TEXAS TRANSPORTATION COMMISSION

ALL Counties

ALL Districts

MINUTE ORDER

Pursuant to Transportation Code, §201.602, the Texas Transportation Commission (commission) conducted a public hearing on November 17, 2005 to receive testimony concerning the highway project selection process and the relative importance of the various criteria on which the commission bases its project selection decisions.

In order to clearly distinguish between preservation and enhancement of the state's transportation system, the Unified Transportation Program (UTP) encompasses two documents. The Statewide Preservation Program (SPP) consists of funding strategies used to maintain the existing transportation system, and the Statewide Mobility Program (SMP) includes funding strategies used to enhance the transportation system.

There were no oral comments received at the public hearing. Written comments were accepted through December 19, 2005, but none were received. Exhibit A contains a summary of the UTP categories and the various funding and development criterion.

The commission is satisfied that the proposed highway project selection process is consistent with the Texas Department of Transportation's goals to reduce congestion, enhance safety, expand economic opportunity, improve air quality and increase the value of the state's transportation assets.

IT IS THEREFORE ORDERED by the commission that the executive director is hereby authorized to utilize the project selection process for developing the 2007 SPP and SMP under the Unified Transportation Program.

Submitted and reviewed by:

James L. Randall

Director, Transportation Planning
and Programming Division

Recommended by:

M. W. Behrens

Executive Director

110392 JAN 26 06

Minute Number | Date Passed

SUMMARY OF CATEGORIES

2007 STATEWIDE PRESERVATION PROGRAM (SPP)

MAINTAIN IT

CATEGORY NUMBER AND NAME	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROGRAM (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC.
1 Preventive Maintenance and Rehabilitation	Commission allocation by formula. Allocation program to districts. Projects selected by districts.	Federal 90% State 10% or Federal 80% State 20% or 100% State	Yes, Districts	**Preventive Maintenance** [1] 53% On-System lane miles 40% Lane miles of pavement distress scores between 70-89 5% Vehicle miles traveled per lane mile 2% Square footage of On-System Span Bridge Deck Area **Rehabilitation** [1] 15% Interstate Equivalent Single Axle Loads 10% Non-Interstate National Highway System (NHS) Equivalent Single Axle Loads 5% Non-NHS Equivalent Single Axle Loads 15% On-System lane miles 5% On-System vehicle miles traveled 35% Lane miles of pavement distress scores less than 60 5% Lane miles of pavement ride scores less than 2.0 5% Area of bridge deck with Sufficiency Rating between 50 and 80 3% Centerline miles of 2 lane highways with average daily traffic (ADT) greater than 400 and pavement width less than 22 feet 2% Centerline miles of operational Intelligent Transportation System (ITS)	Preventive maintenance and rehabilitation of the existing state highway system. The rehabilitation funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc. The Transportation Planning and Programming Division may approve the use of rehabilitation funds for the construction of interchanges and high occupancy vehicle (HOV) lanes on the Interstate Highway System. Rehabilitation funds may not be used for the construction of new single occupancy vehicle (SOV) lanes.

Note: [1] A collaborative work group composed of transportation professionals from the Association of Texas Metropolitan Planning Organizations, the Texas Transportation Institute, the Texas Department of Transportation (TxDOT), county judges and Regional Planning Councils, recommended this formula to the Texas Transportation Commission (commission). The work group recommended averaging 3-years of pavement distress and ride scores. The commission has chosen to use the latest (1-year) of data, in order to make funding distribution decisions based on the most up-to-date information.

Texas Department of Transportation
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
JANUARY 2006

SUMMARY OF CATEGORIES

2007 STATEWIDE PRESERVATION PROGRAM (SPP)

MAINTAIN IT

CATEGORY NUMBER AND NAME	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROGRAM (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC.
6 Structures - Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP)	Commission approval. **Project-specific** - HBRRP projects are selected statewide based on a prioritized condition of eligible bridges selection method (Prioritization Ranking and Texas Eligible Bridge Selection System Score (TEBSS)) by the Bridge Division.	Federal 80% State 20% or Federal 80% State 10% Local 10%	No, Commission	Prioritization Ranking and Texas Eligible Bridge Selection System Score (TEBSS)	Replaces or rehabilitates eligible bridges on and off the state highway system (functionally obsolete or structurally deficient).
6 Structures - Federal Railroad Grade Separation Program (RGS)	Commission approval. **Project-specific** - RGS projects are selected statewide based on a Cost-benefit Index for at-grade railroad crossing elimination projects and a Prioritization Ranking for railroad underpass replacement or rehabilitation projects by the Bridge Division.	Federal 80% State 20%	No, Commission	Cost-benefit Index that utilizes vehicle and train traffic, accident rates, casualty costs, and personnel and equipment delay costs for selecting at-grade railroad crossing elimination projects. Prioritization Ranking that utilizes vertical clearance and roadway characteristics for selecting replacement or rehabilitation of railroad underpass projects	Eliminates 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.
8 Safety - Federal Highway Safety Improvement Program	Commission allocation. Statewide **allocation program**. Selected statewide by federally mandated safety indices.	Federal 90% State 10% or 100% State	Yes, Traffic Operations Division	Safety Improvement Index (SII)	Safety related projects - on and off state highway system. Projects are evaluated using three years of crash data, and ranked by Safety Improvement Index.

Texas Department of Transportation
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
JANUARY 2006

SUMMARY OF CATEGORIES

2007 STATEWIDE PRESERVATION PROGRAM (SPP)

MAINTAIN IT

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8 Safety – Federal Railway - Highway Crossing Program	Commission allocation. Statewide allocation program. Selected statewide by prioritized listing.	Federal 90% State 10%	Yes, Traffic Operations Division	Railroad Crossing Index	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 (# of trains per day, train speed, ADT, school buses per day, type of existing warning device, train-involved crashes within prior five years, etc.) Provide incentive payments to local governments for closing crossings. Also improve signal preemption and coordination of train control signals.
8 Safety – Safety Bond Program	Commission allocation. Statewide allocation program. Selected statewide.	100% State	Yes, Traffic Operations Division	Safety Improvement Index (SII) and roadway safety characteristics	Allocations for the safety bond program are approved by the commission, with the program managed as an allocation program on a statewide basis.
8 Safety – Federal Safe Routes to School Program	Commission selection and approval. Project-specific – approved by separate Minute Order.	100% Federal	No, Commission	TxDOT staff evaluates for eligibility. The TxDOT Safe Routes to School Committee and the Bicycle Advisory Committee make recommendations to TTC.	Safety related projects – on and off state highway system. Program designed to enable and encourage primary and secondary school children to walk and bicycle to school. Both infrastructure-related and behavioral projects allowed.
8 Safety – Federal High Risk Rural Roads	Commission allocation. Statewide allocation program. Selected statewide by federally mandated safety indices.	Federal 90% State 10%	Yes, Traffic Operations Division	Safety Improvement Index (SII)	Safety related construction and operational improvements on high risk rural roads. High risk rural roads are roadways functionally classified as rural major or minor collectors or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for these functional classes of roadways; or likely to experience an increase in traffic volumes that leads to a crash rate in excess of the average statewide rate.

Texas Department of Transportation
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
JANUARY 2006

SUMMARY OF CATEGORIES

2007 STATEWIDE MOBILITY PROGRAM (SMP)

BUILD IT

CATEGORY NUMBER AND NAME	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROGRAM (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC.
2 Metropolitan Area (TMA) Corridor Projects	Commission approval. **Project-specific** – corridors selected by Metropolitan Planning Organizations (MPOs). Projects are recommended by districts based on corridors that are selected by MPOs through the Metropolitan Transportation Plan process.	Federal 80% State 20% or 100% State	No, Commission	Funding Target Formula 32.63 % Total vehicle miles traveled (on and off the state highway system) 22.35 % Population 17.04 % Lane miles (on system) 14.22 % Vehicle miles traveled (trucks only) 7.04 % Percentage of population below the federal poverty level 6.72 % Fatal and incapacitating[1] crashes	Mobility and added capacity projects on major state highway system corridors which serve the mobility needs of a Transportation Management Area (TMA). A TMA is a metropolitan planning area with a population of 200,000 or greater and is represented by a Metropolitan Planning Organization (MPO).
3 Urban Area (Non-TMA) Corridor Projects	Commission approval. **Project-specific** – corridors selected by Metropolitan Planning Organizations (MPOs). Projects are recommended by districts based on corridors that are selected by MPOs through the Metropolitan Transportation Plan process.	Federal 80% State 20% or 100% State	No, Commission	Funding Target Formula 22% Total vehicle miles traveled (on and off the state highway system) 26% Population 11% Lane miles (on system) 6% Centerline miles (on system) 15% Vehicle miles traveled (trucks only) 9% Percentage of population below the federal poverty level 11% Fatal and incapacitating[1] crashes	Mobility and added capacity projects on major state highway system corridors which serve the mobility needs of the Urban Areas (Non-TMA) MPOs.
4 Statewide Connectivity Corridor Projects	Commission approval. **Project-specific** – corridors selected statewide. Projects scheduled by consensus of districts.	Federal 80% State 20% or 100% State	No, Commission	Selections based on engineering analysis of projects on three corridor types: **Mobility Corridors**- based on congestion. **Connectivity Corridors**- 2-lane roadways requiring upgrade to 4-lane divided. **Strategic Corridors**- strategic corridor additions to the state highway network. An example would be Ports-to-Plains.	Mobility and added capacity projects on major state highway system corridors which serve the mobility needs of statewide connectivity between urban areas and corridors which serve mobility needs throughout the state. Composed of a highway connectivity network which includes: • the Texas Trunk System • the National Highway System (NHS) • and connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports

Note: [1] An incapacitating crash is one with severe injuries which would prevent the injured from a continuation of normal activities.

Texas Department of Transportation
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
JANUARY 2006

SUMMARY OF CATEGORIES

2007 STATEWIDE MOBILITY PROGRAM (SMP)

BUILD IT

CATEGORY NUMBER AND NAME	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROGRAM (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC.
5 Congestion Mitigation and Air Quality Improvement	Commission allocation. Allocation based on percent of population in non-attainment areas. Allocation program to districts. Projects selected by MPO in consultation with TxDOT and Texas Commission on Environmental Quality.	Federal 80% State 20% or Federal 80% Local 20%	Yes, Districts	Non-attainment area population weighted by air quality severity	Addresses attainment of national ambient air quality standard in the non-attainment areas (currently Dallas-Fort Worth, Houston, Beaumont and El Paso). Funds cannot be used to add capacity for single occupancy vehicles.
7 Metropolitan Mobility/ Rehabilitation	Commission allocation. Allocation based on population. Allocation program to districts. Projects selected by MPO in consultation with TxDOT.	Federal 80% State 20% or Federal 80% Local 20% or 100% State	Yes, Districts	Population (2000 Census)	Transportation needs within the Transportation Management Areas (TMAs). Projects selected by the Metropolitan Planning Organizations (MPOs).
9 Transportation Enhancements	Commission selection and approval. **Project-Specific** – approved by separate Minute Order.	Federal 80% State 20% or Federal 80% Local 20%	No, Commission	TxDOT staff and FHWA evaluate for eligibility, TEPEC (Transportation Enhancement Program Evaluation Committee) make recommendations to TTC.	Projects above and beyond what is normally expected for standard TxDOT roadway activities - twelve general categories as outlined in SAFETEA-LU. Projects recommended by local government entities, reviewed and recommended by TxDOT and committee, selected by Texas Transportation Commission as outlined in 43 TAC §11.204(c).
9 Transportation Enhancements Safety Rest Area Program	Commission allocation. Statewide allocation program. Selected statewide by the Maintenance Division.	Federal 80% State 20%	Yes, Maintenance Division	Selection criteria includes: travel corridors, appropriate size and spacing of rest areas, customer desired features, and operational functions.	Funds to be used to renovate, build, and relocate safety rest areas 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.

SUMMARY OF CATEGORIES

2007 STATEWIDE MOBILITY PROGRAM (SMP)

BUILD IT

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10 Supplemental Transportation Projects – Construction Landscape Programs	Commission allocation by formula. Allocation program to districts. Projects selected by districts.	State 100%	Yes, Design Division	75% Vehicle miles traveled on freeways and expressways 25% Lane miles of freeways and expressways	New landscape development and establishment projects such as typical right-of-way landscape development and establishment, aesthetic improvement (primarily in urban areas), rest area/picnic area landscape development, and erosion control and environmental mitigation activities on the state highway system.
10 Supplemental Transportation Projects - State Park Roads	Commission allocation. Statewide allocation program. Projects selected by Texas Parks and Wildlife Department (TPWD).	State 100%	Yes, Transportation Planning and Programming Division	None, Selected by TPWD	Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. subject to Memorandum of Agreement between TxDOT and TPWD. Locations selected and prioritized by TPWD.
10 Supplemental Transportation Projects - Railroad Grade Crossing Replanking Program	Commission allocation. Statewide allocation program. Selected statewide based on conditions of riding surface.	State 100%	Yes, Traffic Operations Division	Condition of crossing's riding surface and cost per vehicle using crossing.	Replacement of rough railroad crossing surfaces on the state highway system (approximately 140 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad and drainage) and cost per vehicle using the crossing.
10 Supplemental Transportation Projects - Railroad Signal Maintenance Program	Commission allocation. Statewide allocation program. Contributions to maintain signals.	State 100%	Yes, Traffic Operations Division	Number of crossings and type of automatic devices present at each.	Contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.

SUMMARY OF CATEGORIES

2007 STATEWIDE MOBILITY PROGRAM (SMP)

BUILD IT

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10 Supplemental Transportation Projects – Landscape Cost Sharing Program	Statewide allocation program.	State 100%	Yes, Design Division	The funding contribution will be determined for each project based on 50 percent of the total estimated project cost as proposed by the contributor.	Program allows the department to negotiate and execute joint landscape development projects through partnerships with local governments and support from civic associations, private businesses and developers for the aesthetic improvement of our state transportation system.
10 Miscellaneous – Landscape Incentive Awards Program	Statewide allocation program Funding distributed to nine locations based on population	State 100%	Yes, Design Division	This program will be handled on a statewide basis. The funding distribution to nine locations is based on the results of the annual Keep Texas Beautiful Awards Program.	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.
10 Supplemental Transportation Projects - Curb Ramp Program	Statewide allocation program.	State 100%	Yes, Design Division	Projects are selected based on the conditions at the curb ramp or the location of the intersection without ramps.	This program addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.
10 Supplemental Transportation Projects – Green Ribbon Landscape Improvement Program	Statewide allocation program to the districts with air quality non-attainment or near non-attainment counties.	State 100%	Yes, Design Division	Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts which contain air quality non-attainment or near non-attainment counties.	Program allows the department to address 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).

SUMMARY OF CATEGORIES

2007 STATEWIDE MOBILITY PROGRAM (SMP)

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10 Supplemental Transportation Projects (Federal)	Commission approval to participate. Federal allocations.	Federal 100% or Federal 80% State 20%	No, Commission	Not Applicable	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, Ferry Boat Discretionary and Congressional High Priority Projects.
11 District Discretionary	Commission allocation by formula. **Allocation program** to districts. Projects selected by districts. Minimum $2.5 million allocation to each district in compliance with 79TH(R), SB1, VII, Rider 17.	Federal 80% State 20% or Federal 80% Local 20% or State 100%	Yes, Districts	Allocation Formula 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled	Projects selected at the district's discretion.
12 Strategic Priority	Commission selection. **Project-specific**	Federal 80% State 20% or State 100%	No, Commission	Selected by Texas Transportation Commission.	Commission selected projects which promote economic development, provide system continuity with adjoining states and Mexico, increase efficiency on military deployment routes, or address other strategic needs as determined by the commission.