



POLICY ADVISORY COMMITTEE

MEETING AGENDA

**Tuesday, April 10, 2018
2:00 PM**

1. Approval of Minutes: February 13, 2018
2. Introduction of new Transportation Planner/MPO Coordinator, Maggie Bergeron
3. Citizen Communication: The MPO Chairperson will recognize any person wishing to address the MPO Policy Committee on items not specifically listed on this agenda.
4. Consider approval of amendments to the Transportation Improvements Plan (TIP)
 - a. Staff Briefing
 - b. Discussion
 - c. Formal Action
5. Consider approval of amendments to the Metropolitan Transportation Plan (MTP)
 - a. Staff Briefing
 - b. Discussion
 - c. Formal Action
6. Transportation Program Reports
 - a. Victoria Transit
 - b. Highway Projects
 - c. Victoria Airport
 - d. Port of Victoria
7. Items from MPO members
8. Adjournment

*Regardless of the agenda heading under which any item is listed, any subject mentioned in any word or phrase of any item listed on this agenda may be deliberated by the board, and such words or phrases are hereby added as additional subjects to be considered. Resolutions and other actions concerning any word, phrase, or other subject may be voted, regardless of any language of limitation found in this agenda or any document referring to such action.

**In addition to the items listed as "Public Hearings" every item on this agenda shall be considered a public hearing.



POLICY ADVISORY COMMITTEE

MEETING MINUTES

Tuesday, February 13, 2018

2:00 PM

MEMBERS PRESENT:

Tom Halepaska, Chairman
Skip Kaup
Paul Reitz
Charmelle Garrett
Jan Scott
Donald Reese

MEMBERS ABSENT:

Danny Garcia, Vice-Chairman
Mike Walsh
Lenny Llerena
Clint Ives

STAFF PRESENT:

Julie Fulgham, Director of Development Services
John K. Kaminski, Asst. City Manager
Larry Badon, Senior Transportation Planner
Denyce Beyer, Administrative Assistant

1. Approval of Minutes: January 9, 2018

The Committee approved the minutes of the January 9, 2018 meeting.

2. Citizen Communication: None.

3. Consider approval of the Texas Department of Transportation Target Safety Performance Measures. (Action)

a. Staff Briefing

Mr. Badon stated the Fixing America's Surface Transportation Act (FAST) requires that all Department of Transportation and Metropolitan Planning Organizations develop Targets for Safety Performance Measures that must be included in the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP).

Mr. Badon stated the Federal Highway Administration has stated that the MPO's could develop these safety targets on its own, or adopt the DOT's targets. On August 31, 2017, TxDOT officially adopted the safety targets in the Highway Safety Improvement Program annual report. It also has adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway State Strategic Plan. Victoria's MPO staff has elected to adopt the target for safety performance measures that has already been established by the Texas Department of Transportation (TxDOT).

Mr. Badon stated this means in the coming years when the TIP and the MTP is developed all of the projects in those two documents must look at these safety targets before they can be approved.

b. Public Hearing - There was no one present who wished to speak.

c. Formal Action

Charmelle Garrett made a motion to approve the Texas Department of Transportation Target Safety Measures. Mr. Kaup seconded the motion. Motion carried.

4. Consider the adoption of the Memorandum of Agreement (MOA) between Victoria Transit the Metropolitan Planning Organization (MPO), and the City of Victoria (Action)

a. Staff Briefing

Mr. Badon stated Victoria Transit's recent federal audit found that a formal agreement between the Victoria Transit and the Victoria MPO regarding the transportation planning process does not exist. Victoria Transit is required to adopt their own transportation planning process through a public participation plan and has historically worked with the Victoria MPO for their planning needs.

This resolution authorizes a Memorandum of Agreement to formalize the past planning relationship between the MPO and Victoria Transit and satisfy their requirement for adopting a public participation plan.

Ms. Fulgham asked our Legal Council whether the Agreement needed to be between the City of Victoria and the Planning commission; or if it was okay to be with Victoria Transit. Victoria Transit is set up how we are set up to operate the MPO. She stated the agreement between Victoria Transit, the City and the MPO is fine legally. Ms. Garrett asked if this item needed to go before City Council. Ms. Fulgham stated it will brought before City Council February 20th.

Lisa Cortinas stated Victoria Transit is just the name of the program, she stated that it would have to be in Golden Crescent Regional Planning Commission's name. You can put it in the reference as, "known as Victoria Transit".

b. Discussion -- There was no one present who wished to speak.

c. Formal Action

Ms. Scott made a motion that the agreement be changed from Victoria Transit Inc. to Golden Crescent Regional Planning Commission also referred to as Victoria Transit. Charmelle Garrett second the motion. Motion carried.

Ms. Scott made a motion to approve the Memorandum of Agreement between the Victoria Transit Authority, the MPO, and the City of Victoria. Ms. Garrett seconded the motion. Motion carried.

5. Presentation of the FY 2017 Annual Project Listing (APL) (Action)

a. Staff Briefing

Mr. Badon stated the Victoria Metropolitan Planning Organization is required to develop a listing of projects including investments in pedestrian walkways and bicycle transportation facilities for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. He stated this reports lists all projects that were federally obligated in the 2017 fiscal year (October 1, 2016 – September 30, 2017). He noted obligated projects are organized into the following sections: highways, transit, bicycle and pedestrian, local, and grouped. In fiscal year 2017, there were no federally obligated funds for local projects or bicycle and pedestrian.

Mr. Badon stated the attachment for the project listing is included in the packet. The Project listing has been submitted to TxDOT. Julie Fulgham stated this is a required report; it is informational and has been approved in the past. She stated it is required to inform the public of actions that the MPO has done in the past.

b. Discussion – There was no one present who wished to speak.

c. Formal Action

Ms. Scott made a motion to approve the FY 2017 Annual Project Listing. Mr. Reitz seconded the motion. Motion carried.

6. Presentation and discussion to an Amendment to the City of Victoria's Thoroughfare Master Plan. (Informational Item)

a. Staff Briefing

Mr. Badon stated the Thoroughfare Plan is a Long Range Plan to provide efficient flow of traffic in the City of Victoria. It provides a functional classification of major streets that permits travel between origins and destinations with ease and safety. The City of Victoria adopted the Thoroughfare Plan in November of 1998. He stated because of recent development interest in a proposed secondary arterial extension is proposed to be realigned in the plan. Mr. Badon stated the proposed realignment is Ball Airport Road from proposed extension of East Airline to Business US 59. The section of roadway is currently designated to line up as an entrance to the Brentwood Subdivision. Mr. Badon noted due to some recent development interest in an abutting 150 acre tract, the owners of the tract, as well as the owners of an adjacent property, would like to readjust the proposed alignment to straddle their two tracts of land along existing property lines. The proposed realignment extension Ball Airport Road from East Airport Road to Business US 59 would allow 150- acre tract of land to be more attractive to future economic development. The

realignment to the existing property lines would create about 500' of intersection separation from the original entrance to the Brentwood Subdivision, and would not generate any negative impact to the residential community. Mr. Badon then showed the committee the map of the proposed realignment.

b. Discussion

Ms. Garrett stated the property owner wants to development this and they feel like the way we had it aligned would interfere with them being able to develop this tract of land. Mr. Halepaska stated the new alignment is much better. Ms. Garrett stated this item will go to Planning Commission on Thursday night then it will go before City Council. Ms. Fulgham stated it would go before City Council on March 6.

7. Consider approval of amendments to the Transportation Improvements Plan TIP)

a. Staff Briefing

Mr. Badon stated recently, the City of Victoria's Transit Authority experience an unfortunate fire accident, which caused 31 transit vehicles to be destroyed. Since this incident, Victoria Transit has had to meet the needs of Victoria's Transit dependent citizens, by borrowing vehicles from neighboring agencies. This amendment provides funding for purchasing replacement vehicles so that Victoria Transit can once again perform its transit operations with its own buses.

b. Discussion

Mr. Halepaska asked who was providing funding. Ms. Cortinas stated they have proceeds that are coming from insurance. She noted that is only a portion and the remaining is going to be supplemented with state and public transportation dollars. She stated from what she understands they will be transferred from the federal highway program over to transit. Ms. Cortinas stated it is supposed to go to the commission at their meeting at the end of the month. She noted in order for everything to be in order we have to have these dollars into our transportation improvement plan showing the capital replacement projects.

Mr. Kaup asked how many bids do they get in order to replace these vehicles. Ms. Cortinas stated they have been fortunate that the bus manufacturer is giving us the 2015 pricing on the replacement of these buses. She noted they have ordered four new vehicles, they have sped up and put us as a priority, and they will have four new vehicles in mid-March.

Mr. Badon noted that staff recommends approval of this amendment.

c. Formal Action

Mr. Reese made a motion to approve the Victoria Transit Transportation Improvement Program Amendments. Mr. Kaup seconded the motion. Motion carried.

8. Transportation Program Reports

a. Victoria Transit

Ms. Cortinas stated they have already purchased four vehicles and they are currently in the process to get funds approved by the Transportation Commission to get a rural fleet.

b. Highway Projects

Paul Reitz stated US 59 at Hanselman Rd. the south header bank is complete and they are working on the north header bank. He stated Hwy. 87 at Nursery, they are working on finishing up both of the header banks, north and south, and noted February 23 they will be hanging beams and during that process the traffic will be stopped. Mr. Reitz stated the safety lighting for State Hwy. 185, they are waiting for the contractor to level the poles and the light heads and get that turned on.

c. Victoria Airport – No Report

d. Port of Victoria

Mr. Kaup stated he had nothing new to report since the last meeting.

9. Items from MPO members – No Comments.

10. Adjournment

The meeting was adjourned at 2:35 p.m.

APPROVED: _____
Tom Halepaska, Chair
Victoria Metropolitan Planning Organization

Agenda Item 4: Consider amendments to the 2017-2020 Transportation Improvement Plan (TIP)

STAFF REPORT

Subject

This is the final amendment to the 2017-2020 Transportation Improvement Plan.

Summary and Background

This final amendment adds CSJ Project #0088-05-085 to the 2017-2020 TIP. This project upgrades the rural freeway section by constructing frontage roads between FM 1686 and Loop 463 on US Highway 59.

Staff Recommendation

The Victoria MPO staff recommends approving this TIP amendment.

Requested Action/Motion

Motion to approve the final amendment to the 2017-2020 TIP.



TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2017-2020

Approved by Policy Advisory Committee: April 10, 2018

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INTRODUCTION

The current transportation bill, Fixing America's Surface Transportation (FAST) Act, establishes the metropolitan planning process as a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. The Transportation Improvement Program (TIP), a multi-year program of projects approved for funding, is one aspect of the metropolitan planning process.

The TIP is a short-range list of state and federally funded transportation projects within the metropolitan planning area boundary. The document covers a period of four years and is updated every two years. As required by the FAST Act, the TIP was developed in coordination with the Texas Department of Transportation (TxDOT) and local transit providers.

Under the FAST Act, the MPO must consider projects and strategies that will meet the following ten factors, which are taken into account in TIP project selection:

- support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- increase the safety of the transportation system for motorized and non-motorized users;
- increase the security of the transportation system for motorized and non-motorized users;
- increase the accessibility and mobility of people and freight;
- protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- promote efficient system management and operation;
- emphasize the preservation of the existing transportation system;
- improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- enhance travel and tourism.

DEFINITION OF AREA

The Victoria MPO's Metropolitan Area Boundary coincides with the Victoria County line; the boundary was amended to include the entire county in 1994. The MPO Urban Area Boundary (UAB) roughly coincides with the city limits of Victoria. The City of Victoria is the only urbanized area and incorporated community within the study area.

PUBLIC INVOLVEMENT PROCESS

The Victoria MPO developed its current Public Participation Plan (PPP) in compliance with the requirements specified in MAP-21 and continued in the FAST Act. It was adopted by the Policy Advisory Committee on February 12, 2013. A summary of the public participation process used for this plan is below.

Public Review and Comment Period: April 7, 2016 – May 9, 2016

This fulfills the requirement to have a public review and comment period that lasts at least 30 days prior to the Policy Advisory Committee’s approval of the TIP.

Notice of Public Review and Comment Period: April 4, 2017

A notice was posted in the Victoria Advocate, at Victoria City Hall, on the Victoria MPO’s website, and mailed to the MPO’s mailing lists. This fulfills the requirement to provide notice at least 72 hours in advance. Any significant comments received will be summarized in this document and a report will be made at the Policy Advisory Committee meeting prior to the approval of the plan.

Committee Meeting Public Comments: May 10, 2016

This fulfills the requirement to accept public comments prior to the plans approval at the MPO Policy Advisory Committee meeting.

Committee Meeting Public Comments: April 10, 2018

This fulfills the requirement to accept public comments prior to the plans amendment at the MPO Policy Advisory Committee meeting.

Over the course of the Public Review and Comment Period a news segment on Newscenter 25 and an article in the Victoria Advocate highlighted the FY 2017-2020 TIP and the public’s opportunity to comment on the plan. Three citizens offered comments of support over the phone and in person at the MPO’s office regarding the project to construct frontage roads on Loop 463 between Mockingbird Lane and Business US 59; two citizens sent emails with concerns over the noise the Loop 463 frontage road project will cause for nearby residential areas. The written public comments can be found in their entirety in Appendix B.

PROJECT SELECTION PROCESS

Projects are identified and selected from the 2040 Metropolitan Transportation Plan (MTP). The Victoria MPO Policy Advisory Committee worked closely with the Texas Department of Transportation (TxDOT) Yoakum District to identify potential projects. The projects were prioritized in the MTP using the following evaluation criteria: safety, system preservation, economic development, efficient operations, congestion, multimodal development, local priorities and funding efficiencies, and local impact. The list of projects is discussed by the Policy Advisory Committee on an annual basis to ensure it still addresses the community’s needs and desires. Project selection for the TIP is dependent on funding availability and does not always reflect the exact project ranking in the MTP.

PROGRESS FROM PREVIOUS TIP

Project Name	CSJ #	Project Limits	Description	Status	Total Project Cost
US 77 expansion at Guadalupe River bridges	2350-01-041	0.42 mi east of FM 1685 to 1.04 mi west of US 87	Add 2 lanes for 4-lane divided facility	Under Construction	\$30,532,718
US 59 & Hanselman Road overpass	088-05-092	US 59 & Hanselman Road intersection	Add overpass	Planned for FY 2016	\$12,500,000
Grade Separation at US 87 & FM 447	0143-10-050	US 87 & FM 447 intersection	Construct grade separation interchange	Planned for FY 2016	\$13,356,461

**FEDERAL AND STATE FUNDED
HIGHWAY PROJECTS**

PROJECT LISTINGS

Highway project listings are provided in the following format. The listings are organized by fiscal year. The following graphic further explains the key project information.

DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST		
YOAKUM	VICTORIA	VICTORIA	2350-01-054	LP 403	C	VICTORIA	\$ 3,027,000		
LIMITS FROM: MOCKINGBIRD LANE							PROJECT SPONSOR: TxDOT YOAKUM DISTRICT		
LIMITS TO: BU 59T							REVISION DATE: 07/2016		
PROJECT: CONSTRUCTION PHASE ROAD							MPO PROJ NUM: 2		
REMARKS P7:							FUNDING CAT(S): 2M		
TOTAL PROJECT COST INFORMATION			PROJECT HISTORY						
PRELIM ENG:	\$ 155,776	COST OF APPROVED PHASES \$ 3,027,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH:	\$ 0		2M	\$ 0	\$ 3,027,000	\$ 0	\$ 0	\$ 0	\$ 3,027,000
CONST COST:	2,927,000		TOTAL	\$ 0	\$ 3,027,000	\$ 0	\$ 0	\$ 0	\$ 3,027,000
CONST ENG:	100,000								
CONTING:	41,010								
INDIRECT:	0								
BOND FIN:	0								
POT CHG ORD:	183,753								
TOTAL COST:	3,467,535								

Definitions	
Fiscal Year	The fiscal year indicated is the fiscal year in which the project is proposed to be let. Consistent with the State fiscal year, fiscal years in the TIP begin on September 1 and end on August 31 of the following year.
Grouped Projects	Projects that are not determined to be regionally significant and are grouped under one line item.
Project Phases	Construction (C) Engineering (E) Right-of-way (R) Transfer (T)
Total Project Cost	In addition to the funding programmed in the TIP, an estimate of the total project cost is also provided. This estimate reflects all aspects of the project, including preliminary engineering, right-of-way, construction, construction engineering, contingencies, indirect, and bond costs.
TIP Funding Source	Category 1: Preventative Maintenance and Rehabilitation Category 2: Metro & Urban Area Corridor Projects Category 3: Non-Traditionally Funded Transportation Projects Category 4: Statewide Connectivity Corridor Projects Category 5: Congestion Mitigation & Air Quality Improvement Category 6: Structures Replacement & Rehabilitation Category 7: Metropolitan Mobility & Rehabilitation Category 8: Safety Category 9: Transportation Enhancements Category 10: Supplemental Transportation Projects Category 11: District Discretionary Category 12: Strategic Priority

TIP FY 2017-2020 Victoria Metropolitan Planning Organization

FY 2017

DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOY COST		
YOAKUM	VICTORIA	VICTORIA	2350-01-054	LP 463	C	VICTORIA	\$ 4,597,236		
LIMITS FROM: MOCKINGBIRD LANE						PROJECT SPONSOR: TxDOT YOAKUM DISTRICT			
LIMITS TO: BU 597						REVISION DATE: 05/2017			
PROJECT DESCR: New Construction of one-way, two-lane frontage road, EB						MPO PROJ NUM: 2			
REMARKS P7:						FUNDING CAT(S):			
PROJECT HISTORY:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	155,776	COST OF APPROVED PHASES \$ 4,597,236	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	0		2U	\$ 2,256,000	\$ 2,341,236	\$ 0	\$ 0	\$ 0	\$ 4,597,236
CONST COST: \$	4,597,326		TOTAL	\$ 2,256,000	\$ 2,341,236	\$ 0	\$ 0	\$ 0	\$ 4,597,236
CONST ENG: \$	100,000								
CONTING: \$	41,010								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	163,752								
TOTAL COST: \$	\$ 5,077,864								

FY 2018

DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOY COST		
YOAKUM	VICTORIA	VICTORIA	0088-05-085	US 59	C,E	OTHER	\$ 26,000,000		
LIMITS FROM FM 1686						PROJECT SPONSOR			
LIMITS TO SL 463						REVISION DATE 02/2018			
PROJECT UPGRADE TO RURAL FREEWAY AND CONSTRUCT FRONTAGE ROADS						MPO PROJ NUM			
DESCR						FUNDING CAT(S)			
REMARKS P7:						PROJECT HISTORY: 12/20/2017 - Add to 17-20 STIP, Feb 2018			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	521,159	COST OF APPROVED PHASES \$ 26,000,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	814,570		4	\$ 16,800,000	\$ 4,200,000	\$ 0	\$ 0	\$ 0	\$ 21,000,000
CONSTR \$	24,960,000		2U	\$ 4,000,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 5,000,000
CONST ENG \$	518,841		TOTAL	\$ 20,800,000	\$ 5,200,000	\$ 0	\$ 0	\$ 0	\$ 26,000,000
CONTING \$	282,048								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	1,103,019								
TOTAL CST \$	\$ 27,096,618								

**FEDERAL AND STATE FUNDED GROUPED
HIGHWAY PROJECTS**

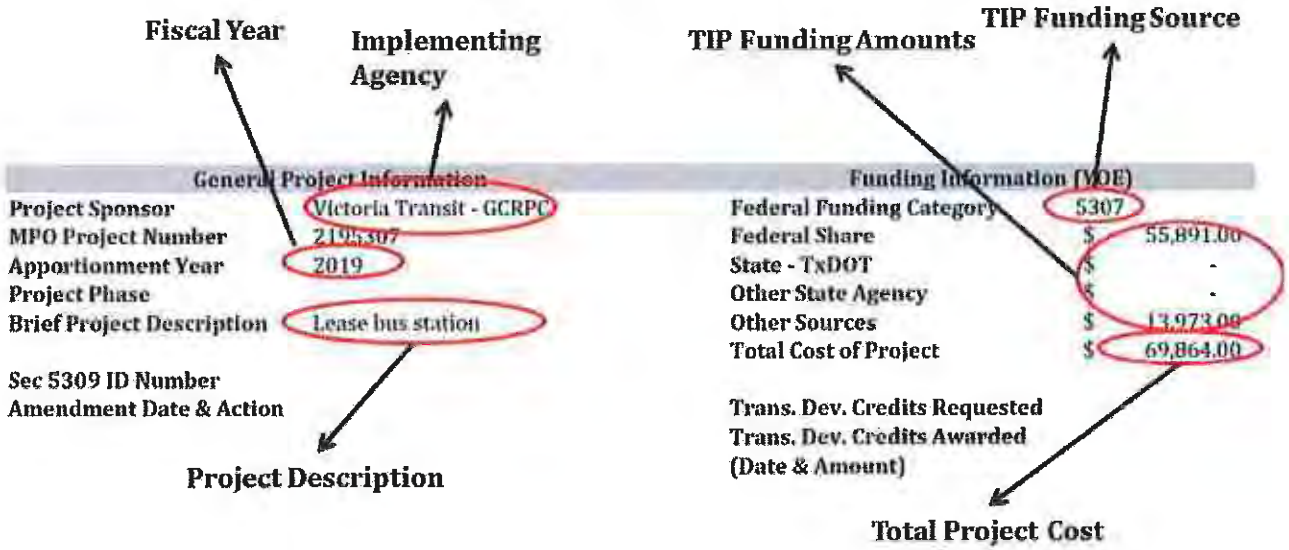
FOR INFORMATIONAL PURPOSES ONLY

HIGHWAY	County	TRIDM	TO	ESTIMATE	TYPE OF WORK	FY
BUD055T	VICTORIA	BU 77	US 77/59	\$188,828	SEAL COAT	2017
BUD0077S	VICTORIA	BU 59-T	US 77	\$168,510	SEAL COAT	2017
CR	VICTORIA	AT DRAW CR 694	(TIBILETTI RD) STR AA03-69-001	\$120,000	REPLACE BRIDGE AND APPROACHES	2017
FM0522	VICTORIA	GOLIAD C/L	0.04 MI WEST OF FM 236	\$52,875	SEAL COAT	2017
FM1985	VICTORIA	FM 236	BU 59	\$101,201	SEAL COAT	2017
SH0285	VICTORIA	0.1 MI S OF US 59	CALHOUN C/L	\$151,416	IMPROVE GUARDRAIL TO DESIGN STANDARD	2017
SH0285	VICTORIA	2.2 MI S OF US 59	0.4 MI N OF FM 1432	\$505,885	SAFETY LIGHTING	2017
SH0285	VICTORIA	FM 1432	DIVIDE	\$289,811	SEAL COAT	2017
US0059	VICTORIA	GOLIAD C/L	US 77/59	\$431,906	SEAL COAT	2017
US0087	VICTORIA	DEWITT C/L	0.33 MI NORTH OF FM 447	\$345,875	SEAL COAT	2017
US0087	VICTORIA	BS 59-T	US 59	\$176,399	SEAL COAT	2017
CR	VICTORIA	AT SPRING CREEK CR 46	(OLIVER ROAD) STR AA01-71-001	\$928,000	REPLACE BRIDGE AND APPROACHES	2018
CR	VICTORIA	AT SPRING CREEK CR 45	(RABB RD) STR AA05-30-001	\$352,000	REPLACE BRIDGE AND APPROACHES	2018
US0059	VICTORIA	LP 463	US 77	\$3,700,000	ACP OVERLAY	2018
BUD059T	VICTORIA	AT FM 236	.	\$227,061	IMPROVE TRAFFIC SIGNALS	2019
FM0516	VICTORIA	AT CHOCOLATE BAYOU	STR # 0487-05-008	\$755,000	REPLACE BRIDGE AND APPROACHES	2019
US0059	VICTORIA	2.00 MI N OF SP 91	SP 91	\$347,287	INSTALL MEDIAN BARRIER	2019
CR	VICTORIA	AT DRY CREEK CR 134	(OLD GOLIAD RD) STR # AA01-04-001	\$950,000	REPLACE BRIDGE AND APPROACHES	2020
CR	VICTORIA	AT LONE TREE CREEK CR 117	(HENDERSON RD) STR AA01-80-001	\$674,000	REPLACE BRIDGE AND APPROACHES	2020

**FEDERAL AND STATE FUNDED
TRANSIT PROJECTS**

PROJECT LISTINGS

Transit project listings are provided in the following format. The listings are organized by fiscal year. The following graphic further explains the key project information.



DEFINITIONS	
Implementing Agency	Transit agency
TIP Funding Source	5307: Urbanized formula program 5310: Seniors & Individuals with Disabilities Program 5316: Job Access & Reverse Commute 5317: New Freedom 5337: State of Good Repair Program 5339: Bus & Bus Facilities

**FY 2018 TRANSIT PROJECT LISTING
VICTORIA MPO TRANSPORTATION IMPROVEMENT PROGRAM**

REVISED 2-5-2018

General Project Information		Funding Information(YOE)		Original Funding
Project Sponsor:	Victoria Transit - GCRPC	Federal Funding Category	5307	
MPO Project Number:	2185307	Federal Share:	\$ 38,000.00	
Apportionment Year	2018	State - TxDOT:	\$ -	
Project Phase:		Other State Agency	\$ -	
Brief Project Description:	Lease Bus Station	Other Sources	\$ 9,500.00	
		Total Cost of Project	\$ 47,500.00	
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)		
General Project Information		Funding Information(YOE)		Original Funding
Project Sponsor:	Victoria Transit - GCRPC	Federal Funding Category	5307	
MPO Project Number:	2185307	Federal Share:	\$ 217,582.00	
Apportionment Year	2018	State - TxDOT:	\$ 16,147.00	
Project Phase:		Other State Agency	\$ -	
Brief Project Description:	Preventive Maintenance	Other Sources	\$ 110,738.00	
		Total Cost of Project	\$ 344,467.00	
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)		
General Project Information		Funding Information(YOE)		Original Funding
Project Sponsor:	Victoria Transit - GCRPC	Federal Funding Category	5307	
MPO Project Number:	2185307	Federal Share:	\$ 186,895.00	
Apportionment Year	2018	State - TxDOT:	\$ -	
Project Phase:		Other State Agency	\$ -	
Brief Project Description:	Non-fixed route ADA paratransit service	Other Sources	\$ 46,724.00	
		Total Cost of Project	\$ 233,619.00	
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)		
General Project Information		Funding Information(YOE)		Original Funding
Project Sponsor:	Victoria Transit - GCRPC	Federal Funding Category	5307	
MPO Project Number:	2185307	Federal Share:	\$ 500,000.00	
Apportionment Year	2018	State - TxDOT:	\$ 230,000.00	
Project Phase:		Other State Agency	\$ -	
Brief Project Description:	Operating Assistance	Other Sources	\$ 546,838.00	
		Total Cost of Project	\$ 1,276,838.00	
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)		
General Project Information		Funding Information(YOE)		Original Funding
Project Sponsor:	Victoria Transit - GCRPC	Federal Funding Category	5307	
MPO Project Number:	2185307	Federal Share:	\$ 950,000.00	\$ -
Apportionment Year	2018	State - TxDOT:	\$ -	\$ -
Project Phase:		Other State Agency	\$ -	\$ -
Brief Project Description:	Bus Replacements <30 Ft	Other Sources	\$ 900,000.00	\$ -
		Total Cost of Project	\$ 1,850,000.00	\$ -
Sec 5309 ID Number		Trans. Dev. Credits Requested		
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)		
FY2018 TOTALS				
		Federal Share	\$ 1,892,477.00	\$ -
		State-TXDOT	\$ 246,147.00	\$ -
		Other State Agency	\$ -	\$ -
		Other Sources	\$ 2,138,624.00	\$ -
		Total Cost of Project	\$ 4,277,248.00	\$ -

FINANCIAL SUMMARY

Victoria MPO - Districts 13
FY 2017 - 2020 Transportation Improvement Program
February 2018 Quarterly Revision

Funding by Category

Category	Description	FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017 - 2020	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$4,597,236	\$4,597,236	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$9,597,236	\$9,597,236
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$21,000,000	\$21,000,000	\$0	\$0	\$0	\$0	\$21,000,000	\$21,000,000
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Renab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TE / TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$4,597,236	\$4,597,236	\$26,000,000	\$26,000,000	\$0	\$0	\$0	\$0	\$30,597,236	\$30,597,236

Funding Participation Source

Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Federal	\$2,256,000	\$20,800,000	\$0	\$0	\$23,056,000
State	\$2,341,236	\$5,200,000	\$0	\$0	\$7,541,236
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$4,597,236	\$26,000,000	\$0	\$0	\$30,597,236

APPENDIX A

SELF CERTIFICATION

MPO Self-Certification

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Victoria Metropolitan Planning Organization for the Victoria urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C -- Metropolitan Transportation Planning and Programming;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Yoakum
District
Texas Department of Transportation


District Engineer

May 18, 2016
Date

Tom Halepaska
Metropolitan Planning Organization
Policy Board Chairperson


Chairperson

May 18, 2016
Date

APPENDIX B

SUMMARY OF PUBLIC COMMENTS

COMMENTS RECEIVED DURING PUBLIC REVIEW AND COMMENT PERIOD

April 7, 2016 – May 9, 2016

Date	Method	Comment
April 15, 2016	Phone	Citizen expressed general support for Loop 463 frontage road project
April 18, 2016	Phone	Citizen expressed general support for Loop 463 frontage road project
April 19, 2016	Visited MPO Office	Citizen expressed general support for Loop 463 frontage road project
May 2, 2016	Email	<p>We live at 809 Charleston Drive and are not looking forward to construction noise in backyard again especially the backup horns on the equipment.</p> <p>Does this project include noise barriers like those between Ben Jordan and Airline? Our second story bedroom faces the loop and traffic noise does not dissipate now and frontage road will bring it even closer. It's especially loud when a semi rig does engine braking to slow for exiting to B59. Does the B59 exit remain at present location? I assume it will.</p> <p>How close to the golf course property line is the frontage road laid out?</p> <p>Advocate article indicates basis for frontage road is safety. As a frequent user of the loop to and from mall area and driven and exited to B59 there other roadways in Victoria that need upgrades for safety more than this section of loop 463. If at all possible these funds should be used to repair streets in Victoria. For example Airline from Ben Wilson to Main is a washboard.</p>
May 5, 2016	Email	<p>Ms. Craighead: I appreciate the opportunity to express personal comments regarding the proposed frontage road extension along Loop 463 South/East. Although I read your return comments to Mr. Barnet, a neighbor of mine in the Colony Creek Subdivision, I don't agree with the TXDOT conclusion that the noise level from traffic along the Loop is acceptable. If you're attempting to make a point, I would just stick to "the noise level is within federal regulatory guidelines. It is not acceptable to those who are required to endure.</p> <p>My comments are questioning the validity of TXDOT's proposed position of improving traffic safety on the Loop. Increasing the amount of roadways or lanes on the Loop won't increase safety. It will only increase vehicular speed. The only thing that will increase safety on the Loop is the presence of more deputies, officers and troopers patrolling it. I often use the Loop on my return to the City, so I have to use the frontage road entering from Business US 59 or the lanes from US Hwy 59 where the Loop currently begins. If I attempt to maintain 55 miles per hour, which is posted traveling Northwest or Southeast, I'm placing my vehicle and me in jeopardy. Even going 60 mph creates anxious moments, since I'm constantly checking my rear view mirror to be sure that I won't be rammed from behind. In the areas where the posted speed limit is increased to 70 mph, most traffic is traveling at a higher rate. I don't accept that more lanes is the answer to a safer roadway. It only increases speeding, racing, tailgating, and the like.</p> <p>I won't even at length breach the subject of the cattle trucks, gravel haulers and concrete beam trucks that receive great joy from engine braking from Airline Road to the Business 59 straight-away. That is an activity that is very popular between 6:00 AM and 8:00 AM, but one</p>

		<p>can expect it anytime daily, including Sunday. I can observe from my back yard at any time during the day or night, and without actually seeing the cruiser or Tahoe, know with certainty that a trooper, deputy, or officer is on patrol. That is when all of the drivers suddenly become obedient, respectful, and compliant. Otherwise, it's a free for all.</p> <p>From me, would you also pass on to the Committee and to the TXDOT officials that the last, final construction period during which the median barriers were set and the short bridge on the Loop at the Business 59 exit from Loop 463 was expanded, took an exorbitant amount of time to be completed. It was obnoxious and extremely annoying with the beep, beep, beep, beep, beep, beep, beep (you get the message), beep.....going on all day and into the evening, including weekends. It was also extremely dusty with the liming in progress. Also, the contractor would bring his equipment make ready crew on the site between 5:30 and 6:30 AM every morning to check out its road building equipment. Of course that required very bright and powerful spotlights that shined toward our windows and houses, as well as starting up the equipment to ensure that all was operating. While there, the crew would have to sometimes move the equipment, so course beep, beep, beep, beep, beep, beep, beep (again, you get the picture), beep, beep..... I can still hear that in my sleep. There has to be some way to manage this between the residents and the construction overseer. I would have mentioned this to the project manager with TXDOT, but I wouldn't walk across the traffic lanes to reach the individual behind the barriers, and I never saw that state truck stationary. It was always moving, then it was gone.</p>
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Agenda Item 5: Consider amendments to the 2040 Metropolitan Transportation Plan

STAFF REPORT

Subject

Amendments to the 2040 Metropolitan Transportation Plan.

Summary and Background

These amendments correct discrepancies between the State Transportation Improvement Plan (STIP) and the 2040 MTP. It also corrects the funding amount from \$25 million to \$26 million for CSJ Project #0088-05-085; this project upgrades the rural freeway section by constructing frontage roads between FM 1686 and Loop 463 on US Highway 59.

Staff Recommendation

The Victoria MPO staff recommends approving this MTP amendment.

Requested Action/Motion

Motion to approve the final amendment to the 2040 MTP.

VICTORIA 2040 METROPOLITAN TRANSPORTATION PLAN



Adopted by Policy Advisory Committee: April 14, 2015
First Amendment Adopted by Policy Advisory Committee: November 10, 2015
Second Amendment by Administrative Authority: June 28, 2017
Third Amendment by Policy Advisory Committee: April 10, 2018

Table 6.4 List of Candidate Road Projects - Third Amendment Changes

Category	ID	Road	Limits from	Limits to	Description	Project Cost
Capacity	9	FM 236	US 77	FM 622	Add 3 lanes for a 4 lane undivided with continous left turn	\$ 19,200,000
Capacity	10	Loop 463	North of Business US 59	Lone Tree Rd	Add 2 lanes	\$ 4,000,000
Capacity	11	US 59	FM 1686	FM 444	Add 2 lanes	\$ 17,640,646
Capacity	12	US 77	FM 236	FM 446	Add 3 lanes for a 4 lane undivided with continous left turn	\$ 35,000,000
Capacity	1	US 77	0.42 mi east of FM 1685	1.04 mi west of US 87	Add 2 lanes	\$ 25,000,000
Capacity	13	US 77 S	US 77 / US 59 interchange	Refugio County Line	Add 2 lanes	\$ 46,410,900
Capacity	14	US 87	Zac Lentz Pkwy	FM 447	Add 2 lanes	\$ 24,505,000
Connectivity, Capacity	2	Loop 463	Mockingbird Ln	BU 59T	New construction of one-way, two-lane frontage road, EB	\$ 5,077,864
Connectivity, Capacity	3	US 59	Loop 463	US 59 / Business US 59 / FM 1686	Upgrade to Rural Freeway	\$ 26,000,000
Connectivity, Capacity	4	US 59	Hanselman Rd		Add overpass	\$ 12,000,000
Connectivity, Capacity	5	US 59	SH 185	US 87	Construct frontage roads	\$ 4,500,000
Safety	15	FM 444	US 77	US 59	Safety treat fixed objects	\$ 724,887
Safety, Capacity	6	Business US 77	Loop 463	Airline Rd	Construct center median and ACP overlay	\$ 9,500,000
Safety, Capacity	7	SH 185	FM 1432		Construct overpass	\$ 10,750,000
Safety, Capacity	8	US 87	FM 447		Construct overpass	\$ 13,356,461
Operations		Business US 59	Loop 463		Add traffic signal	\$ 340,812
System Preservation	16	FM 1090	US 87	Calhoun County Line	Seal coat	\$ 226,860
System Preservation	17	FM 1432	SH 185	End of State Maintenance	Rehabilitate roadway	\$ 1,532,025
System Preservation	18	FM 237	Dewitt County Line	FM 236	Seal coat	\$ 218,251
System Preservation	19	FM 2615	US 87	FM 1686	Seal coat	\$ 204,842
System Preservation	20	US 59	0.5 mi W of SP 91	BU 59-T	Seal coat	\$ 417,552
System Preservation	21	US 59	Jackson County Line	BU 59-T	ACP overlay	\$ 7,776,735
System Preservation	22	US 59	LP 463	US 77	ACP overlay	\$ 4,800,318
Bridge Preservation	23	CR	CR 169	Kohutek Rd	Replace bridge & approaches	\$ 331,526
Bridge Preservation	24	CR	Arenosa Creek CR 130	J2 Ranch Road	Replace bridge & approaches	\$ 334,712
Bridge Preservation	25	CR	At Spring Creek CR 46	Oliver Road	Replace bridge & approaches	\$ 936,681
Bridge Preservation	26	CR	At Dry Creek CR 134	Old Goliad Rd	Widen bridge & approaches	\$ 1,230,403
Bridge Preservation	27	CR	Victoria Barge Canal	Dupont Road	Replace bridge & approaches	\$ 2,899,252
Bridge Preservation	28	FM 616	At Chocolate Bayou		Replace bridge & approaches	\$ 760,529



CHAPTER 10: PROJECT SELECTION

CHAPTER HIGHLIGHTS

- ◆ Candidate Projects
- ◆ Project Evaluation
- ◆ Projects by Score and Rank

This chapter is the culmination of the MTP planning process designed to guide fair project selection. This process supports a fully integrated multimodal transportation system, an efficient use of available funding, and meets all federal and state regulations. The end result

is the selection of a set of transportation system projects within the given limits of available and reasonably anticipated funding through the year 2040.

This planning process has followed a logical and sequential process:

- ◆ **Chapters 1 & 2:** introduced the planning context and regulations the process follows;
- ◆ **Chapter 3:** detailed 2012 and 2040 conditions and issues facing the transportation system;
- ◆ **Chapters 4 & 5:** described the public outreach efforts that built the locally-focused set of evaluation criteria used to rate system performance and to evaluate potential projects;
- ◆ **Chapter 6:** reviewed the performance of the different transportation modes and listed potential projects to address deficiencies;

- ◆ **Chapters 7 & 8:** reviewed related safety & security and environment issues to evaluate their performance and determine their influence on the transportation system;
- ◆ **Chapter 9:** developed the financial plan to determine available funding through the year 2040 and identified specific funding categories;
- ◆ **Chapter 10:** brings together all previous work to select the list of funded and unfunded projects through 2040.

You can do anything, but you can't do everything.

David Allen

Candidate Projects

Roadway

The complete list of candidate roadway projects evaluated in this MTP is shown in **Table 10.1**. Projects were generated from a variety of sources: the MPO's 2035 MTP and FY 2015-2018 TIP; MPO Policy Advisory Committee recommendations; and projects generated as a result of analysis for this plan that revealed system deficiencies.

Victoria 2040 Long-Range Metropolitan Transportation Plan

Table 10.1 - List Roadway Projects - Third Amendment Changes

ID	Timeframe	Category	Road	Limits from	Limits to	Description	Project Cost
1	Near-term	Capacity	US 77	1.04 mi west of US 87	0.42 mi east of FM 1685	Add 2 lanes	\$25,000,000
2	Near-term	Connectivity, Capacity	Loop 463	BU 59T	Mockingbird Ln	New construction of one-way, two-lane frontage road, EB	\$5,077,864
3	Near-term	Connectivity, Capacity	US 59	FM 1685	Loop 463 (Zac Lentz)	Upgrade to Rural Freeway	\$26,000,000
4	Near-term	Connectivity, Capacity	US 59		Hanselman Rd	Add overpass	\$12,000,000
5	Near-term	Connectivity, Capacity	US 59	US 87	SH 185	Construct frontage road	\$4,500,000
6	Near-term	Safety, Capacity	Business US 77	Airline Rd	Loop 463	Construct center median and ACP overlay	\$9,500,000
7	Near-term	Safety, Capacity	SH 185		FM 1432	Construct overpass	\$10,750,000
8	Near-term	Safety, Capacity	US 87		FM 447	Construct overpass	\$13,356,461
9	Long-term	Capacity	FM 236	FM 237	US 77	Add 3 lanes for a 4 lane undivided with continuous left turn	\$19,200,000
10	Long-term	Capacity	Loop 463 (Zac Lentz)	Lone Tree Rd	North of Business US 59	Add 2 lanes.	\$4,000,000
11	Long-term	Capacity	US 59	FM 444	FM 1686	Add 2 lanes	\$17,640,646
12a	Long-term	Capacity	US 59	BU59-T	FM 446	Add 2 lanes for a 4-lane divided highway	\$10,000,000
12b	Long-term	Capacity	US 77	FM236	BU59-T	Add 2 lanes for a 4-lane divided highway	\$25,000,000
13	Long-term	Capacity	US 77 S	Refugio County Line	US 77 / US 59 interchange	Add 2 lanes	\$46,410,900
14	Long-term	Capacity	US 87	FM 447	Zac Lentz Pkwy.	Add 2 lanes	\$24,505,000
15	Near-term	Safety	FM 444	US 59	US 77	Safety treat fixed objects	\$724,887
16	Near-term	System Preservation	FM 1090	Calhoun County Line	US 87	Seal coat	\$226,860
17	Near-term	System Preservation	FM 1432	End of State Maintenance	SH 185	Rehabilitate roadway	\$1,532,025
18	Near-term	System Preservation	FM 237	FM 236	Dewitt County Line	Seal coat	\$218,251
19	Near-term	System Preservation	FM 2615	FM 1686	US 87	Seal coat	\$204,842
20	Near-term	System Preservation	US 59	BU 59-T	0.5 mi W of SP 91	Seal coat	\$417,552
21	Near-term	System Preservation	US 59	BU 59-T	Jackson County Line	ACP overlay	\$7,776,735
22	Near-term	System Preservation	US 59	US 77	LP 463	ACP overlay	\$4,800,318
23	Near-term	Bridge Preservation	CR	Kohutek Rd	CR 169	Replace bridge & approaches	\$331,526
24	Near-term	Bridge Preservation	CR	J2 Ranch Road	Arenosa Creek CR 130	Replace bridge & approaches	\$334,712
25	Near-term	Bridge Preservation	CR	Oliver Road	At Spring Creek CR 46	Replace bridge & approaches	\$936,681
26	Near-term	Bridge Preservation	CR	Old Goliad Rd	At Dry Creek CR 134	Widen bridge & approaches	\$1,230,403
27	Near-term	Bridge Preservation	CR	Dupont Road	Victoria Barge Canal	Replace bridge & approaches	\$2,899,252
28	Near-term	Bridge Preservation	FM 616		At Chocolate Bayou	Replace bridge & approaches	\$760,529

For the sake of completeness, this list includes projects with dedicated funding categories outside this MTP process. Specifically, projects 15-28 and are selected by the TxDOT Yoakum District. These projects will not be evaluated. Projects 1-14 are free-standing projects that will be evaluated below.

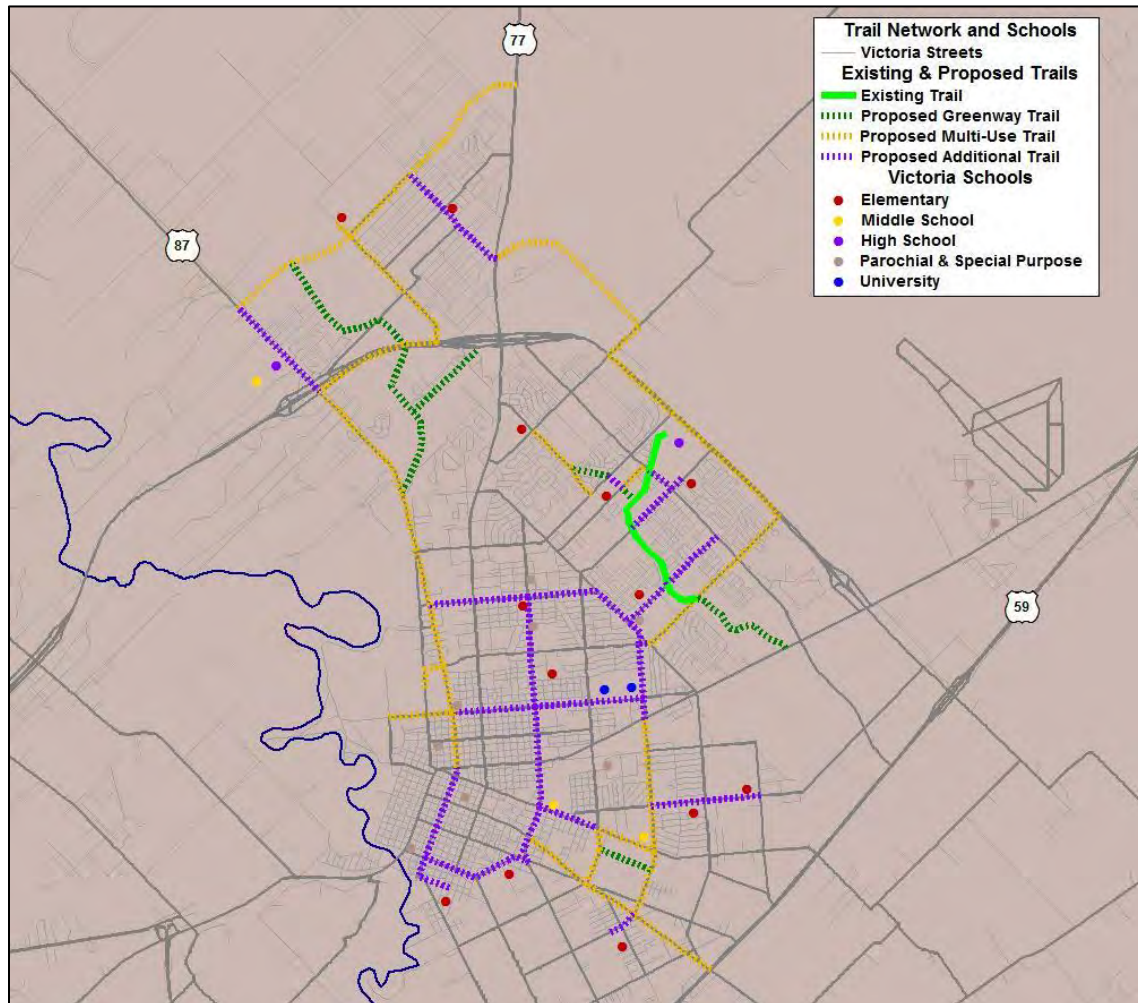
Transit

Transit projects are selected through a separate evaluation process done by Victoria Transit. They will not be evaluated, but anticipated future projects are listed in the following section.

Bicycle and Pedestrian Projects

Potential bicycle and pedestrian projects are displayed in **Figure 10.1**. Projects were generated from the City of Victoria’s Paseo de Victoria hike and bike master plan and as a result of analysis for this MTP. While these projects are not evaluated in this plan due to unavailable funding, this map creates a starting point to aid in the future development of an alternative transportation system that links schools, residences, and businesses.

Figure 10.1: Potential Bicycle and Pedestrian Projects



Project Evaluation

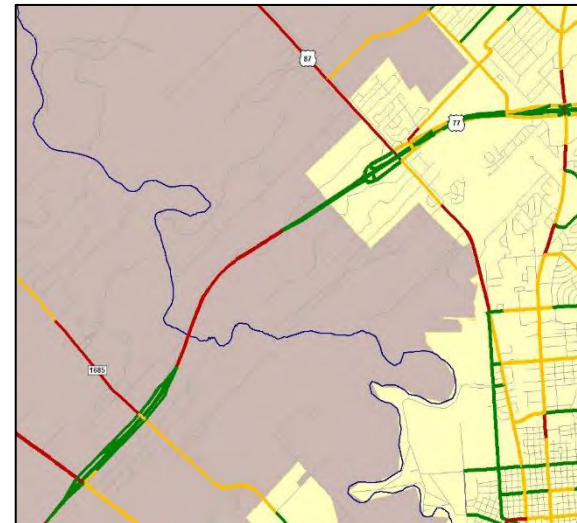
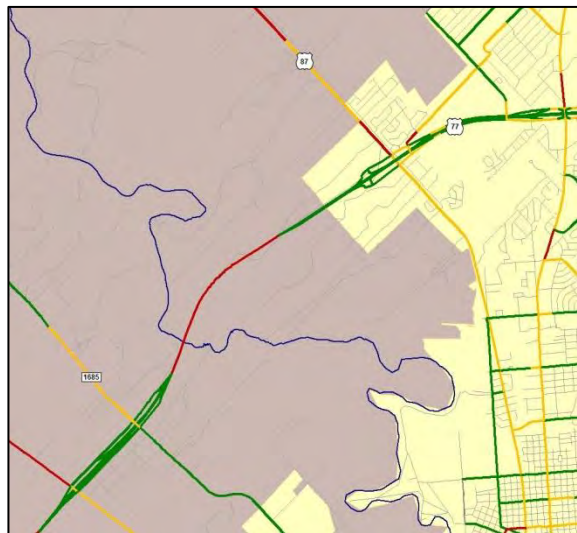
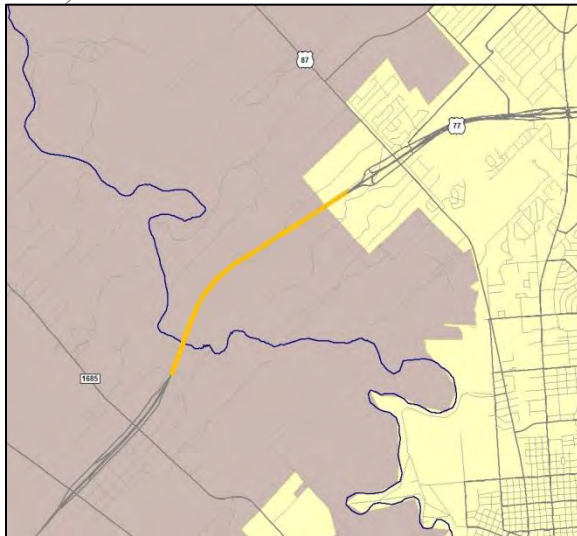
The criteria used to evaluate each project are shown in **Table 10.4**. The development of these criteria is documented in Chapter 5. The criteria were used as a “scorecard” to rank the need for each candidate project and to also evaluate how well it can address those needs.

Table 10.2: Project Evaluation Criteria

Criterion	Description	Weight
Traffic Safety	Projects to improve general safety on streets, street safety at schools, slower traffic speeds within neighborhoods, and the safety aspect of railroad crossings.	20
System Preservation	Projects to improve pavement quality and bridge condition	17
Economic Development	Projects to support job growth, access to jobs, freight movements, and regional land use goals.	16
Efficient Operations	Projects relating to traffic flow and access. Categories include signal timing, consistent speeds throughout the network, access to schools, freight operations, railroad crossings, and multimodal system connectivity.	15
Congestion	Projects related to both existing congestion and the forecast congestion in the year 2040.	12
Multimodal Development	Projects to support non-vehicular modes of transportation and the provision of pleasant amenities of such modes as a quality of life issue. This criterion includes the sidewalk network, bicycle routes, trails, bus stops, bus stop amenities, and bus turnouts.	10
Local Priorities and Funding Efficiencies	Established to capture whether a project has been selected in previous plans, public comments, cost effectiveness, overmatch of the local share, and readiness for project letting to construction.	6
Local Impact	Incorporates general considerations of a project’s impact on greenhouse gas, noise, water quality, and quality of life, as well as the separate types of impacts on historic structures. This criterion is also the vehicle for recognizing a project that contributes to reducing inequitable impacts of transportation on minority communities under the category of environmental justice.	4

Project 1: US 77 between FM 1685 and US 87 / Add 2 Lanes

Figure 10.6: US 77 Project Limits, 2012 LOS, and 2040 LOS



Several projects that upgrade Zac Lentz Parkway to a consistent four-lane freeway have been proposed. This project upgrades US 77 to a four-lane highway as it crosses the Guadalupe River. As shown in **Figure 10.6**, this portion lies between two previously upgraded sections.

The 2012 LOS is E-F and would remain in that range without the upgrade; however, by constructing this project LOS will improve to the C-D range.

Safety is always an issue when merging between four-lane and two-lane highways; while 2012 TxDOT crash data indicated no fatal injuries, a head-on fatal crash in 2014 was thought to be caused by a driver swerving into oncoming traffic to avoid debris on this two-lane undivided road. This project will make this currently high speed, high traffic roadway significantly safer.

The total score for this project is 71.

US 77: Guadalupe River Bridges	
Criteria	Weight
Traffic Safety	20
System Preservation	10
Economic Development	8
Efficient Operations	12
Address Congestion	12
Multimodal Development	0
Local Priorities & Funding Efficiencies	6
Local Impact	3
Total Score	71

Figure 10.9: Loop 463 Project Limits, 2012 LOS, and 2040 LOS



Project 2: Loop 463 between Mockingbird and Business US 59 / New Construction of One-way, Two-lane Frontage Road, EB

With new overpasses recently constructed at Mockingbird, Salem, and Airline Roads, frontage roads will be completed along the northeast portion of Loop 463. This project would complete frontage roads along the southwest side of Loop 463 and move direct access to the main lanes from Ben Jordan Street to the frontage roads.

This project serves the Caterpillar plant, industrial growth areas, the Victoria Regional Airport, and Victoria East High School. It contributes to economic development, access to jobs, efficient movements, and safety due to its proximity to these land uses.

Current performance of the main lanes is in the range of LOS C-D, with forecast performance dropping to LOS E-F in certain areas. Frontage roads would relieve some traffic from the main lanes, particularly shorter trips. Frontage roads with overpasses and turnarounds would also increase convenient flows and safety for turning movements.

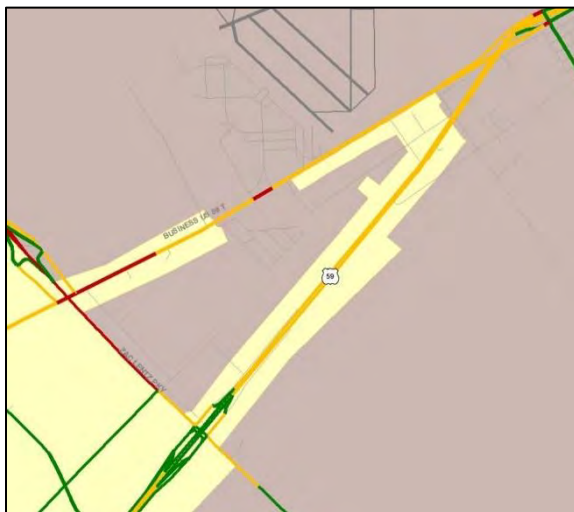
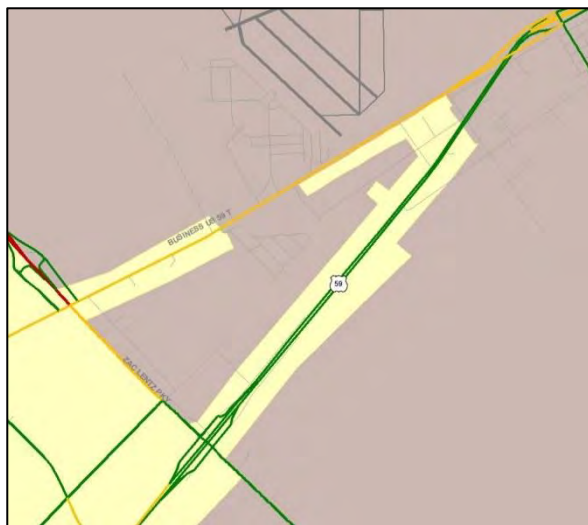
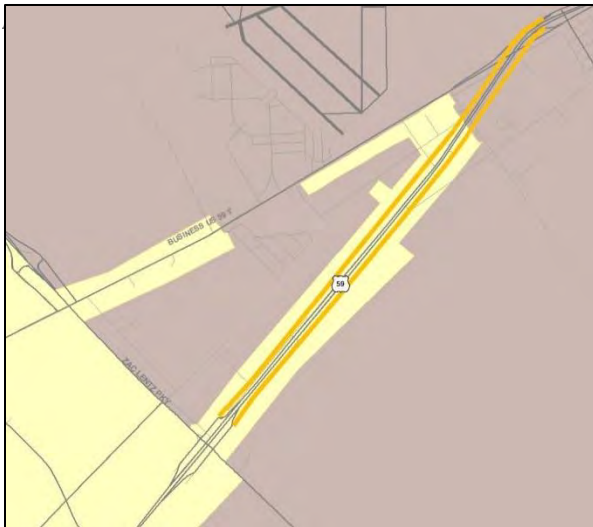
Due to its geographic locations and its role in completing paths of the Zac Lentz Parkway, this project would contribute to economic development, job access, connectivity, and safety. Continuous frontage roads are also more amenable to bicyclists, contributing to multimodal connectivity.

The total score for this project is 52.

Lp 463: Frntg Rds Mockingbird to BU 59	
Criteria	Weight
Traffic Safety	10
System Preservation	3
Economic Development	12
Efficient Operations	10
Address Congestion	6
Multimodal Development	5
Local Priorities & Funding Efficiencies	4
Local Impact	2
Total Score	52

Project 3: US 59 between Loop 463 and Business US 59/US 59 Split / Upgrade to Rural Freeway

Figure 10.10: US 59 Project Limits, 2012



This project includes the construction of one-way frontage roads along both sides of this stretch of US 59. It would continue the frontage road project currently under construction and is one piece of completing frontage roads along US 59 in the Victoria City Limits.

The segment in this project directly serves potential industrial growth areas in Victoria. **Figure 10.9** shows that without the project, the US 59 mainlanes are forecast to degrade from LOS A-B in 2012 to LOS C-D in 2040. Constructing frontage roads will relieve the mainlanes by removing some trips, and also contributing to accessibility, connectivity, and safety in the area.

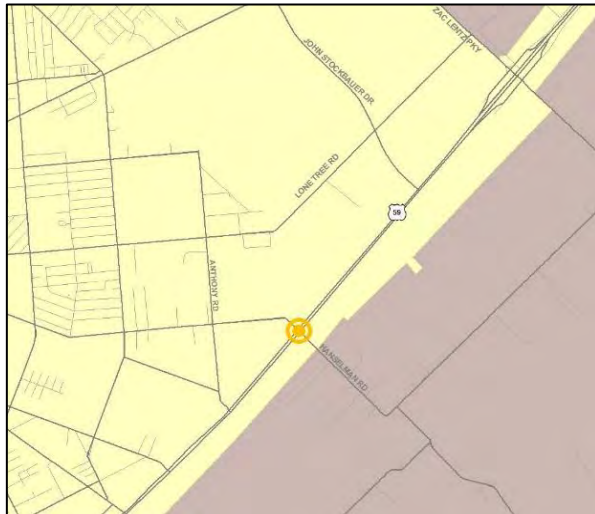
The total score for this project is 64.

US 59: Frontage Rd Loop 463 to US 59	
Criteria	Weight
Traffic Safety	20
System Preservation	3
Economic Development	12
Efficient Operations	10
Address Congestion	6
Multimodal Development	5
Local Priorities & Funding Efficiencies	6
Local Impact	2
Total Score	64

(MPO's Amended Description: Upgrade to Rural Freeway and construct frontage roads.)

Project 4: US 59 at Hanselman Road / Add Overpass

Figure 10.11: US 59 Project Limits and Aerial Photo of Existing Development



Frontage roads are currently under construction along US 59 between Loop 463 and US 87; the project is 3.446 miles long and employs one way frontage roads on both sides of US 59. This project was developed as a way to improve access to businesses adjacent to the one-way frontage roads.

Figure 10.11 shows the existing businesses along US 59. As the frontage roads are built without a crossover, access to these businesses will only be available from off ramps located some distance away. If a person misses a business, they will have to circle a considerable distance to the next turnaround.

Performance of this portion of US 59 is projected to be in the LOS C-D range for both 2012 and 2040. With the frontage roads in place, LOS is expected to remain at LOS C-D for the mainlanes, and is projected at LOS A-B for the frontage roads.

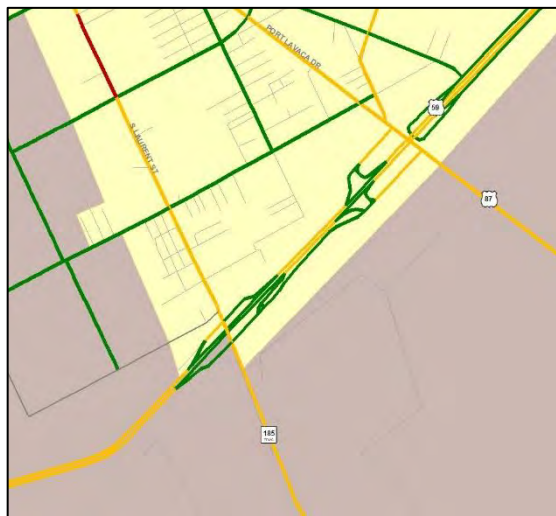
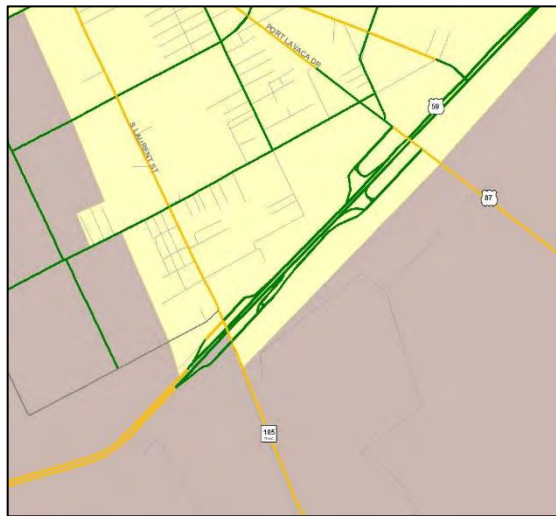
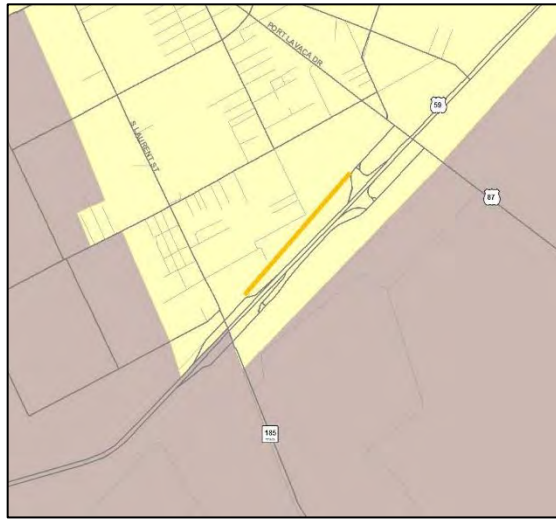
The primary purpose of this crossover project is to improve connectivity.

The total score for this project is 47.

US 59: Overpass at Hanselman Rd	
Criteria	Weight
Traffic Safety	2
System Preservation	0
Economic Development	16
Efficient Operations	15
Address Congestion	2
Multimodal Development	3
Local Priorities & Funding Efficiencies	6
Local Impact	3
Total Score	47

Project 5: US 59 between SH 185 and US 87 / Construct Frontage Road

Figure 10.12: US 59 Project Limits, 2012 LOS, and 2040 LOS



This project constructs one-way frontage roads along both sides of this stretch of US 59. It would continue the frontage road project currently under construction and is one piece of completing frontage roads along US 59 in the Victoria City Limits.

The performance of US 59 in this location is shown in **Figure 10.12**. Congestion is in the range of LOS A-B in 2012, but the volume-to-capacity ratios underlying the definition of LOS are near the dividing line between categories. In 2040, performance remains at LOS A-B travelling northbound, but decreases to LOS C-D travelling southbound. The construction of frontage roads would keep the southbound main lanes at LOS A-B.

These segments of existing frontage roads are two-way. Building continuous one-way frontage roads may create access issues, but the short distance between overpasses at SH 185 and US 87 would minimize the issues. This project would also open land for new development.

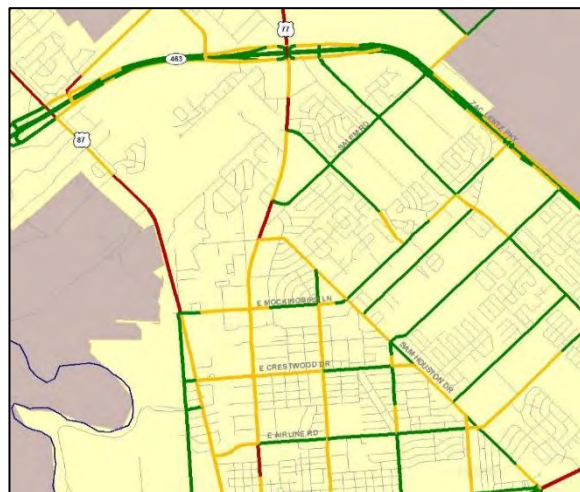
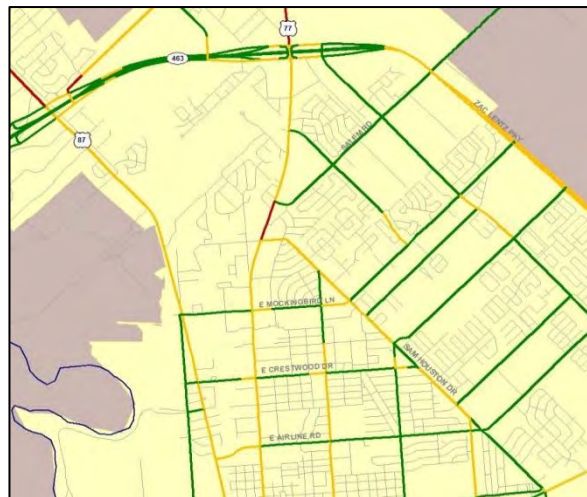
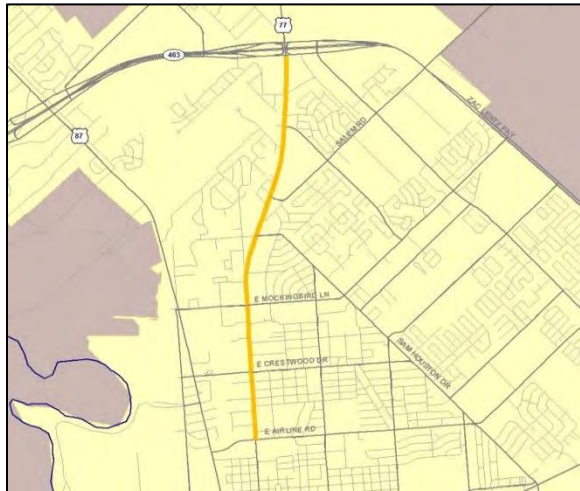
Total score for this project is 45.

US 59: Frontage Rd SH 185 to US 87	
Criteria	Weight
Traffic Safety	2
System Preservation	3
Economic Development	16
Efficient Operations	10
Address Congestion	3
Multimodal Development	3
Local Priorities & Funding Efficiencies	6
Local Impact	2
Total Score	45

(MPO’s Amended Description: Construct frontage roads. Add southbound frontage road on US 59 between SH 185 and US 87. Northbound frontage converted road to one-way frontage road on US 59 between SH 185 and US 87.)

Project 6: Business US 77 between Loop 463 and Airline Road / Construct Center Median and ACP Overlay

Figure 10.13: US 77 Project Limits, 2012 LOS, and 2040 LOS



Navarro Street / US 77 is the most heavily trafficked corridor in Victoria, and also experiences the most traffic crashes and fatalities. Chapter 7 shows that Navarro Street, with 11 of the top 20 crash locations in Victoria, accounts for almost 60% of vehicle crashes in the top 20 crash locations.

This project includes the upgrade of a center turn lane to a raised median with discrete turn bays at selected locations. This is a strategy to improve safety by regulating left-turn movements and reducing the potential for head-on collisions. Divided facilities also have greater capacity for through traffic than facilities with center turn lanes. Therefore, with limited right-of-way available, this project can improve capacity without additional lanes. Limiting left turns with a divided facility also has the potential for improved traffic flow and signal timing. This would increase the efficient operation of this important corridor.

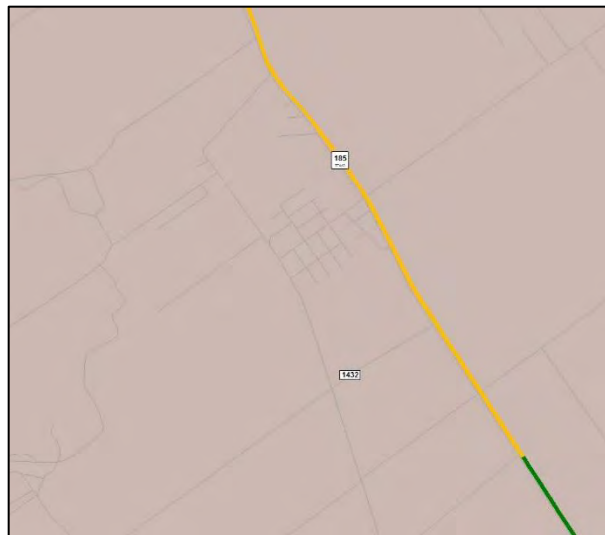
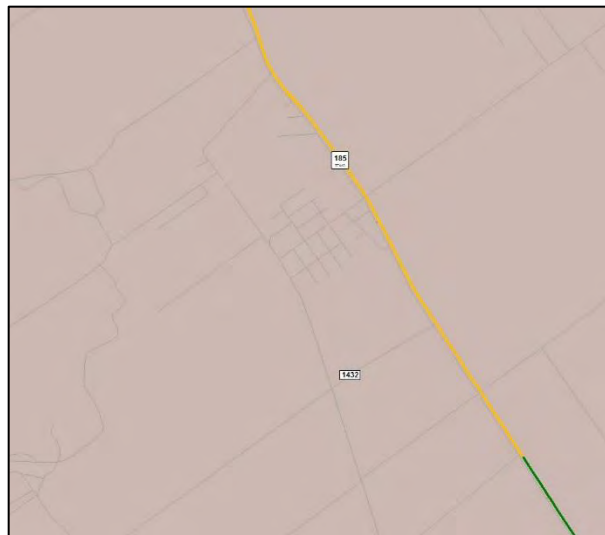
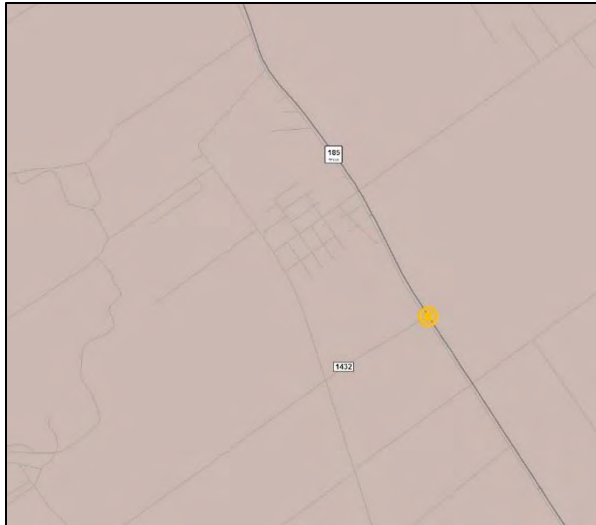
Total score for this project is 66.

BU 77: Median Loop 463 to Airline	
Criteria	Weight
Traffic Safety	20
System Preservation	8
Economic Development	8
Efficient Operations	10
Address Congestion	6
Multimodal Development	5
Local Priorities & Funding Efficiencies	6
Local Impact	3
Total Score	66

(MPO's Amended Description: Construct center median and ACP overlay install lighting and pedestrian elements along corridor.)

Project 7: SH 185 at FM 1432 / Construct Overpass

Figure 10.14: SH 185 Project Limits, 2012 LOS, and 2040 LOS



FM 1432 leads to the entrance of the Port of Victoria, which is experiencing significantly increased truck traffic compared to previous years. This project would construct an overpass at the intersection of US 87 and FM 1432 to address safety issues.

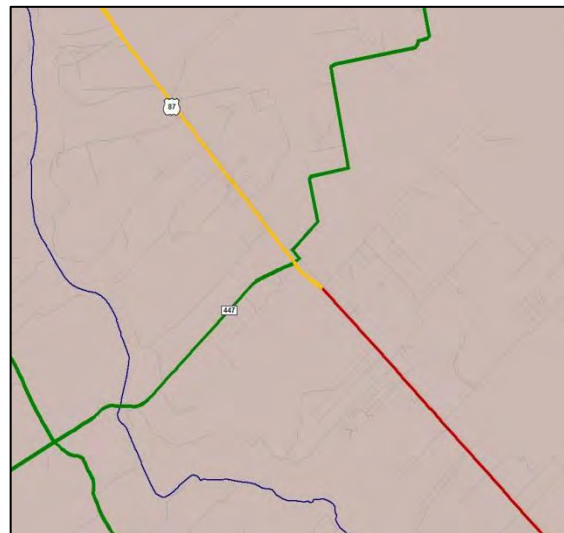
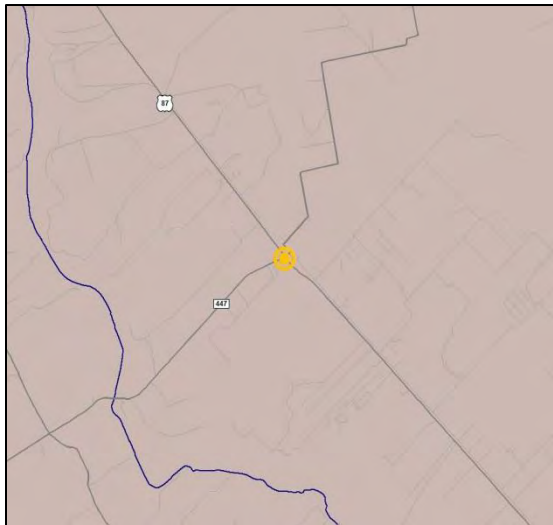
Continued oil-related shipments from the Eagle Ford shale at the port will continue to contribute to the large quantity of heavy trucks using this intersection; this can lead to future safety issues as heavy trucks and their slow turning movements interact with high-speed vehicles on SH 185.

Total score for this project is 66.

SH 185: Overpass at FM 1432	
Criteria	Weight
Traffic Safety	20
System Preservation	7
Economic Development	14
Efficient Operations	11
Address Congestion	5
Multimodal Development	0
Local Priorities & Funding Efficiencies	6
Local Impact	3
Total Score	66

Project 8: US 87 at FM 447 / Construct Overpass

Figure 10.15: US 87 Project Limits, 2012 LOS, and 2040 LOS



Safety at the intersection of US 87 and FM 447 has been a concern for TxDOT and the Victoria MPO for several years. This project will construct an overpass to reduce conflicts and improve safety.

This project was developed and selected for funding in the 2035 MTP. It is currently listed in the MPO’s FY 2015-2018 Transportation Improvement Program (TIP) and is scheduled for construction in 2016.

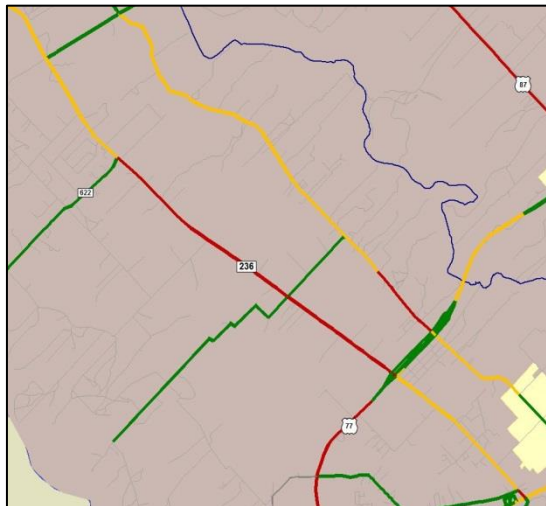
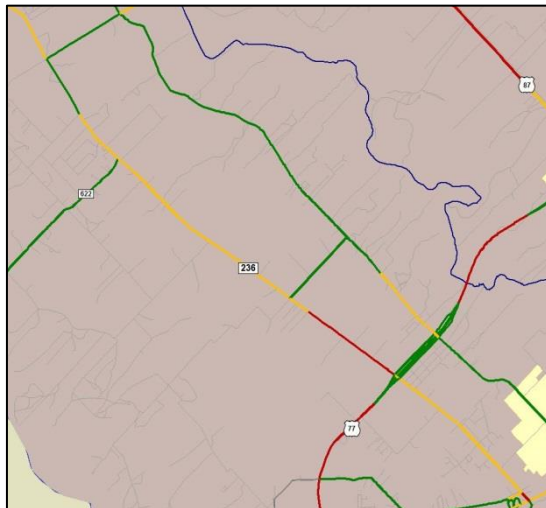
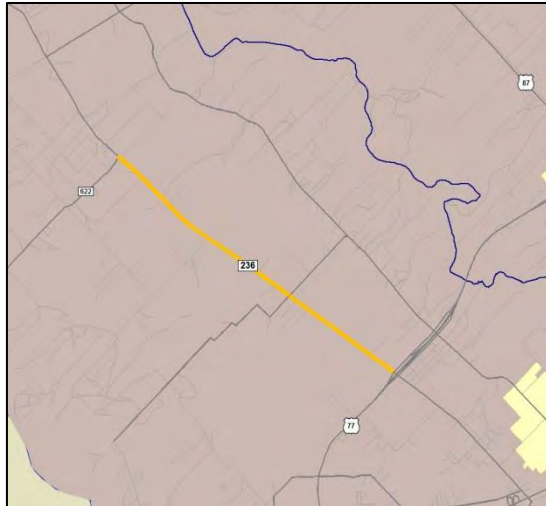
This project will reduce congestion, making traffic flow at the intersection smoother and more efficient.

The total score for this project is 67.

US 87: Overpass at FM 447	
Criteria	Weight
Traffic Safety	20
System Preservation	8
Economic Development	10
Efficient Operations	12
Address Congestion	8
Multimodal Development	0
Local Priorities & Funding Efficiencies	6
Local Impact	3
Total Score	67

Project 9: FM 236 between US 77 and FM 622 / Add 3 lanes for a 4 Lane Undivided with Continuous Left Turn

Figure 10.2: FM 236 Project Limits, 2012 LOS, and 2040 LOS



This new capacity project, spanning 5.5 miles along FM 236, was generated based on degraded LOS observed between 2012 and 2040 in the travel demand model; this project’s limit and LOS for 2012 and 2040 are shown in **Figure 10.2**. The existing area of LOS E-F is projected to expand to FM 622, with the links beyond degrading from LOS A-B and C-D to entirely LOS C-D.

Expanding the capacity of FM 236 by two lanes will create a four-lane undivided minor arterial, with a daily capacity of 16,000. This increased capacity will bring the projected 2040 LOS to level C.

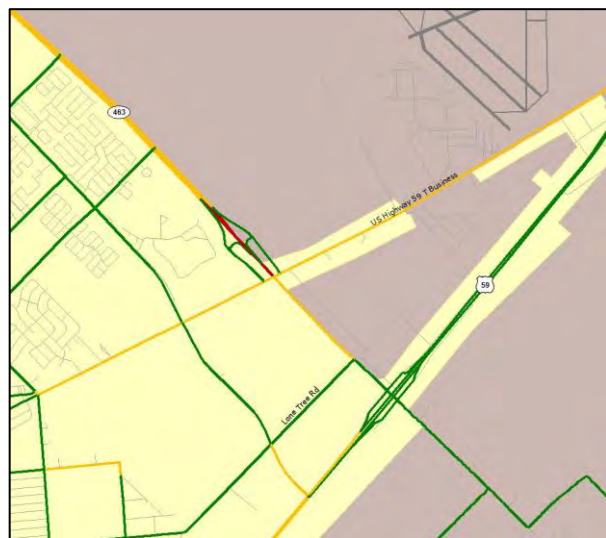
This project addresses the impacts of the anticipated demographic growth in the northwest area of the county. By improving the path into Victoria, the project contributes to economic development, job access, and access to schools.

The total score for this project is 52.

FM 236: Add Lanes US 77 to FM 622	
Criteria	Weight
Traffic Safety	10
System Preservation	10
Economic Development	12
Efficient Operations	5
Address Congestion	12
Multimodal Development	3
Local Priorities & Funding Efficiencies	0
Local Impact	0
Total Score	52

(MPO’s Amended Description: Add 3 lanes and a continuous left turn for a 4 lane undivided roadway between US 77 and FM 237.)

Figure 10.3: Loop 463 Project Limits, 2012 LOS, and 2040 LOS



Project 10: Loop 463 between Business US 59 and Lone Tree Road / Add 2 Lanes

This project adds two lanes to Loop 463 as it crosses Business US 59 in the eastern portion of Victoria; this 1.1 mile project will help complete an entirely four-lane Zac Lentz Parkway. Several recent projects that upgraded Loop 463 addressed the economic and demographic development in northeast Victoria and this project will continue improvements to serve the Caterpillar plant and possible industrial development.

The project addresses a forecasted drop in LOS from LOS A-B and C-D in 2012 to LOS C-D and E-F in 2040. Implementing the project will improve the projected 2040 LOS to LOS C.

With current and projected industrial activity in the area, this project will promote economic development and access to jobs. It also forms a high-quality connection between Loop 463 and US 59, promoting efficient operations.

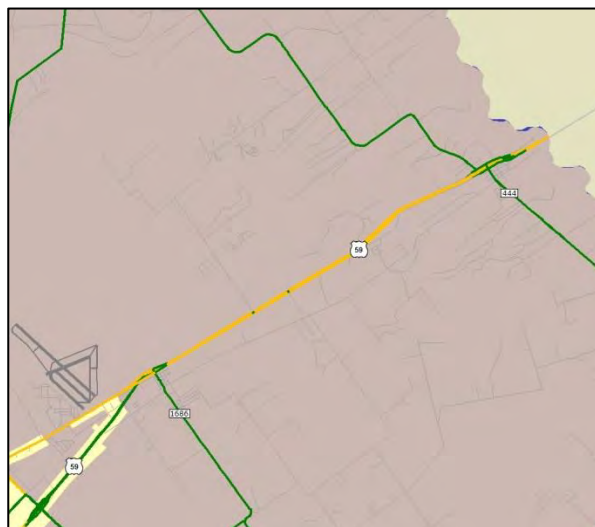
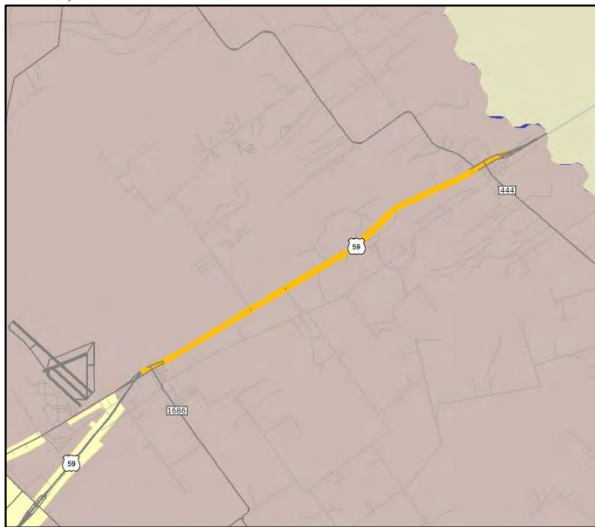
The total score for this project is 60.

Lp 463: Add Lanes US 59 to Lone Tree Rd	
Criteria	Weight
Traffic Safety	10
System Preservation	10
Economic Development	16
Efficient Operations	7
Address Congestion	12
Multimodal Development	3
Local Priorities & Funding Efficiencies	0
Local Impact	2
Total Score	60

(MPO’s Amended Description: Add 2 lanes. Add an additional lane in both directions for a 4-lane divided highway.)

Project 11: US 59 between FM 1686 and FM 444 / Add 2 Lanes

Figure 10.4: FM 1686 Project Limits, 2012 LOS, and 2040 LOS



This project addresses the projected degradation of LOS for this segment of US 59 between 2012 and 2040. Within the limits of this project, US 59 is currently a four-lane divided freeway with a daily capacity of 44,000. Traffic is projected to reach averages of 38,300 in 2040.

Adding two lanes to upgrade this segment to a six-lane divided freeway will bring the projected LOS to level C in 2040. This is also designated the future I-69 corridor and any upgrades will likely bring the road to interstate standards, further increasing capacity.

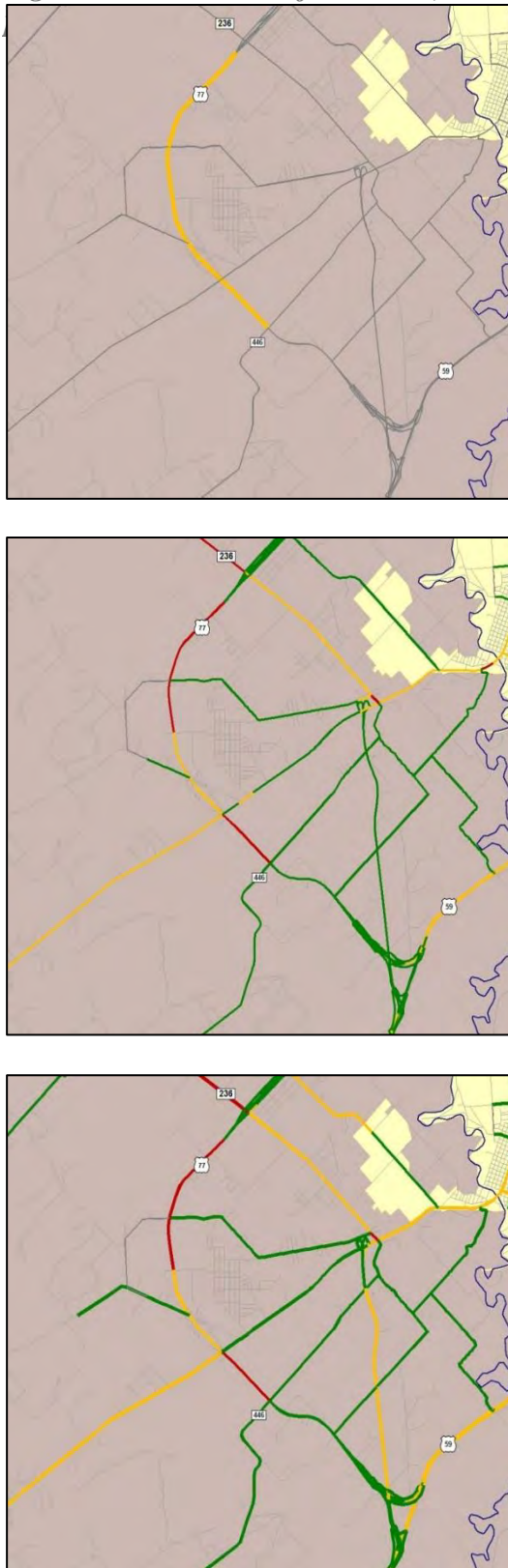
As this segment serves both industrial growth areas and the Victoria Regional Airport, it contributes to economic development and job access. It also improves the route between Victoria and Houston.

The total score for this project is 58.

US 59: Add lanes FM 1686 to FM 444	
Criteria	Weight
Traffic Safety	10
System Preservation	10
Economic Development	16
Efficient Operations	5
Address Congestion	12
Multimodal Development	3
Local Priorities & Funding Efficiencies	0
Local Impact	2
Total Score	58

Project 12a/12b: US 77 between FM 236 and FM 446 / Add 2 Lanes for a 4-lane Divided Highway

Figure 10.5: US 77 Project Limits, 2012



This project constructs two additional lanes on this segment of US 77, bringing most of Zac Lentz Parkway to a four-lane highway. This 5.1 mile stretch of roadway is operating at LOS C-F in 2012 and is expected to remain at those levels in 2040 without improvements.

All added capacity projects that improve LOS also generally improve safety; because this project also upgrades the facility from undivided to divided, it has a strong safety impact.

This project may also progress economic development by improving paths in the western and northern portions of Victoria County, which are predicted to be higher-growth areas.

The total score for this project is 48.

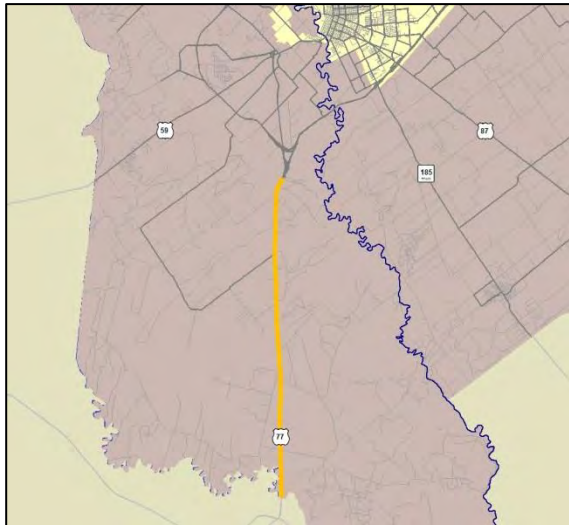
US 77: Add Lanes FM 236 to FM 446	
Criteria	Weight
Traffic Safety	10
System Preservation	10
Economic Development	7
Efficient Operations	5
Address Congestion	12
Multimodal Development	0
Local Priorities & Funding Efficiencies	4
Local Impact	0
Total Score	48

(MPO’s Amended Description: Add an additional lane in both directions for a 4-lane divided highway.)

Project 13: US 77 between US 59 and the Refugio County Line / Add 2 Lanes

Figure 10.7: US 59 Project Limits, 2012 LOS, and 2040 LOS

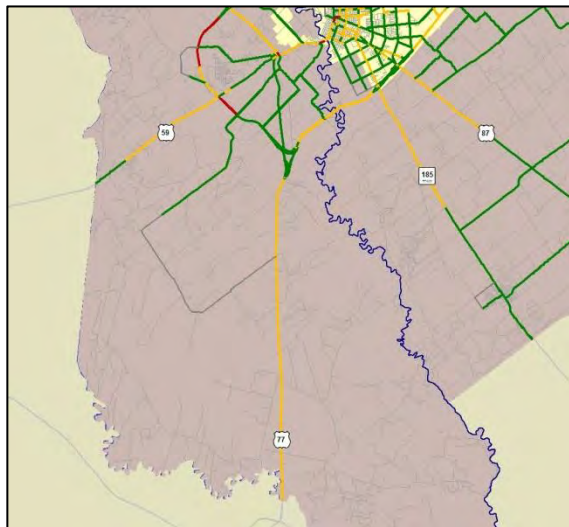
This project addresses the forecast degradation of LOS on US 59 south of Zac Lentz Parkway.



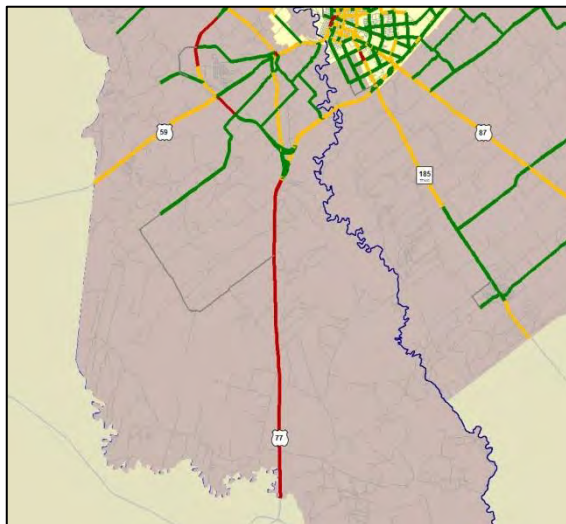
In 2012, this roadway experienced LOS C-D, with a projected LOS E-F in 2040. Adding two lanes to this four-lane divided principal arterial would supply enough capacity to raise its performance to LOS C-D.

US 77 is the most direct route connecting Victoria to Corpus Christi and to I-10; consequently, it plays an important role in economic development for the region.

The total score for this project is 55.

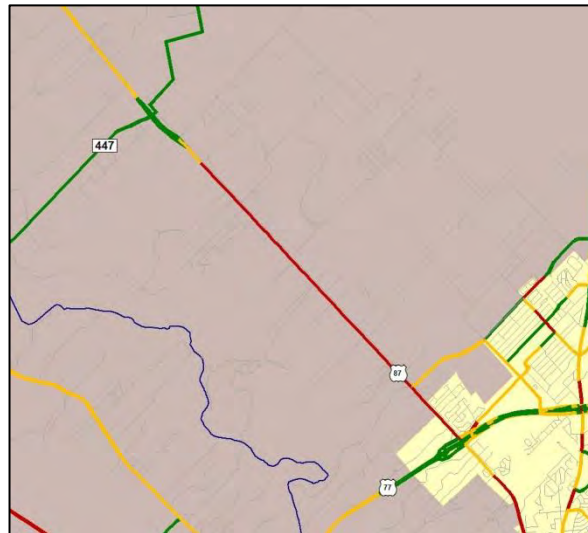
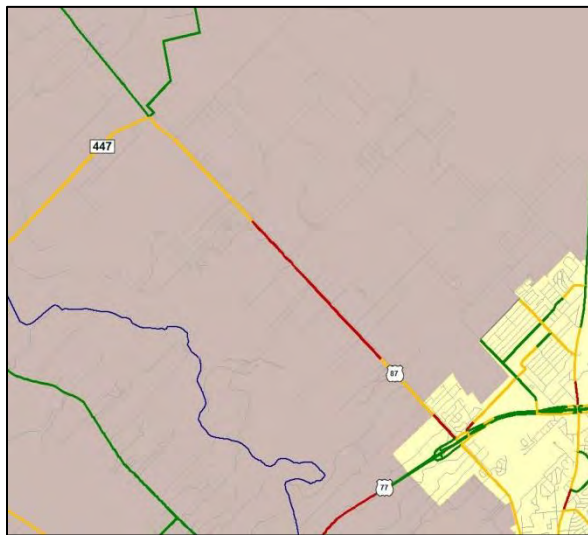
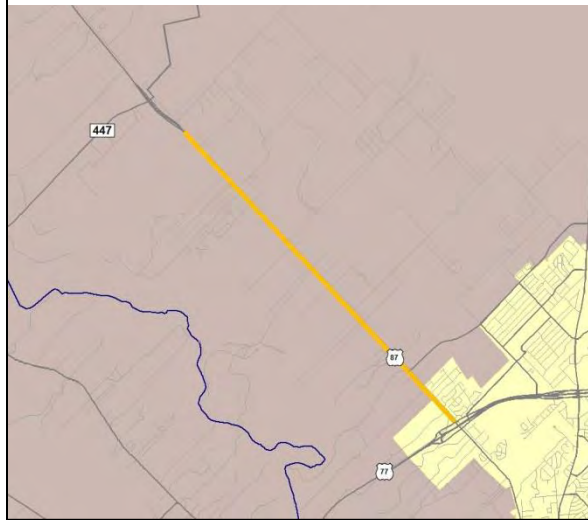


US 77: Add Lanes US 59 to Refugio County	
Criteria	Weight
Traffic Safety	10
System Preservation	10
Economic Development	11
Efficient Operations	7
Address Congestion	12
Multimodal Development	5
Local Priorities & Funding Efficiencies	0
Local Impact	0
Total Score	55



Project 14: US 87 between Zac Lentz Parkway and FM 447 / Add 2 Lanes

Figure 10.8: US 87 Project Limits, 2012 LOS, and 2040 LOS



This project addresses the anticipated decrease LOS on the northwest portion of US 87; the demographic analysis previously completed indicated that this portion of Victoria County will experience a large amount of growth by 2040.

This roadway shows LOS C-D and E-F in 2012, with a projected LOS E-F for most of the roadway in 2040. The current cross-section of the road is a four-lane principal arterial with a center turn lane. Victoria West High School, Cade Middle School, DeTar North Hospital, and other medical facilities are all located near the intersection of US 87 and Zac Lentz Parkway; this intersection is also has the highest volume of traffic in the City of Victoria. Adding two lanes to this arterial would provide enough capacity to raise its performance to LOS C-D.

The total score for this project is 53.

US 87: Add Lanes Zac Lentz to FM 447	
Criteria	Weight
Traffic Safety	10
System Preservation	10
Economic Development	11
Efficient Operations	5
Address Congestion	12
Multimodal Development	3
Local Priorities & Funding Efficiencies	0
Local Impact	2
Total Score	53

Projects by Score and Rank

Following project evaluation, roadway projects with the highest scores that can be fiscally constrained are selected, if possible. The cases in which the highest ranked projects are not selected are due to project timeframes and funding source requirements. Near-term projects will generally be selected above long-term projects. Concerning funding source requirements, Proposition 1 funding must be used in the year that it is awarded; therefore only projects that have plans under development and are within the funds awarded in a year are eligible. Projects 2 and 4, are defined by their ID numbers, are both anticipated to be funded using Proposition 1 funding.

Table 10.5 shows the complete list of projects with their evaluation score and ranking and **Table 10.6** shows the selected projects. The TxDOT selected preventative maintenance or rehabilitation and safety projects are shown for the sake of completion, but are selected without the ranking process.

Selected transit projects are shown separately in **Table 10.7**. Transit projects are grouped by category rather than shown individually and are chosen at the discretion of Victoria Transit.

Unfunded Needs

Through analysis completed for the development of this plan projects listed in **Table 10.8** were identified as needs for congestion relief, economic development, and improved safety. Due to funding constraints they were not selected and are considered “unfunded needs.” They are only included for illustrative purposes as they are outside the financial constraint of this plan. If additional federal, state, or local funding becomes available, these projects will advance accordingly.

Fiscal Constraint

This section compares the expected revenues and the total costs of selected projects. **Table 10.3** details funding for roadway projects and summarizes the total funding and project costs by TxDOT selected categories, MPO selected categories, and Proposition 1 funding. **Table 10.4** shows a similar funding summary for transit projects. Both roadway and transit project costs do not exceed projected revenue, making this a fiscally constrained plan.

Table 10.3: Roadway Fiscal Constraint, FY 2015-2040

Category	Category Description	Total Funding	Total Project Costs
1	Preventative Maintenance and Rehabilitation	\$ 19,962,754	
2	Metropolitan and Urban Area Corridor Projects	\$ 14,866,900	
3	Non-Traditionally Funded Transportation Projects	\$ -	
4	Statewide Connectivity Corridor Projects	\$ -	
5	Congestion Mitigation and Air Quality Improve	\$ -	
6	Sturctures Replacement and Rehabilitation Bridge Program; Railroad Grade Separation	\$ 4,967,126	
7	Metropolitan Mobility / Rehabilitation	\$ -	
8	Safety	\$ 617,924	
9	Transportation Enhancements and Transportation Alternatives	\$ -	
10	Supplemental Transportation Projects	\$ -	
11	District Discretionary	\$ 14,206,400	
12	Strategic Priority	\$ -	
Prop 1	Combined categories for Fiscal Years 2015-2017	\$ 40,027,000	\$ 40,027,000
Total	Total of TxDOT-selected categories	\$ 39,754,204	\$ 22,394,573
Total	Total of MPO-selected category 2	\$ 14,866,900	\$ 13,356,461
Total		\$ 94,648,104	\$ 75,778,034

Table 10.4: Transit Fiscal Constraint, FY 2015-2040

Category	Category Description	Projected Revenue	Total Project Costs
5307	Urbanized Area Formula Grant Program	\$88,058,257	\$88,058,257
5339	Capital Improvement Program	\$ 4,264,000	\$ 4,264,000

Table 10.5: Candidate Roadway Projects, Score, and Rank

Table 10.5 - Third Amendment Changes									
Rank	Score	ID	Timeframe	Category	Road	Limits from	Limits to	Description	Project Cost
1	71	1	Near-term	Capacity	US 77	1.04 mi west of US 87	0.42 mi east of FM 1685	Add 2 lanes	\$25,000,000
2	67	8	Near-term	Safety, Capacity	US 87		FM 447	Construct overpass	\$13,356,461
3	66	7	Near-term	Safety, Capacity	SH 185		FM 1432	Construct overpass	\$10,750,000
4	66	6	Near-term	Safety, Capacity	Business US 77	Airline Rd	Loop 463	Construct center median and ACP overlay	\$9,500,000
5	64	3	Near-term	Connectivity, Capacity	US 59	US 59 / Business US 59	Loop 463	Upgrade to Rural Freeway	\$26,000,000
6	60	10	Long-term	Capacity	Loop 463	Lone Tree Rd	North of Business US 59	Add 2 lanes	\$4,000,000
7	58	11	Long-term	Capacity	US 59	FM 444	FM 1686	Add 2 lanes	\$17,640,646
8	55	13	Long-term	Capacity	US 77 S	Refugio County Line	US 77 / US 59 interchange	Add 2 lanes	\$46,410,900
9	53	14	Long-term	Capacity	US 87	FM 447	Zac Lentz Pkwy.	Add 2 lanes	\$24,505,000
10	52	9	Long-term	Capacity	FM 236	FM 622	US 77	Add 3 lanes for a 4 lane undivided with continuous left	\$19,200,000
11	52	2	Near-term	Connectivity, Capacity	Loop 463	BU 59T	Mockingbird Ln	New construction of one-way, two-lane frontage road, EB	\$ 5,077,864
12	48	12	Long-term	Capacity	US 77 and US 59	FM 446	FM 236	Add 2 lanes for a 4-lane divided highway	\$40,000,000
13	47	4	Near-term	Connectivity, Capacity	US 59		Hanselman Rd	Add overpass	\$12,000,000
14	45	5	Near-term	Connectivity, Capacity	US 59	US 87	SH 185	Construct frontage roads	\$ 4,500,000
TxDOT		15	Near-term	Safety	FM 444	US 59	US 77	Safety treat fixed objects	\$ 724,887
TxDOT		16	Near-term	System Preservation	FM 1090	Calhoun County Line	US 87	Seal coat	\$ 226,860
TxDOT		17	Near-term	System Preservation	FM 1432	End of State Maintenance	SH 185	Rehabilitate roadway	\$ 1,532,025
TxDOT		18	Near-term	System Preservation	FM 237	FM 236	Dewitt County Line	Seal coat	\$ 218,251
TxDOT		19	Near-term	System Preservation	FM 2615	FM 1686	US 87	Seal coat	\$ 204,842
TxDOT		20	Near-term	System Preservation	US 59	BU 59-T	0.5 mi W of SP 91	Seal coat	\$ 417,552
TxDOT		21	Near-term	System Preservation	US 59	BU 59-T	Jackson County Line	ACP overlay	\$ 7,776,735
TxDOT		22	Near-term	System Preservation	US 59	US 77	LP 463	ACP overlay	\$ 4,800,318
TxDOT		23	Near-term	Bridge Preservation	CR	Kohutek Rd	CR 169	Replace bridge & approaches	\$ 331,526
TxDOT		24	Near-term	Bridge Preservation	CR	J2 Ranch Road	Arenosa Creek CR 130	Replace bridge & approaches	\$ 334,712
TxDOT		25	Near-term	Bridge Preservation	CR	Oliver Road	At Spring Creek CR 46	Replace bridge & approaches	\$ 936,681
TxDOT		26	Near-term	Bridge Preservation	CR	Old Goliad Rd	At Dry Creek CR 134	Widen bridge & approaches	\$ 1,230,403
TxDOT		27	Near-term	Bridge Preservation	CR	Dupont Road	Victoria Barge Canal	Replace bridge & approaches	\$ 2,899,252
TxDOT		28	Near-term	Bridge Preservation	FM 616		At Chocolate Bayou	Replace bridge & approaches	\$ 760,529

Table 10.6: Selected Roadway Projects Through 2040

Table 10.6 - First Amendment Changes

Rank	Score	ID	Category	Road	Limits from	Limits to	Description	Project Cost
1	71	1	Capacity	US 77	1.04 mi west of US 87	0.42 mi east of FM 1685	Add 2 lanes	\$25,000,000
2	67	8	Safety, Capacity	US 87		FM 447	Construct overpass	\$13,356,461
11	52	2	Connectivity, Capacity	Loop 463	BU 59T	Mockingbird Ln	New construction of one-way, two-lane frontage road, EB	\$ 5,077,864
13	47	4	Connectivity, Capacity	US 59		Hanselman Rd	Add overpass	\$12,000,000
TxDOT		15	Safety	FM 444	US 59	US 77	Safety treat fixed objects	\$ 724,887
TxDOT		16	System Preservation	FM 1090	Calhoun County Line	US 87	Seal coat	\$ 226,860
TxDOT		17	System Preservation	FM 1432	End of State Maintenance	SH 185	Rehabilitate roadway	\$ 1,532,025
TxDOT		18	System Preservation	FM 237	FM 236	Dewitt County Line	Seal coat	\$ 218,251
TxDOT		19	System Preservation	FM 2615	FM 1686	US 87	Seal coat	\$ 204,842
TxDOT		20	System Preservation	US 59	BU 59-T	0.5 mi W of SP 91	Seal coat	\$ 417,552
TxDOT		21	System Preservation	US 59	BU 59-T	Jackson County Line	ACP overlay	\$ 7,776,735
TxDOT		22	System Preservation	US 59	US 77	LP 463	ACP overlay	\$ 4,800,318
TxDOT		23	Bridge Preservation	CR	Kohutek Rd	CR 169	Replace bridge & approaches	\$ 331,526
TxDOT		24	Bridge Preservation	CR	J2 Ranch Road	Arenosa Creek CR 130	Replace bridge & approaches	\$ 334,712
TxDOT		25	Bridge Preservation	CR	Oliver Road	At Spring Creek CR 46	Replace bridge & approaches	\$ 936,681
TxDOT		26	Bridge Preservation	CR	Old Goliad Rd	At Dry Creek CR 134	Widen bridge & approaches	\$ 1,230,403
TxDOT		27	Bridge Preservation	CR	Dupont Road	Victoria Barge Canal	Replace bridge & approaches	\$ 2,899,252
TxDOT		28	Bridge Preservation	FM 616		At Chocolate Bayou	Replace bridge & approaches	\$ 760,529

Table 10.7: Selected Transit Projects Through 2040

Category	Description	Federal	State	Other	Total
5307	Acquisition bus shelters	\$ 944,553	\$ -	\$ 236,073	\$1,180,626
	Lease bus station	\$ 758,613	\$ 189,671	\$ -	\$948,284
	Preventative maintenance	\$ 7,860,119	\$ 2,715,882	\$ 3,131,469	\$13,707,469
	Non-fixed route ADA paratransit	\$ 4,759,278	\$ 588,878	\$ 605,296	\$5,953,453
	Security training	\$ 472,460	\$ -	\$ 118,127	\$590,587
	Operating assistance	\$ 32,797,749	\$ 7,265,866	\$ 25,614,222	\$65,677,838
	5307 Total	\$47,592,772	\$10,760,298	\$29,705,187	\$88,058,257
5339	Bus replacements	\$ 4,264,000	\$ -	\$ -	\$4,264,000
	5339 Total	\$ 4,264,000	\$ -	\$ -	\$4,264,000

Table 10.8: Unfunded Roadway Projects

Table 10.8 - Third Amendment Changes

Rank	Score	ID	Category	Road	Limits from	Limits to	Description	Project Cost
3	66	7	Safety, Capacity	SH 185		FM 1432	Construct overpass	\$ 10,750,000
4	66	6	Safety, Capacity	Business US 77	Airline Rd	Loop 463	Construct center median	\$ 3,500,000
5	64	3	Connectivity, Capacity	US 59	US 59 / Business US 59	Loop 463	Construct frontage roads and overpass	\$ 26,000,000
6	60	10	Capacity	Loop 463	Lone Tree Rd	North of Business US 59	Add 2 lanes	\$ 1,783,000
7	58	11	Capacity	US 59	FM 444	FM 1686	Add 2 lanes	\$ 17,640,646
8	55	13	Capacity	US 77 S	Refugio County Line	US 77 / US 59 interchange	Add 2 lanes	\$ 46,410,900
9	53	14	Capacity	US 87	FM 447	Zac Lentz Pkwy.	Add 2 lanes	\$ 24,505,000
10	52	9	Capacity	FM 236	FM 622	US 77	Add 2 lanes	\$ 14,926,700
12	48	12	Capacity	US 77 and US 5	FM 446	FM 236	Add 2 lanes	\$ 40,000,000
14	45	5	Connectivity, Capacity	US 59	US 87	SH 185	Construct frontage roads	\$ 4,500,000