulations

- 23 Code of Federal Regulations, Section 450 (Highways)
 - Subpart A- Definitions(§§ 450.100 - 450.104)
 - Subpart B- Statewide and non-metropolitan transportation planning(§§ 450.200 - 450.226)
 - Subpart C- Metropolitan transportation planning (§§ 450.300 - 450.340)

- 49 Code of Federal Regulations (Transit)
 - Subpart A- Metropolitan transportation planning and programming (§ 613.100)
 - Subpart B- Statewide and non-metropolitan transportation planning and programming (§ 613.200)

Major Highway Legislation (Authorization Acts)

- ISTEA (FY 1991-97)
- TEA-21 (FY 1998-03)
- SAFETEA-LU (FY 2005-09)
- MAP-21 (FY 2013-14)
- FAST Act (FY 2016-20)- Current Legislation

The Importance of "3-C" Planning Process (1963 Highway Act)

The 3-C Process



MPO 101

MPO Parameters

- Designated by DOT when U.S. Census urban area population exceeds 50,000
- Transportation management areas (TMAs) are generally designated if U.S. Census urban area population exceeds 200,000
- More than 400 MPOs have been designated nationwide

For a complete listing of MPOs by State, please see the FHWA HQ's Transportation Capacity Building Website at:
<https://www.planning.dot.gov/mpo.asp>

What is the MPO?

- Agency responsible for planning and programming transportation projects for the metropolitan planning area
- Staff
 - Coordinates efforts with all stakeholder agencies
 - Performs (in-house and through contracts) planning functions and studies
 - Presents information to the Technical Advisory Committee and the Transportation Policy Board

What is the MPO?

- **Technical Advisory Committee (TAC)**
 - Staff from member and stakeholder agencies
 - Make recommendations to Transportation Policy Board

- **Transportation Policy Board**
 - Elected officials and other representatives from member agencies
 - Cities, Counties, State DOTs, Transit Representatives, other
 - Responsible for making transportation planning and programming decisions, including approving necessary documents

Group Discussion

- **What are the transportation planning and project development challenges you face in the Laredo area?**

- **What are some ways to overcome those challenges?**

Public Transportation Agencies

- Located in all major urbanized areas, most medium-sized cities, and in many small cities and towns
- Bus (scheduled and para-transit in Laredo)



Group Discussion

- What types of transit are available in the Laredo area?
- What are transit interfaces?

Types of Planning Issues

- Asset Management- road and bridge infrastructure condition and repair/vulnerability to extreme weather events
- Safety/Security
- Economic Development
 - Locally generated/attracted traffic
 - Through-traffic

Types of Planning Issues

- Freight and Passenger Mobility
 - Types
 - Local facilities
- Environmental Justice (EJ)/Title VI
- ITS/Management/Operations
- Others (Environmental Mitigation, Sustainability/Livability)

Transportation Planning's Impact on Decision-Making



Group Discussion

- What works best related to transportation planning decisions in the Laredo area?
- What are some ways to improve?

Key Planning and Programming Documents

- What is the difference between planning and programming?

Key Planning and Programming Documents

- UPWP – Unified Planning Work Program (1-2 Years)
 - Provides budget and work plan for the MPO
 - Staff
 - Contracted work

Key Planning and Programming Documents

- MTP – Long-Range Metropolitan Transportation Plan
 - At least a 20-year outlook (4 or 5 year cycle update)
 - Multimodal, consistent with SLRTP
 - Discussions of issues/factors affecting transportation
 - Project list
 - Fiscally constrained
 - Systems-level approach
 - Identifies strategies to address needs
 - Developed and adopted through a continuous planning process
 - Public and interagency stakeholder coordination
 - Environmental mitigation

Key Planning and Programming Documents

MTP: Performance Measures and Targets

- The MTP reflects the goals, objectives, performance measures and targets of the region
- In addition, the MPO is required to integrate the goals, objectives, performance measures, and targets in other plans, including:
 - Other State transportation plans and processes
 - Certain plans developed by public transportation agencies

Key Planning and Programming Documents

MTP: Additional Requirements of the MTP



Key Planning and Programming Documents

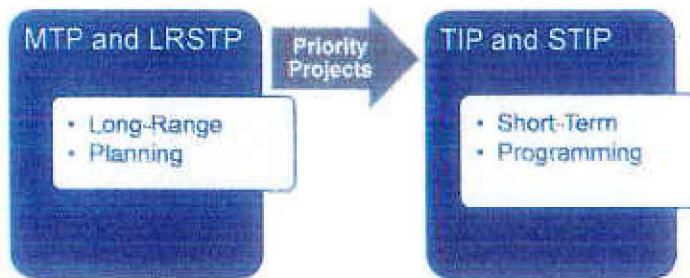
- TIP – Transportation Improvement Program (4 years)
 - 4-year list of metropolitan programmed projects
 - Fiscally constrained
 - Must be consistent with the MTP

- STIP – Statewide Transportation Improvement Program (4 years)
 - All 25 MPO TIPs
 - All 25 TxDOT District “rural” TIPs
 - Statewide programs
 - Bridge, safety, TAP, discretionary, etc

- UTP – Unified Transportation Program (State document)
 - 10-year list of statewide programmed projects

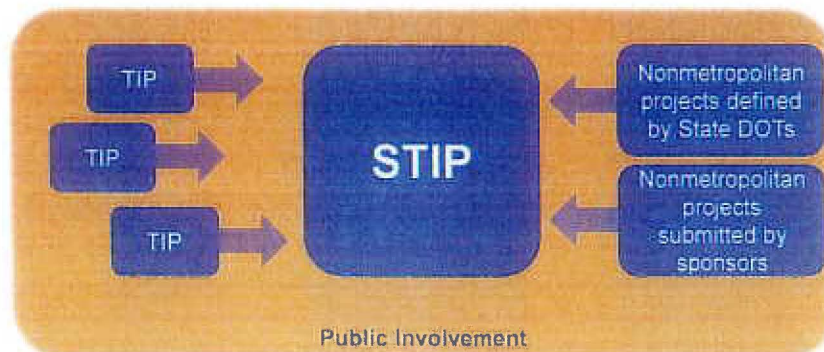
Key Planning and Programming Documents

TIP and STIP: Purpose



Key Planning and Programming Documents

Relationship Between the TIP and STIP



Key Planning and Programming Documents

TIP and STIP: Common Requirements

- Be financially constrained by year
- Include the next four years of funded projects
- Comply with air quality conformity standards (in designated areas)
- Be updated at least every four years on a compatible schedule
- Adhere to established processes for approval and revisions

Key Planning and Programming Documents

Metropolitan TIP: Overview

- Contains projects consistent with long-range MTP
- Supports:
 - Needed system improvements as identified in the MTP
 - Attainment of performance targets
- Must include projects for which FHWA and FTA funds will be spent
- Must contain regionally-significant projects, regardless of funding source or Federal action

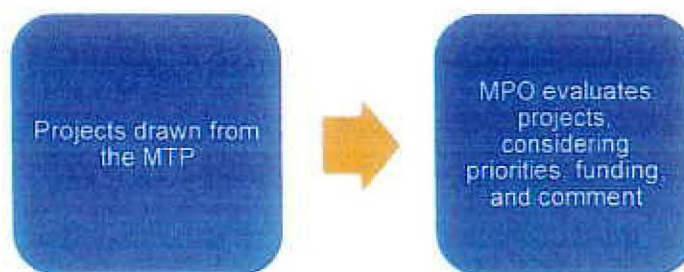
Key Planning and Programming Documents

Metropolitan TIP: Components



Key Planning and Programming Documents

Metropolitan TIP: Project Selection



Key Planning and Programming Documents

Metropolitan TIP: Approval Process

Step 1: MPO staff document project analyses and evaluations, and prepare recommendations.

Step 2: MPO Policy Board and Governor approve the TIP

Step 3: TIP is included—without change—in the STIP

Key Planning and Programming Documents

Metropolitan TIP: Update and Amendments Requirements

- The TIP:
 - May be revised or amended at any time to add or update projects
 - Revisions may be minor and termed “administrative modifications.”
 - Major revisions are termed “amendments.” Amendments require MPO action.
 - Must be readily available for public review, comments, and questions

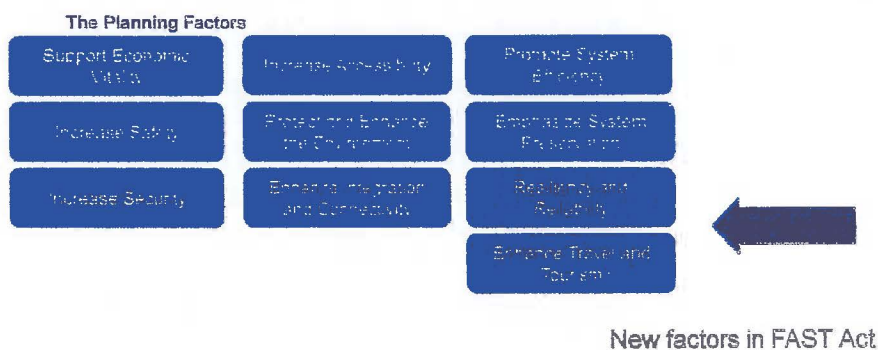
Group Discussion

- Questions or observations about planning and programming documents?
- What is the difference between planning and programming?

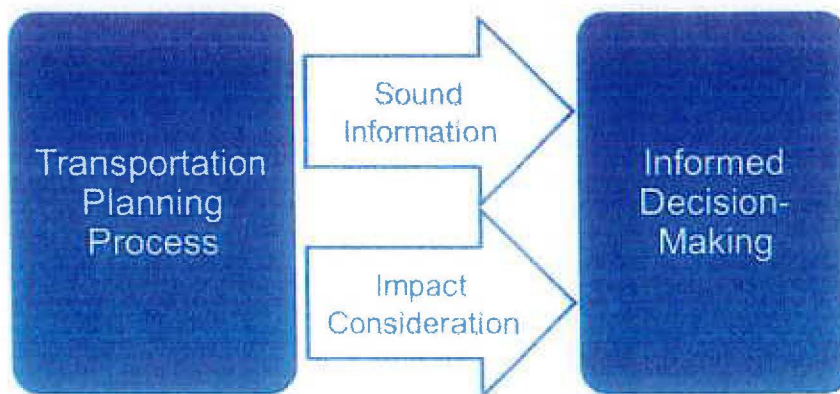
Planning Factors

- Have existed since ISTEA
- Identify the primary considerations in transportation planning as they pertain to the individual urbanized areas and states
- Evolve to reflect what is most important to the public and the transportation industry over time

Current Ten Planning Factors



Transportation Planning Purpose: A Recap



Fixing America's Surface Transportation (FAST) Act

Summary of New MPO Metropolitan Transportation
Planning Requirements
23 CFR 450

Public Participation Plan (NEW)

- Under the FAST Act each MPO must develop a documented public participation plan (PPP) that also includes:
 - 1) public ports;
 - 2) private providers of transportation (including intercity bus operators;
 - 3) employer-based commuter programs (such as carpool-vanpool programs);
 - 4) transit benefits program;
 - 5) parking cash-out program;
 - 6) shuttle program; or
 - 7) telework program.

- Due for MTP/TIP updates after May 27, 2018.

Public Participation Plan (NEW)

- Under the FAST Act, the MPO should also consult with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation including:
 - 1) tourism;
 - 2) natural disaster risk reduction.

- Due for MTP/TIP updates on or after May 27, 2018.

Planning Factors (NEW)

- Two new planning factors added:
 - 1) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation;
 - 2) Enhance travel and tourism.

- Due on or after May 27, 2018 for MTP/TIP and Statewide Plan updates.

Intercity Buses (NEW)

- The FAST Act metropolitan planning regulations require that MTPs (shall) and Statewide Plans (should) include consideration of intercity buses.
- Due on or after May 27, 2018 for MTP and long-range statewide transportation plan updates.

Performance-Based Planning (Targets- NEW)

- Under the FAST Act, each MPO shall: set performance targets not later than 180 days after the State or public transportation provider establishes performance targets.
- Phase-in date varies and depends on when the State or public transportation provider establishes performance targets.

Performance-Based Planning (Coordination- NEW)

- Under the FAST Act, the MPOs shall coordinate to the maximum extent practicable with public transportation providers when setting performance targets required under 49 U.S.C. 5326(c) and 5329(d).

Performance-Based Planning (MTP Development- NEW)

- The MPO metropolitan transportation plan (MTP) shall include:
 - A description of the Federally required performance measures and performance targets used in assessing the performance of the transportation system.
 - A system performance report evaluating the condition and performance of the transportation system with respect to the Federally required performance targets including progress achieved by the MPO toward the performance targets.
 - Due on or after May 27, 2018 (or after the date that is two years after the effective date of each final performance measures rule), whichever is later for all MTP updates

Voluntary Scenario Planning (NEW)

- An MPO may voluntarily elect to develop multiple scenarios for consideration as part of the development of the MTP.
- Section 450.324(i) contain an optional framework for MPO's to consider when conducting scenario planning.
- Due for MTP updates on or after May 27, 2018.

Voluntary Scenario Planning (NEW)

- MPOs that voluntarily elect to conduct scenario planning shall describe how the preferred scenario has improved performance of the transportation system in the MTP.

Performance-Based Planning for STIP/TIPs (NEW)

- STIP/TIPs shall:
 - include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by the MPO in the MTP.

 - Due for STIP/TIP updates on or after May 27, 2018 (or on or after the date that is two years after the effective date of each final performance measures rule- whichever is later).

Performance-Based Planning for STIP/TIPs (NEW)

- The STIP/STIPs shall link investment priorities in the TIP/STIP to achievement of performance targets in the plans.

- Due for all STIP/TIP updates on or after May 27, 2018 (or on or after the date that is two years after the effective date of each final performance measures rule- whichever is later).

Transition to New Planning Emphasis (NEW)

- Updates or amendments to TIPs/STIPs, and plans adopted on or after 2 years after the date of the final planning rule must reflect the new emphasis (by May 27, 2018).

- Updates or amendments to TIPs/STIPs, and plans adopted or amended two years after the effective date of the performance management rules must comply.

Establishing Performance Targets (NEW)

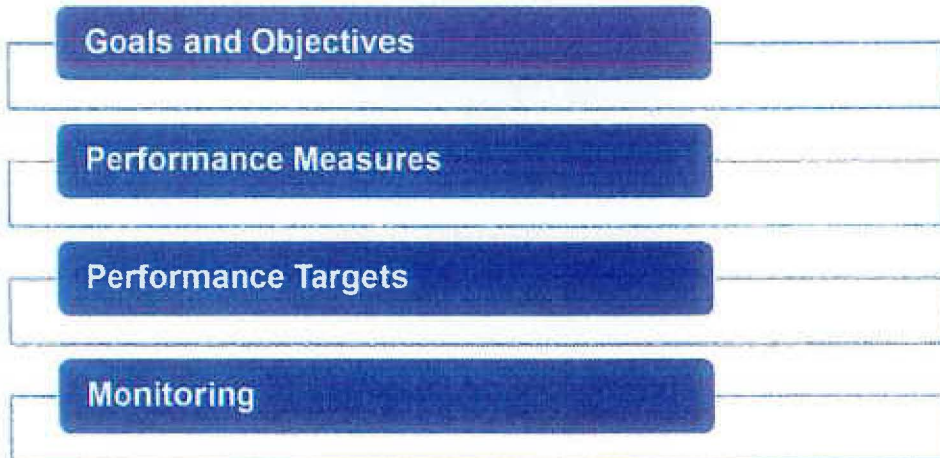
- Under the FAST Act, States have one year from the effective date of the performance management (PM) rule(s) to establish targets.

- MPOs have 180 days to set targets after the State DOT sets targets.

- Applies to all updates to TIPs/STIP/MTPs and statewide long-range plans on or after the date that is two years after the publication date of the final planning rule (May 27, 2018)– or two years after the effective date of each final performance management rule, whichever comes later.

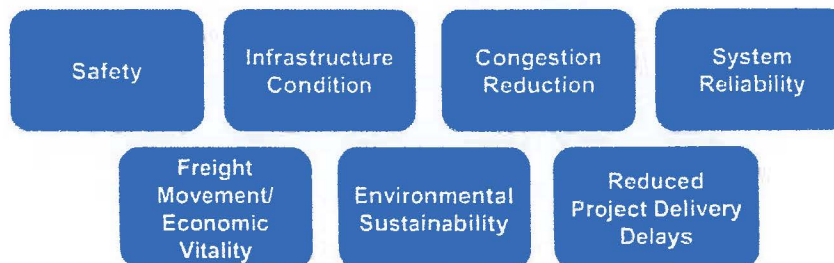
Performance-Based Planning (NEW)

What is a Performance-Based Approach?



Performance Goals Under MAP-21

National Goals



Performance-Based Planning (NEW)

Public Transportation Performance

State of Good Repair

- Condition in which a capital asset is able to operate at a full level of performance

Public Transportation Safety

- To improve the safety of all public transportation systems

Performance-Based Planning (NEW)

Performance Measures

- National measures for the Federal-aid Highway Program:
 - Pavement condition on the Interstate system and remainder of the National Highway System (NHS)
 - Bridge condition on the NHS
 - Performance of the Interstate System and remainder of the NHS
 - Fatalities and serious injuries (number and rate per vehicle mile traveled) on all public roads
 - Number of non-motorized fatalities and non-motorized serious injuries
 - Freight movement on the Interstate System
 - Traffic congestion
 - On-road mobile source emissions
- Public transportation performance standards
 - State of good repair
 - Safety

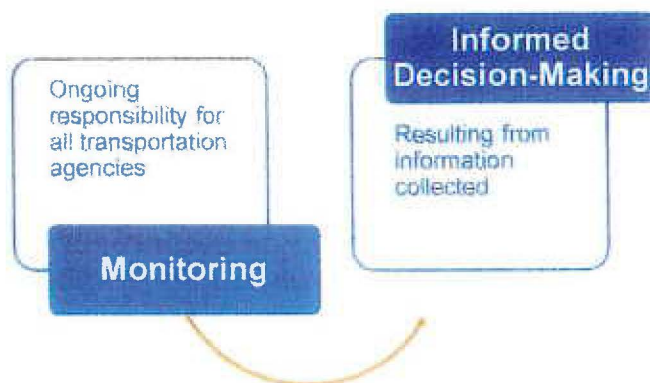
Performance-Based Planning (NEW)

Performance Targets

- State DOTs and MPOs must establish performance targets for the National Performance Measures
- States, MPO, and transit agencies must coordinate in setting targets

Performance-Based Planning (NEW)

Monitoring



Performance-Based Planning MOUs (NEW)

- The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to:
 - transportation performance data;
 - the selection of performance targets;
 - the reporting of performance targets;
 - the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), & the collection of data for the State asset management plan for the NHS.
- NOTE: Such agreements shall be documented as part of the metropolitan planning agreement or in some other form jointly agreed to by the MPO(s), State(s), and provider(s) of public transportation)
- Due on or after May 27, 2018 or on or after the date that is two years after the effective date of each final performance measures rule, whichever is later.

PEL Process (NEW)

FAST Act changes to optional statutory PEL process:

- Adds purpose and need and preliminary screening of alternatives and elimination of unreasonable alternatives to the list of planning decisions that can be used in the environmental review process.
- Replaces the requirement for concurrence of other participating agencies with relevant expertise with a smaller universe of cooperating agencies with responsibility for permitting, review, or approval.
- Phase-in: by May 27, 2018

PEL Process (NEW)

FAST Act changes to optional statutory PEL process:

- Eliminates the requirement for duplicative approval (by the State, all local and tribal governments, and MPO(s) where the project is located) by replacing it with the planning product was developed through a planning process conducted pursuant to Federal law.
- Final Planning Rule: Adds a reference to optional statutory PEL authority under 23 U.S.C. 168
- Retains all previous authorities for PEL
- Phase-in: by May 27, 2018

Programmatic Mitigation (New)

- MAP-21 created an optional framework at 23 U.S.C. 169 for the use of programmatic mitigation plans under NEPA reviews. The FHWA/FTA joint NPRM proposed regulatory text to implement the provision in 450.214 and 450.320.
- The FAST Act made the following changes to the programmatic mitigation plan provision located at 23 U.S.C. 169, specifically under paragraph (f):
 - Instead of saying that a Federal agency “may use” the recommendations of a programmatic mitigation plan, the statute now says that agencies “shall give substantial weight to” them.
- Phase-in Date: by May 27, 2018

Programmatic Mitigation (New)

A State or MPO, in consultation with agencies with jurisdiction over protected environmental resources, may develop programmatic mitigation plan(s) as part of its transportation planning process.

The programmatic mitigation plan(s) may inventory existing or planned environmental resource mitigation and identify potential environmental impacts and potential avoidance or mitigation opportunities.

Resiliency and Vulnerability (NEW)

- Under the FAST Act, the long-range MTP shall include and assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

- Due for MTP updates on or after May 27, 2018.

Texas House Bill (HB) 20 – Performance-Based Planning

- Projects that move forward must address performance-based planning issues
 - Safety
 - Congestion/mobility
 - Connectivity
 - Best in class state agency (TxDOT)

- Other considerations
 - Freight
 - Economic development

Texas House Bill (HB) 20 – MPO F10-Year Plan

- First 4 years must meet TIP requirements

- MPO must develop project recommendation criteria, including:
 - Congestion and safety
 - Economic development
 - Available funding
 - Environmental effects
 - Socioeconomic effects
 - Other factors deemed appropriate by the MPO

Conclusions

- Effective “3-C” metropolitan planning pays off
 - Modal connectivity to provide access, mobility, and ease in travel for all citizens
 - Quality of life and livable communities
 - Environmental protection and mitigation
 - Regional economic development
 - Safer, more secure transportation systems
 - Equitable and efficient use of limited financial resources

List of References

- FTA/FHWA Transportation Planning Capacity Building Website at: <https://www.planning.dot.gov/>
- National Highway Institute (NHI) Courses on Metropolitan Planning at: <https://www.nhi.fhwa.dot.gov>
- National Transit Institute (Rutgers University): <http://www.ntionline.com/>
- Metropolitan Transportation Planning: Executive Seminar at: <https://www.planning.dot.gov/Documents/MetroPlanning/metroTrans.htm>

Acknowledgements

- TxDOT – TPP Division
 - Provides assistance to MPOs directly and through interagency agreement contracts

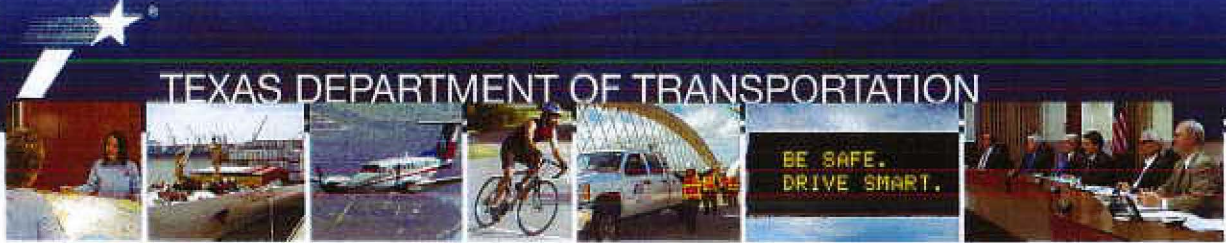
- FHWA
 - Provides federal regulatory and process guidance and information

- TTI
 - Provides assistance to MPOs through an interagency contract with TxDOT TPP Division

Contact Information

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TEXAS DEPARTMENT OF TRANSPORTATION

UNIFIED TRANSPORTATION PROGRAM (UTP)

Overview and Update Process



What is the UTP?

- TxDOT's 10-year plan to *guide transportation development*
- Required by the Texas Administrative Code (TAC, Section 16.105)
- Approved each year by the Texas Transportation Commission
- Includes projects involving highways, aviation, public transportation, and state and coastal waterways
- Lists known projects and ranks projects into Tier 1, 2 or 3
- Designates Major Transportation Projects
- Outlines project selection process

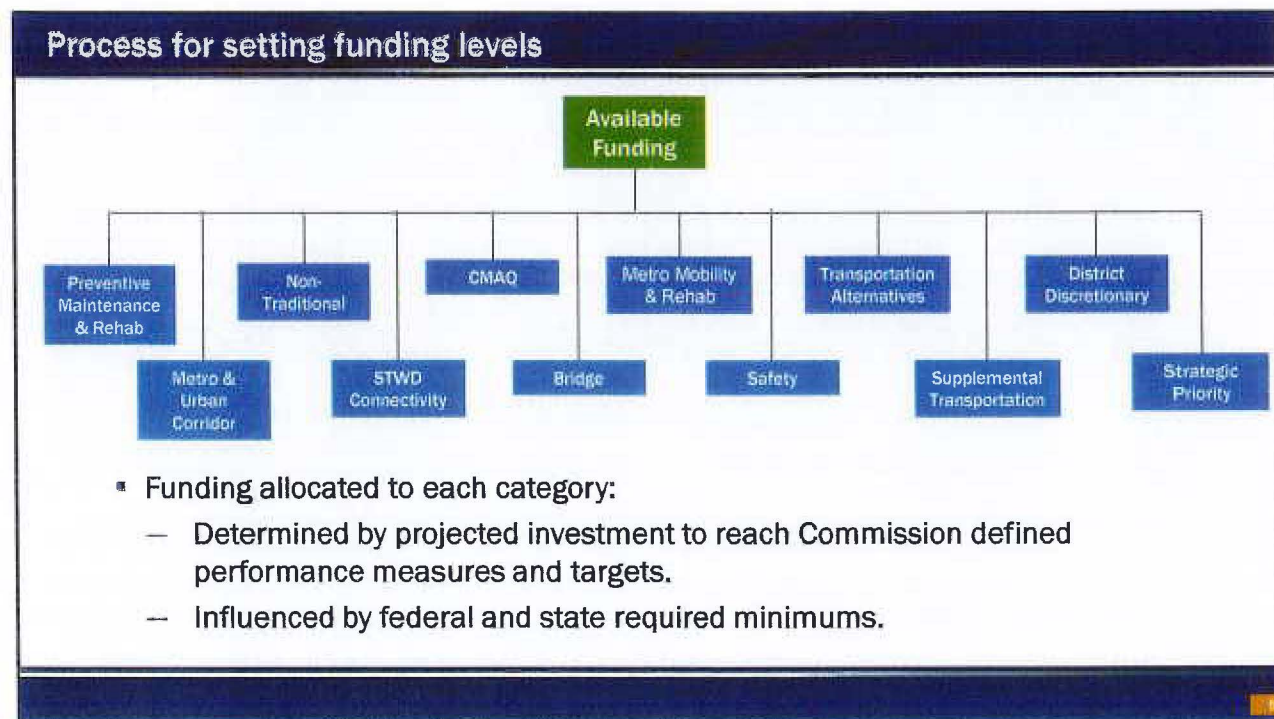
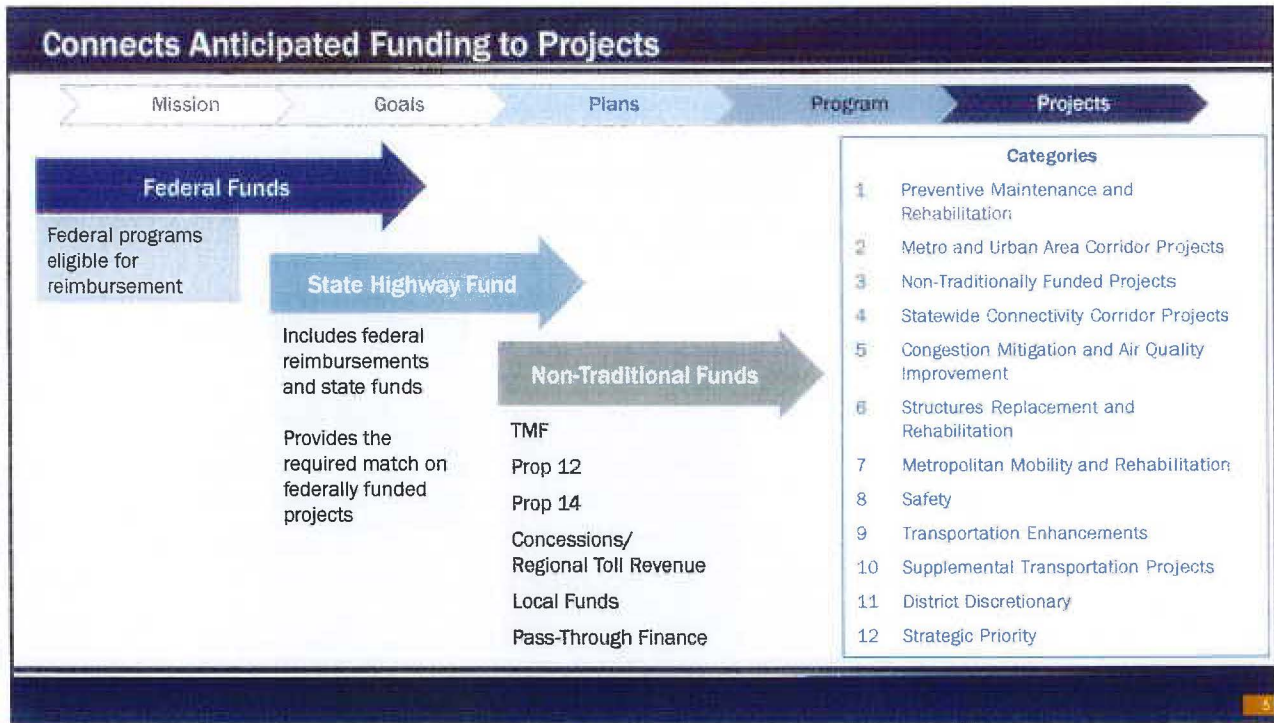
*The UTP
authorizes
projects &
programs for
development
and planning
activities*

Transportation Planning Process

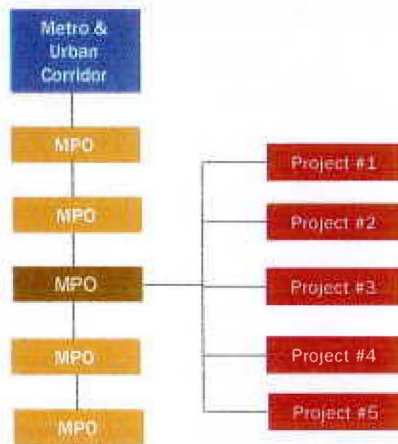
The **Unified Transportation Program (UTP)** is a key element in the planning process.

- Statewide Long Range Transportation Plan (Texas Transportation Plan)
- Metropolitan Transportation Plans (MTPs)
- Unified Transportation Program
- Statewide Transportation Improvement Program
- Letting Schedule

UTP Development Process



Process for Project Selection (Two Steps)



- **Category 2** – Metro & Urban Corridor Projects is shown as an example.
 - **Step 1** - Funding within certain categories is first distributed by formula to areas of the state to “account for the diverse needs of the state so as to fairly allocate funding to all regions of the state.”
 - **Step 2** - Each planning organization (MPO or TxDOT District) shall develop its own project recommendation criteria to achieve performance measure targets and then rank projects.

Overview of Project Selection by Categories

Funding Category	Formula Distribution	Project Selection Level
1 - Preventive Maintenance and Rehabilitation	✓	Projects selected by Districts.
2 - Metropolitan and Urban Area Corridor Projects	✓	Projects selected by MPOs in consultation with TxDOT.
3 - Non-Traditionally Funded Transportation Projects		Determined by legislation, Commission approved Minute Order, and local government commitments.
4 - Statewide Connectivity Corridor Projects	✓	Corridors selected by Commission. Districts select projects along corridors in consultation with MPOs, Transportation Planning and Programming Division and TxDOT Administration.
5 - Congestion Mitigation and Air Quality Improvement	✓	Projects selected by MPOs in consultation with TxDOT.
6 - Structures Replacement and Rehabilitation Bridge Program, Railroad Grade Separation Program		Projects selected by the Bridge Division.
7 - Metropolitan Mobility/Rehabilitation	✓	Projects selected by MPOs in consultation with TxDOT.
8 - Safety Federal Highway Safety Improvement Program (HSIP), Federal Railway-Highway Crossing Program, Safety Bond Program		Projects selected by Traffic Operations Division.
9 - Transportation Alternatives (>200K)	✓	Projects selected by MPOs.
9 - Transportation Alternatives (< 200K)		Project list recommended by PTN Division and selected by Commission
10 - Coordinated Border Infrastructure Program (CBI)	✓	Projects selected by districts with FHWA review and approval.
10 - Congressional High Priority Projects		Congressionally Designated.
10 - Supplemental Transportation Projects: State Park Roads, Railroad Grade Crossing Replanking, Railroad Signal Maintenance, Landscape Incentive Awards, Green Ribbon Landscape Improvement, Curb Ramp Program		Texas Parks and Wildlife Department (TPWD) selects projects for State Park Roads. Rail projects selected by Rail Division in coordination with Districts. Landscape Incentive Awards, Green Ribbon and Curb Ramp projects are selected by the Design Division in coordination with Districts.
11 - District Discretionary	✓	Projects selected by Districts.
12 - Strategic Priority		Commission Selected projects.

Allocation Program

Project Specific

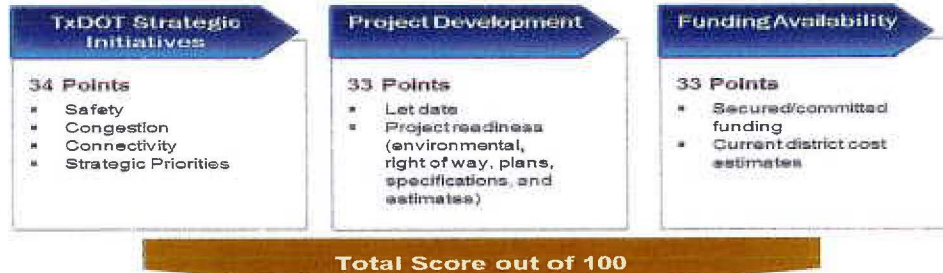
2017 UTP Category Distribution

UTP Funding Categories	Anticipated Funding Distributed Over 10 Years of UTP by Category (\$ Million)		
	UTP Base	Increase in Funds & Project Adjustments	2017 UTP Funding
Category 1 – Maintenance & Rehabilitation	\$ 11,157	\$ 2,625	\$ 13,782
Category 2 – Metropolitan & Urban Corridor Projects	1,334	11,202	12,536
Category 3 – Non-Traditional Funding	4,572		4,572
Category 4 – Connectivity (Rural)	429	6,206	6,635
Category 4 – Connectivity (Congestion)		4,996	4,996
Category 5 – Congestion Mitigation/Air Quality (3 MPOs)	2,169		2,169
Category 6 – Bridge Programs	2,709	514	3,223
Category 7 – Metropolitan Mobility & Rehabilitation (Large MPOs)	4,241		4,241
Category 8 – Safety Programs	1,887	1,291	3,178
Category 9 – Transportation Alternatives Program	500		500
Category 10 – Special Federal Programs	557		557
Category 11 – District Discretionary	1,540	360	1,900
Category 11 – District Discretionary (Energy Sector Initiative)		2,079	2,079
Category 12 – Strategic Priority Projects	763	4,064	4,827
Category 12 – Strategic Priority (Congestion Initiative)		5,000	5,000
Total Allocated Funds	\$ 51,858	\$ 38,237	\$ 70,195

Adopted 2017 UTP Category Distribution

UNIFIED TRANSPORTATION PROGRAM FUNDING CATEGORY	2017 UTP FUNDING (in millions)
Category 1 – Preventative Maintenance & Rehabilitation	\$ 13,782
Category 2 – Metropolitan & Urban Corridor Projects	12,537
Category 3 – Non-Traditional Funding	4,572
Category 4 – Connectivity Corridor (Urban and Rural)	11,630
Category 5 – Congestion Mitigation/Air Quality (3 MPOs)	2,169
Category 6 – Bridge Programs	3,223
Category 7 – Metropolitan Mobility & Rehabilitation (Large MPOs)	4,241
Category 8 – Safety Programs	3,178
Category 9 – Transportation Alternatives Program	500
Category 10 – Special Federal Programs	557
Category 11 – District Discretionary	3,979
Category 12 – Strategic Priority Projects	9,828
TOTAL UTP FUNDING: CATEGORIES 1-12	\$ 70,195

Current Project Ranking and Prioritization



Threshold	Rank
>75	Tier 1
50-75	Tier 2
<50	Tier 3

UTP Major Components

Funding Summaries & Project Lists

The image displays two screenshots of a software interface. The left screenshot shows a table with multiple columns and rows, likely representing a project list. The right screenshot shows a detailed view of a project, including sections for 'Brazos County' and 'Cattaraugus County', with various data fields and a '2016 UTP Report' footer.

Project Listings Organized by TxDOT District, then by County

Control Section Job # County Roadway name Fiscal year when project is scheduled for implementation

TxDOT District

CSJ 0437-04-025	District ABILENE	CALLAHAN COUNTY	MPO	City US 283	Listing FY 2014
Limits From	SH 36				
Limits To	COLEMAN COUNTY LINE				Ranking Tier I
Project Description REHAB AND WIDENING REHAB AND WIDENING					

Total Project Cost Information		Programmed Funding				
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Total
Preliminary Engineering	\$166,315	11	DISTRICT DISCRETIONARY	\$2,500,000	\$0	\$2,500,000
ROW & Utilities	\$0	1	PREVENTIVE MAINT & REHAB	\$807,454	\$0	\$807,454
Construction	\$3,394,188		Total	\$3,307,454	\$0	\$3,307,454
Construction Engineering	\$166,315					
Contingencies	\$1,697					
Indirect Costs	\$290,203					
Potential Change Orders	\$153,417					
Total Project Cost	\$4,172,136					

Total Project Cost Information Programmed funding categories/descriptions

Looking ahead – 2018 UTP Goals

- Continue to differentiate the UTP as a planning document vs. the STIP or a letting document
 - Using agreed upon planning forecast
 - Annual update of the UTP
- Continue implementation of portfolio management practices that align projects with resources and budget needs
- Integrate Decision Lens into the UTP development process
 - Consideration of performance metrics in funding distributions
 - Project Selection and Prioritization Process
- Identify additional Category 4 & 12 projects for selection
- Initiate MPO 10-year plan integration with UTP process

UTP Resources & Links

▪ UTP Main Page

- <http://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html>
 - Includes the UTP documents
 - Includes the searchable UTP

▪ UTP Public Involvement Page

- <http://www.txdot.gov/inside-txdot/get-involved/unified-transportation-program.html>
 - Includes copies of proposed amendments and information on the public meeting and hearing

▪ Project Tracker

- <http://www.txdot.gov/inside-txdot/projects/project-tracker.html>
 - Includes projects at all stages of planning (and is exportable!)

▪ Texas Administrative Code – Chapter 16

- Sections of note are 16.105-106, 16.152-154 and 16.160
- Includes the planning rules that govern the UTP

Categories, Codes, and Levels

Table III-10 provides specific programming and funding information for each of the 12 funding categories. TxDOT district and division staff use this information to assist with development of projects for the UTP and other planning and programming documents.

Table III-10 2017 UTP Programming Information by Category

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>1</p> <p>Preventive Maintenance and Rehabilitation</p>	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program distributed to districts by preventive maintenance and rehabilitation formulas. ▪ Entire allocation may be used on preventive maintenance or rehabilitation projects or combination. ▪ Projects selected and managed by the district based on a prioritized list. ▪ Energy-sector distribution and projects selected for energy-sector initiatives managed by MNT. ▪ District updates project data in the DCIS and verifies in SharePoint. ▪ Projects in this category must have MPO concurrence if located in its area of jurisdiction. 	<p>Each district shall receive an allocation based on this funding target formula:</p> <p><u>Preventive Maintenance:</u> 3 basic criteria are weighted by percent. A total allocation percent is calculated by district with 98% directed toward roadway maintenance and 2% directed toward bridge maintenance.</p> <ul style="list-style-type: none"> ▪ 65% on-system lane miles. ▪ 33% pavement distress score factor. ▪ 2% square footage of on-system bridge deck area. <p><u>Rehabilitation:</u></p> <ul style="list-style-type: none"> ▪ 32.5% 3-year average lane miles of pavement distress scores < 70. ▪ 20% vehicle miles traveled per lane mile (on system). ▪ 32.5% equivalent single axle load miles (on and off system and interstate). ▪ 15% pavement distress score pace factor. <p>See note at end of table.</p>	<p>Federal 90% State 10% Or Federal 80% State 20% Or State 100% (Prop1/Prop7 or chief financial officer [CFO] approval)</p> <p>This category provides for the preventive maintenance and pavement rehabilitation on the existing state highway system including installation and rehabilitation of traffic control devices, the rehabilitation and maintenance of operational traffic management systems, and the preservation and rehabilitation of pavements.</p> <p>Preventive maintenance—work to preserve, rather than improve, the structural integrity of the pavement and/or structure. Examples of preventive maintenance activities include asphalt concrete pavement overlays (2-inch-thick maximum); seal coats; cleaning and sealing of joints and cracks; patching of concrete pavement; shoulder repair; scour countermeasures; cleaning and painting of steel members to include application of other coatings; restoration of drainage systems; cleaning and sealing of bridge joints; micro-surfacing; bridge deck protection; milling or bituminous level-up; cleaning, lubrication, and resetting of bearings; and cleaning of rebar/strand and patch structural concrete and seal cracks.</p> <p>Rehabilitation—Funds can be expended on any highway on the state highway system and are intended for the rehabilitation (including approved preventive maintenance measures) of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway may be funded within this category.</p> <p>The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals and to modernize existing signals.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>2</p> <p>Metropolitan and Urban Corridor Projects</p>	<ul style="list-style-type: none"> ▪ Texas Transportation Commission distributes funds to MPOs by the Category 2 metro and urban formulas. ▪ Total project cost allocation includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs and must have the concurrence and support of the MPO having jurisdiction in the particular area. Projects may be reprioritized during the development of the UTP. ▪ Projects selected and ranked by MPOs in consultation with TxDOT. ▪ District updates data in DCIS and verifies in SharePoint. ▪ As passed by the 84th Legislature, funding allocation may be subject to further consideration by the Texas Transportation Commission to ensure that TxDOT and HB 20-designated planning organizations (TxDOT districts and MPOs) have complied with the requirements of HB 20. 	<p>Each MPO shall receive an allocation based on this funding target formula:</p> <p>2M: TMA = 87% of Category 2 funding allocation</p> <p><u>TMA Distribution Formula:</u></p> <ul style="list-style-type: none"> ▪ 30% total vehicle miles traveled (on and off system). ▪ 17% population. ▪ 10% lane miles (on system). ▪ 14% vehicle miles traveled (trucks only) (on system). ▪ 7% percentage of census population below the federal poverty level. ▪ 15% based on congestion. ▪ 7% fatal and incapacitating crashes. <p>2U: MPO operating in areas that are non-TMA = 13% of Category 2 funding allocation</p> <p><u>MPO Distribution Formula:</u></p> <ul style="list-style-type: none"> ▪ 20% total vehicle miles traveled (on and off system). ▪ 25% population. ▪ 8% lane miles (on system). ▪ 15% vehicle miles traveled (trucks only) (on system). ▪ 4% percentage of census population below the federal poverty level. ▪ 8% centerline miles (on system). ▪ 10% congestion. ▪ 10% fatal and incapacitating crashes. 	<p>Federal 80% Local 20% Or Federal 80% State 20% Or State 100% (Prop1/Prop7 or CFO approval)</p> <p>Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and level or duration of traffic congestion and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>3</p> <p>Non-traditionally Funded Transportation Projects</p>	<ul style="list-style-type: none"> ▪ Project selection and/or allocation may be based on Texas Transportation Commission Discretionary, Program or formula allocated. ▪ Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. ▪ The UTP does not authorize any new projects in the Pass-Through Finance Program. ▪ District updates data in DCIS and verifies in SharePoint. ▪ Update the P2D local entity field when local contribution or participation is applied to the P02 screen in DCIS. ▪ District ranks projects. 	<p>Determined by legislation, Texas Transportation Commission approved Minute Order, and local government commitments.</p>	<p>State 100% (CFO approval) Or Local 100% Or Varies by agreement and rules</p> <p>Transportation-related projects that qualify for funding from sources not traditionally part of the SHF including state bond financing under programs such as Prop12 (General Obligation Bonds), Prop14, TMF, pass-through financing, regional revenue and concession funds, and local participation funding.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>4</p> <p>Statewide Connectivity Corridor Projects</p>	<ul style="list-style-type: none"> ▪ Project-specific selection by Texas Transportation Commission. ▪ Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. ▪ Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. ▪ District updates data in DCIS and verifies in SharePoint. ▪ District ranks projects. ▪ As passed by the 84th Legislature, funding allocation may be subject to further consideration by the Texas Transportation Commission to ensure that TxDOT and HB 20-designated planning organizations (TxDOT districts and MPOs) have complied with the requirements of HB 20. 	<p><u>Project Specific:</u> Selections based on engineering analysis of projects on three corridor types:</p> <p>Mobility corridors—based on congestion.</p> <p>Connectivity corridors—2-lane roadways requiring upgrade to 4-lane divided.</p> <p>Strategic corridors—strategic corridors on the state highway network that provide statewide connectivity. An example would be the Ports-to-Plains corridor.</p> <p><u>Prop1:</u> FY 2017 funds distributed based on allocation formula:</p> <ul style="list-style-type: none"> ▪ 70% on-system vehicle miles traveled. ▪ 20% on-system lane miles. ▪ 10% annual truck vehicle miles traveled. 	<p>Federal 80% State 20% Or State 100% (Prop1/Prop7 or CFO approval)</p> <p>Mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors. Composed of a highway connectivity network that includes:</p> <ul style="list-style-type: none"> ▪ The Texas Trunk System. ▪ National Highway System. ▪ Connections from the Texas Trunk System or the National Highway System to major ports on international borders or Texas water ports.

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>5</p> <p>Congestion Mitigation and Air Quality Improvement</p>	<ul style="list-style-type: none"> • Commission allocation program. • Projects selected and ranked by MPOs in consultation with TxDOT and the Texas Commission on Environmental Quality. Projects must have final approval by EPA and FHWA before letting. • Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. • District updates data in DCIS and verifies in SharePoint. 	<p>Distributed by population weighted by air quality severity to non-attainment areas. Non-attainment areas designated by EPA.</p>	<p>Federal 80% Local 20% Or Federal 80% State 20% Or Federal 90% State 10% (interstate)</p> <p>Addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently Dallas-Fort Worth, Houston, and El Paso). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>6</p> <p>Structures Replacement and Rehabilitation</p> <p>Highway Bridge Program</p> <p>Federal Railroad Grade Separation Program (RGS)</p> <p>Bridge Maintenance and Improvement Program</p>	<ul style="list-style-type: none"> ▪ Statewide allocation program set by Texas Transportation Commission. ▪ Projects selected and managed by BRG based on prioritized listing. BRG authorizes the letting for Category 6 and monitors the district's ability to reach letting targets. ▪ Projects in this category must have MPO concurrence if located in its area of jurisdiction. ▪ RGS projects are selected and managed by BRG based on a cost-benefit index for at-grade railroad crossing elimination projects and a prioritization ranking for railroad underpass replacement or rehabilitation projects. ▪ District coordinates UTP development project list with BRG. ▪ District updates data in DCIS and verifies in SharePoint. ▪ BRG ranks projects. 	<p><u>Highway Bridge Program:</u> Bridges on and off the state highway system are selected statewide based on eligibility and prioritized based on sufficiency ratings. Eligible bridges have a deficiency status of Structurally Deficient or Functionally Obsolete and have sufficiency ratings below a score of 80.</p> <p><u>Railroad Grade Separation:</u> Projects on the state highway system are selected based on cost-benefit index rating that encompasses vehicle and train traffic, accident rates, casualty costs, and personnel and equipment delay costs for selecting at-grade railroad crossing elimination projects or on prioritization ranking that uses vertical clearance and roadway characteristics for selecting replacement or rehabilitation of railroad underpass projects.</p> <p><u>BMIP:</u> Projects on the state highway system are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of the state's bridge assets. For projects that are selected, all bridge elements will meet a predetermined condition threshold after rehabilitation.</p> <p>The Rail Replacement Program is a subset of the BMIP. Bridges on the state highway system are selected statewide based on eligibility of non-compliant safety shapes and prioritized based on traffic counts, roadway classification, and speed. Full bridge rail replacement.</p>	<p><u>Highway Bridge Program:</u> Federal 90% State 10% Or Federal 80% State 20% Or Federal 80% State 10% Local 10% Or State 100% (CFO approval)</p> <p>Replaces or rehabilitates eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p><u>Railroad Grade Separation Program:</u> Federal 80% State 20%</p> <p>Eliminates on-system at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitates or replaces deficient railroad underpasses on the state highway system.</p> <p><u>Bridge Maintenance and Improvement Program:</u> Federal 80% State 20%</p> <p>Replaces or rehabilitates eligible bridges on the state highway system.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>7</p> <p>Metropolitan Mobility and Rehabilitation</p>	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program. ▪ Allocation based on projected federal funding levels. ▪ Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. ▪ Projects selected and ranked by MPOs in consultation with TxDOT. ▪ District updates data in DCIS and verifies in SharePoint. 	<p>Federal program distributed to MPOs with an urbanized area population of 200,000 or greater (TMAs).</p>	<p>Federal 80% Local 20% Or Federal 80% State 20%</p> <p>State transportation needs within the metropolitan area boundaries of the MPO are having urbanized area populations of 200,000 or greater. Projects selected by the MPOs.</p> <p>This program authority can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>8</p> <p>Safety</p> <p>Highway Safety Improvement Program</p> <p>Safety Bond Program</p> <p>Systemic Widening Program</p>	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program. ▪ Projects selected and managed by the Traffic Operations Division (TRF) based on a prioritized list. TRF authorizes the letting for Category 8 and monitors the district's ability to reach letting targets. ▪ District coordinates UTP development project list with TRF. ▪ District updates data in DCIS and verifies in SharePoint. ▪ TRF manages statewide allocation. ▪ District scores projects in consultation with TRF. 	<p><u>Highway Safety Improvement Program:</u> Safety improvement index.</p> <p>Roadway safety features for preventable severe crash types.</p> <p><u>Safety Bond Program:</u> Safety improvement index, roadway safety characteristics, and anticipated time required to complete the candidate project.</p> <p><u>Systemic Widening Program:</u> Roadway safety features for preventable severe crash types. Total risk factor weight.</p>	<p><u>Highway Safety Improvement Program:</u> Federal 90% State 10% Or State 100% (CFO approval)</p> <p>Safety-related projects on and off the state highway system. Projects are evaluated using 3 years of crash data and ranked by safety improvement index.</p> <p>High Risk Rural Roads projects previously authorized remain in Category 8. Future High Risk Rural Roads projects will be managed under the HSIP if required by special rule.</p> <p>Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under the Transportation Alternative Program guidelines in Category 9.</p> <p><u>Safety Bond Program:</u> State 100% (Prop14 or Safety Bond)</p> <p>Allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis. Projects evaluated, ranked, prioritized, and selected by TRF.</p> <p><u>Systemic Widening Program:</u> State 100%</p> <p>Roadway widening projects on the state highway system. Projects are evaluated using total risk factor weights.</p> <p>Projects evaluated, ranked, prioritized, and selected by TRF.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>8</p> <p>Safety</p> <p>Federal Railway-Highway Safety Program</p>	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program. ▪ Projects selected and managed by TRF based on a prioritized list. TRF authorizes the letting for Category 8 and monitors the district's ability to reach letting targets. ▪ District coordinates UTP development project list with TRF. ▪ District updates data in DCIS and verifies in SharePoint. ▪ TRF ranks projects in consultation with district. 	<p>Railroad crossing index.</p>	<p>Federal 90% State 10%</p> <p>Funding set aside from HSIP for safety improvements in order to reduce the number of fatalities, injuries, and crashes at public grade crossings.</p> <p>Installation of automatic railroad warning devices at railroad crossings on and off state highway system, selected from statewide inventory list, which is prioritized by index using a crash prediction formula (number of trains per day, train and highway speed, average daily traffic, number of tracks and traffic lanes, type of existing warning device, train-involved crashes within prior 5 years, etc.). Provide incentive payments to local governments for closing crossings. Improve signal preemption and coordination of train control signals. Improve passive warning devices to comply with federal guidelines.</p>
<p>9</p> <p>Safety Rest Area Program</p>	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program. ▪ Projects selected and managed by MNT based on a prioritized list. MNT authorizes the letting for Category 9 Safety Rest Area projects and monitors the district's ability to reach letting targets. ▪ Design Division coordinates project list with MNT. ▪ Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. ▪ MNT coordinates updates in DCIS and verifies in SharePoint. 	<p>Selection criteria include travel corridors, appropriate size and spacing of rest areas, customer-desired features, and operational functions.</p>	<p>Federal 80% State 20%</p> <p>Projects to renovate, build, and relocate safety rest areas and visitor centers along the state highway system. Small amount of program funds used for safety rest area repairs. Other federal-aid or state funds may be used for non-qualifying repair activities.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>9</p> <p>Transportation Alternatives Program</p>	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program. ▪ Federal program created by Moving Ahead for Progress in the 21st Century (MAP-21) and continued as a sub-allocation of Surface Transportation Program funds under FAST Act. ▪ Includes 50% distribution of funds based on population. ▪ TMA's MPO shall receive direct TAP allocations. ▪ TMA's MPO TAP projects shall be ranked and selected by the TMA's MPO in consultation with TxDOT. ▪ TxDOT district staff shall update DCIS for TAP projects selected within their district. ▪ In areas with populations less than 200,000, TAP program calls to be managed by PTN. ▪ PTN shall rank TAP projects from areas with populations less than 200,000. ▪ PTN coordinates updates in DCIS and verifies TAP project information in SharePoint. 	<p>Federal program with 50% available for statewide flexible use and 50% distributed by population. MPOs with an urbanized area population of 200,000 or greater (TMAs) receive direct TAP allocations.</p> <p>For urbanized areas with populations over 200,000, the MPO through a competitive process selects TAP projects in consultation with TxDOT.</p> <p>Funds allocated to small urban areas and non-urban areas (i.e., areas with populations below 200,000) will be administered by TxDOT through a competitive process.</p> <p>TAP project eligibility will be determined by TxDOT and FHWA.</p> <p>TxDOT staff makes recommendations to Texas Transportation Commission for TAP allocation to areas with less than 200,000 population.</p> <p>The Texas Transportation Commission, by written order, will select projects for funding under a TxDOT-administered TAP call for projects.</p> <p>Statewide TAP Flex projects shall be selected by the Texas Transportation Commission.</p>	<p>Federal 80% State 20% Or Federal 80% Local 20%</p> <p>For a TxDOT-administered Call for Projects, the eligible TAP project activities are defined in the TAC, Title 43, Subchapter F Rule §11.303.</p> <p>During a program call administered by the department, current TAC rules allow the award of TAP funds for any of the following activities:</p> <ul style="list-style-type: none"> ▪ Construction of on- and off-road trail facilities for pedestrian and bicycle facilities, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. ▪ Construction of infrastructure-related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. ▪ Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users. ▪ Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. ▪ A project that will require the acquisition of real property through exercise of eminent domain or condemnation is not eligible for participation in the TAP. ▪ Whether proposed as an independent project or as an element of a larger transportation project, the project must be limited to a logical unit of work and be constructible as an independent project. <p>MPO TAP funding must be in accordance with most currently adopted federal TAP guidance and TAC rules.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>10</p> <p>Supplemental Transportation</p> <p>Texas Parks and Wildlife Department</p>	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program. ▪ District updates data in DCIS and verifies in SharePoint. ▪ District ranks projects. 	<p><u>TPWD:</u> Locations selected and prioritized by TPWD.</p>	<p>State 100%</p> <p><u>TPWD:</u> Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. Subject to Memorandum of Agreement between TxDOT and TPWD.</p>
<p>10</p> <p>Supplemental Transportation Projects</p> <p>Green Ribbon Landscape Improvement Program</p> <p>Curb Ramp Program</p> <p>Miscellaneous Landscape Incentive Awards Program</p>	<ul style="list-style-type: none"> ▪ Statewide allocation programs. ▪ Projects selected and managed by the Design Division. ▪ Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. ▪ District updates data in DCIS and verifies in SharePoint. ▪ Design Division manages statewide allocations and ranks projects. ▪ Projects are selected by the Design Division with concurrence from the MPO if within the MPO jurisdiction. 	<p><u>Green Ribbon:</u> Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p><u>Curb Ramp:</u> Projects are selected based on conditions of curb ramps or location of intersections without ramps.</p> <p><u>Landscape Incentive Awards:</u> Funding is distributed to 10 locations based on results of Keep Texas Beautiful Awards Program.</p>	<p>State 100% (CFO approval) Or Federal 80% State 20%</p> <p><u>Green Ribbon:</u> Addresses new landscape development and establishment projects within districts that have air quality non-attainment or near non-attainment counties (projects to plant trees and shrubs to help mitigate the effects of air pollution).</p> <p><u>Curb Ramp:</u> This program addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p><u>Landscape Incentive Awards:</u> Program allows the department to negotiate and execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality-of-life issues, and beautification programs and projects.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>10</p> <p>Supplemental Transportation Projects</p> <p>Coordinated Border Infrastructure Program</p> <p>Supplemental Transportation Projects (Federal)</p> <p>Federal Lands Access Program</p>	<p><u>Coordinated Border Infrastructure:</u></p> <ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program by formula. ▪ Not reauthorized under MAP-21 or FAST Act. ▪ Funding level is set based on projects identified by the districts and approved by FHWA. ▪ District updates data in DCIS and verifies in SharePoint. ▪ District ranks projects. ▪ Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. <p><u>Federal Lands Access Program</u></p> <ul style="list-style-type: none"> ▪ Funds are allocated by FHWA. ▪ New program under MAP-21. ▪ Projects are submitted directly to FHWA. ▪ Projects are selected by the Programming Decisions Committee. ▪ TxDOT projects selected under the Federal Lands Access Program are managed by TPP. ▪ TPP coordinates with districts for updates in DCIS and verifies in SharePoint. 	<p><u>Coordinated Border Infrastructure:</u></p> <p>Allocation formula:</p> <ul style="list-style-type: none"> ▪ 20% incoming commercial trucks. ▪ 30% incoming personal motor vehicles and buses. ▪ 25% weight of incoming cargo by commercial trucks. ▪ 25% number of land border ports of entry. <p><u>Supplemental Transportation Projects (Federal):</u></p> <p>Not applicable.</p> <p><u>Federal Lands Access Program:</u></p> <p>Project applications are scored and ranked by the PDC. Members of the PDC include a representative from FHWA, a representative from TxDOT, and a member from a political subdivision of the state.</p>	<p>Federal 100% Or Federal 80% Local 20% Or Federal 80% State 20%</p> <p><u>Coordinated Border Infrastructure:</u></p> <p>Projects selected in program to improve the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p><u>Supplemental Transportation Projects (Federal):</u></p> <p>Federal discretionary and congressional high-priority projects.</p> <p><u>Federal Lands Access Program:</u></p> <p>Federal 80% State 20%</p> <p>Projects selected on Federal Lands Access Program transportation facilities that are located on or adjacent to or provide access to federal lands.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>10</p> <p>Supplemental Transportation Projects</p> <p>Railroad Rehabilitation and Improvement Projects</p> <p>Railroad Grade Crossing Replanking Program</p> <p>Railroad Signal Maintenance Program</p>	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program. ▪ Total project cost allocation includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs and must have the concurrence and support of the MPO having jurisdiction in the particular area. Projects may be reprioritized during the development of the UTP. ▪ Projects selected and managed by TRF based on a prioritized list. ▪ Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. ▪ District updates data in DCIS and verifies in SharePoint. ▪ District ranks projects in consultation with TRF. ▪ District updates project completion data in TRF crossing inventory database. 	<p><u>Railroad Grade Crossing and Replanking Program:</u> Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p><u>Railroad Signal Maintenance Program:</u> Number of crossings and type of automatic devices present at each.</p>	<p>State 100%</p> <p><u>Railroad Grade Crossing and Replanking Program:</u> Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad, and drainage) and benefit to cost per vehicle using the crossing.</p> <p><u>Railroad Signal Maintenance Program:</u> Financial contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.</p>

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>11</p> <p>District Discretionary</p> <p>Prop1 and Energy Sector</p> <p>Rider 11B</p>	<ul style="list-style-type: none"> ▪ Texas Transportation Commission allocation program. ▪ Projects selected and managed by the district. ▪ Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. ▪ District updates data in DCIS and verifies in SharePoint. ▪ District ranks projects. ▪ Energy-sector projects selected by the districts ▪ As passed by the 84th Legislature, funding allocation may be subject to further consideration by the Texas Transportation Commission to ensure that TxDOT and HB 20–designated planning organizations (TxDOT districts and MPOs) have complied with the requirements of HB 20. 	<p><u>District Discretionary:</u> Minimum \$2.5 million allocation to each district per legislative mandate. If additional funds are distributed, the below formula is used:</p> <p>Allocation formula:</p> <ul style="list-style-type: none"> ▪ 70% on-system vehicle miles traveled. ▪ 20% on-system lane miles. ▪ 10% annual truck vehicle miles traveled. <p>The commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p><u>Prop1 and Energy-Sector Allocation:</u> Allocation formula based on energy-sector factors:</p> <ul style="list-style-type: none"> ▪ 40% 3-year average pavement condition score. ▪ 25% oil and gas production taxes (\$). ▪ 25% well completions (No.). ▪ Volume oil and gas waste injected (Vol BBLS). <p><u>Rider 11B:</u> Under Rider 11(b), funding distributed to 3 border districts (PHR, LRD, and ELP) with ports of entry for projects within 50 miles of ports of entry. \$10 million per district in FY 2016 and FY 2017.</p> <p>See note at end of table.</p>	<p>Federal 80% State 20% Or Federal 80% Local 20% Or State 100% (Prop1 or CFO approval)</p> <p><u>District Discretionary:</u> Projects selected at the district’s discretion. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p><u>Prop1 and Energy-Sector Allocation:</u> Preventive maintenance and pavement rehabilitation on the existing state highway system including installation and rehabilitation of traffic control devices, rehabilitation and maintenance of operational traffic management systems, and preservation and rehabilitation of pavements.</p> <p><u>Rider 11B:</u> Texas Transportation Commission project selection criteria considerations include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Incoming commercial trucks and railcars. ▪ Number of incoming personal motor vehicles and buses. ▪ Weight of incoming cargo by commercial trucks. ▪ Number of land border ports of entry.

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>12</p> <p>Strategic Priority</p> <p>Congestion Mitigation and Air Quality Improvement (CMAQ) and Surface Transportation Program—Metropolitan Mobility (STP-MM) Reconciliation</p>	<ul style="list-style-type: none"> ▪ Project-specific selection by Texas Transportation Commission for strategic priority. ▪ Allocation of funds for Category 12 CMAQ and STP-MM reconciliation. ▪ District updates data in DCIS and verifies in SharePoint. ▪ District ranks projects in consultation with MPOs for allocation. ▪ Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. ▪ As passed by the 84th Legislature, funding allocation may be subject to further consideration by the Texas Transportation Commission to ensure that TxDOT and HB 20–designated planning organizations (TxDOT districts and MPOs) have complied with the requirements of HB 20. 	<p><u>Strategic Priority:</u> Selected by Texas Transportation Commission.</p> <p><u>Category 12 CMAQ and STP-MM Reconciliation:</u> Allocations provided to MPOs. Projects selected and ranked by the MPO in consultation with TxDOT. All changes and selections to these projects are approved by the Texas Transportation Commission.</p>	<p>Federal 80% State 20% Or Federal 80% Local 20% Or State 100% (CFO approval)</p> <p>Texas Transportation Commission selects projects to:</p> <ul style="list-style-type: none"> ▪ Promote economic opportunity. ▪ Increase efficiency on military deployment routes or retain military assets in response to the Federal Military Base Realignment and Closure Report. ▪ Maintain ability to respond to both human-made and natural emergencies.

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p>DA</p> <p>Develop Authority</p>	<ul style="list-style-type: none"> ▪ Planning funds distributed by formula and/or by project selection. ▪ May be programmed to account for inflation costs, meet funding shortfall/gap, or initiate advanced planning project activity. ▪ Project specific and selected by the districts, TxDOT Administration, and the Texas Transportation Commission. Districts coordinate with the MPO on planning activities to ensure alignment with the Metropolitan Transportation Plan. 	<p>Distribution based on existing category formulas and programs in order to meet target planning levels.</p>	<p>Focus on advanced planning activities.</p>

Note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.