### 2015 UTP Programming Information by Category

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<th>Programming Instructions</th>
<th>Ranking Index or Allocation Formula</th>
<th>Funding and Project Scope/Description</th>
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</thead>
</table>
| **1** Preventive Maintenance and Rehabilitation | • Commission allocation program distributed to Districts by PM and Rehabilitation formulas.  
• Entire allocation may be used on preventive maintenance or rehabilitation projects or combination.  
• Allocation does not include Energy Sector Impacts.  
• Projects selected and managed by the District based on a prioritized list.  
• District updates project data in DCIS and verifies in SharePoint. | Each District shall receive an allocation based on this funding target formula: **Preventive Maintenance**  
3 basic criteria are weighted by %. A total allocation % is calculated by District with 98% directed toward roadway maintenance & 2% directed toward bridge maintenance.  
• 65% On system lane miles  
• 33% Pavement distress score factor  
• 2% Square footage of on system bridge deck area | Federal 90%  
State 10%  
Or  
Federal 80%  
State 20%  
Or  
100% State (Chief Financial Officer (CFO) approval)  
**Preventive Maintenance** - Work to preserve, rather than improve, the structural integrity of the pavement and/or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (2” thick maximum); 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; micro-surfacing; bridge deck protection; milling or bituminous level-up; clean, lubricate and reset bearings; and clean rebar/strand and patch structural concrete and seal cracks.  
**Rehabilitation** - funds can be expended on any highway on the state highway system, and are intended for the rehabilitation (including approved preventive maintenance measures) of existing main lanes, structures and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway may be funded within this category.  
The installation and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals. |
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| 2        | Metropolitan and Urban Corridor Projects | Each MPO shall receive an allocation based on this funding target formula:  
2M: TMA = 87% of Category 2 Funding Allocation  
TMA Distribution Formula:  
- 30% Total vehicle miles traveled (on & off system)  
- 17% Population  
- 10% Lane miles (on system)  
- 14% Vehicle miles traveled (trucks only) (on system)  
- 7% Percentage of census population below the federal poverty level  
- 15% Based on Congestion  
- 7% Fatal and incapacitating crashes  
2U: MPO operating in areas that are non-TMA = 13% of Category 2 Funding Allocation  
MPO Distribution Formula:  
- 20% Total vehicle miles traveled (on & off system)  
- 25% Population  
- 8% Lane miles (on system)  
- 15% Vehicle miles traveled (trucks only) (on system)  
- 4% Percentage of census population below the federal poverty level  
- 8% Centerline miles (on system)  
- 10% Congestion  
- 10% Fatal and incapacitating crashes | Federal 80%  
Local 20%  
Or  
Federal 80%  
State 20%  
Or  
100% State (CFO approval)  
Mobility and added capacity projects along a corridor that improves transportation facilities in order to decrease travel time and level or duration of traffic congestion, and to increase the safe and efficient movement of people and freight in metropolitan and urbanized areas. |
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| 3        | - Project Selection and/or allocation based on legislation, Commission approved Minute Orders and/or anticipated local commitments.  
- The UTP does not authorize any new projects in the Pass-Through Finance Program.  
- District updates data in DCIS and verifies in SharePoint.  
- Update the P2D-local entity field when local contribution or participation is applied to the P02 screen in DCIS.  
- District ranks projects. | Determined by legislation, Commission approved Minute Order, and local government commitments. | 100% State (CFO approval)  
Or  
100% Local  
Or  
Varies by agreement and rules  
Transportation-related projects that qualify for funding from sources not traditionally part of the SHF including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Proposition 14, TMF, pass-through financing, regional revenue and concession funds, and local participation funding. |
| 4        | - Project-specific selection by Commission.  
- Total project cost allocation.  
- District updates data in DCIS and verifies in SharePoint.  
- District ranks projects. | 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 the Ports-to-Plains corridor. | Federal 80%  
State 20%  
Or  
100% State (CFO approval)  
Mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors.  
Composed of a highway connectivity network that includes:  
- The Texas Trunk System  
- NHS  
- Connections from the Texas Trunk System or the NHS to major ports on international borders or Texas water ports. |
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| 5 Congestion Mitigation and Air Quality Improvement | • Commission allocation program.  
• Projects selected and ranked by MPOs in consultation with TxDOT.  
• Total Project Cost allocation.  
• District updates data in DOIS and Verifies in SharePoint. | Distributed by population weighted by air quality severity to non-attainment areas. Non-attainment areas designated by the Environmental Protection Agency (EPA). | Federal 80%  
Local 20%  
Or  
Federal 80%  
State 20%  
Or  
Federal 90%  
State 10% (Interstate)  
Addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently Dallas–Fort Worth, Houston, and El Paso). Funds cannot be used to add capacity for single occupancy vehicles. |
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| Structures Replacement & Rehabilitation | - Statewide allocation program set by Commission.  
- Projects selected and managed by the Bridge Division (BRG) based on prioritized listing.  
- RGS projects are selected and managed by Bridge Division based on a Cost-benefit Index for at-grade railroad crossing elimination projects and a Prioritization Ranking for railroad underpass replacement or rehabilitation projects.  
- District coordinates UTP Development project list with BRG.  
- District updates data in DCIS and verifies in SharePoint.  
- Bridge Division ranks projects. |
|          | Highway Bridge Program:  
Bridges are selected statewide based on eligibility and prioritized based on Sufficiency Ratings. Eligible bridges have a deficiency status of Structurally Deficient or Functionally Obsolete and have Sufficiency Ratings below a score of 80. |
|          | Railroad Grade Separation:  
Projects are selected based on Cost-benefit Index Rating that encompasses vehicle and train traffic, accident rates, casualty costs, and personnel and equipment delay costs for selecting at-grade railroad crossing elimination projects or on Prioritization Ranking that utilizes vertical clearance and roadway characteristics for selecting replacement or rehabilitation of railroad underpass projects. |
|          | Bridge Maintenance and Improvement Program (BMIP):  
Projects are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of the State’s bridge assets. |
|          | Highway Bridge Program  
Federal 90%; State 10%  
Or  
Federal 80%  
State 20%  
Or  
Federal 80%; State 10%  
Local 10%  
Or  
State 100% (CFO Approval) |
|          | Railroad Grade Separation:  
Federal 80%  
State 20%  
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. |
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| 7 Metropolitan Mobility & Rehabilitation | • Commission allocation program.  
• Allocation based on projected federal funding levels.  
• Total project cost allocation.  
• Projects selected and ranked by MPOs in consultation with TxDOT.  
• District updates data in DCIS and verifies in SharePoint. | Federal program distributed to MPO’s with an urbanized area population of 200,000 or greater (TMA’s). | Federal 80%  
Local 20%  
Or  
Federal 80%  
State 20%  
State Transportation needs within the Transportation Management Areas (TMA). Projects selected by the MPOs. |
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| 8 Safety – Highway Safety Improvement Program | - Commission allocation program.  
- Projects selected and managed by the Traffic Division (TRF) based on a prioritized list.  
- District coordinates UTP development project list with Traffic Division.  
- District updates data in DCIS and verifies in SharePoint.  
- Traffic Division manages statewide allocation.  
- District ranks projects in consultation with the Traffic Division. | Highway Safety Improvement Program:  
Safety Improvement Index (SII)  
Roadway Safety Features for Preventable Severe Crash Types | Highway Safety Improvement Program:  
Federal 90%  
State 10%  
Safety-related projects on and off the state highway system. Projects are evaluated using three years of crash data, and ranked by Safety Improvement Index. Workforce development, training, and education activities are also an eligible use of HSIP funds.  
High Risk Rural Roads projects previously authorized remains in Category 8. Future High Risk Rural Roads projects will be managed under the Highway Safety Improvement Program if required by special rule.  
Safe Routes to School projects previously authorized remains in Cat 8. Future Safe Routes to School projects will be managed under the Transportation Alternative Program (TAP) program guidelines in Cat 9.  
Safety Bond Program:  
100% State  
Allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis. Projects evaluated, ranked, prioritized and selected by the Traffic Operations Division. |
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<td>Railroad Crossing Index</td>
<td>Funding set aside from HSIP for safety improvements in order to reduce the number of fatalities, injuries and crashes at public grade crossings. 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 utilizing a crash prediction formula (# of trains per day, train and highway speed, ADT, number of tracks and traffic lanes, type of existing warning device, etc.) and train-involved crashes within prior five years, etc.) Provide incentive payments to local governments for closing crossings. Improve signal preemption and coordination of train control signals. Improve passive warning devices to comply with federal guidelines.</td>
</tr>
<tr>
<td>Safety--Federal Railway--Highway Safety Program</td>
<td>• Commission allocation program. • Projects selected and managed by the Traffic Operations Division (TRF) based on a prioritized list. • District coordinates UTP Development project list with the TRF Division. • District updates data in DCIS and verifies in SharePoint. • TRF Division ranks projects in consultation with District.</td>
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<td>TxDOT staff and FHWA evaluate for eligibility and make recommendations to Commission. TMAs select and rank projects within their areas in consultation with TxDOT.</td>
<td>Projects defined as transportation enhancements, including on- and off-road pedestrian and bicycle facilities, bicycle education and safety activities, acquisition of scenic easements, tourist and welcome centers, landscaping, historic preservation, rehab and operation of historic transportation buildings, preservation of abandoned railways, control and removal of outdoor advertising, archeological planning and research, environmental mitigation and establishment of transportation museums.</td>
</tr>
<tr>
<td>Transportation Enhancements</td>
<td>• Project Specific Selection by Commission. • Not reauthorized under MAP-21. • Funds distributed to satisfy commitments made from previous program calls. • District updates data in DCIS and verifies in SharePoint. • Design Division manages statewide allocation.</td>
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| 9                 | • Commission allocation program.  
                   • Projects selected and managed by the Maintenance (MNT) Division based on a prioritized list.  
                   • Design Division coordinates project list with Maintenance Division.  
                   • Maintenance Division coordinates updates in DCIS and verifies in SharePoint.  
                   • Design Division manages statewide allocation and ranks projects.                                                                                      | Selection criteria includes: travel corridors, appropriate size and spacing of rest areas, customer desired features, and operational functions. | Federal 80%  
                      State 20%  
                      Projects to renovate, build, and relocate safety rest areas and visitor centers along the state highway system. Small amount of program funds used for safety rest area repairs. Other federal-aid or state funds may be used for non-qualifying repair activities. |
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| 9        | • Commission allocation program.  
• Federal program created by MAP-21.  
• Includes 50% distribution of funds based on population.  
• TMA’s shall receive direct allocation for TAP program calls.  
• TMA TAP Projects ranked and selected by the TMA’s MPO in consultation with TxDOT.  
• TxDOT District staff shall update DCIS for TMA TAP projects selected within their District.  
• In areas less than 200,000 population, TAP allocation and program calls to be managed by Public Transportation Division (PTN) for bicycle and pedestrian projects.  
• PTN shall rank projects from areas less than 200,000 population for TAP allocations.  
• PTN coordinates updates in DCIS and verifies TAP project information in Share Point.  | Federal program with 50% available for statewide flexible use and 50% distributed by population. MPO’s with an urbanized area population of 200,000 or greater (TMA’s) receive direct allocation.  
Federal program TAP funding distributed to MPO’s with an urbanized area population of 200,000 or greater (TMA’s).  
TMAs host a competitive TAP program Call(s) for Projects for large urbanized area, population of 200,000 or greater.  
TMAs rank projects and select projects within their areas in consultation with TxDOT and FHWA for project eligibility.  
In areas less than 200,000 population, TxDOT hosts competitive TAP Call(s) for Projects.  
In areas less than 200,000 population, TxDOT and FHWA staff will evaluate TAP projects for eligibility.  
TxDOT staff will make recommendations to Commission for TAP allocation to areas less than 200,000 population.  
Statewide TAP Flex projects shall be selected by the Texas Transportation Commission.  | Transportation Alternatives Projects are defined in the Texas Administrative Code Subchapter F §11.300 (13)  
* construction of on- and off-road trail facilities for pedestrian and bicycle facilities, and other non motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.)  
* Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.  
* Conversion and use of abandoned railroad corridors for pedestrian, bicyclists, or other non motorized transportation users.  
* The Safe Routes to Schools Program under Section 1404 (f) of SAFETEA-LU.  |
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</table>
| Supplemental Transportation | - Commission allocation program.  
- District updates data in DCIS and verifies in SharePoint.  
- District ranks projects. | TPWD: Locations selected and prioritized by TPWD.  
THC: Locations selected and prioritized by THC. | State 100%  
TPWD: Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. Subject to Memorandum of Agreement between TxDOT and Texas Parks and Wildlife Department.  
THC: Construction and rehabilitation of roadways within or adjacent to historical site. Subject to Memorandum of Agreement between TxDOT and the Texas Historical Commission. |
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</table>
| Supplemental Transportation Projects – Green Ribbon Landscape Improvement Program  
Curb Ramp Program  
Miscellaneous Landscape Incentive Awards Program | - Statewide allocation programs.
- Projects selected and managed by the Design Division.
- District updates data in DCIS and verifies in SharePoint.
- Design Division manages statewide allocations and ranks projects.
- Projects are selected by the Design Division with concurrence from the MPO if within the MPO jurisdiction. | Green Ribbon: 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
Curb Ramp: Projects are selected based on conditions of curb ramps or location of intersections without ramps.  
Landscape Incentive Awards: Funding is distributed to ten locations based on results of Keep Texas Beautiful Awards Program. | State 100% (CFO Approval)
Or
Federal 80%
State 20%
Green Ribbon: 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).
Curb Ramp: This program addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.
Landscape Incentive Awards: 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. |
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| 10       | **Supplemental Transportation Projects—**  
Coordinated Border Infrastructure Program  
Supplemental Transportation Projects (Federal)  
Federal Lands Access Program | CBI:  
- Commission allocation program by formula.  
- Not reauthorized under MAP-21.  
- Funding level is set based on projects identified by the Districts and approved by FHWA.  
- District updates data in DCIS and verifies in SharePoint.  
- District ranks projects.  
  Federal Lands Access Program managed by Transportation Planning and Programming Division.  
  Transportation Planning and Programming Division coordinates with Districts for updates in DCIS and verifies in SharePoint.  
  District ranks projects. | Federal 100%  
Or  
Federal 80%  
Local 20%  
Or  
Federal 80%  
State 20%  
**Coordinated Border Infrastructure:**  
Projects selected in program to improve the safe movement of motor vehicles at or across the land border between the United States and Mexico.  
**Supplemental Transportation Projects (Federal):**  
Federal Discretionary and Congressional High-Priority Projects.  
**Federal Lands Access Program:**  
Federal 80%  
State 20%  
Projects selected on Federal Lands Access transportation facilities that are located on or adjacent to or provide access to federal lands. |
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<td>10</td>
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<td><strong>Supplemental Transportation Projects—Railroad Rehabilitation and Improvement Projects</strong></td>
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<td>Railroad Grade Crossing Re-planking Program</td>
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<td>Railroad Signal Maintenance Program</td>
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<tr>
<td></td>
<td>· Commission allocation program.</td>
<td>Railroad Grade Crossing and Re-planking Program: Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</td>
<td>State 100%</td>
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<td></td>
<td>· Projects selected and managed by the Traffic Operations Division (TRF) based on a prioritized list.</td>
<td>Railroad Signal Maintenance Program: Number of crossings and type of automatic devices present at each.</td>
<td>Railroad Grade Crossing and Re-planking Program: Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad and drainage) and benefit to cost per vehicle using the crossing.</td>
</tr>
<tr>
<td></td>
<td>· District updates data in DCIS and verifies in SharePoint.</td>
<td></td>
<td>Railroad Signal Maintenance Program: Financial contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.</td>
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<tr>
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<td>· District ranks projects in consultation with the TRF Division.</td>
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<td>· District updates project completion data in TRF Division crossing inventory database.</td>
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<td><strong>District Discretionary</strong></td>
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<td>· Commission allocation program.</td>
<td>Minimum $2.5 million allocation to each District per legislative mandate. If additional funds are distributed, the below formula is used: Allocation Formula: <strong>70% On-system vehicle miles traveled</strong> <strong>20% On-system lane miles</strong> <strong>10% Annual truck vehicle miles traveled</strong></td>
<td>Federal 80% State 20% Or Federal 80% Local 20% Or State 100% (CFO Approval)</td>
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<td>· Projects selected and managed by the District.</td>
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<td>Projects selected at the District’s discretion.</td>
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<td>· District updates data in DCIS and verifies in SharePoint.</td>
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<td></td>
<td>· District ranks projects.</td>
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<tr>
<td>12</td>
<td>• Project-Specific Selection by Commission for Strategic Priority.</td>
<td>Strategic Priority:</td>
<td>CAT 12 CMAQ &amp; STP-MM Reconciliation:</td>
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<tr>
<td>Strategic Priority</td>
<td>• Allocation of funds for CAT 12 CMAQ &amp; STP-MM Reconciliation.</td>
<td>Selected by Texas Transportation Commission.</td>
<td>Allocations provided to MPO’s. Projects</td>
</tr>
<tr>
<td>CMAQ &amp; STP-MM Reconciliation</td>
<td>• District updates data in DCIS and verifies in SharePoint.</td>
<td>selected and ranked by the MPO in consultation with TxDOT.</td>
<td>selected and ranked by the MPO in</td>
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<td>• District ranks projects in consultation with MPOs for allocation.</td>
<td></td>
<td>consultation with TxDOT.</td>
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<tr>
<td>PA</td>
<td>• Planning funds distributed by formula and/or by project selection.</td>
<td>Allocation Formula</td>
<td>Focus on advanced planning activities.</td>
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<td>Programming Authority</td>
<td>• May be programmed to account for inflation costs, meet funding shortfall/gap, or to</td>
<td>• 70% On-system vehicle miles traveled</td>
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<td>initiate advanced planning project activity.</td>
<td>• 20% On-system lane miles</td>
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<td>• 10% Annual truck vehicle miles traveled</td>
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<td>Project specific and selected by Administration/Texas Transportation Commission.</td>
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Commission selects projects to:
- promote economic opportunity;
- increase efficiency on military; deployment routes or to retain military assets in response to the Federal Military Base Realignment and Closure Report; and maintain the ability to respond to both man-made and natural emergencies.