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

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

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### **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. Allocation program to TxDOT Districts. Projects selected by Districts	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%	The TxDOT Assistant Executive Director for Engineering Operations may approve the use of rehabilitation funds for the construction of interchanges and high occupancy vehicle (HOV) lanes on the Interstate Highway System.  Rehabilitation funds may not be used for the construction of new single occupancy vehicle (SOV) lanes.  Rehabilitation of an existing two-lane highway to a Super 2 highway may be funded within this category
2	Metropolitan and Urban Corridor Projects	Texas Transportation Commission approval. Allocation program – Projects selected by Metropolitan Planning Organizations (MPOs) and Transportation Management Areas (TMAs).	Mobility and added capacity projects along a corridor that improves 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.  Total Project Cost which includes preliminary and construction engineering (TxDOT and Consultant), right-of-way and construction costs are charged against this allocation.
	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 (General Obligation Bonds), pass-through toll financing, unique federal funding, regional toll revenue, and local participation funding.
	NON-TRAD	Federal 80% State 20% Or State 100% Or 100% Local Or Varies by agreement and rule	

4	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	Mobility and added capacity projects on major state highway system corridors which serve the mobility needs of statewide connectivity between urban areas and corridors which serve mobility needs throughout the state. Composed of a highway connectivity network which includes: <ul style="list-style-type: none"> <li>• the Texas Trunk System</li> <li>• the 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%	Total Project Cost which includes preliminary and construction engineering (TxDOT and Consultant), right-of-way and construction costs are charged against this allocation.
5	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, Beaumont and El Paso). Funds cannot be used to add capacity for single occupancy vehicles.
	CMAQ	Federal 80% State 20% Or Federal 80% Local 20%	
6	Structures - Federal Highway Bridge Program (HBP)	Texas Transportation Commission approval. Project-specific. HBRRP projects are selected statewide based on a prioritized condition of eligible bridges selection method (Prioritization Ranking and Texas Eligible Bridge Selection System (TEBSS)) by the 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%	
6	Structures – Federal Railroad Grade Separation Program (RGS)	Texas Transportation Commission approval. Project-specific. RGS projects are selected statewide based on a Cost-benefit index for at grade railroad crossing elimination projects and a Prioritization Ranking for railroad underpass replacement or rehabilitation projects by the 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%	

7	Metropolitan Mobility/Rehabilitation	Texas Transportation Commission allocation. Allocation based on population. Allocation program to districts. Projects selected by MPO in consultation with TxDOT.	Transportation needs within metropolitan area boundaries with populations of 200,000 or greater. Projects selected by Metropolitan Planning Organizations (MPOs).
	STP-MM	Federal 80% State 20% Or Federal 80% Local 20% Or State 100%	Total Project Cost which includes preliminary and construction engineering (TxDOT and Consultant), right of- way and construction costs are charged against this allocation.
8	Safety – Federal High Risk Rural Roads	Commission allocation. Statewide allocation program. Projects selected and managed by Traffic Operations Division using federally approved safety indices.	Safety related construction and operational improvements on high risk rural roads. High risk rural roads are roadways functionally classified as rural major or minor collectors or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for these functional classes of roadways; or likely to experience an increase in traffic volumes that leads to a crash rate in excess of the average statewide rate.
	SAFE	Federal 90% State 10%	
8	Safety - Highway Safety Improvement Program	Texas Transportation Commission allocation. Statewide allocation program. Selected statewide by federally mandated safety indices. Projects are selected by the Traffic Operations Division.	Safety related projects - on and off state highway system. Projects are evaluated using three years of accident data, and ranked by Safety Improvement Index.
	SAFE	Federal 90% State 10% or State 100%	
8	Safety – Federal Railway – Highway Safety Program	Texas Transportation Commission allocation. Statewide allocation program. Selected statewide from prioritized listing. Projects are selected by the Traffic Operations Division.	Installation of automatic railroad warning devices at hazardous railroad crossings on and off state highway system, selected from statewide inventory list which is prioritized by index (# of trains per day, train speed, ADT, type of existing warning device, train-involved accidents within prior five years, etc.).
	SAFE	Federal 90% State 10%	
8	Safety Safety Bond Program	Texas Transportation Commission allocation. Statewide allocation program. Selected statewide. Projects selected and managed by Traffic Operations Division.	Allocations for the safety bond program are approved by the commission, with the program managed as an allocation program on a statewide basis.
	SAFE	State 100%	
8	Safety Federal Safe Routes to School Program	Texas Transportation Commission selection and approval. Project-specific-approved by separate Minute Order.	Safety related projects – on and off state highway system. Program designed to enable and encourage primary and secondary school children to walk and bicycle to school. Bother infrastructure-related and behavioral projects allowed.
	SAFE	Federal 100%	

<b>9</b> <b>9</b> <b>Flex</b>	Transportation Enhancements	Texas Transportation Commission selection and approval and allocation. Allocations based on population.	Projects above and beyond what normally is expected for transportation enhancements – 12 general activities as outlined in TEA-21. Projects recommended by local government entities; reviewed and recommended by committee; selected by Texas Transportation Commission as outlined in 43 TAC §11.204(c).  One-half of the funds in this category will be allocated to MPOs operating in transportation management.
	Transportation Alternatives	Allocation program to districts. Projects selected by MPO in consultation with TxDOT.	
	TASA	Federal 80% State 20% Or Federal 80% Local 20%	
<b>10</b>	Supplemental Transportation Projects- State Park Roads	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, fish hatcheries, etc. subject to Memorandum of Agreement between TxDOT and TPWD. Locations selected and prioritized by TPWD
	MISC	State 100%	
<b>10</b>	Supplemental Transportation Projects- Railroad Grade Crossing Replanking Program	Texas Transportation Commission statewide allocation program .Selection based on conditions of riding surface.	Replacement of rough railroad crossing surfaces on the state highway system (approximately 140 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad and drainage) and cost per vehicle using the crossing.
	MISC	State 100% or Federal 80% State 20%	
<b>10</b>	Supplemental Transportation Projects- Railroad Signal Maintenance Program	Texas Transportation Commission statewide allocation program. Contributions to maintain signals.	Contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.
	MISC	State 100% or Federal 80% State 20%	
<b>10</b>	Landscape Incentive Awards Program	Texas Transportation Commission statewide allocation program.	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 recognized participating cities or communities efforts in litter control, quality of life issues and beautification programs and projects.
	MISC	State 100% or Federal 80% State 20%	
<b>10</b>	Supplemental Transportation Projects- Curb Ramp Program	Statewide allocation program	The program addresses construction or replacement of handicap accessible wheelchair ramps at on-system intersections
	MISC	State 100% or Federal 80% State 20%	
<b>10</b>	Supplemental Transportation Projects- Green Ribbon Landscape Improvement Program	Statewide allocation program to the districts with air quality non-attainment or near non-attainment counties.	Program allows the department to 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).
	MISC	State 100% or Federal 80% State 20%	
<b>10</b>	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%	

10	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	Texas Transportation Commission allocation by formula. Allocation program to districts. Projects selected by districts. Minimum \$2.5 million allocation to each district in compliance with 79 <sup>TH</sup> ®, SBI, VII, Rider 17	Projects selected at district’s discretion.
	ST DIST DISC	Federal 80% State 20% or Federal 80% Local 20% Or State 100%	
12	Strategic Priority	Texas Transportation Commission selection. Project specific.	Commission selects projects which generally 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, or maintain the ability to respond to both man-made and natural emergencies.
	STRAT	Federal 80% State 20% Or State 100%	

**Transit Programs**

Table E-2 Federal Transit Administration Grant Programs

<b>Section 5303/5304 Planning Funds</b>	
	Provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide, State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs.
<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/LaMarque and Lake Jackson/ Angleton). The boundaries of the Houston UZA extend into parts of Brazoria, Fort Bend, Galveston and Montgomery counties. For this reason in this TIP, Fort Bend County and Harris County receive a share of funds from the Houston UZA apportionment.



<b>Section 5309 Major Capital Investments</b>	
	<p>Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones.</p> <p>Provides capital assistance for three primary activities:</p> <ul style="list-style-type: none"> <li>• New fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).</li> <li>• Bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor.</li> <li>• Projects that improve capacity on an existing fixed-guideway system.</li> </ul>
<b>Section 5310 Enhanced Mobility of Seniors and Individuals With Disabilities</b>	
	<p>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) complementary paratransit services.</p>
<b>Section 5311 Rural and Small Urban Areas</b>	
	<p>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.</p>
<b>Section 5337 State of Good Repair</b>	
	<p>A new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.</p>

<b>Section 5339 Bus and Bus Facilities</b>	
	<p>Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.</p> <p>This new formula program replaces the previous Section 5309 discretionary bus and bus facilities grant program. Provides broad eligibility of capital bus-related projects including replacement, rehabilitation and acquisition of additional buses, vans, and related equipment, and to construct bus-related facilities such as transit centers and operation/maintenance facilities.</p>