

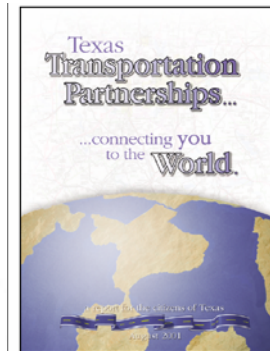
INTRODUCTION

Planning for the Future

In August 2001, Texas Transportation Commission Chairman, John W. Johnson, published a report to Governor Rick Perry, the members of the Texas Legislature and all Texans, entitled "**Texas Transportation Partnerships**." That report established five goals to assist the department in building a new vision for Texas transportation and its infrastructure.

These goals were to provide:

- **Reliable mobility**
- **Improved safety**
- **Responsible systems preservation**
- **Streamlined project delivery**
- **Economic vitality**



Upon these goals, the [2003 – 2007 Strategic Plan](#) was developed. In an effort to streamline agency processes and make them easily understood by the public, simplified budget strategies, including outputs and efficiency measures, were proposed to the Legislative Budget Board.

These strategies include:

- **Plan It** 
- **Build It** 
- **Maintain It** 
- **Use It** 
- **Manage It** 

The highway programs should provide the structure to achieve many of the goals and output measures brought forward in the Texas Transportation Partnerships and the Strategic Plan.

What is the Unified Transportation Program (UTP)?

The Texas Transportation Commission ([commission](#)) and the Texas Department of Transportation (TxDOT) use the Unified Transportation Program (UTP) as TxDOT's ten-year plan to guide transportation project development and construction.

Why is the Unified Transportation Program (UTP) published?

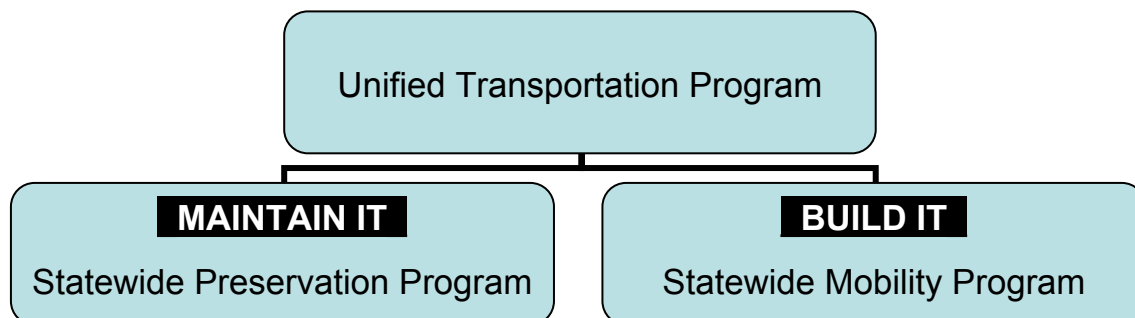
Federal transportation legislation, such as the Transportation Equity Act for the 21st Century ([TEA-21](#)), and its predecessor, the Intermodal Surface Transportation Efficiency Act ([ISTEA](#)) of 1991, specified the transportation systems on which certain federal funds can be used and defines the role of the Metropolitan Planning Organizations ([MPO](#)) in the planning and development of projects. This Federal transportation legislation required each designated Metropolitan Planning Organization to develop a Transportation Improvement Program (TIP) and the state to compile a Statewide Transportation Improvement Program (STIP) as a condition of securing federal funds for transportation projects. The projects listed in the STIP, when approved by the Federal Highway Administration ([FHWA](#)) and the [Federal Transit Administration](#), are the only transportation projects that can utilize federal funds. Though TEA-21 expires in October 2003, the department anticipates any new transportation legislation to include the requirement of a STIP.

Therefore, the UTP, a ten-year financial plan, and the STIP, a three-year financial plan, are used as the backbone for project development on Texas' intermodal transportation network. The UTP is the commission's mechanism to authorize project development.

Continued Improvement

In order to align the UTP with the simplified budget strategies outlined in the [2003 – 2007 Strategic Plan](#), the department has divided the UTP into two documents:

- The Statewide Mobility Program (SMP)
- The Statewide Preservation Program (SPP)



MAINTAIN IT

Statewide Preservation Program (SPP)

This document encompasses funding strategies to maintain the existing transportation system and is part of the **Maintain It** budget strategy.

It contains information on two highway construction programs:

- Category 1- Preventive Maintenance and Rehabilitation
- Category 6- Structures Replacement and Rehabilitation

It also contains information on two highway maintenance-funding strategies:

- Routine Maintenance
- Contracted Routine Maintenance

These programs represent preservation efforts to maintain the existing transportation system and protect existing taxpayer investments.

Plan It Maintain It Manage It

BUILD IT

Statewide Mobility Program (SMP)

This document will contain information regarding the **Build It** budget strategy and contains the following highway construction categories:

- Category 2 – Metropolitan Area (TMA) Corridor Projects
- Category 3 – Urban Area (Non-TMA) Corridor Projects
- Category 4 – Statewide Connectivity Corridor Projects
- Category 5 – Congestion Mitigation and Air Quality Improvement
- Category 7 – Surface Transportation Program (STP) Metropolitan Mobility and Rehabilitation
- Category 8 – STP Safety
- Category 9 – STP Transportation Enhancements
- Category 10 – Miscellaneous
- Category 11 – District Discretionary
- Category 12 – Strategic Priority

What are the contents of the SPP and SMP?

The SPP and SMP contain:

- this introduction;
- a listing of requirements for the use of the transportation funds along with the commission's policies;
- a summary of highway construction allocation program amounts;
- listings of project-specific highway construction projects the commission has approved for construction or development;

What is the difference in project-specific and allocation programs?

Allocation Programs- The allocation program is a fund management tool. The commission has delegated the responsibility for selecting projects and funds management to the lowest possible levels (the TxDOT districts and divisions). TxDOT manages most highway construction programs through allocations. Projects can be selected for development, developed and let to contract with each project's cost debited to the allocated funds available for that program. Most allocation programs consist of projects requiring relatively short development times and are intended to preserve the existing highway system. The allocation program process of developing projects allows TxDOT (both the districts and divisions) the flexibility to respond to modifications requested by the MPO and others without going back to the commission for every project change or cancellation, as long as the total allocation for that program is not exceeded.

Project-Specific Programs- the projects in these programs are listed in the UTP. The highway construction programs managed by TxDOT as project specific are major projects to improve mobility or safety. These major projects are usually associated with longer development periods; higher constructions cost and compete statewide for funds.

What does the Level of Authority mean?

Programming and Funding- An important factor in the project development and selection process is the amount of funds available to construct projects. In order for TxDOT's project development process to maintain its efficiency, projects must be selected years in advance of their actual funding and construction. A project must pass through many development steps including: researching proposed routes; studying environmental impacts; performing engineering surveys; holding public hearings; signing agreements with the counties or cities (if needed to fulfill state or federal requirements); acquiring right-of-way; producing construction plans; and awarding construction contracts.

The actions listed above, and countless others, must occur in sequence to bring a project from an idea, to a reality. Therefore, a project must be programmed years in advance of the actual construction, to ensure that all development steps are completed at the appropriate time.

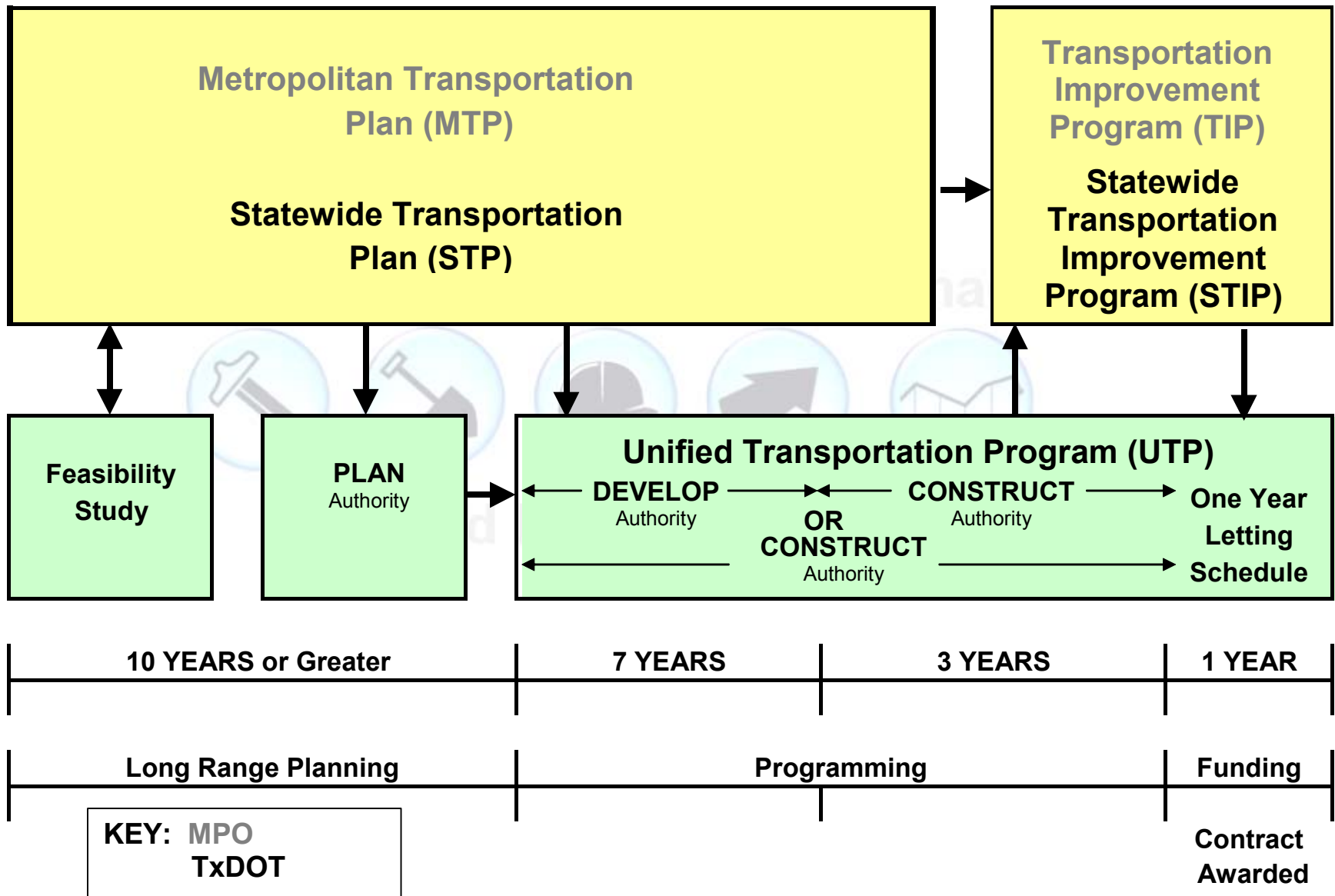
The steps required in project development have been organized into three levels of development authority listed below. The commission uses these levels of authority to authorize district resource expenditures to complete the development actions included in each level. A chart depicting the levels of authority, including approximate times allowed for each level, is located on page VII of this section.

PLAN (formerly Long Range Project)- Projects with this level of authority are in the initial stages of development. This development authority is reserved for mobility or other high capital cost projects where the route studies, environmental impact studies, and right of way determination can take a substantial amount of time. PLAN status authorizes the TxDOT districts to complete the necessary right of way determination including drafting the right of way map, studying routes, performing environmental impact studies, and holding public hearings. Projects with PLAN status are not listed in the UTP because their construction is planned beyond the ten years contained in the UTP.

DEVELOP (formerly Priority 2)- This level of authority authorizes the TxDOT districts to prepare the construction plans and acquire the necessary right of way. Districts should substantially complete project construction plans (geometric, structural, hydraulic and pavement design) and required right-of-way acquisition prior to moving to CONSTRUCT authority. The amount of projects in DEVELOP is constrained to **seven** years of anticipated future funding.

CONSTRUCT (formerly Priority 1)- This status authorizes the TxDOT district to complete the construction plans, perform the utility adjustments, and award a construction contract for the project in the scheduled Fiscal Year.

THE PROJECT DEVELOPMENT & PLANNING PROCESS





STATEWIDE PRESERVATION PROGRAM (SPP) SUMMARY OF CATEGORIES

MAINTAIN IT



CATEGORIES NUMBER AND NAME - DOCUMENT	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROG (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC
HIGHWAY CONSTRUCTION PROGRAMS					
1 Preventive Maintenance and Rehabilitation SPP	Commission allocation by formula. Allocation program to districts Projects selected by Districts.	Federal 90% State 10% Or Federal 80% State 20% Or 100% State	Yes, Districts	This category was created by consolidating old Categories 2, 3C, 4F, 7, 8A, 10A, 10B, & 14 from the 2002 UTP. The old formulas will continue to be used and the funding amounts consolidated until a new formula can be developed. The old formulas can be found in Exhibit A of the 2002 UTP at: http://www.dot.state.tx.us/moneymatters/moneymatters.htm?pg=utp	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, rehabilitation of signs, pavement markings, striping, etc. The Transportation Planning and Programming Division may approve the use of rehabilitation funds for the construction of interchanges and HOV lanes on the Interstate Highway System. Rehabilitation funds may not be used for the construction of new SOV lanes.
6 Structures Replacement and Rehabilitation SPP	Commission approval. Project-specific Selected statewide based on Texas Eligible Bridge Selection System (TEBSS) and Evaluated statewide by cost- benefit	Federal 80% State 20% Federal 80% State 10% Local 10% Or 100% State	No Commission	Texas Eligible Bridge Selection System (TEBSS) and Vehicle & train traffic, accident rates, vertical clearance, roadway characteristics	Replacement or rehabilitation of eligible bridges on and off the state highway system (functionally obsolete or structurally deficient). Replacement of existing highway-railroad grade crossings, and the rehabilitation or replacement of deficient railroad underpasses on the state highway system. Specific locations evaluated by cost-benefits derived index (benefits such as improved traffic flow, accident/fatality reduction. These funds may be used for preventive maintenance activities on bridges- requires commission approval.



STATEWIDE PRESERVATION PROGRAM (SPP) SUMMARY OF MAINTENANCE BUDGET DISTRIBUTIONS

MAINTAIN IT



FUNCTION CODE	FUNCTION	DISTRIBUTION FORMULA
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PAVEMENT MAINT.

110&120	Base Repair	(Lane miles Failures Int/10) / (Regional Factor) x (1,564 cu yd / lane mile) x (State Avg. Cost) (150 LM Max.)
211, 212, 213	Levelup/Overlay	(Ride Quality) / (Regional Factor) x (7,040) x (State Avg. Cost) (300 Lane miles Max.)
225&325	Crack Sealing	(Lane Miles/5) x (200) x (District Rain/State Rain) x (State Avg. Cost)
231	Seal Coat	(Lane Miles<10,000ADT) / (Regional Factor x 20) x (7,040) x (State Avg. Cost)
232	Spot Seal	(Centerline miles <= 24') x (2,350) / (Regional Factor x 5) x (State Avg. Cost)
233	Fog Seal	(Seal Coat lane miles) x (7,040) x (State Avg. Cost)
241&242	Pothole Repair	(Failure Int lane miles) x (50) x (State Avg. Cost)
245	Pavement Widening	(Centerline miles < 24') x (2,350 / 20) x (State Avg. Cost)
252	Milling	(Daily Truck Vehicle Miles) / (10) x (State Avg. Cost)
270	Edge Repair	(Centerline miles <= 24') / (20) x (5,280) x (2) x (State Avg. Cost)
360	Concrete Pavement Remove & Replace	(Concrete Pavement lane miles) x (7,040) x (.25%) x (State Avg. Cost)
455	Blading Shoulders	(Centerline miles <= 24') x (5,280) x (2) / (25 x Rainfall Index) x (State Avg. Cost)

RD. SIDE MAINTENANCE

511	Mowing	(Cycle Based on Policy) x (Acres) x (State Avg. Cost)
513	Spot Mowing	2% of Function 511 – Mowing
521	Litter	(Cycle Based on Vehicle Miles Traveled / Lane miles) x (Acres) x (State Avg. Cost)
522	Street Sweeping	(State Total Cost/ State VM) x (District Vehicle Miles Traveled)
524	Litter, Spot	80% of Function 521 - Litter
525	Adopt-A-Highway	(Centerline miles) x (State Avg. Cost)
530	Removal of Graffiti	(State Total Cost / sq. ft. State Bridges) x (sq. ft. District Bridges)
531	Picnic Area	(Number of Parks) x (State Avg. Cost)
532	Rest Areas	(Number of Parks) x (Hours Based on Avg. Daily Traffic) x (State Avg. Cost Per Hour)
540-545	Herbicide, Edges	(State Total Cost / Statewide Centerline miles) x (District Centerline miles) Includes 541, 542 & 544
551	Landscaping	(State Total Cost/ Statewide Vehicle Miles Traveled) x (District Vehicle Miles Traveled)
552	Tree and Brush Control	(State Total Cost/Statewide Centerline miles) x (District Centerline miles) x (Cycle Based on Rain)
548	Seed/Sod/Hydro & Blanket	(State Total Cost/Statewide Centerline miles) x (District Centerline miles)
558	Storm Water Pollution Protection	(State Total Cost/Statewide Centerline miles) x (District Centerline miles)
561	Silt/Erosion Control	(State Total Cost/Statewide Centerline miles) x (District Centerline miles)
562	Reshaping Ditches	(State Total Cost/Statewide Centerline miles) x (District Centerline miles)
563	Slope Repair/Stabilization	(State Total Cost/Statewide Centerline miles) x (District Centerline miles) x (Rain)



STATEWIDE PRESERVATION PROGRAM (SPP) SUMMARY OF MAINTENANCE BUDGET DISTRIBUTIONS

MAINTAIN IT 

FUNCTION CODE	FUNCTION	DISTRIBUTION FORMULA
RD. SIDE MAINTENANCE (continued)		
570	Culvert and Storm Drain Maintenance	(State Total Cost / Statewide Vehicle Miles Traveled) x (District Vehicle Miles Traveled) x (Rain)
571	Storm Water Pump Sta. Maintenance	(District Actual Cost)
580	Remove Illegal Signs (Temp)	(State Total Cost/State Centerline miles) x (District Centerline miles)
581	Remove Illegal Signs (Perm)	(State Total Cost/State Centerline miles) x (District Centerline miles)
591	Utility and Driveway Inspection	(State Total Cost/ Statewide Vehicle Miles Traveled) x (District Vehicle Miles Traveled)
595	Guard Fence	(State Total Cost/ Statewide Vehicle Miles Traveled) x (District Vehicle Miles Traveled)
594	Concrete Barrier	(State Total Cost/ Statewide Vehicle Miles Traveled) x (District Vehicle Miles Traveled)
597	Mailbox Installation and Maintenance	(State Total Cost/State Centerline miles) x (District Centerline miles)
598	Boat Ramp Maintenance	(State Total Cost/ Number of Ramps) x (Number of Ramps in District)
599	Misc. Roadside Maintenance	(State Total Cost/ Statewide Vehicle Miles Traveled) x (District Vehicle Miles Traveled)
BRIDGE MAINTENANCE		
600's	Bridge Maintenance	(Sq. ft. Bridge) x (Statewide Avg. Cost) + (6-Yr Avg. Function 610 - H & L)
OPERATIONS		
711	Striping ADT<10,000	[(2-Ln striping + multilane striping) / 5 x 0.15] x (0.9)
711	Striping ADT>10,000	[(2-Ln striping + multilane striping) / 3 x 0.15] x (0.9)
721	Delineators and Object Markers	Percentage of Statewide Centerline miles x 5,043,000
732	Sign Installation & Maintenance	((Urban Centerline miles x 1,619 + Rural Centerline miles x 122)/5) x (Avg. Cost / sq. ft.)
742	Illumination Maintenance	200 x (# of conv poles DM x 1.5 + # of HM poles DM x 12 + # of sign bridges + # of conv poles CM x 1.5 + # of HM poles x 12) + 50-50
743	Install and Maintain Traffic Signals	(# of signals x 3977) + (# of dmnd signals x 5966) + (# of flashing bea x 453)
745	Freeway System	
750	Raised Pvmt Mrks ADT<10,000	[(2-LN # of markers + multilane # of markers) x 3/4] x 0.9
750	Raised Pvmt Mrks ADT>10,000	[(2-LN # of markers + multilane # of markers) x 3/3] x 0.9
ASSISTANCE TO TRAFFIC		
810-811	Snow and Ice and Flooding	(Last 6 years - high - low) / 4



STATEWIDE MOBILITY PROGRAM (SMP) SUMMARY OF CATEGORIES

BUILD IT



CATEGORIES NUMBER AND NAME - DOCUMENT	PROGRAMMING AUTHORITY	USUAL FUNDING	ALLOCATION PROG (Yes/No) RESPONSIBLE ENTITY	RANKING INDEX OR ALLOCATION FORMULA	BRIEF SUMMARY, RESTRICTIONS, ETC
HIGHWAY CONSTRUCTION PROGRAMS					
2 Metropolitan Area (TMA) Corridor Projects	Commission approval. Project-specific Corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Federal 80% State 20% Or 100% State	No Commission	As determined by the commission after considering recommendations of the category work group comprised of TxDOT and its transportation partners. See http://txdotutp.tamu.edu for more information.	Mobility and added capacity projects on major state highway system corridors which serve the mobility needs of the Metropolitan Areas (TMA) MPOs.
3 Urban Area (non-TMA) Corridor Projects SMP	Commission approval. Project-specific Corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Federal 80% State 20% Or 100% State	No Commission	As determined by the commission after considering recommendations of the category work group comprised of TxDOT and its transportation partners. See http://txdotutp.tamu.edu for more information.	Mobility and added capacity projects on major state highway system corridors which serve the mobility needs of the Urban Areas (non-TMA) MPOs.
4 Statewide Connectivity Corridor Projects SMP	Commission approval. Project-specific Corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Federal 80% State 20% Or 100% State	No Commission	As determined by the commission after considering recommendations of the category work group comprised of TxDOT and its transportation partners. See http://txdotutp.tamu.edu for more information.	Mobility and added capacity projects on major state highway system corridors serving the mobility needs of statewide connectivity between urban areas and corridors serving mobility needs throughout the state.
5 Congestion Mitigation and Air Quality Improvement SMP	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 Texas Commission on Environmental Quality.	Federal 80% State 20% Or Federal 80% Local 20%	Yes, Districts	Non-attainment area population weighted by air quality severity	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.
7 STP Metropolitan Mobility/ Rehabilitation SMP	Commission allocation. Allocation based on population Allocation program to districts Projects selected by MPO in consultation with TxDOT.	Federal 80% State 20% Or Federal 80% Local 20% Or 100% State	Yes, Districts	Population (2000 Census)	Transportation needs within metropolitan area boundaries with populations of 200,000 or greater. Projects selected by Metropolitan Planning Organizations (MPOs)

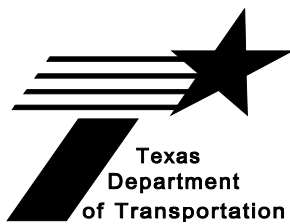


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8 STP Safety - Federal Hazard Elimination Program SMP	Commission allocation. Statewide <u>allocation program</u> Selected statewide by federally mandated safety indices.	Federal 90% State 10% Or 100% State	Yes, Traffic Operations Division	Safety Improvement Index (SII)	Safety related projects - on and off state highway system. Projects are evaluated using three years of accident data, and ranked by Safety Improvement Index.
8 STP Safety - Federal Railroad Signal Safety Program SMP	Commission allocation. Statewide <u>allocation program</u> Selected statewide from prioritized listing.	Federal 90% State 10% Or 100% State	Yes, Traffic Operations Division	Railroad Crossing Index	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.
9 STP- Transportation Enhancements SMP	Commission selection and approval. <u>Project-Specific</u> approved by separate Minute Order. Recommended by local governmental entities. Committee review. Selected by commission as outlined in 43 TAC §11.204(c).	Federal 80% State 20% or Federal 80% Local 20%	No	Committee Recommendation	Projects above and beyond what normally is expected for transportation enhancements - twelve general activities as outlined in TEA-21. Projects recommended by local government entities, reviewed and recommended by committee, selected by Texas Transportation Commission.
10 Miscellaneous - State Park Roads SMP	Commission allocation Statewide <u>allocation program</u> Projects selected by Texas Parks and Wildlife Department (TPWD).	State 100%	Yes, Transportation Planning & Programming Division	None, Selected by TP&WD	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.



STATEWIDE MOBILITY PROGRAM (SMP) SUMMARY OF CATEGORIES

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10 Miscellaneous - Railroad Grade Crossing Replanking Program SMP	Commission allocation. Statewide allocation program Selection based on conditions of riding surface.	State 100%	Yes, Traffic Operations Division	Condition of crossing's riding surface and cost per vehicle using crossing	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.
10 Miscellaneous - Railroad Signal Maintenance Program SMP	Commission allocation. Statewide allocation program Contributions to maintain Signals.	State 100%	Yes, Traffic Operations Division	Number of crossings and type of automatic devices present at each.	Contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.
10 Miscellaneous – Construction Landscape Programs SMP	Commission allocation by formula. Allocation program to districts Projects selected by districts.	State 100%	Yes, Districts	Varies between programs.	New landscape development projects such as typical right-of-way landscape development, rest area/picnic area landscape development, erosion control and environmental mitigation activities on the state highway system.
10 Miscellaneous (Federal) SMP	<u>Commission approval to Participate.</u> Federal allocations.	Federal 100% Or Federal 80% State 20%	No	None Not Applicable	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, and Ferry Boat Discretionary.



STATEWIDE MOBILITY PROGRAM (SMP) SUMMARY OF CATEGORIES

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11 District Discretionary SMP	Commission allocation by formula. Allocation program to districts Projects selected by districts. Rider 41 to TxDOT's apportionments, minimum \$2.5 million allocation to each TxDOT district.	Federal 80% State 20%, Or Federal 80% Local 20% or State 100%	Yes, Districts	This category was created by consolidating old Categories 4D, 4E, & 11 from the 2002 UTP. The old formulas will continue to be used and the funding amounts consolidated until a new formula can be developed. The old formulas can be found in Exhibit A of the 2002 UTP at http://www.dot.state.tx.us/moneymatters/moneymatters.htm?pg=utp	Miscellaneous projects on the state highway system selected at the district's discretion. A portion of these funds may be used off the state highway system.
12 Strategic Priority SMP	Commission selection. Project-specific	Federal 80% State 20% or State 100%	No	None, Selected by Texas Transportation Commission	Commission selected projects which promote economic development, provide system continuity with adjoining states and Mexico, increase efficiency on military deployment routes, or address other strategic needs as determined by the commission.

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