



THE 411 ON FEDERAL & STATE TRANSPORTATION FUNDING - FHWA

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TxDOT Celebrates 100 Years of Service to Texas (1917 - 2017)

- 1903 Texas citizens formed the “Good Roads Association” to promote better roads
 - Also first year of vehicle registration
- Federal Road Act of 1916 required each state to create a highway agency in order to receive federal transportation funds
- “Texas Highway Department” signed into law on April 4, 1917
 - Originally charged with granting financial aid to counties for highway construction and maintenance
- Prior to the Federal Aid Highway Act of 1956 roads were financed from the Treasury Department’s General Fund
 - Dedicated funds via Highway Trust Fund
- Currently, TxDOT is safely moving goods and a population of more than **27 million** across a nation-leading **80,000 miles** of state-maintained roadways

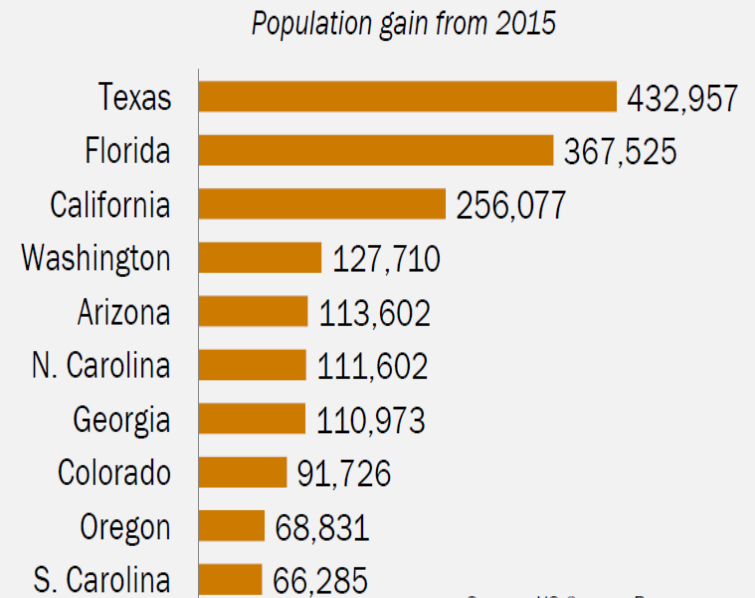


Texas Economy of Prosperity

- Texas' strong economy is generating unprecedented population growth
 - We grow by nearly 1,000 people daily
 - That means more cars on Texas roadways
- Translates to congestion on the transportation system

Top 10 states in numeric growth

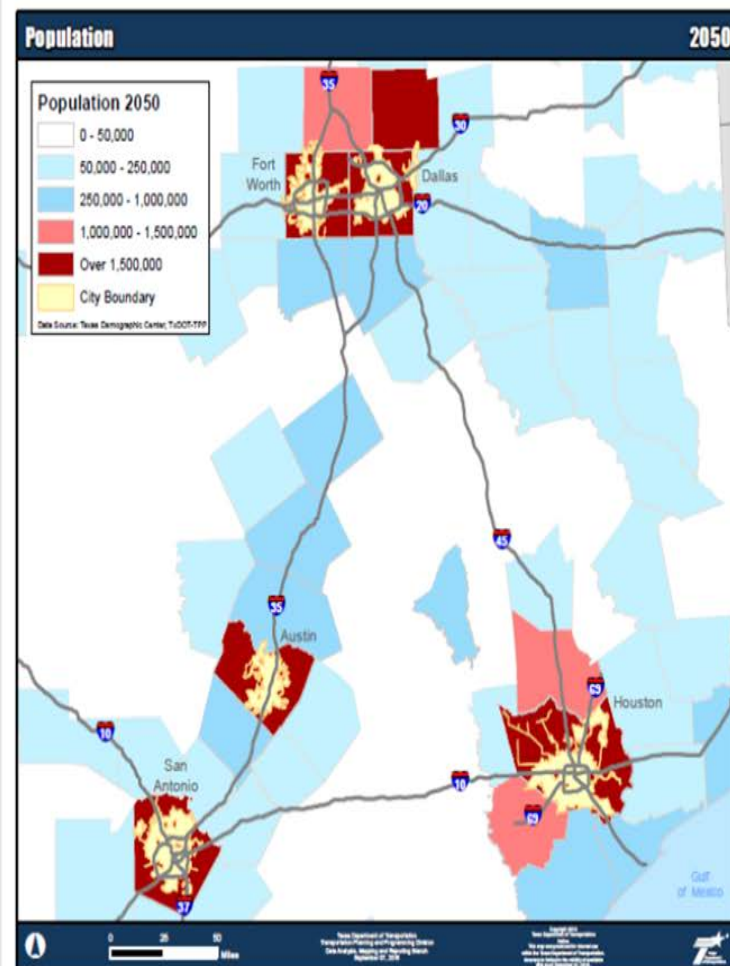
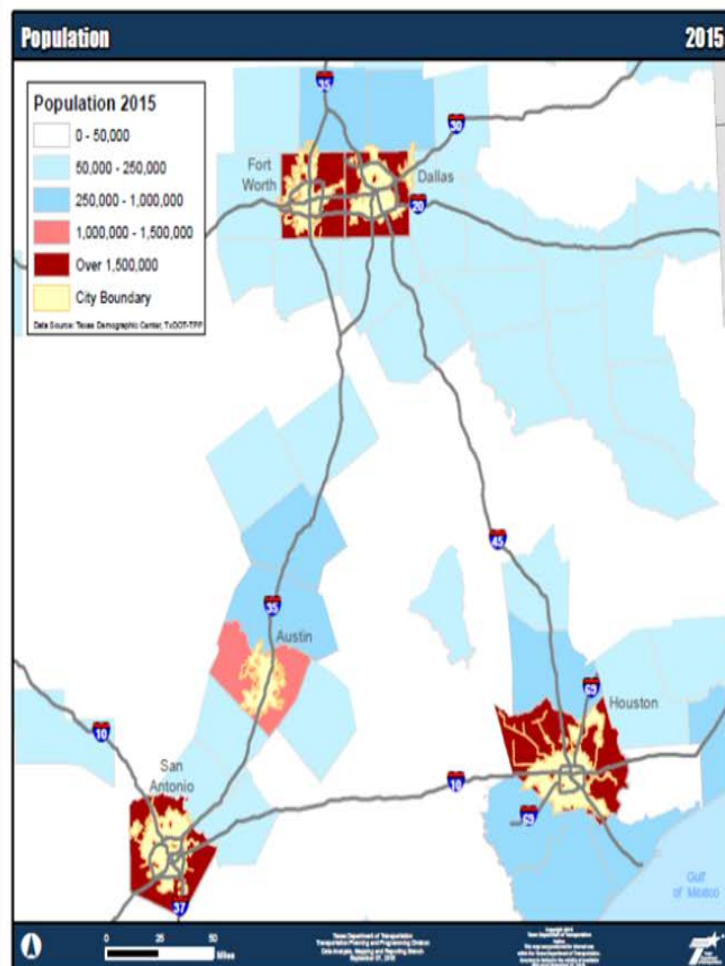
Utah had the highest percentage population increase at 2 percent, but Texas led the way in the number of people who moved here in 2016



Source: US Census Bureau

Highway Transportation in the Texas Triangle: Today and Our Future

- Texas' population estimated to double by 2050 (Texas State demographer, 2015)

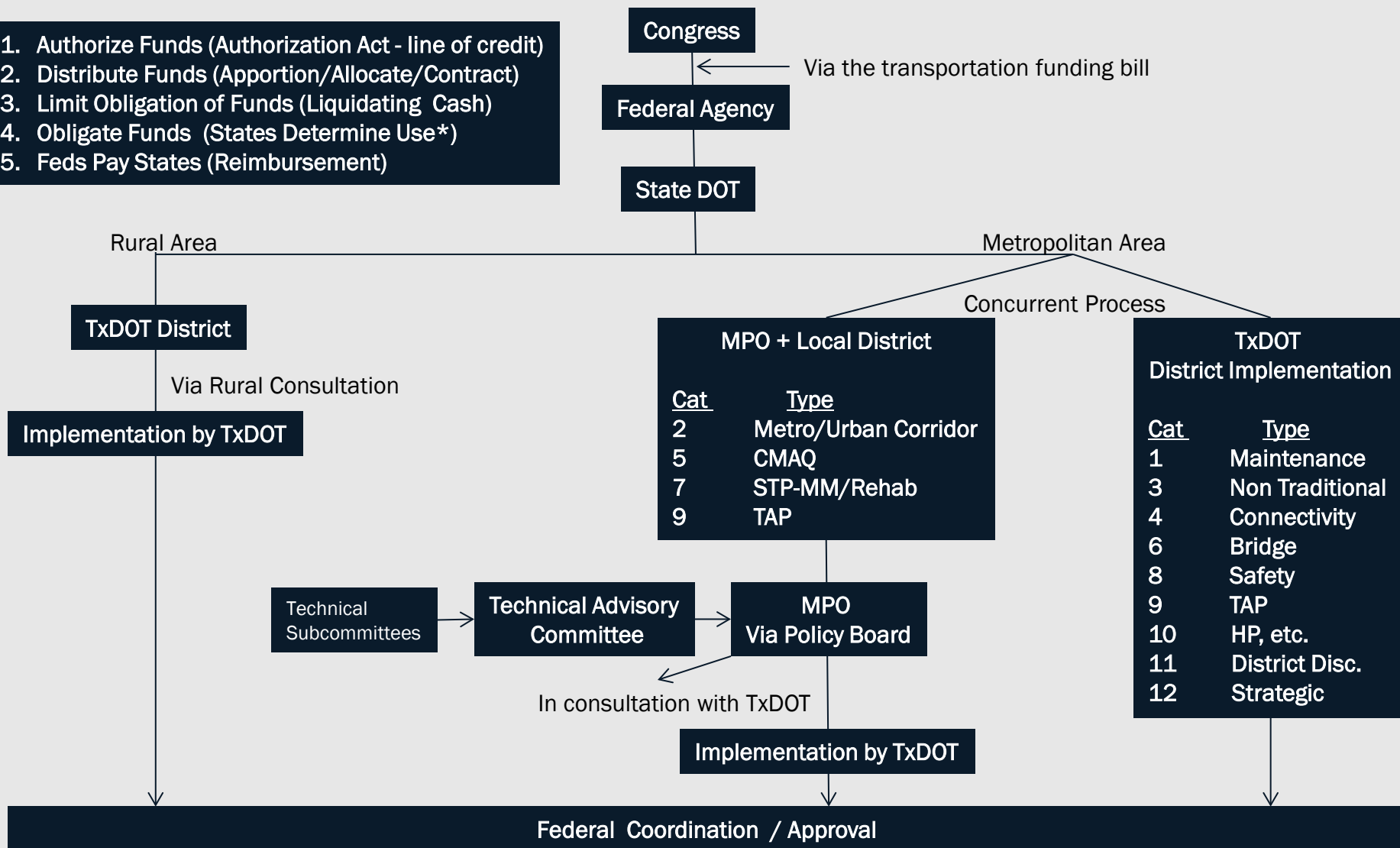


How is transportation going to keep up with the growth?

- Transportation improvements generally funded through flat gas tax (per gallon)
- Federal (1993 – last increase):
 - Gas Tax: 18.4 cents (15.44 cents highway; 2.86 cents transit)
 - Diesel Tax: 24.4 cents (21.44 cents highway; 2.86 cents transit)
 - 0.1 cents on both for Leaking Underground Storage Tanks (LUST)
- Other sources of federal revenue:
 - Truck Users Tax (Sales, Use, Tires) – vehicles over 33K lbs./trailers over 26K lbs.
- State (1991 – last increase):
 - Gas Tax: 20 cents/gallon before diversions
 - 25 percent of gas tax to schools
 - other diversions: DPS, DMV, Dept. of Insurance, Attorney General, Texas A&M Transportation Institute, etc.
 - Vehicle registration
- Texans pay: 38.4/gallon for gas; and 44.4 for diesel
- Neither tax indexed for inflation and revenue is impacted by fuel efficient vehicles

The Flow of Funding

1. Authorize Funds (Authorization Act - line of credit)
2. Distribute Funds (Apportion/Allocate/Contract)
3. Limit Obligation of Funds (Liquidating Cash)
4. Obligate Funds (States Determine Use*)
5. Feds Pay States (Reimbursement)



* Subject to federal law

Metropolitan Planning Organizations

- Metropolitan Planning Organizations (MPO)
 - Created by federal law (circa 1970)
 - Required for urban areas with populations >50,000;
 - Large urban areas with population >200,000 are designated by the FTA/FHWA as Transportation Management Areas (TMA)
 - TMAs have additional planning and reporting requirements

Metropolitan Planning Organizations, cont.

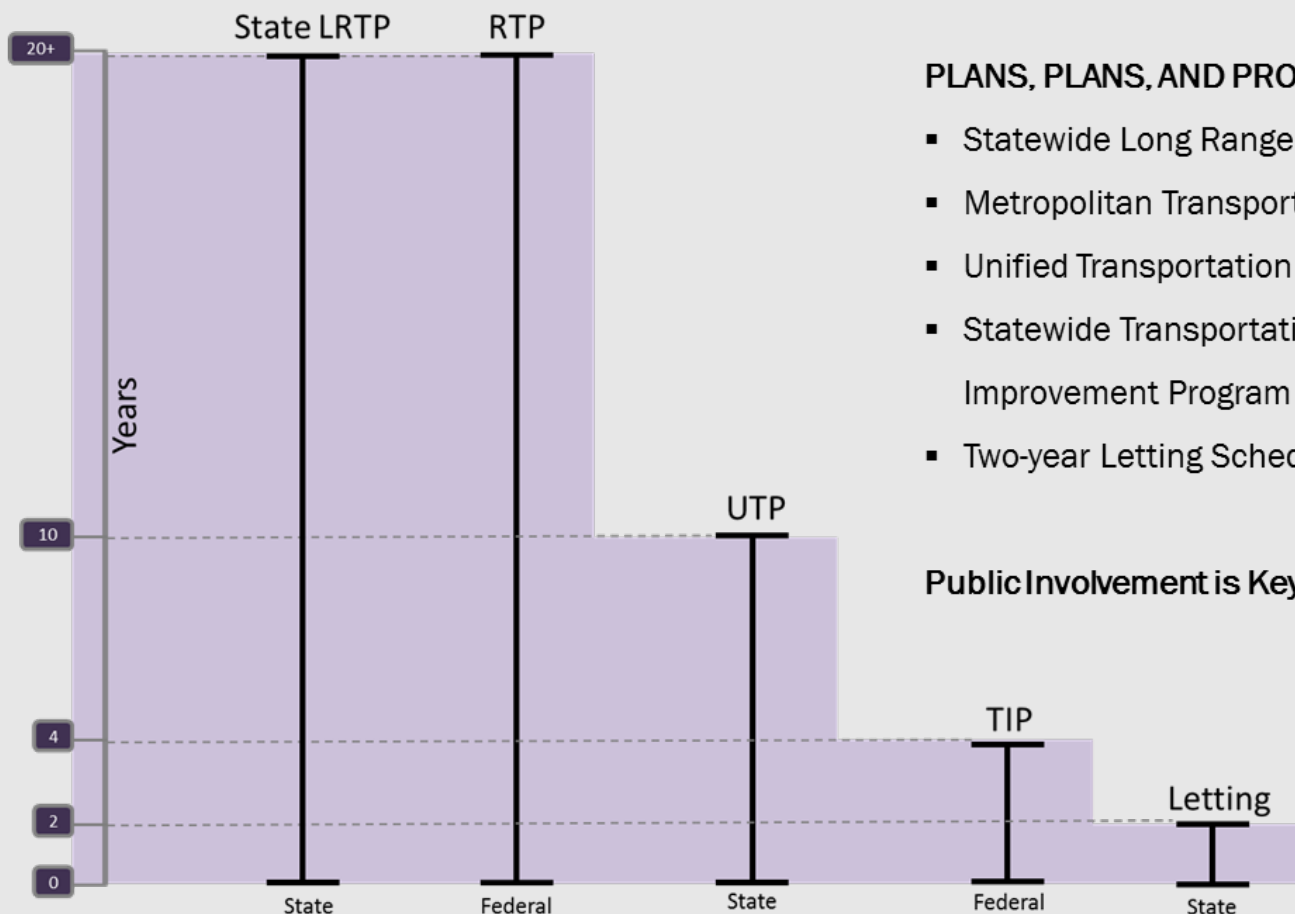
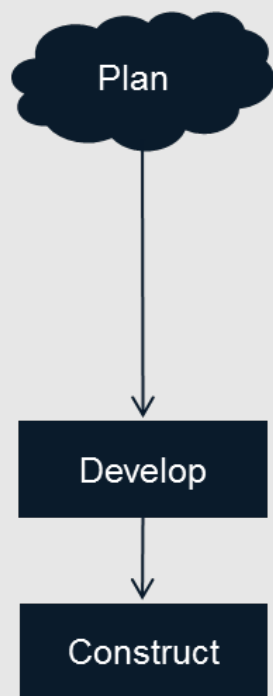
- Purpose is to ensure projects and programs are developed based on the “Three C’s” – Continuing, Cooperative, and Comprehensive process
 - Develop and maintain Metropolitan Transportation Plan (**MTP/RTP**) – a fiscally constrained, long range transportation plan covering at least 20 year horizon that outlines the vision, goals, and implementation strategies for the region.
 - Updated every four years in non-attainment/maintenance areas (five years in attainment areas)
 - Must conform to SIP (State Implementation Plan) in non-attainment areas
 - Develop and maintain Transportation Improvement Program (**TIP**) – a fiscally constrained, short-range program of transportation improvements based on MTP
 - Updated at least every four years (federal requirement, State updated every two years)
 - Must conform to SIP in non-attainment areas
 - List of RTP project undergoing environmental review
 - Public participation requirements apply for all activities

State Transportation Planning

- Statewide Long Range Transportation Plan – Not a list of projects but rather a blueprint for the planning process that includes broad, policy-oriented goals for the State.
- Statewide TIP (STIP) – Program of projects that incorporates the MPOs TIPs “without change” (23 CFR 450.326) and the Rural TIPs, which are developed by TxDOT Districts.
 - A fiscally constrained document
 - A federally approved document
 - Revised on a quarterly cycle
 - Requires 30 day public involvement (including a Public Hearing)
 - Federally funded projects must be approved in the STIP in order to obtain a federal decision (Authorization to proceed, project level conformity determination for NEPA, Interstate Access Justification, design exceptions on interstates, schematics/PS&E on PODI/POKI projects, etc.)

IF YOU NEED A FEDERAL DECISION, PROJECT MUST BE APPROVED IN THE STIP!

Planning Documents



PLANS, PLANS, AND PROGRAMS

- Statewide Long Range Plan
- Metropolitan Transportation Plan
- Unified Transportation Program
- Statewide Transportation Improvement Program
- Two-year Letting Schedule

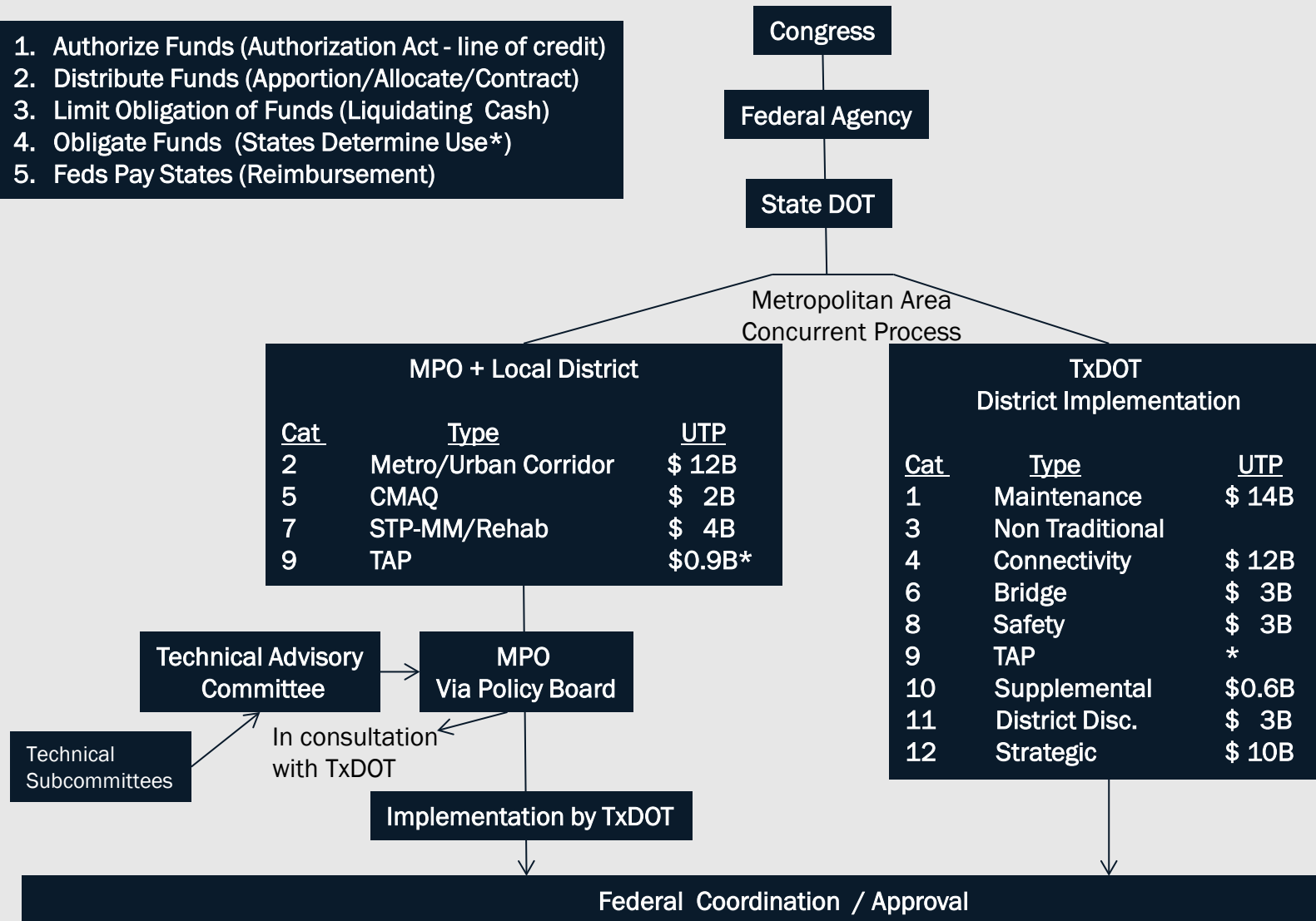
Public Involvement is Key!

Metropolitan Planning Organizations

- MPO governed by the Transportation Policy Council, a policy making body composed of elected and agency officials
 - Meet monthly to conduct business (TIP / RTP Amendments, etc.)
 - Technical Advisory Committee (TAC) review/recommend changes to the planning documents
 - Policy Council approves all planning documents
 - Requires a two meeting process to approve documents and changes
 - TIP Amendments also amend the RTP unless change triggers conformity
 - Some TIP Amendments trigger a separate 30 day public involvement process
 - Conformity - a nine-12 month or more process
 - Requires Consultative Process and additional public involvement
- STIP - adopted by the Texas Transportation Commission
 - Approved by FHWA/FTA
 - Revised on a quarterly basis
 - Requires 30 day public involvement process, including a public hearing
 - Updated every two years

State / MPO Process for Funding

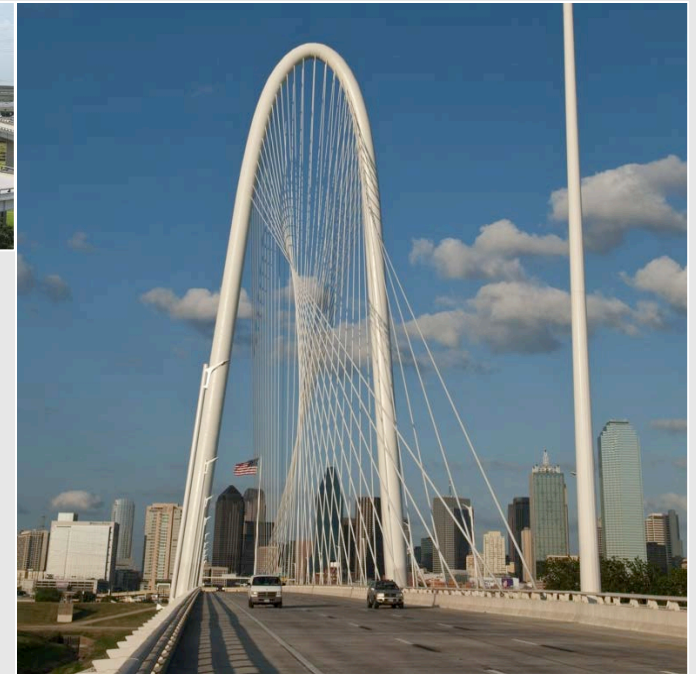
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CONTRACTING LOCAL GOVERNMENT PROJECTS



WHAT'S TXDOT GOT TO DO WITH IT?

I was awarded the project, now what?



WHAT IS A LOCAL GOVERNMENT PROJECT?

- At least one phase* of project development is:
 - Federally and/or State funded
 - Managed by a local government
 - Reimbursed by the Texas Department of Transportation (TxDOT)or
 - Locally funded project on the State system

* planning, environmental, design, ROW, utility relocation, construction

TYPES OF PROJECTS

- Bicycle / Pedestrian
- Transportation Alternatives Program (TAP)
- Congestion-Mitigation / Air Quality
- Traffic Signals
- Earmarks
- Off-System Bridge
- Roadways
- Highways, etc.

TXDOT'S RESPONSIBILITY

- Federal Highway Administration (FHWA) / TxDOT oversight agreement
- Oversight applies to all federal and State funded projects
 - Varies based on funding source, facility, statutory requirements, demonstrated competency of the local government personnel / resources, and potential risk to TxDOT
- Reimbursement flows uphill (*potential cash flow issue*)
 - Local government (LG) incurs expense, bills TxDOT
 - TxDOT pays LG, bills FHWA
- Goal is to:
 - Allow the local government flexibility in administering project, while ensuring compliance with federal / State laws and regulations

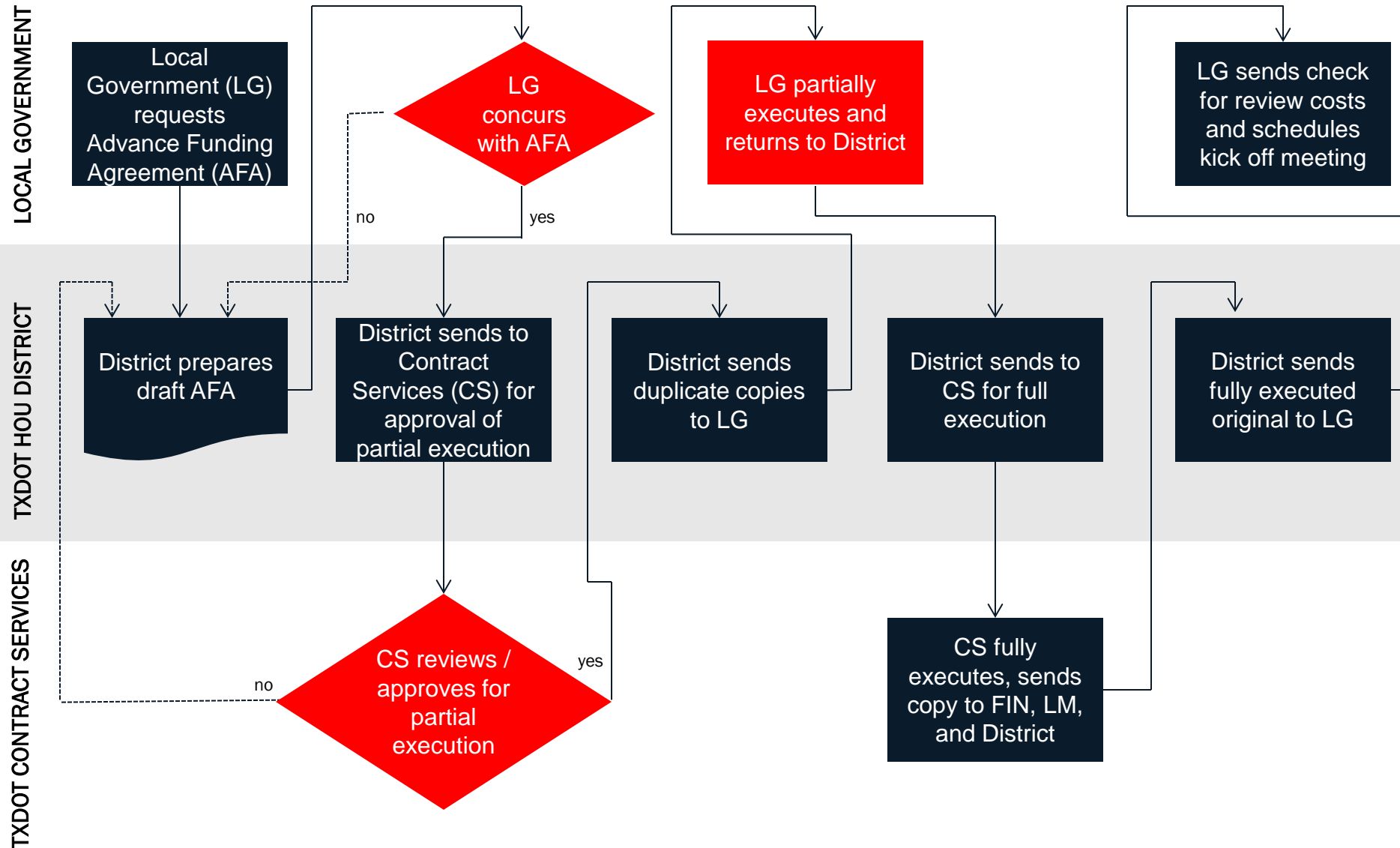
APPLICABLE LAWS/REGULATIONS

- United States Code (Congress)
 - Title 23 – Highways
 - Title 49 – Transportation
- Code of Federal Regulations (Federal Agency)
 - 23 CFR – Highways
 - 49 CFR – Transportation
 - 2 CFR – Grants and Agreements
- Texas Transportation Code (State)
 - Title 6 – Roadways (primarily)
- Texas Local Government Code (State)
 - Title 2 – Organization of Municipal Government
 - Title 3 – Organization of County Government
- Texas Administrative Code (State Agency)
 - Title 43 – Transportation

HOW DOES TXDOT COOPERATE WITH LOCAL GOVERNMENTS?

- Advance Funding Agreement (AFA)
 - Negotiated contract between TxDOT and LG
 - Defines the scope of work, project location, and budget
 - Outlines who will conduct procurement of:
 - Land
 - Engineering
 - Utilities
 - Environmental
 - Construction
 - Maintenance
 - State oversight fee

ADVANCE FUNDING AGMT DEVELOPMENT (2 – 12 MONTHS)

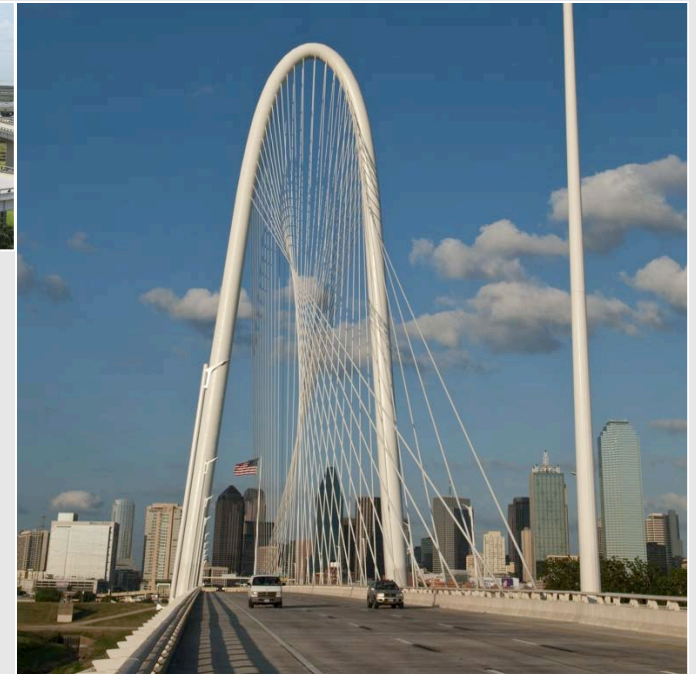


WHAT'S NEXT?

- Secure Federal Project Authorization & Agreement (FPAA) (if applicable)
- Send LG fully executed AFA & FPAA with request for initial cash payment
- LG sends initial cash payment to State
 - Project set up in financial system
 - Project manager assigned
- Send Notice to Proceed
 - Kick-off meeting scheduled



PROJECT ADMINISTRATION



CONSULTANT SELECTION PROCEDURES* - (2 MONTHS)

- LG required to submit consultant selection procedures for all projects where federal or State funds will be used to reimburse consultants
- General requirements
 - Advertise in paper of highest circulation
 - Qualifications based selection
- TxDOT will send LG an example of selection procedures
- LG sends TxDOT a formal selection procedure for approval
- TxDOT approves and authorizes LG to advertise
- LG advertises / makes selection based on performance / qualifications
- LG submits consultant selection information / TxDOT approves
- Activity can be done simultaneous with AFA development

* For federal / State funded projects where reimbursing for design

CONSULTANT CONTRACT - (2 TO 3 MONTHS)

- TxDOT must approve contract between LG and consultant prior to execution
- Approval of scope, contract format, and fee is required for all contracts where federal or State funds will be used
- Approval of scope only is required for contracts that are not using federal funds
- TxDOT can send LG sample standard contract
- Contract must be either lump sum or cost plus, fixed fee
- LG and consultant negotiate a contract and submit to TxDOT for review
- TxDOT reviews /approves draft contract (meet if necessary)
- LG and consultant finalize negotiations and send TxDOT contract
- District submits to TxDOT Audit office for review
- If Audit approves, TxDOT submits final approval
- LG executes contracts and schedules kick off meeting
- LG sends TxDOT fully executed consultant contract
- All supplemental agreements to consultant contract require prior approval

ENGINEERING PLAN PREPARATION

- Project design kick-off meeting is held
- Important to develop realistic letting date
- Plan review at 30, 60, 90, and 100 percent completion
- Plans must be complete and submitted to TxDOT five months prior to letting
- Plans will utilize most current TxDOT specs and plan format for TxDOT lettings
- Local specs and plan format can be used for local lettings
- Local lettings require TxDOT prior approval and adherence to local let guidelines

DESIGN STANDARDS AND SPECIFICATIONS

- Design must match design criteria indicated in TxDOT Operations and Procedures Manual Chapter IV and AASHTO Guidelines
- Deviation from design criteria requires exception / waiver approved by TxDOT
- Pedestrian facilities must meet ADA standards
- Bicycle facilities must meet AASHTO Bicycle Guidelines

CONSTRUCTION

- Projects may be let and managed by TxDOT or LG
- Local let projects are reimbursed on a monthly basis depending upon the percentage contract completion
- State lets: LG's match + construction oversight is due 60 days prior to letting
- Field changes must be approved by TxDOT
- TxDOT charges a construction management fee for TxDOT let projects
- TxDOT and LG must agree on final acceptance of completed project
- Many federal requirements must be met for TxDOT and local let projects
- Local Government Project Procedures



THANK YOU!

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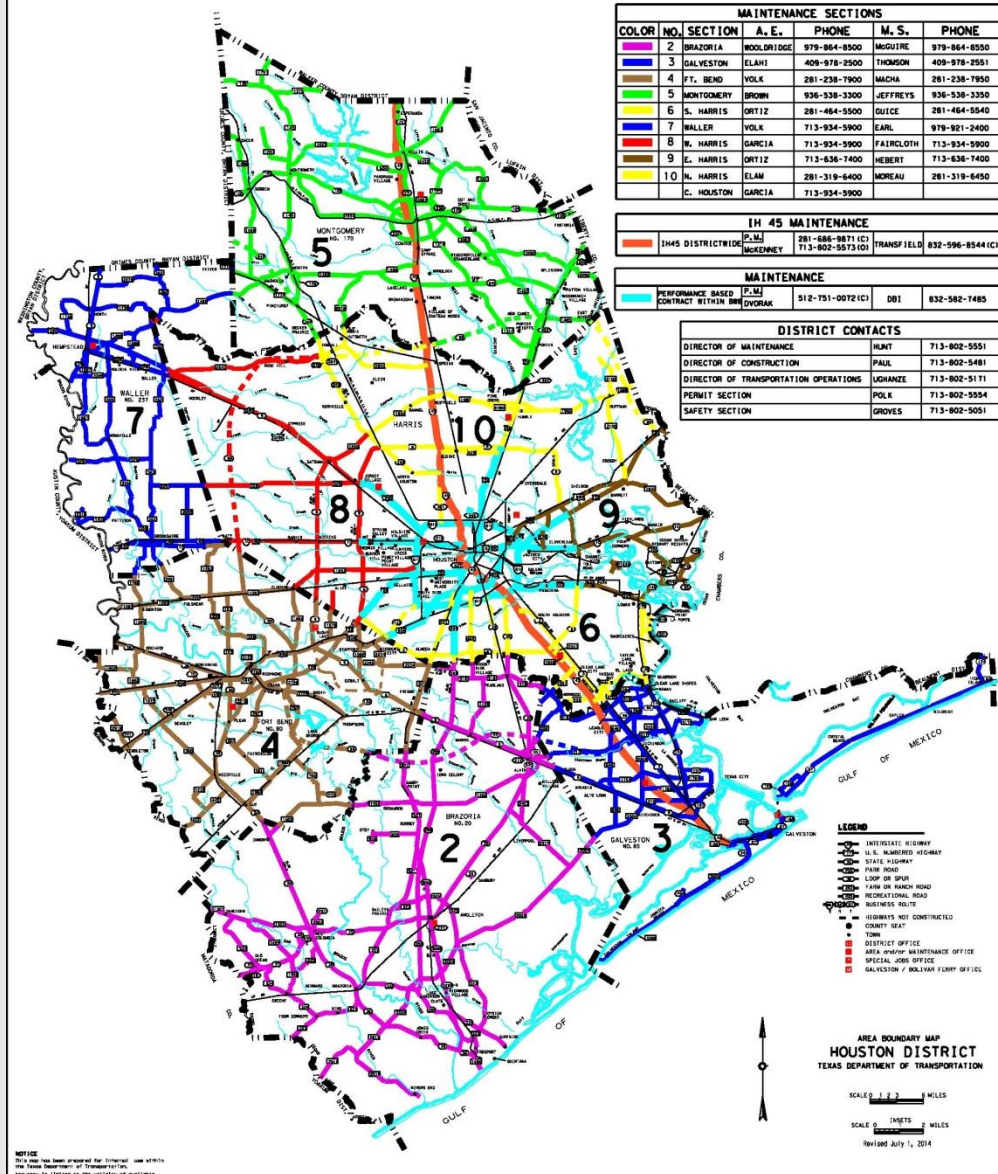
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PEDESTRIAN AND BICYCLE IMPROVEMENTS



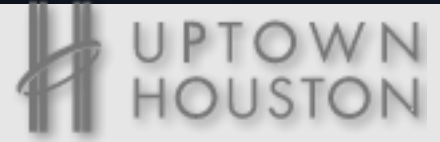


- 8 Area Offices
- Maintenance
- Construction Oversight
- Customer public request
 - Public
 - Public Officials

- *Partnerships*
 - 10 TAP Projects
- *Think creatively about partnerships*



MEMORIAL PARK
CONSERVANCY



- *Connectivity and Access*
- *First and last mile*
 - Transit Center
 - Park and Ride
 - Park and Pool
 - Bus Stop
- *Multimodal Connections*
- *Pedestrian/Bicycle Network*
- *Logical termini*

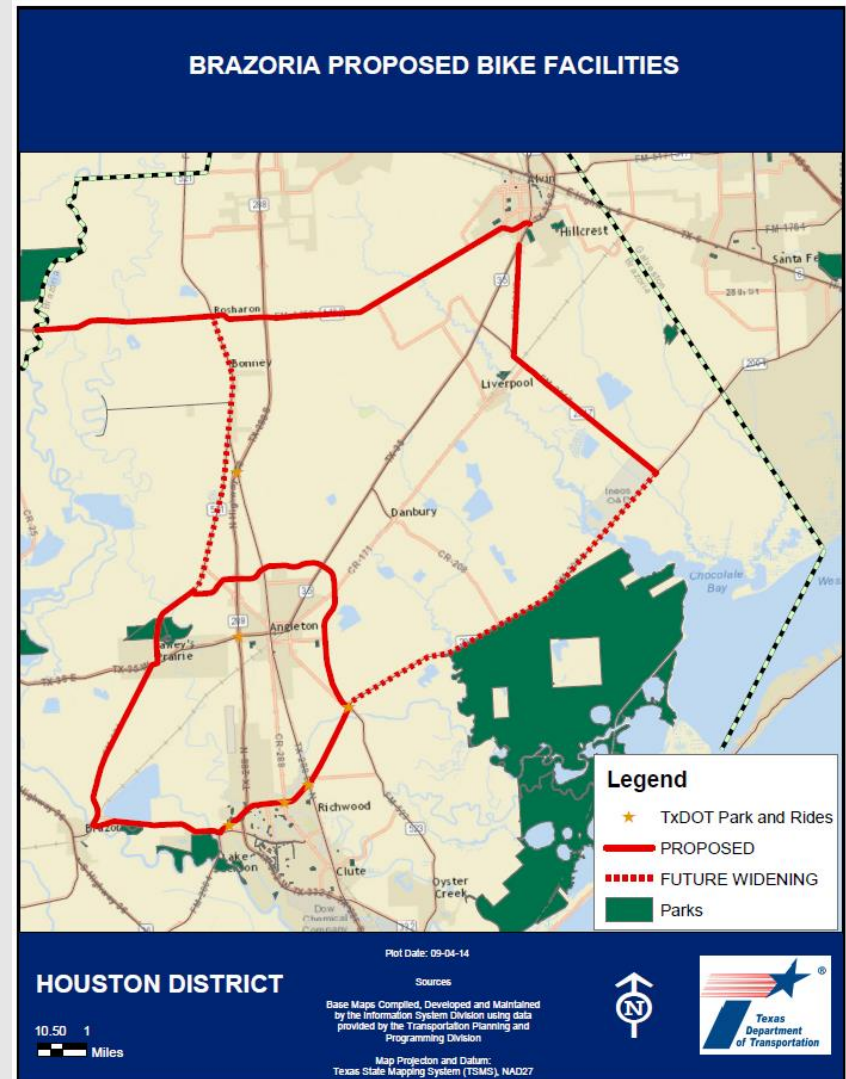


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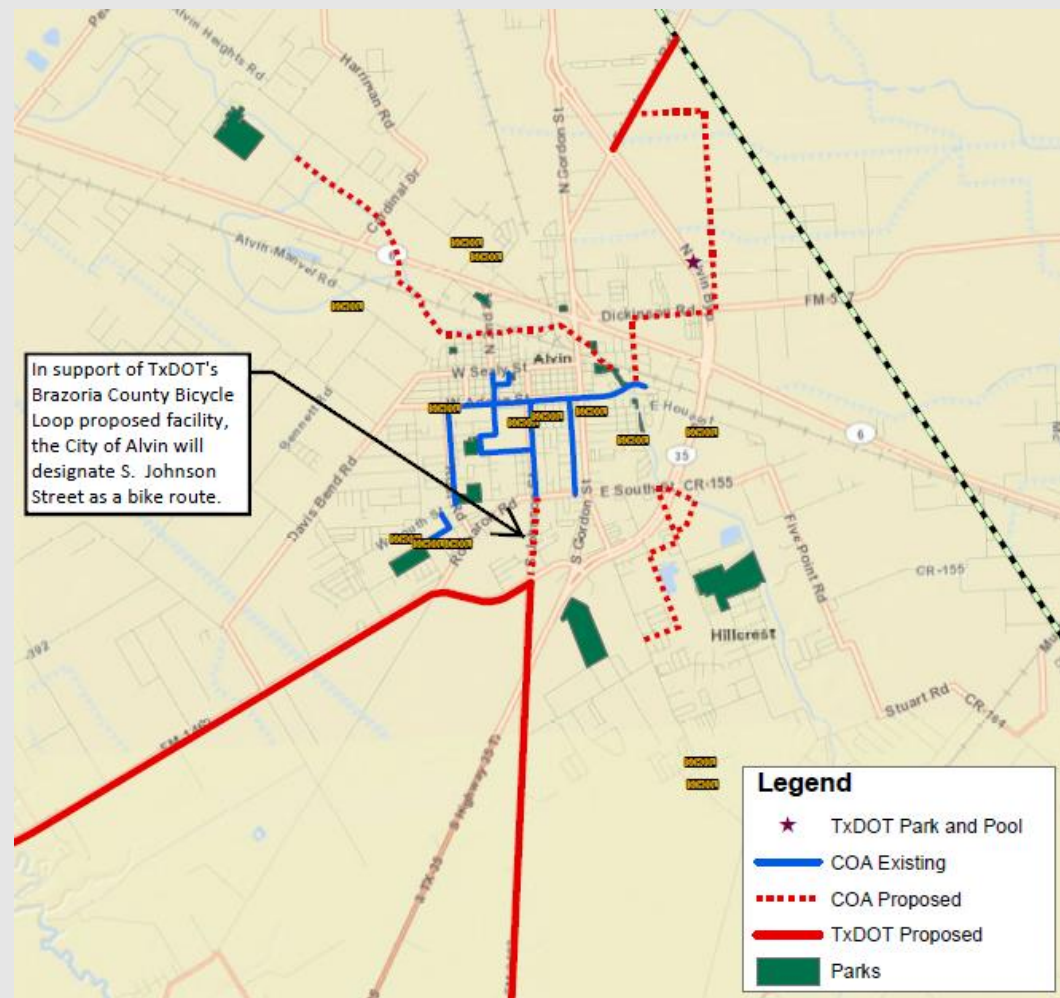


Call for Projects

- *Scope of Work*
 - Shoulder Widening
- *Multi-jurisdictional*
- *Park and Pool*
- *Connects Cities*
 - Alvin
 - Angleton
 - Brazoria
 - Lake Jackson
- *Connects Parks*
 - Brazos Bend Park
 - Brazoria Natural Wildlife Refuge
- *2015 MPO TAP Call for Projects*
 - \$4 M
 - FY 2020

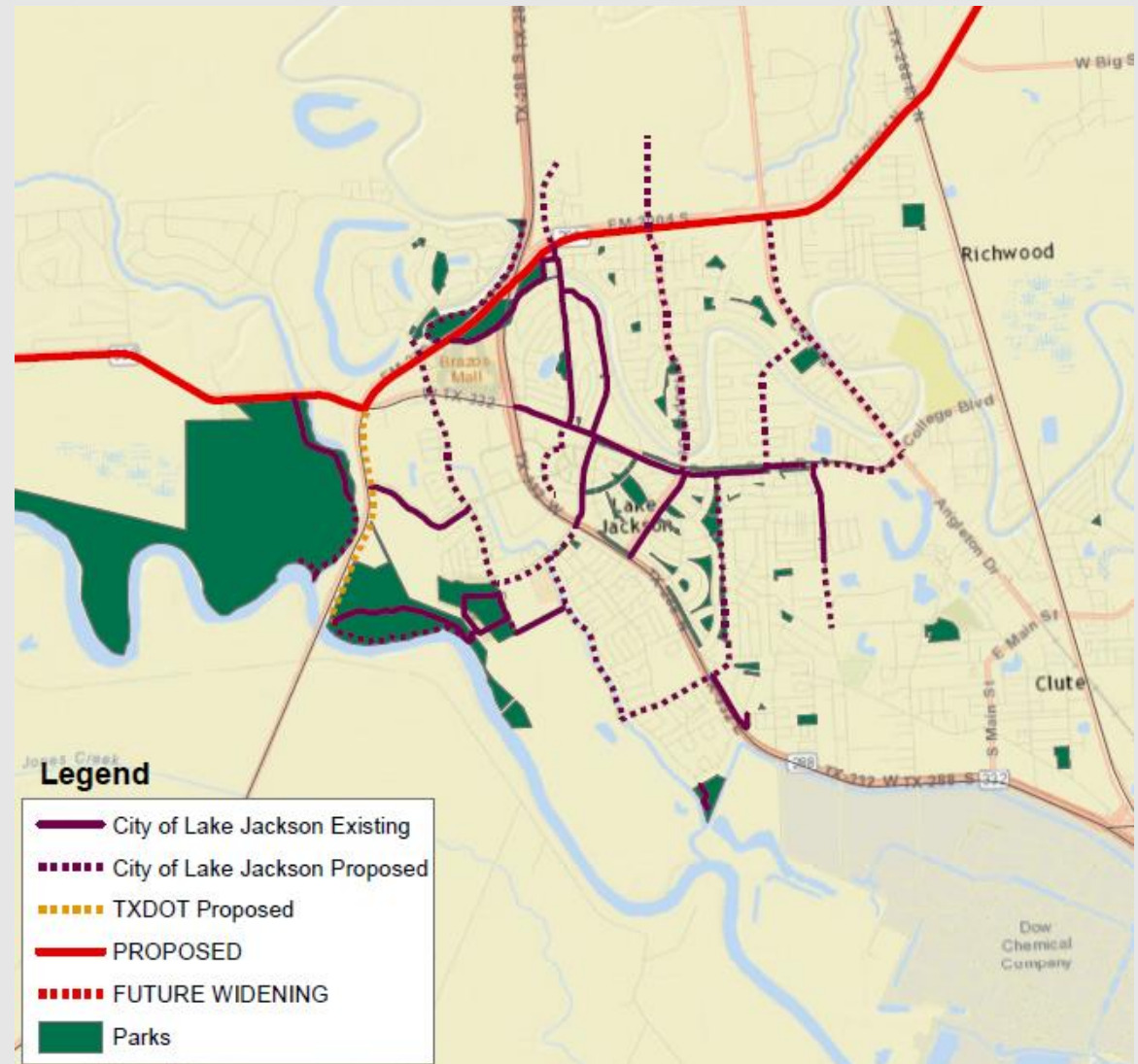


- *City Council Meeting*
 - November 14, 2016
- *Connections to local network*
- *Access to School*
 - Alvin Community College



2010 U.S. Census: city population was 24,236

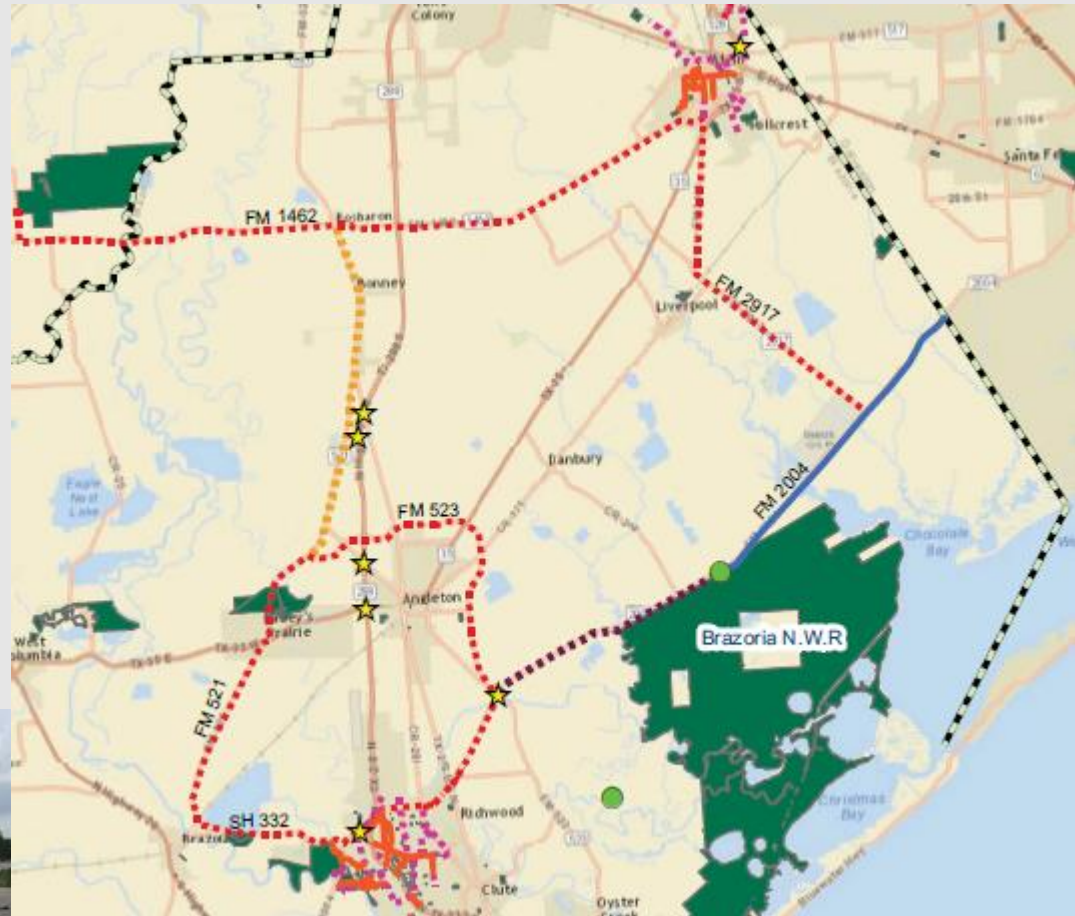
- *City of Lake Jackson:
Pedestrian and Bicycle
Master Plan*
- *Connections to local
network*



2010 U.S. Census: city population was 26,849

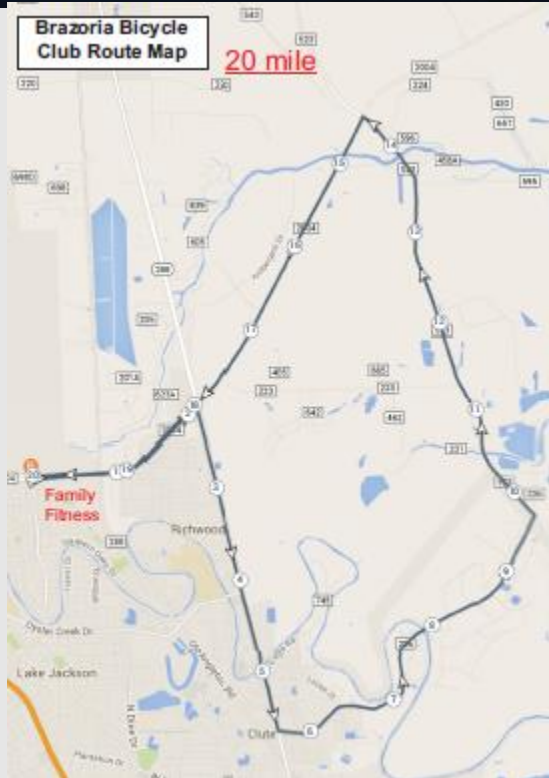
Brazoria Natural Wildlife Refuge

- *Federal Land Access Program*
 - Access to Federal Land
- *Scope of Work*
 - Shoulder Widening
 - Widening 2 bridges
 - Culvert widenings
 - Roadway overlay
- \$3 M Federal Funds
- \$ 600,000 TxDOT match
- FY 2019



TxDOT Park-and-Pool lot on FM 2004 @ FM 523

Coordination with Cycling Groups

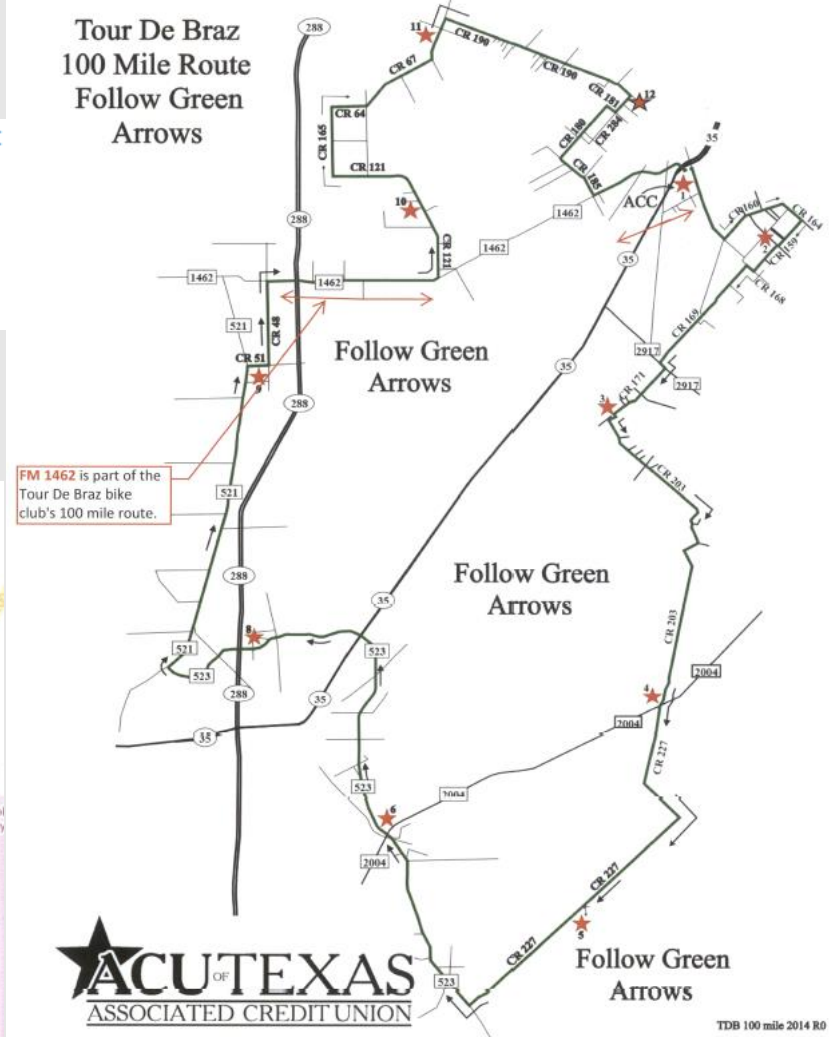


Some of the roads we regularly ride on are:

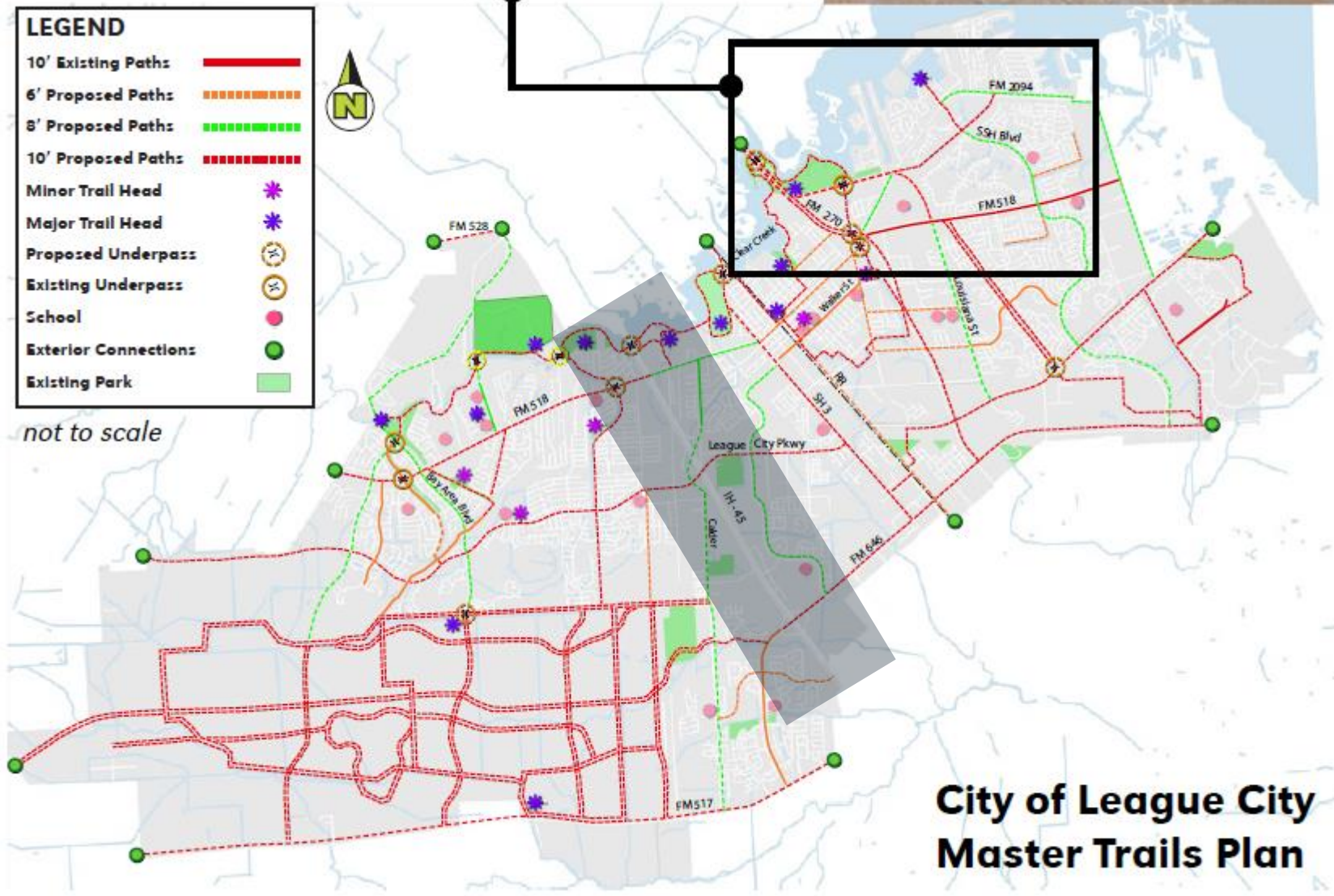
- Hwy 35 from West Columbia/Angleton
- 523 from 521/Freeport
- Hwy 36 from Freeport/West Columbia
- FM 2004 from Hwy 2004 to FM 523
- Old Angleton Road



Tour De Braz
100 Mile Route
Follow Green Arrows

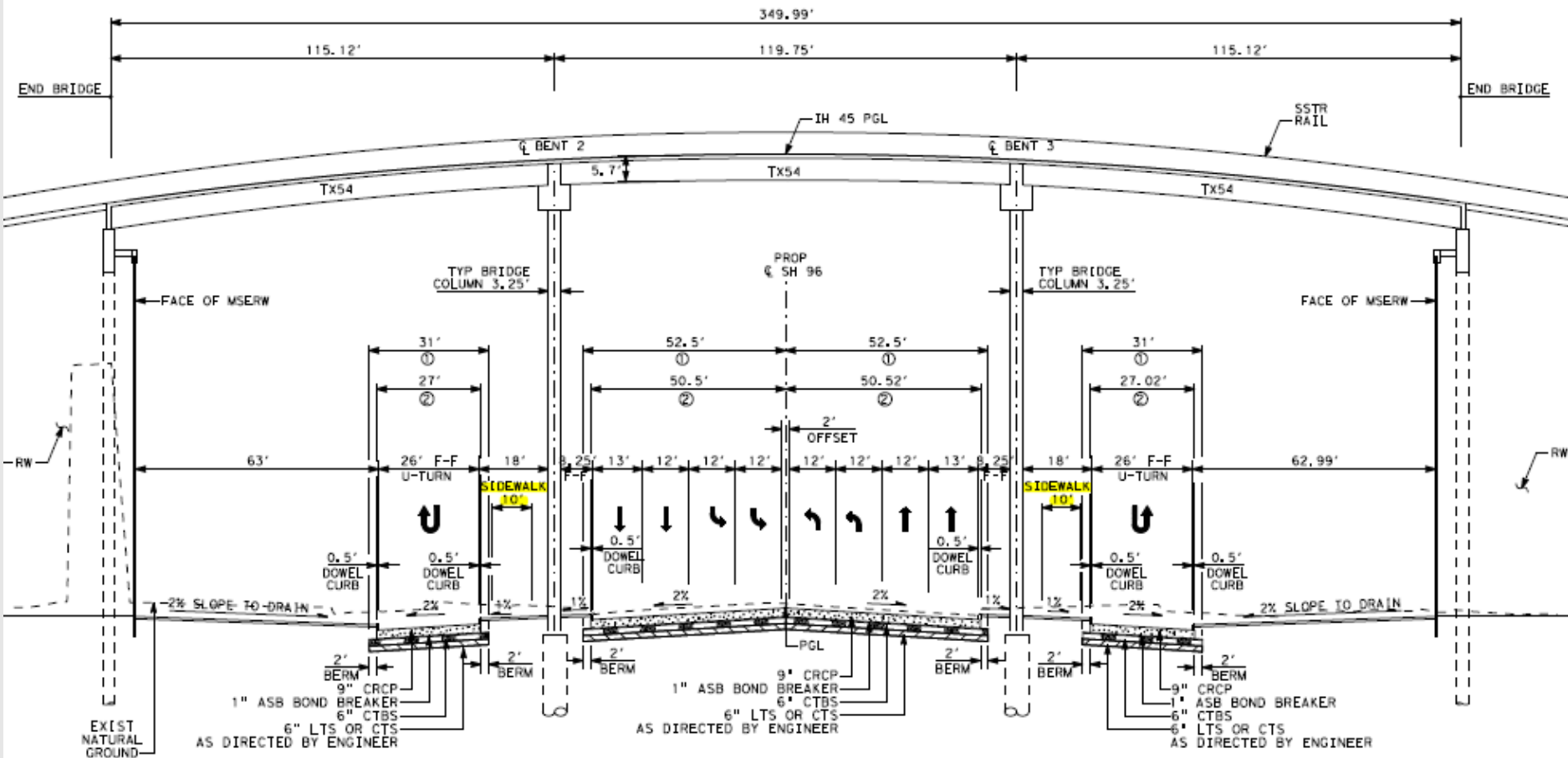


Project Development



SH 96 Existing Shared Use Path



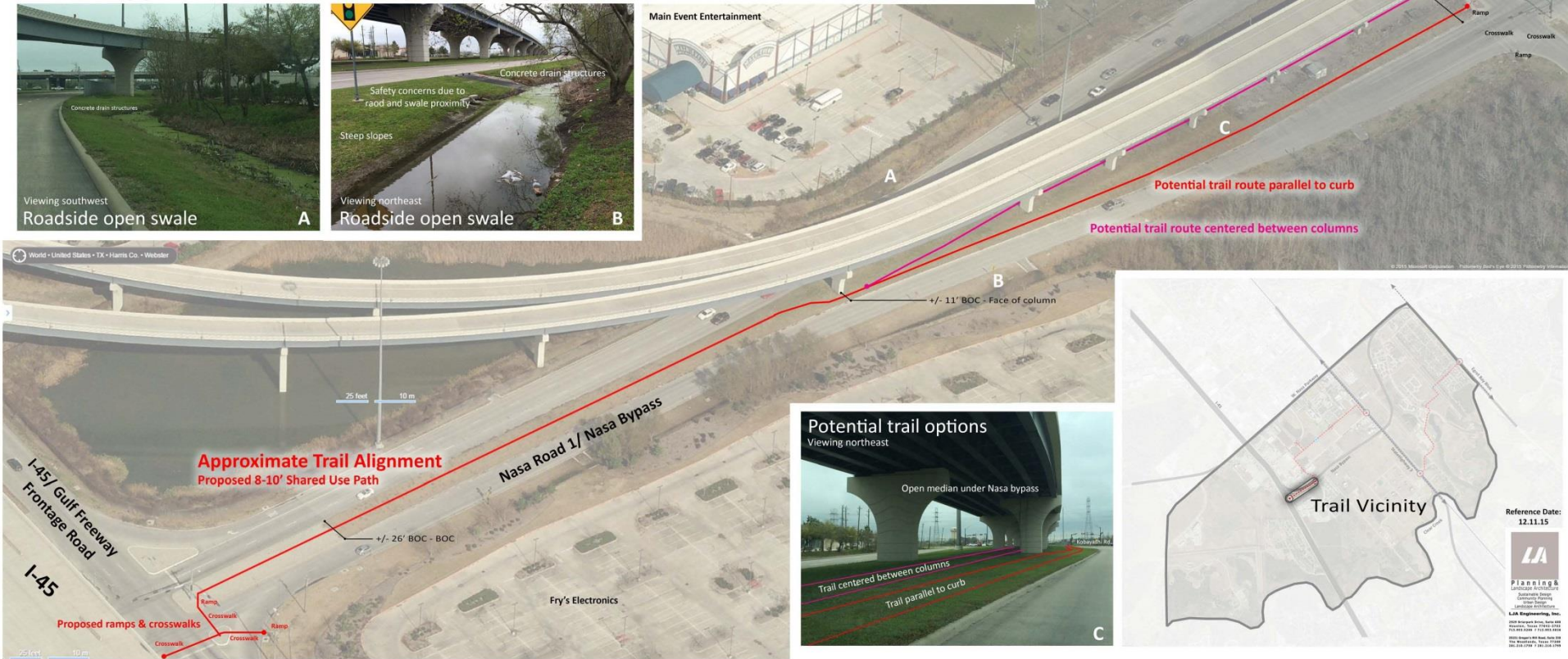


SH 96
PROPOSED TYPICAL SECTION 2

FROM @ STA 15+63.93 TO @ STA 18+06.35

Project Scoping

City of Webster Trail Feasibility Study Nasa Bypass Trail Conceptual Alignment



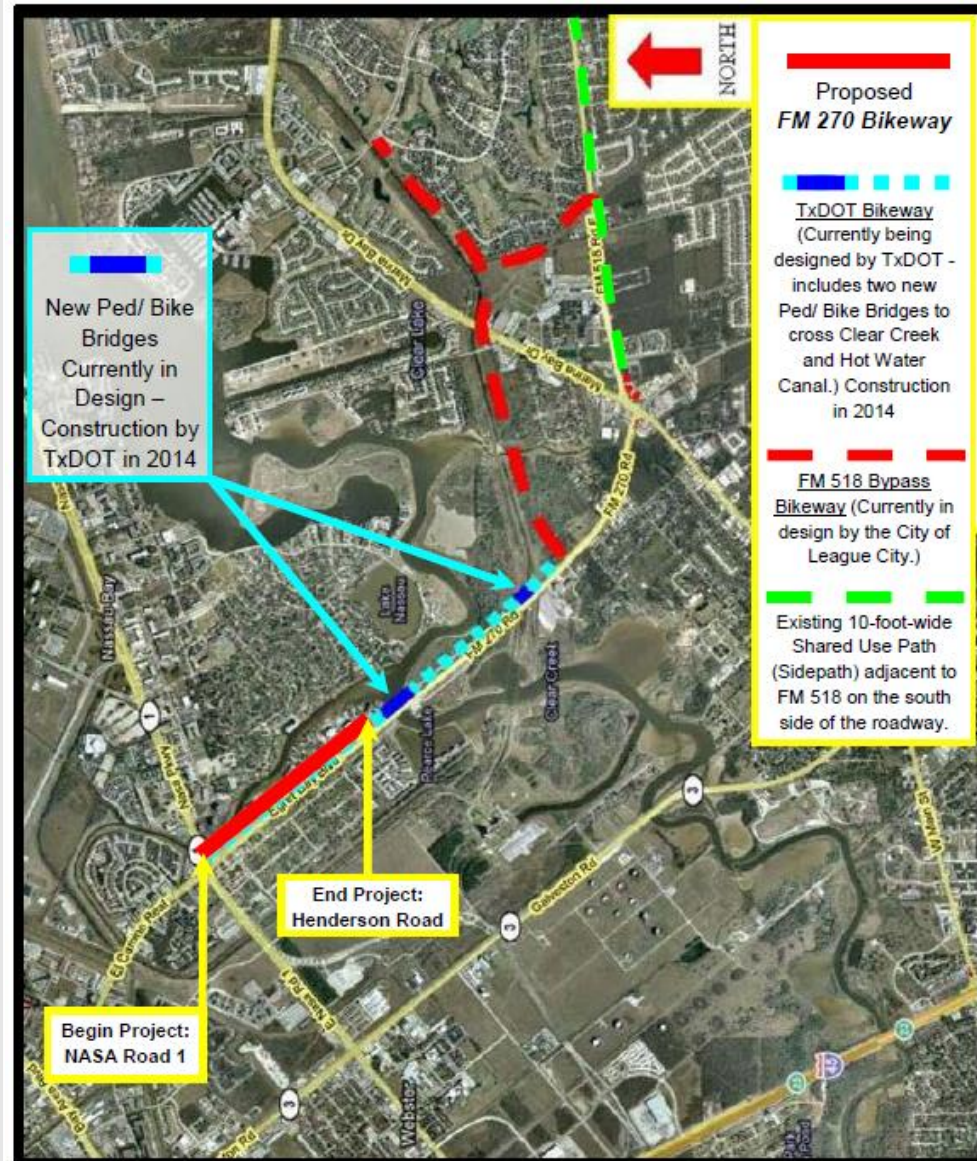
- Nasa Road 1/I-45
 - TxDOT ROW
 - South East Harris A0

- Feasibility Study
 - City of Webster Master Plan

Pitfalls

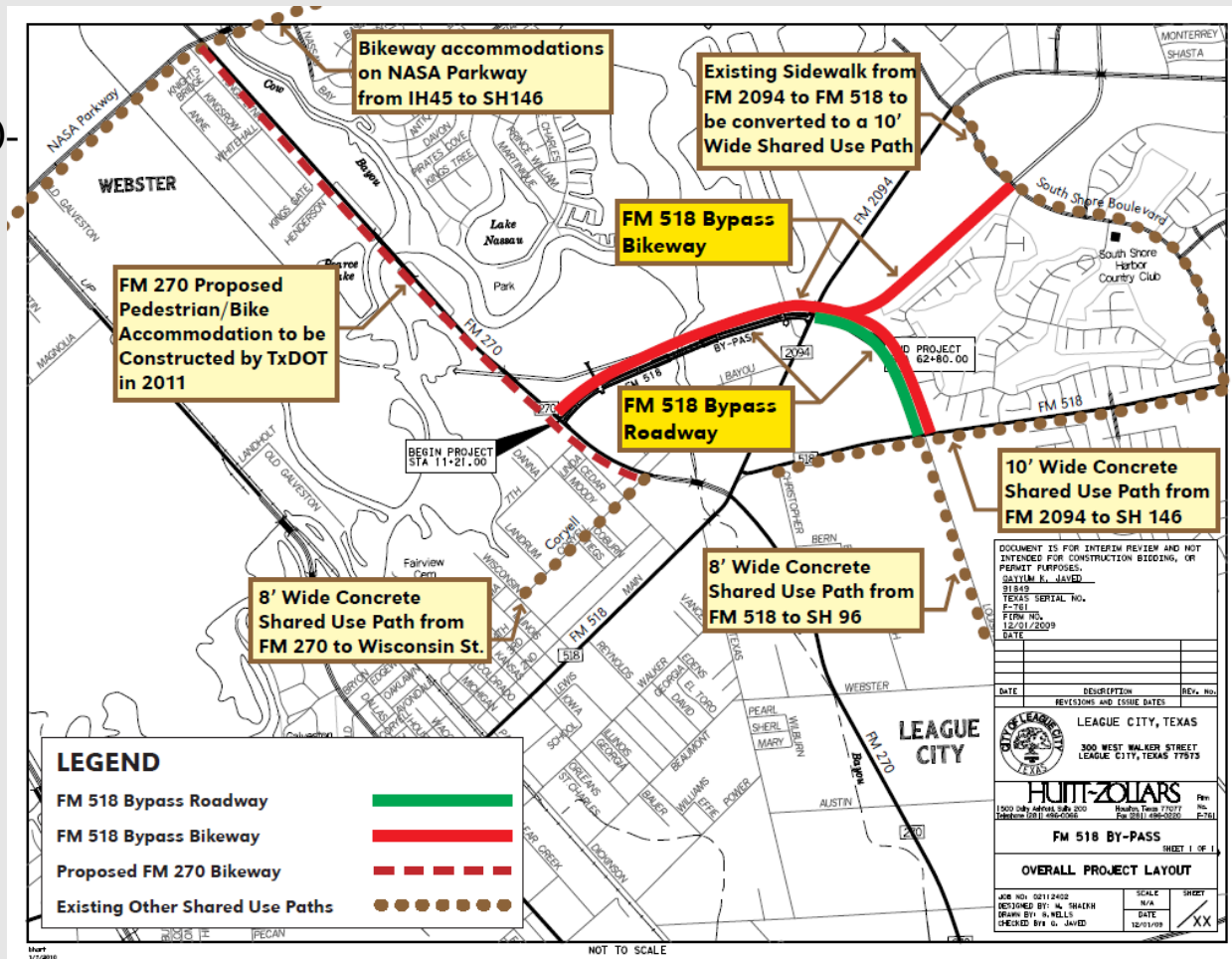
FM 270 Bikeway - Example

- Scope of Work
 - Construct concrete 10-foot wide shared use path
- Length
 - 0.632 mile
- TE 2014 project
 - \$1,086,027
- Funds Cat. 3
 - Federal \$868,822
 - State \$ 32,404
 - Local \$184,801
- Time line
 - TE 2012
 - TIP amendment 8/12/2013
 - AFA 7/18/14
 - LET
 - Construction: Spring '18?

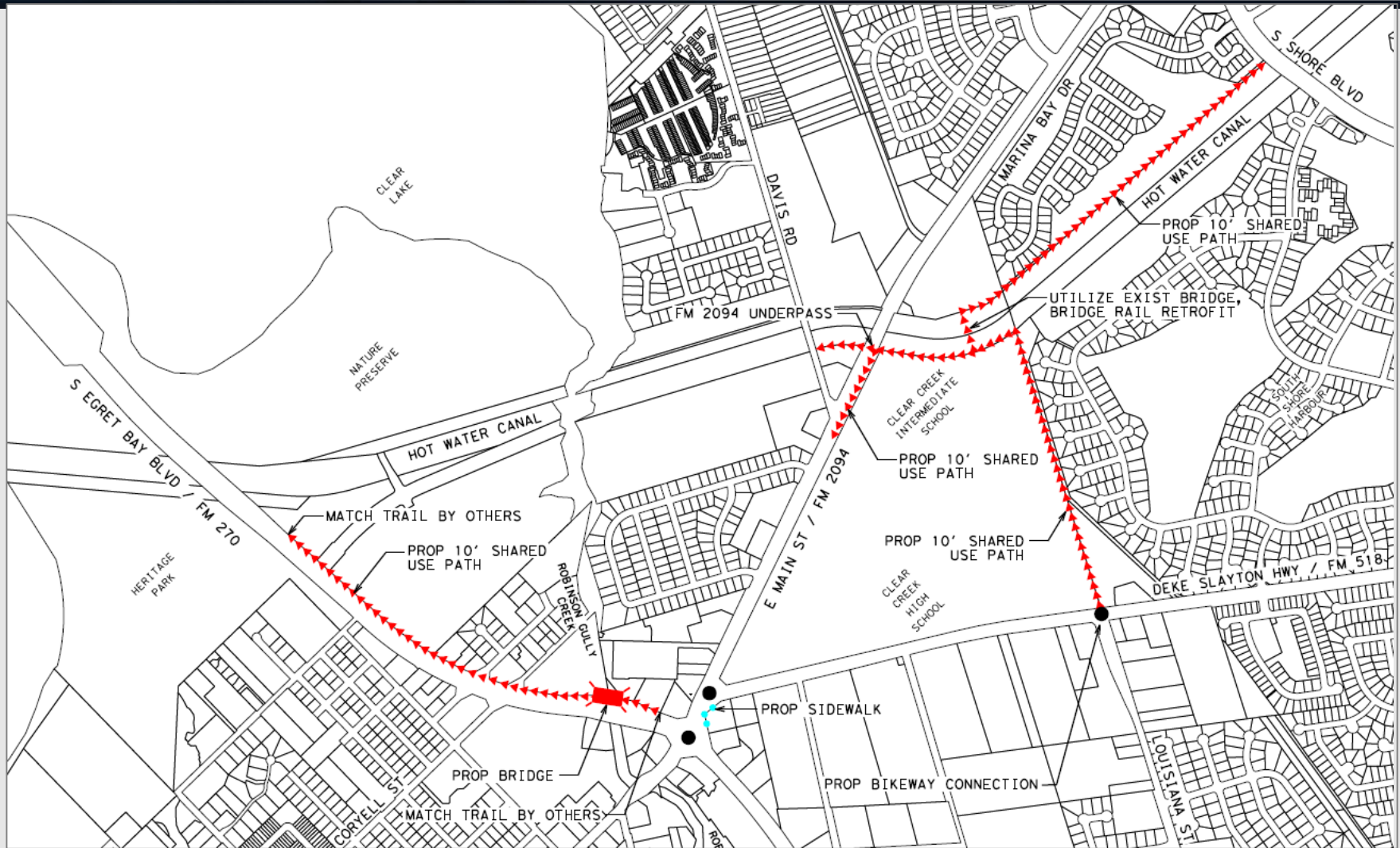


FM 518 Bypass Hike and Bike Trail – 2012 TE

- Scope of Work
 - Construct concrete 10-foot wide shared use path
- Length
 - 1.8 miles
- TE 2012 project
 - \$3.6 M
- Funds Cat. 3
 - Federal \$2.2 M
- Project Scope Problems
 - Bridge



FM 518 Bypass Hike and Bike Trail – 2015 MPO TAP



■ re-submitted for MPO TAP - 2015

How to Apply?

- Who can apply
 - Census Population
 - Sponsors
- Workshops/Webex
- Evaluation/Selection Criteria
- Standards
 - AASHTO
 - ADA Compliant
- Eligible Expenses
 - Drainage Improvements
 - Landscape/Hardscape
- Submission
 - Application Form/Format
 - Submission (Review)
 - Questions
 - -Answer

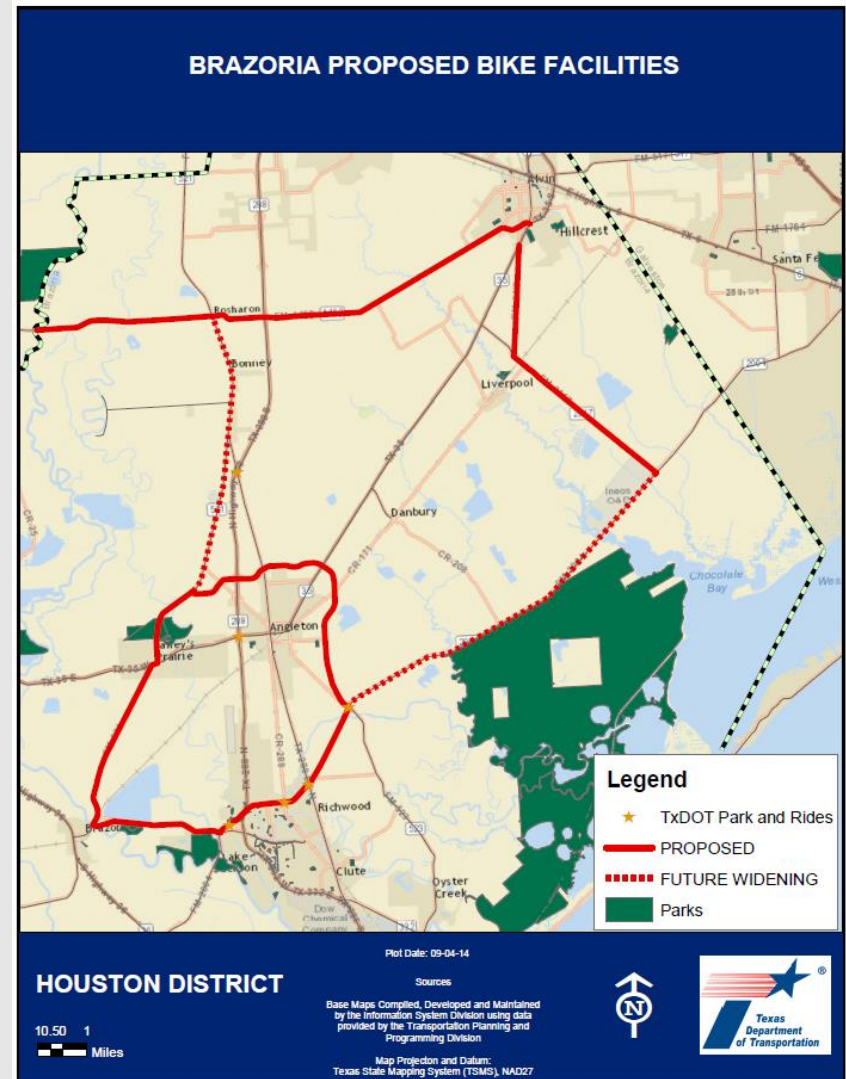
- **Connectivity** (55pts)
 - Barrier Elimination
 - Ped/Bike Connections
 - Transit Connections
 - Connect Regional Destinations
- **Pilot Project** (5 pts)
 - First-time facility
- **Safety** (15 pts)
 - Off-street
 - Connection to School
 - Crash Data: CRIS
 - ADA compliant
- **Existing Plan/Studies** (10 pts)
- **Funding Leverage** (5 pts)
- **Underserved Population** (10 pts)



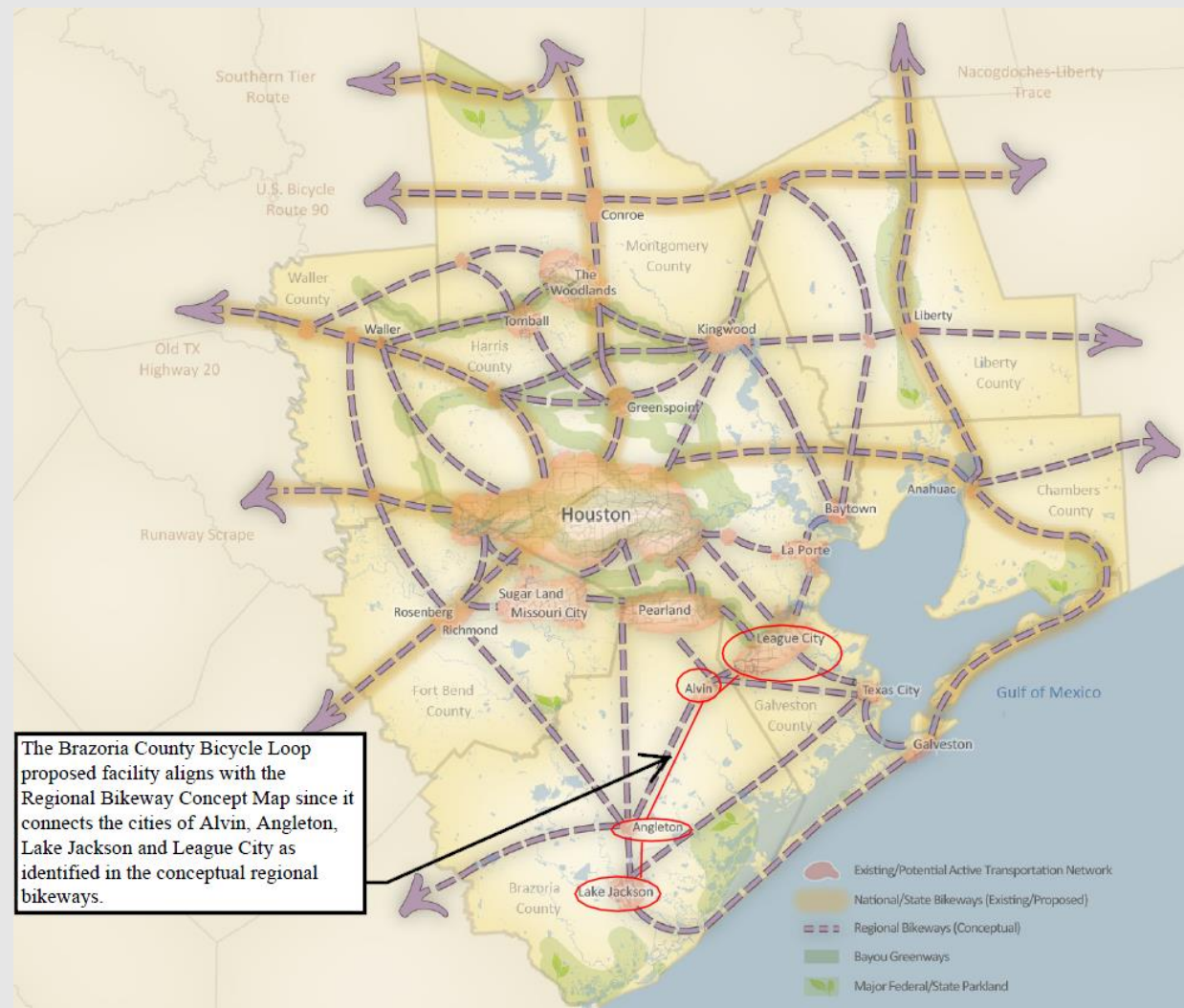
**AASHTO Standards
ADA Compliant**

2015 MPO TAP - Brazoria Loop

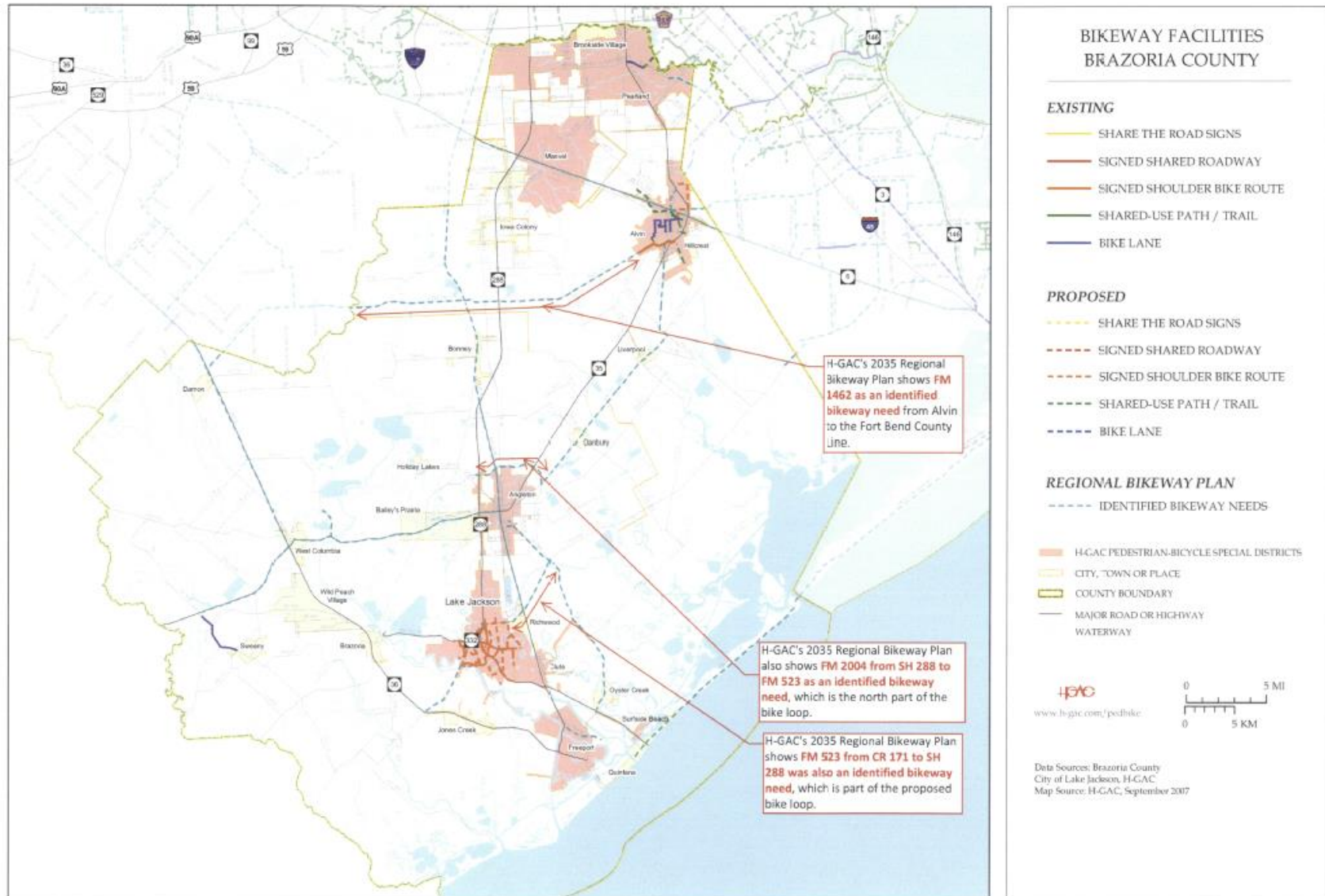
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 - Brazos Bend Park
 - Brazoria Natural Wildlife Refuge
- *2015 MPO TAP Call for Projects*
 - \$4 M
 - FY 2020



Regional Bikeway Concept Map



2035 Regional Bikeway Map



Eligible TAP-SET Aside Funding Activities – TxDOT Call

TxDOT Eligible TAP-Set Aside Activities: Construction Only

- **Construction** of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- **Construction** of infrastructure-related projects and systems that will provide safe routes for non-drivers
- **Conversion** and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- **Construction** of infrastructure-related projects to improve the ability of students to walk and bicycle to school

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