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**Appendix E**  
**Federal and State Funding**  
**Categories**

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# Appendix E – Federal and State Funding Categories

## HIGHWAY PROGRAMS

Table E-1 Unified Transportation Program Funding Categories

NO.	CATEGORY NAME	PROGRAMMING AUTHORITY	SUMMARY/RESTRICTIONS
	ABBREVIATION	USUAL FUNDING	
1	Preventative Maintenance & Rehabilitation	Texas Transportation Commission allocation by formula to TxDOT Districts. Districts select projects using a performance-based prioritization process.	Preventive maintenance and rehabilitation of the existing state highway system. The rehabilitation funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.
	PREV-M	Federal 90%, State 10% Or Federal 80%, State 20% Or State 100%	
2	Metropolitan and Urban Corridor Projects	Texas Transportation Commission allocation program. Projects selected and scored by Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs).	Mobility and added capacity projects on urban corridors to mitigate traffic congestion, and to increase the safe and efficient movement of people and freight.  MPOs select projects in consultation with TXDOT districts using a performance-based prioritization process that assesses mobility needs within the TMA.
	METRO-TMA	Federal 80%, State 20% Or State 100% Or Federal 80%, Local 20%	
3	Non-Traditional Funded Transportation Projects	Texas Transportation Commission approval. Project-specific corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Transportation related projects that qualify for funding from sources not traditionally part of the State Highway Fund including state bond financing under programs such as proposition 12 and Proposition 14, the Texas Mobility Fund, pass-through toll financing, regional revenue and concession funds, and local funding.
	NON-TRAD	Federal 80%, State 20% Or State 100% Or 100% Local Or Varies by agreement and rule	

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<b>4</b>	Statewide Connectivity Corridor Projects	Texas Transportation Commission approval. Project-specific Corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Addresses mobility on major state highway system corridors which provide connectivity between urban areas and other statewide corridors: <ul style="list-style-type: none"> <li>• Texas Trunk System</li> <li>• National Highway System (NHS)</li> <li>• and connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports</li> </ul>
	ST-WIDE	Federal 80%, State 20% Or State 100%	
<b>5</b>	Congestion Mitigation Air Quality Improvement	Texas Transportation Commission allocation. Allocation based on percent of population in non-attainment areas. Allocation program to districts. Projects selected by MPO in consultation with TxDOT and TCEQ.	Addresses attainment of National Ambient Air Quality Standard in the non-attainment areas (currently Dallas-Fort Worth, Houston, San Antonio and El Paso). Funds cannot be used to add capacity for single occupancy vehicles.
	CMAQ	Federal 80%, State 20% Or Federal 80%, Local 20%	
<b>6</b>	Structures Replacement and Rehabilitation: Highway Bridge Program	Texas Transportation Commission allocation to the TxDOT Bridge Division.	Replaces or rehabilitates eligible bridges on and off the state highway system (functionally obsolete or structurally deficient). A minimum of 15% of the HBP funding must go toward replacement and rehabilitation of off-system bridges.
	BRIDGE	Federal 90%, State 10% Or Federal 80%, State 20% Or Federal 80%, State 10%, Local 10%	
	Structures Replacement and Rehabilitation: Railroad Grade Separation Program	Texas Transportation Commission allocation to the TxDOT Bridge Division.	Eliminates at-grade highway-railroad crossing through the construction of highway overpasses or railroad underpasses, and rehabilitates or replaces deficient railroad underpasses on the state highway system
	BRIDGE	Federal 80%, State 20%	

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<b>7</b>	Metropolitan Mobility/Rehabilitation	Texas Transportation Commission allocation to TMAs with populations of 200,000 or greater	MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that accesses mobility needs within the TMAs.
	STBG	Federal 80%, State 20% Or Federal 80%, Local 20% Or State 100%	
<b>8</b>	Safety: Highway Safety Improvement Program (HSIP)	Funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.	Projects are evaluated using three years of crash data and ranked by safety improvement index.
	SAFE	Federal 90%, State 10% or State 100%	
	Safety: Safety Bond Program	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 are evaluated using the safety improvement index, roadway safety characteristics, and anticipated time required to complete a candidate project.
	SAFE	State 100%	
	Safety: Systemic Widening Program	Roadway widening projects on the state highway system.	Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.
	SAFE	Federal 90%, State 10%	
	Safety: Federal Railway Set-Aside	Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and crashes at public at-grade crossings.	Projects are evaluated using the railroad crossing index
	SAFE	Federal 100%	
	Safety: Road to Zero (RTZ)	Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.	Projects are evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors are directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.
	SAFE	Federal 90%, State 10%	

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<b>9</b>	Transportation Alternatives Set-Aside Program	TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT and FHWA. Construction of 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.	For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process. The Texas Transportation Commission selects projects for funding under a TxDOT-administered call-for-projects.
	TASA	Federal 80%, State 20% Or Federal 80%, Local 20%	
<b>10</b>	Supplemental Transportation Programs: Texas Parks and Wildlife Department (TPWD)	Texas Transportation Commission statewide allocation program. Projects selected by Texas Parks and Wildlife Department (TPWD).	Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.
	MISC	State 100%	
	Supplemental Transportation Programs- Railroad Grade Crossing and Replanking Program	Condition of crossing's riding surface and benefit to cost per vehicle using crossing.	Projects selected by the TxDOT Rail Division in coordination with TxDOT districts. All projects are selected using a performance-based prioritization process.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Railroad Signal Maintenance Program	Based on number of crossings and type of automatic devices present at each.	Projects selected by the TxDOT Rail Division in coordination with TxDOT districts. All projects are selected using a performance-based prioritization process.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Landscape Incentive Awards Program	Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program	Awards are managed by the TxDOT Design Division.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Coordinated Border Infrastructure (CBI)	Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.	Projects selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC) and are managed by TPP.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Green Ribbon Program	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.	Managed by the TxDOT Design Division, allows the department to address new landscape development and establish projects to plant trees and shrubs to mitigate poor air quality .

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	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Projects- (Federal)	Texas Transportation Commission approval to participate. Federal allocations.	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, Ferry Boat Discretionary and Congressional High Priority Projects.
	MISC	Federal 100% Or Federal 80%, State 20%	
	Supplemental Transportation Projects – Railroad Rehabilitation & Improvement Projects	Commission Allocation. Projects selected and managed by Rail Division.	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, Ferry Boat Discretionary and Congressional High Priority Projects.
	MISC	Federal, State, Local-project specific	
11	District Discretionary	Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.  The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.  Rider 11(b): Selected by the Commission.
	ST DIST DISC	Federal 80%, State 20% Or Federal 80%, Local 20% Or State 100%	
12	Strategic Priority	Funding is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.	The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.
	STRAT	Federal 80%, State 20% Or State 100%	

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### TRANSIT PROGRAMS

Table E-2 Federal Transit Administration Grant Programs

<b>Section 5303/5304 Planning Funds</b>	
	Provides formula funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.
<b>Section 5307/5340 Urban Areas Formula Funds</b>	
	Provide funding to support a variety of public transportation services and facilities. The funds are authorized through the transportation authorization bill and are apportioned annually for urban areas based on legislative formulas. Large urbanized areas are defined as those with populations greater than 200,000. Small urbanized areas have populations between 50,000 and 200,000. The Houston region includes two large urbanized areas (Houston UZA and Conroe--The Woodlands) two small urbanized areas (Texas City/La Marque and Lake Jackson/Angleton). The boundaries of the Houston UZA extend into parts of Brazoria, Fort Bend, Galveston and Montgomery counties. For this reason, Fort Bend County and Harris County receive a share of funds from the Houston UZA apportionment.
<b>Section 5309 Capital Investments Grants</b>	
	Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.
<b>Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities</b>	
	This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complimentary paratransit services.
<b>Section 5311 Rural and Small Urban Areas</b>	
	Funds public transportation in nonurbanized areas (i.e., areas with less than 50,000 population). The goal of the Program is to enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation. In Texas, the Program is administered by the Texas Department of Transportation (TxDOT). Funds are apportioned to the State by formula, and may be used for capital, operating, and administrative purposes.
<b>Section 5337 State of Good Repair</b>	
	A formula-based capital assistance program for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing



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	Transit Asset Management plans.
<b>Section 5339 Bus and Bus Facilities</b>	
	<p>Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.</p> <p>(a) Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.</p>