



Tools to Increase Biking and Walking

# Advocacy **Advance**



## Austin - Capital Area MPO & TxDOT's Regional Federal Funding Profile

Navigating the funding transportation funding process, especially the federal funding process can be difficult, for both agency staff and advocates. Each state and jurisdiction has particular rules, practices, personnel and contexts, which determine how decisions get made. To understand the system, it is helpful to learn the **who, what, where and when** of each funding source. The following is an attempt to answer these questions for Texas. This profile template can be used as a guide to gather this information in any community.

The focus of this profile is on un- or under-utilized programs like the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Highway Safety Improvement Program (HSIP) and the State and Community Highway Safety Grants (Section 402). Additionally, this profile outlines the state and regional (when applicable) grant opportunities for the Transportation Alternatives Program (TA) authorized as part of Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

## TxDOT Unified Transportation Program (UTP)

**Is funding distributed among funding categories? Are funding categories tied to federal categories or another system? If another system, what is it?** Yes, federal funding is distributed among funding categories identified in TxDOT's Unified Transportation Program/Plan (UTP).

### TxDOT - UTP

Texas Administrative Code Title 43, Part 1, Chapter 16, Subchapter C outlines the Unified Transportation Program (UTP) that covers 10 years and guides the development and authorizes construction and maintenance of transportation projects.

Subchapter D Rule 16.153 outlines the 12 program funding categories for highway related projects:

- Category 1 Preventive Maintenance and Rehabilitation
- Category 2 Metropolitan and Urban Corridor Projects
- Category 3 Non-Traditionally Funded Transportation Projects
- Category 4 Statewide Connectivity Corridor Projects
- **Category 5 Congestion Mitigation and Air Quality Improvement**
- Category 6 Structures Replacement and Rehabilitation
- **Category 7 Metropolitan Mobility and Rehabilitation**
- **Category 8 Safety**
- **Category 9 Transportation Enhancement/ Transportation Alternatives Program**
- Category 10 Supplemental Transportation Projects
- Category 11 District Discretionary
- Category 12 Strategic Priority
  - (Categories 5, 7, 8, and 9 will be discussed in greater detail in the workshop)

Note: Subchapter D, rule 16.154 describes the formulas and basis for distributing funding to the 12 UTP categories.

The following UTP categories are tied to federal programs:

- Category 5 is tied to the federal Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Category 7 is tied to the federal to the Surface Transportation Program (STP) sub-allocated to areas with population over 200,000
- Category 6 – a portion of this category is tied to the federal requirement for a minimum to be spent on off-system bridges
- Category 8 is tied to the federal Highway Safety Improvement and Rail Highway Crossing Programs
- Category 9 is tied to the federal Transportation Enhancement and Transportation Alternative Programs
- Category 10 is tied to Federal discretionary and high priority earmarks, Coordinated Border Infrastructure and the Federal Lands Access Programs

The other current federal programs are used to fund eligible projects in categories 1, 2, 4, 6, 10, 11 and 12. . Primarily those programs are National Highway Performance Program (NHPP) and Surface Transportation Program (STP).

### **What is the project selection process?**

Category 1 projects are selected by the TxDOT Districts (25 statewide).

Category 2 projects are selected by MPOs in consultation with TxDOT.

Category 3 projects are determined by legislation, Commission approved Minute Order and local governments.

Category 4 projects are selected by the Texas Transportation Commission based on engineering analysis of corridor types.

Category 5 projects are selected by MPOs in consultation with TxDOT.

Category 6 projects are selected by the Bridge Division based on a listing of eligible bridges prioritized by Deficiency Categorization and then by Sufficiency Ratings.

Category 7 projects are selected by MPOs in consultation with TxDOT.

Category 8 projects are selected by federally mandated safety indices and prioritized listing

Category 9 TEP and TAP

- Statewide allocation - projects are nominated by local entities and TxDOT in consultation with FHWA reviews them and the Texas Transportation Commission authorizes/selects projects for funding.
- For TMA allocation, the respective MPO hosts program calls and selects eligible projects.

Category 10 projects vary by type of funding.

Category 11 projects are selected by Districts.

Category 12 projects are selected by the Texas Transportation Commission.

### **Who sets the project selection policy?**

Varies by Category, TxDOT project selection policy is adopted by the Texas Transportation Commission.

### **Who makes funding decisions/selects projects?**

Depending on the category, TxDOT in collaboration with the MPO as appropriate selects projects.

Federal fund sources for projects in categories that do not directly relate to a federal program are determined by TxDOT's Finance division based on project eligibility and available balances in the federal programs.

### **What does the project application look like? How was it written? Do good bike/ped projects score well?**

#### **Who rates the applications?**

Most categories do not have a specific application process.

### **Who administers the projects?**

The projects are administered by TxDOT or by a Local Entity depending on who handles the letting process. The project letting and project administration will be outlined in an Advance Funding Agreement to be executed between TxDOT and the Local Entity prior to project development.

**What is the timeline for project selection? Key dates for application and selection?**

Projects are selected prior to or during the UTP and STIP development processes. The UTP is developed annually and the STIP is developed every two years. The UTP and the STIP are also updated quarterly throughout the year.

**STP/UTP Resources:**

Link to TxDOT's Unified Transportation Program:

<http://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html>

Link to Texas Administrative Code:

[http://info.sos.state.tx.us/pls/pub/readtac\\$ext.viewtac](http://info.sos.state.tx.us/pls/pub/readtac$ext.viewtac)

## Surface Transportation Program – Metropolitan Mobility (STP-MM)

*The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects on roads, bridges and transit. STP funds may also be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.*

### **CAMPO – UTP Category 7 [STP-Metropolitan Mobility and Rehabilitation (STP-MM)]**

The Surface Transportation Program-Metropolitan Mobility (STP-MM) funds are identified in the UTP under Category 7. STP-MM funds are allocated to MPO’s with an urbanized area population of 200,000 or greater (also identified as a Transportation Management Area).

#### **Regional Set-Asides?**

CAMPO 2035 Regional Transportation Plan – Policy 4:

Allocate at least 15 percent of available CAMPO discretionary federal funding (STP-MM) to bicycle and pedestrian projects through the CAMPO TIP process, using the Priority Pedestrian Districts Map and Priority Regional Bicycle Corridors Map in project evaluation. (The same project may address both the 15% bicycle and pedestrian set aside and the 50% Centers set aside policies.)

#### **What is the project selection process and criteria?**

The CAMPO Transportation Policy Board (TPB) approved the process and criteria for the FYs 2015-2019 STP-MM Call for Projects at its May 12, 2014 meeting. Project applications will be administered and reviewed by CAMPO staff. Evaluations will be presented to the CAMPO Transportation Policy Board (TPB) for consideration in October 2014.

Capital projects, programs, or planning studies must be identified, either individually or as part of a categorical grouping in the CAMPO 2035 Regional Transportation Plan.

The FYs 2015-2019 Call for Projects is divided into two distributions, Regional and Local projects. Bicycle and pedestrian projects that are along associated roadways or otherwise fall into the criteria are included in either of the two lists.

STP-MM Funding Available by Year and Distribution						
	2015	2016	2017	2018	2019	Total
Total Available	\$1,128,750	\$13,284,236	\$19,410,928	\$20,750,928	\$21,050,928	\$75,625,770
Regional Distribution						\$37,812,885
Local Distribution						\$37,687,885



The Bicycle and Pedestrian Set-Aside will be included in both the Regional and Local distributions, per the discretion of the CAMPO Transportation Policy Board.

Set Asides and Targets	
Bicycle/Pedestrian Set Aside FYs 2015 - 2019 (15 % of total available)	\$12,131,365
Centers Target (50% of total available)	\$37,687,885

Project Evaluation Total Points per Criteria, Regional Projects							
	Criteria	Capital Projects			Plans, Programs and Studies		
		Base Points	Weight	Total Available Points	Base Points	Weight	Total Available Points
1	Congestion, Current	10	3	30	9	3	27
2	TDM/TSM	10	2	20	9	2	18
3	Crash Frequency	10	3	30	9	3	27
4	Strategic Highway Safety	10	2	20	9	2	18
5	Connectivity	10	3	30	9	3	27
6	System Preservation	10	1	10	9	1	9
7	Freight Mobility	10	1	10	9	1	9
8	Centers Mobility	10	2	20	9	2	18
9	Environmental Sensitivity	10	1	10	9	1	9
10	Environmental Justice	10	2	20	9	2	18
	<b>TOTALS</b>	100		200	90		180

Project Evaluation Total Points per Criteria, Local Projects							
	Criteria	Local: Capital Projects			Local: Plans, Programs and Studies		
		Base Points	Weight	Total Available Points	Base Points	Weight	Total Available Points
1	Congestion, Current	10	3	30	9	3	27
2	TDM/TSM	10	1	10	9	1	9
3	Crash Frequency	10	3	30	9	3	27
4	Strategic Highway Safety	10	1	10	9	1	9
5	Connectivity	10	3	30	9	3	27
6	System Preservation	10	1	10	9	1	9
7	Local Project Priority	10	3	30	9	3	27
	<b>TOTALS</b>	70		150	63		135

**What does the project application look like? How was it written? Do good bike/ped projects score well?**

The STP-MM project application included an online form, project map, and cover letter stating the sponsor's commitment to complete the project.

In the 2012-2014 STP-MM project call, many high quality and innovative bicycle and pedestrian projects were allocated funding, including Austin B-Cycle, Transit Connections for Elgin and the Region, FM 2770/FM 150 Sidewalks and Bike Lanes, Mercer Street pedestrian improvements, North Lamar Sidewalks, Sabine Street Promenade, Blake Manor Shared Use Path, Mopac Bicycle and Pedestrian Bridge Phase I, Intermodal Transit Facility Pedestrian and Streetscape Improvements, North Austin Avenue Sidewalk

**Who administers the projects?**

Project sponsors are required to execute an Advance Funding Agreement (AFA) with TxDOT to receive federal reimbursement for eligible costs. The AFA will identify the administrative responsibilities of the local entity and TxDOT.

**What is the timeline for project selection? Key dates for application and selection?**

September 8 – Public Hearing

(September-October TBD) – Public Meetings

October 13 – Transportation Policy Board will Consider TIP Amendments, which may include newly funded projects.

**STP Resources:**

FHWA Fact Sheet: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>

CAMPO TIP: <http://www.campotexas.org/plans-programs/transportation-improvement/>

## Transportation Alternatives Program (TAP)- State (TxDOT)

MAP-21 combines previous biking and walking funding programs – Transportation Enhancements (TE), Safe Routes to School and Recreational Trails – into one program: Transportation Alternatives. Funding for the Recreational Trails Program is taken off the top, and the remaining TA funding is divided up into two equal pots: 50% will be distributed by the state DOT through a competitive grant process and 50% will be distributed according to the share of population with the state. MPOs with populations greater than 200,000 will administer their own grant process; the other communities will be funded through the state DOT's grant process.

### TAP-TxDOT

#### **When is TxDOT's TAP call for proposals and application deadline?**

TxDOT will not initiate a Call for Projects under the TAP until the administrative rules governing the program are adopted.

The posted rules are available at:

<http://ftp.dot.state.tx.us/pub/txdot-info/adm/2014/0626/10a1.pdf>

The deadline for public comments is August 11, 2014, at 5:00 p.m.

#### **Are you doing a separate SAFETEA-LU call for proposals?**

TxDOT conducted its final Call for Transportation Enhancement (TE) in 2012-2013; projects were selected for funding in July 2013. In accordance with FHWA, TxDOT plans to have all TE funded projects let for construction by August 31, 2016.

#### **Has the TAP application been written?**

No.

#### **What are the selection criteria?**

The evaluation criteria will be developed at a later date. The proposed rules provide that the notice of a call for projects will include information regarding the content of the nomination package, the procedures applicable to the program call, and the specific evaluation criteria to be used during the call.

#### **Are bicycling and walking projects prioritized over other activities, such as environmental mitigation and boulevard conversion?**

TxDOT is placing an emphasis on facilities for pedestrians, bicyclists and other non-motorized forms of transportation, as well as certain types of infrastructure projects formerly eligible under the Safe Routes to School Program, in an effort to encourage the development of a safe and multimodal transportation system. Several types of activities that are defined as "transportation alternatives" under federal law will not be considered for funding under a program call administered by TxDOT.

The proposed rules include the following eligible activities:

1. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including 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 of 1990;
2. Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs;
  3. Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users; and
  4. Construction of infrastructure related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

Whether proposed as an independent project or as an element of a larger transportation project, the project must be limited to a logical unit of work and be constructible as an independent project.

#### **Will the selection process prioritize a few large projects or more, smaller projects?**

The procedures applicable to a particular program call and the corresponding evaluation criteria will be developed at a later date.

#### **Who sits on the selection committee?**

The proposed rules provide that the executive director will appoint a project evaluation committee consisting of department staff to review, evaluate, and make recommendations on projects submitted during a program call administered by TxDOT. The committee will provide project selection recommendations and supporting documentation to the director of the division responsible for administering the TAP. The division director will provide a list of recommended projects to the Texas Transportation Commission (commission) for consideration.

The commission, by written order, will select projects for TAP funding based on:

- (1) Recommendations from the director of the division responsible for administering the TAP;
- (2) The potential benefit to the state of the project; and
- (3) Whether the project enhances the surface transportation system.

The commission is not bound by project selection recommendations provided by TxDOT.

#### **Are bicycling/walking advocates included as part of the selection committee?**

Under the proposed rules, the project evaluation committee will be comprised of TxDOT staff.

#### **Is your state spending remaining SRTS funds from SAFETEA-LU?**

The SAFETEA-LU funds allocated to the State of Texas for infrastructure SRTS projects have been apportioned to projects. For the remaining non-infrastructure SRTS funding, TxDOT is working with TxDOT's Bicycle Advisory Committee to determine how those funds will be allocated.

**Are you keeping your Safe Routes to School (SRTS) Coordinator?**

The dedicated SRTS funds ended with SAFETEA-LU. **TxDOT does not have a dedicated SRTS Statewide Coordinator.** Each MPO, with TAP funding, will have its own TAP application, eligible activities, and selection process, which may include funding for local SRTS Coordinators.

**What is his / her contact information? N/A for TxDOT**

**How is your state / region handling Safe Routes to School-type projects within the TAP application?**

As previously stated, TxDOT is placing an emphasis on facilities for pedestrians, bicyclists and other non-motorized forms of transportation, as well as certain types of infrastructure projects formerly eligible under the Safe Routes to School Program. Non-infrastructure activities formerly eligible under the Safe Routes to School Program remain eligible for funding from other sources, such as Section 402 funds.

**TAP- CAMPO**

**When is your TAP call for proposals and application deadline? When is the MPO’s call for proposals and application deadline?**

The CAMPO Transportation Policy Board (TPB) has not yet issued a TAP Call for Projects. Associated selection criteria are expected to be considered by the CAMPO TPB in Fall 2014 and an application issued soon after.

**2015 UTP (DRAFT) – 2015 UTP Preliminary Funding Levels**

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
CAMPO	\$1,860,000	\$1,880,000	\$6,850,000	\$1,930,000	\$1,960,000

\*Because MAP-21 is only a 2-year bill, assumptions have been made concerning the continuation of the MAP-21 funding levels for the remaining years in the UTP.

**Are bicycling and walking projects prioritized over other activities, such as environmental mitigation and boulevard conversion?**

The CAMPO TPB has not yet considered priority activities for TAP funds; however, the CAMPO TPB had prioritized eligible activities for the TE call in 2013 using three tiers – ‘Highest’, ‘Medium’, and ‘Lower’ Priority. The ‘Highest Priority’ projects included:

- Category 1: Provision of Facilities for Pedestrians and Bicycles
- Category 2: Provision of Safety and Education Activities for Pedestrians and Bicycles
- Category 8: Preservation of Abandoned Railway Corridors, including Conversion and Use for Pedestrians and Bicycle Trails
- Category 11: Environmental mitigation to address water pollution due to highway runoff and to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity

**Will the selection process prioritize a few large projects or more, smaller projects?**

The CAMPO TPB has not yet made this decision.



**Who sits on the selection committee?**

Project applications will be reviewed by CAMPO staff. Scores will be presented to the CAMPO TPB for selection.

**Are bicycling/walking advocates included as part of the selection committee?**

Selected projects will be open for public comment for 30 days before amending into the CAMPO Transportation Improvement Program.

**Are you doing a separate SAFETEA-LU call for proposals?**

The last funds under the SAFETEA-LU Transportation Enhancement program were programmed in 2013.

**Does CAMPO have a Safe Routes to School Coordinator? What is his / her contact information?**

CAMPO does not have a specific Safe Routes to School coordinator. Questions regarding potential SRTS-type should be directed towards Alex Kone.

**How is your region handling Safe Routes to School-type projects within the TAP application?**

TBD. The CAMPO TPB has not yet established any special application procedures for SRTS projects.

## **Highway Safety Improvement Program (HSIP)**

*The Highway Safety Improvement Program (HSIP) funds safety projects aimed at reducing traffic fatalities and serious injuries. Bike and pedestrian safety projects are eligible for HSIP funding. All public roads – including state, borough and local roads – are eligible for HSIP funding. Examples of eligible projects include bike lanes, roadway shoulders, crosswalks, other intersection improvements and signage. See the Advocacy Advance report on HSIP case studies:*

[http://www.advocacyadvance.org/site\\_images/content/hsip\\_casestudies\\_shsp\\_emphasis.pdf](http://www.advocacyadvance.org/site_images/content/hsip_casestudies_shsp_emphasis.pdf)

**Are bicycle and pedestrian safety identified as emphasis areas in your state's Strategic Highway Safety Plan?**

Yes, TxDOT has emphasized bicycle and pedestrian safety issues and countermeasures in its **Strategic Highway Safety Plan**, please review pages 30-33. The plan is available on TxDOT's web site at:

<http://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/gov/shsp.pdf>

Note: An update of the Strategic Highway Safety Plan is anticipated in the fall of 2014.

The information below is available on the Federal Highway Administrations web site at:

<http://safety.fhwa.dot.gov/HSIP/>

The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The specific provisions pertaining to the HSIP are defined in Section 1112 of MAP-21, which amended Section 148 of Title 23, *United States Code* (23 USC 148). Some of the changes to the HSIP include:

- The Strategic Highway Safety Plans are now required to be updated and evaluated regularly by each State.
- The \$90 million High Risk Rural Roads (HRRR) set-aside has been eliminated but a new HRRR Special Rule will require States to obligate funds on HRRRs if the fatality rate is increasing on rural roads.
- The Transparency Reports (5 percent) are no longer required.
- The annual reports from the States will be posted on FHWA's website.
- FHWA is required to establish measures for the States to use in assessing the number and rate of fatalities and serious injuries.



Additional information on all of the program's requirements can be found by clicking on the following links:

- [General HSIP Information](#)
- [Strategic Highway Safety Plan \(SHSP\)](#)
- [Policy and Guidance](#)
- [Data and Analysis Tools](#)
- [High Risk Rural Roads](#)
- [Highway-Rail Grade Crossings](#)
- [Transportation Safety Planning \(TSP\)](#)
- [HSIP Resources](#) (New resources!)
  - [Publications](#)
  - [Highway Safety Peer-to-Peer Programs](#)
  - [Training](#)
- [HSIP Reports](#)

### Have state HSIP funds been allocated to bicycle and pedestrian safety at an amount proportional to fatalities?

This is a difficult question to answer because safety projects have overlapping benefits for motorists, pedestrians, and bicyclists making it difficult to estimate the safety benefits and costs by transportation mode.

### What are the project selection criteria?

Project selection is based on the Safety Improvement Index (SII). After verifying HSP Funding eligibility, TxDOT's traffic engineers (from the Traffic Safety Section in TxDOT's Operations Division) conduct a traffic safety engineering analysis for each eligible project using the SII as the basis for further consideration. Below is the formula used to determine a project's SII.

Note: The information below was taken directly from TxDOT's Highway Safety Improvement Manual, Section 6: Using the Safety Improvement Index. The manual is located on TxDOT's website at:

<http://onlinemanuals.txdot.gov/txdotmanuals/hsi/index.htm>

**The SII Formula**

In its most basic form, the SII is the ratio of the cost of crashes that have occurred at a location to the cost of constructing the proposed improvement. The average cost of each type of crash is based on the comprehensive cost figures provided by the National Safety Council. The SII incorporates adjustments to provide additional benefit for:

- locations experiencing increasing traffic over the project life
- improvements that will reduce maintenance costs
- Projects expected to have long service lives over which construction costs can be amortized.

The SII formula is as follows:

$$S = \frac{R(C_f F + C_i I)}{Y} - M$$

$$Q = \left( \frac{A_a - A_b}{A_b} \div L \right) S$$

$$B = \frac{S + \frac{1}{2}Q}{1.06} + \sum_{i=2}^L \left[ \frac{(S + \frac{1}{2}Q) + (i-1)Q}{(1.06)^i} \right]$$

$$SII = \frac{B}{C}$$

Where: the

- *S* = annual savings in crash costs (equal to crash cost savings per year less annual maintenance costs)
- *R* = percentage reduction factor (see following subsection for explanation)
- *F* = number of fatal and incapacitating injury crashes (see following subsection for explanation)
- *C<sub>f</sub>* = cost of a fatal or incapacitating injury crash (see following subsection for explanation)
- *I* = number of non-incapacitating injury crashes (see following subsection for explanation)
- *C<sub>i</sub>* = cost of a non-incapacitating injury crash (see following subsection for explanation)
- *Y* = number of years of crash data
- *M* = change in annual maintenance costs for the proposed project relative to the existing situation
- *Q* = annual change in crash cost savings
- *A<sub>a</sub>* = projected average annual Average Daily Traffic (ADT) at the end of the project service life
- *A<sub>b</sub>* = average annual ADT during the year before the project is implemented
- *L* = project service life (see following subsection for explanation)
- *B* = present worth of project benefits over its service life
- *C* = initial cost of the project

### Obtaining SII Data

Before calculating the SII, the “Proposed Corrective Action” must be translated into “work codes.” The HSIP Work Codes Table (contained in [Section 8](#) of this manual) provides the work codes that correspond to various descriptions of work. The table also provides associated definitions, reduction factors, service lives, applicable maintenance cost, and preventable crash codes (see following explanation).

The data necessary to calculate each project’s SII can be obtained from the sources shown in the following table.

Sources for SII Data	
Data Item	How It Is Obtained
<p><i>R</i> — Percentage Reduction Factor</p> <p>NOTE: The reduction factor represents the percentage reduction in crash costs or severity that can be expected as a result of the improvement.</p>	<p>From the Highway Safety Improvement Program (HSIP) Work Codes Table (contained in <a href="#">Section 8</a> of this manual).</p> <p>NOTE: If the project is represented by more than one work code, Texas Department of Transportation (TxDOT) Traffic Operations Division (TRF) program administrators derive a composite reduction factor.</p>
<p><i>F</i> — Number of fatal and incapacitating injury crashes</p> <p><i>I</i> — Number of non-incapacitating injury crashes</p>	<p>The HSIP Work Codes Table shows “Preventable Crash” codes. Preventable crashes are those with defined characteristics that may be affected by the proposed improvement as described by the work code. The codes correspond to numeric codes assigned in the Crash Records Information System (CRIS) to the indicated variable. Information is collected from the peace officer’s crash report and converted into a coded format. The Preventable Crash Decoding Table ( <a href="#">Section 9</a> of this manual) can be used to interpret the codes and determine the number of each type of crash. Three years of preventable crash data are used. The program call specifies the years used.</p>
<p><i>C<sub>f</sub></i> — Cost of a fatal or incapacitating injury crash</p> <p><i>C<sub>i</sub></i> — Cost of a non-incapacitating injury crash</p>	<p>The average cost of each type of crash is based on the comprehensive cost figures provided by the National Safety Council. The program call provides the cost figures used each year.</p>
<p><i>L</i> — Project service life</p>	<p>From the HSIP Work Codes Table found in <a href="#">Section 8</a> of this manual.</p> <p>NOTE: If the project is represented by more than one work code, TRF program administrators base the project service life on the primary work.</p>

## SII Results

A project with an SII greater than or equal to 1.0 is considered cost effective. Projects with an SII of less than 1.0 will not be considered for funding.

NOTE: The SII does not establish the need or lack of a need for a project. The SII formula compares costs of crashes to costs of construction; it provides no evaluation of the appropriateness of the type of construction.

The SII was designed as a comparison device for project prioritization and should *not* be used as a measure for independent projects.

## SII Calculator Available

To open an Excel-based program for calculating a project's SII, click on the following link:

[SII\\_Calc.xls](#)

NOTE: All fields are protected except for the input fields.

NOTE: "Cost" amounts subject to change on an annual basis.

## Who sets the project selection criteria?

TxDOT has established "categories of work" eligible for HSIP funding. The categories are as follows:

1. Widen
2. Grade Separation
3. Curve
4. Texturing
5. Intersection
6. Off-System
7. HISP (May not have been identified specifically in categories 1-6)

## Who makes the project selections?

After completing a Traffic Safety Engineering Analysis and establishment of a SII score, TxDOT's Traffic Operation Division staff ranks projects by the categories listed above.

Approximately 50 percent of the state's allocated HISP funds are proportionately spent on categories 1-6. The remaining projects are combined and the highest SII scored projects from all categories are awarded funding until the remaining 50 percent is fully distributed to safety improvement projects.

## When are the proposals and decisions made?

It is TxDOT's intent to conduct an annual HSIP Call for Projects in the winter (generally February) with a submission deadline in the Spring (usually in April) and project selection in late Summer (generally August).

## HSIP Resources:

The Federal Highway Administration's HSIP web site is:

<http://safety.fhwa.dot.gov/HSIP/>

TxDOT's **2013 Highway Safety Improvement Program Manual** and **2013 Texas Strategic Highway Safety Plan** are available on TxDOT's website at:

<http://www.txdot.gov/inside-txdot/forms-publications/publications/traffic-planning.html>

Note: An update of TxDOT's **Strategic Highway Safety Plan** and **Highway Safety Improvement Program Manual** are anticipated in the fall of 2014.



## Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program funds transportation projects that improve air quality and reduce traffic congestion. See the Advocacy Advance report on CMAQ: [http://www.advocacyadvance.org/docs/lab\\_cmaq.pdf](http://www.advocacyadvance.org/docs/lab_cmaq.pdf)  
 FHWA recently confirmed that bike/ped projects are eligible for CMAQ funds: <http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>

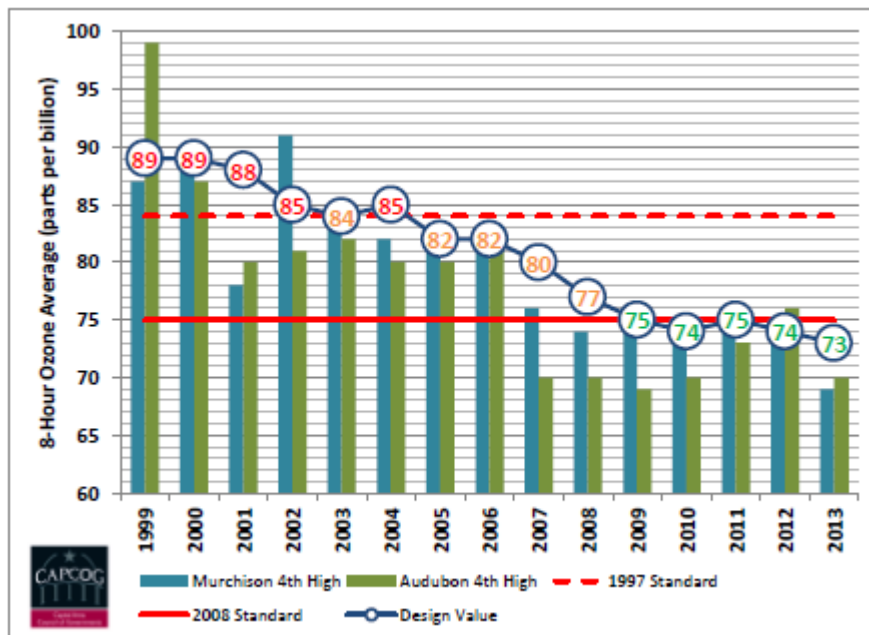
### Does the CAMPO region receive CMAQ funding?

CMAQ funding is only available to regions that are in nonattainment (or maintenance) of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and/or particulate matter. CMAQ funds transportation projects that improve air quality and reduce traffic congestion.

The CAMPO region is in attainment of all NAAQS and so, by definition, ineligible to receive CMAQ funding. Some Texas regions receive CMAQ money, such as Dallas-Fort Worth and Houston-Galveston-Brazoria regions, because they have counties that are considered nonattainment for the ozone NAAQS.

U.S. Environmental Protection Agency (EPA) is conducting a required review of the ozone NAAQS. If EPA revises the ozone NAAQS to be significantly more stringent, the CAMPO region may not be able to remain in compliance. Until EPA finalizes the ozone NAAQS, discussion of CAMPO region’s future attainment status (and possible CMAQ eligibility) is speculative.

Figure 2-1: Austin-Round Rock MSA Ozone Design Values and 4th Highest Daily Eight-Hour Ozone Averages, 1999-2013



### Austin-Round Rock Metropolitan Statistical Area Ozone Advance Program Action Plan

The region, under the direction of the Central Texas Clean Air Coalition, began implementing voluntary ozone reduction plans in 2002. The current iteration, the Ozone Advance Program Action Plan, is in effect until December 31, 2018.

As part of its Ozone Advance Program commitment, CAMPO maintains a comprehensive list of Transportation Emission Reduction Measures (TERMs), as identified by participating entities. These are transportation-related projects that contribute to air quality improvement by reducing congestion and single-occupant-vehicle travel. They include projects such as:

- Bicycle and pedestrian infrastructure;
- Operational improvements such as traffic signal improvements and intersection modifications;
- Transit improvements; and
- Other transportation programs that reduce on-road emissions.

TERMS are an important part of the OAP Action Plan, but are completely voluntary (as are all the OAP Action Plan emission reduction measures). There is no special funding source dedicated to TERMS.

#### **CMAQ Resources:**

1. *Advocacy Advance Report on CMAQ:* [http://www.advocacyadvance.org/docs/lab\\_cmaq.pdf](http://www.advocacyadvance.org/docs/lab_cmaq.pdf)
2. Use of Congestion Mitigation and Air Quality (CMAQ) Improvement Program Funds for Bicycle and Pedestrian Projects, FHWA.  
<http://www.fhwa.dot.gov/environment/bikeped/cmaqfunds.htm>
3. Austin-Round Rock Metropolitan Statistical Area Ozone Advance Program Action Plan (2013):  
[http://www.capcog.org/documents/airquality/OzoneAdvanceOutreach/Austin-Round\\_Rock\\_MSA\\_OAP\\_Action\\_Plan.pdf](http://www.capcog.org/documents/airquality/OzoneAdvanceOutreach/Austin-Round_Rock_MSA_OAP_Action_Plan.pdf)

## **Section 402 – State and Community Highway Safety Grants**

*Section 402, the State and Community Highway Safety Grant Program, is a federal program that provides funds for education, enforcement and research programs designed to reduce traffic crashes, deaths, injuries, and property damage. Under Section 402, bike and pedestrian safety programs are eligible to receive funding for projects such as these:*

- *Comprehensive school-based pedestrian and bike safety education programs*
- *Helmet distribution programs*
- *Pedestrian safety programs for older adults*
- *Training in use of pedestrian and bicycle design guidelines*
- *Community information and education programs*
- *Public information in May, such as “Bike Safety Month”, and in September, “Back to School Safety Month.”*
- *Public information for school zone and crosswalk safety*
- *Public information about older adults and impaired pedestrian*

**Which agency administers 402 grants?**

The traffic safety grant program originates from the National Highway Safety Act of 1966 (23 USC §401, et seq.), and the Texas Traffic Safety Act of 1967 (Transportation Code, Chapter 723).

In compliance with various State and Federal Statutes, The Traffic Safety Section (TS) of the Traffic Operations Division (TRF) of the Texas Department of Transportation administers Section 402 funds, as well as Section 405 (a), (b), (c), (d), and (f) funds which cover occupant protection, Alcohol and Impaired Driving Countermeasures, Traffic Records Systems, and Motorcycle Safety programming. The Traffic Operations Division is headed by Ms. Carol Rawson. The Traffic Safety Section is managed by Mr. Terry Pence.

**What is the selection process?**

In November of each year, In accordance with 43 TAC §25.901, et seq., the Texas Department of Transportation (TxDOT) requests project proposals through a Request for Proposals (RFP) published in the Texas Register to “support the goals and strategies of its traffic safety program to reduce the number of motor vehicle related crashes, injuries, and fatalities in Texas”. These goals and strategies form the basis for the Federal Fiscal Year Texas Highway Safety Plan (HSP).

All proposals must be completed in eGrants at <https://www.txdot.gov/apps/eGrants>. To set up an eGrants account for new users, select the New User link on the eGrants Login page. For help and resources, select the eGrants Help link on the eGrants Login page. Training on proposal submission are provided via webinar, and there are generally at least two (2) training sessions; One for STEP and one General Grants. Proposers are encouraged to attend the webinar training for their respective proposal type:

All proposal-related questions must be submitted via email by the date listed in as the deadline for questions in the RFP. IN addition, after questions have been submitted, A question-and-answer document will be posted Telephone inquiries regarding the development of proposals are not accepted.

Proposals must be submitted via eGrants by changing the status in eGrants to “Proposal Submitted” no later than 5 p.m. on the closing date of the RFP.

Submitted proposals cannot be returned to the proposer for modifications or changes. Proposers must ensure they are using and submitting the correct forms in eGrants specific to the grant type. Proposals must be submitted by the responsible entity or have the written support from an authorized representative of that agency. Separate documents with information pertaining to the proposer qualifications, commitment, availability of external resources, task force associations, or previous traffic safety or related experience may also be included with the proposal as attachments. These additional attachments will not be scored. Please do not mail hard copies to TxDOT.

Proposals for potential statewide projects in public schools must also have verification of coordination and commitment from the Texas Education Agency (TEA). The verification needs to be submitted as an attachment to the proposal.

Failure to follow the above requirements will disqualify a proposal from the scoring process.

**Proposal scoring** is based on the problem identification and solution provided in the proposal. Scoring Teams consisting of program managers and traffic safety specialists assigned to the TRF-TS review and evaluate each proposal for relevancy to a state or local problem. The basis for scoring consists of, but not limited to, the following:

- Strength of problem identification supported with verifiable, current, relevant, and appropriate documentation.
- STEP proposal problem identification will be scored based on the population-based rate of relevant crashes or casualties (number/per 10,000 population) in combination with the absolute number of relevant crashes or casualties in Texas counties and cities in 2012. CRIS is the crash data source and the U.S. Census is the population source. Data categories will include:
  - DUI-related KAB crashes (alcohol and other drugs)
  - Intersection-related KAB crashes
  - Speed-related KAB crashes
  - Distracted Driving-related KAB crashes
  - Large truck-related crash fatalities
- Quality of the proposed solution plan
- Realistic objectives and activities
- Cost eligibility
- Percent of matching funding proposed
- Reasonable and necessary budget

### Who makes the selection decisions?

Proposal selection is based on, but not limited to, the following criteria:

- Score – must meet a minimum of 35 out of 100 points for continued consideration (Project types vary and are evaluated accordingly. The project evaluation team will award points based on the quality of the proposal in different areas such as the problem identification, proposed solution, percentage of match committed, and other factors)
- Program needs – in order to maintain a balanced comprehensive program
- Availability of dedicated Federal funding – such as alcohol, occupant protection, motorcycle, etc.
- Duplication of effort – proposals that duplicate efforts of existing projects will not be considered
- Crash data – needs are based on properly-sourced crash data
- Project grading – based on prior performance

Selected proposals will be recommended to the TxDOT Commission for inclusion in the Texas Highway Safety Plan (HSP). Awarded HSP projects may be initiated prior to October 1, of the Federal Fiscal Year, if sufficient funding is available.

The Highway Safety Plan is then developed by ~~TRF-TS~~ TxDOT's Traffic Safety Section based on the proposals recommended for funding. Funding for the HSP is approved by the Texas Transportation Commission. Upon Commission approval, the HSP is submitted to ~~NHTSA~~ National Highway Traffic

Safety Administration for review, comment, and final approval. The Highway Safety Plan is implemented on October 1 of every year, if Federal appropriations allow. Proposals approved for funding will become grant agreement contracts in eGrants.

**What else do we need to know?**

Traffic Safety Section eGrants: <http://www.txdot.gov/inside-txdot/division/traffic/egrants.html>

Traffic Safety Section eGrants Help: <https://www.txdot.gov/apps/eGrants/eGrantsHelp/index.html>

Traffic Safety Program Manual / Policies: <http://onlinemanuals.txdot.gov/txdotmanuals/tfc/index.htm>

**402 Resources:**

National Highway Traffic Safety Administration: [www.nhtsa.org](http://www.nhtsa.org)

NHTSA Grants Management Manual:

[http://www.nhtsa.gov/nhtsa/whatsup/tea21/GrantMan/HTML/00\\_Manl\\_Content1\\_01.html](http://www.nhtsa.gov/nhtsa/whatsup/tea21/GrantMan/HTML/00_Manl_Content1_01.html)

## General questions

### Who owns the majority of the roads?

Review the roadway milefollowing charts

Date: Wednesday, July 17, 2013

Data Source: Y2012 Certified Files as of 12/31/2012

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## Mileage by District by Highway System

District	Highway System	Centerline	Lane	DVM	TVM
<b>Austin (14)</b>					
	IH Highways	91.098	535.114	8,805,133.920	1,257,881.526
	US Highways	498.188	1,901.529	7,618,046.710	581,628.694
	State Highways, Spurs, Loops, Business Routes	754.276	2,398.963	10,272,447.750	708,706.719
	Farm or Ranch to Market Roads and Spurs	1,702.224	3,729.703	6,583,971.450	347,757.087
	Pass, Park and Recreation Roads	35.553	71.106	15,896.760	988.243
	Frontage Roads	331.394	764.866	2,939,057.649	94,049.845
	<i>On-System Subtotal</i>	3,412.733	9,401.281	36,234,554.239	2,991,012.115
	City Streets	5,423.748	11,589.353	8,470,045.210	237,189.074
	Certified County Roads	7,231.947	14,540.369	2,397,817.809	76,557.663
	<i>Off-System Subtotal</i>	12,655.695	26,129.722	10,867,863.019	313,746.737
	<b>District Total</b>	16,068.428	35,531.003	47,102,417.258	3,304,758.851

\*Truck DVM (TVM) is calculated as a percent of total DVM rather than the total number of truck  
Mileage by District by Highway System



Date: Wednesday, July 17, 2013

Data Source: Y2012 Certified Files as of 12/31/2012

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Mileage

by District by Functional System by Population Classification

District	Functional System	Centerline	Lane	DVM	TVM
<b>Austin (14)</b>					
<b>Interstate</b>					
	Rural (<5,000)	19.774	102.096	817,149.270	201,149.473
	Small Urban (5,000-49,999)	29.910	174.238	2,430,327.930	423,831.510
	Urbanized (200,000+)	41.414	258.780	5,557,656.720	632,900.543
	<b>Subtotal</b>	<b>91.098</b>	<b>535.114</b>	<b>8,805,133.920</b>	<b>1,257,881.526</b>
<b>Urban Freeway</b>					
	Small Urban (5,000-49,999)	0.790	3.160	12,447.900	1,207.099
	Urbanized (200,000+)	136.299	701.149	7,199,261.565	288,379.735
	<b>Subtotal</b>	<b>137.089</b>	<b>704.309</b>	<b>7,211,709.465</b>	<b>289,586.834</b>
<b>Principal Arterial</b>					
	Rural (<5,000)	442.160	1,668.814	4,738,510.550	449,095.046
	Small Urban (5,000-49,999)	95.466	351.861	1,374,279.115	136,293.703
	Urbanized (200,000+)	288.803	1,181.685	7,539,462.080	282,570.360
	<b>Subtotal</b>	<b>826.429</b>	<b>3,202.360</b>	<b>13,652,251.745</b>	<b>867,959.109</b>
<b>Minor Arterial</b>					
	Rural (<5,000)	400.101	1,088.303	1,944,386.915	248,177.765
	Small Urban (5,000-49,999)	105.402	290.678	683,720.625	37,662.014
	Urbanized (200,000+)	282.541	874.740	3,155,232.340	95,647.472
	<b>Subtotal</b>	<b>788.044</b>	<b>2,253.721</b>	<b>5,783,339.880</b>	<b>381,487.251</b>

Date: Wednesday, July 17, 2013

Data Source: Y2012 Certified Files as of 12/31/2012

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Mileage

by District by Functional System by Population Classification

District	Functional System	Centerline	Lane	DVM	TVM
<b>Major Collector</b>					
	Rural (<5,000)	1,356.489	2,780.324	2,448,309.240	202,495.717
	Small Urban (5,000-49,999)	191.208	410.565	816,955.514	29,166.914
	Urbanized (200,000+)	698.997	1,643.727	4,692,743.840	144,099.707
	<b>Subtotal</b>	<b>2,246.694</b>	<b>4,834.616</b>	<b>7,958,008.594</b>	<b>375,762.337</b>
<b>Minor Collector</b>					
	Rural (<5,000)	580.855	1,161.710	325,484.035	23,515.680
	<b>Subtotal</b>	<b>580.855</b>	<b>1,161.710</b>	<b>325,484.035</b>	<b>23,515.680</b>
<b>Local</b>					
	Rural (<5,000)	7,069.357	14,149.121	1,245,492.027	40,678.843
	Small Urban (5,000-49,999)	729.124	1,459.196	222,417.048	7,114.994
	Urbanized (200,000+)	3,599.738	7,230.856	1,898,580.544	60,772.276
	<b>Subtotal</b>	<b>11,398.219</b>	<b>22,839.173</b>	<b>3,366,489.619</b>	<b>108,566.113</b>
	<b>District Total</b>	<b>16,068.428</b>	<b>35,531.003</b>	<b>47,102,417.258</b>	<b>3,304,758.851</b>



Date: Wednesday, July 17, 2013

Data Source: Y2012 Certified Files as of 12/31/2012

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Mileage

by Highway System by Surface Type

Highway	Surface Type	Mileage
<b>On-System</b>		
<b>IH Highways</b>		
	Low Type Bituminous Surface-Treated	266.005
	Intermediate Type Mixed	20.013
	High Type Flexible	1,179.190
	High Type Rigid	1,007.689
	High Type Composite	799.506
	<i>Subtotal</i>	3,272.403
<b>US Highways</b>		
	Low Type Bituminous Surface-Treated	2,196.963
	Intermediate Type Mixed	171.630
	High Type Flexible	7,674.867
	High Type Rigid	605.806
	High Type Composite	1,413.005
	<i>Subtotal</i>	12,062.271
<b>State Highways, Spurs, Loops, Business Routes</b>		
	Unpaved Road	0.382
	Low Type Bituminous Surface-Treated	5,072.388
	Intermediate Type Mixed	286.438
	High Type Flexible	8,412.549
	High Type Rigid	832.994
	High Type Composite	1,806.597
	<i>Subtotal</i>	16,411.348
<b>Farm or Ranch to Market Roads and Spurs</b>		
	Low Type Bituminous Surface-Treated	29,922.019
	Intermediate Type Mixed	845.323
	High Type Flexible	9,379.743
	High Type Rigid	308.458
	High Type Composite	476.950
	<i>Subtotal</i>	40,932.493



Date: Wednesday, July 17, 2013

Data Source: Y2012 Certified Files as of 12/31/2012

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Mileage

by Highway System by Surface Type

Highway	Surface Type	Mileage
<b>Pass, Park and Recreation Roads</b>		
	Unpaved Road	0.368
	Low Type Bituminous Surface-Treated	292.612
	Intermediate Type Mixed	3.398
	High Type Flexible	33.045
	High Type Rigid	7.473
	High Type Composite	8.046
	<i>Subtotal</i>	344.942
<b>Frontage Roads</b>		
	Unpaved Road	1.158
	Low Type Bituminous Surface-Treated	4,557.640
	Intermediate Type Mixed	301.050
	High Type Flexible	1,138.068
	High Type Rigid	998.050
	High Type Composite	248.866
	<i>Subtotal</i>	7,244.832
<b>On-System Subtotal</b>		80,268.289

Date: Wednesday, July 17, 2013

Data Source: Y2012 Certified Files as of 12/31/2012

Annual Report - Highway Status Open To Traffic Only

**Mileage** by Highway System by Surface Type

Highway	Surface Type	Mileage
<b>Off-System</b>		
<b>City Streets</b>		
	Unpaved Road	9,862.804
	Low Type Bituminous Surface-Treated	6,898.306
	Intermediate Type Mixed	417.782
	High Type Flexible	387.097
	High Type Rigid	14,804.760
	High Type Composite	53,272.540
	<b>Subtotal</b>	<b>85,643.289</b>
<b>Certified County Roads</b>		
	Unpaved Road	87,421.592
	Low Type Bituminous Surface-Treated	54,791.984
	Intermediate Type Mixed	33.500
	High Type Flexible	27.086
	High Type Rigid	4,067.886
	High Type Composite	135.852
	<b>Subtotal</b>	<b>146,477.990</b>
<b>Off-System Non-County Maintained Roads</b>		
	Unpaved Road	633.676
	Low Type Bituminous Surface-Treated	185.820
	High Type Rigid	0.462
	<b>Subtotal</b>	<b>819.958</b>
	<b>Off-System Subtotal</b>	<b>232,941.237</b>
	<b>State Grand Total</b>	<b>313,209.526</b>

**How are the non-federal matching funds paid for?**

1. Local Funds
  - a. Cities
  - b. Counties
  - c. Transit Authorities
2. State Funds
3. Toll Development Credits
  - a. <http://www.txdot.gov/government/programs/local-financing/transportation-development-credits.html>
4. Innovative Financing
  - a. Toll Revenue
  - b. Private Donation
  - c. Inter-Agency Collaboration



## Contacts

### **State Bicycle & Pedestrian Coordinator**

The TxDOT State Bicycle and Pedestrian Coordinator works in the Public Transportation Division (PTN) and coordinates activities among the various Division offices.

#### **Teri Kaplan**

State Bicycle and Pedestrian Coordinator  
TxDOT - Public Transportation Division  
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### **Transportation Improvement Program (TIP)**

TxDOT – Each Metropolitan Planning Organizations (MPO) develops its own regional TIP and submits their TIP to TxDOT annually.

CAMPO - Vacant

### **Statewide TIP (STIP)**

TxDOT – Receives updated TIP from each MPO within the state to produce the STIP. The STIP is managed by TxDOT's Transportation Planning and Programming (TPP) Section.

#### **Lori Morel**

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[Lori.Moral@txdot.gov](mailto:Lori.Moral@txdot.gov)

### **Surface Transportation Program**

TxDOT - STP funding is identified by categories as part of TxDOT's Unified Transportation Program (UTP). The UTP is managed by TxDOT's Transportation Planning and Programming (TPP) Section in conjunction with TxDOT's Finance Division (FIN) & FIN Letting Management. The UTP is updated annually in the Spring/Summer and amended quarterly.

#### **Jessica Butler**

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Campo - Vacant

**Congestion Mitigation and Air Quality (CMAQ)**

TxDOT - CMAQ is identified as Category 5 funding in TxDOT's Unified Transportation Program (UTP).

**Michelle Conkle**

Planner

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**Highway Safety Improvement Program (HSIP)**

TxDOT - TxDOT's Traffic Safety Section manages the HSIP.

**Darren McDaniel**

Traffic Safety Engineer

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**Section 402 safety grants**

TxDOT's Traffic Safety Section manages the Section 402 safety grants.

**Jim Hollis**

Traffic Safety Branch Manager

TxDOT - TRF

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Please may also submit Section 402 questions electronically to:

<http://www.txdot.gov/contact-us/form.html>

**Safe Routes to Schools**

No longer a program managed by TxDOT

[Teri.Kaplan@txdot.gov](mailto:Teri.Kaplan@txdot.gov)

**Transportation Enhancements**

TxDOT – The Transportation Enhancement Program is managed by TxDOT’s Design Division

**Pete Krause**

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**Transportation Alternative Program (TAP) - Small Urban & Rural**

TxDOT – The Small Urban and Rural TAP will be managed by TxDOT’s Public Transportation Division

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TxDOT - Public Transportation Division

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## Documents

### Safety plans

- Visit Federal Highway Administration's HSIP web site  
<http://safety.fhwa.dot.gov/HSIP/>
- TxDOT's 2013 Highway Safety Improvement Program Manual  
<http://onlinemanuals.txdot.gov/txdotmanuals/hsi/index.htm>  
Note: An update of TxDOT's Strategic Highway Safety Plan and Highway Safety Improvement Program Manual are anticipated in the fall of 2014.
- TxDOT's Texas Strategic Highway Safety Plan :  
<http://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/gov/shsp.pdf>
- TxDOT's Traffic Safety Program Manual  
<http://onlinemanuals.txdot.gov/txdotmanuals/tfc/index.htm>
- TxDOT's 2012 Update to the Texas Traffic Safety Information System Strategic Plan  
[http://ftp.dot.state.tx.us/pub/txdot-info/trf/tsis\\_strategic\\_plan.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/trf/tsis_strategic_plan.pdf)

### Clean air policy

TxDOT - Although TxDOT does not have a formal clean air policy, the agency supports many projects and activities to promote cleaner air. TxDOT does have a Clean Air Plan and a formal campaign to promote cleaner air.

In 2001, The Texas Department of Transportation (TxDOT) and the Texas Commission on Environmental Quality (TCEQ) launched the statewide Drive Clean Texas initiative, with the goal of **raising awareness about the impact of vehicle emissions on air quality and motivating drivers to take steps to help keep the air clean.**

TxDOT's Clean Air Plan

<http://www.txdot.gov/inside-txdot/division/environmental/clean-air.html>

TxDOT's *Drive Clean Across Texas Campaign*:

<http://www.txdot.gov/inside-txdot/media-center/featured.html>

**Transportation Improvement Program/State Transportation Improvement Program**

TxDOT - <http://www.txdot.gov/inside-txdot/division/transportation-planning/stips.html>