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| Preventive Maintenance and Rehabilitation | • Texas Transportation Commission allocation program distributed to districts by PM and rehabilitation formulas. • Entire allocation may be used on preventive maintenance or rehabilitation projects or combination. • Allocation does not include energy-sector impacts. • Projects selected and managed by the district based on a prioritized list. • District updates project data in the DCIS and verifies in SharePoint. | Each district shall receive an allocation based on this funding target formula: **Preventive Maintenance** 3 basic criteria are weighted by percent. A total allocation percent is calculated by district with 98% directed toward roadway maintenance and 2% directed toward bridge maintenance. • 65% on-system lane miles. • 33% pavement distress score factor. • 2% square footage of on-system bridge deck area. **Rehabilitation** • 32.5% 3-year average lane miles of pavement distress scores < 70. • 20% vehicle miles traveled per lane mile (on system). • 32.5% equivalent single axle load miles (on and off system and interstate). • 15% pavement distress score pace factor. | Federal 90% State 10%  
Or  
Federal 80% State 20%  
Or  
State 100% (chief financial officer [CFO] approval)  
Preventive maintenance—work to preserve, rather than improve, the structural integrity of the pavement and/or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (2-inch thick maximum); seal coats; cleaning and sealing joints and cracks; patching concrete pavement; shoulder repair; scour countermeasures; cleaning and painting steel members to include application of other coatings; restoring drainage systems; cleaning and sealing bridge joints; micro-surfacing; bridge deck protection; milling or bituminous level-up; clean, lubricate, and reset bearings; and clean rebar/strand and patch structural concrete and seal cracks.  
Rehabilitation—funds can be expended on any highway on the state highway system and are intended for the rehabilitation (including approved preventive maintenance measures) of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway may be funded within this category.  
The installation and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals. |
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</table>
| 2        | - Texas Transportation Commission distributes funds to MPOs by the Category 2 metro and urban formulas.  
- This UTP does not distribute additional funds in this category.  
- Total project cost allocation.  
- Projects may be reprioritized during the development of the UTP.  
- Projects selected and ranked by MPOs in consultation with TxDOT.  
- District updates data in DCIS and verifies in SharePoint. | Each MPO shall receive an allocation based on this funding target formula:  
2M:  
TMA = 87% of Category 2 Funding Allocation  
TMA Distribution Formula:  
- 30% total vehicle miles traveled (on and off system).  
- 17% population.  
- 10% lane miles (on system).  
- 14% vehicle miles traveled (trucks only) (on system).  
- 7% percentage of census population below the federal poverty level.  
- 15% based on congestion.  
- 7% fatal and incapacitating crashes.  
2U:  
MPO operating in areas that are non-TMA = 13% of Category 2 Funding Allocation  
MPO Distribution Formula:  
- 20% total vehicle miles traveled (on and off system).  
- 25% population.  
- 8% lane miles (on system).  
- 15% vehicle miles traveled (trucks only) (on system).  
- 4% percentage of census population below the federal poverty level.  
- 8% centerline miles (on system).  
- 10% congestion.  
- 10% fatal and incapacitating crashes. | Federal 80%  
Local 20%  
Or  
Federal 80%  
State 20%  
Or  
State 100% (CFO approval)  

Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and level or duration of traffic congestion, and to increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.
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</table>
| 3 Non-traditionally Funded    | • Project selection and/or allocation based on legislation, Texas Transportation Commission approved Minute Orders and/or anticipated local commitments.  
  Transportation Projects       | Determined by legislation, Texas Transportation Commission approved Minute Order, and local government commitments. | State 100% (CFO approval)  
  Or  
  Local 100%  
  Or  
  Varies by agreement and rules  
  Transportation-related projects that qualify for funding from sources not traditionally part of the SHF including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Proposition 14, TMF, pass-through financing, regional revenue and concession funds, and local participation funding. |
| 4 Statewide Connectivity      | • Project-specific selection by Texas Transportation Commission.  
  Corridor Projects            | Selections based on engineering analysis of projects on three corridor types:  
  Mobility corridors—based on congestion.  
  Connectivity corridors—2-lane roadways requiring upgrade to 4-lane divided.  
  Strategic corridors—strategic corridor additions to the state highway network. An example would be the Ports-to-Plains corridor. | Federal 80%  
  State 20%  
  Or  
  State 100% (CFO approval)  
  Mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors. Composed of a highway connectivity network that includes:  
  • The Texas Trunk System.  
  • National Highway System (NHS).  
  • Connections from the Texas Trunk System or the NHS to major ports on international borders or Texas water ports. |
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</table>
| 5        | - Commission allocation program.  
- Projects selected and ranked by MPOs in consultation with TxDOT.  
- Total project cost allocation.  
- District updates data in DCIS and verifies in SharePoint. | Distributed by population weighted by air quality severity to non-attainment areas. Non-attainment areas designated by EPA. | Federal 80%  
Local 20%  
Or  
Federal 80%  
State 20%  
Or  
Federal 90%  
State 10% (Interstate)  
Addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently Dallas-Fort Worth, Houston, and El Paso). Funds cannot be used to add capacity for single-occupancy vehicles. |
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<tbody>
<tr>
<td>6 Structures Replacement and Rehabilitation</td>
<td>- Statewide allocation program set by Texas Transportation Commission. Projects selected and managed by BRG based on prioritized listing. RGS projects are selected and managed by BRG based on a cost-benefit index for at-grade railroad crossing elimination projects and a prioritization ranking for railroad underpass replacement or rehabilitation projects. District coordinates UTP development project list with BRG. District updates data in DCIS and verifies in SharePoint. BRG ranks projects.</td>
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<tr>
<td>Highway Bridge Program</td>
<td>Highway Bridge Program: Bridges are selected statewide based on eligibility and prioritized based on sufficiency ratings. Eligible bridges have a deficiency status of Structurally Deficient or Functionally Obsolete and have sufficiency ratings below a score of 80.</td>
<td>Highway Bridge Program: Federal 90% State 10% Or Federal 80% State 20% Or Federal 80% State 10% Local 10% Or State 100% (CFO approval)</td>
<td>Replaces or rehabilitates eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</td>
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<tr>
<td>Federal Railroad Grade Separation Program (RGS)</td>
<td>Railroad Grade Separation: Projects are selected based on cost-benefit index rating that encompasses vehicle and train traffic, accident rates, casualty costs, and personnel and equipment delay costs for selecting at-grade railroad crossing elimination projects or on prioritization ranking that uses vertical clearance and roadway characteristics for selecting replacement or rehabilitation of railroad underpass projects. BMIP: Projects are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of the state’s bridge assets. For projects that are selected, all bridge elements will meet a predetermined condition threshold after rehabilitation.</td>
<td>Railroad Grade Separation: Federal 80% State 20%</td>
<td>Eliminates at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitates or replaces deficient railroad underpasses on the state highway system.</td>
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<td>• Texas Transportation Commission allocation program. &lt;br&gt; • Allocation based on projected federal funding levels. &lt;br&gt; • Total project cost allocation. &lt;br&gt; • Projects selected and ranked by MPOs in consultation with TxDOT. &lt;br&gt; • District updates data in DCIS and verifies in SharePoint.</td>
<td>Federal program distributed to MPOs with an urbanized area population of 200,000 or greater (TMAs).</td>
<td>Federal 80%&lt;br&gt;Local 20%&lt;br&gt;Or&lt;br&gt;Federal 80%&lt;br&gt;State 20%&lt;br&gt;State transportation needs within the TMA. Projects selected by the MPOs.</td>
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</table>
| Safety   | • Texas Transportation Commission allocation program.  
            • Projects selected and managed by the Traffic Operations Division (TRF) based on a prioritized list.  
            • District coordinates UTP development project list with TRF.  
            • District updates data in DCIS and verifies in SharePoint.  
            • TRF manages statewide allocation.  
            • District ranks projects in consultation with TRF. | Highway Safety Improvement Program: Safety improvement index.  
                                                       Roadway safety features for preventable severe crash types.  
                                                       Safety Bond Program: Safety improvement index, roadway safety characteristics, and anticipated time required to complete the candidate project.  
                                                       Systemic Widening Program  
                                                       Roadway safety features for preventable severe crash types. | Highway Safety Improvement Program: Federal 90%  
                                                       State 10%  
                                                       Safety-related projects on and off the state highway system. Projects are evaluated using 3 years of crash data and ranked by safety improvement index. Workforce development, training, and education activities are also an eligible use of HSIP funds.  
                                                       High Risk Rural Roads projects previously authorized remain in Category 8. Future High Risk Rural Roads projects will be managed under the HSIP if required by special rule.  
                                                       Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under the Transportation Alternative Program guidelines in Category 9.  
                                                       Safety Bond Program: State 100%  
                                                       Allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis. Projects evaluated, ranked, prioritized, and selected by TRF.  
                                                       Systemic Widening Program  
                                                       State 100%  
                                                       Roadway widening projects on the state highway system. Projects are evaluated using Roadway Safety Features for Preventable Severe Crash Types.  
                                                       Projects evaluated, ranked, prioritized, and selected by TRF. |
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| 8 Safety | - Texas Transportation Commission allocation program.  
- Projects selected and managed by TRF based on a prioritized list.  
- District coordinates UTP development project list with TRF.  
- District updates data in DCIS and verifies in SharePoint.  
- TRF ranks projects in consultation with district. | Railroad crossing index. | Federal 90%  
State 10%  
Funding set aside from HSIP for safety improvements in order to reduce the number of fatalities, injuries, and crashes at public grade crossings.  
Installation of automatic railroad warning devices at railroad crossings on and off state highway system, selected from statewide inventory list, which is prioritized by index using a crash prediction formula (number of trains per day, train and highway speed, average daily traffic, number of tracks and traffic lanes, type of existing warning device, train-involved crashes within prior 5 years, etc.). Provide incentive payments to local governments for closing crossings. Improve signal preemption and coordination of train control signals. Improve passive warning devices to comply with federal guidelines. |
| 9 Transportation Enhancements | - Project-specific selection by Texas Transportation Commission.  
- Not reauthorized under MAP-21.  
- Funds distributed to satisfy commitments made from previous program calls.  
- District updates data in DCIS and verifies in SharePoint.  
- Design division manages statewide allocation. | TxDOT staff and FHWA evaluate for eligibility and make recommendations to Texas Transportation Commission. TMAs select and rank projects within their areas in consultation with TxDOT. | Federal 80%  
Local 20%  
Or  
Federal 80%  
State 20%  
Projects defined as transportation enhancements, including on- and off-road pedestrian and bicycle facilities, bicycle education and safety activities, acquisition of scenic easements, tourist and welcome centers, landscaping, historic preservation, rehabilitation and operation of historic transportation buildings, preservation of abandoned railways, control and removal of outdoor advertising, archeological planning and research, environmental mitigation, and establishment of transportation museums. |
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| Transportation Enhancements (Cont.) | • Texas Transportation Commission allocation program.  
• Projects selected and managed by the Maintenance Division (MNT) based on a prioritized list.  
• Design Division coordinates project list with MNT.  
• MNT coordinates updates in DCIS and verifies in SharePoint.  
• Design Division manages statewide allocation and ranks projects. | Selection criteria include travel corridors, appropriate size and spacing of rest areas, customer-desired features, and operational functions. | Federal 80%  
State 20%  
Projects to renovate, build, and relocate safety rest areas and visitor centers along the state highway system. Small amount of program funds used for safety rest area repairs. Other federal-aid or state funds may be used for non-qualifying repair activities. |
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<td>Transportation</td>
<td>- Texas Transportation Commission allocation program.</td>
<td>Federal program with 50% available for statewide flexible use and 50% distributed by population. MPOs with an urbanized area population of 200,000 or greater (TMAs) receive direct allocation.</td>
<td>Federal 80% State 20% Or Federal 80% Local 20%</td>
</tr>
<tr>
<td>Alternatives Program</td>
<td>- Federal program created by MAP-21.</td>
<td>Federal program TAP funding distributed to MPOs with an urbanized area population of 200,000 or greater (TMAs).</td>
<td>TAP projects are defined in the Texas Administrative Code Subchapter F §11.300 (13):</td>
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<td>- Includes 50% distribution of funds based on population.</td>
<td>The TMA’s MPO shall host a competitive TAP call(s) for projects for large urbanized area, population of 200,000 or greater.</td>
<td>- Construction of on- and off-road trail facilities for pedestrian and bicycle facilities, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).</td>
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<td>- TMAs shall receive direct allocation for TAP calls.</td>
<td>The TMAs MPO shall rank projects and select projects within their areas in consultation with TxDOT and FHWA for project eligibility.</td>
<td>- Construction of infrastructure-related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.</td>
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<td>- TMA TAP projects shall be ranked and selected by the TMA’s MPO in consultation with TxDOT.</td>
<td>In areas less than 200,000 population, TxDOT hosts competitive TAP call(s) for projects.</td>
<td>- Conversion and use of abandoned railroad corridors for pedestrian, bicyclists, or other non-motorized transportation users.</td>
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<td>- TxDOT district staff shall update DCIS for TMA TAP projects selected within their district.</td>
<td>In areas less than 200,000 population, TxDOT and FHWA staff evaluate TAP projects for eligibility.</td>
<td>- The Safe Routes to Schools Program under Section 1404 (f) of the Safe, Accountable, Flexible, Efficient Transportation Act—a Legacy for Users (SAFETEA-LU).</td>
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<td>- In areas less than 200,000 population, TAP allocation and program calls to be managed by Public Transportation Division (PTN) for bicycle and pedestrian projects.</td>
<td>TxDOT staff make recommendations to Texas Transportation Commission for TAP allocation to areas less than 200,000 population.</td>
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<td>- PTN shall rank projects from areas less than 200,000 population for TAP allocations.</td>
<td>Statewide TAP Flex projects shall be selected by the Texas Transportation Commission.</td>
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<td>- PTN coordinates updates in DCIS and verifies TAP project information in SharePoint.</td>
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| 10       | • Texas Transportation Commission allocation program.  
          • District updates data in DCIS and verifies in SharePoint.  
          • District ranks projects. | TPWD: Locations selected and prioritized by TPWD.  
          THC: Locations selected and prioritized by THC. | State 100%  
          TPWD: Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. Subject to Memorandum of Agreement between TxDOT and TPWD.  
          THC: Construction and rehabilitation of roadways within or adjacent to historical site. Subject to Memorandum of Agreement between TxDOT and THC. |
| 10       | • Statewide allocation programs.  
          • Projects selected and managed by the Design Division.  
          • District updates data in DCIS and verifies in SharePoint.  
          • Design Division manages statewide allocations and ranks projects.  
          • Projects are selected by the Design Division with concurrence from the MPO if within the MPO jurisdiction. | Green Ribbon: Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties  
          Curb Ramp: Projects are selected based on conditions of curb ramps or location of intersections without ramps.  
          Landscape Incentive Awards: Funding is distributed to 10 locations based on results of Keep Texas Beautiful Awards Program. | State 100% (CFO approval)  
          Or  
          Federal 80%  
          State 20%  
          Green Ribbon: Address new landscape development and establishment projects within districts that have air quality non-attainment or near non-attainment counties (projects to plant trees and shrubs to help mitigate the effects of air pollution).  
          Curb Ramp: This program addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.  
          Landscape Incentive Awards: Program allows the department to negotiate and execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor’s Community Achievement Awards Program. The awards recognize participating cities or communities efforts in litter control, quality of life issues, and beautification programs and projects. |
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| 10 Supplemental Transportation Projects | Coordinated Border Infrastructure:  
  - Texas Transportation Commission allocation program by formula.  
  - Not reauthorized under MAP-21.  
  - Funding level is set based on projects identified by the districts and approved by FHWA.  
  - District updates data in DCIS and verifies in SharePoint.  
  - District ranks projects.  
  - Federal Lands Access Program managed by Transportation Planning and Programming Division (TPP).  
  - TPP coordinates with districts for updates in DCIS and verifies in SharePoint.  
  - District ranks projects.  
|                                | Coordinate Border Infrastructure: Allocation formula:  
  - 20% incoming commercial trucks.  
  - 30% incoming personal motor vehicles and buses.  
  - 25% weight of incoming cargo by commercial trucks.  
  - 25% number of land border ports of entry.  
|                                | Supplemental Transportation Projects (Federal):  
  - Not applicable.  
|                                | Federal Lands Access Program:  
  Programming Decision Committee (PDC) selects projects. Committee consists of a representative from FHWA and TxDOT, and a member from a political subdivision of the state.  
|                                | Federal 100%  
  Or  
  Federal 80%  
  Local 20%  
  Or  
  Federal 80%  
  State 20%  
|                                | Coordinated Border Infrastructure:  
  Projects selected in program to improve the safe movement of motor vehicles at or across the land border between the United States and Mexico.  
|                                | Supplemental Transportation Projects (Federal):  
  Federal discretionary and congressional high-priority projects.  
|                                | Federal Lands Access Program:  
  Federal 80%  
  State 20%  
|                                | Projects selected on Federal Lands Access Program transportation facilities that are located on or adjacent to or provide access to federal lands.  

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| 10       | • Texas Transportation Commission allocation program.  
          • Projects selected and managed by TRF based on a prioritized list.  
          • District updates data in DCIS and verifies in SharePoint.  
          • District ranks projects in consultation with TRF.  
          • District updates project completion data in TRF crossing inventory database. | Railroad Grade Crossing and Replanking Program: Condition of crossing's riding surface and benefit to cost per vehicle using crossing.  
Railroad Signal Maintenance Program: Number of crossings and type of automatic devices present at each. | State 100%  
Railroad Grade Crossing and Replanking Program: Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad, and drainage) and benefit to cost per vehicle using the crossing.  
Railroad Signal Maintenance Program: Financial contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing. |
| 11       | • Texas Transportation Commission allocation program.  
          • Projects selected and managed by the district.  
          • District updates data in DCIS and verifies in SharePoint.  
          • District ranks projects. | Minimum $2.5 million allocation to each district per legislative mandate. If additional funds are distributed, the below formula is used:  
Allocation formula:  
• 70% on-system vehicle miles traveled.  
• 20% on-system lane miles.  
• 10% annual truck vehicle miles traveled. | Federal 80%  
State 20%  
Or  
Federal 80%  
Local 20%  
Or  
State 100% (CFO approval)  
Projects selected at the district's discretion. |
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| **12**   | • Project-specific selection by Texas Transportation Commission for strategic priority.  
          • Allocation of funds for CAT 12 CMAQ and STP-MM reconciliation.  
          • District updates data in DCIS and verifies in SharePoint.  
          • District ranks projects in consultation with MPOs for allocation.  
          | **Strategic Priority:**  
          Selected by Texas Transportation Commission.  
          **CAT 12 CMAQ and STP-MM Reconciliation:**  
          Allocations provided to MPOs. Projects selected and ranked by the MPO in consultation with TxDOT.  
          | Federal 80%  
          State 20%  
          Or  
          Federal 80%  
          Local 20%  
          Or  
          State 100% (CFO approval)  
          Texas Transportation Commission selects projects to:  
          • Promote economic opportunity.  
          • Increase efficiency on military deployment routes or to retain military assets in response to the Federal Military Base Realignment and Closure Report.  
          • Maintain the ability to respond to both man-made and natural emergencies.  
| **PA**   | • Planning funds distributed by formula and/or by project selection.  
          • May be programmed to account for inflation costs, meet funding shortfall/gap, or initiate advanced planning project activity.  
          | Allocation formula:  
          • 70% on-system vehicle miles traveled.  
          • 20% on-system lane miles.  
          • 10% annual truck vehicle miles traveled.  
          Project specific and selected by Administration/Texas Transportation Commission.  
          | Focus on advanced planning activities. |