



## **TECHNICAL ADVISORY COMMITTEE (TAC) SPECIAL MEETING AGENDA**

**FRIDAY, MAY 6, 2022 - 9:00 A.M.**

### **THIS SPECIAL TAC MEETING WILL BE CONVENED VIRTUALLY**

This meeting will be held remotely via Microsoft TEAMS. The public is invited to participate in this TAC meeting virtually. To do so, please send an email request to [ccmpo@cctxmpo.us](mailto:ccmpo@cctxmpo.us), a TEAMS INVITE will be sent to your email address the morning of the meeting. See Virtual Meeting Instructions at the bottom of this agenda.

**1. Call to Order, Roll Call, and Quorum Determination**

**2. Public Comments for Items Not on the Agenda:**

Opportunity for public suggestions and comments for any items not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes, that you identify yourself, and give your address. Those persons addressing the TAC through a translator are given twice the amount of time, or six (6) minutes to provide their comments. All Public Comments submitted shall be placed into the record of the meeting.

**3. Discussion and Possible Action Items**

**A. FY 2023 – 2026 Transportation Improvement Program (TIP) and Project Selection** 

Action: Review, Discuss and Recommend Release for One Month Public Comment Period by the Transportation Policy Committee

**4. Adjourn**

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 - Indicates attachment(s) for the agenda item.

### **VIRTUAL MEETING INSTRUCTIONS**

If you have been invited to the Corpus Christi MPO TAC Microsoft TEAMS meeting and don't have a TEAMS or Office 365 account, you can join easily join as a Guest. Here is how:

1. Check your email for the TEAMS Meeting invite and click the Join Microsoft TEAMS Meeting link.
2. Open TEAMS on the web or download the program.
3. Enter your name and choose your audio and video settings.
4. Click the Join Now button to be admitted into the meeting.

Public suggestions and comments may be provided before the meeting by emailing [ccmpo@cctxmpo.us](mailto:ccmpo@cctxmpo.us), by regular mail or hand-delivery to the Corpus Christi MPO Office at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401. Please limit written comments to 1,000 characters. Written comments should be provided at least 1 hour before the start of the TAC meeting.



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**Date:** May 3, 2022  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 3A: DRAFT FY 2023-2026 Transportation Improvement Program (TIP)  
**Action:** Review, Discuss and Recommend to the TPC the Release of the DRAFT FY 2023-2026 TIP Document with Fiscally Constrained Project List for a One Month Public Comment Period

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### **Summary**

The Draft FY 2023-2026 Transportation Improvement Program (TIP) is proposed for release for the required one month public comment period. The approval for release by the TPC in May is necessary to meet the TxDOT scheduled adoption of the FY 2023-2026 Statewide Transportation Improvement Program (STIP) in August 2022. The revised DRAFT FY 2023-2026 TIP/STIP Schedule is provided as Attachment 1. The TxDOT-HQ must receive the final approved TIPs from all MPOs no later than June 10<sup>th</sup>, 2022. This means that the Corpus Christi MPO Draft TIP must be released by the TPC for public comment during their May 12<sup>th</sup> meeting and the final Corpus Christi MPO DRAFT FY 2023-2026 TIP approved at the June 2<sup>nd</sup> meeting.

The development of the DRAFT FY 2023-2026 TIP has been on-going for a few months. The Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for funding in Categories (CAT) 2, 7 and 9. TxDOT is an active participant in these three funding category selection processes eventually approved by the Corpus Christi MPO Transportation Policy Committee (TPC).

The Corpus Christi MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4 funding. The Corpus Christi MPO, the Corpus Christi Regional Transportation Authority (CCRTA), and TxDOT Corpus Christi District also coordinate on other funding categories to ensure consistency of projects and any funding that contributes to the improvements of the regional transportation systems. The projects listed by the Corpus Christi MPO and TxDOT for funding during the first four years of the 2023 TxDOT UTP (see Attachment 2) must be included in the fiscally constrained 2045 Metropolitan Transportation Plan and are proposed to be evaluated for inclusion in the Corpus Christi MPO DRAFT FY 2023-2026 TIP. It must be noted that selection onto the 2023 UTP list of projects does not guarantee inclusion in the Corpus Christi MPO's FY 2023-2026 TIP. Additionally, the projects selected for Categories 2 and 4 funding must also be authorized by the Texas Transportation Commission before the funds can be obligated.

Although the development of the TxDOT 2023 UTP is concurrent with the Corpus Christi MPO DRAFT FY 2023-2026 TIP, it is a separate process that is linked through the coordinated performance-based programming process. The project submittals, reviews, prioritization and selection for the DRAFT FY 2023-2026 TIP/STIP is a collaborative process with TxDOT's development of the 2023 UTP. The Corpus Christi MPO DRAFT FY 2023-2026 TIP development process is framed by several previous efforts, including the 2045 MTP performance analyses, which was enhanced by the TxDOT Corpus Christi Districts 2022 and 2023 UTP project selection processes. Other performance-based analyses that were considered during the DRAFT FY 2023-2026 TIP process are the FY 2021-2024 Transportation Improvement Program (FY 2021-2024 TIP/STIP) and the 2021 STBG-SA/CAT 9 Call-for-Projects (projects pending TPC approval in May 2022). The UTP funding category descriptions are provided as Attachment 3 and in the TIP document beginning on page 19.

### **DRAFT FY 2023-2026 TIP/STIP Funding Estimates for the Corpus Christi MPO**

A major factor when prioritizing the projects is that the DRAFT FY 2023-2026 TIP be fiscally constrained. The current estimate for the four years of funding available for use in the Corpus Christi MPO area, by year, is:

	Category 1 <sup>1</sup>	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	TxDOT	MPO	TxDOT	MPO	MPO	
Coordinated Agency	MPO	TxDOT	MPO	TxDOT	TxDOT	<b>Subtotal</b>
<b>4-Years</b>	<b>\$266,903,749</b>	<b>\$133,644,135</b>	<b>\$17,489,982</b>	<b>\$66,300,000<sup>2</sup></b>	<b>\$8,530,000<sup>3</sup></b>	<b>\$225,964,117<sup>4</sup></b>
<b>2023</b>	\$104,394,464	\$31,076,423	\$15,449,284	\$10,855,235	\$1,258,700	\$58,639,642
<b>2024</b>	\$53,100,668	\$11,480,367	\$5,707,332	\$11,072,354	\$1,283,876	\$29,543,929
<b>2025</b>	\$54,162,682	\$13,156,983	\$6,540,842	\$11,293,815	\$1,309,555	\$32,301,195
<b>2026</b>	\$55,245,935	\$12,098,277	\$6,014,518	\$11,519,706	\$1,335,748	\$30,968,249
<b>*Per TxDOT's 2023 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026</b>						
<b>1</b> Note: The Category 1 funding totals are not included in the row nor column totals. The CAT 1 funds are shown for the entire TxDOT-CRP District of 10 counties at this time. A portion of these funds will be allocated by TxDOT-CRP to the Corpus Christi MPO region based on TxDOT project and program prioritization.						
<b>2, 3 and 4</b> Note: Rollover funding from FY 2022 and prior years has been included in the total 4-Year total with the FY 2023-2026 estimates. The rollover funds will be allocated to a fiscal year in a future TIP Amendment.						

As the DRAFT FY 2023-2026 TIP process is concluded, any funding targets that change will be identified by TxDOT and the Corpus Christi MPO and made known to the TPC and TAC as soon as possible during the final one month comment and approval process. If changes occur after approval by the TPC, TIP amendments can be processed to reflect ongoing changes. It should be noted that in a competitive performance-based selection process, after a project is programmed, the scope of work should not be reduced if costs escalate. The cost estimates that were developed are included in the available funds portion of the Financial Plan for the DRAFT FY 2023-2026 TIP (see page 17) so that projects can be selected using all anticipated funds.

### **Proposed DRAFT FY 2023 – 2026 TIP Fiscally Constrained Project List**

In the last months, we have updated portions of the DRAFT FY 2023-2036 TIP document. We have updated the performance measures based on current information as well as the financial plan for the FY 2023-2026 TIP years. These changes have been provided to the TAC and the TPC as part of agenda items for the last few months. No comments have been received to date from any source regarding the main document. Additional text updates accommodate the new federal Infrastructure Law, the IJA/BIL approved last year. The last portion of the DRAFT FY 2023-2026 TIP documents is the Fiscally Constrained Project List that applies the available funds to the prioritized regional projects.

For the Corpus Christi MPO staff proposal to the TAC, we started with the existing Fiscally Constrained Project List from the 2020-2045 MTP (2045 MTP) as the universe of projects. Next, we incorporated the list of projects proposed by the TxDOT-CRP District from the 2023 UTP using primarily CAT 2 and 4 with \$2.0 million in CAT 7 funding for the Northwest Boulevard project. The projects listed in prior Fiscally Constrained Project List were:

- Approved by the Corpus Christi MPO through the Transportation Policy Committee (TPC)
- Part of the approved fiscally constrained project list of the 2045 MTP
- Projects were scored, ranked and ultimately selected as the priority projects for the MPO for the 4-year (2021-2024 TIP), 10-year plan (FY 2020-2029) of the 2045 MTP and finally part of the FY 2030-2045 final years of the 2045 MTP. This includes the recent STBG-SA (CAT 9) call-for-projects for the anticipated list of projects in the DRAFT FY 2023-2026 TIP document appendix as well as listed as a grouped STBG-SA (CAT 9) project in the TIP Table 13a and 13b.

Corpus Christi MPO staff reviewed the programmed projects in the current FY 2021-2024 TIP Fiscally Constrained Project list and made assumptions about project status and relative readiness as a starting point for programming projects in FYs 2023-2026. In the last months of the TAC and TPC meetings, only TxDOT has provided an update on projects on the prior list of projects. These changes are part of the current recommendation for project funding. With the information from TxDOT staff, the Corpus Christi MPO staff developed Attachment 4, the initial proposed Fiscally Constrained Project List for the DRAFT FY 2023-2026 TIP. The MPO staff are requesting that the TPC review this list of projects, the current status and the listed cost estimate for each project, correcting any inflation (4.0 percent per year compounding since the year the project estimate was completed) to help finalize the fiscally constrained list of projects for the DRAFT FY 2023-2026 TIP document.

Additionally, we have added the line item for the in-process STBG-SA CAT 9 project awards to be finalized by the TAC in April and the TPC in May. Attachment 4 provideds the MPO staff proposal for review and modifications. The Corpus Christi MPO staff does not have the projected years of letting for the projects, so the MPO staff added 4.0 percent per year for two years (2024) to **ALL** of the construction cost estimates to create an approximate limit of funding that is consistent with the FHWA recommendation to inflate projects by 4.0 percent per year for projects. This puts all projects at the inflationary midpoint of the 4-year DRAFT FY 2023-2026 TIP but the costs are still based on historic unit prices and not upon the (likely) inflated costs that will result from the IIJA/BIL surge in requested projects for the industry. The MPO staff asks that project sponsors provide more current cost estimates based on recent bidding results during the comment period.

In order to be consistent with the City of Corpus Christi's recent federal RAISE Grant submittal for discretionary funds through the IIJA/BIL, the MPO staff listed the City's Yorktown Boulevard project and advanced the project from the 10-year plan to the 4-year TIP. Another proposed project included in the fiscally constrained list is a programmatic project that improves vital locations for safety and operations that will be identified in the Regional Safety Action Plan and in the Congestion Management Program. Projects of this type can use CAT 7 funds and are easier to get ready for construction funds. Allocating these CAT 7 funds for this line item can secure the funds until CAT 7 projects are identified by the local governments for inclusion in a future TIP or TIP Amendment. See Attachment 5 for the Map of Regionally Significant Corridors identified by the CMP. While Safety projects can be on any public road, the operational projects must be on the Regionally Significant Corridors. We anticipate the results of the MPO's upcoming crash analysis will identify low level of safety service locations and possible improvements that could be readily implemented on these corridors.

### **Recommendation**

The Corpus Christi MPO staff requests that TAC members review, discuss and recommend the release by the TPC of the DRAFT FY 2023-2026 TIP/STIP document (see Attachment 6) for the one month public comment period. The recommendation should include any comments on proposed projects from the DRAFT FY 2023 – 2026 Fiscally Constrained Project List (see Attachment 4) for CATs 2, 4, 7 and 9.

### **Proposed Motion**

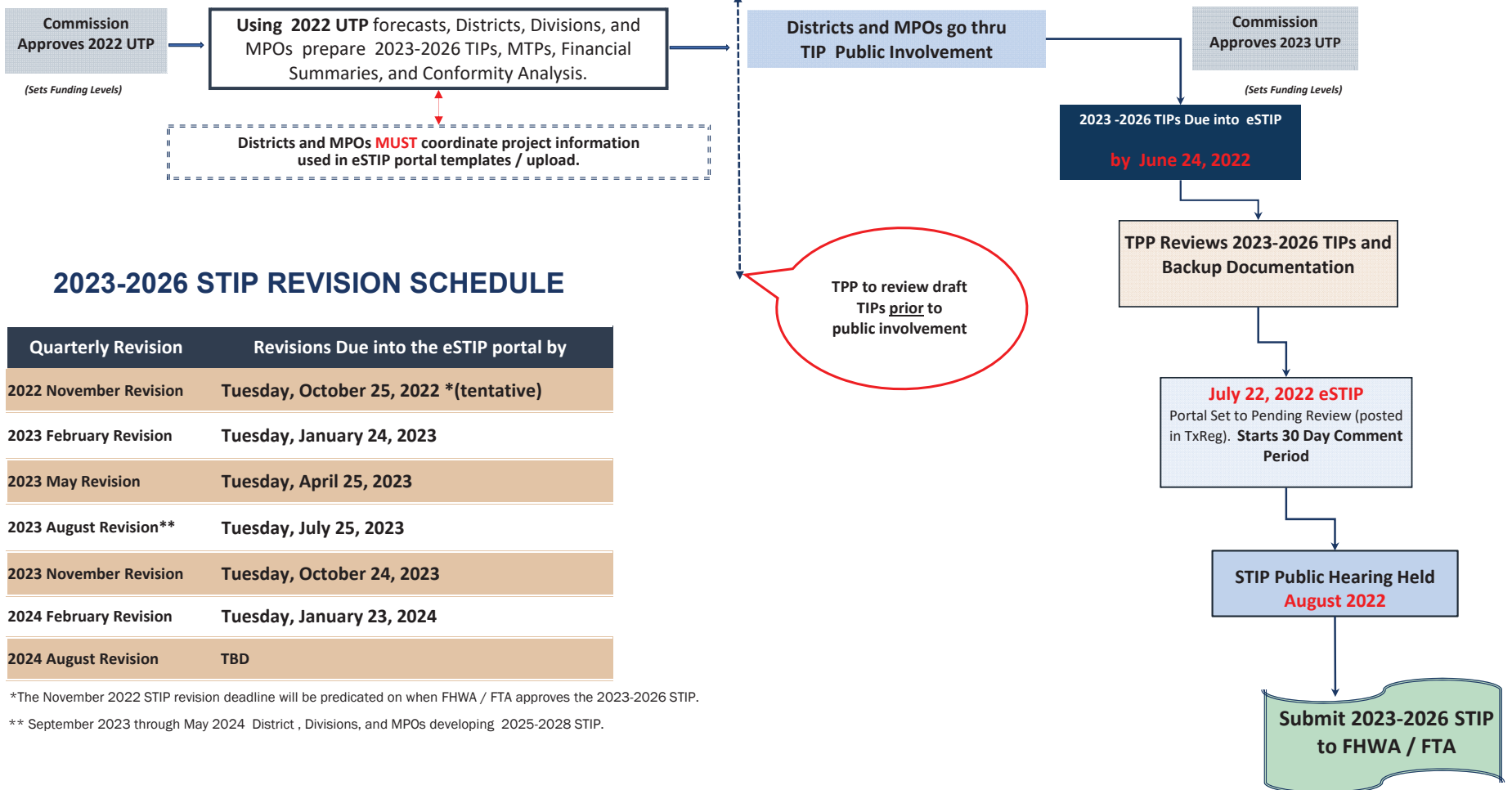
Move to recommend to the TPC that they release the proposed DRAFT FY 2023-2026 TIP/STIP document (see Attachment 6) for the one month public comment period. The motion should include any comments on the proposed projects from the DRAFT FY 2023-2026 Fiscally Constrained Project List (see Attachment 4) for CATs 2, 4, 7 and 9.

### **Attachments**

1. TxDOT 2023-2026 STIP/TIP Development Timeline (Updated)
2. TxDOT 2023 UTP Draft Project List from TxDOT-CRP District and Corpus Christi MPO
3. TxDOT 2022 UTP Funding Category (CAT) Descriptions
4. Corpus Christi MPO DRAFT FY 2023-2026 Fiscally Constrained Project List (**EXCEL SPREADSHEET**)
5. Map of Regionally Significant Corridors
6. DRAFT FY 2023-2026 TIP Document (**WEBLINK**)

# 2023 – 2026 STIP TIMETABLE \*UPDATED\*

August 2021	September 2021	October 2021	November 2021	December 2021	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	July 2022	August 2022	September 2022	October 2022
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## 2023-2026 STIP REVISION SCHEDULE

Quarterly Revision	Revisions Due into the eSTIP portal by
2022 November Revision	Tuesday, October 25, 2022 *(tentative)
2023 February Revision	Tuesday, January 24, 2023
2023 May Revision	Tuesday, April 25, 2023
2023 August Revision**	Tuesday, July 25, 2023
2023 November Revision	Tuesday, October 24, 2023
2024 February Revision	Tuesday, January 23, 2024
2024 August Revision	TBD

\*The November 2022 STIP revision deadline will be predicated on when FHWA / FTA approves the 2023-2026 STIP.

\*\* September 2023 through May 2024 District , Divisions, and MPOs developing 2025-2028 STIP.

# TxDOT-CRP District Draft 2023 Unified Transportation Program (UTP) Project List

						AUTHORIZED IN THE 2022 UTP			2023 UTP CANDIDATES REQUESTED AMOUNTS			COMMENTS
CSJ	COUNTY	HWY	PROJECT DESCRIPTION	LIMITS FROM	LIMITS TO	EST LET DATE RANGE	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY		PROPOSED FY*	FUNDING CATEGORY REQUESTED	REQUESTED CONSTRUCTION FUNDING	
1209-01-030	San Patricio	FM 893 (MOORE AVENUE)	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	CR 3685 (STARK RD)	.2 MI W of CR 79 (GUM HOLLOW)	FY 2022-2025	CAT 2 METRO	\$7,904,000	2023	CAT 2 METRO	\$7,904,000	No change Need response from drainage district and adjusted schedule. Reevalueate cost estimate based on delay. What year is the engineers cost estimate?
0617-01-177	Nueces	SH 358	RAMP REVERSAL PHASE II-B	NILE DRIVE	STAPLES STREET	FY 2022-2025	CAT 2 METRO	\$39,960,000	2024	CAT 2 METRO	\$39,960,000	No change Reevalueate cost estimate based on delay. What year is the engineers cost estimate?
0326-01-056	Nueces	SH 286	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FM 43	SOUTH OF FM 2444	FY 2022-2025	CAT 2 METRO	\$41,580,000	2024	CAT 2 METRO	\$52,000,000	Additional \$10.42 million funding requested to address drainage issues and additional mainlane construction beyond originally estimated.
0989-02-057	Nueces	FM 624	CONSTRUCT ADDITIONAL TWO TRAVEL LANES TO UPGRADE EXISTING FOUR LANE RURAL ROADWAY TO AN URBAN SIX LANE BOULEVARD WITH RAISED MEDIAN.	CR 73	WILDCAT DR.	FY 2022-2025	CAT 2 METRO	\$9,280,000	2025	CAT 2 METRO	\$9,280,000	No change compare cost to 2045 MTP Verify if other projects need to be delayed and compare City project scope and cost CAT 7?
							CAT 4 URBAN	\$10,000,000		CAT 4 URBAN	\$10,000,000	
							CAT 7	\$2,000,000		CAT 7	\$2,000,000	
0180-06-118	San Patricio	SH 35	UPGRADE/ADD DIRECT CONNECTORS	FM 3284	.23 MI N OF SH 361	FY 2026-2031	CAT 4 URBAN	\$25,200,000	2026	CAT 4 URBAN	\$29,680,000	Additional funding requested for coordination and new costs associated with rail crossings.
0180-10-082	San Patricio	SH 361	UPGRADE/ADD DIRECT CONNECTORS	AT SH35 INTERCHANGE	.3 MI SE ON SH 361	FY 2026-2031	CAT 2 METRO	\$43,120,000	2026	CAT 2 METRO	\$44,800,000	Additional cost associated with railroad coordination for proposed improvements. Check right of way in the mpo and cost estimate changes (4% inflation/year) and CSJ number in TxDOT connect
0326-03-103	Nueces	SH 286	CONSTRUCT 1 ADDITIONAL TRAVEL LANE NORTHBOUND.	SH 358	HORNE RD.				2027	CAT 2 METRO	\$24,000,000	New request for funding compare cost to 2045 MTP Verify if other projects need to be delayed CAT 7?
										CAT 4 URBAN	\$4,000,000	
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	AQUARIUS ST.	WHITECAP BLVD.	FY 2026-2031	CAT 2 METRO	\$17,920,000	2027	CAT 2 METRO	\$17,920,000	No change Needs a project sponsor to continue IF no sponsor, reallocate

\*Proposed FY subject to change based on fiscal constraint

\$241,544,000

# 2022 UTP FUNDING CATEGORY DETAILS

## FUNDING CATEGORY

### 1

## Preventive Maintenance and Rehabilitation

Table 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.

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p><b>Preventive Maintenance</b> Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p><b>Rehabilitation</b> Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. 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 as well as modernize existing signals.</p>	<p>Funding is allocated to each TxDOT district based on the following formulas:</p> <p><b>Preventive Maintenance</b> A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <ul style="list-style-type: none"> <li>65% On-system lane miles</li> <li>33% Pavement distress score factor</li> <li>2% Square footage of on-system bridge deck area</li> </ul> <p><b>Rehabilitation</b></p> <ul style="list-style-type: none"> <li>32.5% Three-year average lane miles of pavement with distress scores &lt;70</li> <li>20% Vehicle miles traveled per lane mile (on system)</li> <li>32.5% Equivalent single-axle load miles (on and off system and interstate)</li> <li>15% Pavement distress scores pace factor</li> </ul> <p>See note at end of section</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

## FUNDING CATEGORY

# 2

## Metropolitan and Urban Area Corridor Projects

### DESCRIPTION

Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.

The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.

Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.

### ALLOCATION OR DISTRIBUTION

Each MPO shall receive an allocation of Category 2 based on the following formula:

#### Category 2 Metropolitan (2M)

Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs).

- 30% Total vehicle miles traveled (on and off system)
- 17% Population
- 10% Lane miles (on system)
- 14% Truck vehicle miles traveled (on system)
- 7% Percentage of census population below the federal poverty level
- 15% Based on congestion
- 7% Fatal and incapacitating crashes

#### Category 2 Urban (2U)

Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000).

Distribution Formula:

- 20% Total vehicle miles traveled (on and off system)
- 25% Population
- 8% Lane miles (on system)
- 15% Truck vehicle miles traveled (on system)
- 4% Percentage of census population below the federal poverty level
- 8% Centerline miles (on system)
- 10% Congestion
- 10% Fatal and incapacitating crashes

### PROJECT SELECTION GUIDELINES

MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.

## FUNDING CATEGORY

# 3

## Non-Traditionally Funded Transportation Projects

Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)

Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.

Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see [pg. 28](#)), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.

Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

## Agenda Item 3A - Attachment 3

## FUNDING CATEGORY

# 4

## Statewide Connectivity Corridor Projects

## FUNDING CATEGORY

# 5

## Congestion Mitigation and Air Quality Improvement

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> <li>– Texas Highway Trunk System</li> <li>– National Highway System (NHS)</li> <li>– Connections to major sea ports or border crossings</li> <li>– National Freight Network</li> <li>– Hurricane evacuation routes</li> </ul> <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> <li>– Mobility corridors: High-traffic routes with potential need for additional roadway capacity</li> <li>– Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided</li> <li>– Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains</li> </ul>	<p><b>Category 4 Regional Connectivity</b> Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p><b>Category 4 Urban Connectivity</b> Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select Category 4 Regional projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility and air quality needs within the MPO boundaries.</p>

## FUNDING CATEGORY

# 6

## Structures Replacement and Rehabilitation (Bridge)

## FUNDING CATEGORY

# 7

## Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p><b>Highway Bridge Program</b> For replacement or rehabilitation of 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><b>Bridge Maintenance and Improvement Program</b> For rehabilitation of eligible bridges on the state highway system.</p> <p><b>Bridge System Safety Program</b> For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.</p>	<p><b>TxDOT's Bridge Division</b> selects projects using a performance-based prioritization process.</p> <p><b>Highway Bridge</b> projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p><b>Bridge Maintenance and Improvement</b> projects are selected statewide based on identified bridge maintenance/improvement needs.</p> <p><b>Bridge System Safety</b> projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

## FUNDING CATEGORY

8

## Safety

## FUNDING CATEGORY

9

## Transportation Alternatives Set-Aside Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p><b>Highway Safety Improvement Program (HSIP)</b> Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p><b>Systemic Widening Program (SSW)</b> Statewide program to fund the widening of high risk narrow highways on the state highway system.</p> <p><b>Road to Zero (RTZ)</b> Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.</p>	<p><b>HSIP</b> Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p><b>Road to Zero</b> Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of 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.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT and FHWA.</p> <p>Statewide TA Flex funding allocations and distribution are allocated at the discretion of the Texas Transportation Commission. A portion of these funds are used in the 2022 UTP for Safety Rest Area expansion to address truck parking needs.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.</p>

## Agenda Item 3A - Attachment 3

FUNDING CATEGORY  
**10**

**Supplemental  
Transportation  
Programs**

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p><b>Coordinated Border Infrastructure (CBI)</b> Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p><b>Supplemental Transportation Projects (Federal)</b> Federal discretionary and congressional high-priority projects.</p> <p><b>Federal Lands Access Program (FLAP)</b> Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p><b>Texas Parks and Wildlife Department (TPWD)</b> Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p><b>Green Ribbon Program</b> Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p><b>Americans with Disabilities Act (ADA)</b> Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p><b>Landscape Incentive Awards</b> Allows TxDOT to 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.</p> <p>The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p> <p><b>Railroad Signal Maintenance Program</b> Financial contributions to each railroad company in the state for signal maintenance.</p>	<p>Coordinated Border Infrastructure: Allocation to TxDOT districts on the Mexico border using the following formula:</p> <ul style="list-style-type: none"> <li>20% Incoming commercial trucks</li> <li>30% Incoming personal motor vehicles and buses</li> <li>25% Weight of incoming cargo by commercial trucks</li> <li>25% Number of land border ports of entry</li> </ul> <p><b>Supplemental Transportation Projects (Federal)</b> Directed by federal legislation</p> <p><b>Federal Lands Access Program</b> Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p><b>Green Ribbon Program</b> 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><b>Americans with Disabilities Act (ADA)</b> Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p><b>Landscape Incentive Awards</b> Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p><b>Railroad Signal Maintenance Program</b> Based on number of crossings and type of automatic devices present at each.</p>	<p><b>CBI</b> projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. All CBI funds have been allocated and projects are currently under development.</p> <p>For <b>FLAP</b>, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (<b>TPWD</b>) selects State Park Roads projects in coordination with TxDOT districts.</p> <p><b>Green Ribbon</b> allocations are 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 and managed by the TxDOT Design Division.</p> <p><b>ADA</b> projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.</p> <p><b>Landscape Incentive Awards</b> are managed by the TxDOT Design Division.</p> <p>The TxDOT Rail Division in coordination with TxDOT districts selects <b>Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects</b>.</p> <p>All projects are selected using a performance-based prioritization process.</p>

## FUNDING CATEGORY

# 11

## District Discretionary

## FUNDING CATEGORY

# 12

## Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p><b>District Discretionary</b> Projects selected at the discretion of each TxDOT District. Most projects are 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><b>Energy Sector</b> Safety and maintenance work on state highways impacted by the energy sector.</p> <p><b>Border Infrastructure</b> Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 50 miles of a port of entry. Federal funds designated for border state infrastructure follow project selection guidelines outlined under the CBI program (see Category 10). Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p>	<p><b>District Discretionary</b> Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:</p> <ul style="list-style-type: none"> <li>70% On-system vehicle miles traveled</li> <li>20% On-system lane miles</li> <li>10% Annual truck vehicle miles traveled</li> </ul> <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p><b>Energy Sector</b> Allocation formula based on the following weighted factors:</p> <ul style="list-style-type: none"> <li>40% Three-year average pavement condition score</li> <li>25% Oil and gas production taxes collected</li> <li>25% Number of well completions</li> <li>10% Volume of oil and gas waste injected</li> </ul> <p><b>Border Infrastructure</b> Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>See note at end of section.</p>	<p><b>TxDOT Districts</b> select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p><b>The Texas Transportation Commission</b> allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p><b>Rider 11(b):</b> Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> <li>– Number of land border ports of entry</li> <li>– Number of incoming commercial trucks and railcars</li> <li>– Number of incoming personal motor vehicles and buses</li> <li>– Weight of incoming cargo by commercial trucks</li> </ul>
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> <li>– Congestion and connectivity</li> <li>– Economic opportunity</li> <li>– Energy sector access</li> <li>– Border and port connectivity</li> <li>– Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report</li> <li>– The ability to respond to both man-made and natural emergencies</li> </ul> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p><b>Texas Clear Lanes</b> This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.</p>

# Map of Regionally Significant Corridors

