

**MEETING OF THE TIP SUBCOMMITTEE  
HOUSTON-GALVESTON AREA COUNCIL**

**Members Please Use Teams Invitation**

**Telephone Conference Information:**

[+1 346-262-0140](tel:+13462620140) United States, Houston (Toll)  
Conference ID: 323 551 695#

**August 5, 2020  
1:30 p.m.**

**AGENDA**

1. **Introductions/Roll Call**
2. **Approval of Wednesday, July 1, 2020 Meeting Minutes Summary**.....Chairman Smith
3. **Election of Officers**  
*The Committee will elect a Chair and Vice Chair for the 2020 Transportation Improvement Program (TIP) Subcommittee.*
4. **Transportation Development Credit Update (Adam Beckom)**  
*Staff will brief the Subcommittee on the comments received on the draft TDC Policy update.*
5. **Project Evaluation Criteria Development (Vishu Lingala)**  
*Staff will provide an update on the development of the project evaluation criteria and discuss investment categories.*
6. **Announcements**
  - TAC Meeting – August 19, 2020, 9:30 a.m., Teleconference (Zoom)
  - TPC Meeting – August 28, 2020, 9:30 a.m., Teleconference (Zoom)
  - TIP Subcommittee Meeting – September 2, 2020, 1:30 p.m., Teleconference (Teams)
7. **Adjourn**

**Transportation Improvement Program  
(TIP) Subcommittee Meeting**

Houston-Galveston Area Council  
Online Meeting/Conference Call

Wednesday July 1, 2020

1:30 PM

Agenda

**1. Introductions**

**2. Transportation Development Credit Update (Adam Beckom)**

*Staff will brief the committee on the comments received on the draft TDC Policy update.*

**3. Project Evaluation Criteria Development (Adam Beckom)**

*Staff will provide details of the next steps of the development of the Project Evaluation Criteria*

**4. Announcements**

- TAC Meeting – July 15, 2020, 9:30 a.m., Teleconference (Webex)
- TPC Meeting – July 24, 2020, 9:30 a.m., Teleconference (Webex)
- TIP Subcommittee Meeting – August 05, 2020, 1:30 p.m., Teleconference (Teams)

**5. Adjourn**

TRANSPORTATION IMPROVEMENT PROGRAM SUBCOMMITTEE

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MEETING SUMMARY  
Wednesday, July 01, 2020 – 1:30pm  
Houston-Galveston Area Council  
Online Meeting (Teams Platform)

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MEMBERS PRESENT

Maureen Crocker – City of Houston, PW  
Adam France – City of Conroe  
Cory Taylor – Chambers County  
Stacy Slawinski – Fort Bend County  
Ken Fickes – Harris County Transit  
Frank Seminar – City of Baytown  
Ruthanne Haut – The Woodlands Township  
Matt Hanks – Brazoria County  
Scott Ayres – TXDOT BMT  
Bruce Mann – Port Houston  
Oni Blair – Link Houston  
John Wilcots - HISD

ALTERNATES PRESENT

David Wurdlow – City of Houston  
Crystal Lastrap – City of Sugarland  
Brannan Hicks – Harris County  
Perri D’Armond – Fort Bend County Transit  
Frank Simoneaux – City of Baytown  
Larry Buehler – City of Friendswood  
Catherine McCreight - TxDOT  
Vernon Chambers – Harris County Transit  
Cliff Brouhard – City of Missouri City  
Priya Zachariah – METRO  
Francisco Carrillo – City of Mont Belview  
Nichole Ware-Barnet - HISD

OTHERS PRESENT

Robert Benz – TTI  
Jeffrey English – TxDOT  
Kent McClemore - TxDOT

H-GAC STAFF PRESENT

Adam Beckon  
Stephan Gage  
Vishu Lingala  
Sandra Halliday  
Jim Dickinson  
Patrick Mandapaka  
Chris Van slyke  
David Fink  
Mike Burns  
Allie Isbell  
Jamila Owens  
Lucinda Martinez  
Veronica Waller

## BRIEFING

After ascertaining a quorum, Loyd Smith (Chair) welcomed the new subcommittee members. He described the functions of the group and noted that a major task was ahead of them: preparation for the 2021 Call for Projects.

### Overview

Members were briefed on the status of the Draft TDC Policy Update and were also provided details of the Next Steps in the development of the Project Evaluation criteria.

## INFORMATION ITEMS

### **ITEM 2 – Update on Draft TDC Policy and Comments – Adam Beckom**

Adam Beckom gave an overview of the TDC (Transportation Development Credits) Policy and the ongoing effort to update it. He discussed what a TDC is, its purpose, requirements, restrictions, how TDC's are earned, and the importance of updates on TDC's for projects.

Describing the current TDC Policy, Mr. Beckom explained how certain projects or activities were ineligible, including Transportation Alternatives Set-Asides (TASA), sidewalks, bike activities, roadway maintenance, repavement and reconstruction, Liveable Centers studies, and access management projects. He also mentioned that there were restrictions to the use of TDCs for certain Transit operations and that TxDOT prohibited combining TDCs with a non-federal match in AFA agreements.

Next, Mr. Beckom highlighted proposed changes to the TDC Policy: These include modifications to the language on transit funding and making access management projects that improve congestion as well as Liveable Centers Studies eligible under the category of "Other regionally Significant Projects." Proposed changes also include the modification of the language about the Regional Strategic Transportation Fund and the permitting of retroactive awards of TDCs to further participation in the fund.

Mr. Beckom then displayed comments received on the Draft TDC Policy and indicated that staff would be responding to these comments as the work progressed. With regards to the completion timeline, the Draft TDC Policy will be presented to the TAC and TPC for information in August 2020 and the Final Draft will be presented for action in September 2020. A copy of the Draft TDC policy will be posted on the H-GAC website.

In the discussions that followed, Maureen Crocker and Catherine McCreight commented that with a more liberal TDC policy there would be no incentive for project sponsors to overmatch since they could now obtain more federal dollars. Consequently, an unintended consequence of the policy change could be that fewer projects would get funded. Furthermore, municipalities and counties might move funds away from transportation to other community needs - though this would be limited to just 10% of the project cost. Adam Beckom responded that retroactive TDCs were limited to projects currently in the TIP and therefore already funded. Patrick Mandapaka also mentioned that even though the availability of the match would not be a scoring consideration, the request for greater federal dollars would reflect negatively on the candidate project in the cost-benefit analysis. Ken Fickes commented that retroactive TDCs were not permitted by the FTA for transit projects.

### **Item 3 – Development of New Project Evaluation Criteria (Adam Beckom/Vishu Lingala)**

Adam Beckom announced that the major undertaking for the subcommittee this year would be preparing for the 2021 Call for Projects. Key tasks include reviewing the benefit/cost analysis process, defining the investment categories, gathering input from other TAC and TPC subcommittees, making decisions on the scoring criteria and assignment of weights, and establishing an application and submittal process.

Work on defining the investment categories has begun. A workgroup will be established to draw up the draft criteria. Staff will review the benefit/cost approach used by other agencies for ideas to improve our methodology. A progress report will be presented to TAC in September and a request for action will be brought to the TPC in December 2020.

In his presentation, Vishu Lingala explained the need to consolidate the 13 Investment Criteria utilized in the 2018 Call into fewer categories. Reason for this review of the categories: in the 2018 Call there was \$1.2 Billion funding available while funding requests exceeded \$3.9 Billion. However, while Active Transportation, Roadway, and Transit project requests exceeded the available funding, there was little or no requests in categories like Autonomous Vehicles, Innovative Freight Movement, or Infrastructure Resiliency

Maureen Crocker spoke in support of consolidating categories but stressed that Complete Streets did not belong with Roadways and should rather be a separate category. Ms. Crocker also asked the subcommittee to review whether projects eligible for the Regional Transportation Fund should be considered in the Call for Projects. Ms. Crocker further noted that because of an overreliance on a projects' impact on travel time in the scoring, Rehabilitation/Reconstruction projects did not compare well against projects that added capacity. This should be revealed..

Lloyd Smith indicated that the evaluation of candidate projects would be facilitated by appropriately grouping similar projects into the same category. Bruce Mann suggested that the word "Innovative" should be dropped from the Freight Movement category. It was also suggested that the four different Transit categories into one.

Next Mr. Lingala discussed plans to improve the Benefit/Cost Analysis model. The Benefit/Cost model consists of several templates which derive an overall project score. Mr. Lingala described several of the templates and indicated the desire to improve the methodology applied particularly in the Safety, Emissions, and Delay templates. This would involve rather technical work. It was emphasized that this task be carried out in coordination with the several TAC and TPC subcommittees. Adam Beckom mentioned that a small working group was needed to help with improving the templates outside the TIP subcommittee monthly meetings. Several members volunteered to be part of the working group. These include Maureen Crocker, Catherine McCreight, Ken Fickes, Priya Zachariah and Robert. Mr. Beckom mentioned that he would reach out for additional volunteers representing other regional interests, such as the small cities.

### **Item 4 – Announcements**

Upcoming events .

TAC Meeting – July 15, 2020 – 9:30 am Teleconference (Webex)

TPC Meeting – July 24, 2020 – 9:30 am Teleconference (Webex)

TIP Subcommittee Meeting – August 1, 2020 – Teleconference (Teams)

The meeting was adjourned at 3:07 p.m.

# **Houston-Galveston Area Council**

## **Transportation Development Credits Policy and Procedures**

### **Draft Revision, 2020**

#### **Background**

Transportation Development Credits (TDCs) can be used to fulfill some or all of the requirements for non-federal, state or local matching funds associated with the use of federal highway and transit reimbursements for eligible capital, operating and planning activities (23 U.S.C. §120). TDCs are not cash. By fulfilling the requirement for a non-federal share of a federally funded transportation project, the use of TDCs allows 100% federal reimbursement of eligible project costs assuming available federal funds are sufficient to pay all eligible project costs.

Credits are earned when the state, a toll authority, or a private entity expends funds on capital improvements to public highways using revenues from toll receipts and related transactions, including borrowed funds supported by these revenues. Eligible expenditures exclude debt service, returns to investors or the routine operation and maintenance of toll facilities.

The Texas Administrative Code (Title 43 Part 1 Ch. 5 Subchapter H) grants Metropolitan Planning Organizations (MPOs) the authority to award TDCs certified by the state and made available to specific MPOs based on toll projects within that MPO's jurisdiction. The Code requires MPOs with TDCs to develop guidelines and procedures to receive, evaluate and award credits while considering how the credits will expand the availability of funding for transportation projects. The MPO will evaluate applications and award credits as well as incorporate the information regarding the award of credits into its Transportation Improvement Program.

#### **Definitions**

The following words and terms, when used in this document shall have the following meanings, unless the context clearly indicates otherwise.

- (1) Commission--The Texas Transportation Commission.
- (2) Department--The Texas Department of Transportation.
- (3) Eligible entity--Any entity that is eligible for funding under Title 23, U.S.C. or Chapter 53 of Title 49, U.S.C., is in good standing with the department, and has no deficiencies or findings of noncompliance.
- (4) Eligible project--A highway, rail, transit, bicycle or pedestrian project, as authorized by Title 23, U.S.C., other than an emergency relief program authorized by 23 U.S.C. §125, or Chapter 53 of Title 49, U.S.C.
- (5) Locally earned credits--Transportation development credits earned from:
  - (A) a project of a regional tollway authority;
  - (B) a project of a county acting under Transportation Code, Chapter 284;
  - (C) a project of a regional mobility authority;
  - (D) an international bridge not owned by the state; and
  - (E) a department project located within the geographic area of a regional tollway authority, a county acting under Transportation Code Chapter 284, or a regional mobility authority that has developed one or more toll projects.

- (6) Metropolitan Planning Organization (MPO)--An organization designated in certain urbanized areas to carry out the transportation planning process as required by 23 U.S.C §134. The Transportation Policy Council is the policy making body for the Houston-Galveston area MPO.
- (7) Transportation Development Credits--A financing tool approved by the Federal Highway Administration that allows states to use federal obligation authority without the requirement of non-federal matching dollars.
- (8) Transportation Improvement Program (TIP)—A program of projects formally adopted by the Metropolitan Planning Organization covering not less than four years identifying specific transportation projects selected for federal transportation funding assistance.

### **Policy Goal**

It is the Policy Council's intent that use of TDCs advance projects of regional significance, increase funding flexibility in support of these projects and/or increase or maintain funding for key transportation activities in the region.

### **Priorities for the Use of Credits**

The Transportation Policy Council has identified three priority uses for Transportation Development Credits. These projects or activities are most likely to provide benefits of regional significance and include:

1. Regionally Significant Roadway Capacity Projects
  - Added capacity projects on major thoroughfares (roadways classified as “arterial roadways” or higher or, as a result of the proposed improvement, may be redesignated as such).
  - Roadway projects must result in measurable capacity or operational improvement for vehicular traffic. Roadway projects may include ancillary transit, bicycle and pedestrian treatments as a part of the overall roadway improvements.
2. Support of Federal Transit Funding.

TDCs may be used to assist transit agencies adversely affected by federal cost eligibility rules introduced in MAP 21 and upheld in the FAST Act. Project sponsors must demonstrate that the use of TDCs will not reduce local, non-federal funding support for their transit services.
3. Other Regionally Significant Projects. To the extent the following items may be eligible for federal highway and transit funding, the following activities will be considered for TDC award:
  - Freight rail improvements addressing the safety, capacity and reliability of the transportation system;
  - Improved access to ports, airports, major manufacturing and warehousing centers that reduces delay to freight and conflict with other vehicular traffic;
  - Regional traffic monitoring and management, including incident management;
  - Other regional transit projects decreasing vehicular congestion, such as HOV/HOT lanes, Park and Ride facilities and services, expanded express bus services, commuter rail, and travel demand reduction through vanpooling, carpooling, teleworking and other trip reduction strategies;
  - Access management projects that improve congestion;
  - Livable Centers studies and projects; and
  - Support for other regional strategies to promote reductions in vehicle emissions.

#### 4. Development of the Regional Strategic Transportation Fund

- Create the Regional Strategic Transportation Fund through partnership with local project sponsors that can utilize TDCs for eligible activities. Through this program local project sponsors will be required to remit 50% of match under traditional 80% Federal/20% Match formula into the Regional Strategic Transportation fund. The remittance is due when the project is let to contract. The federally eligible project will be funded 100% federal. Funds held in the Regional Strategic Transportation Fund will be used to support the following projects and programs.
  - Non-state facilities in rural areas
  - Maintenance and preservation of roadways in small-urban, rural and/or economically disadvantaged areas
  - Investmentlocal active transportation projects including sidewalks
  - Support for H-GAC sponsored regional grant applications
  - Localized safety improvements to address discrete pedestrian conflict points and intersections.

Projects that will not typically be considered for TDCs because they individually lack regionally significant benefit include, but are not limited to:

- Transportation Enhancement Projects,
- “Stand alone” sidewalk and on-street bicycle projects,
- Roadway projects on collector or local streets,
- Roadway maintenance, repaving or reconstruction projects without regionally significant added capacity components,

#### **Process for Considering Use of Credits**

1. The request for TDCs should be made at the time the project is submitted for federal funding consideration. The available Transportation Development Credits will be identified by the MPO at the time it issues a call for projects to be considered for selection by the MPO Transportation Policy Council.
  - In the case of the TIP Call for projects, the use of TDCs will be considered in project scoring and ranking.
  - For other federal grant applications, a *conditional* award of TDCs may be considered by the TPC prior to the final submission of the grant application (or grant proposal). It is the responsibility of the applicant to provide its request for a conditional award by the TIP amendment deadline, one month prior to the regularly scheduled TPC meeting at which the award will be considered. An actual award will be based upon the final project scope and the actual federal funds received.
2. The award of TDCs will generally not be made retroactively (i.e. a project awarded federal funds supported by local dollars as the match may not replace the local matching funds with TDCs).
  - Consideration of a retroactive award will be made if the local project sponsor wishes to participate in the Regional Strategic Transportation Fund.
3. While a project may be in an eligible category for consideration of TDCs, it is not a guarantee that TDCs will be awarded. The final decision to award the TDCs lies with the TPC.
4. For roadway projects selected by the Transportation Policy Council, state or local matching funds that have been replaced by TDCs must be reinvested in transportation projects within the eight county MPO area consistent with the Regional Transportation Plan. Sponsoring agencies must identify the



transportation project or projects to be implemented or supported with the local money which would have been used to match federal funds.

5. Federal Transit Administration (FTA) Sections 5307, 5310 and 5311 and other formula funded projects will be exempt from requirements. TDCs will be separate and proportional to transit formula appropriations.

### Receipt and Evaluation of Applications

TDC requests must include:

1. a detailed description of the project, the need for the project and benefits which will result from project implementation; and
2. a detailed explanation of how the award of credits will expand the availability of funding for transportation projects, considering the Policy Goal described above.

### **Notification of Award Decision**

The MPO shall notify each applicant for Transportation Development Credits of the decision to award or not to award Transportation Development Credits no later than 60 days after TPC decision. Project sponsors whose applications are judged incomplete by the MPO Director will be notified and provided the opportunity to correct their application. However, incomplete applications will not initiate TPC review of a TDC request.

Should the MPO decline to award requested TDCs, the applicant may pursue an award from the Texas Transportation Commission provided that:

1. the project is explicitly identified and programmed in the Transportation Improvement Program or Regional Transportation Plan; or
2. the project sponsor receives a letter of support from the MPO stating that, if approved for a TDC award by the Texas Transportation Commission, the proposed project will be amended into the Regional Transportation Plan and Transportation Improvement Program as appropriate.

### **Opportunity for Public Review and Comment**

Opportunities for public review and comment will be provided at key decision points consistent with H-GAC's adopted Public Participation Plan.

### **Administration of Transportation Development Credits**

Before project sponsors awarded transportation development credits by the MPO may use them, the Texas Transportation Code requires the project sponsor to enter into a TDC agreement with the MPO. The purpose of this agreement is to describe the project for which the credits will be employed and the amount of credits awarded. This agreement does not substitute for project agreements required by TxDOT or federal grantor agencies. If permitted by TxDOT, the TDC agreement may be incorporated into TxDOT's Advanced Funding Agreement. The MPO shall transmit a TDC agreement for execution by the project sponsor within 90 days of Transportation Policy Council action to award TDCs. If an entity does not sign its TDC agreement within one year after receipt of the agreement, the credits may be rescinded and awarded to another eligible project(s) and project sponsor(s).

Transportation Development Credits will not be combined with actual cash match on the TxDOT advanced funding agreement. All federally eligible costs will be eligible for the use of TDCs

**Annual Report**

Not later than December 1st of each year, the MPO will submit a report to the Texas Department of Transportation documenting the management of its credit allocations for the previous fiscal year. This document will list all projects to which credits have been awarded and their implementation status.

**Transfer of Credits**

Based upon a documented request from another Metropolitan Planning Organization or the Texas Department of Transportation, the Transportation Policy Council may approve a transfer of Transportation Development Credits allocated to it to another MPO or to the Texas Transportation Commission. An approved transfer shall be documented in the MPO's Annual TDC Report.

**Regional Strategic Transportation Fund**

The TPC will have selection authority for projects to be funded under the Regional Strategic Transportation Fund program. Project eligibility, maximum/minimum awards, and evaluation criteria will be determined by the TPC.

## Background

In March 2020, the Transportation Policy Council (TPC) established the following priorities for the next call for projects.

1. The reduction and elimination of severe injuries due to vehicle crashes.
2. Improve safe and reliable goods movement within and through the region:
  - a. identify and mitigate congestion and crash hot spots for commercial trucks
  - b. accelerate freight delivery by autonomous vehicles,
  - c. promote off peak and overnight freight delivery including off peak use of exclusive freight lanes
3. Focusing on operational improvements and congestion management, including projects that address railroad/roadway safety and delays.
4. Promote public/private, coordinated planning in high growth areas (areas with high population and/or commercial development growth) to reserve right of way and development of facilities that will avoid future congestion and support continued economic development.
5. Recognize the benefit of regional, multijurisdictional projects to the larger transportation network.
6. Improve access and affordable transportation choices to communities with high concentration of low income, disabled, elderly, or minority households.
7. Develop a multi-modal transportation network that provides
  - a. connectivity between modes
  - b. transit access to more destinations
  - c. facilities that serve pedestrian, bicycle, and other active transportation modes
  - d. reduce the delay created by the delay at rail/highway crossings

In July, the TIP Subcommittee discussed consolidating the 13 investment categories into fewer investment categories consistent with project priorities listed above.

## Current situation

In the next Call for Projects (CFP) H-GAC staff proposes to seek projects in five investment categories:

1. Major Investments
2. Expand
3. Manage
4. Maintain
5. Active Transportation

The example project types, eligible funding category and definitions of the investment categories can be found in attachment A.

## Project scoring

All projects submitted through the next call will be scored based on a benefit/cost (B/C) analysis and planning factors. Based on the comments received from various projects sponsors staff is proposing for all investment categories except for active transportation the B/C ratio and planning factors scores be weighed at 50% of the total score. For active transportation projects B/C ratio and planning factors scores be weighed at 30% and 70% of the total score respectively.

Major Investments – B/C ratio 50%; Planning factors 50%

Expand – B/C ratio 50%; Planning factors 50%

Manage – B/C ratio 50%; Planning factors 50%

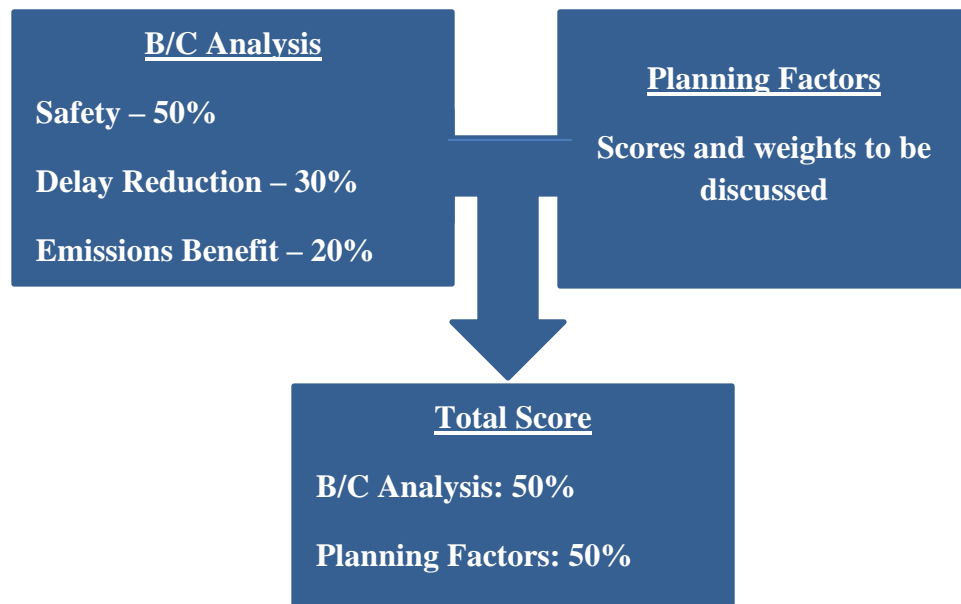
Maintain – B/C ratio 50%; Planning factors 50%

Active Transportation – B/C ratio 30%; Planning factors 70%

## B/C ratios

Benefits for B/C ratios of all projects will be calculated based on total safety, delay reductions, and emissions benefits weighed at 50%, 30%, and 20% respectively. Cost for B/C ratios of all projects be calculated based on the total cost of the projects including construction, engineering, right of way and utility relocation costs.

## Major Investments, Expand, Manage, and Maintain



## Project Evaluation Criteria Development Attachment A

Investment Category	Project types	Definition	Eligible funding <sup>1</sup>
Major Investments	All project types	> \$100 M Total project cost.	Cat 2 for state highways only, 5, and 7.
Expand	New road construction	Construction of new roadway where non exists, extension of an existing roadway.	Cat 2 for state highways only, and 7.
	Road widening/Added Capacity	Projects that increase vehicular capacity by adding new through lanes.	
	Direct connector projects	Construction or expansion of projects providing connectivity between two highways or provide access to a highway from arterials.	
	Grade separations adding capacity/lanes	Construct or expansion of projects providing vertical separation two intersecting highways, or between railroad and a highway.	
	New and expansion of BRT routes	Construction of new bus rapid transit (BRT) facility or extension of existing BRT lines.	
	New and expansion of HOV/HOT lanes	Construction of a new HOV/HOT lanes or widening or extension of existing HOV/HOT lanes.	
	New multimodal facilities/Park & Ride facilities	Construction of new multimodal facilities or park and ride facilities.	

<sup>1</sup> Category 2 - Metropolitan and Urban corridor projects(Metro-TMA),

<sup>1</sup>Category 5 - Congestion Mitigation Air Quality (CMAQ),

<sup>1</sup>Category 7 - Metropolitan Mobility/Rehabilitation(STBG) see appendix E of the 2021-2024 TIP for more details.

## Project Evaluation Criteria Development Attachment A

Investment Category	Project types	Definition	Eligible funding <sup>1</sup>
Manage	Converting at-grade intersections between two highways to grade separated interchanges	Projects providing vertical separation two intersecting highways or between highways and railroad.	Cat 2 for state highways only, 5, and 7.
	Access management	Projects that are recommended in access management plans such as construction of raised medians, continuous center left turn lanes consolidating drives.	
	Intersection improvements	Intersection improvements including adding turn lanes, upgrading intersection signal equipment, signal coordination projects.	
	ITS infrastructure expansion <sup>2</sup>	Upgrading or expansion of ITS infrastructure projects.	
	Complete street projects/Road diets	Reconfiguring roadway to improve safety and access to all users including passenger vehicles, transit users, bicyclists and pedestrians.	Cat 2 for state highways only and 7.
	Ramp relocations	Projects relocating existing access ramps to highways without adding capacity.	
	"Transit priority infrastructure" and BOOST corridors	Bus operations optimized service treatments (BOOST).	
Maintain	Reconstruction and rehabilitation of roadways	Reconstruction and rehabilitation of roadways without expanding through lanes.	Cat 2 for state highways only, and 7.
	Infrastructure resiliency improvements	Infrastructure projects designed to improve transportation resiliency.	
	Transit infrastructure rehabilitation (not vehicle replacements)	Reconstruction of existing transit facilities.	
Active Transportation	Bicycle/pedestrian infrastructure facilities expansion, new construction and rehabilitation/reconstruction	Bicycle/pedestrian projects proving active transportation choice to essential trip making. Example projects include including sidewalks, bike lanes, hike and bike trails, pedestrian refuge islands, bicyclist/pedestrian bridges and underpasses.	Cat 5 and 9.

<sup>1</sup> Category 2 - Metropolitan and Urban corridor projects(Metro-TMA),

<sup>1</sup>Category 5 - Congestion Mitigation Air Quality (CMAQ),

<sup>1</sup>Category 7 - Metropolitan Mobility/Rehabilitation(STBG) see appendix E of the 2021-2024 TIP for more details.