

REVISING THE TxDOT UNIFIED TRANSPORTATION PROGRAM

CATEGORY 2:

Metropolitan Area (TMA) Corridor Projects

RECOMMENDATIONS REPORT

March 2003

Submitted for Review to
TxDOT Executive Management
and the
Texas Transportation Commission



Prepared by
Texas Transportation Institute



In Cooperation with the
Texas Department of Transportation



and the
Association of Texas Metropolitan
Planning Organizations

EXECUTIVE SUMMARY

The Category 2 Work Group met over a course of several months in 2002 and 2003 to establish a statewide list of prioritized corridor segments in the eight metropolitan areas with populations exceeding 200,000. The greatest challenge the work group faced was identifying criteria on a statewide basis with which to rank projects from all metropolitan areas. After numerous rounds of brainstorming ideas and attempts at voting on statewide criteria, the work group determined that they could not come to consensus on a list of criteria to rank corridor segments on a statewide basis. Therefore, their solution was two-fold: 1) have each area independently rank its projects using locally developed criteria; 2) develop criteria upon which to make a statewide distribution of projected available construction dollars.

The result of this work group's efforts is a statewide list of corridor segments prioritized by each local area covering 15 increments of anticipated available funding, grouped into three five-increment groups. Each of the eight metropolitan areas represented in this group has approximately one third of its projected corridor segments within each five-increment group. This methodology received not only consensus from the group, but unanimous approval from all eight metropolitan areas and all nine TxDOT districts involved, as well as support from the TxDOT divisions that participated. (Letters of support are included as an appendix to this report.) A cooperative spirit, among the group's membership, yielded results that will allow TxDOT and the Texas Transportation Commission to move forward with construction projects in Texas' eight largest metropolitan areas in a definite, yet flexible, manner.

THE DEVELOPMENT PROCESS

The original group to address the overall issue of developing statewide lists of prioritized corridor segments was the Statewide Corridor Guidelines Workgroup (CGWG). The CGWG was comprised of representatives covering a complete population and geographic cross-section of Texas. Through a series of meetings in 2002, the CGWG developed a charge for each of the subsequent work groups that were created to address specific categories of transportation projects. Work groups were established to cover the specific needs of statewide connectivity in rural areas (Category 4), mobility needs in small urbanized areas with populations between 50,000 and 200,000 (Category 3), and the largest metropolitan areas with populations greater than 200,000 (Category 2).

The U.S. Census Bureau defines an urbanized area as having a population equal to or greater than 50,000, in a contiguous area of dense population. Each of these urbanized areas has a transportation planning agency known as a metropolitan planning organization (MPO). In some cases a single MPO serves multiple urbanized areas that are located adjacent or very near to one another. MPOs that include one or more urbanized areas, with a population of 200,000 or more, are also known as transportation management areas (TMA). TMAs are represented by MPOs that are responsible for planning and programming transportation projects that address the general and unique needs of these largest metropolitan areas.

Work Group Membership

Each of the eight TMAs in Texas had one voting representative on the Category 2 work group. In addition, each TxDOT District in which a TMA is located had a representative. The eight TMAs in Texas (and the nine TxDOT districts in which they are located) are:

- Capital Area Metropolitan Planning Organization (CAMPO) (Austin district)
- Corpus Christi Metropolitan Planning Organization (Corpus Christi district)
- North Central Texas Council of Governments (Dallas and Fort Worth districts)
- El Paso Metropolitan Planning Organization (El Paso district)
- Hidalgo County Metropolitan Planning Organization (Pharr district)
- Houston-Galveston Area Council (HGAC) (Houston district)
- Lubbock Metropolitan Planning Organization (Lubbock district)
- San Antonio Metropolitan Planning Organization (San Antonio)

Various other TxDOT divisions and offices also had representation on the work group. In addition to the voting members of the work group, each area was allowed to have other appropriate staff from local entities participate in discussions and provide necessary information. Voting members were also allowed to have proxies represent them in their absence. The entire work group membership is listed below.

Michael Aulick
MPO Director
Capital Area MPO (Austin)

Lloyd Neal
Mayor
City of Corpus Christi

Michael Morris
MPO Director
Dallas-Ft. Worth MPO

Joe Pickett
Policy Board Chair
El Paso MPO

Ed Molitor
MPO Director
Hidalgo County MPO (McAllen-Edinburg)

Alan Clark
Manager, Transportation Planning
Houston-Galveston COG (Houston-Galveston MPO)

Bob Cass
City Manager
City of Lubbock (Lubbock MPO)

Al Notzon
MPO Policy Board
San Antonio MPO

Max Proctor
TPP – Planning and Programming

Tim Juarez
TPP Division

Anne Zeeck
Public Information Office
Note: Informational Purposes Only

Linda Olson
Design Division

Robert Stuard
TP&D Director
Austin District

David Casteel
District Engineer
Corpus Christi District

Jay Nelson
District Engineer
Dallas District

Manny Aguilera
Deputy District Engineer
El Paso District

Robin Longwell
Advance Planning Engineer
Pharr District

Gabriel Johnson
TP&D Director
Houston District

Steve Warren
TP&D Director
Lubbock District

Julie Brown
TP&D Director
San Antonio District

Jefferson Grimes
Legislative Affairs Office
Note: Informational Purposes Only

Charles Conrad
TP&D Director
Fort Worth Dist.

TxDOT recently revised the structure of the Unified Transportation Program (UTP), by reducing the number of programming categories used by MPOs and TxDOT districts from 34 to 12. The new Category 2 was created from some of the projects formerly included in the following previous categories:

- 1 – High Priority IH Corridors
- 3A – NHS Mobility
- 3B – Texas Trunk System
- 3D – NHS Traffic Management Systems
- 8D – Texas FM System Expansion
- 13A – State Funded Mobility
- 13B – Hurricane Evacuation Routes
- 13C – Border Trade Transportation Projects
- 13D – Urban Street Program
- 15 – Congressional High Priority Projects
- 17 – State Principal Arterial Street System (PASS)
- 18 – Candidate Turnpike Projects

It is important to note that Category 2 covers these types of projects for corridors located within TMA MPO boundaries that have both local and statewide interest, such as the Katy Freeway in Houston.

Charge to Category 2 Work Group

A charge was developed for the workgroup prior to their first meeting. The Statewide Corridor Guidelines Workgroup (CGWG) met in April and May 2002 to develop charges for the Category 2, 3, and 4 workgroups. The charge to the Category 2 is listed on the following page.

**Charge to Category 2
Metropolitan Area Corridor Prioritization Workgroup**

The Statewide Corridor Guidelines Workgroup proposed criteria for prioritizing corridor projects in the metropolitan areas across the state. This process assumes that projects already prioritized will not be affected by the application of these criteria. Projects in the FY 2002 Unified Transportation Program (UTP) will not be affected by this process. In keeping with the Commission's desire to simplify TxDOT's procedures, we have categorized the criteria for the corridors while attempting to keep the criteria condensed, universal and to the point. Weighting of each element in the criteria is being left to your discretion. Your group shall consider all of the criteria proposed.

Corridors in the Metropolitan Areas serve both metropolitan and statewide transportation. Therefore there are access, operations, and connectivity issues.

1. Identify and review existing and currently proposed priority corridors within metropolitan areas.
2. Apply weighting factors to the corridor selection criteria as developed by the Statewide Corridor Guidelines Task Force. It is recognized that improvements which address current economic development are significantly more important than those which stimulate future economic growth and this understanding should be addressed in criteria rating.
3. Document the rationale for the weights of all criteria.
4. Review projects referred by TxDOT and MPOs in the Metropolitan area category to determine which corridor projects are eligible for consideration for prioritization.
5. Score each eligible priority corridor project by using the weighted criteria.
6. Rank prioritized eligible projects in Metropolitan areas based upon scores developed in 5 above.
7. Prioritize eligible mobility projects that fit the Statewide Connectivity Corridor.
8. Review regional funds distribution and highway system distribution to assure that goals of funding projects across the entire state and the entire highway system have been met as much as practical. Equitable consideration should also be given to mobility on the Texas Farm-to-Market Road system as well as Hurricane Evacuation Routes.
9. Prepare draft report of recommendations for review and final approval by the Texas Transportation Commission.

STATEWIDE CORRIDOR LIST DEVELOPMENT PROCESS

Background

The work group began this process by reviewing the charge from the Corridor Guidelines Work Group. Early in the process, the work group determined that they would not be able to develop a set of criteria with which to rank on a statewide basis projects from each major metropolitan area in the state. The group spent several hours of the first few meetings discussing this point and came to the conclusion that there are too many factors that only apply to certain areas and not at all to others. Therefore, it would be very difficult to develop a ranking system that fairly considered projects from each metropolitan area. All members of the work group had a common interest in making sure that each metropolitan area would have projects included in the final list. Furthermore, the group desired to ensure that no area would have to wait beyond the first one third of the planning time frame to let their first project. This initial team attitude set the tone for the entire set of meetings and the group's results.

Issues Considered

During the early stages of the process, the work group began analyzing the set of corridor segment ranking criteria that was forwarded from the Corridor Guidelines Work Group. That list of criteria was used as the beginning point for brainstorming ideas for how the group might rank all corridor segments on a statewide basis. The criteria developed by the Corridor Guidelines Work Group were:

Traffic Engineering Issues

- Traffic volumes
- Vehicle miles of travel
- Travel time/delay
- Level of service/capacity/access management
- Safety
- Percent of trucks

Financial Issues

- Economic development
- Leveraging and/or tolls
- Benefit – cost

Special Significance Issues

- International traffic/ports of entry
- Military or national security installations
- Tourism and/or recreational areas
- Major freight routes
- Air quality/conformity

Connectivity

- Closing system gaps
- Connect with principle roadways from adjacent states
- Intermodal connectivity
- Fit with other TxDOT development
- Maximize the use of existing transportation system

The Corridor Guidelines Work Group recommended these criteria as the issues that should most likely be considered for statewide ranking of projects.

Local vs. Statewide Criteria

This work group went through several iterations of selecting these and other criteria to use for statewide ranking. However, the group came to consensus that since the projects generated for the metropolitan areas are primarily contained within each area, it would be far more difficult to rank metropolitan corridor segments statewide than to rank statewide connectivity corridor segments. The group came to this conclusion after several attempts at developing a list of criteria that was acceptable to each area.

The work group came to consensus that each metropolitan area could develop a specific list of criteria for prioritizing its own corridor segments. The group agreed that the MPOs and TxDOT Districts would cooperate in this criteria development exercise separate from the work group meetings. A complete list of each metropolitan area's criteria is provided in Appendix X.

Geographic Funding Fairness

Through this entire process, the work group recognized the importance of ensuring that each metropolitan area would receive equitable funding for projects. The group developed a list of criteria to determine funding allocation targets for each metropolitan area. The purpose of this exercise was to determine fiscal constraints for each area that would result in corridor segment identification and scheduling (both number of projects, as well as costs). The finalized lists are included in this report and will be submitted to the Texas Transportation Commission for approval. This process also assured the smaller areas that they would have projects included in the final list.

Several issues presented themselves during the discussions of how to determine appropriate funding allocation targets. The work group considered each and ruled out using criteria that were repetitive or for which there were no readily and consistently available data.

The work group came to consensus to use the following criteria to identify geographic funding allocation targets:

- Truck VMT (14.06%)
- Population (22.19%)
- Lanes miles of on-system roads (16.88%)
- Fatal and incapacitating crashes (6.56%)
- Percent of population under the federal poverty level (6.88%)
- Total VMT (on and off system) (32.50%)

These criteria and weighting percentages are the results of the work group's cooperative efforts. The group came to consensus on the specific criteria through a few rounds of straw poll votes. Next, all voting members submitted their preferences for weighted values. The facilitator then determined the average and mean values of the submitted weights. The group agreed to use the mean values.

CORRIDOR LIST RECOMMENDATION

Background

Throughout the entire process, the work group maintained a goal of developing a list of corridor segments that appropriately represented the needs of each metropolitan area in the state. Due to the variations in populations and land areas among the metropolitan areas, the number of projects in each will range from just a few to dozens. The group agreed early that no area should have to wait beyond the first one third of the programming period to let its first project. This agreement protects the smallest metropolitan areas that have the fewest numbers of projects on the statewide list from having their highest priority projects being unduly delayed.

Explanation of the List Format

The work group decided to develop a 15-increment prioritized list of corridor segments that is grouped into three 5-increment groups. The purpose of the 5-increment groups is to ensure that each metropolitan area will have some of its corridor segments let in each of the three group periods. During the process of establishing geographically equitable funding, the group agreed that no area should have to wait beyond the first five-increment group to have a project let.

TPP staff provided a funding target of approximately \$10 billion for the 15 increments. Each five-increment group of corridor segments is balanced in terms of anticipated funds available. The list represents a balance of each metropolitan area's project priorities and the available funding. To create the project list, the group worked cooperatively by moving projects among the years to achieve the fairness goals.

15-Increment Corridor Segment List

The entire list of corridor segments for each area is presented in Appendix A.

ADDITIONAL RECOMMENDATIONS

During the course of establishing a list of statewide priorities, the work group identified and discussed several issues that affect funding transportation projects. The work group believed that several of these issues are important enough to warrant the following recommendations to TxDOT and the Texas Transportation Commission.

Reconvene Work Group in Five Years

The work group believes it will be vital to the success of programming future corridor segments and maintaining fiscal constraint to have this group reconvene in five years. At that time the group should reanalyze corridor segment priorities, cost estimates, available funding, and other related issues that may change during the interim.

DEVELOP Authority to First Five Increments

The group believed that corridor segments should be developed on a corridor basis and included in the first five increments of the list. Therefore, the work group recommends that the corridor segments in the first five increments of the statewide priority list should receive DEVELOP authority for PS&E, ROW, and other similar preliminary work to be performed immediately. The work group further recommends that this action be accomplished by administrative action through the Director of the Transportation Planning and Programming Division (TPP) rather than by Minute Order action. This action will also ensure that the projects in the first five increments are preserved as the most important in the overall list. It is important to note that each of the eight metropolitan areas represented in this work group have projects included in the first five increments.

Administrative Project Transfer Authority

History shows that there will constantly be the need to advance and delay projects within a multi-increment prioritized list. The work group recommends that TPP have the authority to administratively move projects among the entire 15 list increments within funding constraints. This authority will provide an efficient manner with which to ensure the projects that are necessary and ready for the next phase(s) of work can be moved up appropriately.

Develop Alternative ROW Acquisition Methods

One issue the work group discussed at length was how right-of-way acquisition for construction projects can cause final costs to greatly exceed the original estimates. The cost increases can be due to numerous factors, including having to pay for land that has been allowed to be privately developed while waiting authority to purchase. The work group members agreed that TxDOT needs to adopt a method for preserving right-of-way for construction projects between the time of inception and construction. Right-of-way preservation would reduce final project costs by minimizing the amount of developed land TxDOT (and local entities) would need to acquire for roadway construction projects. Minimized project costs would allow more projects to be built and provide for more accurate project cost estimates. Providing DEVELOP authority to the first 5 increment

group, will significantly help to lower ROW costs, however, additional legislative tools for ROW preservation should be developed.

Appendix A

Corridor Descriptions

TABLE 1. Austin District Corridor Segments

AUSTIN DISTRICT MAJOR LRP PROJECT PHASES

Project	Priority Phasing Limits	Scope of Work	Length (mi)	Total Const (\$M)	Phase Const (\$M)	Comments
US 183 Corridor #A-1	N of Boggy Creek to N of Bolm Rd	Phase II: Reconstruct 6-lane freeway		34.00	8.62	
			Total	34.00	8.62	
SH 71E Corridor #A-2	W of Riverside Rr to Thornberry	Phase II interchange		71.06	71.06	
	W of Riverside Rr to Thornberry	Phase III interchange		61.20	61.20	
			Total	132.26	132.26	
SH 71W Corridor #A-3	At US 290W	Construct direct connectors		12.52	12.52	
			Total	12.52	12.52	
US 183 Corridor #A-4	At US 290E	Construct direct connectors		31.63	31.63	
			Total	31.63	31.63	
US 290E Corridor #1	East of US 183 to FM 973	Construct freeway	9.8	147	147.00	Connection to SH 130
					0	
			Total	147	147	
IH 35 Corridor #2	US 290E to MLK Blvd	Reconstruct Freeway with HOV lanes	3.5	105	105.00	Must be completed as one project
	MLK to south of Town Lake	Reconstruct Freeway with HOV lanes	2.5	100	100.00	
	SH 45N to US 290E	Reconstruct Freeway with HOV lanes	11.1	248	248.00	
	South of Town Lake to US 290W	Reconstruct Freeway with HOV lanes	2.6	69	69.00	
	RM 2243 to SH 45N	Reconstruct Freeway with HOV lanes	9.9	160	72.00	Remaining balance (\$88 million) applied to Year 16
	US 290W to S of Slaughter Ln	Reconstruct Freeway with HOV lanes	4.4	108	0.00	Move project of \$108 million to Year 16+
			Total	790	594	
Grand Total				937	926	

TABLE 2. Corpus Christi District Corridor Segments

CORPUS CHRISTI DISTRICT MAJOR LRP PROJECT PHASES

Project	Priority Phasing Limits	Scope of Work	Length (mi)	Total Const (\$M)	Phase Const (\$M)	Comments	
Corridor #1 (US 181)	From North of Ship Channel to South of Ship Channel	Construct new Harbor Bridge (101-6-95)	3.5	200	200	Replaces steel structure over salt water and increases air clearance to address shipping needs Phase I is improvement to IH 37/US 181/SH 286 I/C	
		US 181	Total	200	200		
Corridor #2 (US 358)	From Ayers Street to SH 357	Modify frontage roads Phase I (617-1-902)	6.0	15	15	Alleviate congestion	
		Add lanes and reverse ramps Phase II (617-1-901)		25	25		
		SH 358	Total	40	40		
Corridor #3 (PR 22)	From West of the Gulf Intracoastal Waterway (GIWW) to East of the GIWW	Construct new parallel bridge over GIWW(617-2-901)	1.0	25	25		
		PR 22	Total	25	25		
Corridor #4 (SH 286)	IH 37 to SH 358	Construct additional lanes for 8 lane freeway (326-1-85)	4.5	20	20		
	SH 358 to SH 357	Construct additional lanes for 6 lane freeway (326-1-900)	1.8	2	2		
	SH 357 to FM 2444	Complete freeway section (326-1-902)	4.5	18	18		
		SH 286	Total	40	40		
Corridor #5 (US 77)	US 77/IH 37 Interchange in Nueces Co. to US 77/IH 37 Interchange in San Patricio Co.	Construct new bridge along existing IH 37	2.8	40	40	FixesUS/IH connections issues	
		916-00-900 Temporary assigned planning number					
		US 77	Total	40	40		
Corridor #6 (SH 361)	PR 22 to Beach Access Rd 1	Construct additional two lanes for four lane divided (2263-3-24)	14.9	35	35		
		SH 361	Total	35	35		
Corridor #7 (US 181)	FM 2986 to Spur 202	Interchange improvements at SH 35 Phase I (101-4-97)	2.5	25	15		
		Constr addnl two lanes for 6 lane frwy Phase II (101-4-901)		15	0		
		US 181	Total	40	15		
Corridor #8 (S Loop)	Joe Fulton Corridor to Rodd Field Road Extension	Construct four lane divided highway on new locaiton	20.0	150	0		
		South Loop	Total	150	0		
Corridor #9 (IH 37)	Joe Fulton Corridor/South Loop /IH 37 Interchange to US 77/IH 37 Interchange in Nueces County	Additional travel lanes and Interchange Improvements (74-6-900)	4.0	60	0		
		IH 37	Total	60	0		
Corridor #10 (SH 44)	US 77 to Clarkwood	Complete freeway by construction mainlanes	6.7	60	0		
		SH 44	Total	60	0		
				Grand Total	690	395	

TABLE 3. Dallas District Corridor Segments
DALLAS DISTRICT MAJOR LRP PROJECT PHASES

Project	Priority Phasing Limits	Scope of Work	Length (mi)	Total Const (\$M)	Phase Const (\$M)	Comments
IH 635	Webb Chappel to Park Central	Construct Tunnel & 6 HOT Lns	6.0			Helps allev. congest. after completion of High Five
		Tunnel Staging, mining, & initial support		150	150	
		Tunnel final lining, box section, ventilation & systems		181	181	
		West Transition/Box		92	92	
		East Transition/Box		65	65	
		Remainder of Project		100	100	
			Subtl	588	588	
	Skillman to Plano Rd.	Widen and reconstruct to 10 Ins	1.5	54	0	Fixes Skillman I/C traffic problems
	Midway to Preston	Widen and reconstruct to 10 Ins	2.0	78	0	Solves DNT/LBJ access issues
	US 75 to IH 30	Reconstruct ML/FR's/HOV's & remaining parts	9.1			
		Continuous FR's, North to South		90	90	
		MLs & HOV's, North to South		180	0	
			Subtl	402	90	
	IH 35E I/C	Complete I/C, Ph-1 ,Luna to 35E, Ph 3-4 Rest	2.7	220	0	
IH 30 I/C	Reconstruct I/C, Ph-6, Galloway to LaPrada, Ph-7 Rest	1.6	134	0		
		Subtl	354	0		
		IH635 Total	1,344	678		
Trinity Parkway	SH 310 to SH 183	State/Federal funds to construct 8-In tollroad by NTTA	8.0			Allev. dntwn frwy bttlenck, Total=660M-84-150=426M
		4-Ins & 183/SH 310175 I/C's		250	250	Tr. Parkway must be built for entire length
		4-In remaining of tollroad		176	0	
		Trinity Parkway Total		426	250	
IH 35E	WB 635 to SB 35E, S. to LP12	Construct Elevated DC	3.7	140	140	Elim. left-hnd wv. IH35E fr. LBJ NB DC
	Lake Lewisville Fr. Rds.	Construct 3-lane FR's across Lake Lewisville	2.4	40	40	Helps allev. congest. during incidents & reconstr.
	Lp 12 to SH 121 Bypass	Widen and reconstruct to 8 Ins, 2 HOV's & FR's	10.0			Completes portion from Lp 12 to IH 635
		Lp 12 to IH 635 FR's		90	90	
		IH 635 to SH 121 Bypass FR's		74	74	
		Lp 12 to IH 635 ML's & HOV's		160	160	
		IH 635 to SH 121 Bypass ML's & HOV's		180	180	
		Subtl	684	684		
	SH 121 Byp. to N. Lake Lewis. Br.	Widen and reconstruct to 8 Ins, 2 HOV's & FR's	8.0			HOV ends at south end of Lake Lewisville
		FR's		70	70	
		MLs & HOV's		145	145	
		Subtl	215	215		
	N. Lake Lewis. Br. To US 77	Widen and reconstruct to 8 Ins & FR's	7.1			
		FR's		40	0	
		ML's		75	0	
		Subtl	115	0		
US 77 to US 380	Widen and reconstruct to 8 Ins & FR's	4.9			LRP to be obtained for section IH 635 to US 380	
	FR's		47	0		
	ML's		94	0		
	Subtl	141	0			
		IH 35E Total	1,155	899		

TABLE 3. Dallas District Corridor Segments (Continued)

IH 35E/ IH30 Canyon/ Mixmaster (Project Pegasus)	IH 30: Sylvan to IH 45	Widen and reconstruct to 10 Ins, 1 HOV & FR's	3.0		
		FR's		40	40
		ML's & HOV's		80	80
			Subtl	120	120
	IH 35E/IH 30 I/C	Reconstruct I/C	1.0	200	0
	IH 35E: IH 30 to SH 183	Widen and reconstruct to 12 Ins, 2 HOV's & FR's	9.0		
		FR's		100	100
		ML's & HOV's		245	0
			Subtl	545	100
		Project Pegasus	Total	665	220
Lp 12	IH 30 I/C	Reconstruct I/C	0.5	150	150
	IH 30 to SH 183	Widen and reconstruct to 8 Ins, 2 HOV's & FR's	3.6		
		FR's		80	0
		ML's & HOV's		179	0
			Subtl	409	150
	SH 183 to IH 35E	Widen and reconstruct to 8 Ins, 2 HOV's & FR's	2.5	152	0
	SP 408 to IH 30	Widen and reconstruct to 8 Ins, 2 HOV's & FR's	3.4	135	0
		Subtl	287	0	
	Lp 12	Total	696	150	
Lp 12/ SH 114/ Sp 482/ SH 183	Texas Stadium Interchanges	Reconstruct I/C	2.0		Includes section along SH 183 from SH 114 to IH 35E
		FR's		133	133
		SH 183/Lp 12		150	55
		Remainder of Project		107	0
		Texas Stadium	Total	390	188
SH 183	SH 360 to Beltline	Widen & reconstruct to 8-lanes & 3HOV's& FR's	4.6		
		FR's		95	0
		ML's		189	0
			Subtl	284	0
	Beltline to Lp12	Widen & reconstruct to 8-lanes & 3HOV's& FR's	3.3		
		FR's		68	0
		ML's		136	0
			Subtl	204	0
	SH 183	Total	488	0	

TABLE 3. Dallas District Corridor Segments (Continued)

IH 35E/ US 67 (TSGtewy)	IH 35E: IH 30 to US 67	Widen & reconstruct to 10-lanes & 2 HOV's & FR's	3.4		LRP to be obtained	
		FR's		90	0	
		ML's		165	0	
		Subtl		255	0	
		IH 35E: US 67 to IH 20	Widen & reconstruct to 10-lanes & 2 HOV's & FR's	4.6		LRP to be obtained
		FR's		120	0	
		ML's		225	0	
		Subtl		345	0	
		US 67: IH 35E to IH 20	Widen & reconstruct to 8-lanes & 2 HOV's & FR's	5.4		
		FR's		80	0	
		ML's		120	0	
		Subtl		200	0	
		US 67: IH 20 to FM 1382	Widen & reconstruct to 8-lanes & 2 HOV's & FR's	9.4		
		FR's		122	0	
	ML's		228	0		
	Subtl		350	0		
		The Southern Gateway	Total	1,150	0	
IH 30/ US 80 (E. Corr.)	IH 30: IH 45 to US 80	Widen & reconstruct to 10-lns, HOV & FR's	7.0		LRP to be obtained	
		FR's		92	0	
		ML's		196	0	
		Subtl		288	0	
		IH 30: US 80 to IH 635	Widen & reconstruct to 8-lns, HOV & FR's	3.5		LRP to be obtained
		FR's		50	0	
		ML's		95	0	
		Subtl		145	0	
		US 80: IH 30 to SH 352	Widen & reconstruct to 8-lns, HOV & FR's	6.6		
		FR's		61	0	
		ML's		122	0	
		Subtl		183	0	
	IH 30/US 80 I/C	Reconstruct I/C	1.6	150	0	
		Subtl		150	0	
		East Corridor	Total	766	0	
US 75	SH 121 I/C	Reconstruct interchange	1.4	35	35	
	SP 399 to FM 3038 (Virginia)	Widen & reconstruct to 8-lanes& FR's, ph-5 6lns	3.0	55	0	
	FM 3038 to Wilmeth	Widen & reconstruct to 8-lanes& FR's, ph-6 6 lns	2.2	46	0	
	Wilmeth to SH 121 N	Widen & reconstruct to 8-lanes& FR's, ph-6 6 lns	3.2	57	0	
	SH 121N to Collin/Grayson C/L	Widen & reconstruct to 6-lanes & FR's	9.5	72	0	
		US 75	Total	265	35	
SH 114	SH 360 to SH 183	Widen to 6/8-lanes, 2/1 HOV & FR's, ph-1 FR's, ph-2 Rest	12.8	68	0	
		SH114	Total	68	0	
		Grand Total		7,413	2,420	

TABLE 4. El Paso District Corridor Segments

EL PASO DISTRICT MAJOR PLAN PRIORITY PROJECT PHASES

Project	Priority Phasing Limits	Scope of Work	Length (mi)	Total Const (\$M)	Incremental Const (\$M)	Comments	
IH 10	LP 375 to SH 20	Widen to 6 Lanes	5.552	36.5	36.00		
	IH 10 @ LP 375	Flyovers from IH 10 to LP 375 for directional movements	0.750	101.0	101.00		
	FM 659 (Zaragosa Rd.) to	Widen to 6 Lanes	1.756	12.5	12.50		
	NM State Line to LP 375	Widen to 6 Lanes	8.000	43.0	43.00		
	IH 10 @ Horizon	Diamond Interchange	1.000	22.0	22.00		
	IH 10 Eastside	Widening/Express Lanes	6.500	805.0	0.00		
	Caseta/Fabens Int. POE to IH 10	Constuction of a farm to market road on new alignment	7.500	15.0	15.00		
	On IH 10 Front. Roads to Intrchg. @ McRae	Storm sewer, excavation, PIP, RAP, ACP, pond	1.000	2.0	2.00		
	At FM 1110	Reconstruct Diamond Interchange	0.250	16.0	16.00		
		Total	1,053.0	247.5			
Truck/Trade	2.9 km E of Railroad Dr.	Construct new location non-freeway; Northeast	11.000	128.0	86.00		
			12.553	41.9	41.90		
	Zaragosa Rd to Faben POE	Construction of the border highway extension - East	18.000	56.6	56.60		
			Total	226.5	184.5		
Loop 375	LP 375 @ Montwood	Construct Interchange	1.000	9.0	9.00		
	LP 375 from Park St. to Paisano	Construct new location freeway	2.000	129.0	0.00		
			Total	138.0	9.0		
US 54	US 54 @ Fred Wilson	Construct entrance and exit ramps	1.000	24.3	24.30		
	IH 10 to IH 110	Constuct ramp and roadway	2.000	4.1	0.00		
			Total	28.4	24.3		
US 62	Airways Blvd. to Hawkins Blvd.	Widen 6 lane to 8 lane and construct two overpasses	2.410	19.6	0.00		
	Hawkins Blvd. to Wedgewood	Widen 6 lane to 8 lane and construct two overpasses	1.386	15.1	0.00		
	Wedgewood to Lee Trevino	Widen 6 lane to 8 lane and construct one overpass	1.190	9.3	0.00		
	Lee Trevino to LP 375	Widen from 4 lane to 6 lane	3.324	6.6	0.00		
			Total	50.6	0.0		
Grand Total			1,330.1	432.0			

TABLE 5. Fort Worth District Corridor Segments

Project	Priority Phasing Limits	Scope of Work	Length (mi)	Total Const (\$M)	Phase Const (\$M)	Comments
0364-05-025	SH 183: SH 121 to FM 157	Widen		47.37	47	
0364-05-026	SH 183: FM 157 to SH 10	Widen		62.25	62	
0094-02-077	SH 183: W of SH 360 to CL	Widen		24.98	25	
0364-01-054	SH 121: IH 820 to SH 183	Widen		139.37	139	
			Subtl	273.97	274	
0171-03-048	SH 199: W of CL to CL	Widen Parker County project		11.21	11	
0171-04-053	SH 199: PCL to S Stewart	Street		44.86	45	
0171-04-049	SH 199: Denver Tr to FM 1886	Constr Main Lanes		33.89	0	
			Subtl	89.96	56	
0259-06-001	US 67: SH 174 to SP 102	Add 2 main lanes		17.19	17	Possible Cat 4 - Statewide Connectivity
			Subtl	17.19	17	
0080-07-058	US 377: Rotary upgrade	At intersection of SW Loop and SH 183		17.90	0	Possible Cancel
			Subtl	17.90	0	
			Total	399.01	347.23	
IH 35W (North) Corridor #1	Northside Dr to 4th St	Widen 6 to 8 lanes	1.6	40.00	40	
	SH 183 to Northside Dr	Widen 4 to 8 Lanes	1.0	25.00	25	
	IH 820 to SH 183	Widen 4 to 8 Lanes	2.8	70.00	70	
	At SH 121	Upgrade Directional Interchange		40.00	40	
			Subtl	175.00	175	
	At IH 820	Upgrade Directional Interchange		100.00	100	Ties to IH 820 scheduled in 2005
			Subtl	100.00	100	
	IH 820 to US 81/287	Widen 4 to 6 Lanes	2.8	43.40	43	
US 81/287 to Denton CL	Widen 4 to 6 Lanes	7.2	54.00	54	Will need to split the CSJ	
		Subtl	97.40	97		
			Total	372.40	372	

TABLE 5. Fort Worth District Corridor Segments (Continued)

IH 820 Corridor #2	Trinity Blvd to SH 121	Widen 4 to 8 Lanes	0.7	10.50	11
	S Inter SH 121 to Randol Mill	Widen 4 to 8 Lanes	1.7	42.50	43
	N Inter SG 121 to S Inter SH 121	Widen 8 to 10 Lanes	1.4	78.08	78
			Subtl	131.08	131
	US 287 to IH 20 (SE)	Reconstr w/express		47.50	48
	IH 30 to US 287	Widen 4 to 8 Lanes	3.9	97.50	98
			Subtl	145.00	145
		Total	276.08	276	
IH 30 Corridor #3					
	Oakland to IH 820 (E)	Widen 6 to 8 Lanes	2.5	38.75	0
	IH 820 to Fielder Rd	Widen 6 to 8 Lanes	3.8	58.90	0
	Fielder Rd to Dallas CL	Widen 6 to 10 Lanes w/Managed lanes	4.5	112.50	0
			Subtl	210.15	0
		Total	210.15	0	
IH 35W Corridor #4					
	Johnson CL to IH 20	Widen 6 to 8 Lanes	7.7	119.35	119
	FM 917 to Tarrant CL	Widen 4 to 6 Lanes	7.0	52.50	0 Possible Cat 4 - Statewide Connectivity
			Subtl	171.85	119
	FM 917 to CG&SF RR	Widen 4 to 6 Lanes	5.0	37.50	0 Possible Cat 4 - Statewide Connectivity
	S Chambers CK to CG&SF RR	Widen 4 to 6 Lanes	8.2	61.50	0 Possible Cat 4 - Statewide Connectivity
	Hill CL to S Chambers CK	Widen 4 to 6 Lanes	3.0	22.50	0 Possible Cat 4 - Statewide Connectivity
		Subtl	121.50	0	
		Total	293.35	119	
FM 1187 (LOOP 9) Corridor #5					
	US 377 to FM 1902 (SH 121)	Const 4 Lane Divided	7.7	30.80	0
			Subtl	30.80	0
	FM 1902 to Crowley ByPass	Const 4 Lane Divided	2.5	15.00	15
	Crowley ByPass	Const Main Lanes	3.9	23.40	23
			Subtl	38.40	38
IH 35W to BU 287P	Const 4 Lane Divided	9.6	57.60	58 Will need to split the CSJ	
		Subtl	57.60	58	
		Total	126.80	96	

TABLE 5. Fort Worth District Corridor Segments (Continued)

IH 20 Corridor #6	IH 820 (SE) to US 287	Add Managed Lanes	1.7	17.00	0
			Subtl	17.00	0
	US 287 to Dallas CL	Widen 8 to 10 Lanes	10.3	159.65	0
			Subtl	159.65	0
			Total	176.65	0
SH 170 Corridor #7	IH 35W to US 81/287	Const 6 Lane Divided	5.0	50.00	0 Delegation has asked for this - Alliance Area
			Total	50.00	0
IH 20 Corridor #8	MPA Boundary to IH 30	Widen to 8 lanes	1.3	12.60	0
			Total	12.60	0
SH 360 Corridor #9	IH 20 to Ellis CL	Const 4 Main Lanes	10.0	75.00	0
			Total	75.00	0
SH 199 Corridor #10	FM 1886 to N end Lake Worth Br	Const Ftg Roads	1.7	12.75	0
			Subtl	12.75	0
	FM 1886 to N end Lake Worth Br	Const 8 Main Lanes	1.7	17.00	0
	Lake Worth Br to IH 820	Const 8 Main Lanes	2.2	44.00	0
			Subtl	61.00	0
	At IH 820	Const Interchange		56.00	0
			Subtl	56.00	0
		Total	129.75	0	
		Grand Total	1722.78	863.83	

Note: The Fort Worth District has 1/3 of the total for the NCTCOG.
 Note: The Phase Const totals do not include projects in the fourth 5-year period.

TABLE 6. Houston District Corridor Segments

HOUSTON DISTRICT MAJOR LRP PROJECT PHASES

Project	Priority Phasing Limits	Scope of Work	Length (mi)	Total Const (\$M)	Phase Const (\$M)	Comments
US 290	IH 610 to SH 99	Widen Freeway	25.8	800		
	IH 610 to Pinemont	Widen Fwy. (M.L.,HOV,F.R.,RAIL & INTERCHANGE MOD.)	"+/-" 3.25		115	
	Pinemont to Little York	Widen Freeway (M.L.,HOV,F.R. & RAIL)	"+/-" 3.25		115	
	At BW 8	Widen Fwy. (M.L.,HOV,F.R.,RAIL & INTERCHANGE MOD.)	"+/-" 3.25		115	
	BW 8 to SH 6	Widen Freeway (M.L.,HOV,F.R. & RAIL)	"+/-" 3.25		115	
	At SH 6	Widen Fwy. (M.L.,HOV,F.R.,RAIL & INTERCHANGE MOD.)	"+/-" 3.25		115	
	SH 6 to Barker Cypress	Widen Freeway (M.L.,HOV,F.R. & RAIL)	"+/-" 3.25		115	
	Barker Cypress to SH 99	Widen Freeway (M.L.,HOV,F.R. & RAIL)	"+/-" 3.25		110	
			Total		800	
US 59	SH 99 to Spur 10	Widen Freeway	10.0	250		
	SH 99 to FM 762	Widen Freeway (HOV'S, 8 M.L., F.R., ITS & TMS)	"+/-" 3.3		83	
	FM 762 to SH 36	Widen Freeway (6 M.L., F.R., ITS & TMS)	"+/-" 3.3		83	
	SH 36 to Spur 10	Widen Freeway (6 M.L., F.R., ITS & TMS)	"+/-" 3.3		84	
			Total		250	
SH 146	Fairmont Pkwy. To FM 517	Widen Freeway (HOV'S, 6 M.L., F.R., ITS & TMS)	10.0	200		
	Fairmont Pkwy. To Red Bluff	Widen Freeway (HOV'S, 6 M.L., F.R., ITS & TMS)	"+/-" 3.3		58	
	Red Bluff to Galveston C/L	Widen Freeway (HOV'S, 6 M.L., F.R., ITS & TMS)	"+/-" 3.3		71	
	Harris C/L to FM 517	Widen Freeway (HOV'S, 6 M.L., F.R., ITS & TMS)	"+/-" 3.3		71	
			Total		200	
SH 288	CBD to SH 99	Widen Freeway (M.I.S. Will Start 1st Quarter of 03)	17.5	350		
	CBD to Brazoria C/L	Widen Freeway (M.I.S. Will Start 1st Quarter of 03)	10.0		200	
	Harris C/L to SH 99	Widen Freeway (M.I.S. Will Start 1st Quarter of 03)	7.5		150	
			Total		350	

TABLE 6. Houston District Corridor Segments (Continued)

IH 45(N)	IH 10 to BW 8	Widen Freeway (M.I.S. On Going)	10.0	250	
	IH 10 to Crosstimbers	Widen Freeway (M.I.S. On Going)	"+/-" 3.3	83	
	Crosstimbers to SH 249	Widen Freeway (M.I.S. On Going)	"+/-" 3.3	83	
	SH 249 to BW 8	Widen Freeway (M.I.S. On Going)	"+/-" 3.3	84	
		Total		250	
IH 45(S)	BW 8 to SH 99	Widen Freeway (M.L., F.R., HOV, ITS & TMS)	11.7	350	
	BW 8 to FM 2351	Interchange (Phase 1)	"+/-" 3.9	40	
	FM 2351 to Galveston C/L	Widen Freeway (M.L., F.R., HOV, ITS & TMS)	"+/-" 3.9	116	
	Harris C/L to SH 99	Widen Freeway (M.L., F.R., HOV, ITS & TMS)	"+/-" 3.9	116	
		Widen Freeway (M.L., F.R., HOV, ITS & TMS)		118	
		Total		390	
SH 249	FM 149 to FM 1774 @ Grimes C/L	Widen Freeway	10.2	204	
	FM 149 to FM 1488	Widen Freeway (M.L., F.R. & TMS)	"+/-" 5	102	
	FM 1488 to Grimes C/L	Widen Freeway (M.L., F.R. & TMS)	"+/-" 5	102	
		Total		204	
SH 35	IH 610 to BW 8	Widen Freeway (M.I.S. Will Start 1st Quarter of 03)	6.0	210	
	IH 610 to Airport Blvd.	Widen Freeway (M.I.S. Will Start 1st Quarter of 03)	3.0	105	
	Airport Blvd. To BW 8	Widen Freeway (M.I.S. Will Start 1st Quarter of 03)	3.0	105	
		Total		210	

TABLE 6. Houston District Corridor Segments (Continued)

HOUSTON DISTRICT NON-MIS CORRIDOR DISTRICT PRIORITIES

Project	Priority Phasing Limits	Scope of Work	Length (mi)	Total Const (\$M)	Phase Const (\$M)	Comments
SH 242/ FM 1488	US 59 TO WALLER C/L	Widening Only	38.9	87		
	IH 45 TO WALLER C/L	Widening Only	21.7		52	
	US 59 TO IH 45	Widening Only	17.2		35	
			Total		87	
FM 1093	SH 99 TO FM 359	Reconstruct and Widening	7.5	35		
	At SH 99 I/C	Reconstruct and Widening			8	
	SH 99 to FM 723	Reconstruct and Widening	2.25		16	
	FM 723 to FM 359	Reconstruct and Widening	5.25		11	
			Total		35	
SH 122	SH 6 to SH 99	New Location	12.36	22		
	SH 6 to FM 2759	New Location (\$40M By FBTRA For Both Segments)	5.26		11	
	FM 2759 to SH 99	New Location (\$40M By FBTRA For Both Segments)	7.10		11	
			Total		22	
SH 332	FM 521 to Intracoastal Canal	Reconstruct and Widening	18.60	102		
	In Lake Jackson	Grade Separations			34	
	FM 521 to SH 288	Reconstruct and Widening	6.30		27	
	SH 288 to SH 288B	Reconstruct and Widening	5.60		16	
	SH 288B to I/C Canal	Reconstruct and Widening	6.70		25	
					102	
			Grand Total	0	2,900	

TABLE 8. Pharr District Corridor Segments

PHARR DISTRICT MAJOR LRP PROJECT PHASES

Project	Priority Phasing Limits	Scope of Work	Length (mi)	Total Const (\$M)	Phase Const (\$M)	Comments		
US 83	Starr County Line to FM 1427	Widen to 6 Lane Expressway US 83 - La Joya	9.0	100	95		Can be constructed before	
			Total	100	95			
FM 2220	FM 1924 to FM 1925	Widen to 6 Lane Divided Arterial	3.5	18	18		Can be constructed before	
	FM 1925 to North Loop	Construct New 6 Lane Divided	2.5	7	7		Cannot be constructed	
		FM 2220	Total	25	25			
Arterial	FM 1925: FM 2220 to FM 2061	Widen to 4 Lane Div'd Managed Access Arterial	3.0	6	6		Should be built with FM	
	FM 1925: US 281 to FM 491	Widen to 4 Lane Div'd Managed Access Arterial	13.0	19	19			
	FM 491: FM 1925 to SH 107	Widen to 4 Lane Div'd Managed Access Arterial	1.1	19	3			
	SH 107: FM 491 to Cameron County Line	Widen to 4 Lane Div'd Managed Access Arterial	4.9	6	7			
		FM 1925	Total	50	35			
US 281	US 281/SP 600 E to Cameron County Line	Convert to 4 Lane Controlled Access Facility	17.0	100	95			
			Total	100	95			
FM 1924	FM 2221 to FM 492	Construct New 4 Lane Div Arterial	6.0	12	12			
			FM 1924	Total	12			12
West Loop	US 83 N & E to US 281	Construct 4 Lane Div Controlled Access Loop	30.0					
			Phase I - West		25			25
			Phase II - North		35			35
			West Loop	Total	60			60
East Loop	US 281 N. to North Loop	Construct 4 Lane Div Controlled Access Loop	19.0					
			Phase I - South to US 83	5.0	20			20
			Phase II - US 83 to North Loop	14.0	40			40
			East Loop	Total	60			60
			Grand Total	407	382			

TABLE 9. San Antonio District Corridor Segments

SAN ANTONIO DISTRICT MAJOR LRP PROJECT PHASES

Project	Priority Phasing Limits	Scope of Work	Length (mi)	Total Const (\$M)	Phase Const (\$M)	Comments
US 281 #1	0.20 MI N OF GUADALUPE RIVER, N	BLANCO CO LINE 0253-03-043	5.6	17.53	17.53	
	2.5 MI N OF LP 1604	COMAL C/L 0253-04-093	5.4	86.00	86.00	
	0.40 MI S OF NAKOMA DR	0.60 MI N OF LP 1604 0253-04-099	5.3	5.44	5.44	
		US 281	Total	108.97	108.97	
LP 1604 #2	US 281 (NORTH)	TRAFFIC MANAGEMENT SYSTEM 2452-02-062	4.0	6.07	6.07	
	US 281 NORTH	UPGRADE TO 6 LANE FREEWAY 2452-02-063	8.0	50.00	50.00	
	BITTERS RD	INSTALL TRAFFIC MANAGEMENT SYSTEM 2452-02-071	1.9	2.71	2.71	
	IH 35 NORTH	UPGRADE TO 6 LANE FREEWAY 2452-03-087	9.5	60.00	60.00	
	1.00 MI N OF FM 2252	TRAFFIC MANAGEMENT SYSTEM 2452-03-999		4.49	4.49	
	.	RECONSTRUCT EXISTING INTERCHANGE (PHASE 1) 0025-02-159	1.0	40.00	40.00	
	FM 78	CONSTRUCT GRADE SEPARATIONS 2452-03-041	7.5	20.00	20.00	
	.	CONSTRUCT INTERCHANGE (PHASE 1) 0024-07-048	1.8	20.00	20.00	
	0.87 MI S OF US 90	INTERCHANGE 2452-01-029	7.1	40.00	40.00	
		LP 1604	Total	243.27	243.27	
IH 35 NE #3	IH 410 N	LP 1604 0016-07-113	5.22	282.00	282.00	
	IH 410 N	IH 410 S 0017-10-918	3.60	160.00	160.00	
	IH 10, N	IH 35 (1.10 MI N OF FM 78) 0521-06-069	1.70	1.84	1.84	
		IH 35 NE	Total	443.84	443.84	
LP 410 SW #4	AT IH 410, SW OF SAN ANTONIO	0017-02-060	0.61	20.00	20.00	
	0.15 MI NORTH OF US 90, NORTH	CULEBRA RD (FM 3487) 0521-04-204	4.08	98.00	98.00	
	0.15 MI N OF US 90	CULEBRA RD 0521-04-233	4.06	4.20	4.20	
	VALLEY HI DRIVE, NORTH	0.15 MI NORTH OF US 90 0521-05-115	1.40	1.46	1.46	
	AT US 90 WEST	(INTERCHANGE) 0521-05-118	0.39	20.00	20.00	
		LP 410 SW	Total	143.66	143.66	

TABLE 9. San Antonio District Corridor Segments (Continued)

IH 10 W #5	BEXAR COUNTY LINE	CIBOLO CREEK 0072-06-900	6.89	20.00	20.00
	FM 3351	1.40 MI S OF LEON SPRINGS 0072-07-041	2.00	25.00	25.00
	1.40 MI S OF LEON SPRINGS, S	1.50 MI N OF LP 1604 0072-08-089	2.80	21.00	21.00
	Total			66.00	66.00
IH 10 E #6	IH 410	LP 1604 0025-02-160	6.20	31.00	31.00
	FOSTER RD	1.09 MI N OF LP 1604 0025-02-165	5.45	5.41	5.41
	AT IH 410 SOUTH	.0025-02-910	1.00	40.00	40.00
	IH 10 (EAST)	2.0 MI N OF IH 37 0521-06-086	5.73	5.36	5.36
Total			81.76	81.76	
IH 35 S #7	SOUTHCROSS BLVD	SP 422 0017-09-068	2.70	2.66	2.66
	Total			2.66	2.66
IH 37 #8	FAIR AVENUE	S.E. LOOP 13 0073-08-137	3.37	4.15	4.15
	Total			4.15	4.15
Spur 421 #9	LIGUSTRUM	CINCINNATI 0291-10-079	1.32	8.20	8.20
	CINCINNATI AVE	IH 10 0291-11-016	2.10	13.60	13.60
	Total			21.80	21.80
Grand Total			1,116.11	1,116.11	

TABLE 10. Statewide Totals – First 5-Increment Phase

MPO	DISTRICT	1st 5-Increment Phase				
		1A	1B	1C	1D	1E
		1	2	3	4	5
CAMPO	AUSTIN	\$140,880,000	\$0	\$0	\$111,150,000	\$48,000,000
CORPUS CHRISTI	CORPUS CHRISTI	\$0	\$0	\$200,000,000	\$0	\$40,000,000
EL PASO	EL PASO	\$41,900,000	\$24,300,000	\$36,000,000	\$11,000,000	\$43,000,000
	DALLAS	\$173,000,000	\$174,000,000	\$80,000,000	\$195,000,000	\$196,000,000
NCTCOG		\$307,600,000	\$313,370,000	\$180,000,000	\$235,000,000	\$212,000,000
	FORT WORTH	\$134,600,000	\$139,370,000	\$100,000,000	\$40,000,000	\$16,000,000
HIDALGO COUNTY	PHARR	\$0	\$101,000,000	\$0	\$18,000,000	\$0
HGAC	HOUSTON	\$198,000,000	\$198,000,000	\$199,000,000	\$167,000,000	\$216,000,000
LUBBOCK	LUBBOCK	\$0	\$55,000,000	\$0	\$0	\$0
SAN ANTONIO	SAN ANTONIO	\$79,949,245	\$86,000,000	\$77,530,000	\$70,558,080	\$62,658,000
	TOTALS	\$768,329,245	\$777,670,000	\$692,530,000	\$612,708,080	\$621,658,000

Phase 1 Total \$3,472,895,325

TABLE 11. Statewide Totals – Second 5-Increment Phase

MPO	DISTRICT	2nd 5-Increment Phase				
		2A	2B	2C	2D	2E
		6	7	8	9	10
CAMPO	AUSTIN	\$52,000,000	\$248,000,000	\$0	\$0	\$0
CORPUS CHRISTI	CORPUS CHRISTI	\$0	\$25,000,000	\$0	\$0	\$20,000,000
EL PASO	EL PASO	\$37,000,000	\$37,000,000	\$37,000,000	\$16,000,000	\$27,000,000
	DALLAS	\$163,000,000	\$193,000,000	\$106,000,000	\$250,000,000	\$90,000,000
NCTCOG		\$298,000,000	\$278,000,000	\$237,080,000	\$288,400,000	\$114,000,000
	FORT WORTH	\$135,000,000	\$85,000,000	\$131,080,000	\$38,400,000	\$24,000,000
HIDALGO COUNTY	PHARR	\$0	\$0	\$105,000,000	\$19,000,000	\$12,000,000
HGAC	HOUSTON	\$202,000,000	\$192,000,000	\$200,000,000	\$273,000,000	\$117,000,000
LUBBOCK	LUBBOCK	\$45,000,000	\$0	\$0	\$0	\$0
SAN ANTONIO	SAN ANTONIO	\$66,000,000	\$98,000,000	\$62,065,000	\$80,000,000	\$80,000,000
	TOTALS	\$700,000,000	\$878,000,000	\$641,145,000	\$676,400,000	\$370,000,000

Phase 2 Total \$3,265,545,000

TABLE 12. Statewide Totals – Third 5-Increment Phase

MPO	DISTRICT	3rd 5-Increment Phase					TOTALS
		3A	3B	3C	3D	3E	
		11	12	13	14	15	
CAMPO	AUSTIN	\$69,000,000	\$160,000,000	\$0	\$0	\$97,000,000	\$926,030,000
CORPUS CHRISTI	CORPUS CHRISTI	\$20,000,000	\$40,000,000	\$0	\$35,000,000	\$15,000,000	\$395,000,000
EL PASO	EL PASO	\$12,500,000	\$43,000,000	\$30,000,000	\$43,000,000	\$26,600,000	\$465,300,000
	DALLAS	\$160,000,000	\$110,000,000	\$135,000,000	\$225,000,000	\$170,000,000	\$2,420,000,000
NCTCOG		\$343,570,000	\$157,500,000	\$254,350,000	\$225,000,000	\$187,190,000	\$3,631,060,000
	FORT WORTH	\$183,570,000	\$47,500,000	\$119,350,000	\$0	\$17,190,000	\$1,211,060,000
HIDALGO COUNTY	PHARR	\$0	\$60,000,000	\$7,000,000	\$20,000,000	\$40,000,000	\$382,000,000
HGAC	HOUSTON	\$222,000,000	\$143,000,000	\$261,000,000	\$207,000,000	\$105,000,000	\$2,900,000,000
LUBBOCK	LUBBOCK	\$90,000,000	\$0	\$0	\$0	\$0	\$190,000,000
SAN ANTONIO	SAN ANTONIO	\$71,000,000	\$72,845,000	\$70,000,000	\$70,000,000	\$69,507,000	\$1,116,112,325
	TOTALS	\$828,070,000	\$676,345,000	\$622,350,000	\$600,000,000	\$540,297,000	\$10,005,502,325

Phase 3 Total \$3,267,062,000

Appendix B
Local Corridor Prioritization Criteria

This appendix contains examples of criteria used by MPOs and Districts in prioritizing corridors for the UTP Category 2. Some of these examples are lists of criteria and others are shown along with the prioritized corridor descriptions.

Description of Corridor Segments – Corpus Christi District

1. Corridor #1 – US 181

The limits for this project are from north of the Corpus Christi ship channel to south of the channel in the City of Corpus Christi. The project would replace the existing Harbor Bridge and its approaches. The existing Harbor Bridge is a steel truss bridge that traverses the Port of Corpus Christi Inner Harbor. It was opened to traffic in October 1959. The main span is 300 feet wide and has a vertical clearance of 138 feet. These dimensions, especially the vertical clearance, adversely impact the port by limiting the size of vessel that can enter the inner harbor. The Harbor Bridge and the roadways approaching it also have several geometric deficiencies based on modern design standards. The bridge currently provides for three lanes in each direction but without any inside or outside shoulders. The grades approaching the bridge are 5% and the approach roadways have undesirable horizontal alignments.

The structural and geometric deficiencies of the Harbor Bridge and its associated approach roadways together with its age, condition and cost of maintenance warrant its replacement. By replacing the structure and reconfiguring the approach roadways, maintenance costs would be greatly reduced while the safety and mobility of the facility would be improved. The ability of the Port of Corpus Christi to handle larger vessels would also be improved. Additional right-of-way would be needed for this project.

2. Corridor #2 – SH 358

The limits for this project are from Ayers Street to SH 357 (Rodd Field Road) in the City of Corpus Christi. Existing SH 358 is a six lane freeway with frontage roads and diamond interchanges at major intersections. The project would construct an additional pair of travel lanes and modify the ramps at several major intersections. The ramps would be changed from the typical diamond configuration to an “X” ramp configuration. Currently the SH 358 and SH 286 interchange, at the western limits of this project, is being reconstructed and made fully directional to accommodate the extension of SH 286 to the south.

This project would help to alleviate congestion and improve safety on SH 358. Not only is it a major corridor for commuters living on the southside of Corpus Christi, Flour Bluff, and Padre Island, it also serves as a more localized business corridor with a great deal of entering and exiting traffic to shopping centers, restaurants, etc. The weaving of traffic, especially during the November-December shopping days, results in stopped traffic on 2 of the 3 main travel lanes causing this area to have a higher than average accident rate. Additionally, poor vertical alignment contributes to safety concerns at the existing ramp junctions. Some additional right-of-way may be needed for this project.

3. Corridor #3 – PR 22

The limits for this project are from west of the Gulf Intracoastal Waterway (GIWW) to east of the GIWW. The existing bridge over the GIWW consists of 4 lanes separated by a median barrier together with 3 foot outside shoulders and no inside shoulders. The project would construct a new parallel bridge over the GIWW and allow for 4 lanes with the proper inside and outside shoulders. Currently PR 22 to the east and west of the GIWW bridge is being reconstructed and elevated to better accommodate high tides associated with tropical storm events and for evacuation in the event of a hurricane.

The existing GIWW Bridge on PR 22 is the primary transportation link to North Padre Island. The only alternative route is through the Port Aransas Ferry System but because of the approximate 35-mile detour as well as delays inherent with the Ferry System it is not considered a reasonable alternative.

The existing bridge has capacity and geometric deficiencies. The lack of usable shoulders and narrow lanes is a concern for the travelling public but an even greater concern for those pulling recreational vehicles, the occasional pedestrian or bicyclist crossing the bridge. In conjunction with the lack of usable shoulders, the limited sight distance due to the vertical curve of the bridge compounds this problem. If the bridge were to suffer damage from commercial traffic in the GIWW the residents and businesses of North Padre Island would suffer tremendous economic losses. In addition, evacuation for not only North Padre Island but also Port Aransas during a tropical storm or hurricane event could be greatly jeopardized.

With the construction on an additional bridge parallel and adjacent to the existing ICWW Bridge, the safety and mobility of this important hurricane evacuation route would be vastly improved.

4. Corridor #4 – SH 286

The limits for this project are from IH 37 to FM 2444 in the City of Corpus Christi. The project is composed of three segments. The first segment is from IH 37 to SH 358. Existing SH 286 in this segment consists of a six lane freeway with frontage roads. The project would upgrade this six lane freeway to an eight lane freeway with the construction of an additional travel lane in each direction. The second segment is from SH 358 to south of SH 357. Existing SH 286 in this segment consists only of frontage roads. Currently SH 286 does not cross SH 358. Once the construction project to make the SH 286 and SH 358 interchange fully directional is complete, SH 286 will then cross SH 358 and extend to the south. A project to be constructed in the near future would construct a four lane freeway to just south of SH 357. The final project for this segment would upgrade this four lane freeway to a six lane freeway with the construction of an additional travel lane in each direction. The third segment is from south of SH 357 to south of FM 2444. Existing SH 286 in this segment consists of a two lane highway with at grade intersections at FM 43 and FM 2444. The project would construct a 4 lane freeway with grade separations.

This project would help to alleviate congestion and improve safety on SH 286 as traffic increases on this important corridor. SH 286 serve the southside of the city which is growing and rapidly developing, especially along FM 43 and FM 2444. SH 286 would also eventually tie in to the proposed future South Loop corridor that would also serve the area. Additional right-of-way would be needed for the third segment of this project.

5. Corridor #5 – US 77

The limits for this project are from the US 77 and IH 37 interchange in Nueces County just south of the Nueces River to the US 77 and IH 37 interchange in San Patricio County just north of the Nueces River. US 77 and IH 37 in this segment share the same roadway and corridor. Existing IH 37 (US 77) consists of a six lane freeway with frontage roads and twin bridges over the Nueces River. This project would construct a new bridge and freeway section next to IH 37 to handle US 77 traffic.

This project would improve safety and alleviate future congestion by separating the US 77 through traffic from traffic on IH 37. IH 37 is an important hurricane evacuation route for the City of Corpus Christi. The removal of US 77 through traffic from IH 37 would improve the ability of IH 37 to handle evacuation traffic and shorten the delays and time to evacuate the city. Additional right-of-way would be needed for this project.

6. Corridor #6 – SH 361

The limits for this project are from PR 22 in the City of Corpus Christi to Beach Access Road 1 in the City of Port Aransas. The project begins on North Padre Island and ends on Mustang Island. Existing SH 361 is a two lane highway with shoulders. The project would upgrade SH 361 to a four lane divided highway with the construction of two additional lanes.

SH 361 is the main highway between the City of Port Aransas and the City of Corpus Christi. SH 361 continues to the north of Port Aransas via a ferry system across the Corpus Christi Ship Channel. During a hurricane evacuation, SH 361 is the only route to evacuate Port Aransas once the ferry system ceases operations. SH 361 is also an important route for vacationers visiting the island during the summer months and holidays.

This project would improve safety and alleviate future congestion along SH 361. This is especially important during hurricane evacuations and during the summer months and holidays. Additional right-of-way would be needed for this project.

7. Corridor #7 – US 181

The limits for this project are from FM 2986 in the City of Portland to Spur 202 in the City of Gregory to the north. Existing US 181 is four lane freeway with frontage

roads. SH 35 ties into US 181 at an interchange just south of Gregory. This project would upgrade US 181 to a six lane freeway with the construction of an additional two lanes. The US 181 and SH 35 interchange would also be improved.

US 181 is a major corridor for commuters heading north from the City of Corpus Christi to Portland and Gregory and, via SH 35, to Aransas Pass and Rockport. The additional lanes and the improvements to the interchange will improve safety and alleviate congestion. No additional right-of-way would be needed for this project.

8. Corridor #8 – New South Loop

The limits for this project are from the Joe Fulton International Trade Corridor to the southern extension of Rodd Field Road in the City of Corpus Christi. This project proposes to construct a freeway on new location from the northwest part of the city to the southeast part of the city forming a new south loop. The project begins at the western end of the Joe Fulton International Trade Corridor near the Corpus Christi Ship Channel and IH 37 and proceeds south. The proposed loop first crosses IH 37 and then SH 44 west of the Corpus Christi International Airport. It continues south crossing the Oso Creek before turning to the southeast to tie in to the future extension of Rodd Field Road on the southside of Corpus Christi. An eventual extension to the east to North Padre Island is also planned.

This new South Loop freeway connecting the southside of Corpus Christi to the northwest part of the city would greatly improve the mobility and safety of commuters living in the area. Currently commuters living on the southside of the city primarily use SH 358 to travel to the northwest part of the city and beyond. SH 358 is the city's only major east-west corridor. It serves as a major commuter corridor and a major business corridor. The construction of a new South Loop freeway would greatly improve the mobility and safety of SH 358 by moving traffic to the new facility. A new freeway on the southside of Corpus Christi would also serve a part of the city that is rapidly developing and increasing in population. Additional right-of-way would be needed for this new location facility.

9. Corridor #9 – IH 37

The limits for this project are from the intersection of IH 37 and the Joe Fulton International Trade Corridor/New South Loop to the intersection of IH 37 and US 77 just south of the Nueces River in the City of Corpus Christi. Existing IH 37 is a six lane freeway with frontage roads and grade separations. This project would upgrade IH 37 to an eight lane freeway by adding an lane in each direction. Improvements to the interchanges at each end of the project would also be made.

IH 37 is a major corridor within the city and is the only interstate route connecting to the city. It connects the city to San Antonio and provides a connection to US 77 which is a major north-south corridor in the area. With the completion of the Joe Fulton International Trade Corridor and the new South Loop, more commuter and truck traffic would be using this portion of IH 37. The additional lanes and the

interchange improvements would improve mobility and safety on this import corridor segment. Additional right-of-way may be needed for this project at the interchanges.

10. Corridor #10 – SH 44

The limits for this project are from US 77 in the City of Robstown to just west of Clarkwood near the city limits of Corpus Christi. Existing SH 44 is a four lane divided highway with at grade intersections. This project would upgrade SH 44 to a four lane freeway with frontage roads and grade separations. The existing roadways would become the future freeway frontage roads. A SH 44 relief route around the City of Robstown is planned for the future. This project would connect ultimately with the future relief route.

SH 44 is a part of a major North American Free Trade Agreement (NAFTA) corridor linking the City of Corpus Christi and the City of Laredo on the border with Mexico. Large numbers of trucks use the route to carry products between Mexico and the Port of Corpus Christi. Together with the completion of proposed future relief routes around the cities of Robstown and Alice, this project would improve the safety and mobility of this important NAFTA corridor. No additional right-of-way would be needed for this project.

Corridor Segments Fort Worth District

<i>IH 35W</i>	a. Northside Dr to 4 th St	<ul style="list-style-type: none"> • NAFTA corridor • Traverses east side of CBD • Connects with current reconstruction of the IH 35W/IH 30 interchange and tie-in would be improved • In Mobility Plan • Additional capacity needed due to growth in the area as well as commuter traffic
	b. SH 183 to Northside Dr	<ul style="list-style-type: none"> • NAFTA corridor • In Mobility Plan • Additional capacity needed due to growth in the area as well as commuter route • SH 183 is a distributor of traffic flowing into some of the industrial areas of Fort Worth
	c. IH 820 to SH 183	<p>Same as b.</p> <ul style="list-style-type: none"> • Also IH 820 is a major distribution point for traffic; therefore, segments b. and c. should be constructed as a unit.
	d. at SH 121	<ul style="list-style-type: none"> • Adjoins IH 35W/IH 30 reconstructed interchange • Connects the CBD with the eastern side of the county • Direct route to DFW airport

		<ul style="list-style-type: none"> Needs to be constructed with a. due to connectivity
	e. at IH 820	<ul style="list-style-type: none"> Connector for distribution of traffic to the east and west of the downtown Fort Worth and industrial areas. Northern part of county has tremendous growth and need to travel south and east to major retail centers and employment Connects with IH 820 projects from IH 35W to SH 26 already in construct phase Eliminate left hand exits to better follow driver expectancy
	<ul style="list-style-type: none"> IH 820 to US 81/287 	<ul style="list-style-type: none"> Heavy growth in the northern portion of Tarrant County outside IH 820 NAFTA route US 81/287 distribution route for traffic to the northwest of the metroplex
	g. US 81/287 to Denton County Line	<ul style="list-style-type: none"> NAFTA route Tremendous growth in the Alliance area both residential and industrial/commercial Special event traffic corridor

<i>IH 820</i>	a. Trinity Blvd to SH 121	<ul style="list-style-type: none"> • Abuts the mid-cities area • Growth to the north has increase travel demand • Provides access from SH 121 to continue on to DFW airport for commuters
	b. South Interchange SH 121 to Randol Mill Road	<ul style="list-style-type: none"> • Collects traffic from the southern portion of Tarrant County • Connects to an improved section south of Randol Mill to IH 30 interchange
	c. North Interchange SH 121 to South Interchange to SH 121	<ul style="list-style-type: none"> • Ties to interchange with SH 26/SH 121/SH 183 and FM 1938 • Large retail area • Residential growth to the north and in the mic-cities area • Should be done as a unit with a. and b. because this area essentially operates as a huge interchange
	d. US 287 to IH 20 east	<ul style="list-style-type: none"> • A very short segment between interchanges • Weave distances critical • Left hand exits do not follow driver expectancies • Funnels traffic from SE Tarrant County to the CBD and points north • Needs to be a unit with e.
	e. IH 30 to US 287	<ul style="list-style-type: none"> • Oldest section of IH 820

		<ul style="list-style-type: none"> • Funnels traffic to the north section of the county to industrial areas and retail centers • One route to taken to get to freeway that carries traffic to DFW airport from the southern portion of county • Current capacity issues • Old design leaves short weaves and merges – not desirable • Needs to be unit with d.
<i>IH 30</i>	a. Oakland Blvd to IH 820 East	<ul style="list-style-type: none"> • Growth in the corridor • Connections to IH 35W to the west and IH 820, major distributor routes
	b. IH 820 to Fielder	<ul style="list-style-type: none"> • Ease of adding 2 additional lanes to the inside • IH 820 distributor of traffic • Fielder is probable location of HOV connection • Bridges are already widened for the 2 additional lanes
	c. Fielder to Dallas County Line	<ul style="list-style-type: none"> • Wide median to widen • Bridges are already widened for the 2 additional lanes; however, managed lane will require additional work on structures

		<ul style="list-style-type: none">• Ties to the Dallas District improvements to the east

<p><i>IH 35W</i></p>	<p>a. Johnson County Line to IH 20</p>	<ul style="list-style-type: none"> • Due to growth in Johnson County commuter traffic is clogging IH 35W • NAFTA corridor • Development both residential and commercial along IH 35W and nearby has increased the demand on the facility • Connects with improved section to the north at IH 20 and the improved interchange with IH 20
	<p>b. FM 917 to Tarrant County Line</p>	<ul style="list-style-type: none"> • NAFTA corridor • Growth in Johnson County has increased the demand on the facility • FM 917 is kind of cut off of where suburban and rural separate • FM 917 is a distribution point for traffic in the more rural section of Johnson County
<p><i>FM 1187</i> (Loop 9)</p>	<p>a. US 377 to FM 1902 (SH 121)</p>	<ul style="list-style-type: none"> • Alternate east-west route to IH 20 picks up travel from further south into Johnson County • Need to preserve right of way before development closes areas up • Ties to major north-south corridor between Johnson and Tarrant Counties (SH 121)

	b. FM 1902 to Crowley Bypass	<ul style="list-style-type: none"> • East-west connection between what is currently rural to the west and suburban to the east • Gives access to alternate north-south route (SH 121)
	c. Crowley Bypass	<ul style="list-style-type: none"> • Growth in area; mainly residential commuters • Frontage roads/lanes will not carry demand for long before separation of thru traffic is needed • Should be unit with b.
	d. IH 35W to BU 287P	<ul style="list-style-type: none"> • Section of county is rapidly developing into a large lot residential area • Ties to major corridor to take traffic to Kennedale and Mansfield, suburbs
<i>SH 170</i>	IH 35W to US 81/287	<ul style="list-style-type: none"> • Connection for movements need to the north-east directions • Growth in northeast portion of county with employment located in the eastern part of Metroplex • SH 170 to the east of IH 35W is a major area of industry and employment

LUBBOCK

Corridor #1

East-West Freeway (US 82)

Involves the upgrade of US 82 to a full access controlled freeway from Wolfforth to East Loop 289. The portion from West Loop 289 to IH 27 is currently in Construct Authority in the current 10 year UTP window and construction is expected to begin this year. This portion is ranked at the top of the Lubbock Metropolitan Transportation Plan (MTP)

Wolfforth to West Loop 289 is in Develop Authority, and is ranked 5th out of 70 projects in the MTP.

IH 27 to East Loop 289 is in Develop Authority, and is ranked 12th out of 70 projects in the MTP.

These two projects fell outside the financial constraint ability of the Lubbock MPO and are therefore relegated to long-range status despite their high ranking.

Corridor #2

Outer Loop (FM's 179 and 1585)

The Outer Loop involves the eventual construction of an access controlled freeway around the western and southern portions of the Lubbock Metropolitan Area. It is planned to roughly follow the alignments of FM 179 on the west and FM 1585 on the south. The limits range from the intersection of US 84 and FM 179 northwest of Lubbock to the intersection of US 84 and FM 1585 southeast of Lubbock. The project being proposed includes the construction of frontage roads only.

Corridor #3

US 84

These two projects involve interchange improvements on US 84 at northwest Loop 289 and at southeast Loop 289. The purpose of the projects is to facilitate the movement of truck traffic around the underutilized east and north portions of Loop 289. This will relive congestion on south Loop 289 as well as Business US 84 through the center of Lubbock.

All projects were presented to the MPO and the Transportation Policy Committee assigned priorities based on congestion, MTP ranking, funding distribution and right-of-way preservation issues.

UTP Category 2 Selection Criteria
San Antonio District

The following is criteria used by the San Antonio Metropolitan area for corridor selection:

- **Congestion** – existing and future VMT, quality of service, etc.
- **Critical Connections** – including ROW preservation, closing system gaps, military installations, commuting traffic to and from the metropolitan area, freight movement through and around the metropolitan area, etc.
- **Customer Priority** – including safety, economic development, tourism/recreation, etc.

Appendix C
MPO letters of Support for the Process Change



April 10, 2003

Mr. Bill Garbade
District Engineer
Texas Department of Transportation, Austin District
P.O. Drawer 15426
Austin, Texas 78761

Dear Mr. Garbade:

The Capital Area Metropolitan Planning Organization (CAMPO) supports the concept of the proposed Metropolitan Area Corridor funding (Category 2) for improvements to major transportation corridors within Texas' metropolitan areas. I appreciated the opportunity to participate with the Category 2 Work Group to develop the process for allocating future funding for the metropolitan areas. CAMPO supports the overall process and the proposed recommendations for Category 2 funding.

My staff and I are available for participation in future efforts that affect metropolitan areas in Texas. I may be reached at 974-6441 if you have any questions or require additional information.

Sincerely,

A handwritten signature in cursive script that reads "Michael R. Aulick".

Michael R. Aulick
Executive Director

cc: Bill Frawley, TTI

1011 San Jacinto St. • 2nd Floor • P.O. Box 1088 • Austin, Texas 78767-1088
512.974.2275 (Voice) • 512.974.6385 (Fax) • campo@campotexas.org



**CORPUS CHRISTI
METROPOLITAN PLANNING ORGANIZATION**

1305 North Shoreline Boulevard, Suite 310
Corpus Christi, Texas 78401
www.corpuschristi-mpo.org

Phone: (361) 884-0687
Fax: (361) 884-8529
E-mail: ccmpo@swbell.net

*City of Corpus Christi
City of Portland
Nueces County
San Patricio County
Regional Transportation Authority
Port of Corpus Christi Authority
Texas Department of Transportation
Federal Highway Administration
Federal Transit Administration*

February 21, 2003

Mr. David Casteel, P.E.
District Engineer
Texas Department of Transportation, Corpus Christi District
P.O. Box 9907
Corpus Christi, Texas 78469-9907

Dear Mr. Casteel:

The Corpus Christi Metropolitan Planning Organization (MPO) supports the concept of the proposed Metropolitan Area (TMA) Corridor funding (Category 2) for improvements to major transportation corridors within the MPO area. The MPO appreciated the opportunity to participate directly with the Category 2 work group to help develop the process for allocating funding for improvements to various transportation corridors as well as a prioritization method for corridor selection. The Corpus Christi MPO approves of the overall process and results of the Category 2 work group proposed recommendations.

Thank you again for the opportunity to participate in the process. If you have any questions or need further information, please call me at 884-0687.

Sincerely,

Muhammad Amin Ulkarim
Transportation Planning Director



Regional Transportation Council

The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)



April 11, 2003

Mr. Michael Behrens, P.E.
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Ms. Maribel Chavez, P.E.
District Engineer
TxDOT, Fort Worth District
P.O. Box 6868
Fort Worth, Texas 76115-0868

Mr. Jay Nelson, P.E.
District Engineer
TxDOT, Dallas District
P.O. Box 3067
Dallas, Texas 75221

Dear Madam and Sirs:

I would like to commend the Texas Department of Transportation on the open process used to obtain recommendations for the Texas Transportation Commission on the Category 2 portion of the Unified Transportation Program. This work group examined various options and recommended an approach in the best interest of the State of Texas.

I would like to also indicate my support for the committee findings, specifically the recommendation to move forward with performance based programming within the metropolitan areas of the State. Dedicated TxDOT funds will improve grassroots efforts to increase revenue without jeopardizing current revenue streams. This process will also lead to larger more critical regional projects being constructed. In addition, enclosed is a Regional Transportation Council resolution, also confirming the Metropolitan Planning Organization's support for the recommendations.

If you have any questions, please contact me at 817-695-9241.

Sincerely,

Michael Morris, P.E.
Director of Transportation

MM:fb
Enclosure

**RESOLUTION REAFFIRMING THE REGIONAL TRANSPORTATION COUNCIL'S
POSITION ON PERFORMANCE-BASED PROGRAMMING
(R03-02)**

WHEREAS, the North Central Texas Council of Governments has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council, comprised primarily of local elected officials is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be a forum for cooperative decisions on transportation; and,

WHEREAS, consistent with section 134 of title 23 of the United States Code, the primary functions of the Regional Transportation Council are to provide guidance for multimodal transportation planning and to assure coordination among transportation modes, local entities, and planning activities; and,

WHEREAS, the Regional Transportation Council has been successful in the past in working with its transportation partners—Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority, North Texas Tollway Authority, and the Dallas/Fort Worth International Airport—to improve mobility in the region.

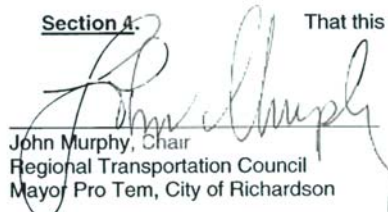
NOW, THEREFORE, BE IT HEREBY RESOLVED:

Section 1. That the Regional Transportation Council reaffirms its commitment to partner with the Texas Department of Transportation and supports "performance-based programming" of Category 2 funds by the Texas Transportation Commission.

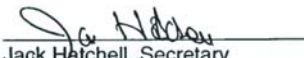
Section 2. That the Regional Transportation Council supports the recommendations of the Statewide Committee on Category 2 funding, which recommends transportation funding to the metropolitan districts by formula.

Section 3. That this resolution shall be transmitted to the Texas Transportation Commission and Texas Department of Transportation.

Section 4. That this resolution shall be in effect immediately upon its adoption.


John Murphy, Chair
Regional Transportation Council
Mayor Pro Tem, City of Richardson

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on April 10, 2003.


Jack Hatchell, Secretary
Regional Transportation Council
Commissioner, Collin County



El Paso
Metropolitan Planning Organization

RECEIVED

APR 15 2003

EXEC. ADMIN.

Transportation Policy Board

April 15, 2003

- Jesus R. Segura, Chairman**
Mayor, City of Sulland Park, New Mexico
- Eliot Shapleigh, Vice-Chair**
Texas State Senator
- Patrick Abeln**
Director of Aviation
- Charles H. Berry, P.E.**
District Engineer, TxDOT
- Dolores Briones**
Judge, El Paso County
- Ray Caballero**
Mayor, City of El Paso
- Antonio Castro, Sr.**
Mayor, Village of Vinton
- Norma Chavez**
Texas State Representative
- Steven Cheatum**
Alderman, Town of Clint
- John Cook**
El Paso Representative
- Edward Drusina**
Deputy CAO-Mun. Svcs. City of El Paso
- Art Franco**
Mayor, Town of Anthony
- Pat Haggerty**
Texas State Representative
- Rodrigo Mercado**
Director of Planning El Paso County
- Cynthia Nava**
New Mexico State Senator
- Joseph C. Pickett**
Texas State Representative
- L. "Chente" Quintanilla**
Texas State Representative
- Irma S. Sanchez**
Mayor, City of Socorro
- Pat Randleel**
Mayor, Town of Horizon City
- Rose Rodriguez**
El Paso Representative
- Luis Sarifiana**
El Paso Representative
- Terry Lee Scott**
Director, Mass Transit
- Miguel Teran**
Commissioner, El Paso County

Mr. Charles H. Berry, P.E.
District Engineer, El Paso District
Texas Department of Transportation
13301 Gateway Blvd. West
El Paso, Texas 79928-5410

Dear Mr. Berry:

I would like to take this time to thank you for giving me the opportunity to participate in the Metropolitan Area Corridor (Category 2) Work Group and assist in developing the process for allocating funding resources for improvements to various transportation corridors within metropolitan areas.

As the Executive Director of the El Paso Metropolitan Planning Organization (MPO), I support TxDOT's efforts to revise the Unified Transportation Plan (UTP) by reducing the number of funding categories from 33 to 12. Further, I believe the overall process will result in a more equitable and consistent revenue stream to the metropolitan areas.

Thank you again for this opportunity to participate in the process. If you have any questions or need further information, please do not hesitate to contact me at (915)591-9735, Ext. 13.

Sincerely,

Roy Gilyard
Executive Director

Roy Gilyard
Executive Director

The State of Texas
House of Representatives



Joseph C. Pickett

El Paso • District 79

Capitol Office:
P.O. Box 2910
Austin, Texas 78768-
2910
512-463-0596
Fax: 512-463-6504

District Office:
1790 Lee Trevino
Suite 307
El Paso, Texas 79936
915-590-4349
Fax: 915-590-4726

April 14, 2003

Mr. Charles H. Berry Jr., P.E.
District Engineer, El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928-5410

Dear Mr. Berry:

I am writing this letter in support of the concept of the proposed Metropolitan Area Corridor (Category 2) funding for improvements to major transportation corridors within the El Paso region. As the former chair of the Transportation Policy Board, I participated in the Category 2 Work Group meetings last year. I appreciate the opportunity to have helped develop the process for allocating funding for improvements to various transportation corridors in the metropolitan area.

I agree with the work group's recommendations and stand ready to provide any further assistance in this process. If you have any questions, please don't hesitate to contact me at 590-4349.

Sincerely,

A handwritten signature in black ink that reads "Joe C. Pickett".

Joe C. Pickett

cc: Bill Frawley, Texas Transportation Institute

www.joepickett.com

Committees: Appropriations • Transportation



Houston-Galveston Area Council

PO Box 22777 • 3555 Timmons • Houston, Texas 77227-2777 • 713/627-3200

March 19, 2003

Mr. Gary Trietsch, P.E.
District Engineer, Houston District
Texas Department of Transportation
P. O. Box 1386
Houston, Texas 77251

Dear Mr. Trietsch:

The Houston-Galveston Area Council's Transportation Policy Council (MPO) supports the concept of the proposed Metropolitan Area (TMA) Corridor Funding (Category 2) for improvements to major transportation corridors within the MPO area. The MPO appreciated the opportunity to participate directly with the Category 2 work group to help develop the process for allocating funding for improvements to various transportation corridors, as well as a prioritization method for corridor selection. The Houston-Galveston Area Council MPO approves of the overall process and results of the Category 2 work group proposed recommendations.

Thank you again for the opportunity to participate in the process. If you have any questions or need further information, please call me at (713) 993-4585.

Sincerely,

Alan C. Clark
MPO Director

ACC:rah

cc: Mr. Gabe Johnson, P.E., TxDOT Houston District
Mr. Bill Frawley, TTI
Mr. Kari Hackett, H-GAC



LMPO

Transportation Policy Committee

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Lubbock Metropolitan Planning Organization
916 Main Suite 706 Lubbock TX 79401 806.775.1676 (fax) 806.775.1675

March 13, 2003

Mr. Randy Hopmann, P.E.
District Engineer
Texas Department of Transportation
P.O. Box 771
Lubbock, TX 79408

Dear Mr. Hopmann:

The Lubbock Metropolitan Planning Organization's (MPO) Transportation Policy Committee supports the concept of the proposed Transportation Metropolitan Areas Corridor funding for Category 2 improvements to major transportation corridors. The MPO also supports the recommendations of the Category 2 working group.

Sincerely,

Randy Neugebauer
Chairman, Transportation Policy Committee
Lubbock Metropolitan Planning Organization



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April 11, 2003

Mr. Mario Jorge, P.E.
 District Engineer
 Texas Department of Transportation, Pharr District
 P.O. Drawer EE
 Pharr, TX 78577

RE: UTP Category 2 Funding

Dear Mr. Jorge:

The Hidalgo County Metropolitan Planning Organization (MPO) supports the concept of the proposed Metropolitan Area (TMA) Corridor Funding (Category 2) for improvements to major transportation corridors within the MPO area. I appreciated the opportunity to participate directly with the Category 2 work group to help develop the process for allocating funding for metropolitan areas. The MPO supports the overall process and the proposed recommendations for Category 2 funding.

My staff and I are available for participation in future efforts that affect metropolitan areas in Texas. I may be reached at (956) 682-3481 if you have any questions or require additional information.

Sincerely;

Edward L. Molitor, AICP
 Transportation Planning Director
 Hidalgo County MPO

c: Ms. Robin Longwell, P.E. TxDOT Pharr District
 Mr. Bill Frawley, TTI

MAIN OFFICE ♦ 311 N. 15th ST. ♦ McALLEN, TX 78501-4705 ♦ TEL: (956) 682-3481 ♦ FAX: (956) 631-4670

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San Antonio - Bexar County



metropolitan planning organization

Commissioner Lyle Larson, Chair
Councilwoman Bonnie J. Conner, Vice Chair
Joanne Walsh, Administrator

February 25, 2003

John Kelly, P.E.
District Engineer
Texas Department of Transportation, San Antonio District
P. O. Box 29928
San Antonio, Texas 78229-0928

Dear Mr. Kelly:

The San Antonio-Bexar County Metropolitan Planning Organization (MPO) supports the concept of the proposed Metropolitan Area (TMA) Corridor funding (Category 2) for improvements to major transportation corridors within the MPO area. I appreciated the opportunity to participate directly with the Category 2 work group to help develop the process for allocating funding. The San Antonio-Bexar County MPO agrees with the overall process and results of the Category 2 work group proposed recommendations.

Thank you again for the opportunity to participate in the process. If you have any questions or need further information, please call me at (210) 227-8651

Sincerely

Joanne Walsh
SA-BC MPO Administrator

JW:mma

1021 San Pedro, Suite 2200 - San Antonio, Texas 78212 - (210) 227-8651
TDD 1 (800) 735-2989 - FAX (210) 227-9321
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Appendix D

Meeting Summaries

UTP Restructuring

Category 2 Kick-off Meeting

July 23-24, 2002

Notes

Statements reported in these notes are not direct quotes, but reflect the general idea of the questions or comments made by each individual. Statements are not in exact chronological order as they occurred during the meeting. They have been arranged in order according to the topics that were discussed.

The first meeting of the Metropolitan Corridor Work Group was held July 23-24, 2002. Jason Crawford, TTI, moderated the group. A general session for all Corridor Work Groups was held on July 22, 2002. During this general session, several technical presentations were given on specific corridors throughout the state and the purpose of these work groups. A general question and answer session was held at the end of the general session. Please see notes under a separate cover.

July 23, 2002

1. Opening Remarks & Introductions – JASON CRAWFORD, TTI, Project Facilitator

Jason Crawford asked each of the participants in the room to introduce themselves and briefly state what they hoped to get out of this process.

Michael Morris, Dallas/Ft Worth MPO, stated that the Texas Transportation Commission wants us to keep the process simple. Issues differ in importance by region, for example, reliability is very important in the Dallas area. He stated his opinion that developing criteria weighting before allocation is backward. Instead the process should consider impact measures first and divide the state into regions or “substates” with these regions developing their own relevant measures rather than building a universal weighted criteria. He further stated that urban needs are worse than 30 to 40 percent statewide. He added that the group should not worry about some unneeded project getting through any process due to high needs. He stated a problem he sees that toll road projects remove projects from competition. Currently there is a disincentive for local toll roads. He concluded that funding needs should be demonstrated to the Legislature more than a selection process.

Jay Nelson, TxDOT DAL, stated that it is hard to measure criteria with so many funding categories. He noted that there is no development phase and that opportunities for corridor preservation are being missed. He also noted that

project development in metropolitan areas is a long term process, often a 15-year horizon, and this requires something be done to produce a target which will move the dialog along over time. In reference to Michael Morris' comments, the overall process should be changed as a step or effort outside of the workgroup.

Max Proctor, TxDOT TPP(P), stated it will be hard to reach consensus on fairness. He explained that the Governor has shifted policy toward development of whole corridors instead of individual piecemeal projects. He noted that the Association of General Contractors will not be able to increase its capacity until there is more funding but that forecasts for additional construction letting are down for the next few years. The UTP restructuring committees are expected to produce a priority of corridors and corridor segments, which may be the catalyst to induce additional funding. He ended stating that many projects on the list may never get built.

Tommy Gonzalez, Lubbock MPO, stated that the current system is regressive. He envisioned areas of like size competing against one another instead of smaller population areas competing with large population bases.

Steve Warren, TxDOT LUB, asked how realistic is a project list. It appeared to him that the time frame for this workgroup is unrealistic.

Kari Hackett, Houston MPO, noted that the charge is to develop criteria and weightings. If the workgroup focuses on this charge the process would move along.

Julie Brown, TxDOT SAT, a fairness issue has always been present. She asked if the purpose of this group was to emulate the "trade fair." She expressed support for Michael Morris', Dallas/Ft Worth MPO, idea for regional allocation.

David Casteel, TxDOT CRP, stated that a project list is a product of the current system, but questioned if this is what Texas needs. He stated a need to look strategically at corridors and questioned regional allocation.

Rep. Joe Pickett, El Paso MPO, opened by questioning if this was an intentional exercise in futility. He noted that regional allocation has been tried. He also stated concerns he has heard of additional transportation funding but when questioning AGC and TxDOT, both state that they could hand an additional \$500 million in funding. He stated he would like to spend more time reviewing the criteria and likes to see competition between projects. He stated he doesn't expect to see regional allocation now. Further stated that contractors have expressed concern about combining projects attracting big bidders from outside the state. He ended stating that he favors toll equity and that local governments have bonding capability.

2. Review Workgroup Notebook – JASON CRAWFORD, TTI

Jason Crawford quickly introduced each portion of the workgroup’s notebook.

3. Review Workgroup Charge – JASON CRAWFORD, TTI

Jason Crawford reviewed the workgroup’s charge written by the Corridor Guidelines Workgroup.

4. Review Corridor Guidelines Workgroup Recommended Criteria for Rating Corridor Segments – JASON CRAWFORD, TTI

Jason Crawford reviewed the recommended criteria developed by the Corridor Guidelines Workgroup. He reiterated Max Proctor’s (TPP) statement in the general session on Monday afternoon that it is only mandatory that this workgroup consider these criteria in its deliberations but is not bound to them.

5. Review Corridor Guidelines Definitions – JASON CRAWFORD, TTI

Jason Crawford reviewed the definitions developed by the Corridor Guidelines Workgroup for corridor, corridor segment, and each of the recommended evaluation criteria.

6. Discuss Corridor Segment Rating Criteria – WORKGROUP

The workgroup reviewed the recommended criteria and were asked what additional criteria were missing from this list. Population, mass transit, nonmotorized transportation, development time, reliability, right-of-way preservation and cost per mile were other suggested criteria during the brainstorm. Rep. Joe Pickett, El Paso MPO, suggested that incentives could be worked into the criteria. Michael Morris, Dallas/Ft Worth MPO, later provided the workgroup with an illustration of “reliability.”

The workgroup was asked to rate the 28 criteria under consideration into four groups: selecting criteria in groups of 7 under the ratings of most important or “A”, through “D” to least important. The ratings were tallied from the workgroup and assigned points where “A” received 4 points through “D” receiving 1 point. Table 1 displays the result of this exercise.

TABLE 1. Statewide Corridor Segment Prioritization Criteria (First Iteration)

Criteria (First Iteration)	A	B	C	D	Score
Safety	14	2	1	1	65
Major Freight Routes	11	6	1	0	64
LOS/Capacity/Access Management	7	6	5	0	56
International Traffic/Ports of Entry	6	7	5	0	55
% of Trucks	4	12	1	0	54
Travel time/delay	8	2	6	1	51
Intermodal Connectivity	7	4	3	4	50
Benefit/Cost	5	5	6	2	49
Closing System Gaps	5	7	3	2	49
Maximize the use of existing transportation system	3	8	6	1	49
Economic Development	3	8	5	2	48
VMT	5	6	4	2	48
Leveraging and/or tolls	5	6	2	5	47
Air Quality/Conformity	5	5	4	4	47
Military or National Security Installations	5	2	10	1	47
Relative congestion	3	6	5	4	44
Traffic	4	5	4	4	43
Reliability	6	2	2	8	42
ROW Preservation/corridor preservation	3	5	5	5	42
Serving Tourism or Recreational Areas	2	4	7	5	39
Fit with other TxDOT Development	3	3	5	7	38
Public transportation	3	3	3	9	36
Security of infrastructure	3	2	4	9	35
Road user cost	2	3	5	6	33
Connection with Principal Roadways from Adjacent States	0	2	8	8	30
Population	0	4	4	9	29
Employment as a surrogate for population?	1	1	3	13	26
Non-motorized transport	0	1	1	15	20

The workgroup then reviewed the prioritized criteria and discussed whether some criteria should be eliminated or combined with other higher ranking criteria. Several workgroup members questioned what was a manageable number of criteria. The refined, but not completed, criteria list is shown in Table 2.

Table 2. Statewide Corridor Segment Prioritization Criteria (Second Iteration)

Criteria (Second Iteration)
Safety
Major Freight Routes/% of Trucks
International Traffic/Ports of Entry/% of Trucks
Travel time/delay/reliability/LOS/Road User Costs/Relative congestion/VMT//PMT/Traffic/Capacity/% of Trucks
Intermodal Connectivity
Benefit/Cost
Closing System Gaps
Maximize the use of existing transportation system/Access Management
Economic Development/Tourism or Recreational Areas
Leveraging and/or tolls
Air Quality Benefit
Military or National Security Installations/Security of infrastructure
ROW Preservation/corridor preservation
Fit with other TxDOT Development/Connection with Principal Roadways from Adjacent States

The workgroup was reminded that a significant amount of discussion and deliberations lay before them in refining the names and definitions of combined criteria and also of identifying reasonable measures of effectiveness which objectively measure each of the desired criteria.

7. Discuss Regional Criteria – WORKGROUP

Based on Michael Morris', Dallas/Ft Worth MPO, early suggestion that regional allocation be considered. The workgroup began to brainstorm which criteria could be used. The results of this brainstorm are shown in Table 3.

Table 3. Regional Distribution Criteria (First Iteration)

VMT
Population
Registered Vehicles
Employment
Centerline Miles
Lane Miles
Urbanized Population
Ports
Congestion
Tons of Cargo
Truck VMT
Population Density
Air Quality
Gas Tax Contribution
Fatal Accidents
Delay
Accident Rate
Pavement Rating
Access
Travel Time
Economics-Overmatch
Economic Development
Employment Rate
Economically Disadvantaged
Growth Rate
Drivers Licenses

July 24, 2002

8. Review Workgroup To-Do List – JASON CRAWFORD, TTI

Jason Crawford began the day by introducing work items facing the workgroup for the statewide prioritization process. The to-do list was:

- Consolidate and refine criteria descriptions
- Refine criteria definitions
- Define measurable characteristics of individual criteria
- Assign weightings to criteria/sub-criteria
- Identify next meeting date
- Identify mapping/data needs before next meeting

Maureen McCoy-Daniel, Austin MPO, asked that a similar to-do list be created for the regional criteria.

9. Continue Discussing Regional Criteria – WORKGROUP

Jay Nelson, TxDOT DAL, asked the workgroup if they had an idea of what they would consider a fair percentage allocation for these criteria.

Michael Aulick, Austin MPO, posed a question to the group on the geographic boundary of the data. Jason Crawford, TTI, suggested that the data could be collected in a number of ways, but based on some of the criteria that it would be best have a county be the smallest geographic unit. The workgroup agreed to this, but also added that information, where it can be collected, for international sister cities be included and that all information be totaled to reflect the CMSA or greater metropolitan area built from counties.

David Casteel, TxDOT CRP, stated that averaging for the smaller TMAs is deceptive.

Michael Morris, Dallas/Ft Worth MPO, stated that they are only focusing on refining a set of measures. When information on these criteria are returned to the workgroup, then central tendencies may be identified. He stated that he did not foresee fluctuations for an area between the criteria. He further stated that the UTP process should return to a technical foundation to reestablish trust.

Kari Hackett, Houston MPO, asked what periods should be considered.

Michael Morris, Dallas/Ft Worth MPO, stated that the group should review data on the criteria first.

Steve Warren, TxDOT LUB, stated that it wouldn't hurt to prioritize the criteria to save TPP unnecessary effort.

Michael Morris, Dallas/Ft Worth MPO, proposed to cull the methods after seeing the data and not to simply prioritize the list at this time.

The workgroup then refined the criteria listing in Table 3 by eliminating the least preferable items and duplicative criteria. A refined criteria list was produced with

defined sources if outside of TxDOT. This listing is shown in Table 4 and also includes the geographic levels the data should be collected and presented in. All data should be initially presented for year 2000 with the exception of population which is expected to cover all time periods noted. The workgroup stated that eventually they would like to consider growth rates for all criteria.

Table 4. Regional Distribution Criteria (First Iteration)

Criteria (Second Iteration)	Boundaries	Time Period
VMT	County	2000
Population (History & Forecast) - State Data Center	Est. Int'l Sister City	
Registered Vehicles	SMSA	1990
Employment - Tx Workforce Commission		2010
Centerline Miles		2020
Lane Miles		
Congestion - TTI RCI		
Truck VMT		
Est. Gas Tax Contribution		
Fatal + Incapacitating Injury Accident Rate (/MVMT)		
Median Household Income - US Census		
Average Household Income - US Census		
% Population Under Federal Poverty Level - US Census		
Drivers Licenses		

10. Set Next Meeting Date(s) – WORKGROUP

After discussion with the workgroup members in attendance, the next meeting date was set for August 5 beginning at 1:00 PM and continuing on August 6 beginning at 8:30 AM through 5:00 PM. The workgroup suggested a working lunch. Michael Morris, Dallas/Ft Worth MPO, suggested that TTI collect the schedules of the workgroup members and schedule several more meetings through October so that as many workgroup members can attend as possible. The workgroup stated a goal of having all delegates in attendance. Jason Crawford noted that this objective would be very difficult to achieve. Other workgroup members stated a preference for one-day meetings. Jason Crawford responded that in his opinion more than one day should be scheduled at a time with a day and a half minimum. Jason Crawford asked that if the workgroup does schedule one day meetings that they respect the facilitator's time allotted for breaks and to return to the room on time to continue discussions with all workgroup members present.

M. Wade reviewed the work group charge to produce a ranked list of corridor segments. He also discussed membership and voting criteria. Wade reviewed progress made by the Category 3 and 4 work groups and directions that they are taking in coming up with their list of prioritized corridor segments. It was noted that Category 3 and 4 work groups are not identifying corridor segments inside MPO areas. The Category 2 group briefly discussed the parallel system of looking at needed projects and at the same time determining a geographical (regional) distribution of funds for project selection.

Bill Frawley was introduced as the new TTI facilitator for this work group.

M. Aulick – Leveraging of funds is not necessarily relevant to selecting the best projects. We may need legislative fix to the issue of obtaining and preserving ROW for corridors.

R. Massey - How do we properly factor in safety? An MPO rather than a corridor issue? How does connectivity relate to an industrial park? Be sure international attributes are retained. How should we consider the relation of benefit/costs (B/C) to other criteria?

M. Morris – We are using two parallel efforts to see what happens. We may end up with a compromise approach. The challenge is appropriateness of criteria weights for different regions – can one size of weights fit all? The process here will tell – how much agreement is there about weights? We can boil it down to a few criteria ultimately. Beware of population in border areas, for example. Safety can be a tie-breaker. Connectivity can be argued either way. Don't delete criteria – just aggregate. B/C may go away later; air quality too? Note numerator in gap closure projects. Non-expansion projects may become aggregated.

Economic development is commission goal. Note staged construction issue – affects definition and submission success of project. Maybe it is not a criterion, but a means of construction process. Should we collapse the criteria? Move air quality into B/C criterion. Divide travel time from non-travel time benefits and lump them separately. Cost needs to be in there somewhere.

S. Warren – start the criteria weighting with equal points, then modify – to speed up this process. Just use volumes of trucks – don't need special international category.

E. Molitor – I agree with the aggregating strategy for criteria.

J. Walsh – let's start with a secret ballot with weights. Connectivity is not just a border issue. MPOs need a strategy session on the ROW preservation issue – we need new approaches.

K. Hackett – we should reduce redundancy out of definitions before culling criteria.

G. Johnson – we should define B/C. Note the need for taking care in defining project for gap closing. ROW preservation is an important issue. At what point can we play catch-up?

M. Proctor – we must also look at geographic distribution; must consider sub-allocation by region and then look at ranking. We want to produce the best list of projects for each region. We don't want to go to funds distribution here.

CRITERIA DATA ISSUE: M. Proctor presented list of possible criteria and data sources. M. Morris commented that this was what we needed.

We should somehow consider level of service. Leave tolls in – there is half a billion dollars in this category. Maybe preserving ROW is not just TxDOT's responsibility, but should be shared with local governments and private sources. We need to look into this in the future. TxDOT doesn't have resources for enough ROW – present preservation vs. future.

T. Gonzales – should we put air quality, congestion, B/C all together? Non-expansion criterion should be taken out, combined.

J. Brown – Air quality may be combined with other criteria. The city is not set up to do what is necessary on ROW preservation. Local decisions are important. It will help if we define the items listed within the B/C criteria.

R. Longwell – for tiebreakers, assign small weights and it should be okay. We should consider tracking international traffic that is not directly at a port of entry – this follows the “connectivity” concept. Some connections are needed and must not be lost from criteria, but can be captured in major freight routes. The ability to buy (leverage) projects does not assure the best projects will be selected. Should we remove B/C from that criterion?

M. Aguilera - What can you do about driver error? How much money was available in the various categories? Note the security bottleneck aspect of I-10 thru El Paso. I am concerned about taking out the “linking with other states' roads” criterion.

Tuesday August 6 – second day of work group meeting

Bill F – Review – goal to use the criteria and weights to evaluate project list. Weighting survey summary passed out to group. Reviewed results.

M. Morris – note that none of criteria completely stand out; there is no statistical central tendency (standard deviation/mean values) – this implies that there is no consensus – so if we use these criteria, we will pick the wrong projects! This is still a Commission decision! Lack of a statewide criteria system does not abrogate commission authority. Does TxDOT have a predictability methodology for dangerous location improvement? [There was a response there such a methodology does not exist.]

R. Massey - we should be focusing on corridors – look at the “little” attributes. Are we reversing direction? Let’s take a minute to get Montie Wade’s input.

M. Wade – it’s okay, we are moving toward a product. We will still end up with a ranking recommendation, whether it uses geographical distribution of funds at the beginning of the process, or as a check at the end as the charge states. The group is doing great. Keep in mind the state’s priorities.

P. Norrell - many criteria are not measurable. We need consensus. What is a “fair” geographical allocation anyway?

J. Brown – should cost be a factor if we don’t consider leveraging.

S. Warren – so, can Lubbock use the approximate funding amount to do its ranking. Need to refine and reduce criteria list. Need to agree on regional dollar amount and time horizon. Would like to see if group can agree on allocation percentages directly.

T. Gonzales – we can use this to know what to bring forward to TxDOT.

K.Hackett – using the mean values of the criteria rating/weighting is one way to prioritize the projects – but we already know what the best projects are.

G. Johnson – we need to decide how we will select projects; worry about other issues another day.

M. Proctor – expansion can be a connectivity goal; note that MPO boundaries can change. Note that we are not allocating dollars at this point – we are just ranking projects. We need to get an idea of how many corridor each region will get first, then the projects can be ranked. We will be looking at 10-15 years worth of projects. This whole project list will be revisited. We need to recommend which projects to do first. All we need is consensus.

A. Notzon – looking as a facilitator, I believe need to come up with criteria, though we could attack from geographic distribution of funds end too. But will be harder to come back to criteria. Should get criteria resolution.

J. Brown – what is included in “connectivity”? The differing weights of criteria from members of this group show that using the criteria is a regional issue. Need to have something coming out of this effort about ROW preservation.

How long will this project ranking process take and what project description format should we all use to ensure consistency?

R. Longwell – note which criteria were weakest – best place to start – find out why some people didn’t like these. Data from yesterday’s meeting was useful. The best projects will prevail whatever method is used.

M. Aguilera – We are concerned about how Dona Ana County, New Mexico is affected, since it is part of the El Paso urbanized area.

Presentation on Safety Considerations

Meg Moore of the Traffic Operations Division presented a formula for safety project prioritization, the “Safety Improvement Index.” She stated that the TRF doesn’t have data for corridors. If a benefit/cost index is used, it must be at least 1.0. This is a way to look at the whole state. For a corridor, accident history should be some sort of factor for consideration.

Return to Agenda

The Word Group then began a discussion of allocation weighting percentages to each criteria. The group agreed to first eliminate unessential criteria and then assign weighting values to the remaining criteria equally.

R. Massey – we should leave in as many factors as possible in order to decrease criticism – since taking out doesn’t make much difference in the allocation.

The Work Group participated in a straw poll process about geographic funding allocation percentages. The Work Group agreed that the criteria weighting percentage ranges and geographic funding allocations are to be used as general targets for prioritization as “homework”.

The Work Group discussed the dollar allocation scenarios and results. Consensus was that the allocations need to be realistic and that VMT is the single best criterion. Questions arose related to which factors are more important than others and the Work Group tried to weight them. There was not much change in funding allocation percentages. Some participants pointed out that a small percentage change is a big change in money with 9 billion dollars being allocated. After ensuing discussion about how to deal with various criteria and sub-criteria and after considering several scenarios,

there was consensus to go home with regional dollar ranges in which to stay, plus or minus 10 percent as follows:

- Austin - \$900 million
- Corpus Christi - \$360 million
- Dallas-Fort Worth - \$3.330 billion
- El Paso - \$450 million
- Hidalgo County - \$315 million
- Houston - \$2.565 billion
- Lubbock - \$174 million
- San Antonio - \$990 million

The Work Group then discussed the format to use when submitting lists of projects to Max Proctor (since he will compile all of the lists into one master list for consideration at the next Work Group meeting). It was stated that the Work Group doesn't have an agreement or the measures for prioritization yet – but that the members can still go home to get basic information on projects.

A question was also raised about evaluating a staged construction project, but no definite answer was provided or agreed upon.

The Work Group agreed to a format of seven items of information when submitting list of projects to Max Proctor prior to the next Work Group meeting:

- Corridor Segment (Hwy Designation);
- Local Priority of Project;
- Project Number;
- Project Limits (logical termini);
- Length;
- Type of Improvement (Scope);
- Cost (2002 dollars);

The discussion then returned to the review of nine criteria for statewide project prioritization. It was pointed out that equity contributions move a project up in sequence, do not eliminate other projects and that contributions actually move everybody up. An ensuing question arose asking if some projects get continually leapfrogged? Max Proctor pointed out that nobody has anything leveraged right now anyway – so it's a moot concern. A participant asked if benefits are more important than costs.

After extensive debate, the Work Group made the following decisions about the selection criteria:

- Removed leveraging from criteria list
- ***Remove maximizing use of existing system***

National security should go out? Getting too detailed in criteria discussion.

Probably no projects being done just because of national security – really mobility issues.

- Remove national security from list

How do we use preservation of ROW? The Work Group agreed that it's an important issue and suggested a recommendation – that priority projects be allowed early ROW acquisition.

- Move ROW preservation into #1, non travel time benefits.

Is VMT data on or off system? Corridors will move traffic off-system and move it to on-system. Can criteria be recombined into new classes; it was suggested:

1. Critical connections (#9, 7, 8)
facility priority
military & row
2. B/C with travel time (#3) [tools exist][2020 volumes, 2002 costs]
3. Freight/goods – trucks (#2) [weighted truck VMT 2000]
4. Customer priority (#1, 5)
Safety [safety statistics, benchmarks exist] & tourism/recreation [checklist] & econ development

The Work Group voted on new criteria weights. Voted to combine criteria #2 and #3 and use everybody's 2020 forecast and then re-voted the weights.

After extensive discussion the **Work Group agreed to use the following three criteria to prioritize projects on a statewide basis:**

- Critical Connection – Facility Priority (31.5% average weighted value)
 - Based on facility priority, military issues and ROW issues
- 2020 VMT (47% average weighted value)
- Customer Priorities (21.5% average weighted value)
 - Based on safety, tourism/recreation, and economic development

The Work Group agreed to conduct the next meeting @ 1:00pm Tues Sept. 3, working past 5:00 if necessary, and the following morning until noon (Wednesday Sept. 4). At that meeting the group will work with their prioritized lists that they will each send to Max Proctor in advance, and evaluate the master list with weighted criteria.

In Attendance:

Manuel F. Aguilera – TxDOT (El Paso District)	(Member)
Roy Gilyard – El Paso MPO	(Member)
Robin Longwell – TxDOT (Pharr District)	(Member)
Julie Brown – TxDOT (San Antonio District)	(Member)
Tommy Gonzales – Lubbock MPO	(Non-member, representing member)
Gabriel Y. Johnson – TxDOT (Houston District)	(Member)
Kari J. Hackett – Houston MPO	(Alternate Member)
Ed Molitor – Hidalgo County MPO	(Member)
Michael Morris – Dallas-Fort Worth MPO	(Member)
Bob Brown – TxDOT (Dallas District)	(Non-member, representing member)
Robert Stone – TxDOT (Design Division)	(Member)
Pat Norrell – TxDOT (Corpus Christi District)	(Non-member, representing member)
Ron Massey – City of Corpus Christi	(Non-member, representing member)
Michael Aulick – Austin MPO	(Member)
Maureen McCoy Daniel – Austin MPO	(Non-member)
Steve Warren – TxDOT (Lubbock District)	(Member)
Jessica Pantano – TxDOT (LAO)	(Non-member)
Al J. Notzon – San Antonio MPO	(Member)
Meg Moore – TxDOT (Traffic Operations Div)	(Non-member)
Charles Conrad – TxDOT (Fort Worth District)	(Member)
Max Proctor – TxDOT (TPP Division)	(Member)
Bill Frawley – Texas Transportation Institute	Facilitator
Montie Wade – Texas Transportation Institute	Support

September 3-4, 2002 Meeting

This meeting focused on finalizing the regional funding allocation targets that each MPO and District should work with when creating lists of prioritized corridors. The group went through several iterations of formulas, determining that in most cases small adjustments to one element of the formula or another did not have significant impacts on the final allocation targets.

The factors and percentages each contributed to determining the final allocation targets are shown below:

- Truck VMT (14.06%)
- Population (22.19%)
- Centerline Miles (0.94%)
- Lane Miles (16.88%)
- Fatal + Incapacitating Injury Accident Rate (/MVMT) (6.56%)
- Percent Population Under Federal Poverty Level (6.88%)
- Total VMT (32.50%)

These factors and percentages led to the following regional allocation targets (and percentage of the total):

- CAMPO - \$926,000,000 (9.263%)
- Corpus Christi - \$329,000,000 (3.292%)
- El Paso - \$466,000,000 (4.661%)
- Hidalgo County - \$381,000,000 (3.806%)
- Houston-Galveston - \$2,950,000,000 (29.502%)
- Lubbock - \$200,000,000 (1.995%)
- Dallas-Fort Worth - \$3,623,000,000 (36.320%)
- San Antonio - \$1,116,000,000 (11.159%)

These regional allocation targets were based on potential available funding of \$10,000,000,000 through 15 increments.

November 5, 2002 Meeting

At this meeting the representatives from each MPO and District worked together moving prioritized corridors around among the 15 increments to yield the results shown in Tables 10-12 on pages 35-37. The participants worked quickly in a cooperative atmosphere to balance the costs related to prioritized corridors over the 15 increments.

CATEGORY 2 WORK GROUP MEETING
Room 1A2, 200 Riverside
Austin
February 19, 2003

March scheduling meeting – project costs had escalated by more than \$3 billion

- there are too many projects for the available funding, therefore each District was given a project cap – the only District not affected the same was Waco, because of the I-35 corridor projects
- TxDOT needs to be up front about how many projects can actually be built
- Revenue forecasts have fallen since September 11, 2001
- So, costs have increased and revenues have decreased

Some Districts have lowered their cost estimates recently; there has also been some private participation introduced (Katy Freeway in Houston) – money is credited back to the District

The percentages work out very close to what this group came up with

Draft SPP – Statewide Preservation Program – March – hope for Commission approval in May (categories 1 and 6)

Draft SMP – Statewide Mobility Program – April – to public in July for 45 days – hope for approval in September (10 remaining categories)

Nominations for Strategic Priority Program will be due in March
Consensus meeting in April (of all 25 Districts) – result will be a 4-year list of scheduled projects (04-07) – projects can be moved around if necessary – gives flexibility for the 10-year list of projects

There is still the chance that TxDOT may schedule the entire 10 years

The SPP and SMP go through 2014; this group is working on the 15 years after that

UTP Working groups will submit reports by March 1 – probably April public hearing on groups' results

Work on 2005 program will begin in June

Projects that are in our 15-year list can be requested to have Plan approval

Max – we should not call our list 15 years, because costs will increase – it is a 15-increment list – it could turn out to be 30 years, depending on what happens to costs

Will need to request LRP authority for projects on our list

Trans-Texas Corridor will not directly affect the work group in terms of programming projects, since the corridors will not enter major metropolitan areas

There is no money being moved from I-35 to a parallel corridor – there has not even been a study on the parallel facility yet

COMMENTS ON REPORT CONTENTS

[Be sure to describe as 15 increments, not 15 years – at least explain the concept]

Request Commission to give first five increments Develop Authority, so that those projects are preserved

Reconvening this group in 5 years to adjust priorities, cost estimates, etc.

Would like to administratively give first group authority to PS&E, ROW, etc, regardless of whether it's called Develop or not

Group recommends TPP have the authority to administratively move projects among the entire 15 increments

Commission develop alternative methods to acquire ROW through preservation, recognizing that there are insufficient tools available to preserve ROW and keep purchase costs down

Methodology for approving cost estimates – each year TPP will ask each District for updated cost estimates to be able to move the next increment/year's worth of projects to Construct