

Texas
Department
of Transportation

2002

**UNIFIED TRANSPORTATION
PROGRAM**

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SUMMARY OF CATEGORIES

CATEGORIES NUMBER, NAME AND YEAR ESTABLISHED	PROGRAMMING AUTHORITY	FUNDING	BANK BALANCE (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA AND YEAR LAST REVISED	BRIEF SUMMARY, RESTRICTIONS, ETC
1 High Priority Interstate Corridors 1999	Commission approval. Project specific (See Exhibit C). High Priority Interstate Corridor construction sequencing recommended regionally by districts.	Federal 80% State 20%	No	None 2000 UTP	Mobility projects (added capacity and new location) on High Priority Interstate Corridors established by TEA-21 (IH 27, IH 35 and IH 69).
2 Interstate Maintenance 1992	Commission allocation by formula. Bank balance to districts (see Exhibit B). Projects selected by districts.	Federal 90% State 10%	Yes, Districts	45% IH ESAL-Mi 10% IH Ln-Mi 45% IH Ln-Mi W/Sub Distress Scores 1998 UTP	Rehabilitation of existing Interstate Highway System main lanes, frontage roads, structures, construction of HOV lanes, rehabilitation of signs, pavement markings, striping, etc. Funds may be used for the construction of interchanges, but may not be used for the construction of new SOV lanes.
3A National Highway System (NHS) Mobility 1992	Commission approval. Project specific (See Exhibit D). Selected statewide based on Cost Effectiveness Index (CEI).	Federal 80% State 20%	No	Cost Effectiveness Index (CEI) 1997 UTP	Mobility (added capacity) projects on NHS. Projects ranked in three major groups, expansions, interchanges, and new loops & bypasses, and in three sub-groups based on population (counties greater than 200,000 in TMAs; counties between 200,000 and 50,000; and counties less than 50,000. Projects prioritized by cost effectiveness index.
3B Texas Trunk System 1992	Commission approval. Project specific (See Exhibit E). Phase 1 corridors construction sequencing recommended regionally by districts. Non-Phase 1 corridors selected statewide based on CEI.	Federal 80% State 20%	No	Phase 1 corridor project funds are allocated to regions based on unfunded Phase 1 corridor construction in the region. Non-Phase 1 corridor projects ranked by CEI. 1999 UTP	Added capacity projects on the Texas Trunk System. Category limited to the expansion of rural highways from two lane to four lane divided. Phase 1 corridor projects are sequenced by districts within regions having the respective Phase 1 corridor. Non-Phase 1 corridor projects are prioritized by cost effectiveness index.

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3C NHS Rehabilitation 1992	Commission allocation by formula. Bank balance to districts (see Exhibit B). Projects selected by districts.	Federal 80% State 20%	Yes, Districts	30% Non-IH NHS ESAL-Mi 30% Non-IH NHS Ln-Mi 35% Non-IH NHS Ln-Mi w/Sub Distress Scores 5% square footage of bridge deck area w/ sufficiency rating between 50 and 80. 1999 UTP	Rehabilitation of existing main lanes and structures on non-Interstate portions of the National Highway System.
3D NHS Traffic Management Systems 1992	Commission approval. Project specific (See Exhibit F). Selected statewide based on Traffic Management Index.	Federal 80% State 20%	No	Traffic Management Index (TMI) 1993 PDP	Traffic management systems on NHS only in areas of air quality attainment. Projects prioritized by traffic management index.
3E NHS Miscellaneous 1992	Commission approval. Project specific (See Exhibit G).	Federal 80% State 20%	No	Identified Need 1993 PDP	Relatively small miscellaneous projects associated with other mobility (added capacity) projects on NHS. Projects prioritized by identified need.
4A Surface Transportation Program (STP) Safety— Federal Hazard Elimination Program 1992	Commission allocation. Statewide bank balance (see Exhibit B). Selected statewide by federally mandated safety indices.	Federal 90% State 10%	Yes, Traffic Operations Division	Safety Improvement Index (SII) 1993 PDP	Safety related projects—on and off state highway system. Projects are evaluated using three years of accident data, and ranked by Safety Improvement Index.
4A STP Safety—Federal Railroad Signal Safety Program 1992	Commission allocation. Statewide bank balance (see Exhibit B). Selected statewide from prioritized listing.	Federal 90% State 10%	Yes, Traffic Operations Division	Railroad Crossing Index 1997 UTP	Installation of automatic railroad warning devices at hazardous 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, # of school buses, type of existing warning device, train-involved accidents within prior five years, etc.)

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4B STP Transportation Enhancements 1992	Commission selection and approval. Project Specific approved by separate Minute Order. Recommended by local governmental entities. Committee review.	Federal 80% State 20% or Federal 80% Local 20%	No	Committee Recommendation 1994 PDP	Projects above and beyond what normally is expected for transportation enhancements – twelve general activities as outlined in TEA 21. Projects recommended by local government entities, reviewed and recommended by committee, selected by Texas Transportation Commission.
4C STP Metropolitan Mobility/ Rehabilitation 1992	Commission allocation. Allocation based on population Bank balance to districts (see Exhibit B). Projects selected by MPO.	Federal 80% State 20% or Federal 80% Local 20% or	Yes, Districts & MPOs	Population (1990 Census) 1993 PDP	Transportation needs within metropolitan area boundaries with populations of 200,000 or greater. Projects selected by Metropolitan Planning Organizations (MPOs)
4D STP Urban Mobility/ Rehabilitation 1992	Commission allocation. Allocation based on population Bank balance to districts (see Exhibit B). Districts/MPOs select.	Federal 80% State 20% or Federal 80% Local 20%	Yes, Districts	Population (1990 Census) 1993 PDP	Transportation needs in urbanized areas with populations less than 200,000 and greater than 5,000. Projects selected by the District in consultation with the MPO.
4E STP Rural Mobility/ Rehabilitation 1992	Commission allocation. Allocation based on population Bank balance to districts (see Exhibit B). Projects selected by Districts.	Federal 80% State 20%	Yes, Districts	Population (1990 Census) 1993 PDP	Transportation needs in rural areas (in cities of less than 5,000 population and outside any city limits). Projects selected by District.
4F STP Rehabilitation in Urban and Rural Areas 1992	Commission allocation by formula. Bank balance to districts (see Exhibit B). Projects selected by Districts.	Federal 80% State 20%	Yes, Districts	30% Non-IH ESAL-Mi 30% Non-IH Ln-Mi 35% Non-IH Ln-Mi W/Sub Distress Scores 5% square footage of bridge deck area w/ sufficiency rating between 50 and 80. 1999 UTP	Rehabilitation of highways in urban and rural areas on the state highway system which are functionally classed greater than a local road or a minor collector.

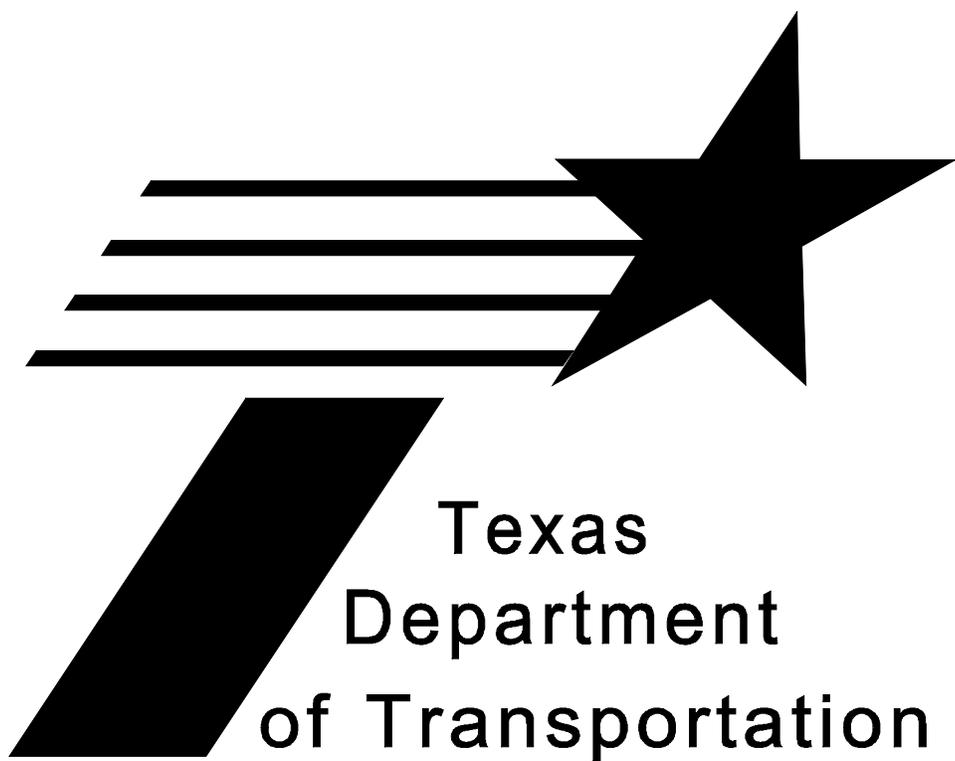
CATEGORIES NUMBER, NAME AND YEAR ESTABLISHED	PROGRAMMING AUTHORITY	FUNDING	BANK BALANCE (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA AND YEAR LAST REVISED	BRIEF SUMMARY, RESTRICTIONS, ETC
4G STP Railroad Grade Separations 1993	Commission approval. Project specific (See Exhibit I). Evaluated statewide by cost-benefit.	Federal 80% State 20%	No	Vehicle & train traffic, accident rates, vertical clearance, roadway characteristics 1996 PDP	Replacement of existing highway-railroad grade crossings, and the rehabilitation or replacement of deficient railroad underpasses on the state highway system. Specific locations evaluated by cost-benefits derived index (benefits such as improved traffic flow, accident/fatality reduction.)
5 Congestion Mitigation and Air Quality Improvement 1992	Commission allocation. Allocation based on percent of population in non-attainment areas. Bank balance to districts (see Exhibit B). Projects selected by MPO.	Federal 80% State 20%	Yes, Districts & MPO	Non-attainment area population weighted by air quality severity 1993 PDP	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.
6A Bridge Replacement/ Rehabilitation—On State Highway System 1992	Commission approval. Project specific (See Exhibit I). Selected statewide based on Texas Eligible Bridge Selection System (TEBSS).	Federal 80% State 20%	No	Texas Eligible Bridge Selection System (TEBSS) 1996 PDP	Replacement or rehabilitation of eligible bridges on state highway system (functionally obsolete or structurally deficient).
6B Bridge Replacement/ Rehabilitation—Off State Highway System 1992	Commission approval. Project specific (See Exhibit J). Selected statewide based on Texas Eligible Bridge Selection System (TEBSS).	Federal 80% Local 20% or Federal 80% State 10% Local 10%	No	Texas Eligible Bridge Selection System (TEBSS) 1996 PDP	Replacement or rehabilitation of eligible bridges off state highway system (functionally obsolete or structurally deficient).
7 State Preventive Maintenance 1992	Commission allocation by formula. Bank balance to districts (see Exhibit B). Projects selected by districts.	State 100%	Yes, Districts	80% Lane-Miles 10% Vehicle Miles Traveled per Ln-Mi 10% Ln-Mi W/Sub Distress Scores 1999 UTP	Preventive Maintenance to preserve existing state highway system. Up to 20% of a district's yearly allocation can be used for non-preventive maintenance work, provided administrative approval is first obtained from the Maintenance Division.

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8A Rehabilitation of Texas Farm to Market Roads 1995	Commission allocation. Allocation formula. Bank balance to districts (see Exhibit B). Projects selected by districts.	State 100%	Yes, Districts	30% FM ESAL-Mi 30% FM Ln-Mi 35% FM Ln-Mi W/Sub Distress Scores 5% square footage of bridge deck area w/ sufficiency rating between 50 and 80. 1999 UTP	Reconstruction and rehabilitation of existing Farm to Market Roads outside of urbanized areas of populations of 50,000 or more, except for those projects on an existing Farm to Market Road stub section into an urbanized area. Funds (up to \$600,000) for reconstruction or rehabilitation to provide access to new prison site.
8B Texas Farm to Market Roads System Expansion 1995	Commission approval. Project specific (See Exhibit K). Selected statewide by cost efficiency.	State 100%	No	Cost Per Vehicle Mile 1996 UTP	Construction of new Farm to Market Roads (outside urbanized areas of 50,000 or more). Funds will not be utilized to add capacity (additional through lanes) to existing Farm to Market Roads. Funds (up to \$600,000) for construction of road to provide access to new prison site.
9 State Park Roads 1992	Commission allocation Statewide bank balance (see Exhibit B). Projects selected by Texas Parks and Wildlife Department (TP&WD).	State 100%	Yes, Transportation Planning & Programming Division	None, Selected by TP&WD 1993 PDP	Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. subject to Memorandum of Agreement between TxDOT and TP&WD. Locations selected and prioritized by TP&WD.
10A Traffic Control Devices 1995	Commission allocation by formula. Bank balance to districts (see Exhibit B). Projects selected by districts.	State 100%	Yes, Districts	50% Non-IH Lane Miles 50% Population 1996 PDP	Installation and rehabilitation of non-Interstate signs, pavement markings, traffic signals, and illumination systems including minor roadway modifications to improve operations. Funds can also be used to install new traffic signals as well as modernize existing traffic signals.
10B Rehabilitation of Traffic Management Systems 1995	Commission allocations by formula. Bank balance to districts (see Exhibit B). Projects selected by districts.	State 100%	Yes, Districts	Sophistication of equipment installed, type of control center and miles of system under control. 1997 UTP	Rehabilitation and maintenance of operational traffic management systems.

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11 State District Discretionary 1992	Commission allocation by formula. Bank balance to districts (see Exhibit B). Projects selected by districts. Rider 41 to TxDOT's apportionments, Article 7 of House Bill 1, passed by the 75 th Texas Legislature requires a minimum \$2 million allocation to each TxDOT district.	State 100%	Yes, Districts	70% Vehicle Miles traveled on/off system 30% Registered vehicles (Each district receives a minimum \$2 million allocation) 1998 UTP	Miscellaneous projects on state highway system selected at the district's discretion.
12 Strategic Priority 1992	Commission selection. Project specific (See Exhibit L).	Federal 80% State 20% or State 100%	No	None, Selected by Transportation Commission 1993 PDP	Commission selected projects which promote economic development, provide system continuity with adjoining states and Mexico, or address other strategic needs as determined by the commission.
13A State Funded Mobility 1992	Commission selection. Project specific (See Exhibit M).	State 100%	No	None, Selected by Transportation Commission 1993 PDP	Commission selected projects on state highway system developed without federal participation.
13B Hurricane Evacuation Routes 1995	Commission approval. Project specific (See Exhibit N). Recommended by consensus of coastal districts.	Federal 80% State 20% or State 100%	No	None, Recommended through the consensus of coastal districts. 1996 PDP	Expansion, reconstruction, rehabilitation, etc. of hurricane evacuation routes to increase safety, access and mobility for transportation of people and goods in coastal areas in emergency situations.
13C Border Trade Transportation Projects 1999	Commission approval. Project specific (See Exhibit O). Recommended by consensus of Texas-Mexico border districts.	Federal 80% State 20% or State 100%	No	None, Recommended through the consensus of Texas-Mexico border districts. 2000 UTP	Projects on the state highway system to address demands on transportation infrastructure in border area districts because of projected increases in international trade resulting from ratification of the North American Free Trade Agreement (NAFTA).

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13D Urban Streets 1995	Commission allocation. Allocated by population in urbanized areas. Bank balance to MPOs (see Exhibit B). Projects selected by MPO.	State 80% Local 20% (on participating items of work)	Yes, MPOs	Allocation based on urbanized area population 1996 PDP	Reconstruction, restoration and added capacity of certain city streets (classified as collector or higher) in urbanized areas with populations of 50,000 or more. Reconstruction and added capacity projects must be developed to American Association of State Highway and Transportation Officials (AASHTO) standards.
14 State Rehabilitation 1992	Commission allocation by formula. Bank balance to districts (see Exhibit B). Projects selected by districts.	State 100%	Yes, Districts	30% Non-IH ESAL-Mi 30% Non-IH Ln-Mi 35% Non-IH Ln-Mi W/Sub Distress Scores 5% square footage of bridge deck area w/ sufficiency rating between 50 and 80. 1999 UTP	Rehabilitation needs on the state highway system. Rehabilitation might not qualify for federal funding.
15 Congressional High Priority Projects Category established prior to ISTEA.	Commission approval to Participate. Project specific (See Exhibit P). Projects listed in TEA 21, ISTEA or other Federal legislation.	Federal 80% State 20%	No	None. Projects listed in Federal Authorization and Appropriation Bills.	Projects listed in TEA 21, ISTEA or other Federal legislation.
16 Miscellaneous Railroad Grade Crossing Replanking Program 1992	Commission allocation. Statewide bank balance (see Exhibit B). Selection based on conditions of riding surface.	State 100%	Yes, Traffic Operations Division	Condition of crossing's riding surface and cost per vehicle using crossing 1993 PDP	Replacement of rough railroad crossing surfaces on the state highway system (approximately 55 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad and drainage) and cost per vehicle using the crossing.
16 Miscellaneous Railroad Signal Maintenance Program 1992	Commission allocation. Statewide bank balance (see Exhibit B). Contributions to maintain signals.	State 100%	Yes, Traffic Operations Division	Number of crossings and type of automatic devices present at each. 1993 PDP	Contributions to each railroad company based on number of crossings and type of automatic devices present at each crossing.

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16 Miscellaneous Construction Landscape Programs 1992	Commission allocation by formula. Bank balance to districts (see Exhibit B). Projects selected by districts.	State 100%	Yes, Districts	Varies between programs. 1993-PDP	New landscape development projects such as typical right-of-way landscape development, rest area/picnic area landscape development, and erosion control and environmental mitigation activities.
16 Miscellaneous (Federal) 1992	Commission approval to participate. Federal allocations.	Federal 100% Or Federal 80% State 20%	No	None Not Applicable	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, and Ferry Boat Discretionary.
17 State Principal Arterial Street System (PASS) (Contains both PASS and PASS Metro Match) 1988	Commission approval. Project specific (See Exhibit Q). Pre-ISTEA program.	State 100% Or State 50% Local 50%	No	None 1988	Only projects which were approved in the previous Urban System / Principal Arterial Street System (PASS) programs.
18 Candidate Turnpike Projects 1999	Commission approval upon recommendation of the Texas Turnpike Authority Board or appropriate tolling entity. Project specific (See Exhibit R).	Federal, State, Local, Private and Revenue Bonds. Participation varies on individual projects.	No	Projects are evaluated based on the results of feasibility studies considering various factors including projected revenues and ridership volumes. 2000-UTP	Turnpike projects are generally considered when other methods of tax funding are not readily available and a potential revenue stream exists.



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2002

**UNIFIED TRANSPORTATION
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EXHIBIT A

HIGHWAY CONSTRUCTION FUNDING POLICY AND RESTRICTIONS

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Category 2

Interstate Maintenance

Description

This category is intended for use in maintaining the existing Interstate Highway system.

Restrictions

Interstate maintenance funds can only be expended on the Interstate Highway system, and are intended for the rehabilitation (including approved preventive maintenance measures) of existing main lanes, structures and Interstate frontage roads.

Interstate maintenance funds can also be used to build interchanges, high occupancy vehicle (HOV) lanes or auxiliary lanes on Interstate highways; however, funds cannot be used to add lanes for single occupancy vehicles.

This category also addresses the replacement and refurbishing of signs and their appurtenances, raised reflective pavement markers and thermoplastic striping on Interstate highways.

All projects must be developed in accordance with applicable federal and state environmental requirements. All projects must be designed, constructed, operated, and maintained in accordance with state laws, regulations, directives, safety standards, design and construction standards as required by TEA-21.

Projects in this category must have the concurrence of the MPO if it is located in their area of jurisdiction.

Allocation to Districts

Allocations for the Interstate Rehabilitation Programs are approved by the commission, with the districts receiving allocations based on the following formula:

- 45% Summation of flexible and rigid equivalent single axle loads per Interstate Highway section multiplied times the Interstate Highway section length.
- 10% Interstate lane miles (main lanes only)
- 45% Interstate lane miles (main lanes only) having substandard distress scores, based on Pavement Management Information System (PMIS) Distress Score less than 40.

The Interstate Rehabilitation Programs are managed as bank balance programs with eligible projects developed by the districts on an as-needed basis within their allocations. Interstate Rehabilitation Programs are usually one-year programs with the program funds available for use within four years.

Policy

As allowed by the provisions of the TEA-21, up to 50 percent (50%) of the apportioned money in this category may be transferred to the NHS.

Match for preliminary engineering, construction, and right-of-way purchase/utilities will be in accordance with TxDOT's policy for Matching Funds - Participation Ratios.

Category 3C

National Highway System (NHS) Rehabilitation

<u>Description</u>	This category is intended to address the rehabilitation needs of non-Interstate portions of the NHS in the state.								
<u>Restrictions</u>	<p>All projects must be developed in accordance with applicable federal and state environmental requirements. All projects must be designed, constructed, operated, and maintained in accordance with state laws, regulations, directives, safety standards, design and construction standards as required by TEA-21.</p> <p>Projects must have the concurrence of the MPO if located in their area of jurisdiction.</p>								
<u>Allocation to Districts</u>	<p>Allocations for the <u>NHS Rehabilitation Programs</u> are approved by the commission, with the districts receiving allocations based on the following formula:</p> <table><tr><td>30%</td><td>Summation of flexible and rigid equivalent single axle loads per non-Interstate NHS section multiplied times the NHS section length</td></tr><tr><td>30%</td><td>Non-Interstate NHS lane miles</td></tr><tr><td>35%</td><td>Non-Interstate NHS lane miles (including Interstate frontage roads) with “substandard” Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.</td></tr><tr><td>5%</td><td>Non-Interstate NHS Square footage of bridge deck area with sufficiency rating between 50 and 80.</td></tr></table> <p>The NHS Rehabilitation Programs are managed as bank balance programs with eligible project developed by districts on an as-needed basis within their allocations. The NHS Rehabilitation Programs are usually one-year programs with the program funds available for use within four years.</p>	30%	Summation of flexible and rigid equivalent single axle loads per non-Interstate NHS section multiplied times the NHS section length	30%	Non-Interstate NHS lane miles	35%	Non-Interstate NHS lane miles (including Interstate frontage roads) with “substandard” Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.	5%	Non-Interstate NHS Square footage of bridge deck area with sufficiency rating between 50 and 80.
30%	Summation of flexible and rigid equivalent single axle loads per non-Interstate NHS section multiplied times the NHS section length								
30%	Non-Interstate NHS lane miles								
35%	Non-Interstate NHS lane miles (including Interstate frontage roads) with “substandard” Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.								
5%	Non-Interstate NHS Square footage of bridge deck area with sufficiency rating between 50 and 80.								
<u>Policy</u>	<p>Funds can only be used to rehabilitate any roadway on the NHS. The roadway must be rehabilitated to applicable design standards.</p> <p>Match for preliminary engineering, construction, and right-of-way purchase/utility adjustments will be in accordance with TxDOT's Policy for Matching Funds - Participation Ratios.</p>								

Category 4D

Surface Transportation Program (STP) Urban Mobility/Rehabilitation

<u>Description</u>	<p>This category is to address the transportation needs in those urbanized areas with between 5,000 and 200,000 population.</p>
<u>Restrictions</u>	<p>Projects located within urbanized areas (population greater than 50,000) are selected by the district in consultation with the MPO. Projects located in urban areas (population between 5,000 and 50,000) are selected by the district in consultation with the local governments.</p> <p>Projects in urbanized areas can be on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>All projects must be developed in accordance with the applicable federal and state environmental requirements. All projects must also be designed, constructed, operated and maintained in accordance with state laws, regulations, directives, safety standards, design and construction standards as required by TEA-21.</p> <p>Projects in this category must have the concurrence of the MPO if it is located in their area of jurisdiction.</p>
<u>Allocation to Districts</u>	<p>Allocations are made to districts based on the percentage of the combined population of the qualifying cities within the district as compared to the state population in that category.</p> <p>The program is managed as a bank balance program, and eligible projects (selected by the MPO if appropriate) are developed by the districts on an as-needed basis. Projects can be canceled or changed as long as the program balance is not exceeded.</p> <p>Additional programming authority has also been allocated to the Districts for the development of plans, specifications, estimates and right-of-way purchase. Funding of these projects can be made through upcoming Urban Mobility/Rehabilitation programs.</p>
<u>Policy</u>	<p>Match for preliminary engineering, construction, and right-of-way purchase/utility adjustments will be in accordance with TxDOT's Policy for Matching Funds - Participation Ratios.</p> <p>Consideration should be given to previously programmed high priority projects on the NHS, non-NHS or urban systems. New projects should be considered only after those previously programmed projects have been evaluated and considered.</p>

Category 4E

Surface Transportation Program (STP) Rural Mobility/Rehabilitation

<u>Description</u>	<p>This category is to address transportation needs in the rural areas of the state (in cities of less than 5,000 population or outside any city limits).</p>
<u>Restrictions</u>	<p>Projects programmed in this category must be in cities of less than 5,000 population or outside any urbanized area. This program authority can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>All projects must be developed in accordance with the applicable federal or state environmental requirements and design standards. All projects must be designed, constructed, operated and maintained in accordance with state laws, regulations, directives, safety standards, design and construction standards as required by TEA-21.</p> <p>Projects in this category must have the concurrence of the MPO if it is located in their area of jurisdiction.</p>
<u>Allocation to Districts</u>	<p>Allocations were made to districts based on the percentage of rural population within the district as compared to the state's rural population.</p> <p>The program is managed as a bank balance program, and eligible projects are developed by the districts on an as-needed basis. Projects can be canceled or changed as long as the program balance is not exceeded.</p> <p>Additional programming authority has also been allocated to the Districts for the development of plans, specifications, estimates and right-of-way purchase. Funding of these projects can be made through upcoming Rural Mobility/Rehabilitation programs.</p>
<u>Policy</u>	<p>Match for preliminary engineering, construction, and right-of-way purchase/utility adjustments will be in accordance with TxDOT's Policy for Matching Funds - Participation Ratios.</p> <p>Consideration should be given to previously programmed high priority projects on the state highway system. New projects should be considered only after those previously programmed projects have been evaluated and considered.</p>

Category 4F

Surface Transportation Program (STP) Rehabilitation in Urban and Rural Areas

<u>Description</u>	<p>This category is to address the rehabilitation needs of non-NHS highways as well as NHS highways in urban and rural areas on the state highway system which are functionally classified greater than a local road or a rural minor collector.</p>								
<u>Restrictions</u>	<p>These funds can only be expended on the state highway system in urban and rural areas, and are intended for the rehabilitation of existing main lanes and structures. The roadway must be functionally classified greater than a local road or rural minor collector.</p> <p>All projects must be developed in accordance with applicable federal or state environmental requirements and design standards. All projects must be designed, constructed, operated, and maintained in accordance with state laws, regulations, directives, safety standards, design and construction standards as required by TEA-21.</p> <p>Projects in this category must have the concurrence of the MPO if it is located in their area of jurisdiction.</p>								
<u>Allocation to Districts</u>	<p>Allocations for the <u>STP Urban / Rural Rehabilitation Programs</u> are approved by the commission, with the districts receiving allocations based on the following formula:</p> <table><tr><td>30%</td><td>Summation of flexible and rigid equivalent single axle loads per non-Interstate section multiplied times the non-Interstate section length</td></tr><tr><td>30%</td><td>Non-Interstate lane miles</td></tr><tr><td>35%</td><td>Non-Interstate lane miles (including Interstate frontage roads) with “substandard” Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.</td></tr><tr><td>5%</td><td>Square footage of bridge deck area with sufficiency rating between 50 and 80.</td></tr></table> <p>This program is managed as a bank balance program with eligible projects developed by the districts on an as-needed basis within their allocations. The STP Urban / Rural Rehabilitation Programs are usually one-year programs with the program funds available for use within four years.</p>	30%	Summation of flexible and rigid equivalent single axle loads per non-Interstate section multiplied times the non-Interstate section length	30%	Non-Interstate lane miles	35%	Non-Interstate lane miles (including Interstate frontage roads) with “substandard” Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.	5%	Square footage of bridge deck area with sufficiency rating between 50 and 80.
30%	Summation of flexible and rigid equivalent single axle loads per non-Interstate section multiplied times the non-Interstate section length								
30%	Non-Interstate lane miles								
35%	Non-Interstate lane miles (including Interstate frontage roads) with “substandard” Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.								
5%	Square footage of bridge deck area with sufficiency rating between 50 and 80.								
<u>Policy</u>	<p>Funds can only be used to rehabilitate any roadway on the state highway system with a functional classification greater than a local road or rural minor collector. The roadway must be rehabilitated to applicable design standards.</p> <p>Match for preliminary engineering, construction, and right-of-way purchase/utility adjustments will be in accordance with TxDOT's Policy for Matching Funds - Participation Ratios.</p>								

Category 7

State Preventive Maintenance

<u>Description</u>	This category is to address preventive maintenance work necessary to preserve the existing state highway system.
<u>Restrictions</u>	Preventive maintenance funds can only be expended on the state highway system. Preventive maintenance work is intended to preserve, rather than improve, the structural integrity of the pavement and/or structure. Examples of preventive maintenance activities include asphaltic concrete pavement overlays (maximum 2" thick); seal coats; cleaning and sealing joints and cracks; patching concrete pavement; shoulder repair; scour countermeasures; cleaning and painting steel members to include application of other coatings; restore drainage systems; cleaning and sealing bridge joints; microsurfacing; bridge deck protection; milling or bituminous level-up; clean, lubricate and reset bearings; and clean rebar/strand and patch structural concrete and seal cracks.
<u>Allocation to Districts</u>	<p>Allocations for the preventive maintenance programs are approved by the commission, with the districts receiving allocations based on the following formula:</p> <ul style="list-style-type: none">80% Lane miles on the State Highway System10% Vehicle miles traveled per lane mile10% Lane miles in "substandard" condition, based on Pavement Management Information System (PMIS) Distress Scores between 70 and 89. <p>The Preventive Maintenance Programs are managed as bank balance programs with eligible projects developed by the districts on an as-needed basis within their allocations. Preventive Maintenance Programs are usually one-year programs with the program funds available for use within four years.</p>
<u>Policy</u>	<p>Funds can only be used to preserve the state highway system.</p> <p>Match for preliminary engineering, construction, and right-of-way purchase/utility adjustments will be in accordance with TxDOT's Policy for Matching Funds - Participation Ratios.</p>

Category 8A

Rehabilitation of Texas Farm to Market Roads

<u>Description</u>	This category is primarily to address the reconstruction or rehabilitation of existing Farm to Market Roads and Ranch to Market Roads.								
<u>Restrictions</u>	<p>All Farm to Market Road (FM) program funds must be spent outside urbanized areas with populations of 50,000 or more. Funds may be used, at the district's discretion, for the rehabilitation of roads on the existing Farm to Market Road system.</p> <p>All projects must be developed in accordance with applicable state environmental requirements. All projects must be designed, constructed, operated and maintained in accordance with state laws, regulations, directives, safety standards, design and construction standards.</p>								
<u>Allocation to District</u>	<p>Allocations for the <u>Texas Farm to Market Road Rehabilitation Programs</u> are approved by the commission, with the districts receiving allocations based on the following formula:</p> <table><tr><td>30%</td><td>Summation of flexible and rigid equivalent single axle loads per FM section multiplied times the FM section length</td></tr><tr><td>30%</td><td>FM lane miles</td></tr><tr><td>35%</td><td>FM lane miles with "substandard" Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.</td></tr><tr><td>5%</td><td>Square footage of bridge deck area with sufficiency rating between 50 and 80.</td></tr></table> <p>The rehabilitation of a Farm to Market Road to a prison site may funded with supplemental funds added to the State Farm to Market Road Rehabilitation program. For each prison site, the maximum amount of funds to be authorized for constructing a new or improving an existing road is \$600,000. Each request for supplemental funds for a road to prison site will be submitted separately to the commission for approval.</p> <p>The Farm to Market Road Rehabilitation programs are managed as bank balance programs with eligible projects developed by the districts on an as-needed basis within their allocations. Farm to Market Rehabilitation Programs are usually one-year programs with the program funds available for use within four years.</p>	30%	Summation of flexible and rigid equivalent single axle loads per FM section multiplied times the FM section length	30%	FM lane miles	35%	FM lane miles with "substandard" Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.	5%	Square footage of bridge deck area with sufficiency rating between 50 and 80.
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35%	FM lane miles with "substandard" Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.								
5%	Square footage of bridge deck area with sufficiency rating between 50 and 80.								
<u>Policy</u>	<p>Funds can only be used to rehabilitate any Farm to Market or Ranch to Market roadways.</p> <p>Match for preliminary engineering, construction, and right-of-way purchase/utility adjustments will be in accordance with TxDOT's Policy for Matching Funds - Participation Ratios.</p> <p>The provisions of Commission Minute Order 100593 dated February 25, 1992, outline the responsibilities and requirements for Farm to Market Roads providing access to prison sites.</p>								

Category 10A

Traffic Control Devices

<u>Description</u>	<p>This category is to address the installation and/or rehabilitation of non-Interstate signs, pavement markings, traffic signals, and illumination systems, including minor roadway modifications to improve operations. Funds can be used to install new traffic signals as well as modernize existing signals.</p>
<u>Restrictions</u>	<p>Projects in this category may be on any highway on the state system. The normal installation of signing and markers through construction projects and maintenance operations is not considered eligible for this category.</p> <p>This category is not intended for sign rehabilitation on the Interstate highway system. That rehabilitation work should be programmed as a part of the Interstate rehabilitation programs in Category 2, Interstate Maintenance.</p> <p>All projects must be developed in accordance with the applicable state or federal environmental requirements. All projects must be designed, constructed, operated, and maintained in accordance with state laws, regulations, directives, safety standards, design and construction standards as required by TEA-21.</p>
<u>Allocation to District</u>	<p>Allocations for the <u>Traffic Control Devices Program</u> are approved by the commission, with the districts receiving allocations based on the following formula:</p> <p>50% District percentage of total state non-Interstate lane miles 50% District percentage of total state population (according to 1990 census)</p> <p>The Traffic Control Devices Program is managed as a bank balance program with eligible projects developed by the districts on an as-needed basis within their allocations. The program is usually a one-year program with the program funds available for use within four years.</p>
<u>Policy</u>	<p>Match for preliminary engineering, construction, and right-of-way purchase/utility adjustments will be in accordance with TxDOT's Policy for Matching Funds - Participation Ratios.</p>

Category 10B

Rehabilitation of Traffic Management Systems

<u>Description</u>	This category is to address the rehabilitation and maintenance of operational traffic management systems.
<u>Restrictions</u>	<p>Installation of new traffic management systems are not eligible for this category.</p> <p>These funds can only be spent on contractor payments (including parts and labor) which are contracted through either the construction, Routine Maintenance Contracts, or General Services (ie.- catalog procurement) process. The purchase of spare parts, test equipment and other materials that will be installed by TxDOT forces are not eligible for these funds.</p> <p>All projects must be developed in accordance with the applicable state or federal environmental requirements. All projects must be designed, constructed, operated, and maintained in accordance with state laws, regulations, directives, safety standards, design and construction standards as required by TEA-21.</p>
<u>Allocation to District</u>	<p>Allocations for the <u>Rehabilitation of Traffic Management Systems Programs</u> are approved by the commission, with the districts receiving allocations based on sophistication of equipment installed, type of control center and miles of system under control.</p> <p>The Rehabilitation of Traffic Management Systems Program is managed as bank balance program with eligible projects developed by the districts on an as-needed basis within their allocations. The program is usually a one-year program with the program funds available for use within four years.</p>
<u>Policy</u>	Match for preliminary engineering, construction, and right-of-way purchase/utility adjustments will be in accordance with TxDOT's Policy for Matching Funds - Participation Ratios.

Category 11

State District Discretionary

<u>Description</u>	This category is to address miscellaneous projects selected at the district's discretion.				
<u>Restrictions</u>	<p>Projects must be on the state highway system. Funds from this program should not be used for right-of-way acquisition.</p> <p>Projects that are located within an air quality non-attainment area may need to be included in the Transportation Improvement Program of the MPO.</p>				
<u>Allocation to District</u>	<p>Allocations for the <u>District Discretionary Programs</u> are approved by the commission with each district receiving an allocation based on:</p> <table><tr><td>70%</td><td>Vehicle miles traveled both on and off the State highway system</td></tr><tr><td>30%</td><td>Registered vehicles</td></tr></table> <p>Each district will receive a minimum allocation of \$2,000,000 (as required by Rider 41 to TxDOT's apportionments, Article 7 of House Bill 1, passed by the 75th Texas Legislature).</p> <p>The district discretionary programs are managed as bank balance programs with eligible projects developed by the districts within their allocations. District Discretionary Programs are usually one-year programs with the program funds available for use within four years.</p> <p>Additional programming authority has also been allocated to the districts for the development of plans, specifications, estimates and right-of-way purchase. Funding of these projects can be made through their annual District Discretionary Program, other district bank balance programs or the Strategic Priority Program.</p>	70%	Vehicle miles traveled both on and off the State highway system	30%	Registered vehicles
70%	Vehicle miles traveled both on and off the State highway system				
30%	Registered vehicles				
<u>Policy</u>	Match for preliminary engineering, construction, and right-of-way purchase/utility adjustments will be in accordance with TxDOT's Policy for Matching Funds - Participation Ratios.				

Category 14

State Rehabilitation

<u>Description</u>	This category is to address rehabilitation needs on the state highway system that might not qualify for federal funding.								
<u>Restrictions</u>	<p>Projects must be on the state highway system.</p> <p>Projects that are located within an air quality non-attainment area may need to be included in the Transportation Improvement Program of the MPO.</p>								
<u>Allocation to District</u> ¹	<p>Allocations for the <u>State Rehabilitation Programs</u> are approved by the commission, with the districts receiving allocations based on the following formula:</p> <table><tr><td>30%</td><td>Summation of flexible and rigid equivalent single axle loads per non-Interstate section multiplied times the non-Interstate section length</td></tr><tr><td>30%</td><td>Non-Interstate lane miles</td></tr><tr><td>35%</td><td>Non-Interstate lane miles (including Interstate frontage roads) with “substandard” Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.</td></tr><tr><td>5%</td><td>Square footage of bridge deck area with sufficiency rating between 50 and 80.</td></tr></table> <p>These programs are managed as bank balance programs with eligible project developed by the districts on an as-needed basis within their allocations. The State Rehabilitation Programs are usually one-year programs with the program funds available for use within four years.</p>	30%	Summation of flexible and rigid equivalent single axle loads per non-Interstate section multiplied times the non-Interstate section length	30%	Non-Interstate lane miles	35%	Non-Interstate lane miles (including Interstate frontage roads) with “substandard” Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.	5%	Square footage of bridge deck area with sufficiency rating between 50 and 80.
30%	Summation of flexible and rigid equivalent single axle loads per non-Interstate section multiplied times the non-Interstate section length								
30%	Non-Interstate lane miles								
35%	Non-Interstate lane miles (including Interstate frontage roads) with “substandard” Distress Scores, based on Pavement Management Information System (PMIS) Distress Score less than 60.								
5%	Square footage of bridge deck area with sufficiency rating between 50 and 80.								
<u>Policy</u>	<p>Funds can only be used to rehabilitate any roadway on the state highway system. The roadway must be rehabilitated to applicable design standards.</p> <p>Match for preliminary engineering, construction, and right-of-way purchase/utility adjustments will be in accordance with TxDOT's Policy for Matching Funds - Participation Ratios.</p>								
<u>Note</u>	<p>¹The commission may supplement these funds with a separate allocation. These funds will be managed at the discretion of the Executive Director who will select projects based on roadway rehabilitation needs throughout the state highway system.</p>								