

# TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

# STIP 2015-2018

# WICHITA FALLS DISTRICT 2015-2018 TIP

**HIGHWAY**



Initial 2015-2018 STIP

# **Wichita Falls Metropolitan Planning Organization**

## **FY 2015 – FY 2018 Transportation Improvement Program**

**Prepared by:  
Wichita Falls Metropolitan Planning Organization**

**Participating Agencies:**

**City of Wichita Falls  
City of Pleasant Valley  
City of Lakeside City  
Wichita County  
Archer County  
Texas Department of Transportation  
Wichita Falls Transit System**

**In cooperation with:**

**U.S. Department of Transportation  
Federal Highway Administration  
Federal Transit Administration**

**Public Meeting Dates:**

**Approved by Transportation Policy Committee:**

**Amended by Transportation Policy Committee:**

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## **SECTION I. INTRODUCTION/BACKGROUND**

### **A. METROPOLITAN PLANNING ORGANIZATION**

The Federal Aid Highway Act of 1962 established the “3C’s Concept” of transportation planning that encouraged a continuing, comprehensive planning process carried on cooperatively by states and local communities from each urban area of more than fifty thousand population. The City of Wichita Falls conducted the first transportation planning survey of its kind in 1964 under the designation Wichita Falls Urban Transportation Plan, Volume 1, Origin-Destination Survey. In 1967, the City of Wichita Falls signed an agreement with the State of Texas that established overall transportation policy guidance for the Wichita Falls Metropolitan Area by creating the Policy Advisory Committee (PAC). In 1973, the State revised the agreement with the City of Wichita Falls in order to establish the Technical Advisory Committee (TAC). The Technical Advisory Committee provided support to the Policy Advisory Committee and helped the Policy Board make informed transportation policy decisions for the Wichita Falls Metropolitan Area.

Transportation Planning formally began in 1973 when Governor Dolph Briscoe of the State of Texas, acting by and through the State Department of Highways and Public Transportation, designated the City of Wichita Falls as the Metropolitan Planning Organization (MPO) for the Wichita Falls Urban Transportation Study Area. Governor Briscoe designated the Policy Advisory Committee as the policy making body for the Wichita Falls Metropolitan Planning Organization. This designation changed in June 2000 and replaced the Policy Advisory Committee (PAC) with the Transportation Policy Committee (TPC), which is now the designated Metropolitan Planning Organization. The Technical Advisory Committee continues to support the Transportation Policy Committee in their policy-making decisions.

### **B. PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The United States Department of Transportation through the Federal Highway Administration and the Federal Transit Administration requires the development of a Transportation Improvement Program (TIP). The TIP is a staged, multiyear program of projects proposed for funding by federal, state, and local sources within the Wichita Falls Metropolitan Area. The 2015-2018 TIP identifies roadway and transit projects programmed for construction within the next four years inside the Wichita Falls Metropolitan Area. The Wichita Falls MPO (WFMPO) in cooperation with the local governments of the City of Wichita Falls, the City of Lakeside City, the City of Pleasant Valley, Archer County, Wichita County, the Texas Department of Transportation, and the Wichita Falls Transit System developed the 2015-2018 TIP. The Wichita Falls MPO developed the TIP in accordance with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule 23 CFR Part 450.316 local participation plan for interested parties and consultation with stakeholders, and in conformance with Texas Administrative Code, Title 43, Part I, Chapter 16 Planning and Development of Transportation Projects, Rule §16.101.

MAP-21 or Moving Ahead for Progress in the 21<sup>st</sup> Century is the transportation reauthorization bill currently used to apportion transportation funds to the Federal Highway Administration and through the Texas Department of Transportation to the MPO. MAP-21 incorporates many of the goals and objectives found in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was reauthorized as the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), and was again reauthorized as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

WFMPO prepared the 2015-2018 TIP under the guidelines set forth in the Code of Federal Regulations (referenced above) as updated on April 1, 2011 and presented by the U.S. Government Printing Office (GPO) electronic edition.

President Obama signed MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) into law on July 6, 2012. Similar in context to SAFETEA-LU, MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the surface transportation system, supporting the national freight network by strengthening the ability of rural communities to access national and international trade markets which in turn supports regional economic development, protecting and enhancing the natural environment, and reducing delays in the project development and delivery process. MAP-21 builds on and refines many of the highway, transit, bike and pedestrian programs, and policies established in 1991 under ISTEA. MAP-21 incorporates performance goals, measures, and targets into the process of identifying needed transportation improvements. MAP-21 encourages heavy public involvement during the planning process. WFMPO adheres to this requirement during the annual project selection process.

### **C. LEGAL REQUIREMENTS AFFECTING THE TIP**

MAP-21 (enacted July 6, 2012) and the Federal Transit Act (as amended through August 10, 2005) describe the requirements of the Transportation Improvement Program in general terms. Requirements that are more specific are contained in the Statewide and Metropolitan Planning Rules contained in 23 CFR Part 450 and 49 CFR Part 613. This section summarizes those requirements and describes the methods through which they are accomplished.

All roadway and transit projects receiving U.S. Department of Transportation funding under Title 23 U.S.C. – The Federal-Aid Highway Act and Title 49 U.S.C. – The Federal Transit Act must be financially constrained, and listed, in the TIP. The WFMPO initiated all proposed projects in this document in a manner consistent with the federal guidelines found in Section 450, Subpart B of the Title 23 Code of Federal Regulations and in Section 613, Subpart B of the Title 49 Code of Federal Regulations.

Federal regulations mandate that the metropolitan transportation planning process must include development of a TIP for the metropolitan planning area by the MPO, in cooperation with the State Department of Transportation, local governments, and public transportation authorities. WFMPO outlines below a brief discussion of how it complied with the specific requirements of the TIP.

➤ **The TIP must be updated at least every four years.**

The current policy of WFMPO is to update the TIP for the Wichita Falls Metropolitan Area on a quarterly cycle as project implementation costs, schedules, and scopes of work change, and as the MPO identifies new projects through funding initiatives. WFMPO will make all refinements to the TIP in coordination with TxDOT, the Wichita Falls Transit System, and counties and local governments inside the Wichita Falls Metropolitan Area.

➤ **In nonattainment and maintenance areas for transportation-related pollutants, the Federal Highway Administration (FHWA) and the Federal Transit Administration**

**(FTA), as well as the MPO, must make a conformity determination on any new or amended TIP's (unless the amendment consists of exempt projects).**

According to the U.S. Environmental Protection Agency, the Wichita Falls Metropolitan Area qualifies as an "air attainment" area. The quality of the air in Wichita Falls is good. Therefore, WFMPO is not required to make a conformity determination on any of the projects listed in the TIP.

➤ **There must be reasonable opportunity for public comment.**

On July 25, 2007, the Transportation Policy Committee adopted the WFMPO Public Participation Plan, which meets the requirements mandated by federal law. WFMPO held regular, supplemental, and other applicable public meetings throughout the 2015-2018 TIP development process in accordance with this policy and federal law. Section I, Part E. Public Involvement Process describes the process followed in the development of the 2015-2018 TIP.

➤ **The TIP shall cover a period of not less than four years, but may cover a longer period if it identifies priorities and financial information for the additional years.**

In accordance with federal guidelines, the WFMPO 2015-2018 TIP identifies roadway and transit projects programmed within the next four years. WFMPO programs only those projects in the years for which federal and state funding can be committed or reasonably expected for each category.

➤ **The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources.**

The 2015-2018 TIP is financially constrained by category for the first four years of the TIP as required by federal regulation. WFMPO has identified and listed the projects in the four-year financial plan in Sections III, IV, V, and VII.

➤ **The TIP shall include projects as required by federal regulation.**

According to the Metropolitan and Statewide Planning Regulations (23 CFR Section 450.324(c)), the TIP shall include all transportation projects or identified phases of a project, within the metropolitan area, proposed for funding under Title 23, U.S.C. The Federal Aid Highway Act, and Title 49 the Federal Transit Act. The TIP shall also include all regionally significant transportation projects scheduled for implementation with federal, state, or local funds consistent with the Metropolitan Transportation Plan. Detailed project listings are included in Sections III, IV, V, and VII of this document. Information included in the project description includes: sufficient descriptive material to identify the location of the project, the type of work to be performed, estimated total cost, amount of committed federal funds for each program year, proposed funding source, and identification of the funding recipient and state and local agencies responsible for carrying out the project.

➤ **In nonattainment and maintenance areas, projects included shall be specified in sufficient detail to permit air quality conformity analysis.**

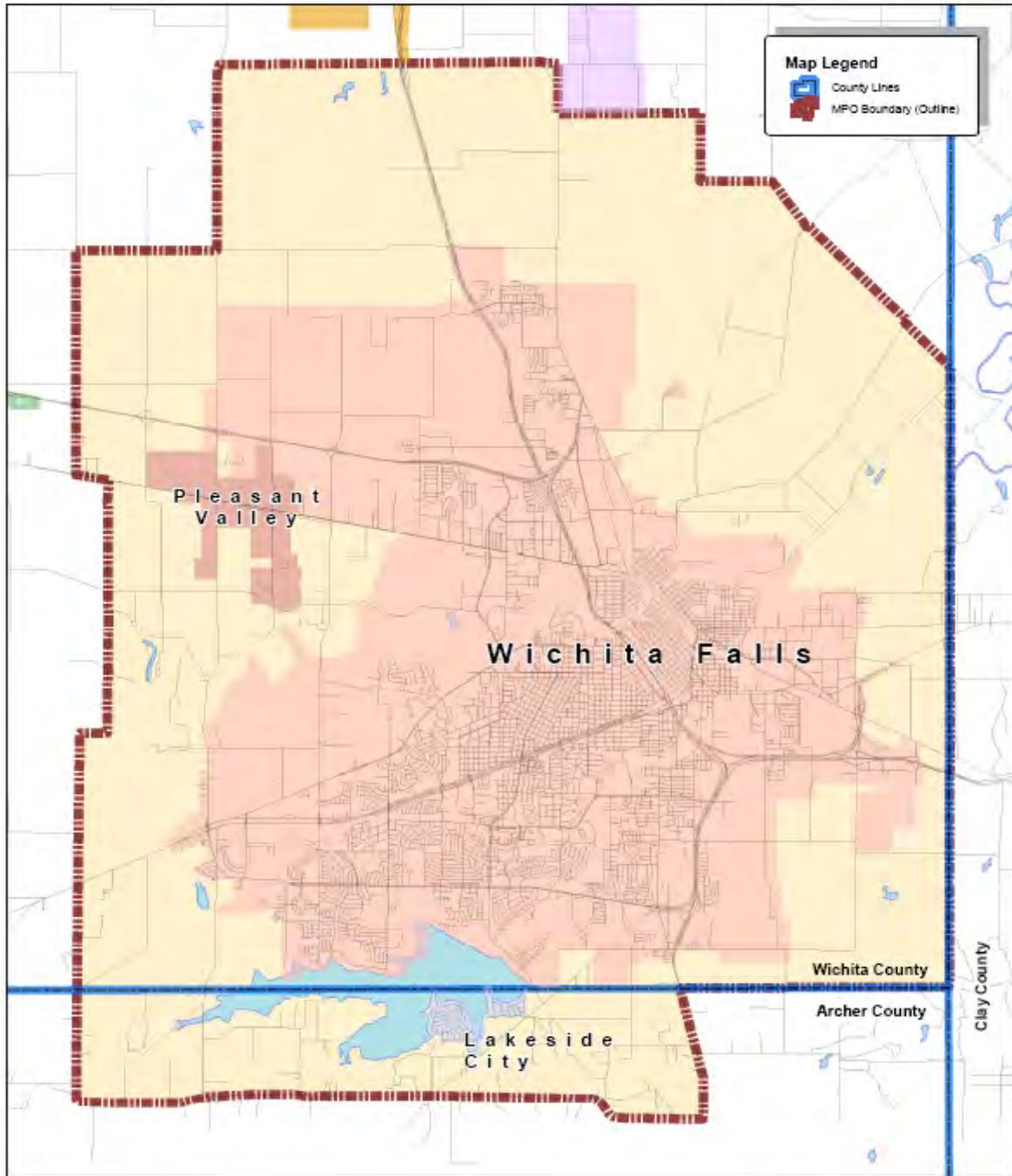
As stated in the second bullet above, the Wichita Falls Metropolitan Area is an “air attainment” area. At this time, WFMPO is not required to perform air quality analysis on the projects listed in the TIP. However, if the Wichita Falls Metropolitan Area became a nonattainment area then the WFMPO would have to provide the design concept, or type of facility identified for each project contained in the project listings in Sections III, IV, V, and VII. The design scope identifies the design aspects that will affect the projects’ impact on regional emissions, such as the number of lanes or tracks to be constructed, length of project, signalization, access control, etc.

#### **D. DEFINITION OF PLANNING AREA**

The Wichita Falls Metropolitan Planning Organization encompasses the eastern portion of Wichita County, which includes the City of Wichita Falls and Pleasant Valley, and a small portion of Archer County, which includes Lakeside City. The MPO area contains 150.01 square miles.

The population of Wichita Falls was 104,553 according to the U.S. Census Bureau estimates for 2010. Also in 2010, the estimated population for Wichita County was 131,500. In contrast, the 2000 U.S. Census indicated the City of Wichita Falls Metropolitan Statistical Area (MSA) to be 151,306. The City of Lakeside City had an estimated 2010 population of 997 while the City of Pleasant Valley had an estimated 2010 population of 336. See the Wichita Falls MPO boundary map in Figure 1 on the next page.

Figure 1 – MPO Boundary Map



**Projection**  
 NAD 1927 StatePlane Texas North Central 7095 4202  
 Lambert Conformal Conic  
 False Easting: 1600000.000000  
 False Northing: 0.000000  
 Central Meridian: -97.530000  
 Standard Parallel 1: 32.130333  
 Standard Parallel 2: 32.966667  
 Latitude Of Origin: 33.666667  
 GCS North American 1927

**Data Source**  
 ESRI ArcInfo  
 Census 2000 and 2010 Data

Wichita Falls MPO  
 Metropolitan Area Boundary



## **E. PUBLIC INVOLVEMENT PROCESS**

WFMPO developed the 2015-2018 Transportation Improvement Program (TIP) in accordance with guidelines listed in the MPO's Public Participation Plan. The public involvement component of the TIP process provides an opportunity for concerned residents to provide input, and voice concerns and priorities regarding proposed roadway and public transportation projects.

The Public Participation Plan requires at least one public hearing to present the Transportation Improvement Program to the public. The WFMPO held two public hearings during the development of this TIP document. The Public Participation Plan requires a public comment period of 30 days prior to the meeting at which the Transportation Policy Committee approves the Transportation Improvement Plan. TIP amendments require a 10-day comment period before adoption by the Policy Board. WFMPO posted the TIP document at least 30 days prior to its adoption by the Policy Board.

WFMPO published Legal Notices of all the transportation planning public meetings prior to the adoption of the 2015-2018 TIP. WFMPO published Legal Notices in the daily local newspaper *Times Record News*. To ensure an opportunity for all interested parties to review and comment on the TIP, the MPO has developed an extensive email list that includes Federal, State, Tribal and Local agencies and all interested parties, including stakeholders and citizens, as discussed in Methods and Strategies of the Public Participation Plan. Additionally, WFMPO published the TIP on the WFMPO's website at [www.wfmppo.com](http://www.wfmppo.com) and [www.wfmppo.org](http://www.wfmppo.org) and for people to view. MPO staff also created a link on Face Book for people to follow.

## **F. PROJECT SELECTION PROCESS**

Federal and state funded capacity expansion projects come from the Metropolitan Transportation Plan. Projects in the Metropolitan Transportation Plan advance to the Short-Range, ten-year plan of the Transportation Improvement Program (TIP) based on funding availability. The approved 2015-2018 TIP programs projects located within the Wichita Falls Metropolitan Area. The TIP assigns each project to a specific fiscal year where project implementation is expected. The TIP gives priority to first year projects and may implement them as soon as plans are completed and funds appropriated. If unable to implement first year projects then the TIP considers second year projects as second priority. The TIP implements second year projects as plans are completed and funds appropriated. Projects in the third and fourth years will follow this same procedure. The WFMPO developed this procedure in cooperation with the Texas Department of Transportation and the Wichita Falls Transit System. See Section 134 (h) (2) of Title 23 U.S.C. as amended.

## **G. PROGRESS FROM PREVIOUS YEARS**

The 2013-2016 Transportation Improvement Program implemented, scheduled for letting, or designed the following projects during FY 2012 and FY 2013. Table 1 lists these projects below. For updates regarding highway and street projects, please refer to the Annual Project Listings report, which Wichita Falls MPO provides at its website on [www.wfmppo.com](http://www.wfmppo.com) or [www.wfmppo.org](http://www.wfmppo.org) or by requesting a copy from Wichita Falls MPO, 2100 Seymour Hwy., Wichita Falls, Texas 76301, via email through the above websites or by calling (940) 761-7450. The MPO may also provide progress updates during Transportation Advisory (TAC) and Transportation Policy (TPC) committee meetings throughout the year. WFMPO provides minutes of these meetings on the website.

**Table 1 – Progress from Previous Years**

<b>Project Name</b>	<b>Project Limits</b>	<b>Description</b>	<b>Estimated Cost</b>
US 82	Us 281 to SH 79	Upgrade High Mast Illumination	\$700,000
CS	In City of WFS, at City View Elem. On City View Drive and Crescent Ln.	Safe Routes to School	\$298,425
CS	In City of WFS, at J. Tower Elem. On Reilly, Hooper and Missile Rd.	Safe Routes to School	\$315,304
SH 79	0.5 Miles North of Professional Drive to 0.5 Miles S of Professional Dr.	Add Left Turn Lane and Upgrade Signals	\$1,075,362
US 82	Galveston to McKinney Road	Mill and Level with Overlay	\$1,500,000
US 277	Knox Co. Line to 2.155 Miles West of US 183	Construct New Roadway Lanes	\$14,748,871
SH 240	At Sinclair Road Drain	Replace Bridge and Approaches	\$175,000
BUS 287 J	At Wichita River	Replace Bridge	\$1,500,000
US 287	At Huntington Lane	Replace Bridge and Approaches	\$931,000
CS	On Maplewood Avenue SB at Drainage Ditch	Replace Bridge and Approaches	\$210,000
CS	On Maplewood Avenue NB at Drainage Ditch	Replace Bridge and Approaches	\$340,000
LP 473	Hatton Road to FM 369	Replace Curb and Gutter to Facilitate Drainage	\$750,000

## **H. AIR QUALITY ISSUES**

The Clean Air Act Amendments of 1990 have significantly affected transportation activities. The impacts include a conformity analysis on all transportation programs, including the TIP, as well as statewide penalties if non-attainment areas do not meet national ambient air quality standards by the designated years for their areas. Currently, the Wichita Falls Metropolitan Area meets all requirements in all categories to be an “Attainment Area”.

## **I. AMERICANS WITH DISABILITIES ACT (ADA)**

All projects considered for funding, regardless of the source, will include provisions for meeting the needs of the disabled. The Cities of Wichita Falls, Pleasant Valley and Lakeside City, Wichita County, the Texas Department of Transportation and the Wichita Falls Transit System continue their efforts to identify and aid the disabled in their mobility needs. All public transportation buses purchased by the City of Wichita Falls are low-floor, front-kneeling, hydraulic ramp equipped and fully accessible to the mobility impaired.

Falls Ride, owned by the City of Wichita Falls, operates a Route Deviation/Demand Response transit system that deviates up to one-quarter mile from the main route to pick up qualifying ADA passengers. Falls Ride picks up qualifying ADA passengers at the curb and delivers them to

their destination. Falls Ride operates six main routes that deviate and one express route that serves Sheppard Air Force Base. Qualifying ADA passengers call one day in advance to schedule pick-ups and drop-offs.

## **J. ENVIRONMENTAL JUSTICE**

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” President Clinton’s Executive Order on Environmental Justice in 1999 further amplifies Title VI by providing that “each federal agency shall make achieving environmental justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Transportation projects affect the environment and the way we live. Low-income and minority populations should receive an equitable distribution of proposed transportation benefits without suffering from excessively high and difficult impacts to their quality of life. The Wichita Falls MPO developed a process starting in 2005 whereby it could present future planned surface transportation projects to the public for comment and receive project nominations back from them. Each year, usually in September, WFMPO combines projects from the Metropolitan Transportation Plan and the Transportation Improvement Program with project nominations from the public and other government agencies to develop a prioritized project list for the Wichita Falls Metropolitan Area. WFMPO uses the results of this list to develop the annual Environmental Justice Analysis Report. MPO staff analyzes each new project that comes in for impacts on minority and low-income communities. If staff detects adverse impacts to low-income and minority populations then staff looks for ways to avoid the project entirely, minimize or reduce its severity, or mitigate the impact by taking action to alleviate or offset the effect by replacing it with an appropriated resource. If none of these methods works then staff will use enhancement techniques to add a desirable or attractive feature to the project to make it fit more harmoniously into the community. However, this will not replace lost resources or alleviate project impacts. Once complete, MPO staff documents the analysis of each new project in the report and presents it to the Policy Board for review and approval.

## **K. TOTAL PROJECT COST AND YEAR OF EXPENDITURE DOLLARS**

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required Transportation Improvement Programs (TIP’s) to list Total Project Costs and Year of Expenditure dollars for each project. MAP-21 continues this requirement.

The Year of Expenditure, or simply stated, the year in which the construction of a highway or transit project is anticipated, has been identified for each of the projects listed here. WFMPO applies an annual inflation rate of 4% to all projects listed in the TIP. The TIP provides Total Project Costs that detail the parts of each project such as preliminary engineering, right of way, utility relocation and in the case of transit projects: operating, planning, preventive maintenance, and capital. The Total Project Cost and Year of Expenditure provide the public with a complete description of the components that make up each of the projects.

TxDOT and WFMPO try to anticipate future revenues in order to plan for construction, operation, maintenance, and implementation needs of area surface transportation projects. The expenditures for the Transportation Improvement Program are financially constrained by the

Year of Expenditure requirements. MPO staff base their financial constraint on an analysis of past funding, expected funding, and expected needs. The MPO analyzes federal, state, and local revenue sources to estimate total future revenues for projects in the TIP. The MPO utilizes a Rate of Growth of 4% per year for all projects, which is consistent with a 4% annual inflation rate. MPO staff based the Rate of Growth on consultations with the Texas Department of Transportation (TxDOT). WFMPO reasonably expects funding for the projects in this document to come from federal, state, and local sources. The planning staff must account for cost escalation as part of the fiscal constraint determination.

Federal and State funding sources for Falls Ride transit capital, planning, and operating expenses have increased at the rate of less than 1% over the past three years. However, the City of Wichita Falls instituted several funding measures, including a 2013 fare restructuring, to increase the amount of local match required to program federal and state funds. Since 2010, Falls Ride has generated revenue through bus wrap advertising on the new replacement 35-foot, low-floor, buses, through Midwestern State University student pass revenues; through an increase in general public revenues due to an increase in ridership; and through ticket and freight revenues earned by the new Downtown Travel Center built in 2013. By the way, the Downtown Travel Center now serves as a regional hub for Section 5307, 5310, 5311, and Intercity Bus Lines i.e. Falls Ride, Sharp Lines, Texoma Area Paratransit, Greyhound, and Jefferson Bus Lines.

## **L. PERFORMANCE MEASURES**

As discussed earlier, MAP-21 institutes a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. The cornerstone of MAP-21's program transformation is the transition to a performance and outcome-based program. States will invest resources in projects to achieve individual targets that collectively will make progress towards the national goals of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

### **Wichita Falls Transit System**

WFMPO and Falls Ride staffs have created the following performance measures for Section VI – Federally Funded Transit Projects, which encompasses the Wichita Falls Transit System. The purpose of these goals and objectives is to aid in the improvement of the overall transit system.

#### **1. State of Good Repair (Maintenance and Operations)**

WFMPO Goal: Make our transit infrastructure last longer

- Performance Measure 1.1 – Reduce the average fleet age by purchasing two new replacement buses every two years
- Performance Measure 1.2 – Perform shop facility maintenance on a regular basis utilizing the WFTS Facility Maintenance Checklist
- Performance Measure 1.3 – Limit the increase of total vehicle maintenance expense per bus to no more than 10% per year.

#### **2. Safety and Security**

WFMPO Goal: Make our transit system safe and secure for everyone. The primary purpose for

the Wichita Falls Transit System is to move people safely.

- Performance Measure 2.1 – Every three years, train all bus drivers in defensive driving
- Performance Measure 2.2 – Reduce number of bus crashes by 10% per year
- Performance Measure 2.3 - Provide a proactive, prevention-oriented approach to security. Continuously identify potential threats and areas of vulnerability then develop approaches that will minimize those threats and vulnerabilities

### 3. People Movement (Ridership)

WFMPO Goal: Make our transit system move people more efficiently

- Performance Measure 3.2 – Increase ridership by 3% per year
- Performance Measure 3.3 – Expand or create new routes into areas currently not receiving service

### 4. Intermodal Connectivity

WFMPO Goal: Make our transit system more interconnected with regional transit providers and with the active transportation trail (bicycle and pedestrian) system

- Performance Measure 4.1 – Increase passenger transfers between Section 5307, 5310, and 5311 transit providers by 10% per year
- Performance Measure 4.2 – Increase intercity bus line ridership by 10% per year

### 5. Intelligent Transportation System

WFMPO Goal: Incorporate ITS infrastructure into our transit system to aid operational performance and create an inviting environment for passengers

- Performance Measure 5.1 – Upgrade bus fleet with video and voice annunciator system that announces bus stops and street crossings
- Performance Measure 5.2 – Upgrade bus fleet with on-board internet to attract choice riders needing access for work or school
- Performance Measure 5.3 – Create an application for smart phones so that passengers can track bus positions utilizing on-board GPS systems

## **Texas Department of Transportation**

WFMPO and TxDOT staffs have created the following performance measures for Section III – Federally Funded Mobility (Highway) Projects, which encompasses the Texas Department of Transportation, Wichita Falls District. The purpose of these goals and objectives is to aid in the improvement of the overall transportation network.

### 1. Safety and Security

WFMPO Goal: Make our transportation network safe and secure for everyone

- Performance Measure 1.1 – Implement system safety improvements that result in the reduction of accidents

## 2. Preventive Maintenance and Rehabilitation

WFMPO Goal: Improve pavement scores within the region

- Performance Measure 2.1 – Ensure pavement condition scores, as tabulated in the Pavement Management Information System (PMIS), are 90% “Good or Better.”

## 3. Bridge Infrastructure

WFMPO Goal: Monitor the health of area bridges to ensure they are safe and adequately maintained

- Performance Measure 3.1 – Ensure bridge condition scores, maintained in the PonTex database as part of the Bridge Inspection Program, are 89% for on-system, 66% for off-system and are a combined 80% “Good or Better.”

## 4. Bicycle and Pedestrian Elements

WFMPO Goal: Create intermodal connectivity, in the form of livability and walkability, within the transportation network where possible

- Performance Measure 4.1 – Incorporate bicycle and pedestrian elements into projects where appropriate, and assist the MPO with grant applications seeking funds for bicycle and pedestrian related projects.

## SECTION II. GLOSSARY

### A. PROJECT LISTINGS

<b>TxDOT DISTRICT</b>	Wichita Falls District Office of the Texas Department of Transportation
<b>COUNTY</b>	County in which project is located
<b>CITY</b>	City in which project is located
<b>LET DATE</b>	Approximate date (month/year) that a project will go to contract. Project construction/implementation initiates when the project "lets"
<b>HIGHWAY</b>	Project name or location
<b>LIMITS (FROM)</b>	Cross street or location identifying the initial limits of a project
<b>LIMITS (TO)</b>	Cross street or location identifying the end limits of a project
<b>LAYMANS DESCRIPTION</b>	Brief description of work performed on the project
<b>REVISION DATE</b>	This entry refers to the revision date (i.e. the date a project is added or changed in the Statewide TIP). Most projects listed in the 2015-2018 TIP have a revision date to represent the anticipated approval date of the of the 2015-2018 TIP/Statewide TIP
<b>LOCAL CONTRIBUTION</b>	Local funds contributed to a project in excess of the 20 percent match required to receive federal reimbursement on a project
<b>STATEWIDE CSJ</b>	TxDOT has the ability to program projects through a statewide program using "Statewide CSJ's". This allows TxDOT to group similar type projects, usually maintenance, together for efficient implementation.
<b>NEPA STATUS</b>	All projects receiving federal funding must undergo environmental review. The NEPA status entry indicates the current stage of environmental review for each project (i.e. pending, cleared, exempt)
<b>CS</b>	City Street
<b>CSJ</b>	Control Section Job Number – TxDOT assigned number for projects entered into the Project Development Program (PDP) and Unified Transportation Program (UTP)
<b>PHASE</b>	Project Phase – for Federal Funding (C=Construction, E=Engineering, ROW=Right of Way Acquisition, and T=Transfer)

**MPO ID** MPO Project Identification Number – A number assigned by the MPO for local project identification for use in relating projects to the Metropolitan Transportation Plan.

**TMA** Transportation Maintenance Area

**STP** Surface Transportation Program

**FUNCTIONAL CLASS** Federal Functional Class – Federal classification of streets and highways into functional operating characteristics. Categories are:  
Interstate  
Other Urban Freeways and Expressways  
Other Principal Arterials  
Minor Arterials  
Urban Collectors and Rural Major Collectors  
Rural Minor Collectors  
Urban and Rural Local Streets and Roads

**FUNDING CATEGORY** TxDOT category of funding used to fund the project

1. Preventive Maintenance and Rehabilitation
2. Metropolitan Area (TMA) Corridor Projects
3. Urban Area (Non-TMA) Corridor Projects
4. Statewide Connectivity Corridor Projects
5. Congestion Mitigation and Air Quality (CMAQ) Improvement
6. Structures Replacement and Rehabilitation
7. STP Metropolitan Mobility and Rehabilitation
8. STP Safety
9. STP Transportation Enhancements
10. Supplemental/Miscellaneous Transportation Projects
11. District Discretionary
12. Strategic Priority

## B. GROUPED PROJECT CSJ DEFINITION AND FUNDING

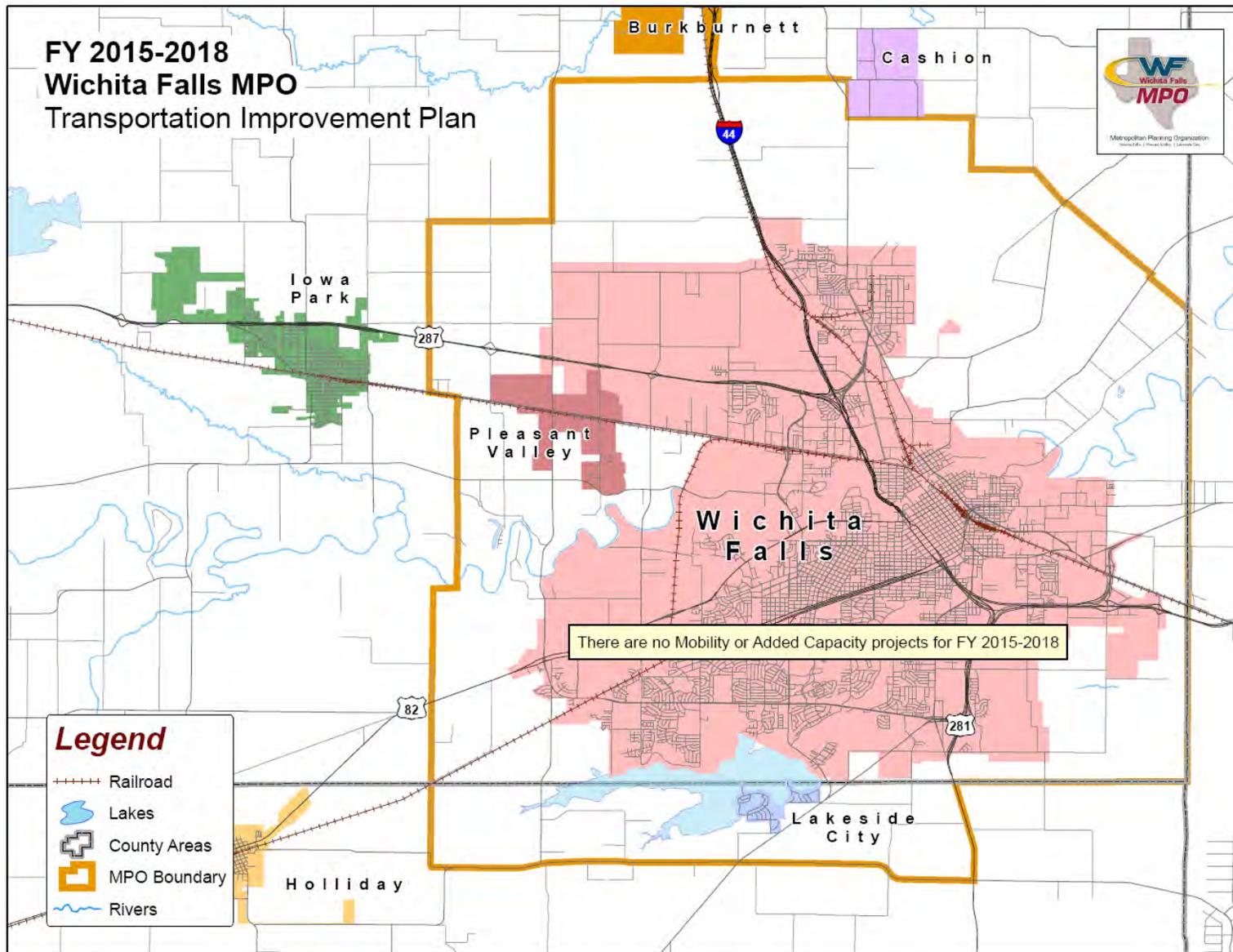
Table 2 - Grouped CSJ Definition and Funding

Proposed CSJ	Grouped Project Category	Definition and Funding
5000-00-950	Preliminary Engineering	Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity).
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program and the Federal Railroad Signal Safety Program.
5000-00-956	Landscaping	Project consisting of typical right of way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities here minor amounts of additional land are required and there is not a substantial increase in the number of users.

**SECTION III  
FEDERALLY FUNDED  
MOBILITY (HIGHWAY) PROJECTS  
(See Separate Worksheet)**

# 2015-2018 Transportation Improvement Program Projects

## Figure 2 – 2015-2018 TIP Project Location Map



# SECTION IV STATE FUNDED HIGHWAY PROJECTS

**STATE FUNDED HIGHWAY PROJECTS** include projects that do not receive Federal funds. These projects receive only State or Local funds.

The Wichita Falls FY 2015-2018 TIP does not contain any State funded highway projects.

**SECTION V  
LOCALLY FUNDED  
REGIONALLY SIGNIFICANT  
PROJECTS**

## 2015-2018 Transportation Improvement Program Projects

**LOCALLY FUNDED REGIONALLY SIGNIFICANT PROJECTS** include projects that do not receive Federal or State funds. These projects only receive Local funds.

The Wichita Falls FY 2015-2018 TIP does not contain any locally funded regionally significant projects.

## Wichita Falls Metropolitan Planning Organization Highway Financial Summary – Year of Expenditure Costs 2015-2018 TIP/STIP



Wichita Falls District - 03  
FY 2015-2018 Transportation Improvement Program  
Highway Financial Summary - Year of Expenditure Costs  
May 2014 Quarterly Revision

**Funding by Category**

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015-2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget FE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Funding Participation Source**

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3- Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	\$0	\$0	\$0	\$0	\$0

**SECTION VII  
ANNUAL MPO  
SELF-CERTIFICATION**

## MPO SELF-CERTIFICATION FOR ATTAINMENT AREAS

In accordance with 23 CFR Part 450.334, the Texas Department of Transportation, and the Wichita Falls Metropolitan Planning Organization for the Wichita Falls urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

\_\_\_\_\_  
Mr. Larry Tegtmeyer  
Wichita Falls District  
Texas Department of Transportation

\_\_\_\_\_  
Mayor Glenn Barham  
Wichita Falls  
Metropolitan Planning Organization  
Policy Board Chairperson

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date