

**APPENDIX A**

**METHODOLOGY  
FOR SELECTION OF  
STP AND CMAQ PROJECTS**



## TRANSPORTATION IMPROVEMENT PROGRAM (TIP) GUIDELINES FOR PROJECT DEVELOPMENT

Below is a summary of the Transportation Improvement Program (TIP) Project Development Guideline. These guidelines originally date back to 1997 and the development of the 1998-2000 TIP. They were amended slightly in 1998 and 1999, during the development of the 2000-2002 TIP. Included in these guidelines are criteria regarding project eligibility, project readiness, project selection, and the funding of Preliminary Engineering (P.E.) and Environmental Assessment (E.A.) work.

1. The TIP Project Development Guidelines, as approved by the TPC on August 1, 1997, state:
  - 1) **Project Readiness** – For future TIPs, added capacity roadway projects must complete preliminary engineering and environmental work as a precondition to selection for construction in the TIP; and
  - 2) **Selection of STP-UM TIP projects for the years 2001-2002** – The TAC recommends that unselected projects from the 1998-2000 TIP candidate pool for the STP Urban Mobility should be selected for TIP programming for the years 2001 and 2002; and
  - 3) **National Highway System (NHS) projects competing for STP funding** – Since Projects on the NHS compete for funding statewide, STP and CMAQ funds could be used on NHS projects when the following conditions are met:
    - a) The proposed project ranks highly among other NHS/STP/CMAQ candidate projects in the short-range (10-year) MTP list;
    - b) The proposed project does not rank competitively among statewide NHS candidates due to high costs;
    - c) The proposed NHS project can be leveraged with STP or CMAQ funds by the selection of logical, useable elements of the project in effect making the remaining project elements competitive on a statewide basis;
    - d) The project is sufficiently limited in scope and that its cost is within the scale and magnitude of reasonably expected funding for the effected funding category.

During 1998 and 1999, additional guidance for project development was adopted, and includes the following:

2. The Transportation Policy Council (TPC) will “select” projects (commensurate with expected federal funds) for the next six year time period (2000-2005). Based on the project ranking process and expected funding available, projects in the six year list will be ranked by year.

The 2000-2005 Transportation Improvement Program (TIP) will be divided into two phases:

- I.) Funded TIP (2000-2002) – Programs the 1<sup>st</sup> three (3) years of the TIP.

II.) Development TIP (2003-2005) – Establishes the project programming priorities for the 2<sup>nd</sup> three (3) year period of the TIP.

Also see attached TIP Candidate Project Listing & Evaluation Methodology document.

4. Construction of new projects not in a previous TIP may not be programmed in the first two years of a TIP until the completion of PE/EA. Projects which are undergoing PE/EA may be programmed in the third year of the TIP.
5. Any project in the short range element of *Vision 2020 MTP* (through 2007) may be programmed in the TIP for PE/EA if:
  - A local government/agency sponsor agrees to undertake the PE/EA with local funds; or
  - A local government/agency sponsor agrees to match available federal funds set aside for PE/EA.
6. For the funding of PE/EA, up to 6% of the 1<sup>st</sup> three (3) years of the STP funds will be dedicated to the three geographic STP categories (MM, UM, RM). Funds will be made available on an 80% federal, 20% local match basis.
7. In the CMAQ category, bicycle projects, grade separations, and some traffic engineering work might require PE/EA. Project sponsors will have to identify whether or not PE/EA is part of their project. If so, that can be included in the project cost and should impact its ranking and scoring.

**Other Issues**

8. Projects need to be reviewed in light of their regional significance. Some smaller dollar projects, although potentially beneficial to local governments, may not have regional benefits. Moreover, federal participation may greatly increase the cost of smaller projects. H-GAC could be of help in this area by pointing out the pros and cons of using federal money.
9. Since there is a lower threshold on CMAQ projects, it would be beneficial to have two smaller projects combined over \$100,000 and ready to go to contract rather than having two small projects for \$50,000 each.
10. Acquisition of right-of-way and utility adjustments are often factors which can delay project implementation. Local governments need to stay informed regarding their potential financial responsibility for these elements of the project. The State Infrastructure Bank (SIB) low-interest loans may provide financial assistance for local governments attempting to meet their obligation for right of way and/or utility adjustments.
11. The process for TxDOT approval of consultant selection and interlocal agreements with TxDOT needs to be streamlined. The impact this process can have on project implementation must also be stressed. Standard guidelines need

to be distributed to those entities unfamiliar with this process. Therefore, the H-GAC/TxDOT Project Development Workshop should be held every year, or maybe even twice a year.

12. TIP projects will be reviewed annually to reassess project readiness. Recommendations may be made to accelerate other construction projects based on extended delays to one or more TIP projects.
13. The award of transit formula and discretionary funds is performed through a grant to transit providers. Typically, these grants allow for up to four years for project implementation. If required, P.E./E.A. for these projects is normally included with the grant funds for construction or acquisition. Therefore, the TIP programming rules regarding programming year and set-aside for P.E./E.A. will not be applied to transit formula and discretionary grants.

14. Assurance of Timely Project Implementation

General Guidelines for Threshold levels on delays in Project Implementation, include:

- a) Agreement Execution\* – 12 months of receipt from TxDOT.
- b) Completion of PE/EA and Feasibility Studies – To be completed by August 31<sup>st</sup> prior to the fiscal year funded in TIP.
- c) Completion of Final Plans (PS&E) – 5 months prior to project letting.

\* - For item a) above, please note that agreements not executed within 12 months of receipt from TxDOT will be removed from the TIP.

At the 2/16/1999 TIP Subcommittee, additional suggestions regarding TIP development/project eligibility were made, and include:

15. For some accelerated construction projects (freeway widenings, etc.), associated signalization improvement projects may be considered for advancement to the Funded TIP.
16. System upgrades, RCTSS, ATMS, interconnects, and other signalization system improvements are eligible for CMAQ funding. CMAQ funds will not be used for normal operations/maintenance projects or individual signalization projects in the TIP.
17. Air quality conformity exempt projects not included in the MTP Short Range listing may be considered for advancement to the Funded TIP.

## 2000-2002 TIP CANDIDATE PROJECT LISTING & EVALUATION METHODOLOGY

Below is a brief description of the candidate project listing and the project evaluation methodology for the 2000-2002 TIP. Also see the attached document entitled "Project Evaluation and Prioritization for TIP Candidate Projects for additional details.

### 2000-2005 TIP

- 1) **Candidate Funded TIP Projects** must be included in the MTP Short-Range project listing (2000-2005 for air quality conformity purposes); and
- 2) **A Project Readiness Assessment** will be conducted on all candidate projects (i.e. Preliminary Engineering/Environmental Assessment, adequate R-O-W Acquisition, and Local Funding Commitment are required); and
- 3) **A Benefit Cost Analysis** will be performed; and
- 4) **For "Informational Purposes"**, roadway volumes (as per the adopted "Minimum Roadway Volume Guidelines") and "qualitative" factors will be included in the project listing; and

### Roadway Minimum Volume "Guidelines"

For the TIP, minimum roadway volume "guidelines" were adopted to serve as a decisionmaking tool in the project selection process. These guidelines are described below.

Roadway Location	Facility	Minimum Number of Cars Per Lane Per Day
Rural Facility		2,500
Urban Facility		5,000

The minimum roadway volume is 2,500 cars per lane per day for rural roadways, and 5,000 cars per lane per day for urban roadways. With this standard, at minimum, candidate roadway projects would have a facility classification of major collector or above in rural areas and minor arterial or above in urban areas, or is included in a local thoroughfare plan.

## **PROJECT EVALUATION AND PRIORITIZATION FOR TIP CANDIDATE PROJECTS**

### **A. Sort projects into categories**

1. Operations and Maintenance:
  - Transit
  - Roadway
2. Rehabilitation and Preservation:
  - Transit
  - Roadway
3. Air Quality/ Energy:
  - Projects whose primary objective is to directly reduce vehicle emissions (i.e., alternative fuels program, air quality public outreach programs, etc.)
4. Bicycle/Pedestrian
5. Intermodal:
  - Projects whose primary function is to improve ingress and egress to seaport, airport, trucking, and rail facilities or otherwise directly impact the distribution of goods throughout the region
6. Roadway Expansion
  - Widenings
  - New location
7. Transit:
  - New Transit Services or transit service expansion
  - Fixed Guideway and HOV lanes
8. Transportation Demand Management (TDM)
  - Projects such as congestion pricing, employer trip reduction programs, regional rideshare program, vanpooling, etc.
9. Transportation System Management (TSM) / Traffic Operations:
  - Intersection improvements
  - Synchronized signalization
  - Grade separations

### **B. Assume funding levels for operations, maintenance and rehabilitation in accordance with forecasted needs**

### **C. Assess short-range and long-range needs for roadway expansion**

With the exception of new roadway construction, projects in the roadway expansion category will be evaluated for congestion and other benefits. The maximum score that any project may receive is 200 points (100 for congestion and 100 for other benefits). Projects scoring 50 points or more will be considered candidate short-range strategies. The short-range candidate projects will then undergo a benefit/cost analysis to determine their relative priorities.

New roadway construction projects will skip the first step in this process and go directly to the benefit/cost analysis to determine the feasibility of each project.

1. Congestion

Max. 100 pts.

Year/ Congestion Level	Moderate Area	Moderate Facility	Serious/ Severe Area	Serious/ Severe Facility
2000	10	10	25	25
2010	5	5	15	15
2020	0	0	10	10
TOTAL	15	15	50	50

2. Other Benefits

Max 100 pts.

- **25 pts.** Project relieves an existing bottleneck or fills a gap in the existing roadway system resulting in improved traffic flow
- **25 pts.** Project is located on a hurricane evacuation route
- **25 pts.** Project contributes to the MTP goal of a multimodal system with seamless connections by improving passenger and commuter choices
- **25 pts.** Project is located on a National Highway System connector or serves as a primary route for transporting goods directly to and from an intermodal terminal

D. Evaluate CMAQ/Transit projects and short-range roadway expansion

Air quality/energy, bicycle, intermodal, TDM, TSM, and transit projects are generally eligible for funding under the Congestion Mitigation and Air Quality Improvement (CMAQ) program. It is assumed that these projects could be implemented within the first ten years of the Plan given adequate levels of funding.

The evaluation for short-range roadway expansion projects and CMAQ/transit projects is based upon the following performance measures:

Group	Analysis	Performance Measure
Roadway expansion: new location and widening	Benefit/Cost	Travel Time Savings
CMAQ/Transit	Benefit/Cost	Emission reductions, VMT reduction, travel delay savings

E. Financially constrain the Plan for the Short-range period and then for the Long-range

This process may require a reassessment of priorities. Some short-range projects may be moved to the long-range project listing due to funding constraints.



**F. Evaluate projects in the Short-range period for inclusion in the TIP based upon:**

1. Eligibility for funding categories
2. Project readiness
  - Right-of-way acquisition
  - Local match
  - Design/preliminary engineering (P.E.)/environmental assessment (E.A.)

**G. Ensure that the MTP is financially constrained and meets all air quality conformity requirements**

**DECISION RULES FOR EVALUATING ROADWAY PROJECTS**

**1. Congestion**

Two different levels of congestion are evaluated for projects, the level of congestion on the roadway and in the area in which the project will be located. For both the roadway level analysis and the area level analysis, congestion is based upon 24 hour per lane volume to capacity ratios (V/C) for existing and committed roadways. The levels of mobility (LOM) used to define congestion are as follows:

LOM	V/C
Tolerable	< 0.85
Moderate	>0.85, < 1.00
Serious	>1.00, < 1.25
Severe	> 1.25

The evaluation capacity is based on the number of vehicles per lane per day and varies for urban/suburban and rural roadways as follows:

Facility	Urban	Suburban	Rural
Freeways	23,500	23,500	16,500
Tollways	18,000	18,000	-----
Expressways	11,000	11,000	-----
Arterials	7,500	6,250	5,000

For analysis purposes the serious and severe levels of mobility are combined to form a serious or severe LOM where the volume to capacity ratio is greater than 1.00. Projects are analyzed for the time period in which serious/severe or moderate levels of congestion first appear. The three time periods are 2000, 2010, and 2020. The same analysis is undertaken to determine the time period and level of congestion for the area in which the project is located. The width of the congested area is defined as one and one half a mile on either side of a moderately or seriously/severely congested roadway in urban areas and three miles on either side in rural areas. The length of the area depended on the length of the congested portion of the arterial. Since project limits do not always correspond to congested area or roadway lengths, if 50% or more of the project is located in a congested area or on a congested roadway, it is considered congested. New construction projects are not evaluated for roadway-level congestion.

## 2. Other Benefits

- **25 pts.** Project relieves an existing bottleneck or fills a gap in the existing roadway system resulting in improved traffic flow

Projects that would construct missing segments of existing roadways are identified as gap fillers. They are generally located on arterials approximately 3 miles or less in length in developed areas and 6 miles or less in less developed areas. These projects, if completed, would serve as alternative routes to parallel roadways and improve access in developing areas.

Bottlenecks are widening projects on existing roadways where reductions or fluctuations in the number of lanes contribute to congestion. The entire project may be identified as a bottleneck even though in some cases the project extends beyond the point of the bottleneck. For example, project number 20 on SH 6 would widen the roadway from 2 to 6 lanes from Senior Road to FM 521. Although SH 6 changes from 6 lanes to 2 lanes at Senior Road the entire project is identified as a bottleneck because it would relieve the congestion that is attributable to the lane at Senior Road.

- **25 pts.** Project is located on an evacuation route

The Hurricane Contingency Planning Guide produced by the Texas Department of Public Safety (DPS), updated April 1994, identifies hurricane evacuation routes in Brazoria, Chambers, Galveston and Harris Counties. Some evacuation routes extend into southern Fort Bend County as well. Candidate MTP projects are compared to the hurricane evacuation routes identified in the DPS plan to determine their status as evacuation routes. New construction projects that appear to be alternative routes to designated evacuation routes are identified as evacuation routes. For example, new SH 35 proposed for Brazoria County was identified as a primary evacuation route because it would serve as an alternative route to the existing SH 35 that is designated as an evacuation route in the DPS guide.

- **25 pts.** Project contributes to the MTP goal of a multimodal system with seamless connections

In general, those projects that involve improvements to facilities that serve at least two different modes of travel are defined as enhancing the multimodal system or improving connections between modes. This criterion emphasizes the movement of people. For example, High Occupancy Vehicle (HOV) lane projects are considered multimodal projects because they provide an alternative to single-occupancy vehicle travel for travelers. Projects that directly improve connections between two or more modes of travel are also considered to be multimodal projects. Park & Ride facilities are seen as multimodal improvements because they improve transfers between automobile and transit modes.

- **25 pts.** Project is located on a National Highway System connector or serves as a primary route for transporting goods directly to and from an intermodal terminal

Following the passage of the National Highway System Designation Act of 1995, 66 intermodal terminals were identified for the Houston-Galveston region. In a joint effort, H-GAC and the Texas Department of Transportation identified a number of intermodal connectors, roads that connect intermodal terminals directly to the National Highway System (NHS). Projects proposed for intermodal connectors are given points for this criterion. New roadway construction projects that directly serve intermodal terminals may also be considered intermodal connectors. This would include the construction of mainlanes on existing right-of-way as long as the mainlanes would directly connect to an intermodal facility. The emphasis for this criterion is on the improvement of goods movement within the region.

### **BENEFIT/COST ANALYSIS OF CANDIDATE ROADWAY PROJECTS**

This part of the project evaluation process outlines the methodology by which short-range roadway projects are evaluated and ranked based on cost effectiveness. The procedure relies on estimated improvements in travel time of users of the proposed project and on the estimated cost of the project. Travel time, or vehicle hours of travel, is calculated on a link by link basis and totaled over the length of the project. Travel time savings are calculated as the difference between the travel times on the facility with and without the improvement, using modeled traffic volumes for years 2000 and 2020 on the existing plus committed (E+C) roadway network. Assuming a stream of benefits starting in 2000 and ending 2020, the net present value (NPV) of the benefits is obtained. The cost effectiveness, or the benefit/cost index, is then calculated as the product of the ratio of the annual average of the NPV to the annualized cost of the project and an indexing factor.

#### **Roadway Widening Project Methodology:**

$$\text{B/C Index} = \left[ \frac{\text{Avg. Annual Net Present Value of Travel Time Benefit}}{\text{Annualized Cost}} \right] \times 100$$

#### **Supporting Calculations**

##### **Average Annual Net Present Value of Travel Time Benefit**

*Travel Time Benefit for years 2000 and 2020:*

Travel Time Benefit = (Travel Time Savings) x (AVO) x (# Days per Year) x (Dollar Value of Time)

*Where,*

Travel Time Benefit = Travel time savings to all users of the facility, in \$/year.

Travel Time Savings = Travel Time Before Improvement - Travel Time After Improvement (in Vehicle Hours of Travel)

Travel Time Before Improvement = [Project Length ÷ Speed (w/o)] x Traffic Volume]

Travel Time After Improvement = [Project Length ÷ Speed (w/)] x Traffic Volume]

AVO = Average Vehicle Occupancy (a constant)

Dollar Value of Time = Average dollar value of an equivalent work hour, per person.

(The average dollar value of truck travel is factored in based on the estimated percentage of truck traffic along that facility type.)

*For all other years:*

Travel Time Benefit<sub>i</sub> = (Travel Time Benefit<sub>00</sub>) x [1 + Growth Factor]<sup>(1 - 2000)</sup>

*Where,*

Travel Time Benefit<sub>i</sub> = Savings in travel time to facility users in year I

I = year of analysis

Travel Time Benefit<sub>00</sub> = Savings in travel time to facility users in year 2000

Growth Factor = (Travel Time Benefit<sub>20</sub>/Travel Time Benefit<sub>00</sub>)<sup>(1/20)</sup> - 1

Travel Time Benefit<sub>20</sub> = Savings in travel time to facility users in year 2020

*Average Annual Net Present Value:*

$$\overline{NPV} = \left[ \sum_{i=0}^n \frac{\text{Travel Time Benefits}_i}{(1 + \text{rate})^i} \right] / n$$

*Where,*

NPV = Average annual net present value of travel time benefits for *n* years

*i* = the year of calculation

*n* = the total number of years, 21 (FY 2000 through FY 2020, inclusive)

Travel Time Benefits<sub>i</sub> = the benefits for the year of calculation rate = 7% (annual discount rate)

### **Annualized Cost**

In most cases, project costs (exclusive of right-of-way) are estimated by project sponsors in the analysis. In some cases, however, no cost has been submitted or the cost is significantly lower

than independent cost estimates developed by H-GAC's project cost consultant using typical Texas Department of Transportation (TxDOT) unit cost information.

**Annualized Cost** = (Project Cost, Excluding ROW) x (Capital Recovery Factor)

**Capital Recovery Factor** =  $\text{rate} (1 + \text{rate})^n / (1 + \text{rate})^n - 1$

### New Location Roadway Project Methodology:

New location roadway projects are evaluated using a methodology that is virtually the same as for widening projects. However, since there are no traffic volumes or speeds on facilities prior to their existence, staff uses a proxy approach to obtaining the necessary data. As with the widening methodology, staff assumes that the volumes in the year of analysis would be the same both the "before" and "after" scenarios. Hypothetical speeds for facilities "before" improvements are obtained from a matrix of typical speeds for certain congestion levels and area types (see table given under the Assumptions below).

**B/C INDEX** = [(AVG. ANNUAL NET Present Value of Travel Time Benefit) ÷ (Annualized Cost)] x 100

### Assumptions:

Constant	Value	Source
Value of Time (Cost of Congestion/Person Hour)	\$ 11.71 per hour	TTI, 1997
Value of Truck Time	\$ 45.00 per hour	TTI, 1997
Percentage Truck Travel	13.29% Urban Fwy 11.96% Urban Non-Fwy 13.69% Rural Fwy 9.65% Rural Non-Fwy	Coastal Oxidant Assessment for Southeast Texas (COAST), 1993
Average Vehicle Occupancy	1.25	TTI, 1997
Number of Days/Year	313	Project Evaluation Procedures, 1995 TIP
Is (economic lifespan)	40 years for bridges and overpasses 30 years for urban freeways 20 years for all other roadways	TxDOT - District 12, 1997 Recommendations are based on the Houston District design standards.
rate (discount rate)	7.0%	Federal Guidelines, 1996

### Speed Matrix for New Location Projects:

<b>Congestion Level</b>	<b>Area Type</b>			
	Urban	Urban Fringe	Suburban	Rural
Tolerable	25	27	32	50
Moderate	20	22	28	45
Serious & Severe	18	20	25	40

*Numbers indicate speed in miles per hour (MPH)*

*Source: Houston-Galveston Regional Travel Demand Models, 1997.*

## **CMAQ PROGRAM**

### **Previous TIP Project Evaluation Methodology**

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is an innovative funding category established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) to help States implement projects that contribute to attainment of national air quality standards. CMAQ funding is focused on investment in air quality improvements and provides funds for projects that expand or initiate transportation services with air quality benefits. The ISTEA created flexible guidelines that allow the CMAQ program to cut across traditional boundaries and encompass projects and programs dealing with highways, transit, and non-traditional project types, such as vehicle emission inspection and maintenance, pedestrian and bicycle programs, and demand management strategies to name a few<sup>1</sup>.

The primary purpose of the CMAQ program is to fund projects and programs that reduce vehicle emissions and congestion. With these objectives in mind, previous analysis of candidate CMAQ projects for the 1995-1997 TIP was performed in two principal stages. Each eligible project's annualized cost (net of local contributions) was compared to its expected air quality benefits (total annual pounds reduction of Volatile Organic Compounds (VOC) plus Nitrogen Oxides (NOx)). This ratio determined each project's relative "cost effectiveness". In the second stage, projects were reviewed for "readiness" or the project's ability to be implemented within the 3 year TIP time frame.

The TAC members began meeting in December 1996 to discuss the evaluation and prioritization of candidate transportation and air quality projects that may be eligible for funding under the Congestion Mitigation and Air Quality Improvement Program. After reviewing the 1995 TIP evaluation process, the TAC indicated that the methodology should be revised to give weight both to the potential air quality and mobility benefits of proposed CMAQ projects. The task force also discussed the desirability of allocating some portion of CMAQ funding to "groupings" of candidate projects to ensure regional goals identified in the MTP were not lost in the process of project evaluation, comparison and selection. The same methodology for CMAQ target funding levels were also utilized for the 1998-2000 and the 2000-2002 TIPs.

<sup>1</sup> A Guide to the Congestion Mitigation and Air Quality Improvement Program, U.S. Department of Transportation, 1993.

## 2002-2004 TIP Methodology

Based on available funding for the 2002-2004 TIP timeframe and the need to maximize air quality emissions reductions, the TAC decided that "ready" projects should be ranked solely by their estimated air quality benefits (total annual pounds reduction of Volatile Organic Compounds (VOC) plus Nitrogen Oxides (NO<sub>x</sub>). This process gave funding priority to those projects that potentially provide for maximum air quality emissions reductions, regardless of project type. This decision was not intended to eliminate the use of project groupings for future TIPs. However, this decision addressed the issue of emissions reductions as a near term concern.

The MPO and TxDOT - Houston District are requesting early obligation authority of FY 2005 CMAQ funds (spending authority in 2003-2004), and may also request that a portion of FY 2005 STP funds also receive early obligation authority. For this reason the TPC and TAC developed programming recommendations through FY 2005.

A total of \$134 Million in CMAQ funds are available for programming in the FY 2003-2005 timeframe. However, TxDOT originally anticipated an apportionment of \$96 Million in FY 2003-2005. The TAC initially recommended approval for the CMAQ candidate projects appearing above the funding line for the \$96 Million in CMAQ funds. The recommendation was based on collapsing the traditional CMAQ project subcategories, and ranking projects based on estimated air quality benefits. The TAC also requested that the TIP Subcommittee meet to develop a programming recommendation on the remaining balance of \$38 Million in FY 2005 CMAQ funds.

For the remaining balance of \$38 Million in FY 2005 CMAQ funds, the prioritization/selection methodology was re-evaluated further. After reviewing the list of proposed candidate projects in terms of the "traditional" CMAQ categories, air quality benefits, project readiness and available funding, the TIP Subcommittee made the following programming recommendation for the remaining balance of \$38 Million in FY 2005 funds.

1) "Eliminate" the traditional CMAQ categories for:

- a) Air Quality/Environmental - Please note that all candidate Air Quality/Environmental projects were already part of the previous funding recommendations for FY 2003, FY 2004 and FY 2005 (the first \$96 Million in project recommendations).
- b) Bicycle/Pedestrian - In this category, project readiness information was insufficient for the majority of projects. More importantly project sponsors did not demonstrate much enthusiasm for the pursuit of CMAQ funds for bike/pedestrian projects in the 2002-2004 timeframe.
- c) Intermodal - In this category, the project sponsor for the only candidate project is not ready for implementation until at least the 2004-2006 timeframe.
- d) Transportation Demand Management (TDM) - Please note that all candidate "TDM" projects were already part of the previous funding recommendations for FY 2003, FY 2004 and FY 2005 (the first \$96 Million in project recommendations).

2) Transfer the \$11,279,108 in federal funds from the "eliminated" CMAQ categories to the

New Service/Park & Ride Transit category, bringing the total in this category to \$15,535,376.

- 3) Move the League City P&R project and Gulf Coast Center Brazoria County P&R Services project to the bottom of the list of New Service/Park & Ride Transit candidate projects due to insufficient project readiness information.
- 4) Leave the funding percentages for the other CMAQ categories at their traditional levels (Fixed Guideway/HOV Lane Projects, Grade Separations Projects, Signalization Projects, and Intersection/Traffic Flow Improvements).

Following the above actions for the balance of FY 2005 funds, the following categories remaining within the CMAQ program:

1. Transit
  - New Service/P&R
  - Fixed Guideway/High Occupancy Vehicle (HOV) lanes
2. Transportation System Management (TSM) /Traffic Operations
  - Intersection improvements
  - Grade separations, ramp improvements
  - Signal coordination

## **PROJECT READINESS FOR THE TIP**

The TIP is the implementation device for the MTP. It details an implementation schedule for the first three years worth of projects in the MTP. One of the important criteria for selection as a TIP project is "readiness". "Readiness" refers to the ability of a project to be ready for contract letting in the year in which it is programmed in the TIP. This is an important criterion for the TIP because projects that are not let in their programmed year must be re-programmed into a later fiscal year. TxDOT districts may not exceed their obligation authority for a given fiscal year. Therefore, re-programming a project into a later fiscal year impacts the ability to let other projects proceed to contract in that year.

The TIP selection process is an example of an evolving procedure. Since the inception of ISTEA and continuing under TEA-21, the TIP selection procedures have changed as the state and metropolitan planning organizations have developed a better understanding of the regulations and processes inherent in ISTEA. It has been the experience in this region that many projects selected for previous TIPs have not been ready to let to construction within the TIP timeframe.

Previous information mailed to project sponsors regarding TIP readiness criteria stated that "...four key factors are examined to determine project readiness: the basis for cost estimates, the completeness of environmental analyses, availability of right-of-way (ROW), and local government financial commitment." It further states that projects "...not significantly developed in each of



these areas are considered to be beyond the timeframe of the TIP." Additional detail regarding each of these issues is provided below.

### *Cost Estimates*

Cost estimates are important in determining readiness because they indicate the development status of projects. For example, if preliminary engineering is included in the cost estimate because it has not completed, the project is not likely to be ready for implementation in the TIP timeframe. In general, projects that do not have well-developed cost estimates are not far enough along in the development process to be considered ready for implementation.

### *Environmental Analyses*

All federal-aid projects must complete the National Environmental Protection Act (NEPA) process. A finding of no significant impacts (FONSI), a record of decision (ROD) or a categorical exclusion (CE) is necessary before federal funds can be expended on a project. One of the first steps in the NEPA process is completion of an environmental assessment (EA). The EA basically "flags" potential environmental problems should any exist. It indicates if any additional permits or analyses are required for a proposed project. If the EA results in a FONSI, then the project may move forward. If the EA indicates the potential for significant environmental impacts, then generally an environmental impact statement (EIS) will be required.

Projects proposed for construction on new locations requiring land acquisition are especially vulnerable to the possibility of needing an EIS. In addition to new roadways, construction of park and ride lots, high occupancy vehicle lanes, and transit stations on new locations are likely to need an EIS. It may take several years to complete the required environmental analyses for these types of projects. Other types of projects, such as roadway widenings or grades separations within existing right-of-way are less likely to have significant environmental impacts. Consequently, completion of the environmental process prior to selection as TIP project is not expected to result in delays in implementation.

### *Right-of-Way*

Because right-of-way acquisition is potentially litigious and time consuming, a significant amount of right-of-way should have already been acquired for projects that will require additional right-of-way. Significant is defined to mean that at least fifty percent of the necessary right-of-way has been acquired. If a project sponsor has agreements with landowners that would expedite the acquisition process, that information should be documented and submitted for consideration in the readiness determination.

### *Local Commitment*

Project sponsors must submit documentation to provide the local matching funds required for federal-aid projects. Generally, a minimum of twenty percent of the remaining eligible costs associated with a project is required. Project sponsors may choose to commit to a greater percentage of the project cost. Previous project expenditures by project sponsors are not

reimbursable. However, commitment of local funds in the form of previous expenditures effectively lowers the cost of the project and increases its cost-effectiveness.

### *Other Factors Affecting Readiness*

In addition to the factors listed above, certain administrative requirements must be met before a project can be let to contract for construction. Project sponsors must develop a contract with the Texas Department of Transportation, a process that may take a year to complete. The length of the contract development period effectively reduces the amount of time available to project sponsors to address the readiness criteria.

The Clean Air Act Amendments (CAAA) of 1990 states that no additional single occupancy vehicle (SOV) capacity may be built in a TMA within a nonattainment area unless the project complies with a congestion management system (CMS). The analysis must include an assessment of all reasonable travel demand reduction and operational management strategies for the corridor in which an added capacity project is proposed. The SOV analysis should be part of the environmental assessment for a proposed project. If it is not, then a separate SOV justification must be completed prior to programming the project. The requirement for a SOV justification has significant implications for project readiness.

**2002 - 2004 TIP Projects: Proposed Section 5307 Funding**  
*Federal Dollars Only*

**APPORTIONMENTS**

<b>Urbanized Area (UZA)</b>	<b>FY 2002</b>	<b>FY 2003</b>	<b>FY 2004</b>	<b>Total 3 Yr Apportionment</b>
<i>Houston UZA</i>	\$47,447,450	\$50,767,240	\$50,767,240	\$148,981,930
<i>Texas City/La Marque UZA</i>	\$1,076,242	\$1,151,544	\$1,151,544	\$3,379,330
<i>Galveston UZA</i>	\$635,501	\$679,965	\$679,965	\$1,995,431
<b><i>Fiscal Year Totals</i></b>	<b>\$49,159,193</b>	<b>\$52,598,749</b>	<b>\$52,598,749</b>	<b>\$154,356,691</b>

**PROPOSED PROGRAMMING OF PROJECTS**

<b>Urbanized Area (UZA)</b>	<b>FY 2002</b>	<b>FY 2003</b>	<b>FY 2004</b>	<b>Total of Proposed Projects</b>
<b><i>METRO</i></b>	<b>\$71,716,000</b>	<b>\$74,796,000</b>	<b>\$60,688,300</b>	<b>\$207,200,300</b>
<i>GULF COAST CENTER</i>	\$1,042,700	\$1,042,700	\$1,042,700	\$3,128,100
<i>CITY OF GALVESTON</i>	\$845,400	\$913,000	\$985,100	\$2,743,500
<b><i>CITY OF GALVESTON SHORTFALL</i></b>	<b>-\$338,000</b>	<b>-\$325,000</b>	<b>TBD</b>	<b>-\$663,000</b>
<b><i>Fiscal Year Totals</i></b>	<b>\$73,604,100</b>	<b>\$76,751,700</b>	<b>\$73,604,100</b>	<b>\$213,071,900</b>

**Recommended Option for City of Galveston Funding Shortfall:**

Deduct \$663,000 from Houston UZA FY 2002-2003 Section 5307 apportionment to fill Galveston UZA FY 2002-2003 Section 5307 shortfall. This funding arrangement would apply to the 2002-2004 TIP. FY 2004 will be discussed and determined at a later date. Future funding arrangements would be subject to consultation with the region's transit providers and the Transportation Policy Council (TPC).

**REVISED PROPOSED CMAQ SERVICE PROJECTS  
FOR FY2003-2005\***

Route	START	FY2001**	Mo	FY2002**	Mo	FY2003**	Mo	FY2004**	Mo	FY2005**	Mo	FY2006	Mo	FY2007	Mo	TOTAL \$	# MO.
26 Trolleys		\$3,208,960	12													\$3,208,960	12
11 Trolleys		\$946,480	12	\$946,480	12	\$236,620	3									\$2,129,580	27
TMC (Addicks/Fuqua)		\$1,375,040	12	\$1,375,040	12	\$275,008	3									\$3,025,088	27
Enron		\$1,384,640	12	\$1,384,640	12	\$276,928	3									\$3,046,208	27
Townsen P&R	01/01	\$466,260	9	\$621,680	12	\$621,680	12	\$155,420	3							\$1,865,040	36
Katy/I-10 West	09/01	\$24,080	1	\$288,960	12	\$288,960	12	\$264,880	11							\$866,880	36
Eastex/US59 North	09/01	\$26,380	1	\$316,560	12	\$316,560	12	\$290,180	11							\$949,680	36
163 Fondren Exp Wk	09/01	\$29,667	1	\$356,000	12	\$356,000	12	\$326,333	11							\$1,067,999	36
163 Fondren Exp Sat	09/01	\$13,100	1	\$157,200	12	\$157,200	12	\$144,100	11							\$471,600	36
163 Fondren Exp Sun	09/01	\$30,380	1	\$364,560	12	\$364,560	12	\$334,180	11							\$1,093,680	36
Greenway Exp	09/01	\$19,000	1	\$228,000	12	\$228,000	12	\$209,000	11							\$684,000	36
Airport Express Wk	09/01	\$152,207	1	\$1,826,480	12	\$1,826,480	12	\$1,674,273	11							\$5,479,440	36
Airport Express Sat	09/01	\$31,253	1	\$375,040	12	\$375,040	12	\$343,787	11							\$1,125,120	36
NW/US-290	01/02			\$216,720	9	\$288,960	12	\$288,960	12	\$72,240	3					\$866,880	36
T. C. Jester	09/02			\$61,300	1	\$735,600	12	\$735,600	12	\$674,300	11					\$2,206,800	36
NW Station/Uptown	09/02			\$52,107	1	\$625,280	12	\$625,280	12	\$573,173	11					\$1,875,840	36
Airport Express Sun	09/02			\$34,200	1	\$410,400	12	\$410,400	12	\$376,200	11					\$1,231,200	36
Westchase	06/03					\$139,653	4	\$418,960	12	\$418,960	12		8			\$1,256,881	36
NW Corridor Interim	09/03					\$53,093	1	\$637,120	12	\$637,120	12	\$584,027	11			\$1,911,360	36
Stuebner Airline	09/04							\$189,413	1	\$2,272,960	12	\$2,272,960	12		11	\$6,818,880	36
Spring Cypress	09/04							\$217,420	1	\$2,609,040	12	\$2,609,040	12	\$2,391,620	11	\$7,827,120	36
Kgwd/Twns/Grspt	09/04							\$112,247	1	\$1,346,960	12	\$1,346,960	12	\$1,234,713	11	\$4,040,880	36
Beltway Exp	09/04							\$129,453	1	\$1,553,440	12	\$1,553,440	12	\$1,433,987	11	\$4,660,320	36
80% \$ REQUIRED		\$7,707,447		\$8,604,967		\$7,576,023		\$7,507,006		\$10,534,393		\$8,645,734		\$7,133,867		\$57,709,436	
80% \$ AVAILABLE		\$7,707,447		\$8,604,967		\$497,929		\$4,796,689		\$5,737,704						\$36,192,132	
80% \$ AVAILABLE						\$4,796,689		\$2,710,317									
80% \$ AVAILABLE						\$2,281,405											
SURPLUS/DEFICIT		\$0		\$0		(\$0)		\$0		\$0		\$0				(\$21,517,304)	

\*Revenue and cost are 80% federal share.

Available 2001  
Available 2002-2004

\$16,810,343  
\$19,381,789  
\$36,192,132

FY2001 amount of \$16,810,343 is programmed in FY2000-2002 TIP. Funds are applied to FY2001-2003 service.  
FY2003 amount reflects funds necessary for that year's service, including \$4.8 M from FY2000-2002 TIP.  
FY2003/4 amount reflects funds necessary for that year's service, including \$7 M new money from FY2002-2004 TIP.  
FY2004/5 amount reflects funds necessary for that year's service, including \$15 M new money from FY2002-2004 TIP.  
FY2005 amount reflects \$5.7 M that is required to complete that year's service.

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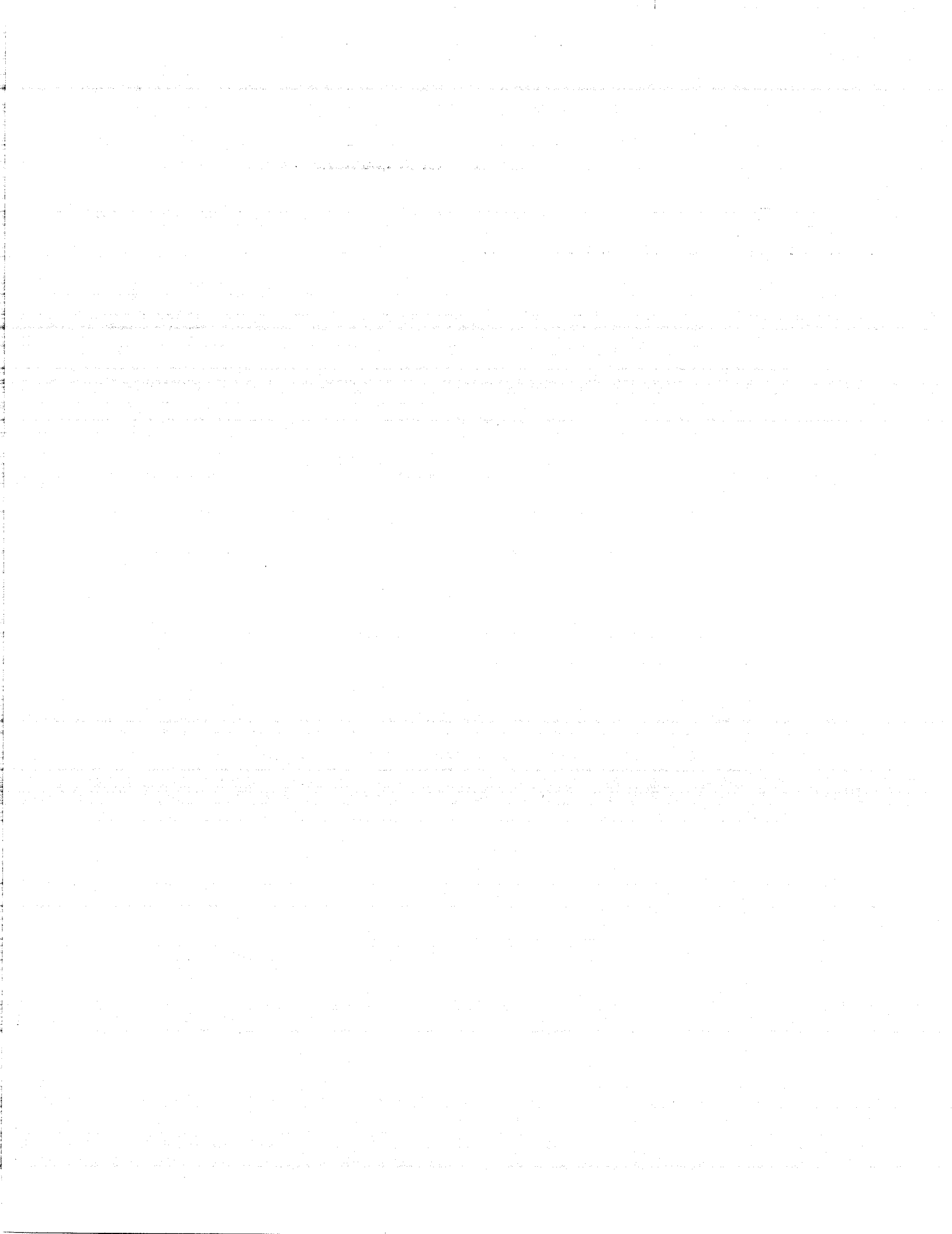
**HOUSTON METRO  
FY2001-2006 CMAQ FUNDING - BUS SERVICE**

PROJECT	FY2002-2004 TIP CSJ #	TIP PROG. YEAR	YEAR OF EXPENDITURE					TOTAL
			2001	2002	2003	2004	2005	
26 Trolleys	0912-71-749 A	2002	\$1,697,700					\$1,697,700
11 New service routes	0912-71-924 B	2002	\$2,872,643					\$2,872,643
New service routes	0912-71-924 B	2002	\$2,240,000					\$2,240,000
New service routes	0912-71-748 C	2002	\$897,104	\$8,604,967	\$497,929			\$10,000,000
11 Trolleys	0912-71-921	2002			\$1,189,450			\$1,189,450
8 New service routes	0912-71-923	2002			\$3,166,026			\$3,166,026
11 New service routes	0912-71-925	2002			\$441,213			\$441,213
New service routes	0912-71-908	2003			\$2,281,405	\$4,796,689		\$7,078,094
New service routes	0912-71-909	2004				\$2,710,317	\$4,796,689	\$7,507,006
<b>SUBTOTAL</b>			<b>\$7,707,447</b>	<b>\$8,604,967</b>	<b>\$7,576,023</b>	<b>\$7,507,006</b>	<b>\$4,796,689</b>	<b>\$36,192,132</b>
Future funds required							\$5,737,704	\$21,517,305
<b>SUBTOTAL</b>							<b>\$5,737,704</b>	<b>\$21,517,305</b>
<b>TOTAL FUNDS REQUIRED FY2001-2006</b>			<b>\$7,707,447</b>	<b>\$8,604,967</b>	<b>\$7,576,023</b>	<b>\$7,507,006</b>	<b>\$10,534,393</b>	<b>\$57,709,437</b>

**NOTES**

- A. CSJ # 0912-71-920 in FY2000-2002 TIP.  
 B. Shown as \$5,112,643 in FY2002-2004 TIP. FY2000-2002 TIP revision 147 reprogrammed \$2.24 M from chilled water project to bus service.  
 C. FY2000-2002 TIP revision 147 reprogrammed \$10 M from LRT to bus service.

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# **STP & CMAQ Projects “Pre-Selected” for FY 2005**





# CANDIDATE PROJECTS: SURFACE TRANSPORTATION PROGRAM (STP)

PROJ CSJ ID	LEAD NUMBER AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TIP YR	REVISED FEDERAL B/C INDEX COST	FUNDS AVAILABLE	COMMENTS
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## CANDIDATE 2005 PROJECTS: STP-METRO MOBILITY

Total FY 05 Fed Funds Available: \$52,242,400

H-GAC	TXDOT				REGIONAL VANPOOL PROGRAM (FY 05)	N/A	\$1,400,000	\$50,842,400	
TXDOT					HOUSTON TRANSTAR: CAPITAL UPGRADE (FY 05)	N/A	\$1,014,132	\$49,828,268	FUNDING FOR PURCHASE OF SOFTWARE/HARDWARE: \$76K OF FUNDS REQUESTED IN FY 04 HAVE BEEN ADDED AS PART OF FUNDES REQUESTED FOR FY 05
21 0912-34-062	TXDOT	STAFFORDSHIRE	AT US 90A		PROVIDE DIRECT CONNECTION AND CONSTRUCT GSEPS	3437.33	\$6,000,000	\$43,828,268	STAFF RECOMMENDS TO FUND \$6.0M FED
53 1685-07-005	TXDOT	BF 1960A	FM 1960 E OF LEE	US 59	WIDEN TO 4 LN UNDIV RUR	646.97	\$2,720,000	\$41,108,268	ONLY A FEW PARCELS NEEDED
54 1685-07-006	TXDOT	BF 1960A	US 59	FM 1960 E OF HUMBLE	WIDEN TO 4 LN URB DIV	341.94	\$2,236,000	\$38,872,268	ONLY A FEW PARCELS NEEDED
986	CITY OF PEARLAND	PEARLAND PKWY (HUGHES RD)	BW 8	FM 518 IN PEARLAND	CONSTRUCT NEW 4 LN EXT	238.66	\$5,000,000	\$33,872,268	STAFF RECOMMENDS TO FUND \$5.0 FED - REC PROJ TO BE PHASED; LOCAL PARTICIPATION OF 72%
9395 0027-08-108	TXDOT	US 90A	0.3 MI W OF SH 6	FM 1876 (ELDRIDGE)	WIDEN TO 8 LN DIV WITH IMPROVEMENTS AT DITCH "H"	234.66	\$4,400,000	\$29,472,268	ROW ACQUISITION WILL BE MINIMAL IF NEEDED
9394 0027-08-108	TXDOT	US 90A	W OF US 59	SPUR 58	WIDEN TO 8 LN DIV	144.06	\$9,600,000	\$19,872,268	COMPLETE PH 1 PRIOR TO SELECTING THIS PIECE;
9411 0508-07-021	TXDOT	SP 330	IH 10	2.0 MI N OF SH 146	CONST 6 MLNS (PHASE 2)	558.69	\$3,000,000	\$16,872,268	PROPOSED FUNDING: \$3.0M STP, \$2.5M LOCAL & \$23.2M CAT 12
CITY OF HOUSTON & METRO		PARK ROW	SH 6	ELDRIDGE	CONSTRUCT 4 LN DIV RD		\$3,000,000	\$13,872,268	SUBJECT TO BEING AMENDED TO MTP; PART OF KATY CORRIDOR ARTERIAL STREET IMPROVEMENT PACKAGE
3013 0598-04-017	TXDOT	SH 288	@ FM 2004		CONSTRUCT GSEP	FY 05	\$2,750,000	\$11,122,268	\$3,884,000
6099 0050-06-045	TXDOT	US 290	@ ROBERTS RD		CONSTRUCT INTERIM GSEP		\$2,000,000	\$9,122,268	FUNDED IN 2000 TIP - REQUESTING \$2.0M ADDTL FUNDS
7000 0050-06-056	TXDOT	US 290	@ BECKER RD		CONSTRUCT INTERIM GSEP		\$2,000,000	\$7,122,268	FUNDED IN 2000 TIP - REQUESTING \$2.0M ADDTL FUNDS

# CANDIDATE PROJECTS: SURFACE TRANSPORTATION PROGRAM (STP)

PROJ CSJ ID	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TIP YR	REVISED FEDERAL B/C INDEX	REVISED FEDERAL COST	FUNDS AVAILABLE	COMMENTS
7001 0050-06-057	TXDOT	US 290	@ BAUER RD		CONSTRUCT INTERIM GSEP			\$2,000,000	\$5,122,268	FUNDED IN 2000 TIP - REQUESTING \$2.0M ADDTL FUNDS
	VARIOUS				TRANSFER OF FUNDS TO STP-RM			\$5,122,268	\$0	
					TOTAL FY 2005			<u>\$52,242,400</u>		

## CANDIDATE 2005 PROJECTS: STP-URBAN MOBILITY

		Total FY 05	Fed Funds Available:	
515 0978-01-024	TXDOT FM 646	FY 05 170.54	\$9,428,000	\$378,400
				MOVE ABOVE FUNDING LINE IN FY 02 SHOULD ADDTL FUNDS BECOME AVAILABLE; TXDOT REQUEST 03-05
			<u>\$9,428,000</u>	
		TOTAL FY 05 FUNDED		

## CANDIDATE 2005 PROJECTS: STP-RURAL MOBILITY

\* Note: Funded from balance of STP-MM Category

		Total FY 03 - 05	Fed Funds Available:	
3093 UNK	MONTGOMERY COUNTY	FY 05 283.40	\$1,212,640	\$3,909,628
				CONSTRUCTION PLANS & ENVIRONMENTAL DOCUMENT ARE COMPLETE PER MON CO
71 3050-03-005	TXDOT FM 2978	FY 05 150.74	\$4,011,200	TXDOT WILL FUND THE SHORTFALL OF \$101,572 BY TRANSFERRING FUNDS FROM ANOTHER CATEGORY
			<u>\$5,223,840</u>	
		TOTAL FY 05		

**CANDIDATE PROJECTS:**

**Projects Proposed To Be Advanced To FY 02-04**

Approved 5/18/01

**CANDIDATE PROJECTS:  
CONGESTION MITIGATION/AIR QUALITY PROGRAM (CMAQ)**

PROJ ID	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TIP YR	VOC REDUCED (lbs/yr)	NOX REDUCED (lbs/yr)	AQ BENEFIT (\$/lb)	FEDERAL COST	FUNDS AVAILABLE	COMMENTS
179	TXDOT	IH 45	WESTCHASE P&R - WEEKDAY - FY 06		METRO'S PRIORITY TRANSIT SERVICE PACKAGE	TBD	1,621.93	630.73	\$123.99	\$279,314	\$32,829,755	Priority 3
	METRO	163 FONDREN EXPRESS	- SATURDAY - FY 04		METRO'S PRIORITY TRANSIT SERVICE PACKAGE	TBD	501.40	195.00	\$150.14	\$104,800	\$32,724,955	Priority 3
	METRO	163 FONDREN EXPRESS	- WEEKDAY - FY 04		METRO'S PRIORITY TRANSIT SERVICE PACKAGE	TBD	1,129.00	439.00	\$151.51	\$237,600	\$32,487,355	Priority 3
	METRO	SPRING-CYPRESS EXPRESS	- WEEKDAY - FY 03		METRO'S PRIORITY TRANSIT SERVICE PACKAGE	TBD	7,112.10	10,044.00	\$152.07	\$2,609,009	\$29,878,346	Priority 2
	METRO	SPRING-CYPRESS EXPRESS	- WEEKDAY - FY 04		METRO'S PRIORITY TRANSIT SERVICE PACKAGE	TBD	7,112.10	10,044.00	\$152.07	\$2,609,009	\$27,269,337	Priority 3
	METRO	SPRING-CYPRESS EXPRESS	- WEEKDAY - FY 05		METRO'S PRIORITY TRANSIT SERVICE PACKAGE	TBD	5,926.75	8,370.00	\$152.07	\$2,174,174	\$25,095,163	Priority 3
	METRO	AIRPORT EXPRESS - SUNDAY (RT. 726)	- FY 04		METRO'S PRIORITY TRANSIT SERVICE PACKAGE	TBD	1,292.80	502.73	\$152.39	\$273,610	\$24,821,552	Priority 3
	METRO	AIRPORT EXPRESS - SATURDAY (RT. 713b)	- FY 04		METRO'S PRIORITY TRANSIT SERVICE PACKAGE	TBD	1,181.33	459.40	\$152.40	\$250,042	\$24,571,511	Priority 3
	METRO	AIRPORT EXPRESS - WEEKDAY - FY 04			METRO'S PRIORITY TRANSIT SERVICE PACKAGE	TBD	5,719.70	2,224.10	\$153.28	\$1,217,600	\$23,353,911	Priority 3
	METRO	163 FONDREN EXPRESS - SUN (RT. 777)	- FY 04		METRO'S PRIORITY TRANSIT SERVICE PACKAGE	TBD	1,138.20	442.60	\$153.75	\$243,054	\$23,110,856	Priority 3
179	TXDOT	IH 45	@ SH 105		CONSTRUCT HOV LN	TBD	73.00	291.00	\$703.30	\$256,000	\$22,854,856	RECOMMEND FUND IN FY 02-04 TIP WHEN COMPANION PROJECT IS READY
180	TXDOT	IH 45	SH 105	LP 336 (N)	CONSTRUCT HOV LN	TBD	426.00	1,696.00	\$746.84	\$1,584,800	\$21,270,056	RECOMMEND FUND IN FY 02-04 TIP WHEN COMPANION PROJECT IS READY
178	TXDOT	IH 45	N OF LP 336 (S)	SH 105	CONSTRUCT HOV LN	TBD	801.00	3,189.00	\$908.67	\$3,625,600	\$17,644,456	RECOMMEND FUND IN FY 02-04 TIP WHEN COMPANION PROJECT IS READY
3089	THE WOODLANDS CORP	LAKE WOODLANDS	IH 45	GOSLING	ATMS: SIGNAL SYNCHRONIZATION	TBD	819.23	7.55	\$115.82	\$94,880	\$17,549,576	
3091	MONTGOMERY COUNTY	SAWDUST/GRO GAN'S MILL	IH 45	WOODLANDS PKWY	ATMS: SIGNAL SYNCHRONIZATION	TBD	1,368.39	12.61	\$124.78	\$172,320	\$17,377,256	
3005	TXDOT	IH 45	S OF LONGSTREET RD		CONSTRUCT ENTRANCE & EXIT RAMPS	TBD	124.00	44.71	\$3,556.40	\$800,000	\$16,777,256	ELIGIBILITY IN QUESTION
	VARIOUS				OTHER INTERSECTION & TRAFFIC OPERATION IMPROVEMENTS	TBD				\$16,777,256	\$0	
											<u>\$61,285,294</u>	