



TEXAS DEPARTMENT OF TRANSPORTATION



DRAFT CONCEPT **PROPOSITION 1** **FUNDING DISTRIBUTION**

Austin, Texas



Transportation funding ballot proposition (Proposition 1)

- Texas voters will vote on a proposed amendment on Nov. 4, 2014. The ballot proposition will read:

The constitutional amendment providing for the use and dedication of certain money transferred to the state highway fund to assist in the completion of transportation construction, maintenance, and rehabilitation projects, not to include toll roads.

- If Proposition 1 is passed, the funds when appropriated “must be used and allocated throughout the state by the Texas Department of Transportation consistent with existing formulas adopted by the Texas Transportation Commission.”

- HB1, Third Called Session, 83rd Legislature

Basic tenets of conceptual distribution approach under Proposition 1

- Based on latest forecast by the State Comptroller's Office, approximately \$1.7 billion is anticipated under Proposition 1 in FY 15.
- Funds should be used to address state's four goals:
 - Safety.
 - Maintenance.
 - Congestion.
 - Connectivity.
- Funds should be distributed in proportion to the state's \$5 billion additional annual funding needs:
 - \$3 billion for congestion/connectivity (60%).
 - \$1 billion for maintenance (20%).
 - \$1 billion for energy impacts (20%).
- Priority should be projects that can be awarded in FY 15.

Principles recommended by House Select Committee

During its August 5 meeting, the House Select Committee on Transportation Funding, Expenditures and Finance recommended a set of guidelines for project selection principles by the Texas Transportation Commission:

1. Formula allocation.
2. Bottom-up approach to project development
3. Metropolitan planning organizations (MPO) have broad-based, collaborative public involvement procedures that involve TxDOT.
4. Project selection should come from the regions.
5. Legislature should give greater flexibility to TxDOT to get projects ready.
6. Greater focus on transportation system versus projects, creating opportunities for statewide benefits as part of the approach.

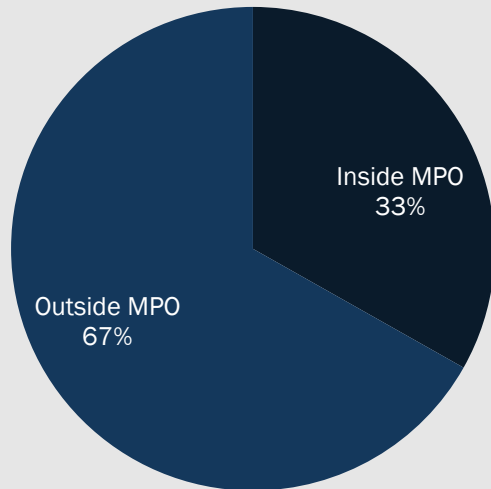
Existing federal and state legislation and regulations also support these principles, including Title 23 Code of Federal Regulation Part 450; Title 43 Texas Administrative Code Chapter 16; and H.B. 1 Texas Legislative Session 83(3).

Proposed distribution of congestion and connectivity funds (60% of total)

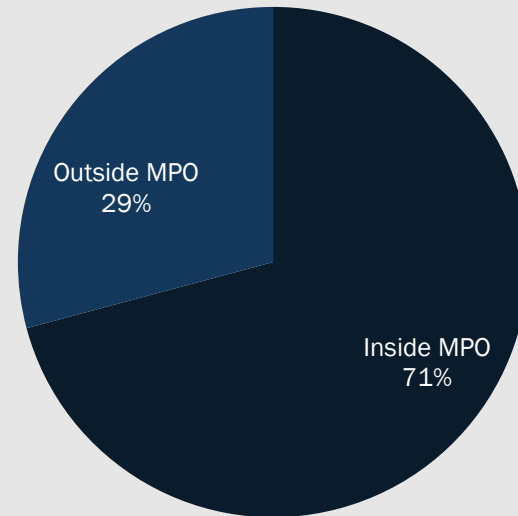
- 60% of \$1.7 billion would allocate \$1.02 billion for congestion and connectivity.
- Proposal is to divide this amount between congestion (urban) and connectivity (rural) projects that would help improve system capacity.
- Key issue for the committee:
 - How much should be allocated for congestion (urban)?
 - How much should be allocated for connectivity (rural)?
 - What formulas/processes should be followed in allocating funds and determining projects?

- Comparison of On-System Statistics

Lane Miles



Vehicle-Miles of Travel



Part 1 - Congestion

- Congestion funding may be distributed using the Category 2 formula from TxDOT's 2015 Unified Transportation Program (UTP)
- Category 2 formula developed by TxDOT and MPOs and considers factors such as:
 - Total amount of travel by cars and trucks (vehicle miles of travel).
 - Population (total and % below poverty level).
 - Mileage of state highway system.
 - Congestion.
 - Crashes.
- Projects selected and ranked by MPOs in consultation with local TxDOT districts, who may recommend project priorities.

Metropolitan Planning Organization	Proportion of Distribution with Category 2 Formula
ABILENE	0.63%
AMARILLO	0.97%
BEAUMONT (JOHRTS)	2.52%
BROWNSVILLE	0.88%
BRYAN-COLLEGE STATION	0.99%
CAPITAL AREA (AUSTIN)	7.48%
CORPUS CHRISTI	1.49%
EL PASO	2.89%
HARLINGEN-SAN BENITO	0.79%
HIDALGO	3.01%
HOUSTON-GALVESTON AREA	27.22%
KILLEEN-TEMPLE	2.04%
LAREDO	0.89%
LONGVIEW	0.54%
LUBBOCK	1.02%
MIDLAND-ODESSA	1.35%
NORTH-CENTRAL TEXAS (DFW)	32.07%
SAN ANGELO	0.37%
SAN ANTONIO	8.02%
SHERMAN-DENISON	0.69%
TEXARKANA	0.37%
TYLER	0.93%
VICTORIA	0.59%
WACO	1.79%
WICHITA FALLS	0.47%

Part 2 - Connectivity

- Connectivity funding would be distributed for regional corridors.
- Distribution based on Category 11 District Discretionary formula, considers factors such as the total amount of travel by cars and trucks and highway system mileage, published in the 2015 Unified Transportation Program with funds being aggregated by TxDOT Region.
- Projects to be ranked and selected by Commission with goal of improving regional connectivity along strategic corridors in rural areas of the state.

Region	Districts	Proportion of Distribution
South	Austin, Corpus Christi, Laredo, Pharr, San Antonio, Yoakum	27%
North	Atlanta, Brownwood, Dallas, Fort Worth, Paris, Tyler, Waco, Wichita Falls	35%
East	Beaumont, Bryan, Houston, Lufkin	22%
West	Abilene, Amarillo, Childress, El Paso, Lubbock, Odessa, San Angelo	16%

20% of funds for maintenance needs

- 20% would provide \$340 million to be distributed to TxDOT Districts for maintenance needs using Category 1 formula published in the 2015 Unified Transportation Program (UTP) that considers factors such as:
 - Total amount of travel by cars and trucks (vehicle miles of travel).
 - Pavement condition scores.
 - Mileage of state highway system.
 - Bridges.
- Projects to be ranked and selected by TxDOT Maintenance Division and Districts.

TxDOT District	Proportion of Distribution with Category 1 Formula
ABILENE	2.9%
AMARILLO	4.6%
ATLANTA	3.0%
AUSTIN	6.3%
BEAUMONT	2.6%
BROWNWOOD	1.2%
BRYAN	3.5%
CHILDRESS	1.8%
CORPUS CHRISTI	5.7%
DALLAS	8.6%
EL PASO	1.7%
FORT WORTH	5.4%
HOUSTON	9.2%
LAREDO	4.4%
LUBBOCK	4.3%
LUFKIN	2.7%
ODESSA	2.3%
PARIS	3.6%
PHARR	3.8%
SAN ANGELO	1.7%
SAN ANTONIO	7.5%
TYLER	2.7%
WACO	4.6%
WICHITA FALLS	2.0%
YOAKUM	3.9%

20% of funds for energy impacts

- 20% would provide \$340 million to be distributed to address energy needs and impacts of increased oil and gas production following the formula established in HB 1025/SB 1747 that considers the following factors:
 - Safety.
 - Roadway conditions.
 - Roadway characteristics.
 - Traffic/trucks/oversize permits.
- Projects to be ranked and selected by TxDOT Districts in consultation with TxDOT Maintenance and Bridge Divisions.
- Goals include:
 - Enhance bridge and roadway safety in energy impacted areas.
 - Improve congestion due to energy related activities.

TxDOT District	Proportion of Distribution with HB 1025 Formula
ABILENE	5.6%
AMARILLO	6.3%
ATLANTA	1.5%
AUSTIN	4.7%
BEAUMONT	1.9%
BROWNWOOD	2.0%
BRYAN	2.5%
CHILDRESS	3.0%
CORPUS CHRISTI	9.7%
DALLAS	2.3%
EL PASO	1.5%
FORT WORTH	4.9%
HOUSTON	4.2%
LAREDO	5.8%
LUBBOCK	4.7%
LUFKIN	1.6%
ODESSA	6.0%
PARIS	1.5%
PHARR	1.5%
SAN ANGELO	6.7%
SAN ANTONIO	6.2%
TYLER	1.5%
WACO	3.1%
WICHITA FALLS	4.9%
YOAKUM	6.5%

Questions?