



# **2017-2020 Statewide Transportation Improvement Program Introduction**

FHWA / FTA Approval: December 19, 2016



**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL TRANSIT ADMINISTRATION    FEDERAL HIGHWAY ADMINISTRATION**  
**819 TAYLOR STREET, ROOM 14A02                      300 E. 8TH STREET, ROOM 826**  
**FORT WORTH, TEXAS 76102-9003                      AUSTIN, TEXAS 78701**

December 19, 2016

Refer to: HPP-TX

**Joint Approval of FY 2017-2020 Statewide  
Transportation Improvement Program (STIP)**

James M. Bass  
Executive Director  
Texas Department of Transportation  
125 E. 11<sup>th</sup> Street  
Austin, Texas 78701

Attention: Marc Williams

Mr. Bass:

We have reviewed the FY 2017-2020 Statewide Transportation Improvement Program (STIP) received electronically on October 13, 2016, with supplemental documentation received on December 15, 2016. During the course of our review we identified a number of concerns relating to the use of Development Authority (DA), Fiscal Constraint, and the quality assurance quality control (QA/QC) of the submitted STIP. Fortunately, through a series of discussions with our local and State partners, and subsequent documentation provided by TxDOT, the questions regarding the use of DA, and fiscal constraint for the initial FY 2017-2020 were resolved. The Federal Partners are satisfied that the FY 2017-2020 initial STIP is fiscally constrained.

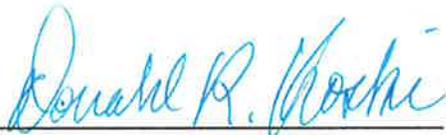
Based on our review effort for this TIP/STIP we are concerned about the level of quality assurance quality control (QA/QC) used to develop the TIPs and STIP before submittal to the Federal partners for review and approval. Through the identification of multiple issues raised during the review and resulting delays it has become apparent an enhanced quality effort is needed at both the MPO and State level. We are positive that such an effort at the MPO and at TxDOT will reduce the number of STIP comments, and the time it takes for the Federal Partners to review and take STIP action. We are asking to meet with TPP in early January 2017 to further discuss and improve the STIP process with a subsequent meeting with TEMPO. We believe the review of subsequent amendments to the FY 2017-2020 STIP will require additional focus on the use of DA, demonstration of fiscal constraint, and QA/QC of the TIP/STIP.

In accordance with 23 CFR 450.216 (b), the FY 2017-2020 STIP includes the Transportation Improvement Programs (TIP) for each of Texas' Metropolitan Planning Organizations (MPO). We jointly find that the State of Texas and its twenty-five MPOs have generally complied with the joint statewide and metropolitan planning regulations issued by FTA and FHWA pursuant to Title 23 United States Code (USC) Sections 134 and 135, and the Federal Transit Act under Title 49 USC, as certified within the STIP documentation. Accordingly, the FY 2017-2020 STIP is hereby approved subject to the enclosed general and project specific comments generated upon review of the subject document.

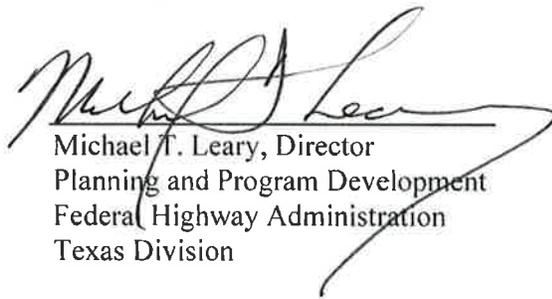
Additionally, portions of the STIP corresponding to the Dallas-Fort Worth, El Paso and Houston-Galveston non-attainment and maintenance areas have been reviewed for consistency with their currently conforming Transportation Plans. Based upon this review we hereby find that the TIPs for these areas conform, except as otherwise noted in the enclosed project specific comments.

We look forward to continuing to work with TxDOT and Texas' MPOs on the successful implementation of the STIP. We do want to thank TPP staff in the large effort to complete the review and approval and look forward to our meeting in January. Please contact Ms. Lynn Hayes, FTA at (817) 978-0565, or Ms. Genevieve Bales, FHWA at (512) 536-5941 should you have any questions concerning this action.

Sincerely yours,



Donald R. Koski, Director  
Planning and Program Development  
Federal Transit Administration  
Region VI



Michael T. Leary, Director  
Planning and Program Development  
Federal Highway Administration  
Texas Division

Enclosure

cc:

Lynn Hayes, FTA, Region VI  
Lori Morel, TxDOT TPP  
Kelly Kirkland, TxDOT PTN  
FHWA-HA-TX, HB-TX, HAM-TX, HPP-TX

**TEXAS TRANSPORTATION COMMISSION**

ALL Counties

**MINUTE ORDER**

Page 1 of 2

ALL Districts

Title 23, United States Code, §§ 134 and 135 require each designated metropolitan planning organization (MPO) and the State of Texas (state), respectively, to develop a Transportation Improvement Program (TIP) and a Statewide Transportation Improvement Program (STIP) as a condition to securing federal funds for transportation projects under either Title 23 or the Federal Transit Act.

Section 134 requires an MPO to develop its TIP in cooperation with the state and affected transit operators, and further requires the TIP to be updated at least once every four years.

Section 135 requires the state to develop a STIP for all areas of the state in cooperation with the MPOs designated for each metropolitan planning area and, with respect to non-metropolitan areas, in consultation with affected local officials.

Sections 134 and 135 and 43 TAC §§16.101 - 16.103 specify the requirements and eligibility criteria for projects to be included in the respective TIPs and the STIP. In accordance with those requirements, TIPs have been developed for each metropolitan planning area, as well as those areas of the state outside designated MPO boundaries (rural TIPs). The individual TIPs are incorporated into the STIP. The process for approval of the STIP is set forth in 43 TAC §16.103.

The various TIPs developed by the designated MPOs have been presented for public comment by means of various public meetings conducted by relevant authorities throughout the state. Rural TIPs were made available to citizens, affected public agencies, representatives of transportation agencies, freight shippers, private providers of transportation, providers of freight transportation services, representatives of users of public transit, and other interested parties for review and comment in each of the Texas Department of Transportation's (department's) 25 district offices and at the department's headquarters in Austin. On August 15, 2016, a public hearing was held to receive comments and testimony on the STIP. No oral or written comments were received.

After due deliberation and consideration, the commission finds that the requirements of §134 and 43 TAC §16.101 have been fully satisfied as they pertain to the development of the prescribed TIPs by each of the 25 MPOs. The commission also finds that the STIP, attached as Exhibit A to this order, fully satisfies the requirements of §135 and 43 TAC §16.103, as well as the project selection criteria developed for the Unified Transportation Program (UTP), and is consistent with the Statewide Long Range Transportation Plan, the UTP, and the Strategic Plan.

TEXAS TRANSPORTATION COMMISSION

ALL Counties

MINUTE ORDER

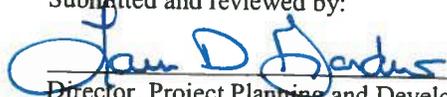
Page 2 of 2

ALL Districts

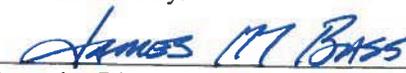
IT IS THEREFORE ORDERED by the commission that the Fiscal Year 2017-2020 STIP, which incorporates the respective TIPs of each designated MPO, as well as rural TIPs and is attached as Exhibit A to this order, is hereby approved.

IT IS FURTHER ORDERED that the executive director, or his designee, shall sign all necessary certifications required by federal regulations.

Submitted and reviewed by:

  
Director, Project Planning and Development

Recommended by:

  
Executive Director

114671 AUG 25 '16

Minute  
Number

Date  
Passed

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**TEXAS DEPARTMENT OF TRANSPORTATION  
SELF-CERTIFICATION**

In accordance with 23 Code of Federal Regulations (CFR) parts 450.218 and 450.334, the Texas Department of Transportation hereby certifies the statewide transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 United States Code (U.S.C) 134 and 135, 49 U.S.C 5303 and 5304, and 23 CFR 450 subparts B – Statewide Transportation Planning and Programming and C – Metropolitan Transportation Planning and Programming;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) 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;
- 8) 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;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Deputy Director of Transportation Planning and Programming Division  
Texas Department of Transportation

7/7/16

Date

## INTRODUCTION

Transportation impacts the lives of every Texas citizen and is a vital component of the Texas economy. It is the Texas Department of Transportation's (TxDOT's) mission to work with others to provide safe and reliable transportation solutions for Texas. The challenge faced by TxDOT in continuing to provide safe and reliable transportation is one of balancing the needs of transportation system users with the limited funding available to meet those needs.

A series of plans and programs developed by TxDOT, Metropolitan Planning Organizations (MPOs), and partner agencies effectively guide the department's and local officials' planning and programming activities to ensure that we plan and develop projects that best address state, regional, and local transportation needs (Table 1).

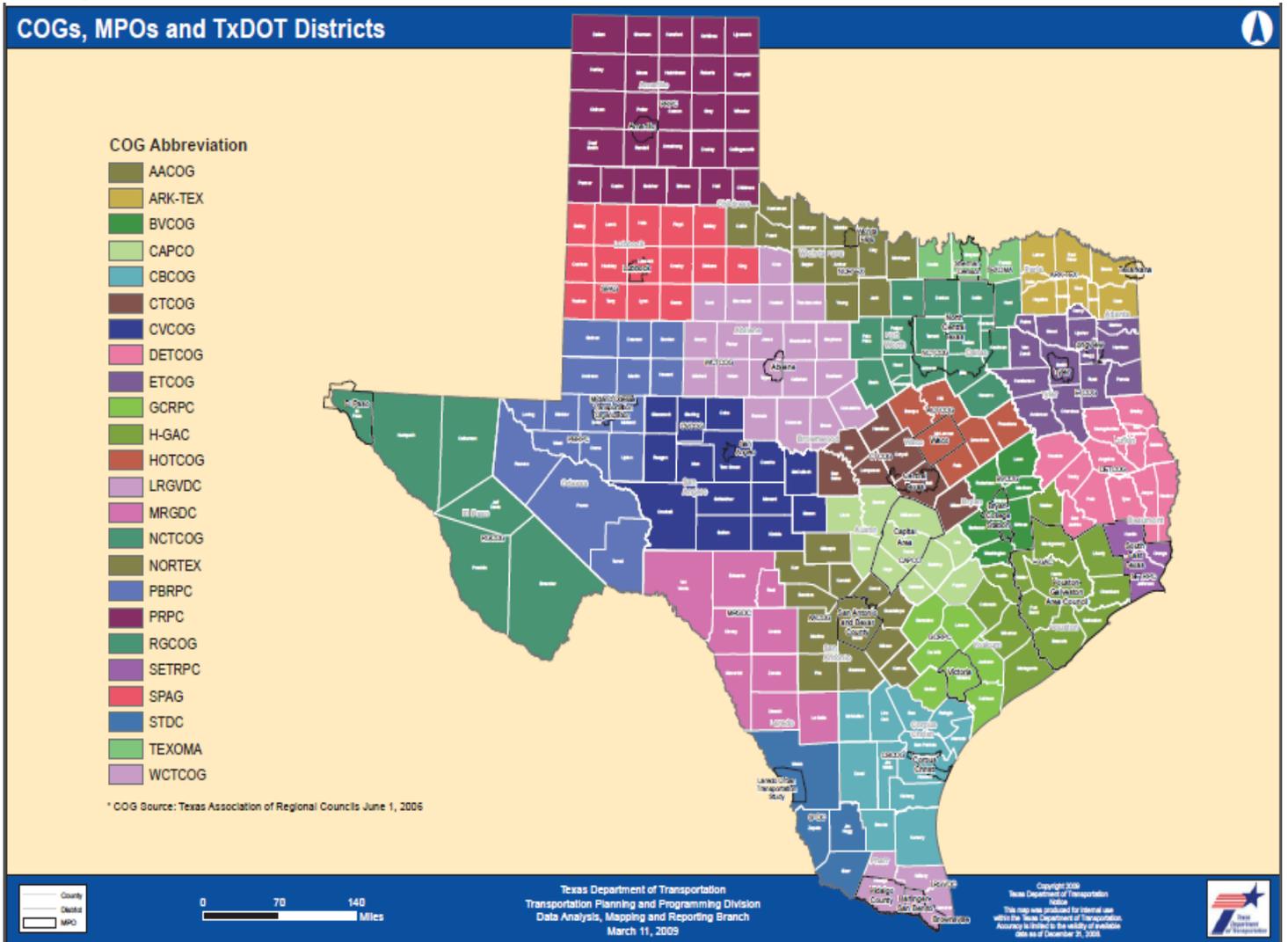
*Table 1. Transportation Plans and Programs*

Plan/Program	Developed By	Approved By	Time Period	Content	Update Cycle
TxDOT Strategic Plan	TxDOT	Texas Transportation Commission	5 Years	TxDOT's operational goals and strategies	Every 2 Years
Texas Transportation Plan (Statewide Long-Range Plan)	TxDOT	Texas Transportation Commission	20+ Years	Future goals, strategies, and performance measures for the multi-modal transportation system	Every 4 Years
Metropolitan Transportation Plan (MTP) Attainment	MPO	MPO Policy Board	20+ Years	Policies, programs, and projects for development that respond to adopted goals and expenditures for state and federal funds over the next 20+ years	Every 5 Years
Metropolitan Transportation Plan (MTP) Non-Attainment	MPO	MPO Policy Board	20+ Years	Policies, programs, and projects for development that respond to adopted goals and expenditures for state and federal funds over the next 20+ years	Every 4 Years*
Unified Transportation Program (UTP)	TxDOT	Texas Transportation Commission	10 Years	Multi-modal projects to be funded/implemented in a 10-year period	Annual
Transportation Improvement Programs (TIPs) - TxDOT Rural	TxDOT Districts	Governor (delegated to TxDOT)	4 Years	Multi-modal transportation projects/investments	Every 2 Years
Transportation Improvement Programs (TIPs) - MPO	MPOs	MPO Policy Board	4 Years	Multi-modal transportation projects/investments	Every 2 Years
Statewide Transportation Improvement Program (STIP)	TxDOT	USDOT (FHWA/FTA)	4 Years	Multi-modal transportation projects/investments	Every 2 Years
State Implementation Plan (SIP)	TCEQ & Non-Attainment MPOs	EPA	N/A	A description of control strategies, or measures to deal with pollution, for areas that fail to achieve national ambient air quality standards (NAAQS)	Revised as needed

\*Update/approval dependent on a Transportation Conformity Determination that demonstrates projects meet all air quality conformity requirements of the Clean Air Act Amendments.

Figure 1 is a map of the TxDOT District and MPO boundaries.

Figure 1.



## ***What is the Statewide Transportation Improvement Program?***

The Statewide Transportation Improvement Program (STIP) is TxDOT's four-year capital improvement program developed under Title 23 United States Code (USC), Section 135 Statewide Planning, and 43 Texas Administrative Code (TAC) 16.103. A federally-approved STIP is required for projects to be eligible for federal funding under Title 23 USC and Title 49 USC, Chapter 53.

It can take many years for a roadway or transit project to go from planning and development (i.e., preliminary engineering work, environmental analysis, right of way acquisition, and design) to construction or implementation. The STIP identifies projects, programs, and services that are within four years of being constructed or implemented to meet passenger and freight transportation needs identified during the transportation planning process.

## ***TRANSPORTATION PLANNING PROCESS – OVERVIEW***

TxDOT's transportation planning process places an emphasis on performance management and can be summarized in the following steps:

- Developing an inventory of transportation system infrastructure;
- Analyzing existing conditions and performance;
- Developing statewide, regional, and local plans that include goals, objectives, and alternative strategies to improve existing conditions and address future transportation needs;
- Prioritizing needs and developing investment priorities;
- Developing fiscally-constrained programs that identify and allocate available funding resources to projects and services that are consistent with needs and investment priorities;
- Implementing projects and services;
- Monitoring changes in system conditions;
- Evaluating the effectiveness of the implemented strategies; and
- Reporting information on system performance and making adjustments to the process to ensure that decision-makers can manage assets and align resources for optimizing system performance.

As projects and services are delivered, TxDOT and the MPOs monitor system performance, re-evaluate needs and available funding, and update the respective plans and programs accordingly.

## ***Development of Transportation Plans and Programs***

TxDOT's Statewide Long-Range Transportation Plan (SLRTP) and the MPO Metropolitan Transportation Plans (MTPs) identify goals, objectives, and strategies that determine the projects and services that will be included in the statewide and local capital programs to meet current and future transportation needs. The SLRTP is consistent with other freight and mode-specific (e.g., rail, airport, water port) plans. MTPs are required to be consistent with the SLRTP.

Transportation projects and services identified in the first 10 years of the MPO MTPs – for which TxDOT can reasonably anticipate funding – are included in TxDOT's Unified Transportation Program (UTP) which is approved by the Texas Transportation Commission (Commission). UTP projects have Commission authorization for preliminary engineering work, environmental analysis, right of way acquisition, and design.

As projects move closer to construction or implementation, they will advance from the UTP into a rural Transportation Improvement Program (RTIP) or MPO Transportation Improvement Program (TIP). A TIP is a four-year program that contains a fiscally-constrained list of multimodal (e.g., highway, transit, bicycle, etc.) transportation projects in a specific rural or metropolitan area that accomplish the planning goals, objectives, and strategies identified set in the SLRTP and MTPs.

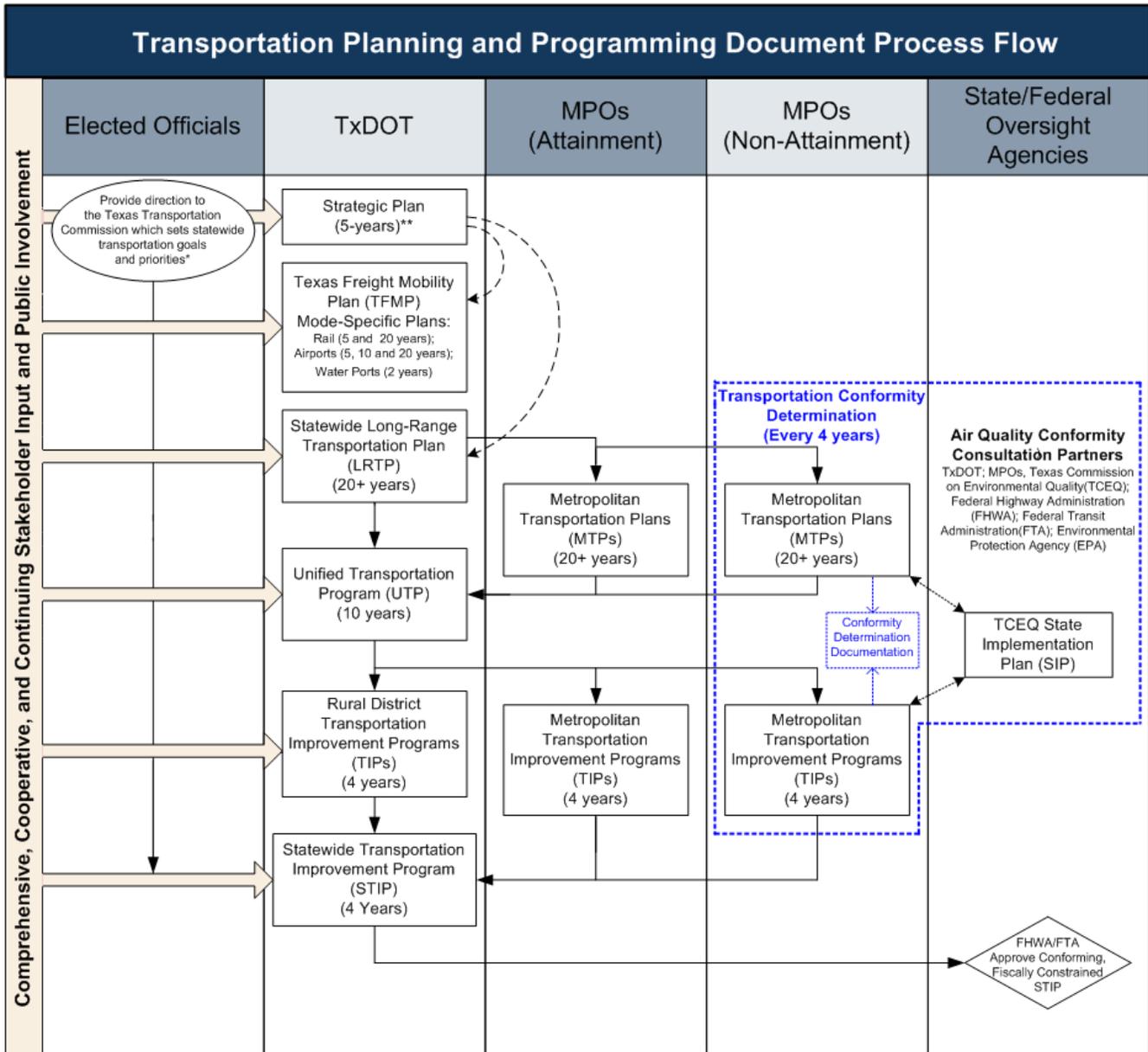
The STIP is TxDOT's the four-year program that includes the RTIPs and MPO TIPs, and represents the transportation projects and services to be constructed or implemented statewide.

A TIP and the STIP are similar in that they are fiscally-constrained, four-year programs that are consistent with applicable long-range plans, but there are important differences between the two document types.

- A TIP is a stand-alone document approved at the local level that includes projects within a rural area or MPO boundary. TIPs do not require federal approval.
- The STIP is subject to a statewide public involvement process that culminates in a single public hearing in Austin, Texas, before its adoption by the Commission. TIPs are subject to a local public involvement process.
- Once adopted, the STIP is then approved by both the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).
- Federal dollars cannot be expended on a project in a TIP unless that project is listed – individually or by reference – in the STIP. With few exceptions, projects must generally be included in a TIP and the STIP in order to advance to construction or implementation.

Stakeholder input is crucial to the identification of projects and services that will best serve users and it is continuous throughout the transportation planning process. To better comprehend the relationship between stakeholders and transportation agencies and how the planning process is carried out through the development of plans and programs, it is important to understand the sequence in which these documents are developed (Figure 2).

Figure 2.



\* Elected Officials provide direction to the Commission, but are also engaged in the PI process and development of all plans and programs

\*\* TFMP and Modal Plans and TxDOT's L RTP reflect, and are consistent with, TxDOT's Strategic Plan goals

## ***TRANSPORTATION CONFORMITY PROCESS***

In addition to the requirements listed above, MTP and TIP projects that will be constructed or implemented in a nonattainment or attainment-maintenance area (i.e., area that does not meet National Ambient Air Quality Standards (NAAQS) under the Clean Air Act (CAA)) are subject to transportation conformity and must be consistent with the state's Statewide Implementation Plan (SIP).

Transportation conformity is required under the CAA Section 176(c) for non-attainment and attainment-maintenance areas that do not meet or previously have not met the NAAQS for ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), or particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) to ensure that federally supported transportation activities are consistent with and conform to the purpose of the SIP for air quality, and will not worsen existing air quality violations, cause new violations, or delay timely attainment of the relevant air quality standard or any interim milestone.<sup>1</sup>

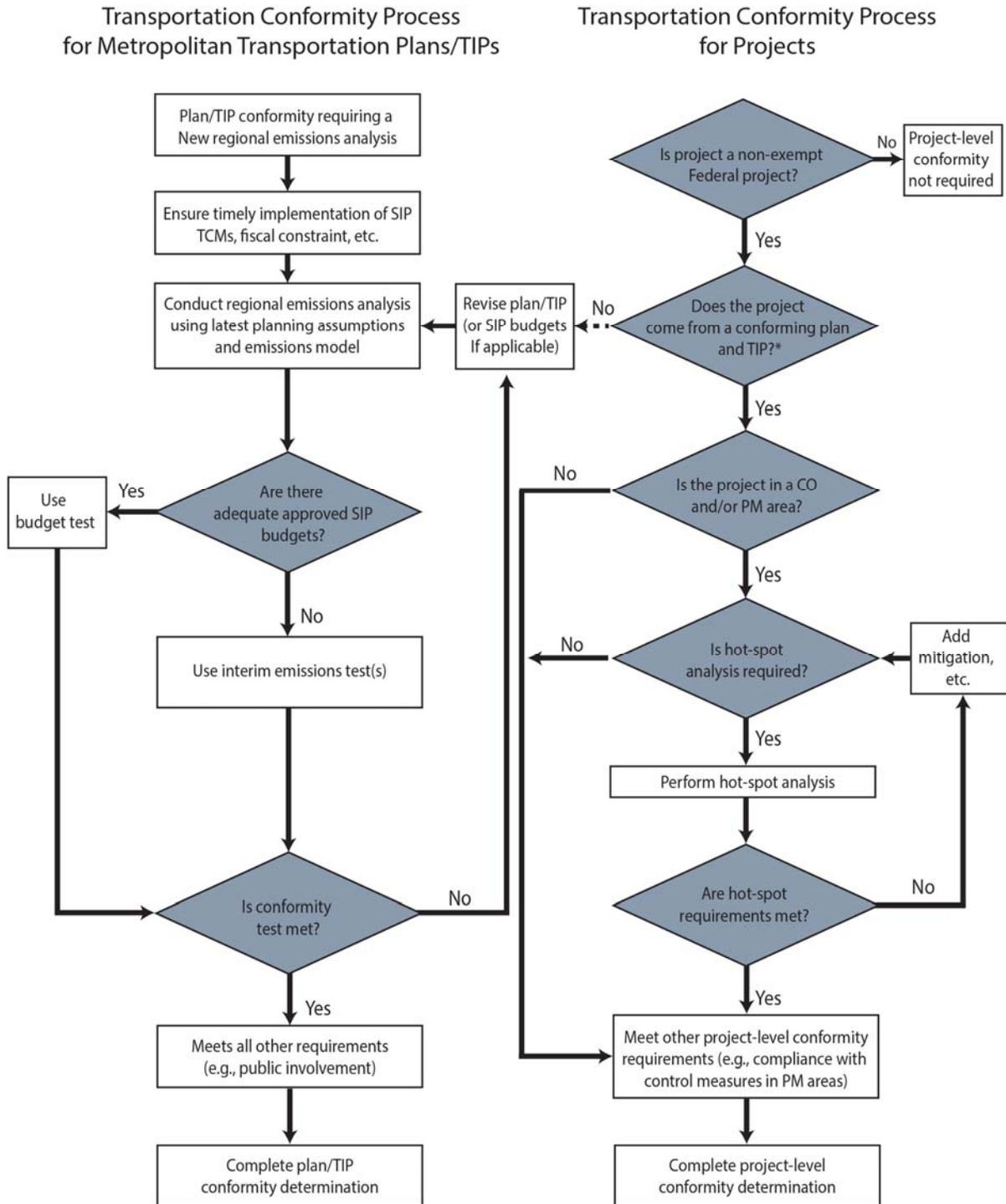
The transportation conformity process (Figure 3) is carried out by a consultative group of reviewing agencies representing: Environmental Protection Agency (EPA), FHWA, FTA, Texas Commission on Environmental Quality (TCEQ), TxDOT, and MPOs located in nonattainment and attainment-maintenance areas. A conformity determination is required:

- When an MPO MTP/RTP or TIP is amended to include new project(s) – or changes to existing projects – of air quality significance that were not included in a previously conforming MTP and TIP;
- When a region's air quality goals change (typically under the NAAQS);
- When there are changes in the SIP related to an area's motor vehicle emissions budget; and/or
- Every four years at a minimum – as required by federal regulation; more often if an update to an MTP and TIP necessitate the re-determination of conformity.

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<sup>1</sup> Transportation Conformity – A Basic Guide for State and Local Officials. FHWA. Revised 2010.

Figure 3.



Shading denotes key interagency consultation points

\* Does not apply to donut or isolated rural areas

Source: Transportation Conformity - A Basic Guide for State and Local Officials, Revised 2010. (FHWA - HEP - 11 - 001)

Projects subject to conformity undergo a rigorous review to ensure that the project descriptions in the MTP and TIP are consistent with data used to model regional emissions. The timeframe for the Texas transportation conformity process – when not accelerated – is typically 12-18 months for the completion of technical work, review, revisions to address comments (if needed), and public involvement (Table 2).

*Table 2. Texas Transportation Conformity Process Timetable*

Step	Responsible Entities	Action	Time Frame
1	MPO	Prepares a Pre-analysis plan to collectively reach a conformity determination and presents it to the consultative partners for review and consensus	1-2 months
2	MPO (or consultant), TPP Traffic Analysis staff	Runs the travel demand model, including all new projects; calculates emissions using latest EPA-approved emission factor model; input/output data validated	6-12 months
3	MPO	Completes calculations, prepares narrative, and finalizes conformity documentation	2 months
4	MPO	Alerts reviewing agencies that public involvement is commencing; completes a public involvement process that includes one or more public meetings and a 30-day comment period; responds to public comments-incorporating and necessary changes into its conformity documentation	1-2 months
5	MPO Policy Board	Adopts conformity determination and submits conformity documentation to reviewing agencies (30-day review)	<1 month
6	FHWA, FTA, EPA, TCEQ, TxDOT TPP Planning & Traffic Analysis staff, ENV Air Quality staff	Review, submit questions or comments to MPO to be addressed	1 month
7	MPO	Considers, responds to comments (copying all consultative partners); MPO may schedule conference calls to expedite review/resolution of comments	1 month
8	MPO, FHWA, FTA, EPA, TCEQ, TxDOT (TPP Planning/Traffic Analysis staff, ENV Air Quality staff)	Follow-up with additional questions/responses until all issues are resolved	2 weeks
9	TPP Planning staff, TCEQ, EPA	Submit individual concurrence letters to FHWA	1 week
10	FHWA, FTA	Issues a final joint conformity determination letter and notifies MPO and review partners	1 week

## ***TRANSPORTATION PLANS, PROGRAMS, AND THE NEPA PROCESS***

Transportation plans and programs are not subject to the environmental review process under the National Environmental Policy Act (NEPA), but federal planning rules provide guidance that has allowed TxDOT to better incorporate information, analysis, and products from its planning process into project-level NEPA documents by engaging in the following activities during the development of plans and programs:

- Consultations with resource agencies, such as those responsible for land-use management, natural resources, environmental protection, conservation and historic preservation, which shall involve, as appropriate, comparisons of resource maps and inventories;
- Discussion of potential environmental mitigation activities;
- Development and documentation of a consultative process for stakeholder participation that is separate and discreet from the public involvement process;
- Inclusion of visualization techniques to describe plans, programs and projects; and
- Increased accessibility to published plans, programs and public involvement proceedings using multiple electronic formats.

Project-level NEPA evaluation and coordination occurs when projects advance from long-range plans into TxDOT's UTP. Transportation projects vary in type, size and complexity, and potential to affect the environment. Transportation project effects can vary from very minor to significant impacts on the human environment. To account for the variability of project impacts, three basic "classes of action" are allowed and determine how compliance with NEPA is carried out and documented:

- An Environmental Impact Statement (EIS) is prepared for projects where it is known that the action will have a significant effect on the environment.
- An Environmental Assessment (EA) is prepared for actions in which the significance of the environmental impact is not clearly established. Should environmental analysis and interagency review during the EA process find a project to have no significant impacts on the quality of the environment, a Finding of No Significant Impact (FONSI) is issued.
- Categorical Exclusions (CEs) are issued for actions that do not individually or cumulatively have a significant effect on the environment.

TxDOT works with the MPOs, state and federal oversight agencies, and the FHWA and FTA to ensure NEPA processes are complete before a project in the STIP is constructed or implemented with federal funds.

## ***IMPORTANCE OF CONSISTENCY IN PLANS AND PROGRAMS***

Any inconsistency in a project's information (e.g., location, description, scope of work, project cost, letting year, etc.) noted during a federal review to approve the STIP, determine transportation conformity, or approve project specific environmental documentation, will have to be addressed or corrected in the appropriate plan(s), program(s), schematics, or environmental documents, prior to federal approval or authorization of federal funding for the project.

Maintaining the consistency of project information in all plans, programs and project-specific transportation conformity and NEPA documentation is an essential component of TxDOT's project development process and helps to minimize the time required to process project documentation, reduce project development and construction costs, and balance financial risks.

## ***STIP CONTENT***

The STIP includes the federally-funded highway and transit projects funded under Title 23 USC and Title 49 USC, Chapter 53, and modal projects with phases or components funded under those titles or with state or local funds. Regionally significant projects to be funded with non-federal funds (e.g., state or local) are included in the STIP for planning, coordination, and public disclosure purposes.

In a nonattainment area, only those projects determined to conform to the requirements of the Clean Air Act and which comply with the State Implementation Plan may be included in the STIP.

Projects that are not considered by the department and MPO to be of appropriate scale for individual identification in a given program year (e.g., minor rehabilitation, preventive maintenance, non-urbanized transit projects) may be grouped by function, geographic area, or work type. In nonattainment and maintenance areas, classification must be consistent with the exempt project classifications contained in the EPA conformity regulations.

Some types of projects may be excluded from an MPO TIP and the STIP by agreement between the department and the MPO in accordance with requirements established in TAC 16.101(d). Those projects include:

- Safety projects funded under 23 USC (highway safety programs) and emergency relief projects, except those involving substantial functional, location, and capacity changes;
- Planning and research activities, except those activities funded with National Highway Performance Program or Surface Transportation Program funds other than those used for major investment studies; and
- Projects funded under 23 USC that are for resurfacing, restoration, rehabilitation, reconstruction, or highway safety improvement, and which will not alter the functional traffic capacity or capability of the facility being improved.

## **STIP/TIP PAGE INFORMATION**

The STIP includes RTIPs and MPO TIPs as they were adopted at the local level without modification. For that reason, there is no uniformity in the page formatting between TIP documents, but there is relative uniformity in the project descriptions and data fields on the individual TIP pages.

The following are brief descriptions of the information on a TIP page:

- **Authorized Funding by Category/Share** – indicates the distribution dollar amount between Federal, State, Local of the total amount in a UTP funding category
- **County** – County in which the project is located
- **City** – City in which the project is located (if applicable)
- **CSJ** – Acronym for “Control-Section-Job” which is followed by a 9-digit number used by the TxDOT Design Division to identify the project
- **District** – TxDOT District in which the project is located
- **Funding Category** – Indicates the UTP category(ies) under which the project is funded
- **Hwy** – Indicates the highway, roadway, or city street on which the project is located
- **Limits (From and To)** – The limits are the start (i.e. from) and end (i.e. to) point of the project.
- **MPO Project ID No.** – The number used by the MPO to identify a project in their MTP and TIP.
- **Phase** – Indicates the project phase associated with the CSJ
  - ‘C’ represents construction
  - ‘E’ represents engineering
  - ‘R’ represents right-of-way acquisition
  - ‘T’ or ‘TR’ represents a transfer of funds
- **Project Description** – A description of the work to be completed on the project
- **Project Sponsor** – The entity responsible for the initiation and implementation of the project
- **Remarks** – Field used for any comments related to the project

- **Total Project Cost** – The total cost of all phases associated with a project CSJ
  - *Preliminary Engineering* – Project development activities during which basic planning objectives are translated into specific, well-defined engineering criteria that transition a project into the final design process
  - *ROW Purchase* – Cost of any real property required to construct or implement a project
  - *Construction Cost* – Cost of the actual construction (labor and materials)
  - *Construction Engineering* – Cost of the interpretation of plans and specifications and formulation of engineering decisions
  - *Contingencies* – Estimated amount of any unforeseen costs associated with a project
  - *Indirect Cost* – Expenses the provider or contractor incurs for operating its business as a whole. Indirect cost rates for providers selected to enter into an engineering contract are obtainable from TxDOT’s Audit Office.
  - *Other Field* – Used for any costs not defined above
  
- **Year of Expenditure Cost** – This field is the cost of the “phase(s)” of work indicated on the TIP page (the total reflects inflation rates based on reasonable financial principles and information, developed cooperatively by the MPO and State)

Figure 4 depicts a STIP page with the information described in this section shown in context.

Figure 4.

FRIDAY, MARCH 23, 20xx  
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 20xx-20xx  
TXDOT LUFKIN DISTRICT  
FY 20xx

PAGE: 3 OF 4

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
11 - LUFKIN	NACOGDOCHES	2590-01-020	FM 2609	C	NACOGDOCHES		\$ 1,442,745
LIMITS FROM RAGUET STREET LIMITS TO: NORTH STREET (BU 59-F) PROJECT: WIDEN FROM 2 TO 4 LANES DESCR: REMARKS PT:							
REVISION DATE: 07/2012 MPO PROJ NUM: FUNDING CAT(S): 11							
PROJECT HISTORY: WIDEN FROM 2 TO 4 LANES AND ADD CURB & GUTTER, 13-16 TIP(7/12)							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$ 70,695	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC
ROW PURCHASE:	\$ 0	\$ 1,442,745	11-DIST DISC:	\$ 1,154,196	\$ 288,549	\$ 0	\$ 0
CONST COST:	\$ 1,442,745	\$ 1,442,745	TOTAL:	\$ 1,154,196	\$ 288,549	\$ 0	\$ 0
CONST ENG:	\$ 71,589						
CONTING:	\$ 28,711						
IND COSTS:	\$ 119,745						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 1,787,417						

**Authorized Funding by Category / Share** - indicates the distribution of dollar amount between Federal, State, and Local of the total amount in a UTP funding category.

**County** - County in which the project is located

**City** - City in which the project is located (if applicable)

**CSJ** - Acronym for "Control-Section-Job" which is followed by a 9-digit number used by the TxDOT Design Division to identify the project

**District** - TxDOT District in which the project is located

**Funding Category** - Indicates the UTP category(ies) under which the project is funded

**Hwy** - Indicates the highway, roadway, or city street on which the project is located

**Limits (From and To)** - The limits are the start (i.e. from) and end (i.e. to) point of the project

**MPO Project ID No.** - The number used by the MPO to identify a project in their MTP and TIP.

**Phase** - Indicates the project phase associated with the CSJ

'C' represents construction

'E' represents engineering

'R' represents right-of-way acquisition

'T' or 'TR' represents a transfer of funds

**Project Description** - A description of the work to be completed on the project

**Project Sponsor** - The entity responsible for the initiation and implementation of the project

**Remarks** - Field used for any comments related to the project

**Revision Date** - Month of which quarterly or out of cycle STIP revision took place.

**Total Project Cost** - The total cost of all phases associated with a project CSJ:

**Preliminary Engineering** - Project development activities during which basic planning objectives are translated into specific, well-defined engineering criteria that transition a project into the final design process

**ROW Purchase** - Cost of any real property required to construct or implement a project

**Construction Cost** - Cost of the actual construction (labor and materials)

**Construction Engineering** - Cost of the interpretation of plans and specifications and formulation of engineering decisions

**Contingencies** - Estimated amount of any unforeseen costs associated with a project

**Indirect Cost** - Expenses the provider or contractor incurs for operating its business as a whole. Indirect cost rates for providers selected to enter into an engineering contract are obtainable from TxDOT's Audit Office.

**Other Field** - Used for any costs not defined above

**Year of Expenditure Cost** - This field is the cost of the "phase(s)" of work indicated on the TIP page (the total reflects inflation rates based on reasonable financial principles and information, developed cooperatively by the MPO and State)

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

\* FUNDING NOT FIXED

## ***STIP FUNDING***

Federal planning rules under 23 CFR 135 require that the STIP include projects, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. The state rule under 43 TAC 16.103(c) requires that projects be consistent with funding reasonably expected to be available during the relevant period as provided under the UTP.

### ***Budgeting and Fiscal Constraint***

TxDOT's budget is determined by TxDOT's Finance Division which publishes forecasted and anticipated revenues the department receives from fuel taxes, vehicle registration fees, bonds, federal reimbursements, local matching funds, and other state and local funds. Forecasted revenue numbers are then provided to the districts and MPOs for allocation to projects that are listed in the RTIPs and MPO TIPs. The STIP must be fiscally constrained to the funding forecasted in the UTP.

The shifting of projects between fiscal years allows for the flexibility essential to efficient program management. The maximum transfer of funding among categories and programs will be accomplished to ensure TxDOT does not lose federal apportionments and obligation authority. Should federal apportionments be reduced by obligation authority, state and local dollars that would no longer be required to match federal funds will allow TxDOT to advance projects with state funds, seek advanced construction funds, or defer projects until federal obligation authority is available. Any source of funding that is reduced or eliminated will be represented in revisions to the applicable TIP and STIP funding summaries, and the TIP/STIP project listing to ensure fiscal constraint.

### ***Highway Funding***

Highway and highway-related projects and programs are funded under the following UTP categories:

- Category 1 – Preventive Maintenance and Rehabilitation
- Category 2 – Metropolitan and Urban Area Corridor Projects
- Category 3 – Non-Traditionally Funded Transportation Projects
- Category 4 – Statewide Connectivity Corridor Projects
- Category 5 – Congestion Mitigation and Air Quality Improvement
- Category 6 – Structures Replacement and Rehabilitation
  - Highway Bridge Program
  - Federal Railroad Grade Separation Program
  - Bridge Maintenance and Improvement Program
- Category 7 – Metropolitan Mobility and Rehabilitation
- Category 8 – Safety
  - Highway Safety Improvement Program
  - Safety Bond Program
  - Systemic Widening Program
  - Federal Railway-Highway Safety Program

- Category 9 – Transportation Enhancements
  - Safety Rest Area Program
  - Transportation Alternatives Program
- Category 10 – Supplemental Transportation Projects (see *UTP*)
- Category 11 – District Discretionary
- Category 12 – Strategic Priority

### ***Transit Funding***

Transit and transit-related projects and programs are funded under the following FTA programs:

- Section 5307 – Urbanized Area Formula Grants
- Section 5309 – Capital Investment Grants
- Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities
- Section 5311 – Formula Grants for Rural Areas
- Section 5337 – State of Good Repair Grants
- Section 5339 – Buses and Bus Facilities Grant Program

MPO transit projects and transit funding summaries are located in the TIP supporting documentation. Statewide transit projects and corresponding funding summary table are included in Appendix B.

### ***Locally-Funded Projects***

Transportation projects or programs may also be locally-funded (either partially or fully), but the source of the local funds must be identified and reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

### ***Grouped Projects***

In cooperation with the FHWA, TxDOT developed Grouped Project Control Section Job (CSJ) numbers for projects that are not determined to be regionally significant so that they may be grouped in one line item, as allowed for under 23 USC Section 135. Non-attainment areas will not have any added-capacity projects, or phases of added-capacity projects, grouped under this provision.

The grouping of projects that are not considered by the department and MPO to be of appropriate scale for individual identification (e.g., minor rehabilitation, preventive maintenance, and non-urbanized transit projects) allows for more efficient programming, and reduces the need for revisions to the RTIPs, MPO TIPs and STIP. The Grouped Project CSJs are listed in a table in the Appendix A.

## ***STIP FINANCIAL PLAN***

23 USC 135 requires a STIP to include a financial plan that: demonstrates how the approved program can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program; and recommends any additional financing strategies for needed projects and programs.

As required under 43 TAC 16.103(c), the financial plan: demonstrates how the transportation improvements can be funded and reasonably implemented; is consistent with funding reasonably expected to be available during the relevant period as provided under the UTP; and is financially constrained by year for fiscal years (FYs) 2017 through 2020.

The STIP financial plan consists of a series of financial summary tables for highway and transit projects for FYs 2017-2020. Highway Summary Tables can be found in the Appendix A. The Statewide Transit Summary Table is included in Appendix B.

## ***PUBLIC INVOLVEMENT***

The TIPs, RTIPs, and STIP were developed in accordance with federal consultative and public participation rules under 23 Code of Federal Regulations (CFR) 134 and 135, and state public participation rules under 43 TAC 16.101(m), 16.102(i), and 16.103(d).

TxDOT holds one public hearing to solicit input on the Draft STIP prior to Texas Transportation Commission approval of the STIP. Notices, sign-in sheets, comments, and responses (if applicable) related to the STIP are included in an Appendix B.

MPOs are responsible for conducting public involvement activities at the local level prior to adoption of their TIPs. A TxDOT District is responsible for conducting public involvement at the local level prior to submitting rural TIPs for inclusion in the STIP according to their documented Rural Consultative Process. The process for each TxDOT district can be found in Appendix C.

## **ACRONYMS/GLOSSARY**

<b>CAAA</b>	Clean Air Act Amendments of 1990 are the revisions/amendments passed by Congress to the Clean Air Act of 1970 (CAA). Includes procedures that apply to all transportation plans, programs and projects as they relate to air quality.
<b>CFR</b>	Code of Federal Regulations – A compilation of the general and permanent rules of the executive departments and agencies of the Federal Government as published in the Federal Register. The code is divided into 50 titles that represent broad areas subject to Federal regulation.
<b>CSJ</b>	Control-Section Job Number – Project numbering system utilized by the Highway Design Division. Each project being advanced to implementation will be assigned a unique CSJ number.
<b>FHWA</b>	Federal Highway Administration – Federal agency within the US Department of Transportation responsible for administering the Federal-Aid Highway Program.
<b>FTA</b>	Federal Transit Administration – Federal agency within the US Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems.
<b>MAB</b>	Metropolitan Area Boundary – The boundary of a metropolitan area established by agreement between the MPO and the Governor. Defines the area in which the metropolitan planning process will be carried out.
<b>MPO</b>	Metropolitan Planning Organization – The organization in urbanized areas over 50,000 in population, designated by agreement between the Governor and units of general purpose local government that is responsible for carrying out the transportation planning process for the metropolitan area.
<b>MTP</b>	Metropolitan Transportation Plan – The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.
<b>NAAQS</b>	National Ambient Air Quality Standards – Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA developed the standards in response to a requirement of the CAA. Air quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide.
<b>NEPA</b>	National Environmental Policy Act of 1969 – Established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

<b><i>RTIP</i></b>	Rural Transportation Improvement Program – A document prepared by TxDOT that lists projects to be funded with FHWA/FTA, state or local funds in rural areas of the state for the next four-year period.
<b><i>SIP</i></b>	State Implementation Plan – Produced by the state environmental agency, not the MPO. A plan mandated by the CAA that contains procedures to monitor, control, maintain, and enforce compliance with the NAAQS. Must be taken into account in the transportation planning process.
<b><i>SLRTP</i></b>	Statewide Long-Range Transportation Plan – A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the state's transportation systems and services.
<b><i>STIP</i></b>	Statewide Transportation Improvement Program – A staged, four-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.
<b><i>TAC</i></b>	Texas Administrative Code – The collection of regulations promulgated by state agencies which is updated through the Texas Register.
<b><i>TIP</i></b>	Transportation Improvement Program – A document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA, state, or local funds within the MAB for the next four-year period.
<b><i>TMA</i></b>	Transportation Management Area – An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affect local officials), and officially designated by the Administrators of the FHWA and the FTA. The TMA designation applies to the entire metropolitan planning area(s).
<b><i>UTP</i></b>	Unified Transportation Program- TxDOT's ten-year intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.
<b><i>USC</i></b>	United States Code – Contains a consolidation and codification of all general and permanent laws of the United States.
<b><i>Regionally Significant Project</i></b>	A project that is on a facility which serves regional transportation needs.
<b><i>Transportation Conformity</i></b>	Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

# *APPENDIX A*

**Grouped Projects CSJs**

**Definition of Grouped Project for Use in the STIP**

Revised May 22, 2014

Proposed CSJ	Grouped Project Category	Definition
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a nonattainment 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) or drainage improvements associated with rehabilitation
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, highway signs, curb ramps, 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, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
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 where minor amounts of additional land are required and there is not a substantial increase in the number of users.

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding required a Federal eligibility determination, and not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

# **STIP Highway Financial Summary**

## Initial Draft FY 2017-2020 STIP Fiscal Constraint Demonstration

Estimated Revenues	FY 2017	FY 2018	FY 2019	FY 2020
Apportionment	\$3,590,941,554	\$3,671,291,611	\$3,757,142,023	\$3,848,147,523
Public Trans/Traffic	\$126,496,711	\$126,497,000	\$126,497,000	\$126,497,000
Aviation	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000
<b>Federal</b>	<b>\$3,767,438,265</b>	<b>\$3,847,788,611</b>	<b>\$3,933,639,023</b>	<b>\$4,024,644,523</b>

Beginning Balance (first year only)	\$477,226,417	\$0	\$0	\$0
Motor Fuel Tax	\$2,628,490,000	\$2,677,136,000	\$2,724,082,000	\$2,768,669,000
Registration Fees	\$1,480,617,000	\$1,525,188,000	\$1,569,107,000	\$1,626,565,000
Lubricant Sales Tax	\$44,900,000	\$45,349,000	\$45,802,000	\$46,260,000
Fund 927 Reimbursements	\$314,656,672	\$324,955,495	\$40,000,000	\$40,000,000
Misc Revenue	\$143,100,000	\$146,699,176	\$147,599,175	\$149,186,560
Deposit Interest	\$2,019,873	\$764,978	\$358,049	\$166,114
Other Agency Revenue	\$118,668,020	\$121,036,020	\$123,451,020	\$125,915,020
<b>Local Match</b>	<b>\$105,348,327</b>			
Prop 1	\$594,182,000	\$740,000,000	\$875,000,000	\$875,000,000
Prop 7	0	2,500,000,000	2,500,000,000	2,932,104,000
<b>State</b>	<b>\$5,909,208,309</b>	<b>\$8,081,128,669</b>	<b>\$8,025,399,244</b>	<b>\$8,563,865,694</b>

Total Available Funding	FY 2017	FY 2018	FY 2019	FY 2020
	<b>\$9,676,646,574</b>	<b>\$11,928,917,280</b>	<b>\$11,959,038,267</b>	<b>\$12,588,510,217</b>

Estimated Expenditures	FY 2017	FY 2018	FY 2019	FY 2020
Summary from TIPS of state funding in Cat 1-12	\$4,681,156,736	\$1,895,182,449	\$1,333,083,300	\$997,046,061
Pass Thru Repayments	\$192,477,419	\$185,788,291	\$185,640,027	\$178,341,180
Grouped Project Cat 1,6,8 in UTP	\$1,747,990,000	\$1,699,710,000	\$1,762,590,000	\$1,924,670,000
TxDOT Operating Expenses	\$3,319,967,079	\$4,010,871,142	\$4,201,397,291	\$4,395,814,109
State Share of Existing Project Payments	\$796,261,729	\$164,543,188	\$29,443,620	(\$42,655,243)
Other Operating Expenses from SHF	\$432,934,076	\$435,920,333	\$438,396,333	\$322,648,333
AC Conversions	\$457,590,000	\$457,590,000	\$457,590,000	\$457,590,000
<b>Expenditures</b>	<b>\$11,628,377,039</b>	<b>\$8,849,605,403</b>	<b>\$8,408,140,571</b>	<b>\$8,233,454,440</b>





FY 2019

Initial 2017-2020 STIP

Area MPOs	FUNDING CATEGORIES													CAT 3 NON - TRADITIONAL FUNDING																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	1	26 / 20	4	5	6	7	8	9	10	11	12	DRS/DRP 1-12/18/18	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460	1461

# Statewide Programs

# Texas Parks and Wildlife Projects

2016 Recreational Trail Projects for STIP Inclusion					
Sponsor	Project Name	County	Funds Requested	Funds Recommended	Project Description
Sam Houston Trails Coalition	Lone Star Hiking Trail: Trailhead Renovation Project	San Jacinto	\$50,000.00	\$50,000.00	Renovate all 14 Lone Star Hiking Trail trailheads. Signage, Parking, Traffic Control Bollards, Trailhead Kiosks. Multi-Use Non-Motorized.
TX Trails Education & Motorized Management	TXTEAMM Texas OHV Safety Education	Medina	\$34,420.00	\$34,420.00	OHV Safety Courses. Vehicle / ATV / ROV Maintenance and Travel Expenses for 8 Instructors
Sam Houston Trails Coalition	Richards-Raven Trail Network – Phase III	Montgomery	\$200,000.00	\$200,000.00	New 8 mile equestrian natural surface loop trail. Bridges, Signage. Multi-Use Non-Motorized.
Sam Houston National Forest	Sam Houston Multiple Use Trail	Walker	\$400,000.00	\$400,000.00	Renovation of existing 12 miles natural surface multi-use trail. Replace/Repair bridges, Volunteer Training. Motorized and Non-Motorized.
Austin PARD	Slaughter Creek Greenbelt Equestrian Trail	Travis	\$200,000.00	\$200,000.00	New 2.4 mile equestrian / multi-use loop. Renovation of existing 3 miles. Natural surface 10' wide. Mounting ramps and blocks, hitching posts, creek crossing, signage, corral, benches, picnic tables, trash cans, bike racks. Non-Motorized.
Richardson	Spring Creek Routh Trail	Collin	\$175,000.00	\$175,000.00	New .81 mile 10' wide concrete trail. Retaining walls, trailheads. Multi-Use Non-Motorized.
Texas Motorized Trails Coalition	Barnwell Mountain Recreation Area	Upshur	\$188,172.00	\$188,172.00	Renovation of 31 miles of trail. Bridges, Culverts, Heavy Equipment. Motorized and Non-Motorized Multi-Use.
N. Texas Rural Rail Trans. Dist.	Wichita Valley Railway Daylight Trail Improvements	Wichita	\$200,000.00	\$200,000.00	Renovation of 6.5 mile 8' wide rail trail. Resurface with crushed limestone. Multi-Use Non-Motorized.
Texas Motorized Trails Coalition	Escondido Draw Recreation Area (EDRA)	Crockett	\$386,581.00	\$386,581.00	Trail Restoration, Education Building, Office, Pavilion, Signage, Fencing. Motorized and Non-Motorized. Multi-Use.
Green Spaces Alliance of South Texas	Bulverde Oaks Trail	Bexar	\$43,953.97	\$43,953.97	New 1 mile, 3-4' wide natural surface/ mulched trail. Trail tools. Multi-Use Non-Motorized.
Longview	City of Longview Nature Center and Arboretum Trails	Gregg	\$200,000.00	\$200,000.00	New .78 mile (.70 miles of 8'-10' wide concrete & 340' natural surface). 70' Boardwalk, Bridges, Benches, Signage. Multi-Use Non-Motorized.
Travis County	Onion Creek Confluence Trail	Travis	\$200,000.00	\$200,000.00	New .57 mile, 12' wide concrete trail. Trailhead, directional and interpretive signage. Multi-Use Non-Motorized.
* Bold = Motorized Project*			<b>Total Funded =</b>	<b>\$3,538,141.00</b>	

# TxDOT Transit Projects

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## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS FY 2017

2017-2020 STIP		07/2016 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2017
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2017	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 10,736,624
PROJECT DESCRIPTION:	General Public Transportation In Urbanized Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2017	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 10,736,624
REMARKS:		TOTAL PROJECT COST:	\$ 10,736,624
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2017
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2017	FEDERAL (FTA) FUNDS:	\$ 3,500,566
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus and Bus-Related Facilities Program In Urbanized Areas <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2017	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 3,500,566
REMARKS:		TOTAL PROJECT COST:	\$ 3,500,566
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2017
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2017	FEDERAL (FTA) FUNDS:	\$ 373,630
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of Transportation Services for Seniors and Individuals with Disabilities In Urbanized Areas <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2017	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 373,630
REMARKS:		TOTAL PROJECT COST:	\$ 373,630
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2017
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2017	FEDERAL (FTA) FUNDS:	\$ 3,362,670
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Transportation Services for Seniors and Individuals with Disabilities In Urbanized Areas <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2017	OTHER SOURCE FUNDS:	\$ 250,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 3,612,670
REMARKS:		TOTAL PROJECT COST:	\$ 3,612,670
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2017

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2017
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2017	FEDERAL (FTA) FUNDS:	\$ 357,544
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of Transportation Services for Seniors and Individuals with Disabilities in Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2017	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 357,544
REMARKS:		TOTAL PROJECT COST:	\$ 357,544
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2017
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2017	FEDERAL (FTA) FUNDS:	\$ 3,217,893
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Transportation Services for Seniors and Individuals with Disabilities in Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2017	OTHER SOURCE FUNDS:	\$ 600,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 3,817,893
REMARKS:		TOTAL PROJECT COST:	\$ 3,817,893
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2017
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2017	FEDERAL (FTA) FUNDS:	\$ 1,750,000
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus and Bus-Related Facilities Program in Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2017	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,750,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,750,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2017
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2017	FEDERAL (FTA) FUNDS:	\$ 1,130,000
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of 5311 Program	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2017	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,130,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,130,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2017

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2017
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2017	FEDERAL (FTA) FUNDS:	\$ 6,391,862
PROJECT TYPE:	CAPITAL, OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Intercity Bus (ICB) Transportation	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2017	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 6,391,862
REMARKS:		TOTAL PROJECT COST:	\$ 7,675,843
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2017
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2017	FEDERAL (FTA) FUNDS:	\$ 35,090,552
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 19,939,444
PROJECT DESCRIPTION:	General Public Transportation In Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2017	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 55,029,996
REMARKS:		TOTAL PROJECT COST:	\$ 55,029,996
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2018

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 14,236,624
PROJECT DESCRIPTION:	General Public Transportation in Urbanized Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 14,236,624
REMARKS:		TOTAL PROJECT COST:	\$ 14,236,624
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 7,500,000
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Replacement in rural and small urban areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 7,500,000
REMARKS:		TOTAL PROJECT COST:	\$ 7,500,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 6,070,577
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus and Bus-Related Facilities Program in Urbanized Areas <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 6,070,577
REMARKS:		TOTAL PROJECT COST:	\$ 6,070,577
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 381,103
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of Transportation Services for Seniors & Individuals with Disabilities in Urbanized Areas <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 381,103
REMARKS:		TOTAL PROJECT COST:	\$ 381,103
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2018

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 3,429,923
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Transportation Services for Seniors and Individuals with Disabilities in Urbanized Areas <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 250,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 3,679,923
REMARKS:		TOTAL PROJECT COST:	\$ 3,679,923
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 354,695
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of Transportation Services for Seniors and Individuals with Disabilities in Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 354,695
REMARKS:		TOTAL PROJECT COST:	\$ 354,695
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 3,282,251
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Transportation Services for Seniors & Individuals with Disabilities in Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 600,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 3,882,251
REMARKS:		TOTAL PROJECT COST:	\$ 3,882,251
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 1,750,000
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus and Bus-Related Facilities Program in Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,750,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,750,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2018

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 1,130,000
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of 5311 Program	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,130,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,130,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 35,814,963
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 19,939,444
PROJECT DESCRIPTION:	General Public Transportation In Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 55,754,407
REMARKS:		TOTAL PROJECT COST:	\$ 55,029,996
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2018
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2018	FEDERAL (FTA) FUNDS:	\$ 6,519,699
PROJECT TYPE:	CAPITAL, OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Intercity Bus (ICB) Transportation	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2018	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 6,519,699
REMARKS:		TOTAL PROJECT COST:	\$ 6,519,699
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2019

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 14,236,624
PROJECT DESCRIPTION:	General Public Transportation In Urbanized Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 14,236,624
REMARKS:		TOTAL PROJECT COST:	\$ 14,236,624
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 7,500,000
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Replacement in rural and small urban areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 7,500,000
REMARKS:		TOTAL PROJECT COST:	\$ 7,500,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 8,691,989
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus and Bus-Related Facilities Program In Urbanized Areas -200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 8,691,989
REMARKS:		TOTAL PROJECT COST:	\$ 8,691,989
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 1,750,000
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus and Bus-Related Facilities Program In Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,750,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,750,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2019

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 388,725
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of Transportation Services for Seniors & Individuals with Disabilities in Urbanized Areas <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOY):	\$ 388,725
REMARKS:		TOTAL PROJECT COST:	\$ 388,725
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 3,498,522
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Transportation Services for Seniors and Individuals with Disabilities in Urbanized Areas <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 250,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOY):	\$ 3,748,522
REMARKS:		TOTAL PROJECT COST:	\$ 3,748,522
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 371,989
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of Transportation Services for Seniors and Individuals with Disabilities in Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOY):	\$ 371,989
REMARKS:		TOTAL PROJECT COST:	\$ 371,989
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 3,347,897
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Transportation Services for Seniors and Individuals with Disabilities in Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 600,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOY):	\$ 3,947,897
REMARKS:		TOTAL PROJECT COST:	\$ 3,947,897
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2019

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 1,130,000
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of 5311 Program	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,130,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,130,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 6,650,093
PROJECT TYPE:	CAPITAL, OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Intercity Bus (ICB) Transportation	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 6,650,093
REMARKS:		TOTAL PROJECT COST:	\$ 6,650,093
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2019
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2019	FEDERAL (FTA) FUNDS:	\$ 36,553,862
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 19,939,444
PROJECT DESCRIPTION:	General Public Transportation In Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2019	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 56,493,306
REMARKS:		TOTAL PROJECT COST:	\$ 56,493,306
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2020

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 14,236,624
PROJECT DESCRIPTION:	General Public Transportation In Urbanized Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 14,236,624
REMARKS:		TOTAL PROJECT COST:	\$ 14,236,624
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 7,500,000
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Replacement in rural and small urban areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 7,500,000
REMARKS:		TOTAL PROJECT COST:	\$ 7,500,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 11,365,829
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus and Bus-Related Facilities Program In Urbanized Areas as <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 11,365,829
REMARKS:		TOTAL PROJECT COST:	\$ 11,365,829
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 1,750,000
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus and Bus-Related Facilities Program In Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,750,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,750,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2020

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 396,499
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of Transportation Services for Sen iors and Individuals with Disabilities in Urbanized Are as <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 396,499
REMARKS:		TOTAL PROJECT COST:	\$ 396,499
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 3,568,493
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Transportation Services for Seniors and Individuals wit h Disabilities in Urbanized Areas <200,000 population	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 250,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 3,818,493
REMARKS:		TOTAL PROJECT COST:	\$ 3,838,493
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT-PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 379,428
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of Transportation Services for Sen iors and Individuals with Disabilities in Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 379,428
REMARKS:		TOTAL PROJECT COST:	\$ 379,428
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 3,414,855
PROJECT TYPE:	CAPITAL	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Transportation Services for Seniors and Individuals wit h Disabilities in Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 600,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,014,855
REMARKS:		TOTAL PROJECT COST:	\$ 4,014,855
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TXDOT STATEWIDE DISTRICT - TRANSIT PROJECTS  
FY 2020

2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 1,130,000
PROJECT TYPE:	ADMINISTRATION	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	State Administration of 5311 Program	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,130,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,130,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 6,783,095
PROJECT TYPE:	CAPITAL, OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Intercity Bus (ICB) Transportation	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 6,783,095
REMARKS:		TOTAL PROJECT COST:	\$ 6,783,095
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2017-2020 STIP		07/2016 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	TXDOT - PTN	URBANIZED AREA:	
MPO PROJECT NUMBER:		FISCAL YEAR:	2020
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5311
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 37,307,539
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 19,939,444
PROJECT DESCRIPTION:	General Public Transportation In Rural Areas	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	2020	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 57,246,983
REMARKS:		TOTAL PROJECT COST:	\$ 57,246,983
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None



TxDOT PUBLIC TRANSPORTATION DIVISION  
 FY 2017 - 2020 Transportation Improvement Program - Statewide Projects

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2017			FY 2018			FY 2019		
	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1 Sec. 5310-Seniors&People w/Disabilities Rural	\$3,575,437	\$600,000	\$4,175,437	\$3,646,946	\$600,000	\$4,246,946	\$3,719,886	\$600,000	\$4,319,886
2 Sec. 5310-Seniors&People w/Disabilities <200k	\$3,736,300	\$250,000	\$3,986,300	\$3,811,026	\$250,000	\$4,061,026	\$3,887,247	\$250,000	\$4,137,247
3 Sec. 5311 - Rural Formula	\$42,612,414	\$21,223,425	\$63,835,839	\$43,464,662	\$21,223,425	\$64,688,087	\$44,533,955	\$21,223,425	\$65,757,380
4 Sec. 5339 - Bus & Bus Facilities Rural	\$1,750,000	\$0	\$1,750,000	\$1,750,000	\$0	\$1,750,000	\$1,750,000	\$0	\$1,750,000
5 Sec. 5339 - Bus & Bus Facilities IZA <200k	\$3,500,566	\$0	\$3,500,566	\$3,570,577	\$0	\$3,570,577	\$3,641,989	\$0	\$3,641,989
6 State Funds	\$10,736,624	N/A	\$10,736,624	\$14,236,624	N/A	\$14,236,624	\$14,236,624	N/A	\$14,236,624
7 Regionally Significant or Other (incl FHWA transfers)	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000	\$7,500,000		\$7,500,000
<b>Total Funds</b>	<b>\$65,911,341</b>	<b>\$22,073,425</b>	<b>\$87,984,766</b>	<b>\$77,979,835</b>	<b>\$22,073,425</b>	<b>\$100,053,260</b>	<b>\$79,269,701</b>	<b>\$22,073,425</b>	<b>\$101,343,126</b>
Transportation Development Credits Requested			\$1,639,029			\$1,639,029			\$1,639,029
Transportation Development Credits Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs	FY 2020			Total		
	Federal	Match	Total	Federal	Match	Total
1 Sec. 5310-Seniors&People w/Disabilities Rural	\$3,794,283	\$600,000	\$4,394,283	\$14,736,552	\$2,400,000	\$17,136,552
2 Sec. 5310-Seniors&People w/Disabilities <200k	\$3,964,992	\$250,000	\$4,214,992	\$15,399,565	\$1,000,000	\$16,399,565
3 Sec. 5311 - Rural Formula	\$45,220,634	\$21,223,425	\$66,444,059	\$175,831,665	\$84,893,700	\$260,725,365
4 Sec. 5339 - Bus & Bus Facilities Rural	\$1,750,000	\$0	\$1,750,000	\$7,000,000	\$0	\$7,000,000
5 Sec. 5339 - Bus & Bus Facilities IZA <200k	\$3,714,829	\$0	\$3,714,829	\$14,427,961	\$0	\$14,427,961
6 State Funds	\$14,236,624	N/A	\$14,236,624	\$53,446,496	N/A	\$53,446,496
7 Regionally Significant or Other (incl FHWA transfers)	\$7,500,000	\$0	\$7,500,000	\$22,500,000	\$0	\$22,500,000
<b>Total Funds</b>	<b>\$80,181,362</b>	<b>\$22,073,425</b>	<b>\$102,254,787</b>	<b>\$303,342,239</b>	<b>\$88,293,700</b>	<b>\$391,635,939</b>
Transportation Development Credits Requested			\$1,639,029			\$6,556,116
Transportation Development Credits Awarded			\$0			\$0

# TxDOT Rail Projects

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

2017-2020 STIP		07/2016 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
STATEWIDE		PRESIDIO	7124-01-003	RL SO		OTHER	\$ 10,000,000	
LIMITS FROM RR MP 956.7							PROJECT SPONSOR	
LIMITS TO RR MP 1028.7							REVISION DATE	07/2016
PROJECT INFRASTRUCTURE REHAB TO REPLACE RAIL, REPLACE TIES&nbsp;BALLAST, BRIDGE REPAIRS						MPO PROJ NUM		
DESCR , RECONSTRUCT GRADE CROSSINGS						FUNDING CAT(S)		
REMARKS Funding from Rail Division			PROJECT HISTORY					
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	490,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	Other	\$ 0	\$ 10,000,000	\$ 0	\$ 0	0	\$ 10,000,000
CONSTR \$	10,000,000	TOTAL	\$ 0	\$ 10,000,000	\$ 0	\$ 0	0	\$ 10,000,000
CONST ENG \$	489,000	COST OF APPROVED PHASES						
CONTING \$	113,000	\$ 10,000,000						
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	11,092,000							

2017-2020 STIP		07/2016 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
STATEWIDE		UPTON	7106-06-003	RL SO	C	OTHER	\$ 5,000,000	
LIMITS FROM Reagan County Line							PROJECT SPONSOR	Rail Division
LIMITS TO Crockett County Line							REVISION DATE	07/2016
PROJECT INFRASTRUCTURE REHAB TO REPLACE JOINTED RAIL, REPLACE TIES&nbsp;BALLAST, RECONS						MPO PROJ NUM		
DESCR TRUCT GRADE.						FUNDING CAT(S)		
REMARKS FUNDING WORK PROGRAM - RAIL			PROJECT HISTORY					
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	149,382	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	Other	\$ 0	\$ 5,000,000	\$ 0	\$ 0	0	\$ 5,000,000
CONSTR \$	5,000,000	TOTAL	\$ 0	\$ 5,000,000	\$ 0	\$ 0	0	\$ 5,000,000
CONST ENG \$	149,078	COST OF APPROVED PHASES						
CONTING \$	34,449	\$ 5,000,000						
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	126,823							
TOTAL CST \$	5,332,909							

2017-2020 STIP		07/2016 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
STATEWIDE		REAGAN	7107-07-003	RL SO	C	OTHER	\$ 5,000,000	
LIMITS FROM Irion County Line							PROJECT SPONSOR	Rail Division
LIMITS TO Upton County Line							REVISION DATE	07/2016
PROJECT INFRASTRUCTURE REHAB TO REPLACE JOINTED RAIL, REPLACE TIES&nbsp;BALLAST, RECONS						MPO PROJ NUM		
DESCR TRUCT GRADE.						FUNDING CAT(S)		
REMARKS FUNDING WORK PROGRAM - RAIL			PROJECT HISTORY					
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	149,382	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	Other	\$ 0	\$ 5,000,000	\$ 0	\$ 0	0	\$ 5,000,000
CONSTR \$	5,000,000	TOTAL	\$ 0	\$ 5,000,000	\$ 0	\$ 0	0	\$ 5,000,000
CONST ENG \$	149,078	COST OF APPROVED PHASES						
CONTING \$	0	\$ 5,000,000						
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	126,823							
TOTAL CST \$	5,298,460							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

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

2017-2020 STIP		07/2016 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
STATEWIDE		IRION	7107-08-004	RL SO	C	OTHER	\$ 5,000,000	
LIMITS FROM RR MP 757							PROJECT SPONSOR	
LIMITS TO RR MP 776.9							REVISION DATE	07/2016
PROJECT INFRASTRUCTURE REHAB TO REPLACE RAIL, REPLACE TIES&nbsp;BALLAST, BRIDGE REPAIRS						MPO PROJ NUM		
DESCR , RECONSTRUCT GRADE CROSSINGS						FUNDING CAT(S)		
REMARKS FUNDING WORK PROGRAM - RAIL		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	147,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	
ROW PURCH \$	0	Other	\$ 0	\$ 5,000,000	\$ 0	\$ 0	\$ 0	
CONSTR \$	5,000,000	TOTAL	\$ 0	\$ 5,000,000	\$ 0	\$ 0	\$ 0	
CONST ENG \$	146,700	APPROVED PHASES						
CONTING \$	33,900	\$ 5,000,000						
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	5,327,600							
2017-2020 STIP		07/2016 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
STATEWIDE		DALLAS	7218-10-001	RL TRE	C	OTHER	\$ 14,379,285	
LIMITS FROM ON TRE FROM VALLEY VIEW (TAR/DAL)CL							PROJECT SPONSOR	DART
LIMITS TO WEST IRVING TRE STATION							REVISION DATE	07/2016
PROJECT CONSTRUCT 2ND TRACK ON TRINITY RAILWAY EXPRESS - TRE BY DART IN IRVING						MPO PROJ NUM		
DESCR						FUNDING CAT(S)		
REMARKS		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	716,007	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	
ROW PURCH \$	0	Other	\$ 14,379,285	\$ 0	\$ 0	\$ 0	\$ 0	
CONSTR \$	14,612,380	TOTAL	\$ 14,379,285	\$ 0	\$ 0	\$ 0	\$ 0	
CONST ENG \$	0	APPROVED PHASES						
CONTING \$	0	\$ 14,379,285						
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	15,328,387							
2017-2020 STIP		07/2016 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST	
STATEWIDE		PRESIDIO	7124-01-001	RL SO	C	PRESIDIO	\$ 7,367,063	
LIMITS FROM Rail Bridge at Presidio							PROJECT SPONSOR	Rail Division
LIMITS TO							REVISION DATE	07/2016
PROJECT Reconstruction of Interantional Rail Bridge at Presidio						MPO PROJ NUM		
DESCR						FUNDING CAT(S)		
REMARKS Rail Division Project		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	360,986	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	
ROW PURCH \$	0	Other	\$ 0	\$ 0	\$ 0	\$ 7,367,063	\$ 0	
CONSTR \$	7,367,063	TOTAL	\$ 0	\$ 0	\$ 0	\$ 7,367,063	\$ 0	
CONST ENG \$	360,249	APPROVED PHASES						
CONTING \$	83,247	\$ 7,367,063						
INDIRECT \$	355,829							
BOND FIN \$	0							
PT CHG ORD \$	306,469							
TOTAL CST \$	8,527,374							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

# Federal Lands – IRR Roads Program Projects



## Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

REPORT FILTERS:  
Location - B-\*\*\*-\*\*\*  
program\_class\_code - 6K1  
CSTIP Type - TIP



Reporting each CSTIP that meets the filter.

Entity Name	B00830 - Alabama-Coushatta Tribe			FIRST PAGE FOR CSTIP
Program Class Code	6K1			
CSTIP Type	TP	Fiscal Year	2016	
FHWA Approved Date	12-APR-16	Funding Amount	149,340	

State	Location	Projects on the CSTIP with this state are listed and subtotaled in this section Covers that part of the reservation within the current state.						
PCAS	B0007301	Phase	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	FY 2020 (\$)	Total
Class	R	CONS	34,000	90,000	20,000	0	0	144,000
Name	DAY CARE ROAD	PE	20,000	5,000	0	0	0	25,000
County	373 - Polk	CE	0	0	0	0	0	0
Project Type	RECONS	Z	0	0	0	0	0	0
Work Type	7	Total	54,000	95,000	20,000	0	0	169,000
PCAS	B000730P	Phase	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	FY 2020 (\$)	Total
Class	R	CONS	30,064	20,000	20,000	20,000	0	90,064
Name	Alabama-Coushatta Program Mgmt	PE	0	0	0	0	0	0
County	373 - Polk	CE	0	0	0	0	0	0
Project Type	PLANNING	Z	0	0	0	0	0	0
Work Type	P9	Total	30,064	20,000	20,000	20,000	0	90,064
PCAS	B001030M	Phase	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	FY 2020 (\$)	Total
Class	O	CONS	0	0	0	0	0	0
Name	Alabama-Coushatta Road Maintenance	PE	0	0	0	0	0	0
County	373 - Polk	CE	0	0	0	0	0	0
Project Type	REHAB	Z	10,000	10,000	10,000	10,000	50,000	90,000
Work Type	3	Total	10,000	10,000	10,000	10,000	50,000	90,000
PCAS	B0012301	Phase	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	FY 2020 (\$)	Total
Class	R	CONS	0	0	0	110,000	50,000	160,000
Name	Colobe Road	PE	37,036	10,000	1,000	0	0	48,036
County	373 - Polk	CE	0	0	0	0	0	0
Project Type	REHAB	Z	0	0	0	0	0	0
Work Type	7	Total	37,036	10,000	1,000	110,000	50,000	208,036
PCAS	B0012302	Phase	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	FY 2020 (\$)	Total
Class	R	CONS	0	0	0	50,000	0	50,000
Name	Johnson Branch Road	PE	18,240	1,000	0	0	0	19,240
County	373 - Polk	CE	0	0	0	0	0	0
Project Type	RECONS	Z	0	0	0	0	0	0
Work Type	7	Total	18,240	1,000	50,000	0	0	69,240
PCAS	B0012303	Phase	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	FY 2020 (\$)	Total
Class	R	CONS	0	0	0	0	20,000	20,000
Name	Hunter Trail Road	PE	0	0	10,000	0	0	10,000
County	373 - Polk	CE	0	0	0	0	0	0
Project Type	RECONS	Z	0	0	0	0	0	0
Work Type	7	Total	0	0	10,000	0	20,000	30,000

Entity Name	B00830 - Alabama-Coushatta Tribe		
Program Class Code	6K1		
CSTIP Type	TP	Fiscal Year	2016
	12-APR-16	Funding Amount	149,340

State	Location	Projects on the CSTIP with this state are listed and subtotaled in this section Covers that part of the reservation within the current state.						
PCAS	B0015301	Phase	FY 2016 (\$)	FY 2017 (\$)	FY 2018 (\$)	FY 2019 (\$)	FY 2020 (\$)	Total
Class	R	CONS	0	0	25,000	0	0	25,000
Name	Kow ee Lane Road	PE	0	0	0	0	0	0
County	373 - Polk	CE	0	0	0	0	0	0
Project Type	RECONS	Z	0	0	0	0	0	0
Work Type	7	Total	0	0	25,000	0	0	25,000
<b>Location Subtotal</b>			149,340	136,000	136,000	140,000	120,000	681,340
<b>State Subtotal</b>			149,340	136,000	136,000	140,000	120,000	681,340
<b>CSTIP Subtotal</b>			149,340	136,000	136,000	140,000	120,000	681,340

## ***APPENDIX B – STIP Public Hearing***

## Public Hearing Notice - Statewide Transportation Improvement Program

The Texas Department of Transportation (department) will hold a public hearing on Monday, August 15, 2016 at 10:00 a.m. at 200 East Riverside Drive, Room 1A-2, in Austin, Texas to receive public comments on the proposed 2017-2020 Statewide Transportation Improvement Program (STIP).

The STIP reflects the federally funded transportation projects in the FY 2017-2020 Transportation Improvement Programs (TIPs) for each Metropolitan Planning Organization (MPO) in the state. The STIP includes both state and federally funded projects for the nonattainment areas of Dallas-Fort Worth, El Paso, and Houston. The STIP also contains information on federally funded projects in rural areas that are not included in any MPO area, and other statewide programs as listed.

Title 23, United States Code, §134 and §135 require each designated MPO and the state, respectively, to develop a TIP and STIP as a condition to securing federal funds for transportation projects under Title 23 or the Federal Transit Act (49 USC §5301, et seq.). Section 134 requires a MPO to develop its TIP in cooperation with the state and affected public transit operators and to provide an opportunity for interested parties to participate in the development of the program. Section 135 requires the state to develop a STIP for all areas of the state in cooperation with the designated MPOs and, with respect to non-metropolitan areas, in consultation with affected local officials, and further requires an opportunity for participation by interested parties as well as approval by the Governor or the Governor's designee.

A copy of the proposed FY 2017-2020 STIP will be available for review, at the time the notice of hearing is published, at each of the department's district offices, at the department's Transportation Planning and Programming Division offices located in Building 118, Second Floor, 118 East Riverside Drive, Austin, Texas, or (512) 486-5033, and on the department's website at:

<http://www.txdot.gov/government/programs/stips.html>

Persons wishing to speak at the hearing may register in advance by notifying Lori Morel,

Transportation Planning and Programming Division, at (512) 486-5033 no later than Friday, August 12, 2016, or they may register at the hearing location beginning at 9:00 a.m. on the day of the hearing.

Speakers will be taken in the order registered. Any interested person may appear and offer comments or testimony, either orally or in writing; however, questioning of witnesses will be reserved exclusively to the presiding authority as may be necessary to ensure a complete record. While any persons with pertinent comments or testimony will be granted an opportunity to present them during the course of the hearing, the presiding authority reserves the right to restrict testimony in terms of time or repetitive content. Groups, organizations, or associations should be represented by only one speaker. Speakers are requested to refrain from repeating previously presented testimony. Persons with disabilities who have special communication or accommodation needs or who plan to attend the hearing may contact the Transportation Planning and Programming Division, at 118 East Riverside Drive, Austin, Texas 78704-1205, (512) 486-5053. Requests should be made no later than three days prior to the hearing. Every reasonable effort will be made to accommodate the needs.

Interested parties who are unable to attend the hearing may submit comments regarding the proposed FY 2017-2020 STIP to Lauren Garduno P.E., Interim Director of the Transportation Planning and Programming Division, P.O. Box 149217, Austin, Texas 78714-9217. In order to be considered, all written comments must be received at the Transportation Planning and Programming office by 4:00 p.m. on Monday, August 22, 2016.

## *APPENDIX C – Rural Consultative Process*

**ABILENE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
RURAL  
PUBLIC INVOLVEMENT PROCESS**

**Process**

At least once a year the Abilene District Engineer, District Directors, and District Area Engineers meet with elected officials of local governments and other civic leaders of our thirteen counties to discuss transportation needs and concerns. In these meetings topics such as safety, congestion, deficient bridges and roadways, and other alternative transportation needs are discussed. From these discussions the district may start a study for a long range project or use this information to submit candidate projects for the various annual Unified Transportation Program (UTP) calls.

The majority of the Abilene District projects are preservation of the system type projects. Funding for these projects come from the UTP program calls such as the Highway Bridge Program (HBP), the Highway Safety Improvement Program (HSIP), and the four year pavement management plan, which is funded from the districts rehab and discretionary allocations.

Candidate projects for the HBP are submitted to the bridge division (BRG) and compete for funding on a statewide level based on their sufficiency ratings. Projects for the HSIP also compete on the statewide level and are selected based on their Safety Improvement Index (SII). The traffic operations division (TRF) conducts the HSIP Call. The district conducts a project selection process for the four year pavement management plan. Candidate pavement improvement projects are submitted by area engineers in consultation with their county maintenance supervisors. These projects are then prioritized and ranked based on pavement condition scores, daily traffic and percent of truck traffic. The area office then submits their prioritized list to the district where final prioritization and ranking is made by the District Directors of Operations, Construction, and Planning and Development. The District Director of Transportation, Planning, and Development (TPD) compares project's estimated construction costs with available funding to program and schedule over the next four year period.

Once a draft four year plan or transportation improvement program (TIP) is completed then the district hosts two public meeting to present their draft TIP. Typically a meeting is held in the Eastern and Westernmost areas of the district. Public officials and civic organizations are notified about the meeting by letter. A press release is also sent to the media and newspapers. These meetings are generally informal and allow the District TPD and staff the opportunity to discuss details about planned projects and receive additional input from elected officials, civic leaders, and private citizens. All participants are allowed the opportunity to provide verbal and written input.

# **AMARILLO DISTRICT**

## **Procedures for TIP Consultation on Rural Projects**

The Amarillo District will provide “a reasonable opportunity for public comment” during the public involvement process.

### Project Selection

1. The District Engineer, Director of Transportation Planning and Development, Area Engineers visits with various stakeholders and consults with the Maintenance Supervisors to determine potential projects.
2. The potential projects are submitted to the Director of Transportation Planning & Development for consideration.
3. Director of Transportation Planning & Development and staff hold project selection meetings with the Area Engineers and Maintenance Supervisors to determine which projects will be selected. PMIS scores, funding availability, and other criteria are used in making the final decisions.
4. The proposed final selection, approved by the District Engineer, is presented to the public.

### Public Involvement

The non-metropolitan local officials of the Amarillo District are members of the Panhandle Rural Transportation Planning Organization (PRPO)

1. In conjunction with the PRPO, there is a public meeting held annually to discuss upcoming projects to be included in the rural TIP.
2. The notices of the public meeting are advertised in the area newspapers and on TxDOT.gov within the Public Hearings and Meetings Schedule.
3. The notices of the public meeting are also posted in all of the 17 County Court Houses.
4. Letters announcing the meeting are sent to all Federal, State, County, City, and local elected officials, chamber of commerce offices, public transportation providers.
5. At the public meeting the proposed final selection is presented to the public with an opportunity for input and comments.
6. After the public meeting there is a 10-day public comment period afforded.
7. A copy of the Rural Transportation Plan will be made available at the District Office for public review.

**ATLANTA DISTRICT  
RURAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)  
PUBLIC INVOLVEMENT PROCESS**

The RTIP public involvement process generally begins with the TxDOT staff meeting with local elected officials throughout the year in each county to discuss current and proposed projects in that area. These meetings are generally informal and allow the District Engineer and other staff to convey the importance of projects in the area and receive input from the local elected officials. TxDOT staff also meets quarterly with the two Rural Planning Organizations (RPOs) in the Atlanta District.

When the RTIP is developed, the Advance Project Development Section prepares exhibits in the form of maps, project lists, financial summaries, and comment sheets. A notice is published in area newspapers notifying the public of the availability of the proposed RTIP for review, the date of the public meeting, and the public comment period, which will be at least 10 days after the date of the meeting. The notice is published in both English and Spanish at least 10 days prior to the public meeting. Notifications are also sent to elected officials, RPOs, and other stakeholders throughout the District. TxDOT staff is available at the public meeting to answer questions and receive written comments from any interested citizen or group.

## **AUSTIN DISTRICT**

### **RURAL TIP PUBLIC INVOLVEMENT PROCESS**

#### **A. FORMAT**

Generally, two public meetings are held, one in the eastern portion of the district and the other in the western portion (the Capital Area MPO covers the counties that are in the middle of the district). We reserve public facilities to hold these meetings, usually a school, area office, or City/County meeting space. A notice is published in the local newspapers two weeks in advance of the meetings. The notice informs the public that they can view the proposed rural Transportation Improvement program (TIP) at TxDOT area engineer offices, maintenance offices, and the district headquarters. Letters, which include the proposed TIP, are sent to all city mayors and county commissioners in the rural area. Additionally, information is made available to the Capital Area Regional Transportation Planning Organization (CARTPO), a rural transportation planning entity formed by the Capital Area Planning Council of Governments. CARTPO represents three of the five rural counties in the district. This organization is a venue for regional rural transportation planning discussions. The partnership with CARTPO continues to evolve as its role in transportation planning increases.

At the public meetings, guests are asked to sign in as they enter and fill out a request to speak, if they desire. The guests are also given forms for written comments that they can fill out at the meeting, mail or email in at a later date (within two weeks days after the meeting date). Area Office and planning staff are available to answer questions prior to the beginning of the meeting. The district Transportation Planning and Development Director, or designate, presides over the meeting and gives a presentation, referring to the list of rural TIP projects that are displayed by county developed specifically for this meeting. At the beginning of the meeting elected officials are acknowledged; the State Transportation Improvement Program (STIP) and Unified Transportation Program (UTP) processes are explained, and proposed TIP projects are presented. The floor is then open for comments. Those who have registered to speak will be asked to make their comments for the record. After those that were registered have had their turn, the floor is then opened to anyone else wishing to make comments. Depending on the number of speakers, questions may be answered at the meeting; however, some may require a more thorough explanation and will be deferred to be addressed in writing. If there are no additional comments or questions, the meeting is adjourned. District planning staff will prepare a summary of the meeting and prepare responses to the comments received and kept on file at the Austin District. Responses to individual comments are provided, as appropriate.

#### **B. NOTIFICATION**

Notifications to the meeting are made via ads placed in local newspapers at least two weeks in advance of the meeting. Individual notices are sent two weeks prior to the meeting to State senators, State representatives, County Judges, and Commissioners as well as Mayors and City Managers of incorporated cities in the rural area.

#### **C. MATERIAL PRESENTED**

The presentation will begin with a simplified overview of the planning process for the UTP, the project development process, and anticipated funding by category. The presentation will include a general overview of the STIP, including how funds are distributed and managed and the purpose of the Rural TIP. The presenter will provide a brief explanation of the handouts, which include project-specific information such as project location and work description for individually listed and grouped projects in the rural areas. Additionally, long-range projects of local interest outside of the 4-year STIP window may be included in the presentation for informational purposes.

#### **D. MULTIMODAL PROJECTS PRESENTED**

Public transportation projects that are being funded are presented as an integral part of the meeting. Additionally, this meeting may include information associated with the annual District Bicycle Meeting, as available.

## **Beaumont District Rural TIP Public Involvement Process**

The Beaumont District will provide a reasonable opportunity for public comment during the development of the Rural TIP. The rural counties within the Beaumont District include Tyler, Jasper, and Newton.

### **Project Selection**

1. All projects are prioritize and selected on the basis of need and available funding.
2. Roadway preventive maintenance projects are selected by Area Engineers and the District considering, but not limited to, pavement management system data, distress and repair history, historical repair costs, local material and geotechnical factors, age, and visual evaluation surveys.
3. Bridge projects are selected by the district's Transportation Planning and Development (TP&D) Section in collaboration with the Bridge Division based on bridge sufficiency ratings and ranking criteria.
4. Safety-related projects are selected through a statewide process whereby candidate projects are evaluated based on accidents that have occurred within the last three years and the potential to reduce future accidents in the same location.
5. Mobility projects are selected by the district's TP&D Section based on congestion and connectivity.

### **Public Involvement**

1. A public meeting for the rural TIP is held at the Jasper Area Office.
2. Notice of the public meeting is advertised in newspapers circulating in each of the Beaumont District's rural counties at least ten (10) calendar days in advance of the meeting. Letters announcing the meeting are sent to elected officials.
3. Comments are accepted for ten (10) calendar days following the public meeting.
4. Additional public meetings are held for specific projects when required by the National Environmental Policy Act (NEPA) or to inform the public or to solicit public input. These public meetings are held on an ongoing basis as needed.
5. TxDOT Area Engineers coordinate with rural local and elected officials on a continual basis to receive feedback from the public in our rural areas.

Bryan District  
STIP Rural Consultative Process  
2016

The Bryan District uses a variety of methods to gather input from our rural community stakeholders, which encompass nine of the ten counties within our district. These methods typically include communication through public meetings, surveying local government agencies and the public, visiting individually with community representatives and participation in local group forums.

On July 16, 2015, the Bryan District held an open-house public meeting to discuss our overall transportation plans for the region. The district advertised the meeting in local newspapers along with a news release and personal letters of invitation to all elected officials. At these meetings, TxDOT officials presented information on the STIP and UTP and the process used to develop those documents. The meeting allowed time for hearing public comments, individual discussions and collecting written comments.

Additionally, the district has utilized surveys of both local elected officials and the general public. Personal invitations were sent to elected officials, as well as general public invitations through media advertisements, inviting participants to visit TxDOT's web address to complete a survey. Inquiries included responses regarding basic transportation information (average commute times and distances, work location, home location) along with their transportation opinions, concerns, and desired projects.

TxDOT personnel typically meet monthly with the Transportation Subcommittee of the Brazos Valley Council of Governments (BVCOG). BVCOG represents seven of the Bryan District's ten counties. This subcommittee is a venue for regional rural transportation planning discussions. TxDOT staff, including the district engineer, continually meet directly with each rural county judge and their staffs to gain their respective needs.

In addition, our bridge inspection program provides a forum for discussing rural bridge priorities through the annual distribution of completed inspection forms. Our staff also makes it clear to any local government council or court that we are always available to meet with them and discuss transportation issues.

District staff considers all of this input in formulating the district transportation plans and programs.

There are no tribal governments located in the Bryan District.



## MEMO

March 31, 2016

**To:** Michelle Conkle  
Transportation Planning and Development

**From:** Jason Scantling  
Director, Transportation Planning and Development, Brownwood District

**Subject:** Procedures for TIP Consultation on Rural Projects, Brownwood District

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### Initial adoption:

- Publication, in a newspaper with general circulation in each county within the district, of notice informing the public of the availability of the proposed rural TIP and of a 30 day public comment period;
- A request, in the published notice, for public comments concerning the proposed rural TIP, to be submitted in writing to the district;
- Notification, in the published notice, that a public meeting will be held in order to receive comments on the initial adoption, along with a public comment period of at least 30 days subsequent to the hearing. The notice of public hearing will be published a minimum of 10 days prior to the hearing.

### Revisions involving mobility projects:

- Publish, in a local newspaper of general circulation, a notice informing the public of the availability of these revisions and of a 10 day public comment period. The notice will also request public comments to be submitted, in writing, to the district, and will also notify the public that a public hearing will be conducted to receive comments on the proposed revision.

**CC:** Elias Rmeili  
District Engineer, Brownwood District

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

An Equal Opportunity Employer

# **Childress District**

## **Rural TIP Public Involvement Process**

The Childress District will provide a reasonable opportunity for public comment during the public involvement process.

### **Project Selection**

- Area Engineers visit with various stake holders (local elected officials, general public, etc.) and work closely with Maintenance Supervisors to determine potential projects
- Potential projects are submitted to the District Transportation Planning and Development office for consideration and preliminary estimates are developed
- District Engineer, Director of TP&D, Director of Construction, Director of Operations and Area Engineers hold a project selection meeting to determine which projects make the TIP based on various criteria:
  - Crash Data
  - ADT
  - Pavement scores
  - Maintenance expenditures
  - Available funding/estimates

### **Public Involvement**

- Public meetings are held in conjunction with the Rolling Plains Organization for Rural Transportation (RPORT) meetings quarterly each year and one meeting in the North and South Area Offices
- RPORT attendees include all 13 County Judges and Mayors and City Managers of each community located within the District and attendees for the Area Offices include the general public
- Exhibits are prepared and presented during the meetings:
  - Letting Summary for each fiscal year
  - Project location maps
    - For the entire District
    - For each individual County
- Director of TP&D makes a formal presentation of the proposed projects and then opens the floor to questions and comments
- Originals of the sign in sheets, agendas and minutes are filed in the TP&D office



**TEXAS DEPARTMENT OF TRANSPORTATION  
CORPUS CHRISTI DISTRICT**

**FY 2017 – FY 2020  
RURAL  
TRANSPORTATION IMPROVEMENT PROGRAM  
PUBLIC INVOLVEMENT**

**April 2016**



The public is invited to participate in one of four public meetings to offer feedback on proposed future improvements for highways in Aransas, Bee, Goliad, Jim Wells, Karnes, Kleberg, Live Oak, Nueces, Refugio, and San Patricio counties in the Transportation Improvement Program (TIP).

<i>Date</i>	<i>Time</i>	<i>Location</i>
Tuesday April 5, 2016	5:00 p.m. Open House	TxDOT Robstown Maintenance Office 1750 US 77, Robstown, TX 78380
Thursday April 7, 2016		TxDOT Beeville Maintenance Office 662 US 181 North Bypass, Beeville, TX 78102
Tuesday April 12, 2016	6:00 p.m. Public Meeting	Sinton Community Center 1301 East Sinton Street, Sinton, TX 78374
Thursday April 14, 2016		TxDOT Alice Area Office 1071 North US 281 Bypass, Alice, TX 78333

The TIP is both a funding process and a funding document. The TIP projects for these counties are planned for construction over the next four years. There is an opportunity to update the plans by public opinion, changes in design, and environmental concerns which could push a project forward or backward, depending on funding (both State and Federal).

TxDOT is responsible for selecting projects for funding programs. While the local TxDOT District is responsible for selecting projects with various funding sources at the district level, the Texas Transportation Commission (TTC), which serves as the policy-making body for TxDOT, then selects all other projects on a statewide competitive basis. The projects selected under each of the relevant funding categories are listed in the TIP.

The full TIP document is available for review from the TxDOT Corpus Christi District Office, the four District Area Offices (Corpus Christi, Sinton, Alice and Karnes City), and the 11 District Maintenance Offices (Alice, Beeville, Corpus Christi, George West, Goliad, Karnes City, Kingsville, Refugio, Robstown, Rockport, and Sinton).

Written comments may be mailed to Victor E. Vourcos, P.E., TxDOT-Corpus Christi District, 1701 South Padre Island Drive, Corpus Christi, TX 78416. Comments must be received by Monday, April 25, 2016 at 5 p.m. to be included in the plan.

The public meetings will be conducted in English, but some Spanish-speaking staff may be available for translation assistance. Persons interested in attending the meeting who have need of special accommodations are encouraged to contact the TxDOT-Corpus Christi District Public Information Office at 361.808.2544 at least three business days prior to the meeting. Every attempt will be made to provide reasonable accommodations.

For more information, contact Victor E. Vourcos, P.E., at 361.808.2378 or Rickey Dailey, at 361.808.2544.

Additional information included as supporting documentation in the eSTIP.

## **Procedures for Rural TIP Consultation Dallas District**

The Dallas District provided a reasonable opportunity for public comment during the public involvement process.

### **Project Selection**

1. Roadway maintenance projects selected by Area Engineer and District Staff based on improvement to PMIS (pavement evaluation) scores.
2. Bridge projects selected by Bridge Div. based on bridge sufficiency ratings and ranking criteria.
3. Mobility projects considered for limited available funding sources and developed as budgets allow.

### **Public Involvement**

1. Notice of public involvement was advertised in the following newspapers:
  - Al Dia
  - Dallas Morning News
  - Corsicana Daily Sun
2. The TIP public meeting was held at the Corsicana Public Library
3. Comments are accepted for 10 days following the meetings.
4. Ongoing public meetings are held for specific projects.
5. Ongoing coordination with County Commissioner's Courts, City Councils, Economic Development boards and Chambers of Commerce with the area engineer is provided as requested
6. Public Transportation meeting was held regarding rural Public Transportation providers and grants.

A Rural TIP Packet was created that included the following: an agenda; a district contact list; a map of projects within the county; a project detail spreadsheet that coincided with the map; a list of the funding categories of work for the UTP; the District's Public Transportation meeting notice; and a list of the Rural Transportation projects within the county.



## EL PASO DISTRICT RURAL STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PUBLIC INVOLVEMENT SUMMARY PROCESS

### **Format**

The El Paso District conducts one public meeting every two years in conjunction with the development of the Statewide Transportation Improvement Program (STIP). Those meetings are rotated among the principal towns in the district and are usually held in March or April in public buildings, such as county courthouses, schools, and community activity centers, or at local TxDOT area and maintenance offices.

The meetings include an informal "open house," a personal welcome from the district engineer and a presentation from district staff. Participants sign in before the meeting and are encouraged to make verbal comments during the meeting and submit written comments on forms provided any time during the thirty-day public comment period.

### **Participants**

Letters of invitation about the meeting and subjects to be discussed are sent to United States and Texas state senators and representatives, county judges, commissioners, and sheriffs, municipal mayors and city administrators. TxDOT personnel from the district, area, and maintenance offices also attend and actively participate.

The meetings are advertised in English and Spanish in the local newspapers. The advertisements are first run approximately two to three weeks prior to the meeting dates to begin the public comment period and again approximately 10 days prior to the meetings. We also send advance press releases which are sometimes published with our paid notice. Over the past years we have developed a mailing list that includes federal and state agencies in the area, local transportation providers, citizens' groups, county historical chairpersons, school district representatives, Border Patrol and Department of Public Safety agents, and many interested citizens. We send copies of the meeting notices to the general mailing list approximately 21 days prior to the meetings. Attendance at meetings has averaged approximately twenty participants, including elected officials, citizens, and TxDOT employees.

### **Information and Issues**

The public meetings cover the following topics: the Unified Transportation Program (UTP) and the project development process; roadway, public transportation, and enhancement projects in the Rural TIP; projects completed in the last fiscal year; and various other TxDOT programs. Other topics of regional interest that arise occasionally include general aviation airports, railroad safety and facilities coordination, commercial trucking and freight planning, bicycle and pedestrian access, intercity bus and rail services, environmental concerns, and other transportation planning issues.

A one-page district fact sheet and a project lists packet are provided to participants. The District Public Information Officer provides brochures, posters, and free literature. After the TIP meetings are completed and the public comment period ends, we prepare a summary of the meeting comments.

## **FORT WORTH DISTRICT RURAL TIP PUBLIC OUTREACH AND INVOLVEMENT PROCESS**

### **A. MEETING FORMAT**

Generally, a large capacity room is located in a centrally located portion of the rural portion of this district. A notice is published in the local newspapers three weeks in advance of the meeting. Guests are asked to sign in as they enter and fill out a request to speak form, if they desire. The guests are also given forms for written comments that they can fill out at the meeting or mail in at a later date (within 10 days of the meeting date). The District Transportation Planning and Development Director, Advanced Transportation Planning Director or other designated district representative will give a presentation and refer to some displays (broken up into area office jurisdiction with proposed project locations shown) that have been developed specifically for this meeting, as well as present the format for the meeting. After the presentation, there is a short break; usually 15 to 20 minutes so everyone is given the opportunity to get a close-up look at the displays and can ask general questions. The meeting is then reconvened and the elected officials are acknowledged; the floor is then open for comments. Those who have registered to speak will be asked to come forward and make their comments. After those that were registered have had their turn, the floor is then opened to anyone else wishing to make comments. If there are no additional comments, the meeting is adjourned. The meeting is summarized in minutes and a copy is forwarded to TPP with the exception of the 15 to 20 minute break period. This recording is kept on file in the central library for the Fort Worth District.

### **B. INVITATIONS**

Invitations to the meeting are made through the legal notices section of the local newspapers three weeks in advance of the meeting. Individual notices are sent two to three weeks prior to the meeting to State Senators, State Representatives, County Judges, Mayors and City Managers for the incorporated cities in the rural area. The Area Engineers are in attendance at the meeting so they can address questions pertinent to their areas.

### **C. MATERIAL PRESENTED**

There is a general overview of the STIP and how funds are distributed and managed. A brief explanation of the planning process that goes into the UTP and STIP is given in addition to an explanation of the displays and handouts (which are project specific and give project location and status details; this also includes a summary of the rural TIP). The three purposes of the STIP are given and how the project needs are found is presented. Priority Construct, Develop and Plan are presented in a very simplified form and the progression of how a project would proceed to construction is presented. Preventive maintenance, traffic signal and railroad signal or crossings are not shown but are included in the presentation.

### **MULTIMODAL PROJECTS PRESENTED**

Public transportation and aviation projects that are being funded are presented.

**Texas Department of Transportation Houston District  
Rural Transportation Public Participation Plan**

The Texas Department of Transportation (TxDOT) Houston District is comprised of six counties: Harris, Waller, Montgomery, Galveston, Brazoria, and Fort Bend, all of which are included in the Houston-Galveston Transportation Management Area (TMA). The Houston-Galveston Area Council (H-GAC) serves as the Metropolitan Planning Organization (MPO) for the TMA, which also covers two additional counties, Liberty and Chambers in the TxDOT Beaumont District's service area.

The Transportation Policy Council (TPC) is the governing body for the MPO. The TPC approved a Public Participation Plan on November 30, 2012 in accordance with the requirements under 23 CFR 450.316. The MPO's Public Participation Plan may be found here:

[http://www.h-gac.com/tag/transportation-public-outreach/documents/2012%20PPP\\_11-30-2012.pdf](http://www.h-gac.com/tag/transportation-public-outreach/documents/2012%20PPP_11-30-2012.pdf)

There are no rural areas in the Houston District's service area; therefore, the District does not produce a separate Rural Transportation Improvement Program (TIP).

Laredo District  
Rural Transportation Improvement Plan (TIP)  
Public Involvement Process (PIP)

PIP Process Followed:

When the Laredo District Rural Transportation Improvement Plan (TIP) project list is developed beginning in early February, the District Planning and Programming Section prepares exhibits, handouts and a presentation with the highway improvements to be listed on the District TIP for rural projects. This project list also includes all mass transit projects scheduled in the rural areas of the District as well as the projected funding, which will be consistent with the funding levels for transit projects identified in the latest Statewide Mobility Plan of The Unified Development Program (UTP). Overall, the rural TIP project lists are developed for each project for each fiscal year along with corresponding project maps. Following the development of the District TIP, public meetings are held between mid- and late-March.

The TIP public involvement process is initiated through formal invitation letters sent by the Laredo District Engineer to all local public officials in the non-urbanized portions of the Laredo District. In addition, public notices are also published in local newspapers. These invitation letters and public notices identify the meeting dates, locations, times and format for the TIP public meetings well in advance of each scheduled event. These meetings are conducted in an informal manner which allows the District Engineer the opportunity to convey the importance of the proposed projects in the District as well as to receive input from the local elected officials and the general public as to their priorities concerning highway infrastructure projects. The District Engineer, Director of Advanced Transportation Planning and local Area Engineer as well as various planning section personnel present and discuss the four year rural TIP with the meeting attendees. District personnel are available at these events to answer questions and to receive comments from the general public and local public officials and all attendees are informed about the comment period that will be available during and after the public meeting event. All interested persons are encouraged to contact the District Advanced Planning Director or other District personnel to provide additional comments or to request additional information if needed.

As an additional step, copies of all exhibits presented are distributed to each elected official throughout the District. Individual and small group meetings are also held as needed or requested with local officials (e.g. mayors, county judges, city council members, county commissioners, etc.) to better inform the local decision makers of the proposed transportation projects in their areas.

Notes on Exhibit Development and Distribution:

The exhibits prepared, presented and disseminated for the rural TIP public outreach include maps of each county within the District highlighting the proposed projects; summary tables of the projects in the TIP; and a fact sheet explaining the overall TIP process. Furthermore, e-mail and postal mailing addresses and phone numbers of the District personnel responsible for preparing the TIP document are included in all arterials exhibited and distributed to attendees for ease in returning comments on the proposed TIP.                   :(3/18/16)

# Lufkin District

## Rural TIP Public Involvement Process

The Lufkin District solicits public involvement and comment for incorporation into the Rural Transportation Improvement Plan development process on an ongoing basis.

Formal meetings are conducted for initial presentation of the TIP and for proposed revisions to the TIP involving mobility projects as required by policy. The meetings are held at the Lufkin District office which is centrally located within our nine county District and are come and go format to allow a more flexible schedule for the public to attend. Attendees are supplied with a hard copy of the RTIP, maps highlighting project locations, and Project Selection pamphlet. Other project materials (i.e. Project Newsletters, etc.) are made available for attendees to pick-up if they choose.

- Initial Adoption of the TIP:
  - District meets with the Rural Transportation Planning Organization to develop the proposed TIP
  - District publishes of a notice in newspapers with general circulation in each county within the district informing the public of the availability of the proposed RTIP at least 10 days prior to the meeting
  - District publishes the notice on the TxDOT website at least 10 days prior to the meeting
  - District emails the notice to all elected officials at least 10 days prior to the meeting
  - The Notice states that the meeting is held to receive comments on the initial adoption of the proposed RTIP; requests that comments concerning the proposed RTIP be submitted to the District in writing; and includes the public comment due date which must be at least 10 days after the meeting
- Revisions involving mobility projects:
  - District publishes of a notice in newspapers with general circulation in each county within the district informing the public of the availability of the proposed RTIP at least 10 days prior to the meeting
  - District publishes the notice on the TxDOT website at least 10 days prior to the meeting
  - District emails the notice to all elected officials at least 10 days prior to the meeting
  - The Notice states that the meeting is held to receive comments on the proposed revisions to the RTIP involving mobility projects; requests that comments concerning the proposed revisions to the RTIP be submitted to the District in writing; and includes the public comment due date which must be at least 10 days after the meeting

Outside of the formal TIP meetings described above, the Lufkin District also gathers information regarding perceived needs, project priorities and public concern during open discussions and by

attending meetings held by Deep East Texas Council of Governments, City Councils, Commissioner Courts, Civic Groups, I-69 Advisory Committee and Chambers of Commerce.

## Procedures for TIP Consultation on Rural Projects Lubbock District

The Lubbock District will provide “a reasonable opportunity for public comment” during the public involvement process.

### Project Selection

1. Area Engineers visit with key stakeholders (i.e. local officials, citizens, affected public agencies, public transportation providers, and private transportation providers) to determine potential projects.
2. The Lubbock District attends quarterly Regional Planning Organization (RPO) meetings and participates in the annual RPO call for projects.
3. Projects are prioritized by the District’s Administration based on PMIS scores and other critical criteria.

### Public Involvement

1. Notices of public involvement will be advertised in the Lubbock newspaper, Hispanic newspaper, and the surrounding area newspapers. The advertisement will include the following verbiage.
  - A copy of the Rural Transportation Plan is available at the District Office and county maintenance offices for public review
  - There is a 10-day public comment period after the final public meeting
2. There will be, at minimum, one public meeting in the Lubbock District.
3. Public comments will be accepted for ten days after the final public meeting.

Updated: March 18, 2016



## **Odessa District Non-Metropolitan (Rural) Consultation Process**

The primary input method for non-metropolitan local officials to recommend projects for the Odessa District's planning and project development cycles is through continuous contact with the Area Engineers. Additionally, the District solicits input from non-metropolitan local officials through a three part effort. The District's leadership meets with the Permian Basin Rural Transportation Board (hosted by the Permian Basin Regional Planning Commission) at least annually, holds meetings with local officials and leaders in their respective communities at least annually, and conducts public meetings for the general public at least annually. Through this effort; the District develops and maintains an understanding of local maintenance needs, proposed operational improvements and long range planning priorities.

**PARIS DISTRICT**  
**Statewide Transportation Improvement Program (TIP)**  
**RURAL CONSULTATION & PUBLIC INVOLVEMENT PROCESS**

**A. Process**

The process generally begins with the Paris District Engineer and the local Area Engineer meeting with local elected officials in each city and county, COGs, RPOs and RMAs throughout the Paris District to discuss current under development, and proposed long range projects in their area. These meetings are fairly informal for TxDOT to convey the importance of projects in their area. This is also the opportunity for the local elected officials to relay their priorities and to submit additional projects.

Information obtained from those meeting along with data such as pavement condition scores, historical accident data, current and projected traffic data, anticipated population growth, etc. is utilized by the District Engineer, Area Engineers, and Directors of Operations, Construction and Transportation Planning and Development to develop the financially constrained DRAFT TIP. The DRAFT TIP includes lists of planned projects, in declared letting month order, for the 4-year TIP period.

A TIP public meeting is conducted approximately every two years in the District headquarter city at Paris Junior College where local elected official, COGs, RPOs and RMAs and the general public are invited to provide written comments on the financially constrained DRAFT TIP at the public meeting. If they do not wish to provide comments at the meeting, they are encouraged to mail in comments to the Paris District for a period of at least 10 days beyond the date of the public meeting. The Paris District mails out invitation letters to local elected officials in each city and county, COGs, RPOs and RMAs inviting them to participate in the public meeting. We also run newspaper notices in every county throughout the whole District inviting everyone to the public meeting. It is also advertised on the TxDOT website, Facebook, and Twitter.

For the TIP Public Meeting at Paris Junior College, we create maps of the projects and break them out by Area Office to show projects specific to their areas. The Area Engineers are stationed at different tables at the public meeting with their corresponding maps and projects for the public to be able to view and discuss. Attendees at this meeting are reminded that they have at least 10 days to submit written comments if they choose not to complete a comment form while at the meeting.

**B. Exhibits**

The exhibits prepared and presented for the TIP public meeting include large maps (which remain exhibits - in TxDOT's possession) of each TxDOT Area Office's responsible counties, highlighting the proposed projects, and Excel Spreadsheet charts of the proposed financially constrained TIP (which are actually handouts) of the proposed projects, arranged by letting month and year format.



Rick Mackey, P.E.  
Director of Transportation Planning and Development  
Paris District

Texas Department of Transportation

Pharr District

Consultative Planning Process for Developing Rural  
Transportation Improvement Program

TxDOT, Pharr District  
Consultative Planning Process

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The following describes the TxDOT's Pharr District's public involvement process for the development of the Rural Transportation Improvement Program (TIP).

The District has developed a two tier selection process for projects to be included in the TIP. The first tier relies on a combination of traffic counts and Level of Service (LOS), while the second tier relies on safety and accident history and pavement conditions. Projects with a low LOS and/or high traffic volume are given first priority. Safety and pavement conditions serve to further distinguish relative priorities of projects selected for development. For inclusion in the TIP, selection is based upon actual ability to deliver projects to letting. Financial constraint limits and target dates for completion of environmental studies, right of way acquisition, and design are considered when determining year of implementation.

As soon as the District begins to work on the development of the Rural TIP update, District staff begin discussing the process with the MPOs both formally and informally at their regularly scheduled Technical and Policy Committee meetings. Transit operators are also involved as part of the MPO committees.

TxDOT area engineers are in frequent contact with elected officials and other public entities in their respective area. Therefore, the area engineers are continually involved in the development of and revisions to the Rural TIP. Area engineers are the persons responsible for responding to inquiries by the elected officials and other public entities in close coordination with the District Engineer and other TxDOT staff. These responses are handled by correspondence or by personal contact.

Once projects are selected and a final draft TIP is developed, the District Engineer sends out a letter to all Rural Transit Operators, Rural Private Bus Lines, County Judges, Mayors, Chambers of Commerce and interested citizens, who have requested to be on our mailing list. The letter advises them of the impending TIP update and a copy of the final draft TIP is included, as well as a list of area engineer names, phone numbers and addresses is provided in the correspondence. This correspondence also announces the districtwide TIP public meeting and the comment period, which is a minimum of ten days and is usually thirty days.

In order to inform all interested persons of the TIP public meeting, at least two public notices are published in the non-classified section of the newspapers in our eight county area. The date, time and location of the public meeting is provided in the notice. Arrangements to have hearing impaired and translator services at the public meeting are made. And a court reporter is hired to prepare a transcript of the meeting proceedings. The information gathered from this meeting is used to develop projects for maintenance, rehabilitation and mobility projects.



## MEMO

June 29, 2016

**To:** Lori Morel,  
Transportation Planner, TPP

**From:** Jonathan Bean, P.E.  
Director of Transportation Planning and Development, SAT

**Subject:** 2017-2020 Rural Transportation Improvement Program

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### San Antonio Rural Transportation Improvement Program 2017-2020 Public Involvement Process

In order to meet the requirements as identified in the Texas Administrative Code Title 43 Part 1 Chapter 16 Subchapter C Rule 16.102 the District met with Alamo Regional Rural Planning Organization (ARRPO) on September 16, 2015 and determined that a series of workshops would be beneficial to the rural planning process and the development of the 2017-2020 Rural Transportation Improvement Program and the District's long range plan. The following is a list of dates and locations within the San Antonio District that we held workshops in each county. We also met with Gillespie County and Karnes County as they are members of the Alamo Regional Rural Planning Organization but are not incorporated into the San Antonio District boundaries. A list of projects was presented and a discussion on future needs was facilitated at each of the county ARRPO Workshops.

Atascosa County: December 8, 2015  
Bandera County: November 11, 2015  
Frio County: January 21, 2016  
Kendall County: January 21, 2016  
Kerr County: December 1, 2015  
McMullen County: November 16, 2015  
Medina County: January 22, 2016  
Uvalde County: January 1, 2016  
Wilson County: December 16, 2015

We held our Rural Transportation Improvement Program 2017-2020 Public Meeting on May 19, 2016 at the San Antonio District Headquarters; see attached notice, sign in sheet and a copy of our updated PIP. A presentation was made, a list of projects was presented, and comments were received regarding future project needs.

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MAINTAIN A SAFE SYSTEM • ADDRESS CONGESTION • CONNECT TEXAS COMMUNITIES • BEST IN CLASS STATE AGENCY

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Additional information included as supporting documentation in the eSTIP.



## MEMO

7/07/2016

**To:** Michelle Conkle  
Statewide Planning Branch Manager, TPP Division

**From:** John R. DeWitt, P.E. *John R. DeWitt, Jr. P.E.*  
Director, Transportation Planning & Development, San Angelo District

**Subject:** Rural TIP Public Involvement

The San Angelo District's public involvement for the Rural Transportation Improvement Program is an ongoing process that remains as part of our day to day public outreach. Much of the information is gathered in forums outside of formal TIP meetings such as open discussions with city, county and chamber of commerce officials concerning their perceived needs and correspondence communicating public concerns. There are also appearances before city councils and commissioner's courts promoting opportunities available through TxDOT programs.

Formal TIP meetings are conducted for initial presentation of the TIP and any revisions that are necessary to the TIP document as required by policy. For the initial TIP document we typically stage two meetings, one as an item at the San Angelo Metropolitan Board Meeting and the other as an item on the Concho Valley Council of Governments Executive Committee. Public notices are placed in the San Angelo Standard Times newspaper advertising both meeting dates and sites. Comments on both rural and MPO projects are discussed and accepted at both meetings. Written comments are accepted until ten days after the last meeting. In addition, letters of invitation are mailed to all mayors, city managers, county judges, chamber presidents and legislators representing the population of this District. We often follow this communication with phone calls to selected officials encouraging their participation. Meetings staged for amending previously adopted TIPs are advertised in local area newspaper of the area in which the project to be presented will take place. A meeting will be held to present the project, and written comments are taken as described above. For effect and convenience, we may present the revisions at a city council, MPO or commissioner's court meeting.

Our meetings are formatted such that comment is encouraged and welcomed. The attendees are supplied a hard copy of the TIP with handouts to include project descriptions and accompanying maps to graphically highlight project locations. The meeting is conducted by the Director of Transportation Planning and Development who opens with comments concerning the intent and importance of the TIP, TxDOT planning and programming procedures that influence project selection, and the vital role public input plays in those processes. The projects are then presented individually in chronological order, with questions and comments being addressed as they arise from the audience. Recent TIP meetings have proved to be the most effective in that there was free exchange of information and ideas between TxDOT and public officials. I attribute this openness to our staff's continuing efforts to work closely with all stakeholders in our activities, resulting in general consensus concerning the prioritization of our programs.

Please call me at (325)947-9265 if you require further information.

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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## **TYLER DISTRICT STIP RURAL CONSULTATION & PUBLIC INVOLVEMENT PROCESS**

The Tyler District uses a number of methods to regularly gather input from our rural community stakeholders, which encompass six of the eight counties within our district. These methods typically include communication through public meetings, active participation with the rural planning organization (RPO) formed by the East Texas Council of Governments (ETCOG), and visiting individually with community representatives.

### **FORMAT**

The Tyler District conducts one public meeting every two years in conjunction with the development of the Statewide Transportation Improvement Program (STIP). The meeting is typically hosted at District Headquarters, due to its central location, and is generally held in the last week of March.

The meeting is informal and allows the District Engineer the opportunity to convey the importance of projects and receive input from the public and local elected officials. The Deputy District Engineer, Director of Transportation Planning and Development, and the Advanced Planning Engineer along with various planning section personnel join the District Engineer in presenting the four year rural Transportation Improvement Plan (TIP).

A PowerPoint presentation that illustrates the types of improvements identified in the rural TIP is shared with attendees. Attendees are also provided the rural TIP listings by year along with maps that highlight the projects. The listings include all transit projects scheduled in the rural areas as well as their projected funding consistent with the transit funding levels identified in the latest Statewide Mobility Plan of the Unified Development Program (UTP).

### **PUBLIC INVOLVEMENT**

The public involvement process is initiated through a formal letter invitation sent to all local public officials in the non-urbanized portion of the district. The general public is invited to attend through a legal notice posted in the district's local newspapers, including a Spanish translation in the area's Hispanic newspaper. The notices run two weeks in advance of the meeting. The invitations and legal notices identify the meeting date, location and time and the format for the meeting.

A comment period of at least 10 days subsequent to the meeting is provided. The period is prominently displayed in the presentation and exhibits available during the meeting as well as the legal notices. Copies of all exhibits are distributed to the elected officials throughout the district and to the meeting's attendees. Recipients are encouraged to call the District Engineer and/or the other listed personnel for additional information.

In addition to the public meeting outreach, the Tyler District actively participates in the area's RPO. The RPO allows local elected officials to establish rural transportation project priorities and planning and to communicate their input directly to TxDOT. The Tyler District Engineer serves as a member of the RPO's Policy Board. The district's Director of Transportation Planning and Development and the Advanced Planning Engineer serves on the RPO's Technical Advisory Committee. Both the advisory committee and Policy Board members meet at least quarterly every year.

### **EXHIBITS**

The rural TIP exhibits include maps of each county that highlight the proposed projects, summary tables of the projects in the STIP format, and a fact paper explaining the STIP/TIP process. A list of district personnel responsible for preparing the TIP document is also displayed and included in all distributed material. The list includes e-mails, mailing addresses and phone numbers.

## **WACO DISTRICT – CONSULTATION PROCESS**

### **Project Selection**

1. Roadway maintenance projects are selected by the District Staff and Area Engineers based on improvement to PMIS (pavement evaluation) scores.
2. Bridge projects are selected by the Bridge Division based on bridge sufficiency ratings and ranking criteria.
3. Mobility projects are developed as funding allows based upon the need of the project and local support.

### **Public Involvement**

The RTIP public involvement process is initiated through Public Notices placed in newspapers with the greatest distribution throughout the Waco District and individual notices that are sent to all relevant public officials. Public meetings for the RTIP are held at the Waco District Office, as well as in each of the District Area Offices. The notices are sent out a minimum of 10 days prior to the public meeting date. The notification identifies the meeting date, location, time of the meeting and TxDOT locations in each county where the materials can be viewed prior to the meeting.

These meetings are generally informal and allow the Director of Transportation, Planning and Development or Area Engineer the opportunity to convey the importance of projects in the area. Other TxDOT personnel including, the District Engineer, Right Of Way Administrator, Environmental Specialist, or I-35 IPO, attend the meeting depending on the complexity of projects in the RTIP and need for additional information or explanation. Additional project information (maps, exhibits, etc.) is provided as necessary to further explain key project components.

All TxDOT staff members are available during and after the meeting to receive input from the public and local elected officials. Attendees are encouraged to provide written comments concerning the meeting or any additional questions to the Waco District Office. A contact name and address for comments and questions are provided on the comment forms and on the agenda. Comments are accepted for a period of 10 days after the meeting.

## **WICHITA FALLS DISTRICT RURAL TIP PUBLIC INVOLVEMENT PROCESS**

### **Process**

Each year the Wichita Falls Transportation Planning and Development (TP&D) Section conducts a district program call to describe current projects included in the TIP and to solicit candidate projects as part of the local Rural Planning Organization's (Cross Plains Rural Transportation Council) meeting held in October. The TIP public involvement process is initiated through notices that are sent prior to the meeting to all State Senators, State Representatives, County Judges, Mayors and City Managers for the incorporated cities within the Wichita Falls District.

These meetings are generally informal and allow the Director of TP&D and Area Engineers the opportunity to convey the importance of projects. The exhibits prepared and presented include a listing and map highlighting the proposed projects. After the presentation of projects, the floor is open for comments and questions. After all questions and comments have been made and before the meeting is adjourned, inform the public of the "10 day" written comment period. Return addresses will be printed on back of each comment card. A list of district personnel responsible for preparing the TIP document with e-mail, mailing addresses and phone numbers are displayed and shown in all materials distributed to all attendees for ease in returning comments.

All meetings will have public meeting notes taken and a cassette recording of the entire meeting including items discussed, questions and comments along with responses. Sign in sheets, agenda, comment cards, minutes and summary of the meetings are kept in the TP&D office.

# **YOAKUM DISTRICT RURAL TIP PUBLIC INVOLVEMENT PROCESS**

## **PROCESS**

The Area Offices are responsible for setting up and conducting our meeting for the Rural Tip Public Involvement Process. The process begins in February of a STIP development year with meetings being conducted around the middle of March and the first of April. A large capacity room is centrally located within the counties under an Area Office. A notice is published in the local newspapers 30 to 10 days in advance of the meeting. Individual invitations are sent two to three weeks in advance of the meeting to all elected officials as well as City Managers within the jurisdiction of the Area Office. The notices and invitations identify the meeting date, location and time. All meetings are informal. Guests are asked to sign in as they enter and fill out a request to speak form, if they desire. The guests are also provided forms for written comments that they can fill out at the meeting or mail in at a later date (within 10 days of the meeting date). The Area Engineer will conduct the meetings within his or her area. The general format is to provide a brief overview of STIP and how funds are distributed and managed. A brief explanation of how projects go through the process (Plan, Develop, and Construct) is normally presented, and a brief description of all the projects scheduled for letting within the next 4 years is presented. After the presentation, there is a short break; usually 15 to 20 minutes so everyone is given the opportunity to look at maps and handouts, and to ask general questions. Various district personnel are available to answer questions and to discuss projects or other pertinent topics. The meeting is then reconvened and the elected officials are acknowledged. The floor is then open for comments. Dependent upon the comment received, verbal responses will be given; however, some may require a more thorough explanation and is deferred to be addressed in writing. Those who have registered to speak will be asked to come forward and make their comments. After those that were registered have had their turn, the floor is then opened to anyone else wishing to make comments. If there are no additional comments, the meeting is adjourned. The meeting is summarized in minutes and a copy is forwarded to TPP.

## **EXHIBITS**

A list of all the projects scheduled for letting within the four year period is provided. In some instances, future projects beyond the four year window will also be listed. The list will have the highway name, limits of the project, scheduled letting date and the construction estimate. County maps showing the locations of the projects are also provided. In addition, a list of area office personnel and district personnel who can answer questions concerning ROW, environmental, and design issues is provided. Public transportation and aviation projects that are being funded are also presented.