

# The 12 Funding Categories are defined as follows:

## CATEGORY 1 PREVENTIVE MAINTENANCE AND REHABILITATION

Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.

## CATEGORY 2 METROPOLITAN AND URBAN AREA CORRIDOR PROJECTS

Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.

## CATEGORY 3 NON-TRADITIONALLY FUNDED TRANSPORTATION PROJECTS

Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects.

## CATEGORY 4 STATEWIDE CONNECTIVITY CORRIDOR PROJECTS

Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:

- Texas Highway Trunk System
- National Highway System (NHS)
- Connections to Major Seaports or Border Crossings
- National Freight Network
- Hurricane Evacuation Routes

## CATEGORY 5 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT

Category 5 addresses attainment of national Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.

## CATEGORY 6 STRUCTURES REPLACEMENT AND REHABILITATION

Category 6 addresses bridge improvements through the following sub-programs:

- Highway Bridge Program
- Bridge Maintenance and Improvement Program
- Bridge System Safety Program

## CATEGORY 7 METROPOLITAN MOBILITY AND REHABILITATION

Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.

## CATEGORY 8 SAFETY

Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.

## CATEGORY 9 TRANSPORTATION ALTERNATIVES PROGRAM

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:

- Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.
- Construction of infrastructure-related projects that provide safe routes for non-drivers.

The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

## CATEGORY 10 SUPPLEMENTAL TRANSPORTATION PROJECTS

Category 10 addresses a variety of transportation improvements through the following sub-programs:

- Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects.
- Carbon Reduction Program (CRP) Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
- Federal Lands Access Program (FLAP) Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.
- Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.
- Green Ribbon Program Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non- attainment or near non-attainment counties.
- Americans with Disabilities Act (ADA) Pedestrian Program Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.
- Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.
- Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).

## CATEGORY 11 DISTRICT DISCRETIONARY

Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).

## CATEGORY 12 STRATEGIC PRIORITY

Category 12 addresses projects with specific importance to the state, including those that improve:

- Congestion and connectivity
- Economic opportunity
- Energy sector access
- Border and port connectivity
- Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report
- The ability to respond to both man-made and natural emergencies