

TxDOT'S FUNDING CATEGORIES

April 6, 2016

12 CATEGORIES

- Category 1 - Preventive Maintenance & Rehabilitation
- **Category 2 – Metropolitan and Urban Areas (MPOs)**
- Category 3 – Non-Traditional Funding (Prop 12 & 14, Regional Toll Revenue, etc)
- Category 4 – Statewide Connectivity Corridor Projects

CATEGORIES (Cont'd)

- Category 5 – Congestion Mitigation & Air Quality
- Category 6 – Bridges
- Category 7 – Metropolitan Mobility
(Funded by the District)
- Category 8 – Safety
- Category 9 – Transportation Enhancements

CATEGORIES (Cont'd)

- Category 10 – Supplemental Transportation Projects (Selected by Statewide Traffic Operations or Texas Parks & Wildlife)
- Category 11- District Discretionary
- Category 12 – Strategic Priority (Selected by Transportation Commission)

HOUSE BILL 20

- Passed and signed into law in 2015
- Required Transportation Commission to develop a “Performance Based Planning and Programming Process”
- Also required that MPOs develop project selection criteria
- Opened up the discussion regarding formulaic distribution of funds.

CATEGORY 2 - MPOs

- Two sub-categories of Category 2:
 - Large MPOs (Pop > 200,000)
 - Small MPOs (Pop < 200,000)
- Current formula was created roughly 12 years ago by the MPOs themselves
- Category 2 funding split based on Population:
 - Large MPOs – 87%
 - Small MPOs – 13%

COMPONENTS OF FORMULA

- Total Population in Urbanized Area (25%)
- % of Population below Poverty Line (4%)
- # of fatal and incapacitating crashes (10%)
- Total VMT - on and off system (20%)
- Total Truck VMT – on system (15%)
- # of on-system Lane Miles (8%)
- # of Center Lane Miles (8%)
- Congestion (10%)

PROPOSED FORMULA

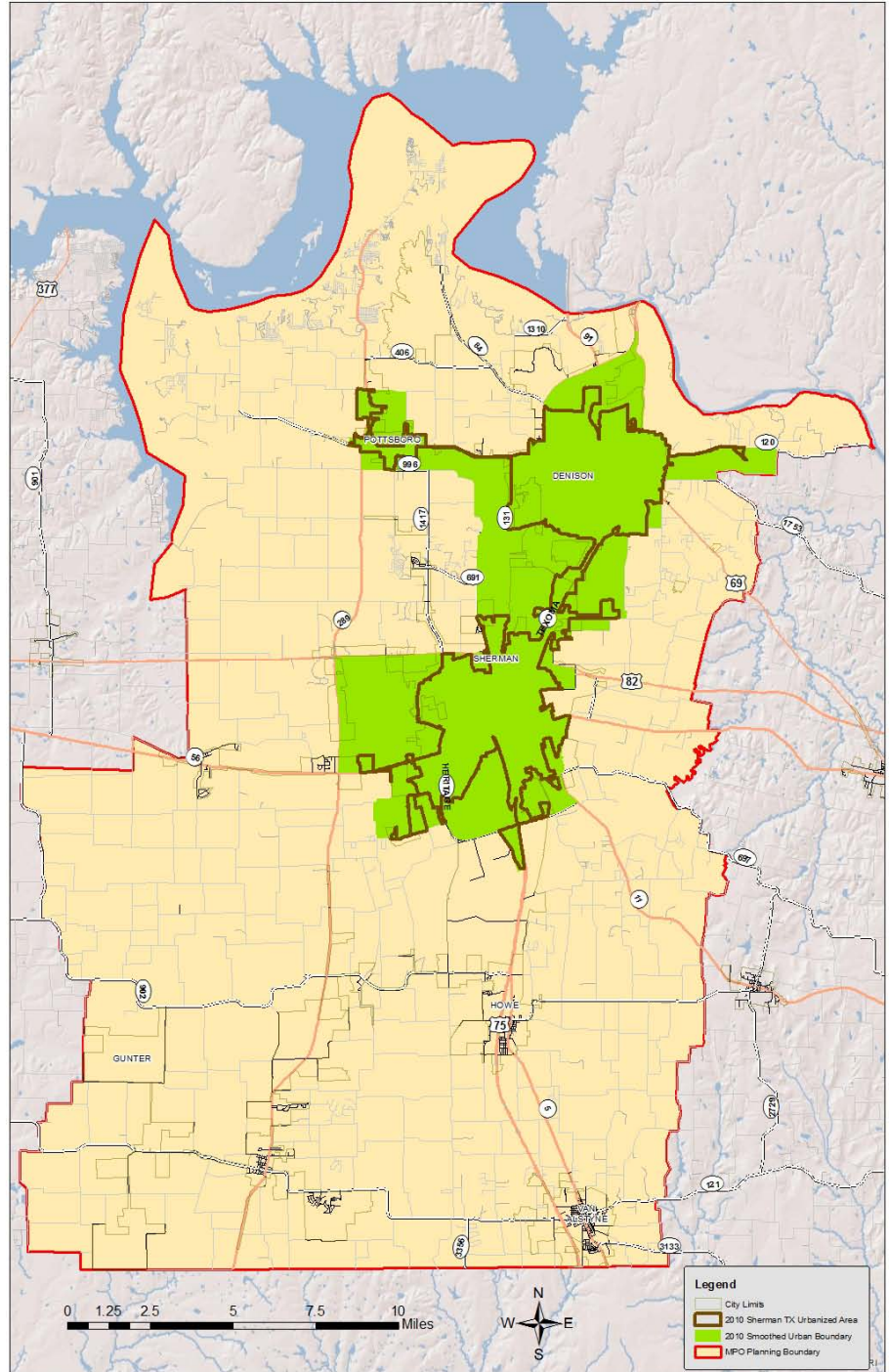
- Total Population in Urbanized Area (20%)
- Total VMT – on and off system (20%)
- Truck VMT – on system (20%)
- # of on-system Lane Miles (20%)
- # of fatal and incapacitating crashes (10%)
- Congestion (10%)

IMPACT OF FORMULA CHANGES

- Based on latest projection for Prop 1 funds in FY 2017 = \$267,382,000
 - Under current formula the SDMPO receives 5.31% of the 13% which = \$1.846 million
 - Under new formula the SDMPO receives 5.45% of the 13% which = \$1.894 million

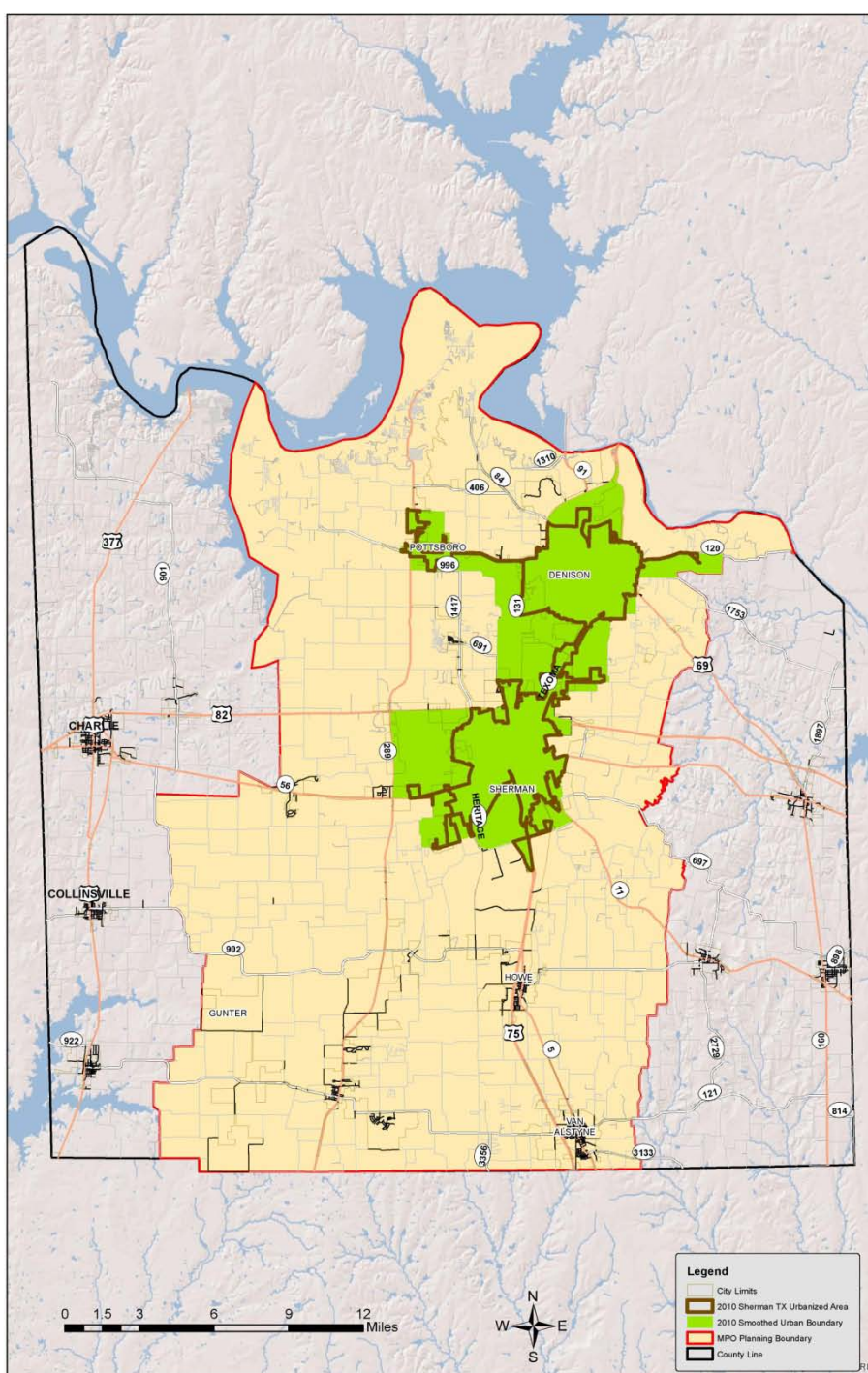
A Critical Part of new Formula

- Total Population in Urbanized Area (20%)
- Total VMT – on and off system (20%)
- Truck VMT – on system (20%)
- # of on-system Lane Miles (20%)
- # of fatal and incapacitating crashes (10%)
- Congestion (10%)








QUESTION!?!

- So ... what if we expanded the MPO's Planning Boundary to include ALL of the county?



Legend

-  City Limits
-  2010 Sherran TX Urbanized Area
-  2010 Smoothed Urban Boundary
-  MPO Planning Boundary
-  County Line



ESTIMATED INCREASES

- For Prop 1 – increase of roughly \$200,000 per year (note that this will increase as the price of oil increases)
- But for Prop 7 funds this could mean an increase of over \$1 million annually.
- Over a ten year period this could mean an additional \$11 million for the Sherman-Denison MPO