



Scope Development Tool

Main CSJ: 0007-06-084

Date of Evaluation: September 30, 2015

Form Completed By: Josh Orr

Proposed Letting Date: 12/05/2016

District(s): Brownwood

County(ies): Eastland

Roadway Name: Interstate Highway 20

Limits From: Approximately 3.5 mi. east of Loop 254

Limits To: SH 16

Project Length (miles): Approximately 3 miles

Existing ROW (acres):

Project Description

Who is the lead agency responsible for the approval of the entire project?

- FHWA (Not Assigned to TxDOT)
- TxDOT (Assigned by FHWA)
- State
- FTA
- Other federal agency

Yes Does the project anticipate any federal permits or limited approvals?

Select **ALL** that apply.

- FAA NHTSA FRA MARAD NPS STB
- USACE IBWC USCG EPA Other

If other, please specify:

USFW

TxDOT Who is anticipated to be the project sponsor?

No Is the project classified as a Seal Coat or Overlay?

No Are the project activities limited to the existing paved surface?

Describe the "major" construction activities:

Realign and reconstruct main lanes of IH 20 in order reduce grade, superelevation, and curve at Ranger Hill. In addition, proposed project would add continuous two-frontage roads.



Provide typical sections for the existing and proposed facilities (If typical sections will be attached to the completed form, you may refer to them in lieu of typing the descriptive information):

Roadway footprint would be approximately 220 feet. The proposed roadway would be constructed with three, 12-foot wide westbound main lanes; two, 12-foot wide eastbound main lanes; 10-foot wide inside and outside shoulders; frontage roads on either side of the main lanes with two, 12-foot wide lanes (one in each direction) and 8-foot wide shoulders; and an additional 8-foot buffer on the frontage road shoulders to accommodate a 16-foot clear zone. The proposed ramps will be 14-foot wide single lanes with a 6-foot interior shoulder.

 No Would construction activities be contained within 10 feet of the existing pavement or between the flowlines of the ditches, whichever is greater?

 Yes Would the project require any additional ROW and/or easements?

New ROW: 100 acres acres / linear mile

Permanent Easements: 0 acres

Temporary Easements: 0 acres

Describe the ROW/Easement requirements for the project.

Amount of acres needed for temporary easements is unknown at this time.

 Yes Would the project require the acquisition of more than a minor amount of ROW?

- For new Land Holdings: not to exceed 30 acres or more than 20% of the existing ROW, whichever is greater (i.e. safety rest area, intersection, maintenance yards, border safety inspection facilities, etc.); or
- For linear projects: not to exceed more than 6 acres per linear mile, or 30 acres (whichever is greater) within the project limits.

 No Would the project require the acquisition of significant amounts of ROW?

 Yes Would the project be constructed on new location?

 No Would the project require a detour or a road/ramp closure, temporary or permanent?

 No Are permanent community impacts anticipated as a result of the proposed project?

Explain:

The proposed area is a rural segment of IH 20. This portion of IH 20 traverse primarily ranch land east of Ranger, Texas.

 No Would the project add capacity?

 No Does the project substantially increase access or mobility in the project area?

 No Would the project involve any toll aspects?

 Yes Is the project required to be on a transportation plan in accordance with 43 TAC 2.42? (An example of a project that is not required to be on a transportation plan includes, but is not limited to, a private or public non-regionally significant project on or connecting to an on-system roadway.)

 No Is the project consistent with the TIP, MTP, UTP, or RTP?



Yes Does the project area contain any water body, wetland or base floodplain?

No Do any parks, recreation areas, historic properties and/or wildlife or waterfowl refuges occur within or adjacent to the project area?

No Does the project occur, in part or in total, on federal or tribal lands?

Environmental Classification

EA What is the **anticipated** environmental classification for the project?

Include the following items on the project scope:

At a minimum, the following items will be required: Project Scope, Administrative Completeness Review, Draft EA, Final EA, and a Finding of No Significant Impacts (FONSI).

Additional CSJs

No Are there any associated CSJs with the "Main" CSJ?

Air Quality

Yes Is the project located in an area that is in attainment or unclassifiable for ALL NAAQS?

No Is the project exempt under [40 CFR 93.126](#) or [40 CFR 93.128](#)?

No Does the project affect an intermodal facility?

No Is there public concern over air quality for the project?

Include the following items on the project scope:

Include the standard construction emissions disclosure language in the NEPA document.

Applicable project findings:

The project is located in an area in attainment or unclassifiable for all national ambient air quality standards (NAAQS). Therefore, the transportation conformity rules do not apply.

The project is not located within a CO or PM nonattainment or maintenance area. Therefore, a project level hot-spot analysis is not required.

The proposed action would not add capacity to an existing facility. Current and future emissions should continue to follow existing trends not being affected by this project. Due to the nature of this project, further carbon monoxide analysis is not required.

This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. This project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project.

This project is not located in a nonattainment/maintenance area for carbon monoxide or ozone. A Congestion Management Process analysis would not be required.



Cultural Resources

Cemeteries

No Are cemeteries present within or adjacent to the project?

Applicable project findings:

No further scoping and studies are required to specifically evaluate potential project impacts to cemeteries. If other required studies subsequently identify unknown or abandoned cemeteries within or adjacent to the project ROW or easements, additional investigations and coordination regarding potential effects to the cemeteries would be initiated at that time.

Archeological Resources

No Are all project activities listed on the "[List of Projects that Do Not Require Review or Coordination for Archeological Compliance](#)", found on the TxDOT Environmental Compliance Toolkits website?

Include the following items on the project scope:

Initiate project coordination with ENV CRM.

Historical Resources

No Are the project activities limited to those in Appendix 3 as [undertakings with no potential to affect non-archeological historic properties](#)?

Include the following items on the project scope:

Complete a Historical Studies PCR to initiate coordination with ENV CRM.

Community Impacts

Displacements

No Will the project result in any displacements?

Access and Travel Patterns

No Will the project create a new bypass or reliever route?

No Will the project permanently change the way people currently get to community facilities, businesses or homes?

No Will the project permanently change the way people currently use or get to transit, walking, bicycle, or other non-automobile modes?

No Will the project cause a permanent increase in response time to emergencies by first responders?



Community Cohesion

Choose the project description below that best fits the project to determine the appropriate level of community cohesion analysis.

- New location facility; new grade separation.
- Widening an existing facility by the width of one through traffic lane or more; Upgrade non-freeway facility to freeway or toll; Add new raised medians or median barriers.
- Other project type.

Applicable project findings:

No additional CIA analysis is necessary, as the proposed project would not have any permanent adverse community impacts, including impacts to any minority or low-income populations. Therefore, the proposed project would not cause disproportionately high and adverse effects on environmental justice populations and is consistent with Executive Order 12898.

Water Resources

Section 404 of the Clean Water Act

Yes Are Waters of the U.S. (WOUS) present on the project site?

Yes Will any 404-regulated activity occur within WOUS(s)?

*Explain:

Possible crossing of streams located on the far eastern boundary, far western boundary, and one area centrally located on the proposed southern alternatives.

Select **all** of the permits that are applicable to the project:

- NWP without PCN NWP with PCN
- Individual Permit Other

Yes Would work occur in any wetland(s)?

*Explain:

Possible wetland location appears on the far west edge of the ROW. And there could be adjacent wetlands associated with each stream crossing in the project area.

33 USC 408

No Are there any sea walls, bulkheads, reservoirs, levees, wharfs, or other federal civil works projects, or associated federal land (fee simple) or easements within the project area?



Section 303(d) of the Clean Water Act

No Is the project within five linear miles of an impaired assessment unit, and within the watershed of, and draining to that [impaired assessment unit](#)?

Navigable Waters

No Will the project involve the construction or modification (including changes to lighting) of a bridge or causeway across a water body determined to be navigable by the USCG under Section 9 of the Rivers and Harbors Act?

No Will the project involve structures or work in a water body determined to be navigable by the USACE under Section 10 of the Rivers and Harbors Act?

Construction General Permit

How many acres of earth would the project disturb?

5 or more acres

Municipal Separate Storm Sewer (MS4)

No Will work occur within the boundaries of a regulated MS4?

Floodplains

No Will the project involve an action within the limits of the base floodplain?

Include the following items on the project scope:

For impacted jurisdictional water(s) document the location, permitting requirements, and quantify the impacts. Develop EPICs to comply with NWP without a PCN.

Verify and document compliance with Executive Order (EO) 11990 on wetlands, including an Only Practical Alternative Finding as required by the EO.

NWP 401 certification will be required.

Develop EPICs to comply with the construction general permit; to develop an SW3P; to post a construction site notice; and to file a notice of intent with TCEQ.

Applicable project findings:

The proposed project is not located in a county regulated by the Edwards Aquifer Rules.

This project is not located within the Texas Coastal Management Plan boundary. Therefore a consistency determination is not required.

This project is not located in a county that contains resources regulated under the Wild and Scenic Rivers Act.

The proposed project is not located in a county that contains resources regulated by the IBWC. Therefore, coordination with the IBWC is not required.



This project would not occur in a county that contains resources regulated by the Trinity River Corridor Development Certificate. Therefore, coordination with the Trinity River CDC is not required.

The project would not involve alterations to, or temporary or permanently occupy or use, any USACE federally authorized civil works project pursuant to 33 USC 408.

The proposed action is not expected to contribute a constituent of concern to an impaired water body.

This project does not involve the construction or modification (including changes to lighting) of a bridge or causeway across a navigable water of the U.S. Therefore Section 9 of the Rivers and Harbors Act does not apply.

This project does not involve work in or over a navigable water of the U.S. Therefore Section 10 of the Rivers and Harbors Act does not apply.

This project is not located within the boundaries of a regulated MS4.

The project activities would not affect a base floodplain.

Biological Resources

Required Activities:

Complete a Biological Evaluation Form. Amend the project scope as necessary to include required coordination.

Hazardous Materials

 No Does the project meet **ALL** of the following conditions?

- Work **WILL** occur entirely within the existing ROW;
- Work **WILL NOT** include demolition or renovation of a bridge as defined by TxDOT Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges.
- Work **WILL NOT** include substantial excavation operations.
(Substantial excavation includes, but is not necessarily limited to:
 - Underpass construction;
 - Storm sewer installations;
 - Trenching or tunneling that would require temporary or permanent shoring.)

Include the following items on the project scope:

Complete a Hazmat Initial Site Assessment.

Traffic Noise



Yes Does the project involve modification or construction of facilities intended for auto traffic?

Include the following items on the project scope:

Conduct a noise analysis.

Section 4(f) Resources

Applicable project findings:

No Section 4(f) resources will be impacted by the project.

Section 6 (f) Resources

No Does the project propose to use land from a Section 6(f) property?

Applicable project findings:

No Section 6(f) properties will be impacted by the project.

Parks and Wildlife Code, Chapter 26

No Do the project activities have the potential to result in a permanent acquisition (e.g. new ROW or permanent easement) or cause the property to no longer function for its intended purpose from any property protected by Parks and Wildlife code, Chapter 26?

Applicable project findings:

No Parks and Wildlife Code, Chapter 26 properties will be impacted by the project.

Natural Resources Code, Chapter 183

No Will project activities potentially require permanent use (include acquisitions or easements) of any land encumbered by an agricultural conservation easement?

Applicable project findings:

No Natural Resources Code, Chapter 183 properties will be impacted by the project.

Indirect Impacts Analysis

No Does the Purpose and Need include economic development, or is the project proposed to serve a specific development?

No Are economic development or new opportunities for growth/development cited as benefits of the project?



Applicable project findings:

No indirect impacts analysis is required.

Cumulative Impacts

Unkn. Will the project have substantial direct or indirect impacts on any resource?

Include the following items on the project scope:

Further analysis is needed to determine if a cumulative impacts analysis is required. Amend the project scope as necessary.

Public Involvement

Include the following items on the project scope:

A public hearing is required.

A Meeting with Affected Property Owners will be required.

***Additional public involvement should be planned as deemed appropriate for the project.**

MOU with the Texas Commission on Environmental Quality

Applicable project findings:

Coordination with TCEQ under the MOU is not required.

Texas Rural Transportation Plan - Preliminary Project Rankings by District

RTP ID	Score	District Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
327	419.4	13	Beaumont	Tyler	US 69	RECONSTRUCT EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED	JASPER COUNTY LINE	1.35 MI SOUTH OF RR 255	7.6
221	408.1	14	Beaumont	Jasper	US 69	RECONSTRUCT EXISTING 2 LANE HIGHWAY TO 4 LANES DIVIDED	ANGELINA COUNTY LINE	TYLER COUNTY LINE	1.4
222	287.1	15	Beaumont	Tyler	FM 92	CONSTRUCT NEW LOCATION 2 LANE FACILITY	2.6 MI N OF US 190	RR 255	8.5
1074	513.1	1	Brownwood	Eastland	IH 20	Improve alignment	At Ranger Hill		2.5
1076	510.0	2	Brownwood	Brown	US 84	Replace railroad underpass with overpass and approaches	At South Orient Railroad		0
246	494.1	3	Brownwood	Brown	US 183	Build 4 lane divided facility	0.55 MI. SOUTH OF FM 218	MILLS C/L	0
1077	491.0	4	Brownwood	Comanche	US 67	Build 4 lane divided facility	1.625 mi. W of the Erath C/L	Near CR 319	1.3
1075	483.4	5	Brownwood	Lampasas	FM 2657	Widen roadway	0.1 MI. S OF GR 4744	Burnet C/L	1.9
248	463.9	6	Brownwood	Lampasas	US 183	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION (N)	8.53 MI. NORTHWEST OF LAMPASAS	1.92 MI. NORTHWEST OF LAMPASAS	6.6
333	451.4	9	Brownwood	Brown	LP	PART OF LP	SH 279 E	US 183	3.2
334	451.4	9	Brownwood	Brown	LP	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION (NE & SE LEG)	US 183 E & S	US 84/183 AND FM 2126	3.5
1070	451.4	9	Brownwood	Brown	LP	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION	US 67/377 S	US 84/183 AND FM 2126	1.6
249	443.0	10	Brownwood	Lampasas	US 183	Build 4 lane divided facility	0.46 MI. S OF LOMETA	8.53 MI. NORTHWEST OF LAMPASAS	6.9
253	408.6	11	Brownwood	Mills	US 183	Build 4 lane divided facility	FM 573	0.53 MI. NORTH OF SH 16	9.1
251	399.5	12	Brownwood	Mills	US 183	Build 4 lane divided facility	BROWN C/L	FM 573	9.5
332	385.4	13	Brownwood	Brown	LP	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION (NW)	US 67/84 NE	SH 279	2.3
1079	352.2	14	Brownwood	Lampasas	US 281	LEG OF LP	FM 581	3.9 mi. N of US 183	8.6
1078	340.0	15	Brownwood	Lampasas	US 281	Build 4 lane divided facility	0.95 mi. S of Corryell C/L	FM 581	6.6
1073	338.8	16	Brownwood	Lampasas	LP	Construct 4 lane divided rural on new location	US 183, W	US 281	1.0
1071	330.8	17	Brownwood	Lampasas	LP	Construct 4 lane divided rural on new location	US 281 N of Lampasas, SE	US 190	2.0
3098	269.2	18	Brownwood	Mc Culloch	SH 71	Super 2	US 87	McCulloch County Line	18.0
1072	257.2	19	Brownwood	Lampasas	LP	Construct 4 lane divided rural on new location	US 190, S	US 183	1.3
3099	180.1	20	Brownwood	San Saba	SH 71	Super 2	Mason County Line	Mason County Line	3.7
198	764.3	1	Bryan	Washington	SH 36	CONVERT NON-FREEWAY TO FREEWAY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	SH 36 NORTH	US 290 WEST	2.8
197	723.9	2	Bryan	Walker	IH 45	WIDEN FREEWAY CONSISTING OF GRADING, STRUCTURES, FLEXIBLE BASE, HMA, CONCRETE PAVEMENT, SIGNS AND PAVEMENT MARKINGS	THE MONTGOMERY COUNTY LINE	FM 1375	1.9
1096	700.9	3	Bryan	Walker	US 190	WIDEN TO FOUR LANE DIVIDED HIGHWAY	SH 19	SAN JACINTO COUNTY LINE	11.9
1095	698.0	4	Bryan	Robertson	US 79	WIDEN TO 4 LANE DIVIDED HIGHWAY	SH 6 I/C NORTH OF HEARNE	3.3 KM W OF FM 46	13.7
1099	683.4	5	Bryan	Walker	SH 30	WIDEN TO 4 LANE DIVIDED HIGHWAY	GRIMES COUNTY LINE	FM 1791	13.9
347	661.8	6	Bryan	Milam	US 190	CONSTRUCT 4 LANE DIVIDED RURAL	US 77 IN CAMERON	1.7 MI W OF FM 486	8.0
187	661.7	7	Bryan	Leon	US 79	CONSTRUCT A FOUR LANE DIVIDED HIGHWAY WITH FLUSH MEDIAN	FM 1512	IH 45 IN BUFFALO	11.5
188	657.1	8	Bryan	Leon	US 79	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	FREESTONE COUNTY LINE	1.3 MILES EAST OF SH 75	15.2
194	644.9	9	Bryan	Milam	US 79	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	1.1 MILES WEST OF SH 36 NORTH	US 79 RELIEF ROUTE (PLANNED)	2.9
1093	644.6	10	Bryan	Milam	US 190	CONSTRUCT 4 LANE DIVIDED RURAL WITH NEW RAILROAD OVERPASS	THE BELL CO LINE	2.03 MI E OF THE BELL C/L	2.0
349	632.8	11	Bryan	Robertson	US 79	WIDEN A NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	US 79 WEST OF HEARNE	US 79 & SH 6 I/C N OF HEARNE	4.0
343	628.4	12	Bryan	Leon	US 79	WIDEN TO 4 LANE DIVIDED HIGHWAY WITH A RAILROAD GRADE SEPARATION	FM 3	1.5 MILES SOUTH OF FM 1512	9.9
1091	627.9	13	Bryan	Milam	SH 36	CONSTRUCT A 4-LANE DIVIDED HIGHWAY & 2 RAILROAD SEPARATIONS	US 79 IN MILANO	BURLESON COUNTY LINE	6.1
1092	624.8	14	Bryan	Burleson	SH 36	CONSTRUCT 4 LANE DIVIDED RURAL	FM 60 IN LYONS	SH 21 IN CALDWELL	13.6
192	622.8	15	Bryan	Milam	US 190	CONSTRUCT 4 LANE DIVIDED RURAL	1.7 MI W OF FM 486	2.03 MI E OF THE BELL C/L	5.2
348	622.7	16	Bryan	Robertson	SH 6	CONSTRUCT 4 LANE DIVIDED RURAL ON NEW LOCATION	SH 6 S OF HEARNE	US 79 W OF HEARNE	2.7
338	618.1	17	Bryan	Freestone	US 79	WIDEN NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	ANDERSON C/L	LEON C/L	4.7
193	617.3	18	Bryan	Milam	US 79	BUILD 4 LANE ROADWAY FOR LOOP AROUND ROCKDALE	US 79 W OF ROCKDALE	US 79 E OF ROCKDALE	8.3
351	616.4	19	Bryan	Robertson	US 79	WIDEN A NON-FREEWAY FACILITY CONSISTING OF GRADING, STRUCTURES, BASE AND SURFACE	THE NORTH CITY LIMITS OF FRANKLIN	THE LEON COUNTY LINE	13.8
1094	615.6	20	Bryan	Milam	SH 36	WIDEN TO 4 LANE DIVIDED HIGHWAY	US 77 S OF CAMERON	US 79	8.9
350	614.9	21	Bryan	Robertson	US 79	WIDEN TO 4 LANE DIVIDED HIGHWAY	MILAM COUNTY LINE (INCLUDES BRIDGE)	0.468 MILES WEST OF FM 50	2.5
1090	608.3	22	Bryan	Burleson	SH 36	WIDEN TO 4 LANE DIVIDED HIGHWAY	MILAM COUNTY LINE	SH 21 IN CALDWELL	9.6

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TXDOT BROWNWOOD DISTRICT - HIGHWAY PROJECTS
FY 2017

2015-2018 STIP		05/2016 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
BROWNWOOD		EASTLAND	0007-06-084	IH 20	C,E	OTHER	\$ 89,872,559	
LIMITS FROM		APPROX 3.5 MILES EAST OF LP 254		PROJECT SPONSOR				
LIMITS TO		0.5 MI E OF SH 16		REVISION DATE 05/2016				
PROJECT DESCR		REALIGN EXISTING ROADWAY		MPO PROJ NUM				
REMARKS		P7		FUNDING CAT(S)				
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	4,022,797	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	10,114,750	8	\$ 21,440,000	\$ 5,360,000	\$ 0	\$ 0	\$ 0	\$ 26,800,000
CONSTR \$	82,097,889	4	\$ 50,458,047	\$ 12,614,512	\$ 0	\$ 0	\$ 0	\$ 63,072,559
CONST ENG \$	3,751,874	TOTAL	\$ 71,898,047	\$ 17,974,512	\$ 0	\$ 0	\$ 0	\$ 89,872,559
CONTING \$	6,797,705	COST OF APPROVED PHASES						
INDIRECT \$	0	\$ 89,872,559						
BOND FIN \$	0							
PT CHG ORD \$	4,827,355							
TOTAL CST \$	106,785,015							

2015-2018 STIP		05/2016 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
BROWNWOOD		BROWN	0923-06-075	CS	C,E	OTHER	\$ 556,933	
LIMITS FROM		ON SUDDERTH DR, SUNRISE, MCCULLOGH		PROJECT SPONSOR				
LIMITS TO		DR, AND EAST RIVER OAKS AND INEZ ST		REVISION DATE 05/2016				
PROJECT DESCR		CONSTRUCT ALTERNATE TRANSPORTATION ROUTE CONSISTING OF SIDEWALKS AND BIKE LANES		MPO PROJ NUM				
REMARKS		P7		FUNDING CAT(S)				
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	25,085	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	9TAP	\$ 432,948	\$ 0	\$ 0	\$ 108,237	\$ 0	\$ 541,185
CONSTR \$	511,934	3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 15,748	\$ 15,748
CONST ENG \$	19,914	TOTAL	\$ 432,948	\$ 0	\$ 0	\$ 108,237	\$ 15,748	\$ 556,933
CONTING \$	14,385	COST OF APPROVED PHASES						
INDIRECT \$	0	\$ 556,933						
BOND FIN \$	0							
PT CHG ORD \$	89,281							
TOTAL CST \$	571,318							

EXHIBIT A

District/Division/MPO/TMA	CSIS	Category	Description	Fiscal Year	Adjusted Amount	Comments
Austin		11		FY 2017	\$56,100,000	Transfers funds from Category 12 (Unallocated) to AUS district for statewide congestion initiative.
	0914-00-391	12	Traffic Management System Upgrade	FY 2016	\$10,000,000	Transfers funds from Category 12 (Unallocated) to AUS district for statewide congestion initiative.
	1200-07-001 & 1200-06-004	12	Construct a 4 Lane Tolloed Roadway	FY 2016	\$60,000,000	Adding \$60M of Cat 12 funds to SH 45SW project.
	0015-13-387	12	OPERATIONAL IMPROVEMENTS/RAMPS/DC'S	FY 2017	\$16,200,000	Transfers funds from Category 12 (Unallocated) to AUS district for statewide congestion initiative.
				Sum	\$212,210,000	
Beaumont		1	Cat 1 Preservation and Energy Sector Initiative	FY 2016	\$4,870,000	Funding allocation related to FY16 Preservation and Energy Sector Initiative
				Sum	\$4,870,000	
Brownwood		1	Cat 1 Preservation and Energy Sector Initiative	FY 2016	\$3,760,000	Funding allocation related to FY16 Preservation and Energy Sector Initiative
	0007-06-084	4	Realign Existing Roadway	FY 2017	\$48,000,000	Transfers funds from Category 12 (Unallocated) to BWD district for statewide connectivity and safety initiative.
				Sum	\$51,760,000	

<p>4</p> <p>Statewide Connectivity Corridor Projects</p>	<ul style="list-style-type: none"> • Project-specific selection by Texas Transportation Commission. • Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. • Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area. • District updates data in DCIS and verifies in SharePoint. • District ranks projects. 	<p>Selections based on engineering analysis of projects on three corridor types:</p> <p>Mobility corridors—based on congestion.</p> <p>Connectivity corridors—2-lane roadways requiring upgrade to 4-lane divided.</p> <p>Strategic corridors—strategic corridors on the state highway network that provide statewide connectivity. An example would be the Ports-to-Plains corridor.</p>	<p>Federal 80% State 20% Or State 100% (CFO approval)</p> <p>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:</p> <ul style="list-style-type: none"> • The Texas Trunk System. • National Highway System (NHS). • Connections from the Texas Trunk System or the NHS to major ports on international borders or Texas water ports.
<p>5</p> <p>Congestion Mitigation and Air Quality Improvement</p>	<ul style="list-style-type: none"> • Commission allocation program. • Projects selected and ranked by MPOs in consultation with TxDOT and the Texas Commission on Environmental Quality. Projects must have final approval by EPA and FHWA before letting. • Total project cost allocation, which includes preliminary and construction engineering (TxDOT and consultant), right of way, and construction costs. • District updates data in DCIS and verifies in SharePoint. 	<p>Distributed by population weighted by air quality severity to non-attainment areas. Non-attainment areas designated by EPA.</p>	<p>Federal 80% Local 20% Or Federal 80% State 20% Or Federal 90% State 10% (Interstate)</p> <p>Addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently Dallas-Fort Worth, Houston, and El Paso). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p>

<p>8</p> <p>Safety</p> <p>Highway Safety Improvement Program</p> <p>Safety Bond Program</p> <p>Systemic Widening Program</p>	<ul style="list-style-type: none"> • Texas Transportation Commission allocation program. • Projects selected and managed by the Traffic Operations Division (TRF) based on a prioritized list. TRF authorizes the letting for Category 8 and monitors the district's ability to reach letting targets. • District coordinates UTP development project list with TRF. • District updates data in DCIS and verifies in SharePoint. • TRF manages statewide allocation. • District scores projects in consultation with TRF. 	<p><u>Highway Safety Improvement Program:</u> Safety improvement Index.</p> <p>Roadway safety features for preventable severe crash types.</p> <p><u>Safety Bond Program:</u> Safety improvement index, roadway safety characteristics, and anticipated time required to complete the candidate project.</p> <p><u>Systemic Widening Program</u> Roadway safety features for preventable severe crash types. Total Risk Factor Weight.</p>	<p><u>Highway Safety Improvement Program:</u> Federal 90% State 10%</p> <p>Safety-related projects on and off the state highway system. Projects are evaluated using 3 years of crash data and ranked by safety improvement index.</p> <p>High Risk Rural Roads projects previously authorized remain in Category 8. Future High Risk Rural Roads projects will be managed under the HSIP if required by special rule.</p> <p>Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under the Transportation Alternative Program guidelines in Category 9.</p> <p><u>Safety Bond Program:</u> State 100%</p> <p>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 TRF.</p> <p><u>Systemic Widening Program</u> State 100%</p> <p>Roadway widening projects on the state highway system. Projects are evaluated using Total Risk Factor Weights.</p> <p>Projects evaluated, ranked, prioritized, and selected by TRF.</p>
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