VICTORIA MPO
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2025-12

A RESOLUTION BY THE VICTORIA METROPOLITAN PLANNING ORGANIZATION POLICY ADVISORY COMMITTEE TO APPROVE THE FIRST AMENDMENT TO THE MOVE VICTORIA 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

WHEREAS, the Victoria Metropolitan Planning Organization (MPO) Policy Advisory Committee is the transportation planning decision-making body for the Victoria Metropolitan Planning Area; and,

WHEREAS, the Victoria MPO is responsible for amending the Move Victoria 2050 MTP to reflect changes to project descriptions, costs, and termini; and,

WHEREAS, Victoria MPO recommends approval of the proposed first amendment to the Move Victoria 2050 Metropolitan Transportation Plan via resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE VICTORIA MPO POLICY ADVISORY COMMITTEE:

Section 1. The Policy Advisory Committee hereby approves the first amendment to the Move Victoria 2050 Metropolitan Transportation Plan; and,

Section 2. This resolution shall be effective immediately upon adoption.

ADOPTED: SEPTEMBER 23, 2025

I hereby certify that this resolution was adopted by the Policy Advisory Committee of the Victoria Metropolitan Planning Organization in special session:

DocuSigned by:
BY: Jan Scott
E5889D1EE0A9419...
JAN SCOTT, CHAIR

DocuSigned by:
BY: Maggie Bergeron
514FE90C1E0D422...
MAGGIE BERGERON, AICP
MPO ADMINISTRATOR

VICTORIA MPO
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 2025-05

A RESOLUTION BY THE VICTORIA METROPOLITAN PLANNING ORGANIZATION POLICY ADVISORY COMMITTEE ADOPTING THE MOVE VICTORIA 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

WHEREAS, the Victoria Metropolitan Planning Organization Policy Advisory Committee is designated by the Governor of Texas, in accordance with federal law, as the transportation planning decision-making body for the Victoria metropolitan planning area, which represents all of Victoria County; and,

WHEREAS, The Victoria MPO is responsible for developing and publishing the MTP, a 25-year plan of fiscally constrained transportation system improvements in the Victoria MPO; and,

WHEREAS, a 30-day public comment period was held to solicit input and staff held three public meetings to obtain citizen feedback; and;

WHEREAS, the Victoria MPO's 2050 Temporary Technical Advisory Committee (TTAC) reviewed the 2050 MTP and recommended it for approval by the Policy Advisory Committee for adoption; and;

NOW, THEREFORE, BE IT RESOLVED BY THE VICTORIA MPO POLICY ADVISORY COMMITTEE:

Section 1. The Policy Advisory Committee finds that MPO has followed accepted practice in the development of the Move Victoria 2050 Metropolitan Transportation Plan and has completed the required public comment period; and,

Section 2.The Move Victoria 2050 MTP and this resolution are officially adopted and effective immediately; and,

Section 3. The MPO Administrator is hereby authorized to public the Move Victoria 2050 MTP on behalf of the Policy Advisory Committee and transmit the document to the Texas Department of Transportation Planning and Programming Division, the Federal Highway Administration, and the Federal Transit Administration.

ADOPTED in Regular Session on this the **8th** day of **April 2025.**

I hereby certify that this resolution was adopted by the Policy Advisory Committee of the Victoria Metropolitan Planning Organization in regular session:

BY: DocuSigned by: Jan Scott E58890TEE0A9419... **JAN SCOTT, CHAIR**

BY: DocuSigned by: Maggie Bergeron 3144E36C4E6D422... **MAGGIE BERGERON, AICP MPO ADMINISTRATOR**

MOVE VICTORIA 2050

Metropolitan Transportation Plan

April 2025

Prepared in Cooperation With

The Victoria Metropolitan Planning Organization (MPO)

Victoria MPO Temporary Technical Advisory Committee (TTAC)

Victoria MPO Policy Advisory Committee

Texas Department of Transportation (TxDOT)

This plan covers a 25-year planning horizon for the Victoria Metropolitan Planning Area, encompassing all of Victoria County. This document was reviewed and adopted by the Victoria Metropolitan Planning Organization's Policy Advisory Committee on April 8, 2025, with an effective date of April 8, 2025.

Victoria Metropolitan Planning Organization Notice of Non-Discrimination

Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CRF part 21; 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; and Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender.

The Victoria MPO is committed throughout the development of its plans and programs to ensure that no person on the grounds of age, gender, race, color or national origin is excluded from participation in, denied the benefits of, or subjected to discrimination under any program receiving federal financial assistance. The Victoria MPO plans continue to work on improving the accessibility of employment within the MPO study area.

Complaints of alleged discrimination and inquiries regarding the MPO's nondiscrimination policies may be directed to Maggie Bergeron, AICP, Planning Administrator, 700 N Main St Ste 129, Victoria, TX 77901 Or by phone (361) 485 – 3360 or by email at mbergeron@victoriatx.org

Funding and Credit Disclaimer Statement

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 503 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S.C. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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CHAPTER 1: INTRODUCTION

Overview

Metropolitan transportation planning is a cooperative, comprehensive, and continuous ("3-C") process. This process is conducted by the Metropolitan Planning Organization (MPO), in coordination with the Texas Department of Transportation (TxDOT), transit operators, numerous stakeholders from throughout the region, and the public to create a vision for the future of transportation in the region.

This 3-C process, which is prescribed by federal regulations, is designed to assist the MPO in prioritizing short- and long-term investments in the regional transportation system over the next 25 years through a proactive public participation process that involves all users of the transportation system. This document is an update to the current Metropolitan Transportation Plan (MTP) for the years 2025 -2050. The Victoria Metropolitan Planning Organization initiated this update in January 2024.

This MTP was developed over a 12-month period, during which time several rounds of public and stakeholder meetings were conducted, technical data was analyzed, existing plans and studies were compiled and reviewed, and potential projects were evaluated according to community goals and performance-based criteria. The resulting product is a comprehensive blueprint for the future of investment in the transportation system that considers all modes and the needs of all users.

The planning area for the Move Victoria 2050 MTP encompasses all of Victoria County, Texas. Figure 1-1 shows the boundary of the MPO study area, as well as the City of Victoria and major transportation facilities. Facilities and features within the study area are discussed in greater detail in chapter 4 of this MTP.

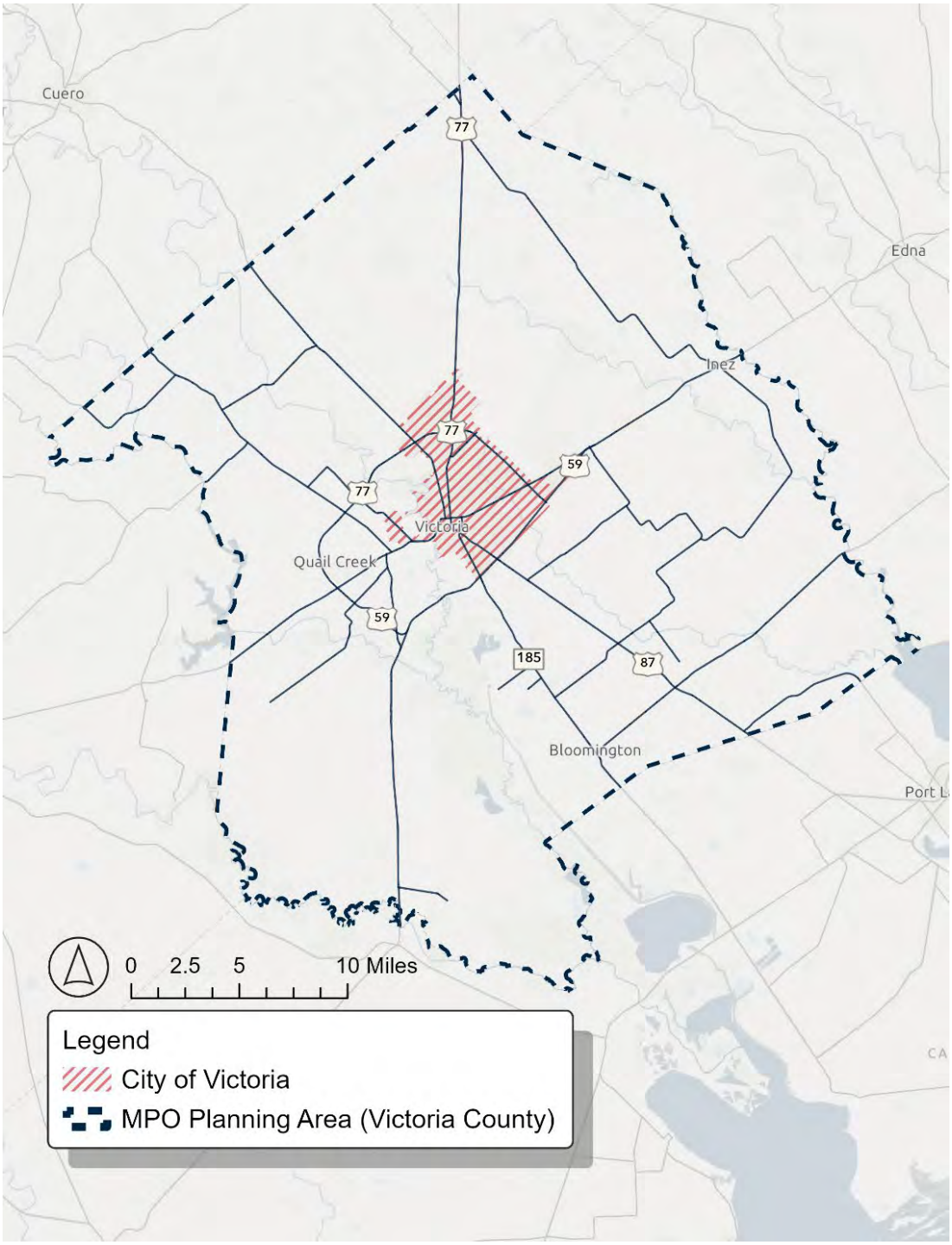
Metropolitan Planning Organizations

With the passage of the Federal Highway Act of 1962, all major cities within the United States were required to adopt an MTP to guide the long-term development of the transportation system. The Act established specific rules and regulations for carrying out the long-range transportation planning process and required the formation of MPOs for any urbanized area (UZA) with a population greater than 50,000. Under federal regulations, MPOs are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process, in cooperation with the State and local governments, to develop the MTP and determine how best to invest federal transportation funding in the region.

Legislative Authority for the MTP

Following passage of the Federal Highway Act of 1962, Congress has passed a series of surface transportation bills that have continued to require MPOs to develop a metropolitan transportation plan to be eligible for federal funding. The Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Act (BIL), was passed in 2021. The IIJA continued the provisions and requirements of previous surface transportation legislation such as the Fixing America's Surface Transportation (FAST) Act, with the addition of several new programs and requirements. The Victoria 2050 MTP was developed in compliance with the latest legislation.

Figure 1-1: Victoria MPO Study Area



Victoria MPO

The Victoria Metropolitan Planning Organization (MPO) is the organization designated by the Governor of Texas in 1982 as being responsible, together with the State, for carrying out the provisions of 23 USC §134, 59 USC §5303 (Metropolitan Transportation Planning) and 23 CFR 450.300 et seq. (Metropolitan Transportation Planning and Programming) and is established pursuant to those same US Codes. The

MPO is the forum for cooperative decision making by principal elected and appointed officials of general-purpose local governments, in the Victoria Metropolitan Planning Area (MPA).

Policy Advisory Committee

Elected and appointed officials comprise the Policy Advisory Committee (PAC), which is responsible for approving and adopting all the transportation planning activities and programs of the MPO. The PAC was established to meet federal requirements and ensure a regional voice in policy and decision making in the Metropolitan Transportation Planning Process. Membership of the PAC is governed by agreement between the affected local governments and the Governor of Texas and is reviewed periodically to ensure adequate representation of all parties. Membership consists of 10 voting members, with representatives from the following member agencies as detailed in Table 1-1.

Table 1-1: Policy Advisory Committee Members

Member Agency Representation
Janis L. Scott, City of Victoria Council Member, Chair
Danny Garcia, Victoria County Commissioner, Vice-Chair
Jesús A. Garza, City of Victoria City Manager
Ken Gill, City of Victoria Director of Public Works
James Janak, TxDOT Victoria Area Engineer
Vinicio "Lenny" Llerena, Victoria Regional Airport
Mark Loffgren, City of Victoria Council Member
Jason Ohrt, Victoria County Commissioner
Sean Stibich, Port of Victoria
Jeff Vinklarek, TxDOT Yoakum District Engineer

Temporary Technical Advisory Committee

The Temporary Technical Advisory Committee (TTAC) was formed to serve in a technical advisory role to the PAC and was responsible for professional and technical review of work programs, policy recommendations, and transportation planning activities as well as reviewing the development of this MTP update. The TTAC is represented by local and state technical and professional personnel that are knowledgeable in the transportation field. The TTAC members lent their invaluable regional knowledge to the scoring methodology and ranking of proposed projects for this plan. Members of the TTAC are listed below.

- JR Amaya, Banking Center President, Prosperity Bank
- Andrew Deras, Transportation Planner, Victoria Transit
- Shanquil Fennell, Director of Transportation, Victoria ISD
- Ken Gill, Public Works Director, City of Victoria
- John Johnston, County Engineer, Victoria County
- David Sheblak, City Engineer, City of Victoria
- Sean Stibich, Executive Director, Port of Victoria
- Jonas Titus, President, Victoria Economic Development Corporation
- Ashlie Thomas, Vice-President, C.L. Thomas Inc
- Jeffery Vinklarek, Yoakum District Engineer, TxDOT

MTP Plan Components

The planning process used for the creation of the Move Victoria 2050 MTP is prescribed by state and federal regulations, but the vision that drives the process is developed locally. This MTP visioning process focused on gathering locally generated plans and information, as well as the knowledge and wisdom of the local community, while following the state and federal guidelines that direct the general planning process. The Victoria MPO is responsible for programming regional transportation projects for implementation using federal transportation funding. The MTP provides a framework for analyzing the current and future regional travel demand and creating a blueprint for addressing the future transportation needs within the Victoria Urbanized Area.

Guiding Principles

The purpose of the MTP is to identify the transportation needs of the community over the next 25 years, establish priorities for funding those improvements, and chart a course for meeting the community's identified transportation needs. Establishing a community vision for the future of the transportation system and related goals to assist in the prioritization of transportation improvements is key to ensuring the plan reflects community values. Input from key stakeholders and members of the public was solicited early and continuously throughout the development of the plan. The process for updating the Victoria MTP was initiated by a series of meetings with the public, professional planners, and engineers from the MPO and its member agencies, as well as State and local agencies, and other community stakeholders. The purpose of these meetings was to gather data and input on community needs and values, to establish guiding principles for MTP development. Using this information, the MPO drafted a recommended vision, set of goals, and a list of evaluation criteria to assist in prioritizing transportation improvements for inclusion in the MTP. The approved vision statement is shown below.

The multimodal transportation system in Victoria will be safe, well connected, and sustainable in order to reliably move people and goods in support of regional equity, economic development, and quality of life.

Coordination With Local Plans and Programs

Ensuring that proposed improvements are consistent with local programs, plans, and their goals and objectives, as well as supporting local values and preserving existing community resources is of vital importance to MTP development. A review of local programs and plans was therefore conducted to ensure consistency between the metropolitan transportation planning effort and local community initiatives.

Public Involvement

As previously mentioned, the MTP development process involved public outreach and efforts to collect input from the community. These efforts included social media posts, an MTP website, online survey, public meetings, and stakeholder interviews. In addition to public involvement activities during the development of the MTP, there is a comment period for the draft MTP of at least 30 days before final adoption. This is in accordance with the Victoria MPO Public Participation Plan (PPP).

Current Conditions Evaluation

To develop feasible and beneficial transportation solutions, it is imperative to assess the current state of the transportation system, as well as community growth trends. For the update to the Move Victoria 2050 MTP, the evaluation included an inventory of the existing transportation system, demographic analysis to determine existing transportation demand based on current population levels, and projections of future population and employment and the associated future travel demand. This evaluation helps to determine transportation needs over the 25-year planning horizon.

Multimodal Transportation Strategies

Since resources for transportation funding are limited, a combination of major capital projects and other strategies can better serve to leverage available funding for greater impacts on regional mobility. This MTP focuses on the multimodal transportation system and recommends a variety of project types to improve the network as a whole.

Systems Level Analysis

System level analyses examined how the candidate projects may impact community issues and cultural and environmental features. The study team incorporated this planning approach into the development of the MTP, which allowed for prioritization of transportation investments based on broader community issues in accordance with the community's vision.

Financial Analysis and Constraint

Fiscal feasibility is a significant priority in determining the final list of improvements. Not only does Federal Legislation mandate that the MTP be fiscally constrained and only include projects that can reasonably be expected to have adequate funding, but certain projects also require that area communities contribute local matching funds to receive federal funding. The process for establishing both estimated costs and revenues is critical for the creation of a viable MTP.

Revenue Projection

A revenue projection was developed that identified the anticipated revenue stream for local, State and Federal funds. This revenue stream was factored to account for inflation at the anticipated year-of receipt.

Project Costs

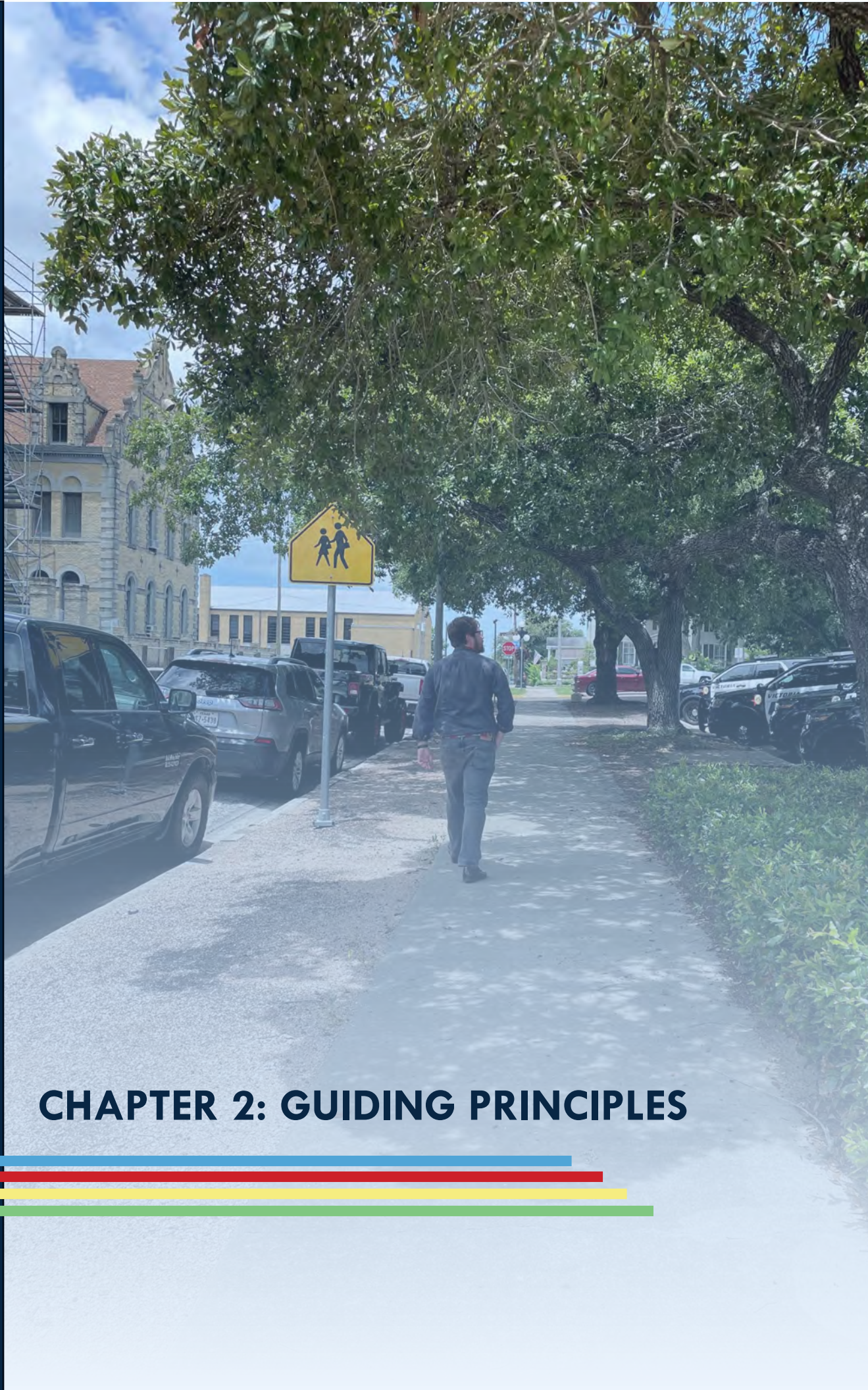
Cost is defined as the total project cost, which includes planning elements (e.g. environmental studies and functional studies); engineering costs (e.g. preliminary engineering and design); preconstruction activities (e.g. line and grade studies, right-of-way acquisition and corridor preservation); construction activities; and contingencies. Project costs were calculated based on historical expenditures for similar improvements. The resulting cost estimates also included an inflation factor to account for the anticipated year-of-expenditure.

Fiscal Constraint

A fiscal constraint analysis was performed that compared the anticipated year-of-expenditure costs to the anticipated year-of-receipt revenues to determine if sufficient and timely financial resources were likely to exist to fund the proposed program of projects.

Project Selection and MTP Adoption

Based on the cost and revenue projections, the package of fiscally constrained projects anticipated to best accomplish community defined goals and objectives, was selected by the TTAC and then submitted to the Policy Advisory Committee (PAC) for review and approval. The PAC was then able to review these recommendations and make measured and fiscally constrained choices. The program of projects was approved by the Policy Committee on November 12, 2024. The preliminary transportation recommendations and associated list of proposed projects resulting from the project selection and fiscal constraint analysis, along with the results of the technical analysis and public input, were included in the draft MTP document. On February 3- 5, 2025 the draft plan was presented to the public and their feedback was solicited throughout the 30-day public review period. The final MTP, which incorporated comments received during the 30-day public comment period, was presented to the Policy Board for adoption on April 8, 2025. The approved MTP has an effective date of April 8, 2025.



CHAPTER 2: GUIDING PRINCIPLES

This chapter describes the development of vision and goals for the 2050 MTP. It also describes the process by which the set of performance measures – used to gauge whether the recommended program of transportation projects supports the established vision and goals – were developed. Together, the vision, goals, objectives, and performance measures comprise the Victoria 2050 MTP's guiding principles. The planning process used for the creation of the Victoria 2050 MTP is prescribed by state and federal regulations, but the vision that drives the process is developed locally.

As mentioned in Chapter 1, this MTP visioning process is focused on gathering locally generated plans and information, as well as the knowledge and wisdom of the local community, while following the state and federal guidelines that direct the general planning process. Development of the MTP includes extensive public input and requires the collaboration of regional stakeholders, including local, state, and federal agencies and governing bodies, public and private transportation providers, and the business community. All these stakeholders must work together so that the community's visions and goals coalesce into defined principles that will guide transportation policy and investment decisions within the Metropolitan Planning Area (MPA). The resulting recommendations and proposed improvements will impact all users of the transportation system.

The recommendations included in this plan not only encompass thematic priorities such as improving system safety and maintaining a state of good repair, but also location-specific priorities, primarily developing projects to support the designation and interstate standards of I-69. The MPO and the TxDOT Yoakum district, as planning partners and decision makers, recognize the economic impacts and value in investing in this priority. Specific projects are outlined in Chapter 7.

Federal Guidelines

In November of 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was enacted, replacing former transportation legislation such as the Fixing America's Surface Transportation (FAST) Act (2015), Moving Ahead for Progress in the 21st Century (MAP-21) Act (2012), and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (2005). The IIJA preserved the core programs and regulations from the FAST Act but increased available funding for transportation projects and included changes to address sustainability, resiliency, safety, and equity.

According to 23 CFR Part 450 Subpart C, MPOs are required to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process. As part of the MPO planning process, the Move Victoria 2050 MTP goals must adhere to federal guidelines, address the required planning factors, and be consistent with other regional and state goals.

Federal planning factors[1] for consideration throughout the MTP development include:

- Economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Strategies to increase the safety of the transportation system for motorized and non-motorized users.

[1] 23 CFR 450.306

- Strategies to increase the security of the transportation system for motorized and non-motorized users.
- Strategies to increase accessibility and mobility of people and freight.
- Environmental protection, energy conservation, quality of life, and consistency between transportation improvements and state and local planned growth and economic development patterns.
- Strategies to enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- System management and operations.
- Preservation of the existing transportation system.
- Strategies to enhance travel and tourism.
- The scale and complexity of regional/contextual issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.

Local Visioning Development

To support the development of the 2050 MTP, the project team developed public visioning outreach methods as a part of the public engagement effort associated with this plan. This involved an online interactive map and survey. These visioning tools were designed to:

- Gather information regarding transportation needs in the region;
- Identify deficiencies in the current transportation system;
- Develop a community vision for future growth within the region; and
- Identify appropriate modes and infrastructure for supporting future growth.

More information on the 2050 MTP public engagement efforts can be found in Chapter 3. Since the MPO has recently been involved in public outreach and engagement from the Active Transportation Plan and Thoroughfare Plan, the visioning process for the MTP is integrated with the public engagement results of these efforts.

Victoria Active Transportation Master Plan (2023)

The Victoria Active Transportation Master Plan (ATMP) was adopted by the city council on November 7, 2023. This plan provides a shared vision for the community's priorities for safe and convenient walking, bicycling, wheelchair use, and other means of non-motorized travel for recreation and transportation. Public engagement activities for plan development included an online survey and map, onboard transit surveys, and in-person outreach. Social media posts and press releases encouraged public participation in the engagement activities. Based on survey results, stakeholder input, and steering committee leadership, the following goals were identified for the Active Transportation Master Plan:

- **Safety**: Address the safety of a multi-modal transportation system and aim for zero bicycle and pedestrian fatalities and serious injuries.
- **Connectivity**: Provide networks of bikeable and walkable streets with connections to other modes.

- **Health**: Improve access to active transportation and outdoor recreation for community health and wellness.
- **Equity**: Prioritize transportation improvements so that vulnerable users' needs are met.
- **Economy**: Recognize the economic benefits of walkable and bike-friendly communities.
- **Resiliency**: Support climate action goals by reducing single-occupancy trips through diversified transportation choices.

Victoria Thoroughfare Master Plan

The Victoria Thoroughfare Master Plan (TMP) was adopted on June 15, 2021, as a long-range planning document. As part of the TMP planning process, a public input survey was conducted to better understand the public's use and perception of the transportation network in the City of Victoria. As a result of public input, the Victoria Thoroughfare Master Plan identifies the following as goals for the future of local transportation:

- **Maintain and repair existing infrastructure**: Prioritize maintenance and repairs to improve travel experience and enhance road network safety.
- **Reduce traffic congestion and travel times**: Reduce traffic congestion to enhance mobility and allow people and goods to reach their destinations quickly and with ease and safety.
- **Increase thoroughfare network connectivity**: Enhance connection points and directness of routes to help increase efficiency.
- **Increase convenient route options**: Provide direct route options to a variety of destinations.
- **Ensure network capacity meets demand**: Increase capacity where appropriate to meet growing travel demand over time.
- **Increase multimodal options**: Improve pedestrian, bicycle, and transit infrastructure so the community has a variety of accessible transportation options.

Move Victoria 2050 Vision and Goals

Previous public engagement efforts have identified safety, network connectivity, roadway rehabilitation and maintenance, and pedestrian facilities as priorities within the Victoria MPO planning area. This is consistent with the results of the 2050 MTP online survey, in which some of the top priorities were safety and security, public transportation, congestion, and economic development.

The vision and goals below are the guiding principles for the Move Victoria 2050 MTP over the next 25 years, based on the priorities identified by community members and stakeholders through consistent and ongoing outreach. The projects identified in Chapter 7 were developed and prioritized with the goals and vision in mind.

Vision:

The multimodal transportation system in Victoria will be safe, well connected, and sustainable to reliably move people and goods in support of regional equity, economic development, and quality of life.

Goals:

Ensure **safety and security** for users of the transportation network.

Support **economic development.**

Preserve and maintain the existing transportation infrastructure.

Improve **environmental sustainability and resilience** to hazards.

Reduce congestion and improve efficiency on roadways.

Improve **public transportation.**

Support **land use** goals.

Make **equitable investments.**

Invest in **walking and cycling** facilities.

Review of Existing Planning Documents

This sections reviews and summarizes state, regional, and local transportation and land use documents as part of the development process for the 2050 MTP. This review provides a consistent foundation to understand the current and future transportation investment activities and priorities in the region, and ensure consistency with regional planning efforts and ongoing state and local planning activities.

Victoria MPO

2045 Metropolitan Transportation Plan (MTP)

Adopted in 2020, the Victoria 2045 MTP was developed over a 12-month period, during which several rounds of public and stakeholder meetings were conducted, technical data was analyzed, existing plans and studies were compiled and reviewed, and potential projects were evaluated according to community goals and performance-based criteria. The resulting product is a comprehensive blueprint for the future of the transportation system that considers all modes and the needs of all users.

The goals of the 2045 plan are as follows:

- Work towards future I-69 corridor design.
- Improve safety and security.

- Increase connections and access.
- Support land use goals.
- Encourage environmental stewardship and resilience.
- Preserve the existing system.
- Improve public transportation.
- Encourage cycling.
- Encourage walking.
- Enhance economic development.
- Guarantee equitable transportation improvements.
- Promote efficient system management and operation.

During the public involvement process of the 2045 MTP update, participants identified several deficiencies with the existing transportation system, including congested roadways, connectivity and transit cooperation throughout the region, mobility and accessibility barriers for older adults and individuals with disabilities, safety and security concerns, and a shortage of bicycle and pedestrian infrastructure. In addition to identifying transportation system deficiencies, participants completed activities to determine the most important focus areas for prioritizing projects in the MTP. These factors included increasing multimodal options, improving safety and quality of life, connecting modes of travel, and improving access.

Major funding priorities for roadway projects identified in the 2045 plan are classified into three categories: Roadway, Public Transportation, and TxDOT Grouped Projects. Roadway projects total $259,290,870 and Public Transportation projections total $76,849,147. Grouped projects are not given cost estimates. Projects from the 2045 MTP that have not yet been let or programmed will be brought forward into this 2050 MTP update for reevaluation and assessment.

Transportation Improvement Program (TIP)

Updated every two years and covering a period of four years, the 2023 Transportation Improvement Program (TIP) provides a guide to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Texas Department of Transportation (TxDOT), and local officials for coordinating the programmatic details of planned projects within available funding levels. The programming of projects includes details such as design, engineering, and construction of transportation and transit improvements for the near future. In collaboration with local planning partners, projects included in the TIP have been allocated funds for implementation. The most recent TIP was adopted in 2024. The 2025-2028 TIP includes $86 million in funding for projects that improve operations, widen non-freeways, and create grade separation.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is updated yearly to provide an annual account of the activities taken by the MPO, and the resources used to accomplish each activity. This provides a series of tasks, which will be accomplished during the fiscal year, regarding MTP projects, special studies, planning efforts, etc., within the community. For 2025, the UPWP allocated approximately $265,000 in funds across four tasks.

2021 Thoroughfare Master Plan

The City of Victoria's Thoroughfare Master Plan (TMP) is a long-range planning document adopted by the Victoria City Council on June 15, 2021, for use in guiding the development of the community's transportation network. The TMP's purpose is to ensure that the transportation network in and around Victoria meets the current and future needs of the growing region for all modes of surface transportation.

This plan serves as a guideline intended to help city officials plan for the future of the transportation system through the recommendation of new and enhanced roadway alignments, typical design cross-sections, and policy updates. Rather than focusing solely on maximizing vehicle travel, the plan emphasizes the importance of context-sensitive solutions that consider a variety of factors affecting multimodal mobility, accessibility, and quality of life.

2023 Active Transportation Master Plan (ATMP)

The Victoria Active Transportation Master Plan (ATMP), adopted by the Victoria City Council on November 7, 2023, provides a shared vision for the community's priorities for safe and convenient non-motorized travel for recreation and transportation. The ATMP identifies a network that, when implemented, will provide residents with opportunities to walk and bike between neighborhoods and access the existing greenway trails from points throughout the city. The plan goals are safety, connectivity, health, equity, economy, and resiliency.

2050 Socioeconomic Forecast for the TDM

The 2050 Socioeconomic Forecast identifies future socioeconomic and demographic trends for the Victoria, Texas area. The forecast predicts a 13% increase in population from 2022 to 2050 and a 19% increase in employment. The data from the forecast is used for the MPO's Travel Demand Model (TDM). The TDM is a tool used to predict future demand for transportation facilities and estimate the impacts of programming on travel behavior and demand.

City of Victoria

2016 City of Victoria's Plan 2035 Comprehensive Plan

The City of Victoria's Plan 2035 Comprehensive Plan highlights key planning considerations through 2035. The plan has five focus areas: Land Use and Development; Mobility; Growth Capacity and Management; Economic Opportunity; and Recreation and Amenities. Most relevant to the MTP, the Comprehensive Plan identifies pavement quality, traffic signal timing, sidewalks/trails, traffic congestion and safety, railroad crossings, and bus operations as high concerns to residents and stakeholders.

Regional Plans

GCRPC Regionally Coordinated Transportation Plan, 2022-2026

The Golden Crescent Regional Planning Commission (GCRPC) oversees transit services in Victoria and surrounding areas. The GCRPC actively participates in Victoria MPO's operations. The 5-year plan identifies needs and potential solutions for regional transportation planning. The plan has three goals: policy and planning projects, operation and capital improvements projects, and finance projects. The plan includes the following goals for transit in the region:

- Services that are affordable to all special groups.
- Increase availability of transportation services.
- Improve fare collection processes.
- Increase public awareness by using several medias and use of website.
- Shelters.
- Accessible bus stops.
- Increased public involvement in regional planning.
- Transportation for veterans.
- Cost share routes for job access.

Victoria Transit – Transit Asset Management Plan

The Federal Transit Administration requires transit agencies to maintain a transit asset management plan (TAM), which outlines the agency's strategy for procuring, operating, inspecting, maintaining, rehabilitating, and replacing capital assets. The agency responsible for the TAM plan for Victoria Transit is the GCRPC, the operator of the transit agency.

The GCRPC TAM plan identifies a goal of keeping at least 85% of assets in a State of Good Repair. The Victoria MPO TIP is a resource the GCRPC might use to maintain assets in good repair.

Victoria Transit – Public Transit Agency Safety Plan

The FTA also requires certain operators of public transportation systems to develop a Public Transit Agency Safety Plan (PTASP) that includes the processes and procedures to implement a Safety Management System, a comprehensive, collaborative, and systematic approach to managing safety. The GCRPC is also the responsible party for creating this document for Victoria Transit.

This plan includes many aspects of the current TAM plan to ensure that a systematic and companywide approach to safety and risk management is undertaken, and similar levels of coordination will occur between Victoria Transit, the MPO, and TxDOT in establishing performance targets according to FTA's final rule on PTASPs.

State Plans

Unified Transportation Program (TxDOT, 2024)

TxDOT's Unified Transportation Program (UTP) is a 10-year plan to guide the development of transportation projects across the state.

The UTP lists three projects in or near the study area:

- Freeway operational improvements on US 77.
- Widen FM 236 from US 77 to FM 622.
- Widen FM 236 from FM 622 to FM 237.

When the 2025 UTP update is released, any updated priorities and projects will be incorporated into the MTP update.

Transportation Asset Management Plan (TxDOT)

The Transportation Asset Management Plan (TAMP) for Texas assesses the conditions of bridges and pavement. Keeping the transportation network in a state of good repair is essential to public safety and

long-term structure operation. TxDOT coordinates with MPOs across the state in order to achieve the goals of maintaining 90% of bridges and roads in good condition, delivering the right projects, fostering stewardship, optimizing system performance, and preserving infrastructure assets.

Texas Strategic Highway Safety Plan 2022-2027 (TxDOT)

The goal of the Strategic Highway Safety Plan (SHSP) is to prevent crashes, reduce crash severity, and enhance emergency response. While the SHSP does not specifically mention Victoria, it is important in that the plan's vision is a future with zero traffic fatalities and serious injuries. MPOs play an important role in the implementation of the Strategic Highway Safety Plan and work to realize Vision Zero within their planning area and within the state. Some examples of safety strategies from the plan are to keep vehicles from encroaching on the opposite lane, reduce speeding, expand intersection safety practices through planning and design, and increase public education and outreach efforts.

Texas Delivers 2050 (TxDOT)

The Texas Delivers 2050 Plan is TxDOT's statewide freight mobility plan. The plan provides the blueprint for facilitating economic growth through the movement of goods. The plan identifies the Port of Victoria as a key port for the region, with over a half million tons of sand and gravel shipping from the port in 2019 alone.

Texas Statewide Transportation Improvement Program (STIP)

The STIP for Texas is the state's four-year capital improvement program that includes all MPO and Rural TIPs, and contains all transportation projects to be built during a four-year period. The STIP is an extensive document that outlines information for each individual current and near-term transportation project in the state. There are seven strategic goals that guide the STIP: (1) promote safety, (2) deliver the right projects, (3) focus on the customer, (4) foster environmental stewardship, (5) optimize system performance, (6) preserve assets, and (7) value employees. The 2025-2028 STIP includes the following four projects from the Victoria MPO:

- Widen a portion of FM 236.
- Add lane to portion of FM 236 to convert to a 3-lane facility with a continuous left turn lane.
- Add a grade separation bridge for FM 616.
- Add a grade separation bridge for SH 185.

Projects from the STIP will be reviewed for concurrence to ensure that they are still included in the full list of projects pulled forward from the 2045 MTP. Where applicable, new projects will be added to the full list of projects.

Federal Plans/Legislation

Beyond the federal legislation that mandates specific components of a metropolitan transportation plan, additional federal plans and legislation will impact the 2050 MTP update.

Infrastructure Investment and Jobs Act (2021)

The IIJA, also referred to as the Bipartisan Infrastructure Law (BIL), authorized billions of dollars in spending for transportation and infrastructure projects. The IIJA also provided additional funding for existing programs, created new programs, and established new regulations and requirements for how funding is utilized. Through the IIJA, there have been some changes to the regulations and guidance

relevant to MPOs. MPOs now have a requirement to set aside 2.5% of the annual budget for investment in alternative transportation modes. Additionally, MPOs are now required to take state and local housing patterns into consideration during the planning process. Other changes include allowing social media to be used for public participation and requiring MPOs to consider representation of the population of the planning area when initially designating officials for board representation. MPOs are also eligible to apply for numerous IIJA grant programs, such as the sample ones described below. The FHWA and the U.S. Department of Transportation (USDOT) have resources that identify all grant programs authorized by the IIJA, with funding amounts, categorization, and applicant information that is useful for MPOs. Projects in the 2050 MTP update can be tailored to ensure eligibility for these programs.

- **PROTECT Grant:** The PROTECT Discretionary Grant program is available to MPOs to improve the resilience of surface transportation infrastructure to natural hazards through projects and planning activities. There are three categories of PROTECT Grants: Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coastal Infrastructure projects.
- **Surface Transportation Block Grants (STBG):** The IIJA continues the STBG funding opportunities from the FAST Act with a few different features. For instance, the STBG is now required to set aside 10% of funds for alternative transportation projects. Projects that are eligible for the alternative transportation set aside include pedestrian and bicycle facilities, along with trails and environmental mitigation projects. Moreover, multiple new activities are now eligible for funding through the STBG, such as the maintenance and restoration of existing trails or the creation of dedicated bus lanes.
- **National Highway Performance Program (NHPP):** NHPP funds are continued as a provision of the IIJA, so that the National Highway System can meet the established performance targets. In addition, NHPP funds can also be used to increase the resilience of the National Highway System and mitigate the cost of natural hazards to the system.
- **National Highway Freight Program:** The National Highway Freight Program aims to support the efficient movement of freight on the National Highway network. The IIJA continues this program and adds new eligibility for intermodal freight projects.
- **Reconnecting Communities Pilot Program:** The Reconnecting Communities Pilot discretionary grant program was established by the IIJA and aims to reconnect communities that have been cut off by transportation infrastructure. MPOs are eligible to apply for this program, which can be used for projects that remove or retrofit existing facilities to improve connectivity and economic opportunity.
- **Charging and Fueling Infrastructure (CFI) Discretionary Grant Program:** The IIJA has a significant amount of new funding for electric vehicles and charging infrastructure. One of these programs is the CFI discretionary grant program, which is available to MPOs. Electric vehicle charging infrastructure as well as other alternative refueling infrastructure projects along the Alternative Fuels Network are eligible uses of funding.

Strategic Plan FY 2022-2026 (U.S. DOT)

The Strategic Plan from the U.S. DOT is a long-term strategy for actions and goals related to the operation, maintenance, and development of the American transportation network. Goals in this plan include safety, economic strength and competitiveness, equity, climate and sustainability, transformation for the future, and organizational excellence. This plan focuses primarily on agencies at the federal level.

However, many of the goals, strategies, and objectives are applicable at the state and regional level as well. For example, customer service and workforce development, safe designs, and accessibility are important focus areas at all agency levels.

Performance Measures

The goals, objectives, plans, and programs contained in Move Victoria 2050 MTP are intended to be outcome-based. The success of the program can ideally be measured in terms of what the program achieves, and the 2050 MTP process has included provisions and tools for measuring that expected achievement. The performance measures described in this section are quantifiable indicators of whether the policies and proposed program of projects in the 2050 MTP help the region achieve the desired outcomes articulated in the goals and objectives. This approach provides decision-makers with the ability to objectively set policies and prioritize projects based on the project's anticipated outcomes and whether those outcomes truly address the region's transportation challenges by achieving the local, state, and national goals and objectives.

The use of an outcome-based process using objective measures in the planning process also allows the MPO to track transportation system performance. The 2050 MTP is implemented by tracking project performance after projects are constructed. This tracking will help the MPO determine whether the project's actual, real-world performance matches the results expected during the planning process. This approach also allows the Victoria MPO to meet its federal mandate for a process of continuous improvement of both the transportation system and the planning process itself.

For its 2050 MTP, the Victoria MPO intends to support and adopt the performance measures and targets set at the state level by TxDOT.

The MPO will work to plan and program projects to contribute to the meeting of the state targets. Table 2-1 and Table 2-2 show the various performance targets established by TxDOT and the national goals and associated metrics. Further analysis of current condition system performance for the MPA is described in Chapter 3.

Table 2-1: TxDOT Performance Measures

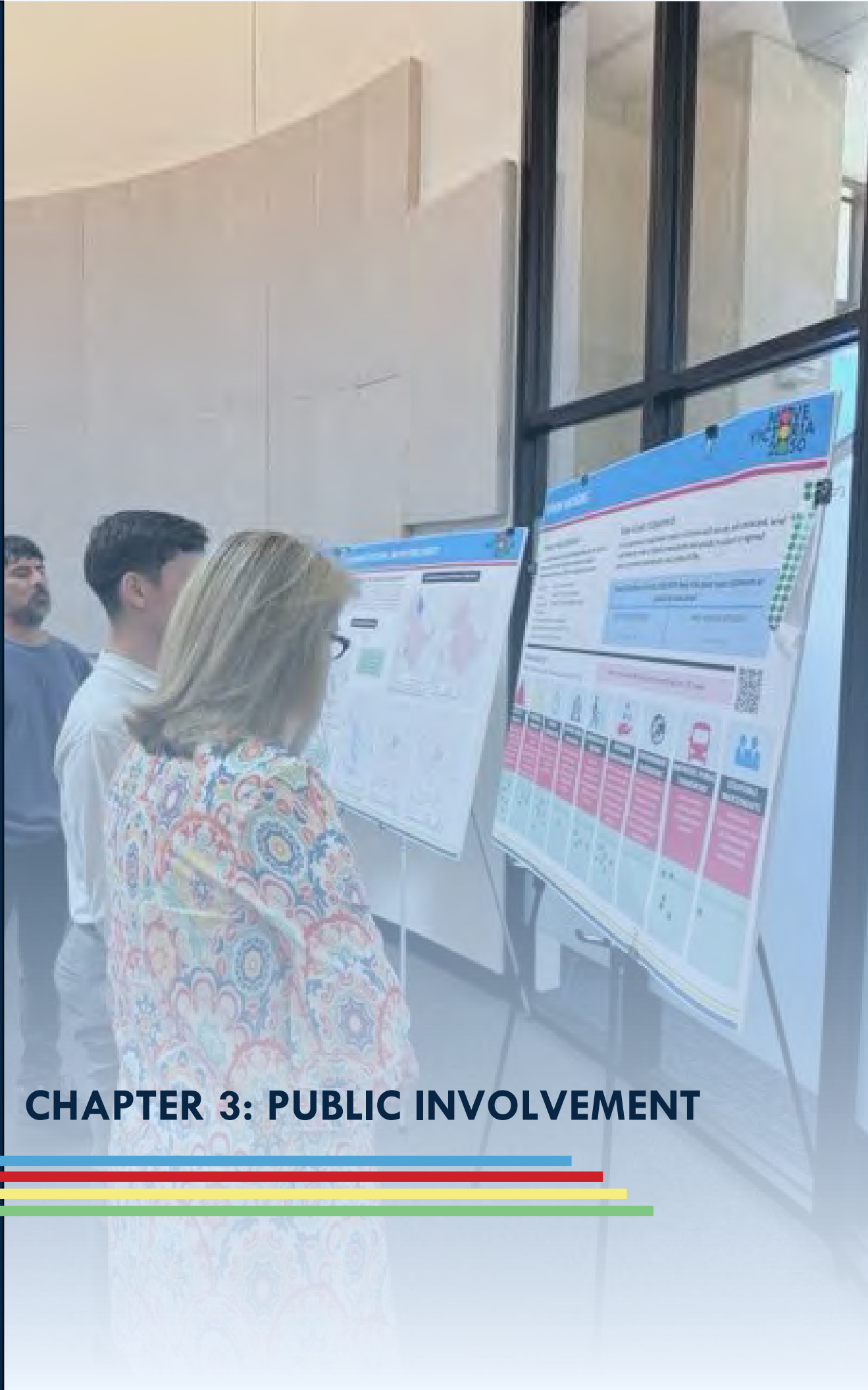
TxDOT Safety Performance Measures	Number of fatalities
	Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
	Number of serious injuries
	Rate of serious injuries per 100 million VMT
	Total number of non-motorized fatalities and serious injuries
TxDOT Bridge and Pavement Condition Performance Measures	Percent of NHS bridges by deck area classified as Poor condition
	Percent of NHS bridges by deck area classified as Good condition
	Percent of Interstate pavement in Good condition
	Percent of Interstate pavement in Poor condition
	Percent of non-Interstate NHS pavement in Good condition
	Percent of non-Interstate NHS pavement in Poor condition
TxDOT System Performance Measures	Interstate level of travel time reliability (LOTTR)
	Non-Interstate level of travel time reliability
	Truck travel time reliability on the interstate system

TxDOT Transit Asset Management Performance Measures	Percent of revenue vehicles at or exceeding useful life benchmark
	Percent of service vehicles (non-revenue) at or exceeding useful life benchmark
	Percent of facilities rated below 3 on condition scale (TERM)
	Percent of track segments with performance restrictions

Table 2-2: National Goal Metrics

Safety	Number of fatalities
	Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
	Number of serious injuries
	Rate of serious injuries per 100 million VMT
	Number of non-motorized fatalities and non-motorized serious injuries
	Transit: Total number of reportable fatalities and rate per total vehicle revenue miles by mode
	Transit: Total number of reportable injuries and rate per total vehicle revenue miles by mode
	Transit: Total number of reportable events and rate per total vehicle revenue miles by mode
Infrastructure Condition	Percent of pavement of the Interstate System in Good condition
	Percent of pavement of the Interstate System in Poor condition
	Percent of pavement of the non-Interstate NHS in Good condition
	Percent of pavement of the non-Interstate NHS in Poor condition
	Percent of NHS bridges classified as in Good condition
	Percent of NHS bridges classified as in Poor condition
	Transit percent revenue vehicles (by type) that exceed useful life benchmark (ULB)
	Transit percent non-revenue service vehicles (by type) that exceed ULB
	Transit percent facilities (by group) rated less than 3 on Transit Economic Requirements Model (TERM) scale
Congestion Reduction	No required measures for small MPOs and/or areas in attainment for air quality
System Reliability	Percentage of person-miles traveled on the Interstate that are reliable
	Percentage of person-miles traveled on the non-Interstate NHS that are reliable
	Transit: Mean distance between major mechanical failures by mode
Freight Movement & Economic Vitality	Truck Travel Time Reliability Index (TTTRI)
Environmental Sustainability	No required measures for small MPOs and/or areas in attainment for air quality
Reduced Project Delivery Delays	No established performance measures

Source: 49 CFR Part 490



CHAPTER 3: PUBLIC INVOLVEMENT

The Victoria MPO maintains a Public Participation Plan (PPP) that acts as guidance for providing an active and representative forum for the community during the process of developing transportation goals and plans. The PPP provides instructions for the MPO's ongoing outreach efforts as part of their Continuing, Cooperative, and Comprehensive (3C) metropolitan planning process. The PPP emphasizes early and ongoing public involvement in the transportation planning process, including MTP update development. The project team created an MTP focused PPP for the Move Victoria 2050 MTP Update, which further outlined a targeted approach to reach stakeholders and community members. The PPP identified specific elected officials and agency leaders, focus group entities, and public materials to inform and gather feedback.

During public involvement and outreach, the MPO sought input from citizens, advisory committees, private transportation providers, employers, housing agencies, and other interested parties. Input received was used to rank the list of projects (see Chapter 5 for more information) and edit the draft MTP.

Public and Stakeholder Involvement

As discussed in Chapter 2, the Victoria MPO incorporated public feedback from recently completed plans into this MTP. More specifically, the 2023 Active Transportation Master Plan and 2021 Thoroughfare Master Plan provided insight into local transportation needs and priorities.

Public involvement for the Active Transportation Master Plan (ATMP) was completed through an online survey and map, onboard transit surveys, and in-person outreach. Social media posts and press releases encouraged public participation in the engagement activities. The survey took place between March 20 and June 6, 2023. In total, there were 528 survey responses. Survey results are described below.

- Respondents were almost evenly split on whether they consider their homes to be within walking or biking distance from destinations they want or need to go to (48% Not within, 52% within).
- A majority of respondents perceive their neighborhood to be safe for walking or biking. However, a significant portion, around 38%, did not feel their neighborhood was safe (37.9% Unsafe, 62% Safe).
- Most respondents walk or bike for exercise or transportation two or more times a week. A few respondents never walk or bike or just a few times a year. Overall, 73.5% of people walk or bike one or more times a week.
- Respondents typically walked or biked for exercise or recreation with no specific destination. When respondents did have a destination in mind, they went to the park. Respondents who chose 'other' typically said they walked or biked to trails, gyms, or around their neighborhood.
- Respondents overwhelmingly cited health as the number one reason for biking or walking. Other top reasons included to reduce air pollution, save money, or reduce fuel consumption. Respondents who selected 'other' generally said they bike or walk for recreation.
- Respondents considered safety to be the primary reason they do not bike in the region. Traffic volumes and speeds, as well as a lack of bike trails, facilities, or a connected network, were contributing factors.
- Respondents broadly said that gaps, missing, or poor sidewalk conditions were the biggest barriers for people to walk in the city. Traffic volumes were also cited as prominent barriers.

Respondents who selected 'other' cited safety issues from crime, stray animals, and motor vehicles as barriers.

- Respondents wanted more sidewalks, better sidewalks, and better sidewalk connectivity. Respondents were also in favor of bike lanes with designated bike routes.
- The most requested bicycle facility by respondents was bike lanes. Separated or buffered bike lanes received more support from respondents than shoulders. Designated routes and off-street trails were also heavily requested.
- The most requested pedestrian facility by respondents were sidewalks, followed by off-street trails. Safety features like high visibility crosswalks and curb extensions also received a large number of responses.
- The most requested program to encourage active transportation was events that specifically encourage walking and biking. Additionally, education on where people can walk or bike and education for motorists on sharing the road received high response rates.

Most of the ATMP respondents (66.7%) were between 35-64 years old. Only 5.8% were 24 or under, and the majority of respondents were white. Most respondents (55%) had a household income of $75k or more. Combined with the next largest group earning between $50-75k, over 75% of households earn $50k or more. Of the people surveyed, 94% reported no mobility impairment.

The Victoria Thoroughfare Master Plan (TMP) included a public input survey to better understand the public's use and perception of the transportation network in the City of Victoria. The survey consisted of an online questionnaire and an interactive map tool. The TMP survey was available from January 8 until March 15, 2021. A total of 152 participants completed the survey questionnaire and 85 comments were left on the comment map tool. Responses to the questionnaire are summarized below.

- Top community priorities are maintenance and repair, network connectivity improvement, pedestrian facility improvement, and an increase in route options.
- People identified Navarro Street, Airline Road, Crestwood Drive, Ben Jordan Street, and North Street as roads that they commonly avoided due to factors such as road conditions and safety.
- Survey participants indicated that roadway condition is the most influential factor on their travel behavior, with 93% saying this factor is "Very Important" or "Somewhat Important." Traffic congestion and safety are also ranked highly, with 89% and 85% of respondents saying these factors were important, respectively.
- The top ranked network improvements were infrastructure maintenance/repairs and improved road network connectivity.

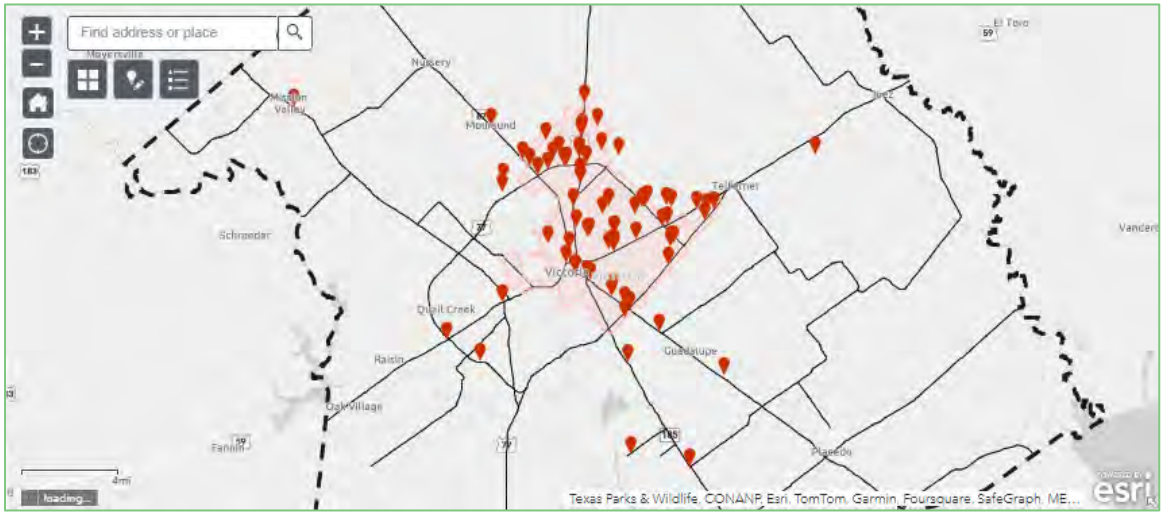
138 TMP survey respondents answered a question to identify an intersection near their home to highlight the area in which they live. Responses were concentrated along John Stockbauer Dr at Airline Rd, N Ben Jordan St, and Salem Rd, as well as at Glascow and Navarro St, Sam Houston Dr and Airline Rd, and along the northern section of Navarro St. 100 TMP survey participants provided an intersection near their place of employment. These were highly concentrated in the Downtown Victoria area. Other areas of high employment were found near the University of Houston – Victoria (UHV) and around the commercial areas at Sam Houston Dr and E Mockingbird Ln and Guy Grant Rd and Navarro St.

Move Victoria 2050 MTP Online Tool

A website was developed as a hub for online MTP public involvement. The tool consisted of modules that both educated the public about the plan development process and requested input about community values and existing conditions in the region. These modules included a survey that gathered basic information about the participants and their transportation usage, an exercise where participants were asked to rank the importance of regional goals, and an interactive map of the region where participants could place comments in exact locations regarding specific needs or issues. The tool received a total of 47 survey responses and 88 comments on the interactive map. Figure 3-1 shows the website, and Figure 3-2 shows the interactive map tool.

Figure 3-1: Move Voctoria 2050 Website Home Page

Figure 3-2: Interactive Map Tool Screen Capture with Comment Markers



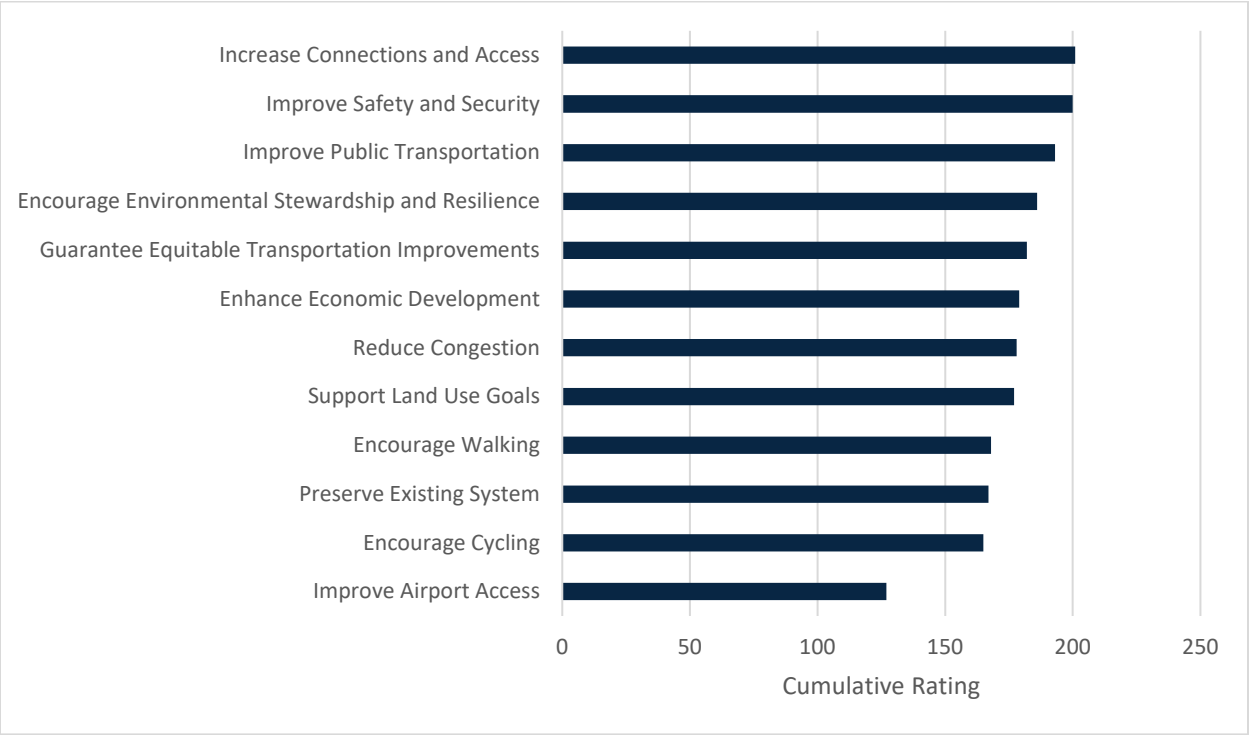
A table of common responses from the map activity are provided in Table 3-1.

Table 3-1: Map Comment Themes

Topic	Generalized Concerns
Airport Accessibility	Improve access for drivers, pedestrians, transit, and freight to the airport.
Signalization	Many signals with no pedestrian signals or overall poor signal timing/optimization.
Bus Service	Provide expanded bus service to serve more areas.
Pedestrian Connectivity	Improve sidewalks, pedestrian access, and signalization.
Freight Connectivity	Improve connectivity to industrial development, Port of Victoria, and Victoria Airport.
Development	Improve transportation coordination in newly developing areas.

Participants were asked to rate draft goals on a scale of 1-5. The cumulative rating of the goals is shown in Figure 3-3.

Figure 3-3: Prioritization Tool Results



Stakeholder Engagement

Because the Victoria MPO and City of Victoria had recently gathered relevant input from the public through the ATMP and TMP planning processes, and because the public was encouraged to utilize the online MTP tool, the MPO decided to direct additional engagement efforts towards targeted stakeholder groups. These stakeholders provided valuable input through interviews on opportunities and challenges related to the transportation network. Some reoccurring topics of stakeholder interview discussion included the current state and potential of transit, possible traffic signal and intersection improvements, active transportation infrastructure, and economic development. Stakeholders included individuals or agencies and their representatives that are directly impacted by projects or decisions made associated with the 2050 MTP. Stakeholders included public transportation agencies and their patrons, public ports, airports, freight shippers and providers of freight transportation services, private transportation providers, users of pedestrian and cycling facilities, public service and law enforcement, people with disabilities, affordable housing organizations, and other interested parties as applicable.

Considering their local knowledge, stakeholders were contacted and informed of the ongoing MTP update and invited to be interviewed one-on-one or to attend a series of workshops. Table 3-2 lists the stakeholders interviewed.

Table 3-2: Stakeholders

Name	Agency
JR Amaya*	Prosperity Bank
David Brown	City of Victoria Planning Commission
Duane Crocker	Mayor, City of Victoria | VSTDC | VEDC
Bobby Cubriel	Victoria College
Russell Dempsey	VSTDC | Business Owner
Andrew Deras*	Victoria Transit
Tammy Emerson	Executive Director, Housing Authority of Victoria
Nancy Garner	VEDC | Woolson Real Estate Co.
Jennifer Ortiz Garza	UHV | Victoria Tourism Advisory Board
Jesús A. Garza	City Manager, City of Victoria | Victoria MPO | VEDC
Raquel Garza	Chairwoman, Victoria Housing Authority Board
Ken Gill*	Director of Public Works, City of Victoria | Victoria MPO
Diego Gonzalez	Caterpillar Procurement | VEDC
Jon Paul (JP) Hull	VSTDC | Business Owner
Lee Keeling	Former Victoria Parks & Recreation Commissioner | Lawyer
Brian P. Keith	Victoria Tourism Advisory Board | Performance Food/ Freight
Bernard Leger	CEO DeTar Hospital | VEDC
Lenny Llerena	Executive Director, Victoria Regional Airport | Victoria MPO
Mark Loffgren	Councilmember Super Dt 6, City of Victoria | Victoria MPO
Jason Ohrt	Victoria County Commissioner Pct. 2 | Victoria MPO
Jan Scot	Councilmember Dt. 4, City of Victoria | Victoria MPO Chair | Lawyer
Kenneth Sexton	Victoria County Commissioner (Precinct 4)
Sherry McShaffry	VSTDC | Regional Steel
JP Strickland	VEDC | UHV
Brenda Tally	Victoria Tourism Advisory Board | Ballet Academy of South TX

Name	Agency
Ashlie Thomas*	Business Owner
Jonas Titus*	President of VEDC
Katrine Villela*	Assistant Director of the Victoria Public Library
Jeff Vinklarek*	TxDOT Yoakum District
Danielle Williams*	Director of Economic Development, City of Victoria

*Stakeholders who were not interviewed one-on-one but attended a TTAC meeting or workshop meeting.

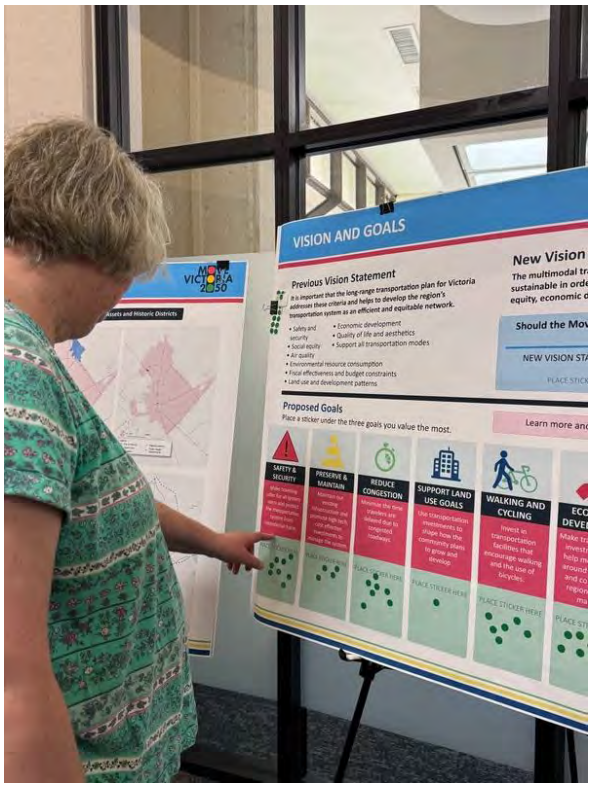
***UHV**- University of Houston- Victoria*

***VEDC**- Victoria Economic Development Corporation*

***VSTDC**- Victoria Sales Tax Development Corporation*

In addition to conducting interviews, the MTP project team presented to the VEDC Tuesday Morning Regional Partnership meeting to get their feedback and input on the future of mobility in Victoria County. Further outreach was conducted at the downtown library with an open-door workshop for community stakeholders. The additional outreach events (Figures 3-4) helped garner group feedback and provided clarity on the priorities expressed by participants.

Figures 3-4: Stakeholder Engagement Events



Goal Prioritization

As part of their interviews, stakeholders were asked to participate in a goal prioritization exercise in order for project staff to gain a more meaningful understanding of the community's values. The participants were given a self-determined number of stickers (meaning that they had the option of emphasizing as many or as few goal areas as they saw fit) and were tasked with marking those goals that they considered to be the most important for the Victoria community. Table 2 details the results of this activity, where the highest priority goal was 'Improve Public Transit' with a total of 21 stickers, followed by 'Safety and Security,' and 'Economic Development' with 20 stickers each.

Table 3: Goal Prioritization Results

Goal	Number of Stickers Received
Improve Public Transit	**21**
Safety & Security	**20**
Economic Development	**20**
Reduce Congestion	**19**
Walking & Cycling	**15**
Preserve & Maintain	**10**
Support Land Use Goals	**7**
Environment & Resilience	**3**
Equitable Investments	**3**

Reoccurring Topics of Discussion

As stakeholder interviews occurred, reoccurring themes began to arise. Those themes, similar to those from the survey and map, are summarized below.

Roadway System

Stakeholders mentioned a variety of roadway improvements to consider. First, they consistently mentioned the need for coordinated signal timing and additional signalization. They also mentioned congestion, particularly in north/northeast Victoria, as well as around the University of Houston at Victoria (UHV) and Victoria College (VC). Many stakeholders expressed concerns about safety within Victoria's transportation system, with comments mentioning things like pedestrian safety, high speeds on roadways, and highway maintenance/debris removal to reduce risks. Finally, they also mentioned opportunities for improved connectivity through new roadways, connections, and turn-only lanes.

Development

Stakeholder comments regarded four broad categories of development, with the first being the downtown area. Stakeholders praised the recent economic developments in the downtown area and identified an opportunity to create a cohesive character or brand downtown to guide development. Second, stakeholders mentioned the Victoria Regional Airport, which was viewed as a vital resource, but in need of improved local connectivity to access the airport. Third, stakeholders discussed local higher education institutions, UHV and UC, as creating demand for improved multimodal options on

surrounding roadways to improve access for students. Finally, stakeholders discussed economic development, including the need to control growth northeast of Victoria and the negative impacts of freight movement through the center of town considering the lack of adequate freight facilities through the city and a convenient bypass.

Alternative Transportation

Stakeholders also expressed a need for improved alternative modes of transportation, including transit and active transportation options. The most frequent transit-related comment made was a need for improving the general accessibility of transit to Victoria residents. Interviewees also cited a lack of multimodal connectivity, safety issues for pedestrians and cyclists, and a potential for enhanced quality of life as reasons for prioritization of active transportation development.

Public Meetings

After completion of the draft plan and project list, the Victoria MPO presented at City Council, County Commissioner's Court, and the MPO Policy Advisory Committee (PAC) meetings February 3-5, 2025. All of these meetings were also open to the public. The purpose was to provide the public, stakeholders, and decision-makers with an overview of the draft 2050 MTP, including the proposed program of projects, and solicit feedback in preparation for MTP adoption. The meetings utilized a PowerPoint presentation and a set of exhibit boards to convey information about the draft plan and the proposed projects using text, graphics, and maps.

Draft Move Victoria 2050 MTP and Adoption

The 30-day public comment period for the draft Move Victoria 2050 MTP began February 3, 2025 and ended March 5, 2025. The plan was adopted by the policy board on April 8, 2025.

CHAPTER 4: EVALUATION OF CURRENT CONDITIONS

The Victoria MPO conducted a multimodal needs assessment for the 2050 MTP to ensure that the investments recommended by the plan address the needs of the region to the extent feasible within budgetary constraints. One of the first stages in the development of this plan used public and stakeholder input to confirm regional goals and long-range vision. These, along with the federal planning factors, were discussed with stakeholders and presented to the public through the visioning process. Quantifiable and measurable system performance measures were defined for each of the objectives. Performance measures were used to assess the transportation needs within the region. The process of defining a vision statement with corresponding goals and performance measures is essential to a data-driven and outcomes-based process for the 2050 MTP.

Transportation system needs that are identified in this chapter, through analysis of system performance as well as infrastructure or service gaps, helped drive the transportation strategies and recommendations discussed in Chapter 5. As part of the multimodal needs assessment for the 2050 MTP update, the needs of the region were analyzed for existing conditions (using the most recent data available) and, where possible, for the conditions that are likely to exist in 2050. Conditions for 2050 were projected using a statistical forecasting tool known as a Travel Demand Model (TDM). Consistent with the statement of vision and the goals of the Move Victoria 2050 MTP, the current conditions analysis contains the following categories:

- Regional growth patterns and demographics.
- Roadway conditions, including congestion, reliability, freight, pavement, and bridges.
- Safety related to crash hotspots and crash types.
- Transit – fixed bus route or demand-response services.
- Active Transportation – sidewalks and bicycle facilities.

Methodology

This chapter utilizes existing data provided by the Victoria MPO and its planning partners and additional data as necessary. In particular, the analysis uses the recently updated Victoria MPO Travel Demand Model (TDM), as developed by TxDOT and the Texas Transportation Institute (TTI). The project team used this TDM along with national and TxDOT provided data sets to review roadway and freight characteristics.

Regional Growth Patterns and Demographics

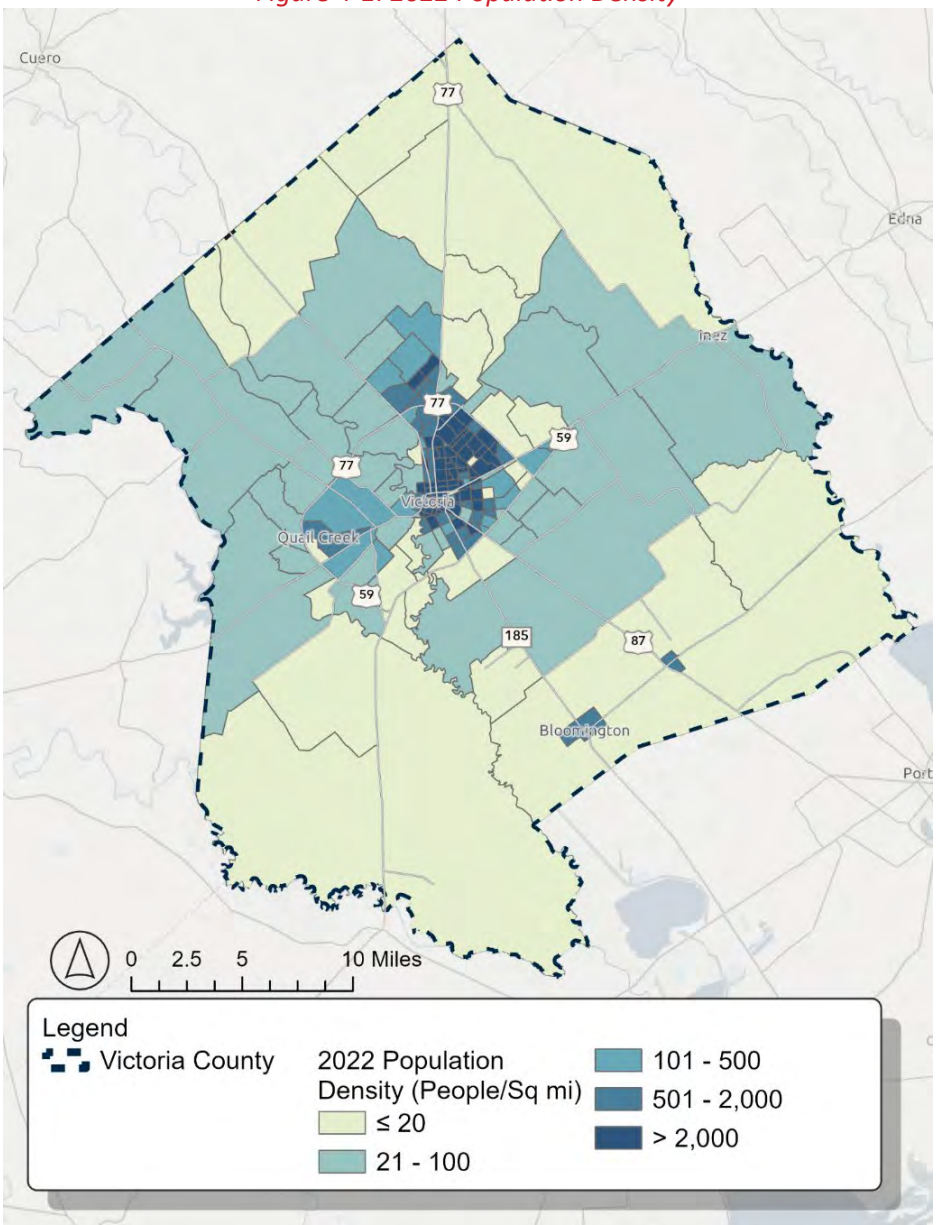
Current Population and Employment Trends

An in-depth understanding of the current population and employment trends is a major component of identifying transportation needs in the region. Land use patterns and demographic trends directly influence which modes of travel people choose to use. In areas where development is spread out, and land uses are separated, people will be more likely to use personal automobiles and travel further distances throughout the day. Inversely, areas with dense, mixed-use development typically have shorter trips and higher utilization of alternative modes of transportation, such as transit, cycling, and walking. In order to assess the transportation needs of the Victoria planning area, the project team first considered where areas of high employment and population totals are located within the region.

The TDM was used to represent existing conditions and projected future conditions in the study area by Traffic Analysis Zones (TAZs). TDM data for total population and employment was normalized by area in square miles to allow for comparison of densities between TAZs.

The City of Victoria, Texas, makes up the urban core of the planning area. There are also smaller communities in the county, such as Quail Creek, Inez, and Bloomington. Figure 4-1 below shows that most of the study area has a low population density, especially the northernmost and southernmost TAZs. Despite the rural and sparse nature of the county, there are some areas that contain higher concentrations of people. The TAZs within and surrounding the city of Victoria have the highest population densities, at over 2,000 people/square mile. Other clusters of higher population density are near Quail Creek, Bloomington, Placedo, and Telferner.

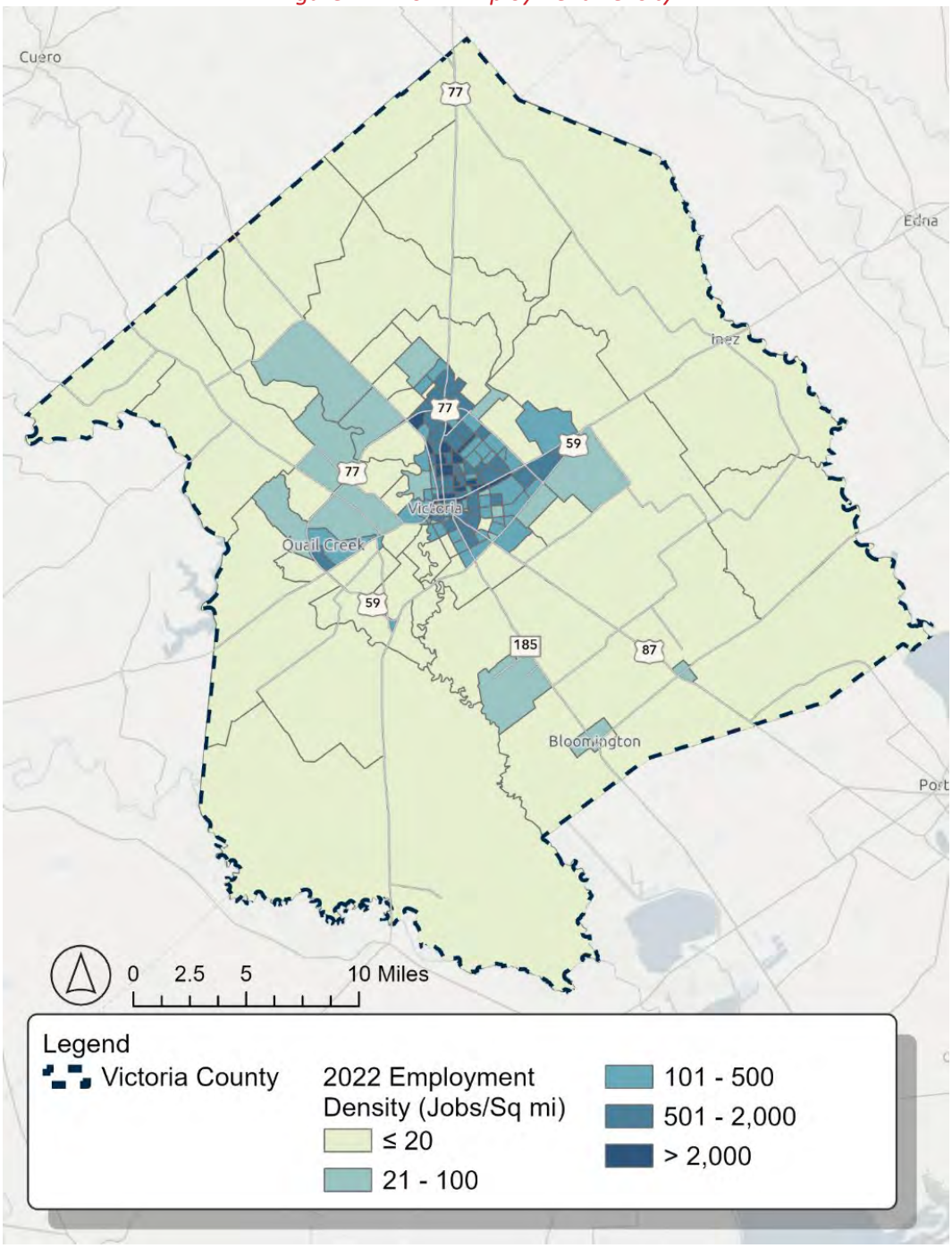
Figure 4-1: 2022 Population Density



Source: Victoria MPO TDM

Figure 4-2 shows the employment density by TAZ for 2022. Like population, employment density in 2022 is concentrated centrally, with the TAZs within and around the city of Victoria having the highest number of jobs per square mile. Some of these central TAZs have a density equal to 2,000 or more jobs per square mile. In addition, several TAZs that border a major corridor have higher concentrations of employment density. For example, TAZs that are along US 87 northwest of Victoria, US 77, or US 59 around Victoria, and near the Port of Victoria all have up to 100 jobs per square mile.

Figure 4-2: 2022 Employment Density



Source: Victoria MPO TDM

Future Population and Employment Trends

Future conditions, as projected by the TDM, show that population and employment patterns will continue to be concentrated centrally and along major corridors. Table 4-1 and Figure 4-3 below illustrate the change that can be expected from 2022 to 2050 for both employment and population densities. A few TAZs show growth in population density from that of 2022, primarily within the Victoria city limits, south of Quail Creek, and the west half of Bloomington. According to the TDM projections, several of the western TAZs will see growth in employment by 2050.

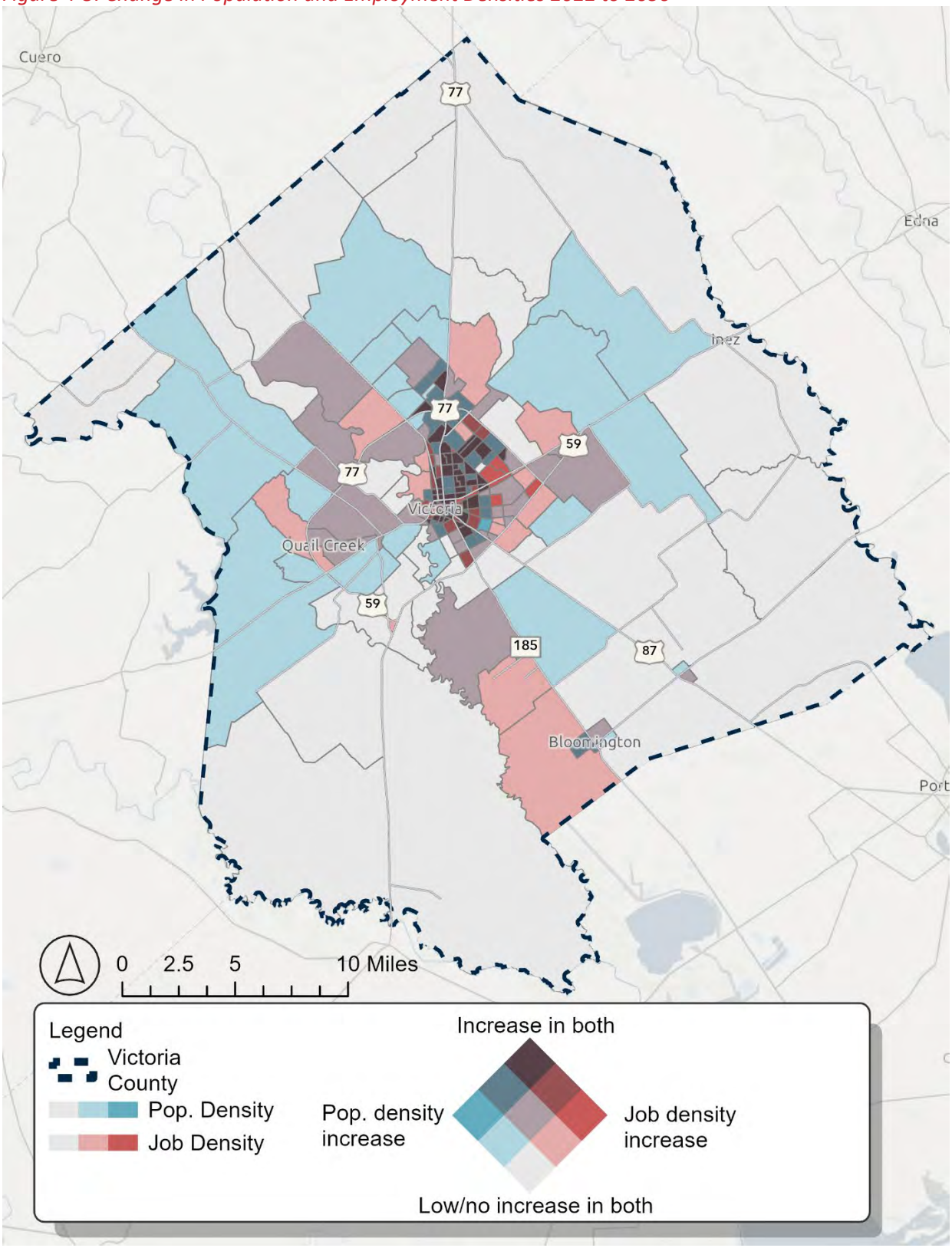
Table 4-1 provides the total number of people and jobs for 2022 and 2050, along with the percent change that is projected over time. As shown in Figure 4-3, the northernmost, southernmost, and easternmost portions of the study area all have very minimal or no expected increases in either category (represented by grey TAZs). TAZs with an increase in population per square mile are shown in blue, while those with an increase in jobs per square mile are shown in red. The TAZs with an increase in both population and employment density are shown in purple. The darker the TAZ color, the larger the increase over the Move Victoria 2050 planning horizon. From now to 2050, the study area will experience growth in employment and population, but most of this growth will occur within the city of Victoria, with some growth along major corridors and the central portion of the county as well.

Table 4-1: Total Population and Employment, 2022 and 2050

Year	Population	Growth	Employment	Growth
2022	92,185	-	38,267	-
2050	106,365	+15.4%	47,107	+23.1%

Source: Victoria MPO TDM

Figure 4-3: Change in Population and Employment Densities 2022 to 2050



Source: Victoria MPO TDM

Roadway Conditions

Congestion

The roadway network is the backbone of the regional transportation system. An efficient roadway system can have cascading benefits for economic development and quality of life. For this reason, it is important to understand current and future roadway conditions, needs, and deficiencies. The following analysis looks at existing and future traffic trends by utilizing the recently updated Victoria MPO TDM, as developed by TxDOT and the TTI.

Level of Service

Level of Service (LOS) is utilized as the performance measure for this analysis of roadway congestion. The level of service is determined by a ratio of **volume to capacity (VOC)**, which is the ratio of actual daily peak traffic flow to the maximum allowable traffic flow on a road segment.

The best level of service is rated as A, while the worst service conditions are rated as F. A level of service rating of F has a VOC ratio of 1 or greater, meaning that there are more vehicles using the road than the road can handle.

Level of Service Ratings

A = Free flowing traffic
B = Reasonably free flowing traffic
C = Stable flow, but drivers are restricted in choosing speeds
D = Approaching unstable flow
E = Unstable flow; may have short stoppages
F = Unacceptable congestion; stop-and-go traffic

Present Congestion

In general, the total miles of roadway with LOS ratings of D, E, or F in 2022 was only around 9.28 miles. This can be seen in Table 4-2, where the 2022 percentage for D, E, and F LOS ratings are each less than 1% of the total roadway miles. Figure 4-4 illustrates that the majority of the 2022 roadway network has traffic that is free flowing (LOS A), reasonably flowing (LOS B), or stable (LOS C). The top five congested road segments are listed in Table 4-3.

Table 4-2: Miles of Each Level of Service for 2022 and 2050

Level of Service	2022	2022 Percent	2050	2050 Percent
A	321.68	63.7%	300.76	58.3%
B	129.02	25.5%	131.98	25.6%
C	45.03	8.9%	44.87	8.7%
D	4.37	0.9%	17.27	3.3%
E	3.45	0.7%	18.81	3.6%
F	1.46	0.3%	2.61	0.5%
Total	**505.02**	**100.0%**	**516.30**	**100.0%**

Source: Victoria MPO TDM

Table 4-3: Top 5 Congested Roadway Segments, 2022

Road Segment	Limits		VOC
Coletoville Rd	Old Goliad Rd	Boggy Creek	1.87
Glascow St	Kelly Crick Rd	Northgate Rd	1.16
Guy Grant Rd	N Navarro St	Salem Rd (approx.)	1.14
Glascow St	Northgate Rd	Edinburgh St	1.04
FM 236	At US 77		0.97

Source: Victoria MPO TDM

Future Congestion

The TDM projects future congestion conditions for 2050 based on an existing plus committed (E+C) scenario. The E+C projects are currently programmed projects or projects with enough investment in planning or design to reasonably be expected to be constructed in the near future. Running the model with only E+C projects is an exercise to illuminate where major operational deficiencies could arise if no additional improvements are made.

According to the TDM, congestion in the study area will increase, with more road miles having LOS ratings of D, E, and F in 2050 than in 2022 (see Table 4-2). However, around 84% of road miles in 2050 will have a level of service rating of A or B with no congestion issues. Several of the top five congested road segments from 2022 remain in the top five for 2050, which is shown in Table 4-4. In particular, Coletoville Rd from Old Goliad Rd to Boggy Creek and Glascow St from Kelly Crick Rd to Edinburgh St see consistent congestion issues from 2022 to 2050.

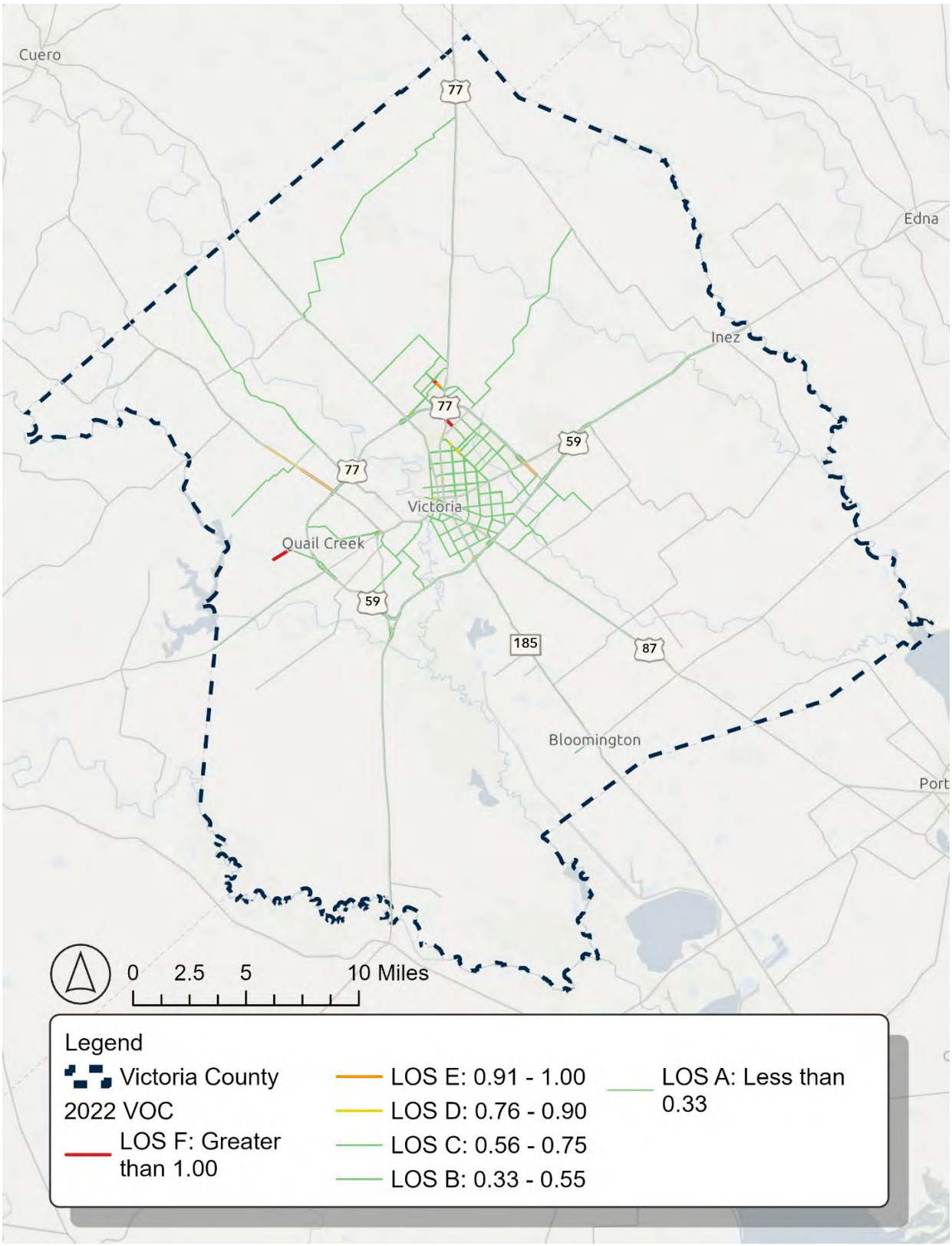
Table 4-4: Top 5 Congested Roadway Segments, 2050

Road Segment	From	To	VOC
Coletoville Rd	Old Goliad Rd	Boggy Creek	1.75
FM 236	Old Goliad Rd	BU59/SW Moody St	1.26
N Navarro St	At NE Zac Lentz Pkwy		1.25
Glascow St	Kelly Crick Rd	Northgate Rd	1.19
Glascow St	Northgate Rd	Edinburgh St	1.16

Source: Victoria MPO TDM

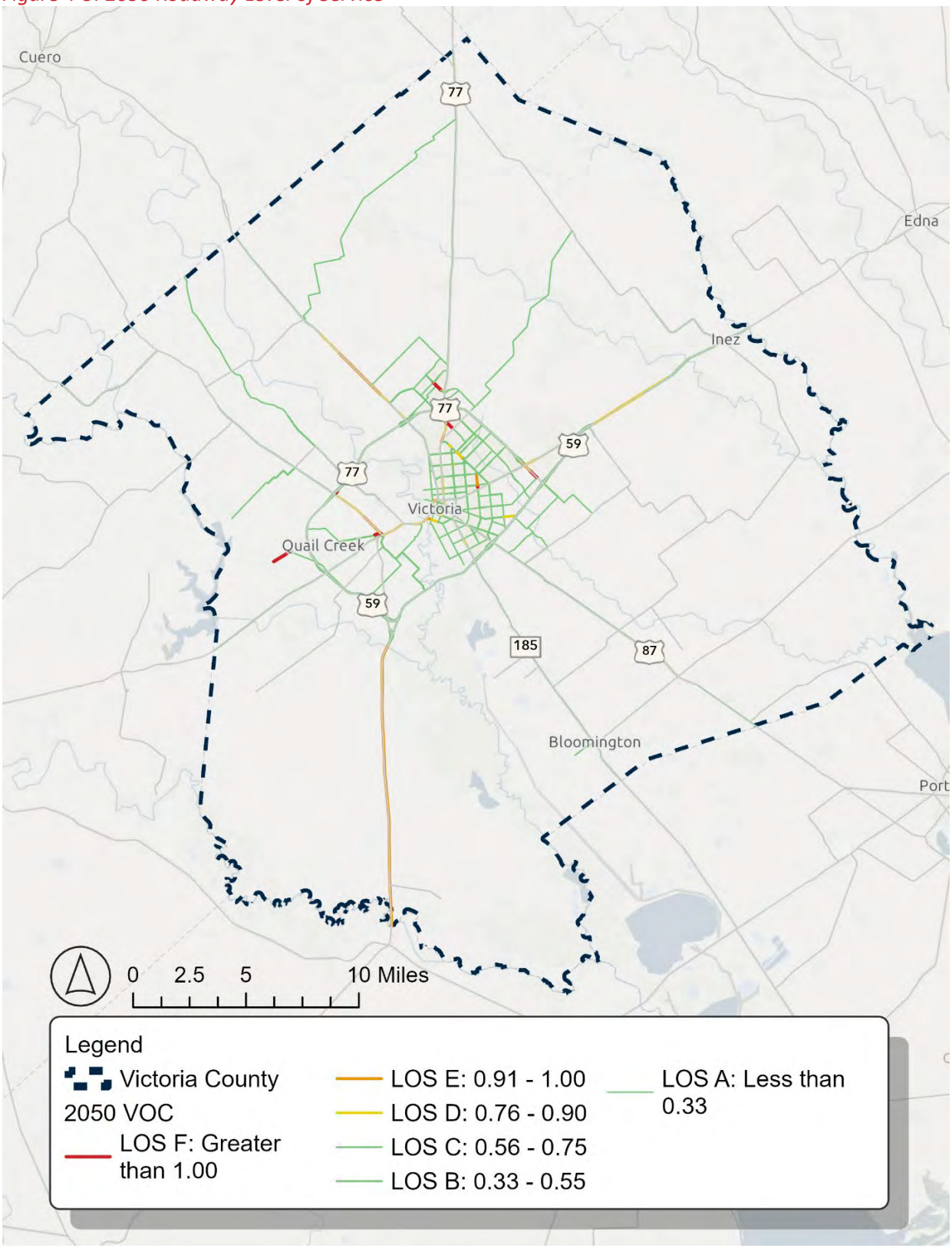
Portions of N Ben Wilson St between E Airline Rd and US 59 Business/Houston Highway had some of the highest expected increases in VOC ratios between 2022 and 2050, meaning that traffic is expected to significantly increase along this segment. In addition, US 77 S is expected to see an increase in congestion over a distance of greater than 10 miles. Figure 4-5 shows the projected roadway level of service for 2050.

Figure 4-4: 2022 Roadway Level of Service



Source: Victoria MPO TDM

Figure 4-5: 2050 Roadway Level of Service



Source: Victoria MPO TDM

Reliability

This section presents a reliability analysis using **Level of Travel Time Reliability (LOTTR)** scores from 2020 through 2023 to provide an understanding of the state of the roadways in the Victoria MPA. More specifically, this analysis serves to point out roadways where improvements focusing on travel time reliability and freight resilience may have the highest impact. The analysis also identifies major freight generators in the MPA.

National Performance Management Research Data Set Measures (NPMRDS)

To ensure a complete understanding of existing conditions on the Victoria MPO roadway network and federal compliance, the 2050 MTP uses FHWA's National Performance Management Research Data Set Measures (NPMRDS) to calculate roadway performance measures for the existing system. These values were aggregated from the NPMRDS and joined to the NPMRDS Texas roadway network to spatially analyze and target areas of concern. The results of this analysis provide the Victoria MPO with quantitative values for performance measures for use in the evaluation and prioritization of transportation investments. The mobility measures used in the analysis include:

National Performance Management Measures for System Performance

- Level of Travel Time Reliability (LOTTR)
- Percent of Interstate segments that are reliable
- Percent of non-Interstate NHS segments that are reliable.

National Performance Metrics

Travel time reliability is a measure of "the consistency or dependability of travel times from day to day or across different times of day" for a given roadway.[1] While congestion typically focuses on the average roadway conditions in terms of delay, travel time reliability indicates the level to which traffic or roadway conditions can be anticipated for travelers to plan around expected delays. Reliability of the roadway network is important because it allows travelers to reach their destinations at their planned time. This is important for passenger travel and goods movement as well as for transit services, as route planning plays an important role in how people manage their day-to-day lives.

LOTTR Analysis

Level of Travel Time Reliability (LOTTR) is calculated using a ratio of the 50th and 80th percentile travel time for all vehicles traveling a given roadway segment. Travel time data is provided as part of FHWA's NPMRDS. For the Victoria MPO study area, 2020, 2021, 2022, and 2023 travel time data was used for the defined Victoria MPO NPMRDS roadway network. Multiple years were examined to provide an overview of changes to reliability year over year and to identify possible segments with persistent reliability issues. It is worth noting that decreased roadway volumes during the COVID-19 lockdown may have affected the resulting reliability of the roadway system in 2020.

[1] *FHWA; National Performance Measures for Congestion, Reliability, and Freight, and CMAQ Traffic Congestion – General Guidance and Step-by-Step Metric Calculation Procedures; https://fhwa.dot.gov/tpm/guidance/hif18040.pdf*

Per FHWA standards, any roadway with a LOTTR over 1.50 is considered unreliable. "Unreliable" means that travelers of a roadway segment cannot reasonably predict the time it would take to travel the roadway during peak traffic time periods.

Per the 2023 NPMRDS, the current system reports 97.1% of vehicle-miles traveled on non-Interstate segments that are reliable. This achieves the target of greater than or equal to 70% of the system containing a LOTTR less than 1.50, which will help inform planning decisions moving forward.

Non-Interstate NHS Level of Travel Time Reliability

Non-Interstate NHS segments are typically separated out from Interstate segments for analysis because the MPO is required to report travel time performance metrics on the NHS as divided between the interstate and non-Interstate portions of the NHS. The Victoria MPA has no interstate highways, so this analysis only includes non-Interstate NHS roadways. Performance measures for non-Interstate NHS reliability within the MTP study area for 2020 through 2023 have consistently performed better than the statewide baselines, as shown in Table 4-5.

Table 4-5: Non-IH NHS LOTTR - MPO to Texas Statewide Comparison

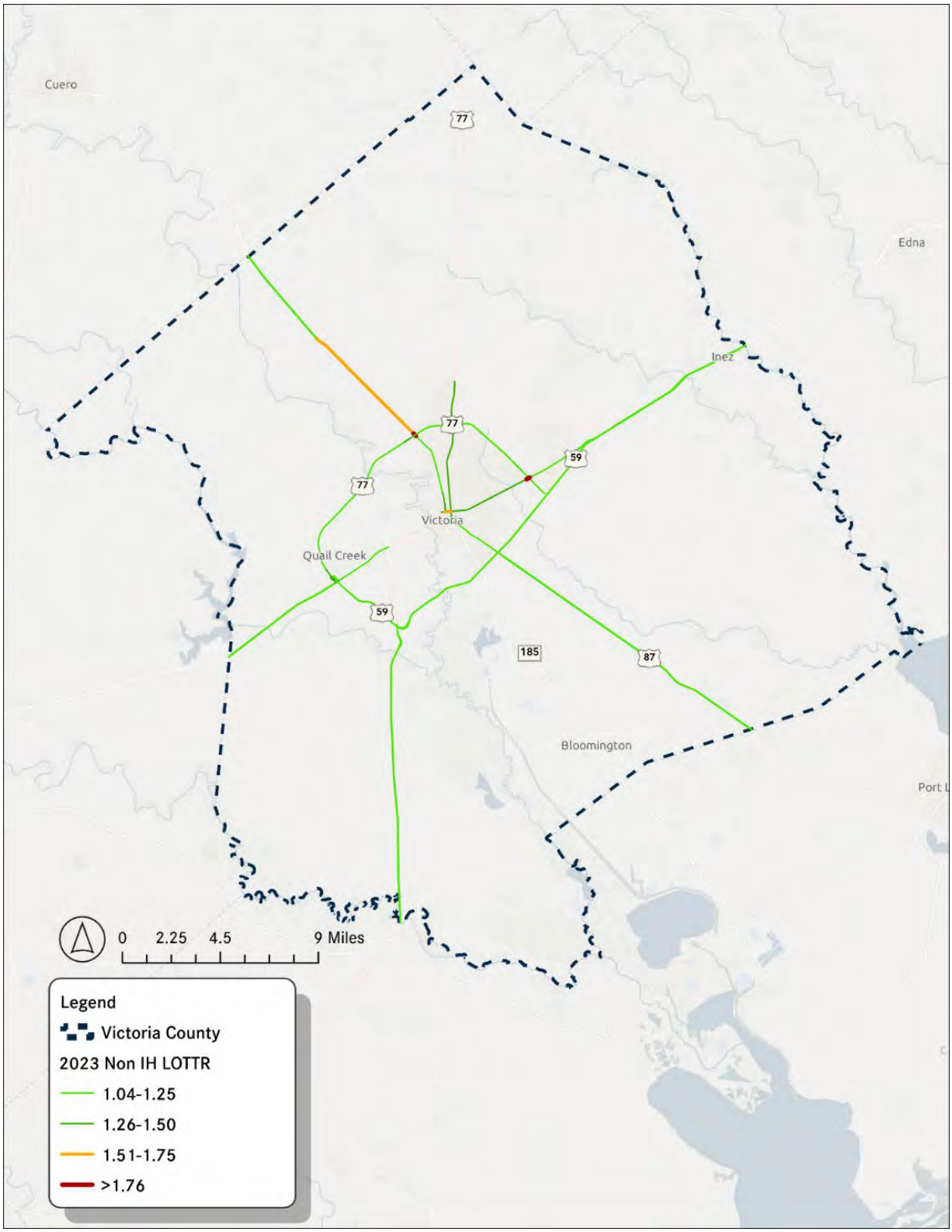
Year	Victoria MPO	TxDOT Baseline	TxDOT 2 Year Target	TxDOT 4 Year Target
2020	98.04%	84.6%	70%	70%
2021	98.36%			
2022	97.28%			
2023	97.13%			

Source: NPMRDS; FHWA State Highway Reliability Report - Texas

Areas with reliability issues in 2020 included W Rio Grande St from W North St to 77, N Main Street from the northbound frontage lane of Zac Lentz Parkway to the southbound frontage lane of Zac Lentz Parkway, and N Navarro St from the northbound frontage lane of Zac Lentz Parkway to the southbound frontage lane of Zac Lentz Parkway.

Figure 4-6 displays travel time reliability for the MPO area in 2023. NPMRDS data shows much improvement for reliability in the downtown area from 2020, with only W Rio Grande from US 77 to US 87 still being unreliable. The segment of US 87 under and north of Zac Lentz Parkway shows high reliability, and an additional segment of US Business 59/Houston Highway under Zac Lentz Parkway shows a similarly high level of unreliability.

Figure 4-6: 2023 Non-Interstate LOTTR

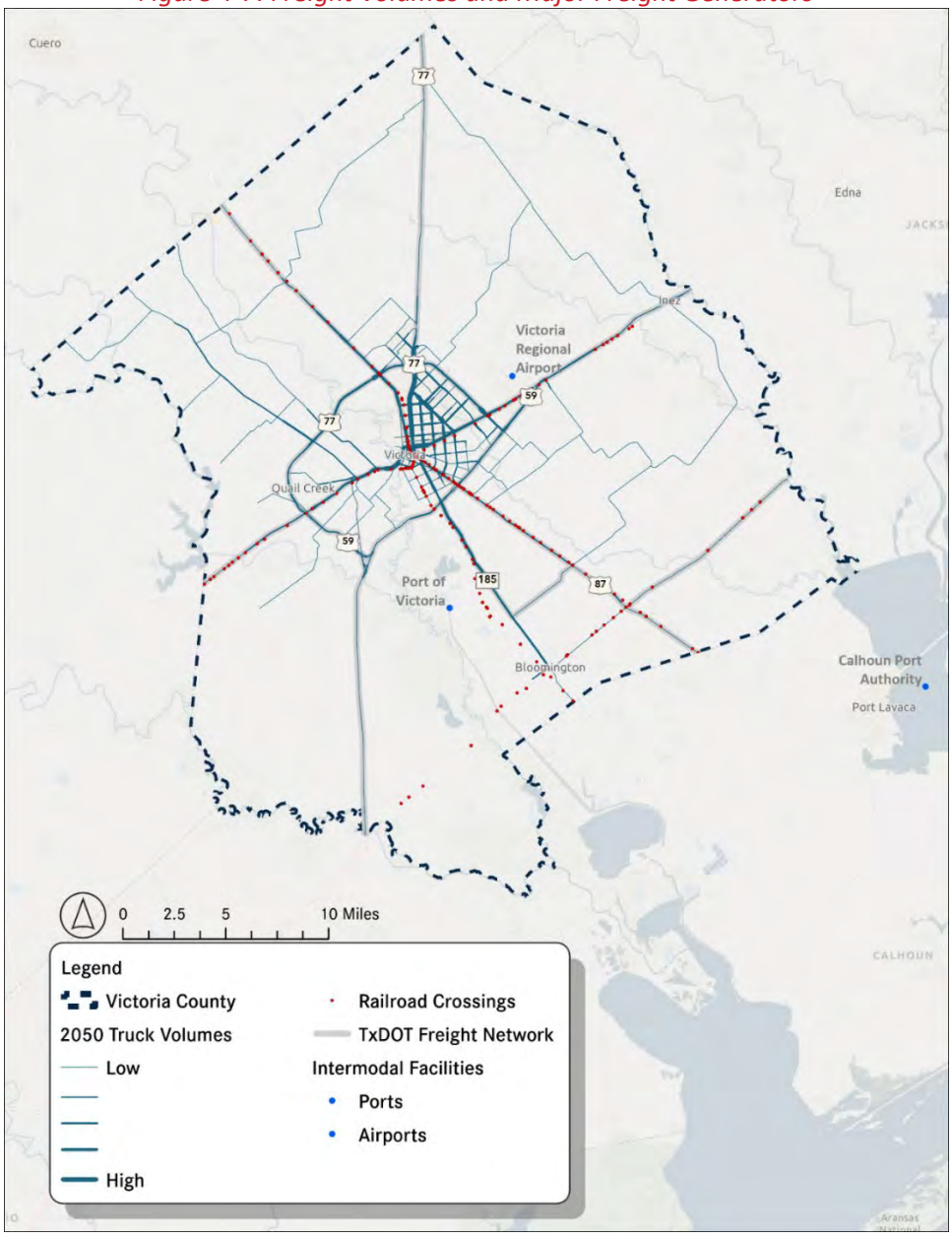


Source: NPMRDS

Freight

Local, state, and national economies depend on freight transportation systems to function reliably. Supply chains and the movement of goods are supported by freight systems. Dependable and safe freight requires a minimization of delays along the transportation system, including a predictable traffic pattern. A reliable and safe freight system ensures successful, on-time deliveries that are vital for the shipping/freight industries. The following sections identify the location of important freight system assets, general freight activity, and potential issues along the freight network in the Victoria Metropolitan Planning Area (MPA). Figure 4-7 shows truck volumes along with major generators in the region.

Figure 4-7: Freight Volumes and Major Freight Generators



Source: TxDOT Open Data Portal; Victoria MPO TDM

Regional Generators

Victoria County is in close proximity to other critical sites on the freight network. Considering the area's connection to these other generators is important in planning for the future of regional freight movement.

- **Port of Victoria:** The Port of Victoria is a shallow-draft commercial port located within the study area. The port processes over four million tons of cargo every year.[2] Potential expansions to the port's operations could further freight operations in the region.
- **Calhoun Port Authority:** The Calhoun Port Authority, formerly known as the Port of Port Lavaca-Point Comfort, is a deep draft dock that handles break bulk, liquid bulk, and dry bulk carriers up to 750-feet in length.[3] Calhoun Port Authority is outside of the planning area, but the port connects to US 59 and US 87, both of which run through Victoria County, thus it is critical for transportation planning. Formosa Plastics Corporation is one of the many economic generators located at Point Comfort. Recently approved expansion plans include building a new hexene plant and expanding the current polyethylene plant.
- **Rio Grande Valley:** Located at the southernmost point of the state of Texas, the Rio Grande Valley operates as an important hub for freight passing between the United States and Mexico. The Victoria area may expect to experience freight traffic as goods move from the border up to the Houston area.

Other Freight Considerations

Marine Highway

The U.S. Marine Highway system currently includes 31 routes that serve as extensions of the surface transportation system.[4] These routes are comprised of some of the United States' most expansive network of navigable waterways, such as rivers, channels, and coasts. The Gulf Intracoastal Marine Highway runs along Matagorda Bay, which connects to the bays surrounding the Calhoun Port Authority. Currently, the Gulf Intracoastal Waterway is not maintained to be at its authorized depth, meaning that carriers have to "light load" barges in order to prevent scraping.[5] This raises the costs of shipping goods. If the waterway were to be deepened, it may increase traffic to the Port of Victoria.

Interstate 69

Interstate 69 (IH 69) is a future interstate highway that will run from Texas to Michigan. In Victoria, US 77, starting at US 59 and running down to Brownsville, will become part of IH 69. To be designated as an interstate highway, the facility will be brought up to interstate standards.[6] Upon completion, this highway will serve as an important facility for moving freight in the region.

Rail

Two Class I freight railroads operate in Victoria County, Canadian Pacific Kansas City Railway and Union Pacific. Railroad tracks cross the study area, including around 200 at-grade crossings, points at which the

[2] *https://ftp.txdot.gov/pub/txdot/mrd/port-profiles/port-victoria-profile.pdf*
[3] *https://ftp.txdot.gov/pub/txdot/mrd/port-profiles/calhoun-port-authority-profile.pdf*
[4] *https://www.maritime.dot.gov/grants/marine-highways/marine-highway*
[5] *https://library.ctr.utexas.edu/hostedpdfs/tti/0-6807-1-booklet.pdf*
[6] *https://www.txdot.gov/projects/projects-studies/statewide/interstate-69-system-in-texas.html*

railroad tracks cross the roadway. Railroads serve as important freight connectors, but at-grade crossings also may delay surface freight traffic.

Victoria Regional Airport

The Victoria Regional Airport connects locals to Houston, providing twice daily service to and from George Bush Intercontinental Airport. The airport currently does not serve any freight traffic, but growth in the region might prompt expansion.

Caterpillar Victoria

The Caterpillar Victoria facility has manufactured hydraulic excavators in Victoria since 2012. The company employs over 600 people[7]. Since opening, the plant has built over 20,000 excavators. In 2022, a supplier of Caterpillar parts, VicTec, moved into the same business park. As operations at Caterpillar increase and as related suppliers move in, the area will see more freight traffic.

Pavement

The roadway pavement condition analysis for the Victoria MPA was based on 2021 data from FHWA's Highway Performance Monitoring System (HPMS). Note that due to the age of the pavement data used certain infrastructure improvements that have been made in the meantime are not reflected in this analysis. HPMS data provides a condition rating based on the **International Roughness Index (IRI)** for roadway segments found on the National Highway System (NHS). Based on guidance from the Code of Federal Regulations (23 C.F.R. 490.313), each roadway segment was categorized by condition according to the following IRI rating scale:

- **Poor** Condition: IRI > 170
- **Fair** Condition: IRI >= 95 and <= 170
- **Good** Condition: IRI <95

HPMS data was totaled to represent the number of lane miles for each of the three pavement condition categories, allowing the project team to calculate the percentage of interstate (NHS) and non-interstate NHS lane miles and the percentage of lane miles by condition. This is shown in Table 4-6, along with the applicable comparison to state targets for pavement conditions under the Transportation Performance Management highway infrastructure performance measure.

National Performance Management Measures for Highway Infrastructure

- Percent of non-Interstate Lane Miles Good Condition
- Percent of non-Interstate Lane Miles Poor Condition
- Percent of Interstate Lane Miles Good Condition
- Percent of Interstate Lane Miles Poor Condition

[7] *https://www.crossroadstoday.com/news/local-news/caterpillar-victoria-celebrates-10-year-anniversary/article_3f2e14ba-1344-557d-82f6-604a1dd7f08e.html*

Table 4-6: Pavement Condition by IRI Rating (Non-Interstate NHS)

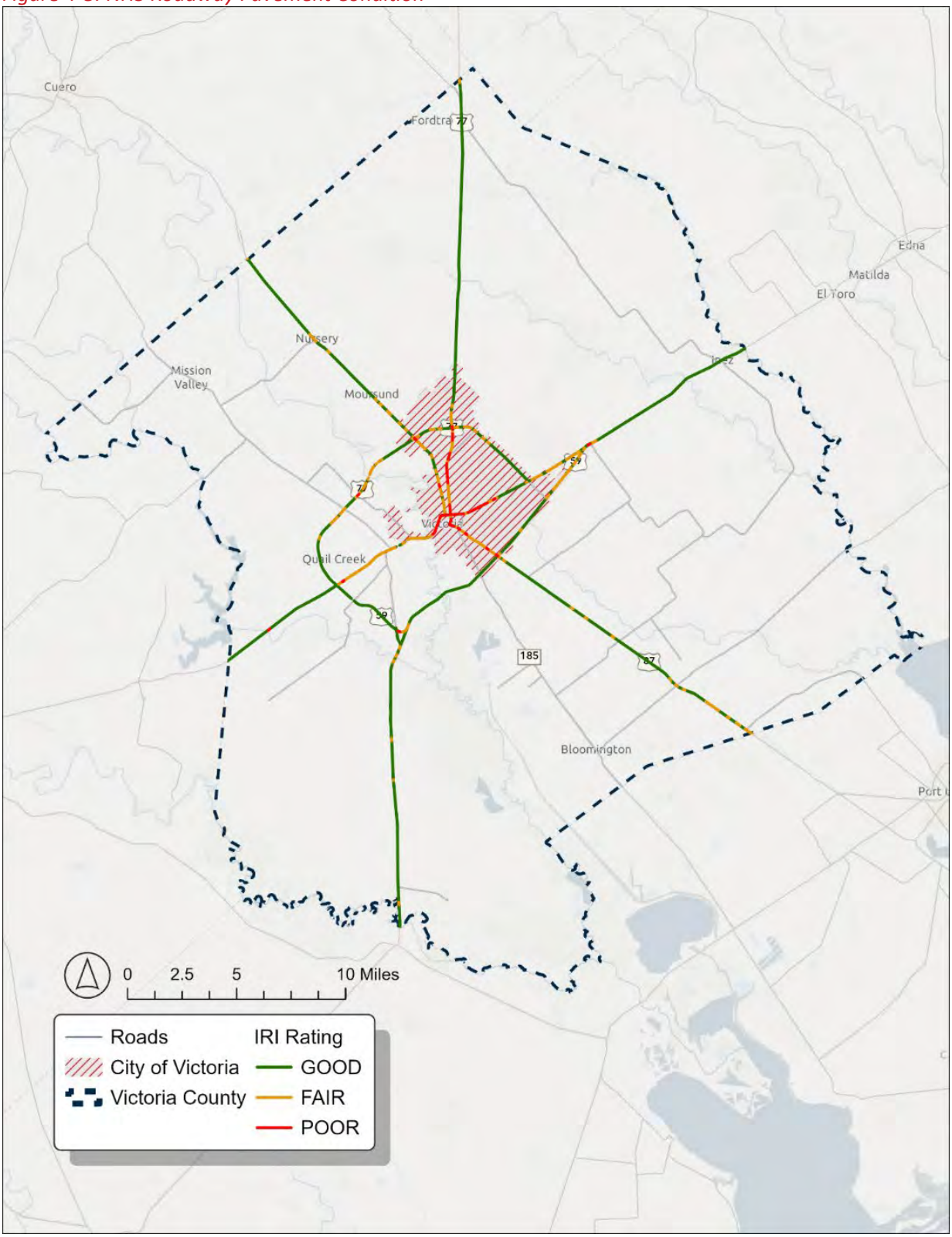
Condition	Total Lane Miles	% of Total Lane Miles	TxDOT 4-year Target
Poor	26.93 Lane Miles	**5.34%**	**2.5%**
Fair	96.62 Lane Miles	19.16%	-
Good	380.62 Lane Miles	**75.49%**	**46.0%**
Total	504.18 Lane Miles	100%	-

Source: 2021 HPMS Pavement Condition Data, FHWA State Highway Reliability Report - Texas

Out of the 504.18 total NHS lane miles with IRI data, 75.49% were found to be in Good condition, while 19.16% were recorded as being in Fair condition. This suggests that 94.65% of the NHS roadway pavement conditions are either in a state of good repair or adequate for utilization. There are currently no Interstate lane miles in the Victoria MPA.

For non-Interstate NHS lane miles 5.34% were rated to be in Poor condition, missing the performance measure of 1.50%. Conversely, the percentage of non-interstate NHS lane miles rated as Good condition, 75.49% was well above the state pavement measurement of 46%. For non-interstate NHS lane miles, 94.65% were in a state of good repair or adequate serviceability. Figure 4-8 displays roadway pavement conditions for the NHS at the Victoria MPA level, showing most of the infrastructure to be in a state of good repair. However, the percentage of NHS lane miles in Poor condition needs to continue to be addressed through maintenance and repairs.

Figure 4-8: NHS Roadway Pavement Condition



Source: 2021 HPMS Pavement Condition Data

Bridges

Because bridges within the Victoria MPO area provide for the movement of people and goods both regionally and locally, a state of good repair is essential.

This analysis used data from the USDOT National Bridge Inventory (NBI) from November 2023. The NBI data includes information about bridge locations and the conditions of the deck, substructure, and superstructure components. A score of 7 or higher is given to bridge components that are in Good condition. A score of 5 or 6 is given to bridge components that are in Fair condition, while a score of 4 or lower represents elements that are in Poor condition. Guidance from the FHWA's Computation Procedure for the Bridge Condition Measures and the Code of Federal Regulations (23 C.F.R 490.409) was used to complete the analysis of NBI data. For this analysis, the lowest score of the components of a single bridge is used to portray the overall condition of the bridge.

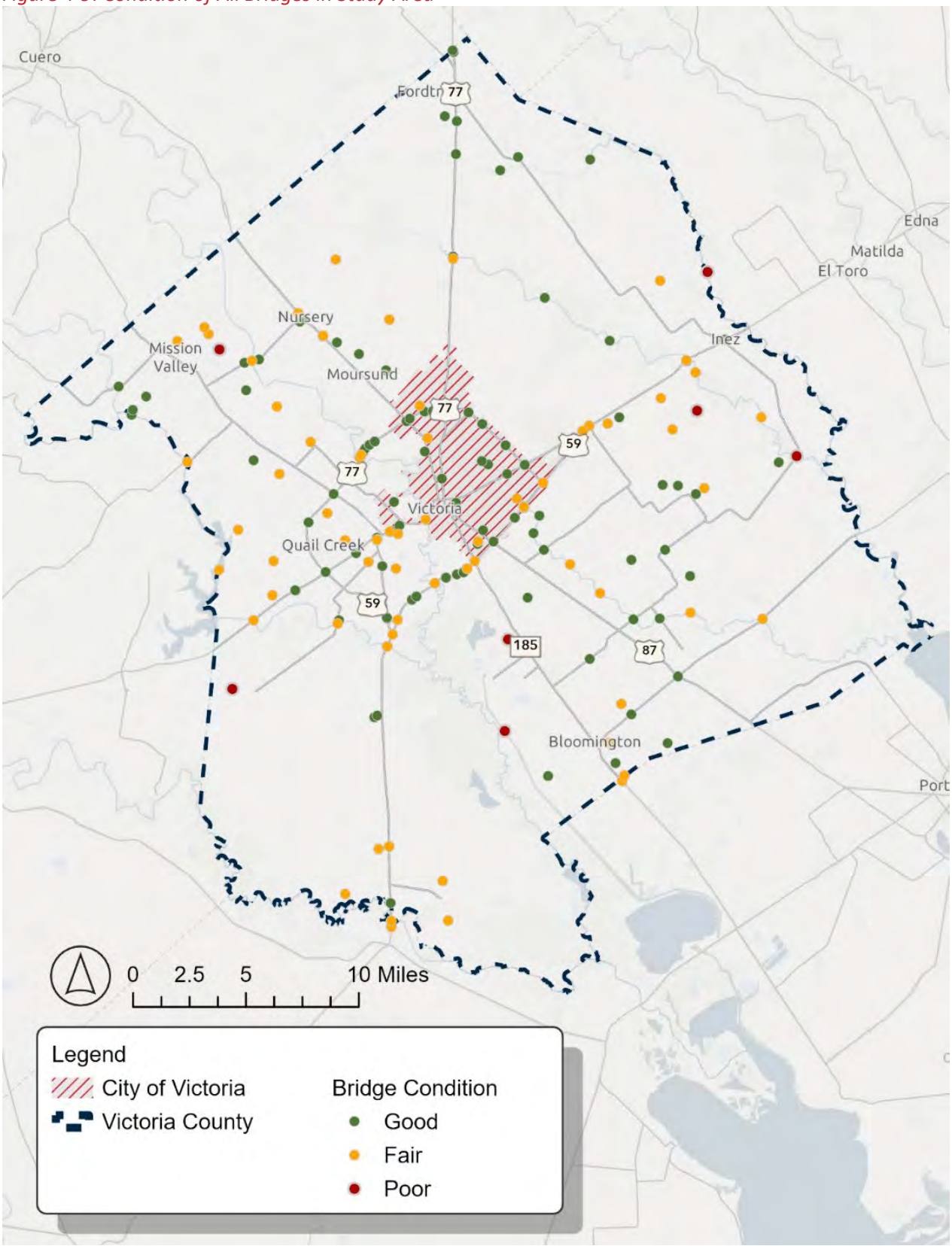
A total of 205 bridges were identified within the study area. Around 59% of the bridges in the study area are in Good condition, 38% are in Fair condition, and 3% are in Poor condition. Figure 4-9 shows the conditions of all bridges in the study area. The total area of bridges in the study area is 213,106 square meters, of which 1,843 square meters (1%) are in Poor condition. Table 4-7 presents the condition of all bridges in the study area by count and deck area.

Table 4-7: Condition of All Bridges in Study Area by Count and Area

All Bridges	Count	Percent	Area (m^2)	Percent
Good	121	59%	137,837	65%
Fair	77	38%	73,426	34%
Poor	7	3%	1,843	1%
Total	205	100%	213,106	100%

Source: National Bridge Inventory

Figure 4-9: Condition of All Bridges in Study Area



Source: FHWA (2023) National Bridge Inventory

There are 90 bridges in the study area that are part of the National Highway System (NHS). Of the NHS bridges, 68% are in Good condition, 32% are in Fair condition, and none are in Poor condition. The total area of NHS bridges is 164,869 square meters, which is entirely in either Good or Fair condition. Table 4-8 shows the conditions of NHS bridges by count and deck area. NHS bridge locations are illustrated in Figure 4-10.

The condition of NHS bridges is a component of the federal Transportation Performance Management Highway Infrastructure performance measures.

National Performance Management Measures for Highway Infrastructure

- Percent of Deck Area in Good Condition on NHS Bridges
- Percent of Deck Area in Poor Condition on NHS Bridges

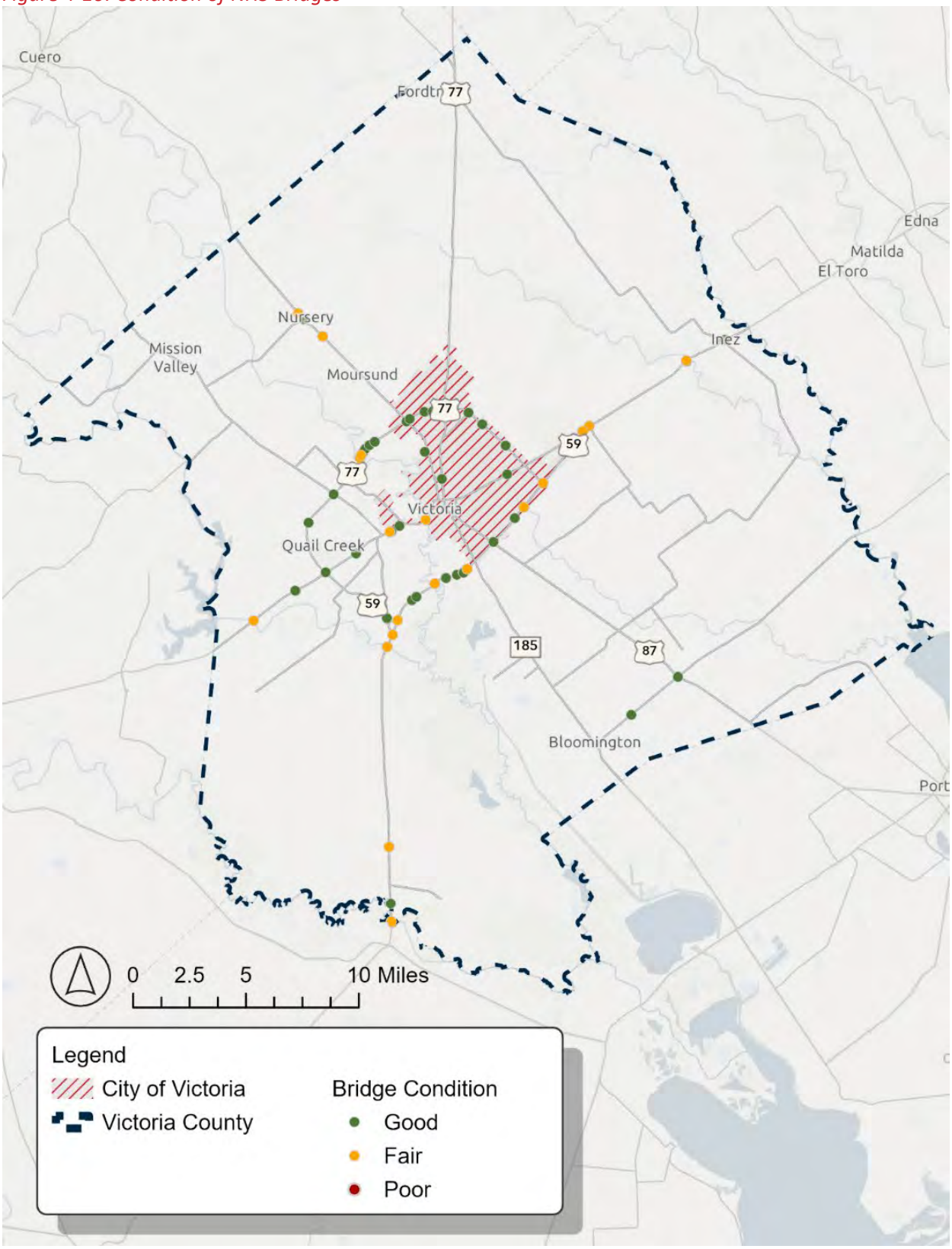
The study area meets and exceeds the established TxDOT 4-year target for the percentage of NHS deck area in Good condition.

Table 4-8: Condition of NHS Bridges in Study Area by Count and Area

NHS Bridges	Count	Percent	Area (m^2)	Percent	TxDOT 4-year target
Good	61	68%	107,230	**65%**	**47.6%**
Fair	29	32%	57,638	35%	-
Poor	0	-	-	-	1.5%
Total	90	100%	164,869	100%	-

Source: National Bridge Inventory (NBI) 2023, FHWA State Highway Infrastructure Report - Texas

Figure 4-10: Condition of NHS Bridges



Source: FHWA (2023) National Bridge Inventory

Safety

This section provides a safety analysis which is meant to inform proposed transportation projects by highlighting traffic safety concerns in this region. The analysis examines patterns and trends based on the recorded crash characteristics. This illuminates existing safety concerns and past trends in the region so that proposed transportation projects can attempt to address these issues and improve the overall safety of the transportation system for all users.

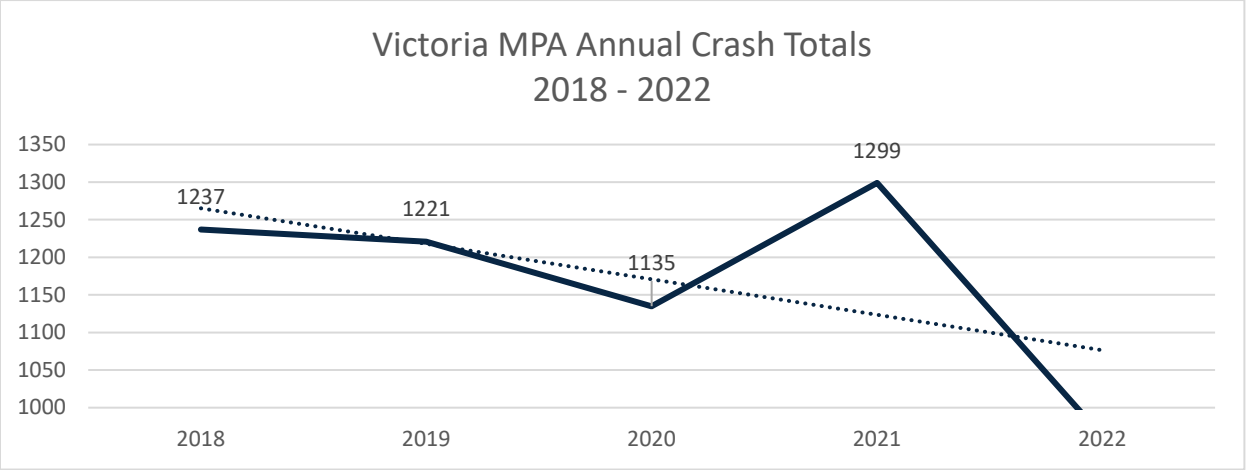
For the safety analysis, data from the Crash Records Information System (CRIS) data system was assessed for crashes that occurred in the Victoria MPA from 2018 to 2022.

Regional Crash Trends

Total Crashes

During the five-year period (2018-2022), a total of 5,854 crashes occurred in the Victoria MPA, with the annual trend in crashes decreasing slightly. About 67% of crashes in the MPA occurred within the Victoria municipal boundary. The average annual total for 2018 to 2022 is 1,171 crashes per year. Figure 4-11 below shows crash counts by year for the Victoria MPA.

Figure 4-11: Victoria MPA Annual Crash Counts by Year (2018 – 2022)



Source: TxDOT CRIS Database

Table 4-9 below shows a comparison between regional crashes and the statewide crashes for Texas.

Table 4-9: Regional and Statewide Crash Comparison (2018 - 2022)

Crash Type	Victoria MPA	Texas	MPO's % of State Crashes
All Crashes	5,854	2,691,046	0.22%
Resulting in Fatality	70	18,267	0.38%
Resulting in Serious Injury	261	70,969	0.37%
Resulting in Ped/Bike Fatality	11	3,217	0.34%
Resulting in Ped/Bike Serious Injury	20	7,874	0.25%

Source: TxDOT CRIS Database

Crash occurrence density is mapped to reveal where higher concentrations of crashes, or crash "hot spots," occurred from 2018 to 2022. The results of this analysis revealed that crashes occurred more frequently at or near the intersections of major roads.

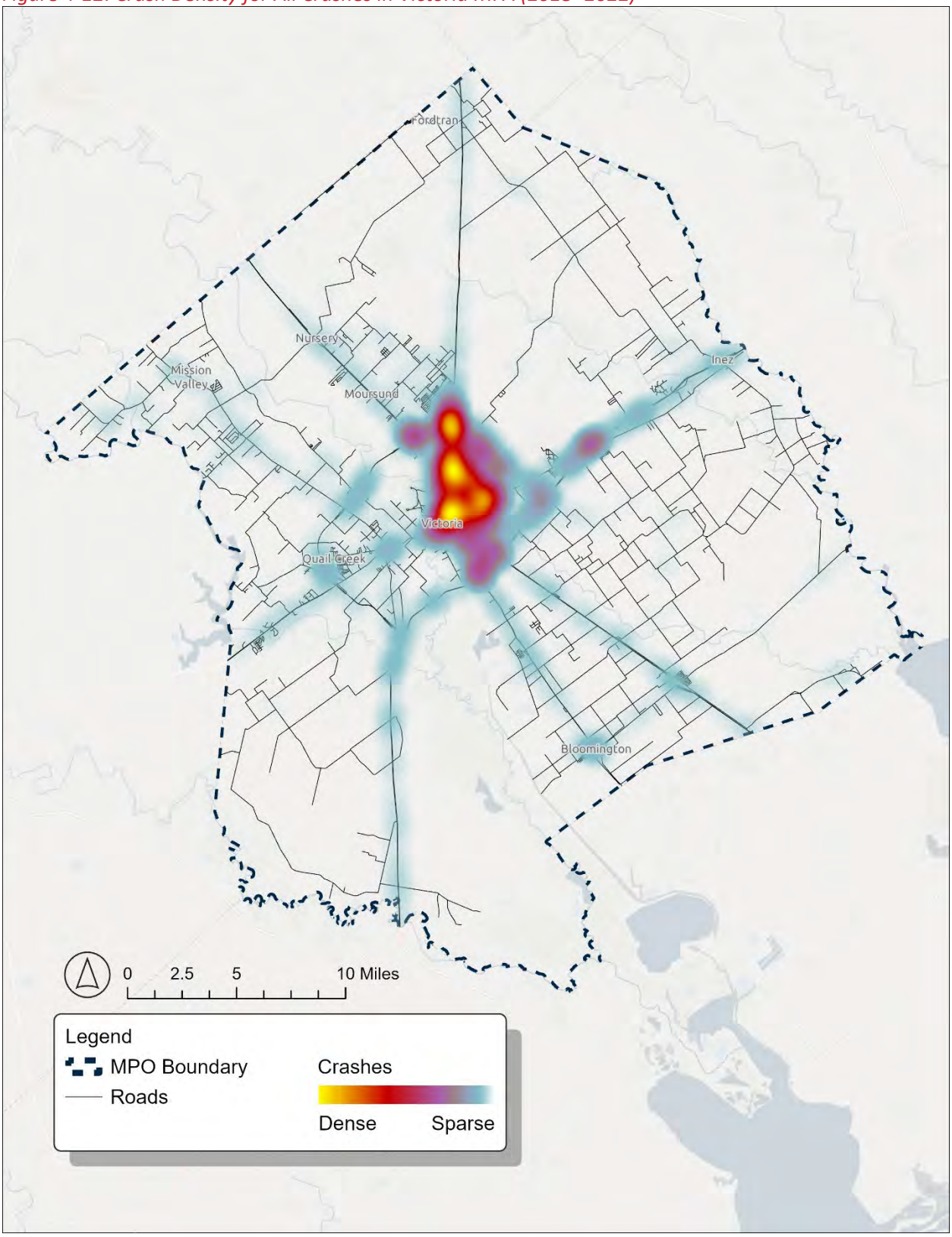
To assess crashes that occurred at or near intersections a twenty-five-foot buffer was employed for each intersection in the transportation network. The top high crash intersections, or intersections that experienced the most crashes while having proximity to other intersections with high crash counts, are listed below in Table 4-10. Figure 4-12 shows the hot spots for all crashes over the five-year period at a regional level. Figure 4-13 shows a zoomed-in view of the crash hot spots for all crashes in the City of Victoria.

Table 4-10: Crashes by Intersection – Highest Crash Intersections (2018 - 2022)

Intersection	Crash Count
Loop 463 & Navarro/ Bu77	46
Houston Hwy/ Bu 59 & Sam Houston Dr.	40
Whispering Creek St. & Navarro/ Bu 77	40
E Mockingbird Ln & Navarro/ Bu 77	36
Sam Houston Dr & Navarro/ Bu 77	32
Houston Hwy/ Bu 59 & N Ben Jordan St	31
E Red River St & Navarro/ Bu 77	26
N Ben Wilson St & Houston Hwy/ Bu 59	26
E Crestwood Dr & Navarro/ Bu 77	23
Broadmoor Street & Navarro/Bu 77	23

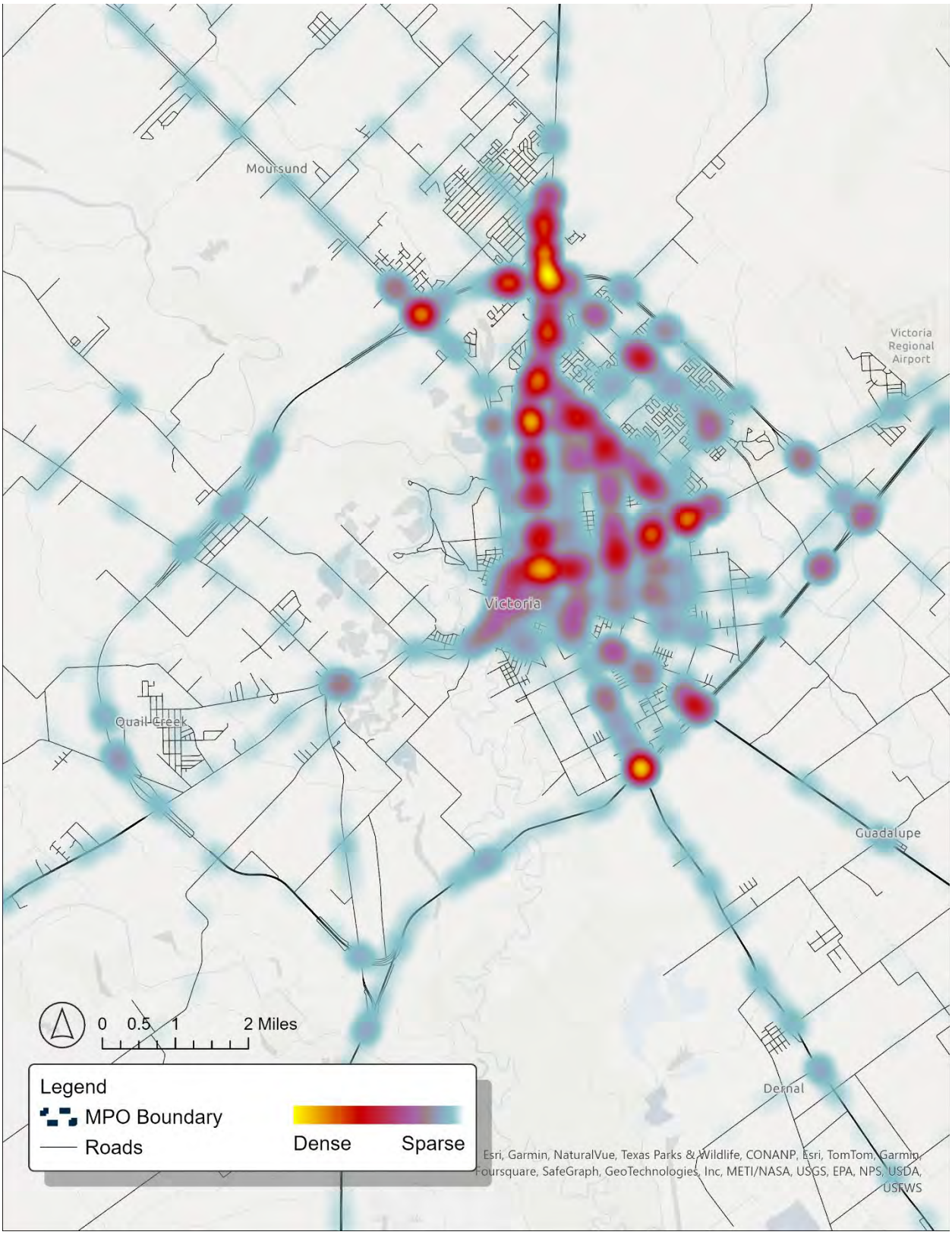
Source: TxDOT CRIS Database

Figure 4-12: Crash Density for All Crashes in Victoria MPA (2018 -2022)



Source: TxDOT CRIS Database

Figure 4-13: Crash Density in Victoria, TX (2018 - 2022)



Source: TxDOT CRIS Database

Crash Rates

A crash rate is a metric representing the number of crashes relative to the amount of travel in a given region. Utilizing 2022 Vehicle Miles Traveled (VMT) estimates from the travel demand model for the Victoria MPO and 5-year crash data, crash rates for the region were calculated and compared to statewide rates to track the region's relative performance. For the Victoria MPO, crashes occurred at a rate of 52.78 per 100 million VMT for all crashes over the five-year period. The fatality and serious injury rates per 100 million VMT were 0.63 and 2.35, respectively. In comparison to the Texas statewide 5-year rolling averages, the Victoria MPO crash rate for all crashes is nearly 70% lower than the statewide rate. The MPO's crash rate for crashes resulting in fatality is nearly 56% lower than the statewide rate, and the MPO's crash rate for crashes resulting in serious injury is about 52% lower than the statewide rate. Table 4-11 shows the comparison between the Victoria Area MPO crash rates and Texas statewide crash rates.

Table 4-11: Victoria MPA and Texas 5-Year Average Crash Rates (2018 - 2022)*

Type	Victoria MPA Crash Rates	Statewide Avg. Rate (2020-2024)	2025 Safety Target
Total Crashes	52.78		
Crashes Resulting in Fatality	0.63	1.36	1.14
Crashes Resulting in Serious Injury	2.35	6.64	6.39

*Source: TxDOT CRIS Database, *Rate is per 100 million VMT*

Crashes by Severity

Severity characteristics of crash data represent the level of impact on the people involved. The data obtained from CRIS breaks severity down into the following categories: Fatal Injury, Suspected Serious Injury, Suspected Minor Injury, Not Injured, Possible Injury, and Unknown. These categories represent the most severe impact experienced in each crash, but do not necessarily account for all of the different impacts that may have resulted from the same crash. For example, a crash may be assigned a severity of "Fatal Injury," but this only means that the crash resulted in at least one death, despite the possibility that other people involved in the crash may have experienced serious or minor injuries or may not have been injured at all.

Over the five-year period, most of the reported crashes resulted in no injuries (about 63%). In the 70 crashes that were marked with a severity of "Fatal Injury," a total of 132 fatalities occurred. Although 261 crashes were marked with a severity of "Suspected Serious Injury," they resulted in a total of 483 people suspected to have experienced a serious injury. Overall, crashes that resulted in a severity of "Fatal Injury" or "Suspected Serious Injury" made up about 5.5% of the total crashes in the region from 2018 to 2022. Table 4-12 shows the breakdown of crashes by severity for the five-year period.

Table 4-12: Crashes by Severity (2018 - 2022)

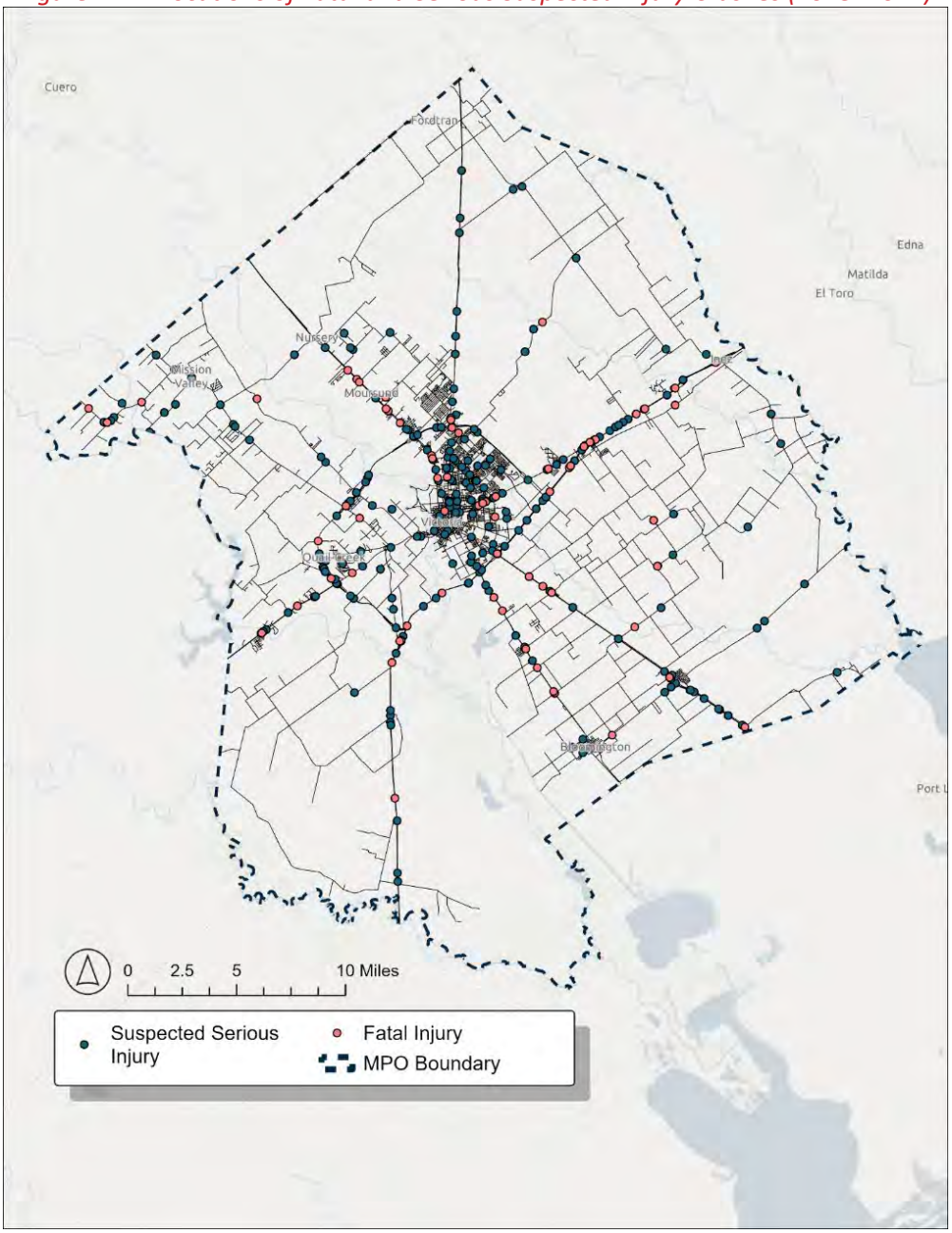
Crash Severity	Number of Crashes	% of Total MPA Crashes
Fatal Injury	70	1.20%
Suspected Serious Injury	261	4.46%
Suspected Minor Injury	798	13.63%
Possible Injury	813	13.89%

Crash Severity	Number of Crashes	% of Total MPA Crashes
Not Injured	3,700	63.20%
Unknown	212	3.62%
All Crashes	5,854	100%

Source: TxDOT CRIS Database

Figure 4-14 shows the locations of crashes that resulted in a severity of either "Fatal Injury" or "Suspected Serious Injury."

Figure 4-14: Locations of Fatal and Serious Suspected Injury Crashes (2018 -2022)



Source: TxDOT CRIS Database

Crashes by Manner of Collision

Manner of Collision is recorded using five categories with several subcategories to attribute the manner at which the collision occurred. Table 4-13 displays the top listed manners of collision for the Victoria MPO between 2018 and 2022. One Motor Vehicle – Going Straight represented the highest manner of collision with 2,254 crashes or roughly 39% of total crashes. Manner of collision for fatal and severe crashes are displayed in Table 6.

Table 4-13: Crashes by Manner of Collision (2018 - 2022)

Manner of Collision	Number of Crashes	% of Total MPA Crashes
One Motor Vehicle – Going Straight	2,254	38.50%
Angle – Both Going Straight	858	14.66%
Same Direction – One Straight, One Stopped	505	8.63%
Opposite Direction – One Straight, One Left Turn	503	8.59%
Same Direction – Rear End	427	7.29%
Angle – One Straight One Left Turn	305	5.21%
Same Direction – Both Going Straight - Sideswipe	266	4.54%

Source: TxDOT CRIS Database

Table 4-14: Fatal and Severe Crashes by Manner of Collision (2018 – 2022)

Manner of Collision	Number of Crashes	% of Total MPA Crashes
One Motor Vehicle – Going Straight	175	3%
Angle – Both Going Straight	37	0.63%
Opposite Direction – One Straight, One Left Turn	23	0.39%
Opposite Direction – Both Going Straight	22	0.38%
Same Direction – Rear End	21	0.36%
Angle – One Straight, One Left Turn	11	0.19%
Same Direction – Both Going Straight - Sideswipe	8	0.14%

Source: TxDOT CRIS Database

Crashes Involving Pedestrians or Bicyclists

In the Victoria MPA, there were 87 crashes involving either pedestrians or bicyclists from 2018 to 2022, which is just under 1.5% of the total crashes that occurred in the region over that period. Of the 87 crashes, 58 (67%) involved pedestrians and 29 (33%) involved bicyclists. In addition, 45.55% of crashes involving pedestrians resulted in either fatality or suspected serious injury for pedestrians, and 13.79% of crashes involving bicyclists resulted in either fatality or suspected serious injury for bicyclists.

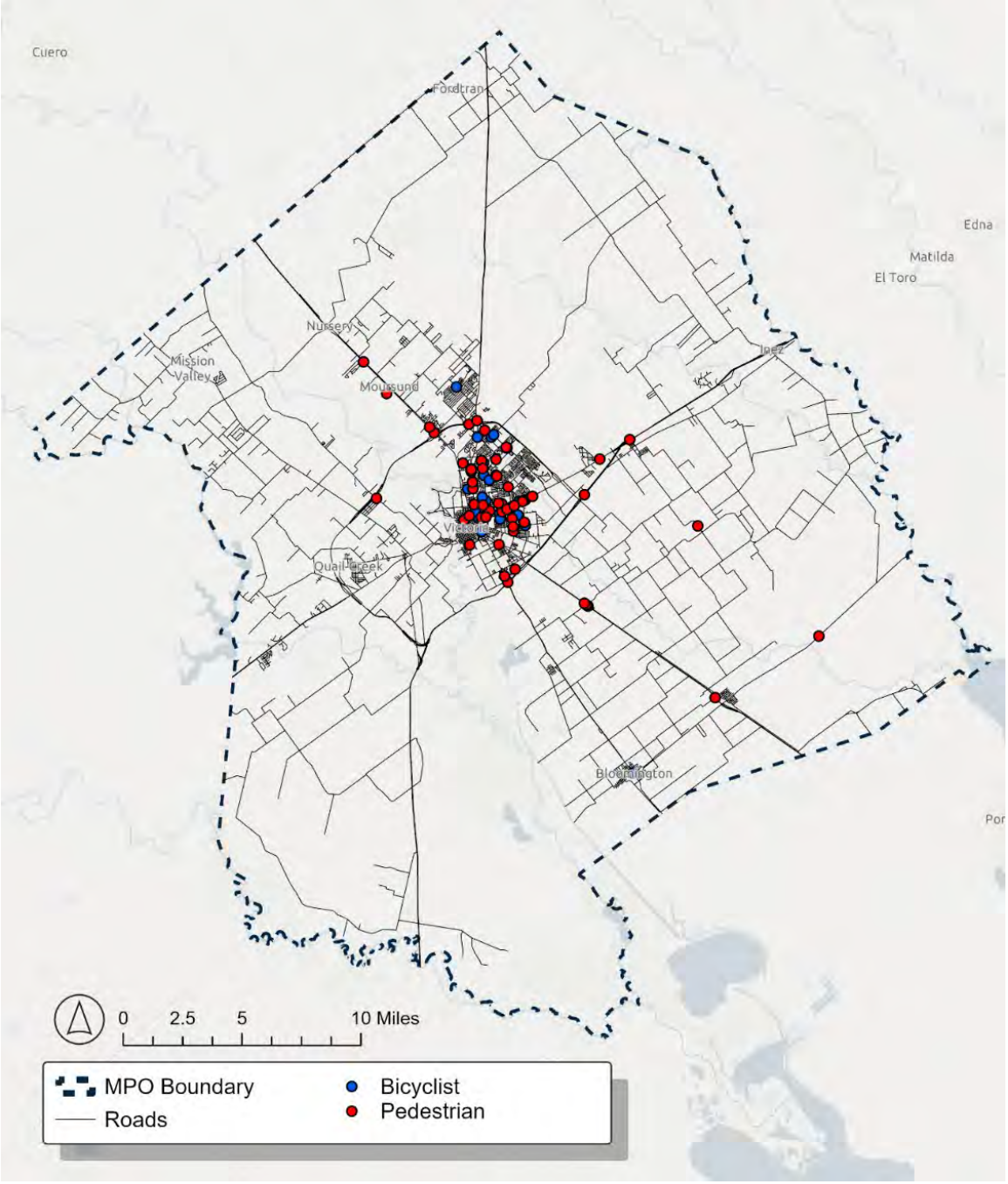
Table 4-15 provides a more detailed breakdown of the severity of crashes involving pedestrians or bicyclists and Figure 4-15 shows the locations of all crashes in the region that involved a pedestrian or bicyclist over the five-year period.

Table 4-15: Pedestrian and Bicyclist Crashes by Severity (2018 - 2022)

Crash Severity	Pedestrian Involved Crashes		Bicycle Involved Crashes	
	Count	Percent	Count	Percent
Fatal Injury	11	18.96%	0	0%
Suspected Serious Injury	16	27.59%	4	13.79%
All Crashes	58	100%	29	100%

Source: TxDOT CRIS Database

Figure 4-15: Crashes Involving Pedestrians or Bicyclists (2018 - 2022)



Source: TxDOT CRIS Database

Transit

Transit is typically most successful when serving communities with denser concentrations of residents and jobs. Transit demand examines population and employment densities as a significant initial measure of transit demand. This analysis relies on established Transit Density Benchmarks. These benchmarks are estimated levels of density typically needed to support increasing frequencies of local bus service. Population density benchmarks are measured by the number of people per gross acre, and employment density benchmarks are measured by the number of jobs per gross acre. Transit Density Benchmarks can be seen in Table 4-16.

Table 4-16: Transit Density Benchmarks

Population Density (people/acre)	Employment Density (jobs/acre)	Recommended Service Frequency
0 – 8	0 – 4	Flexible Service
8 – 16	4 – 8	60-Minute Frequency
16 – 26	8 – 16	30-Minute Frequency
Over 26	Over 16	15-Minute Frequency

Source: Alliance Transportation Group (ATG)

Population and employment density estimates for 2022 and projections for 2050 were calculated from the most recent Victoria Travel Demand Model, as developed by TxDOT and TTI, using Traffic Analysis TAZs as the unit of geography. These data were compared with the existing transit network in Victoria County.

Victoria Transit

Victoria Transit is a transit agency operated by the Golden Crescent Regional Planning Commission (GCRPC) that provides public transportation services within the city limits of Victoria. The GCRPC also operates RTRANSIT, a curb-to-curb transit service providing services to rural Victoria County along with Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, and Matagorda Counties.

At the time of the development of this chapter, Victoria Transit offered fixed-route services, including the Red, Blue, Green, and Gold Routes, which provide workweek transportation from 7:00 AM to 6:00 PM Monday through Friday. The Pink, Teal, and Brown Routes provided a bus service on weeknight evenings from 6:00 to 10:00 PM, as well as on Saturdays from 11:00 AM to 10:00 PM. Service followed a 30-minute frequency schedule, except for the Gold Route, which comes every hour. Routes ran exclusively in one-direction loops. All buses are equipped to transport bicycles, and accessible to those riders who use mobility aids such as wheelchairs. Paratransit services are available within city limits to riders who have a disability that impedes them from riding conventional public transportation. Fares were generally considered to be accessible to the public, ranging from 75 cents to $1.50. Children under the age of 6 ride free of charge. Figure 4-16 presents a map of existing Victoria Transit bus routes and stops.

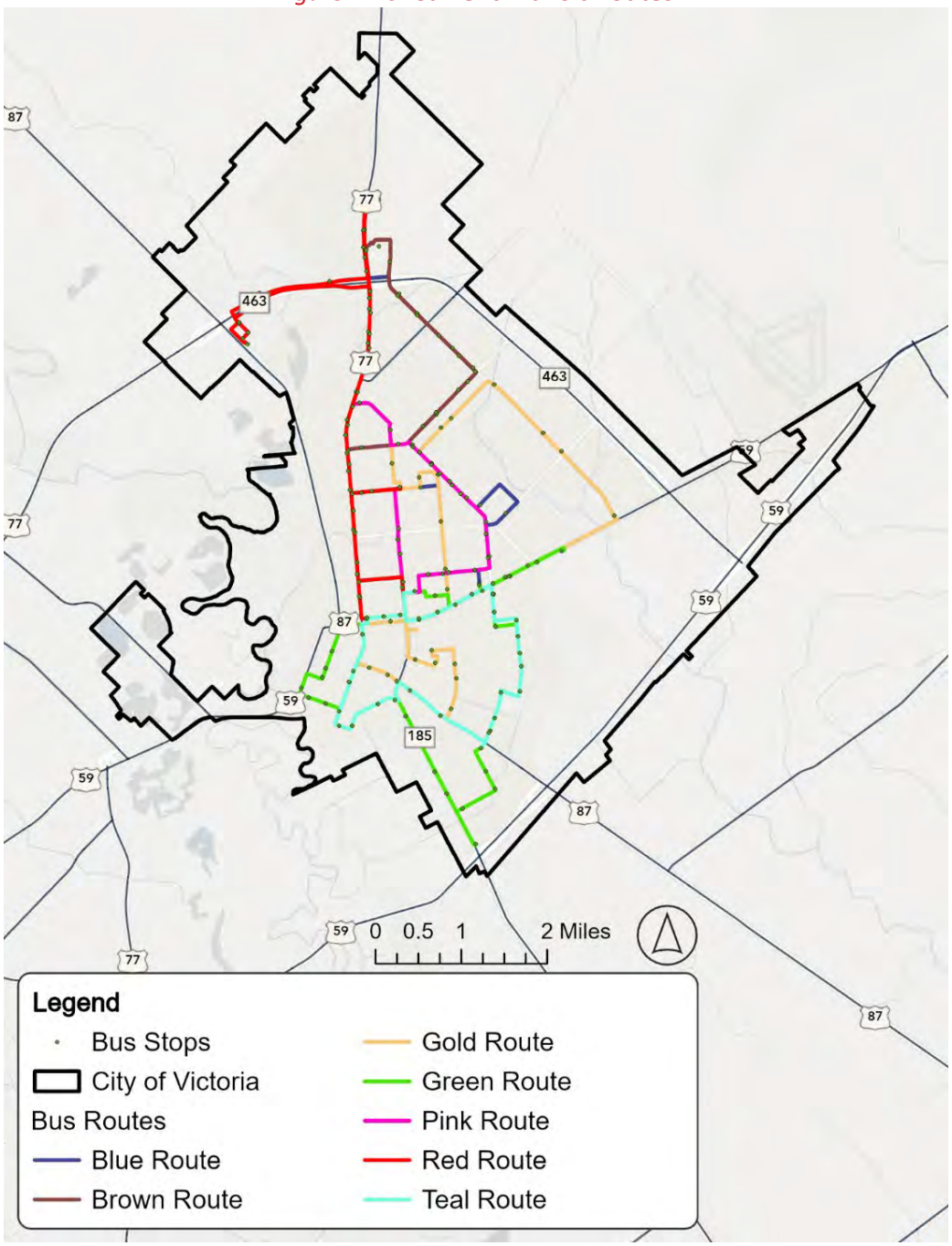
Temporary Service Changes

During the development of this transit analysis, a temporary service reduction due to funding constraints was announced. As of June 3rd, 2024, hours of operation were reduced for the Gold, Teal, Pink, and

Brown routes. The Teal, Pink, and Brown routes will operate on the same schedule (30-minute frequency), but service will end two hours early, at 8:00 PM instead of 10:00 PM.

The Gold, Teal, Pink, and Brown Route are no longer in service as of September 9, 2024. Additionally, starting September 9th, the Red, Green, and Blue routes operate under new hours of 8:00 am - 12:00 pm and 1:00 pm- 5:00 pm.

Figure 4-16: Current Transit Routes



Source: City of Victoria GIS

Current Transit Demand

Figure 4-17 (left) illustrates the distribution of population density in the city of Victoria as it pertains to ATG's Transit Density Benchmarks in relation to existing transit services. Population estimates are for the year 2022 and come from the Victoria TDM. According to the data, every TAZ meeting the population benchmark for fixed service at any interval of frequency has an adjacent bus route which services the area.

Figure 4-18 (right) demonstrates the distribution of density of employment opportunities within the city of Victoria in relation to Victoria Transit routes. As shown, all TAZs with higher job densities except for one are currently serviced by bus routes. The lone TAZ that is not serviced by a Victoria Transit bus route can be found on the central-west side of the city and is highlighted in red in Figure 4-18. This TAZ can be found confined by Main St. and North Vine St. and contains several businesses offering employment to the community including a medical clinic, a restaurant, an insurance office, an apartment complex, a radio broadcasting station, a landscaping company, and a florist.

Figure 4-17: 2022 Population Density and Transit

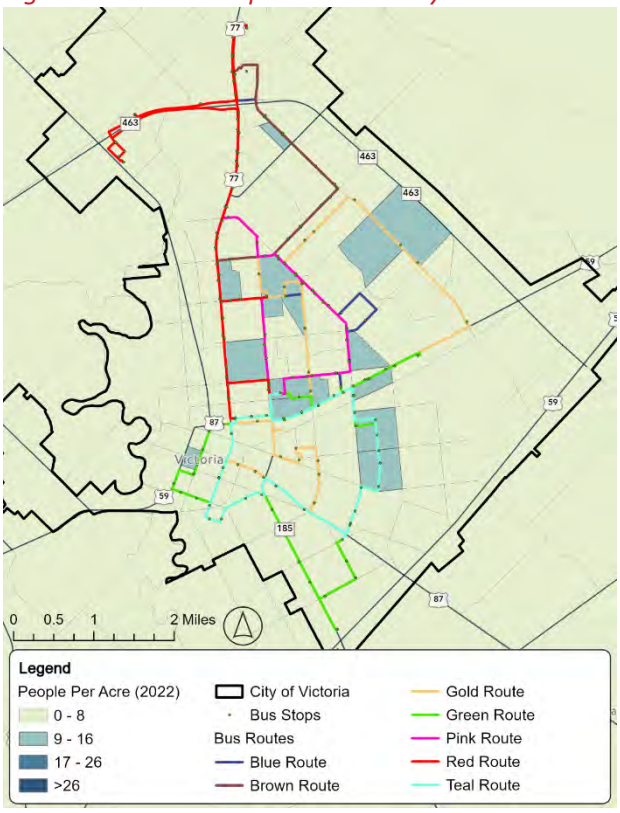
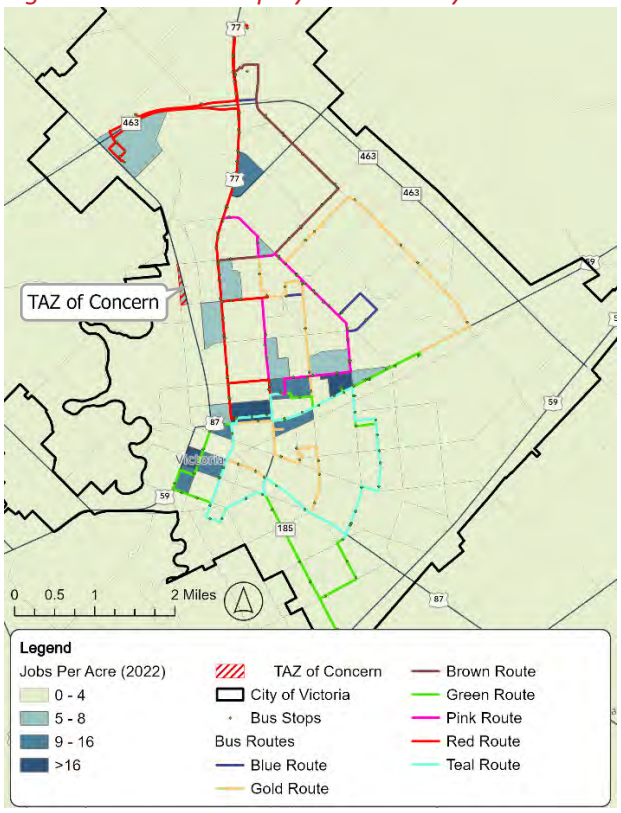


Figure 4-18: 2022 Employment Density and Transit

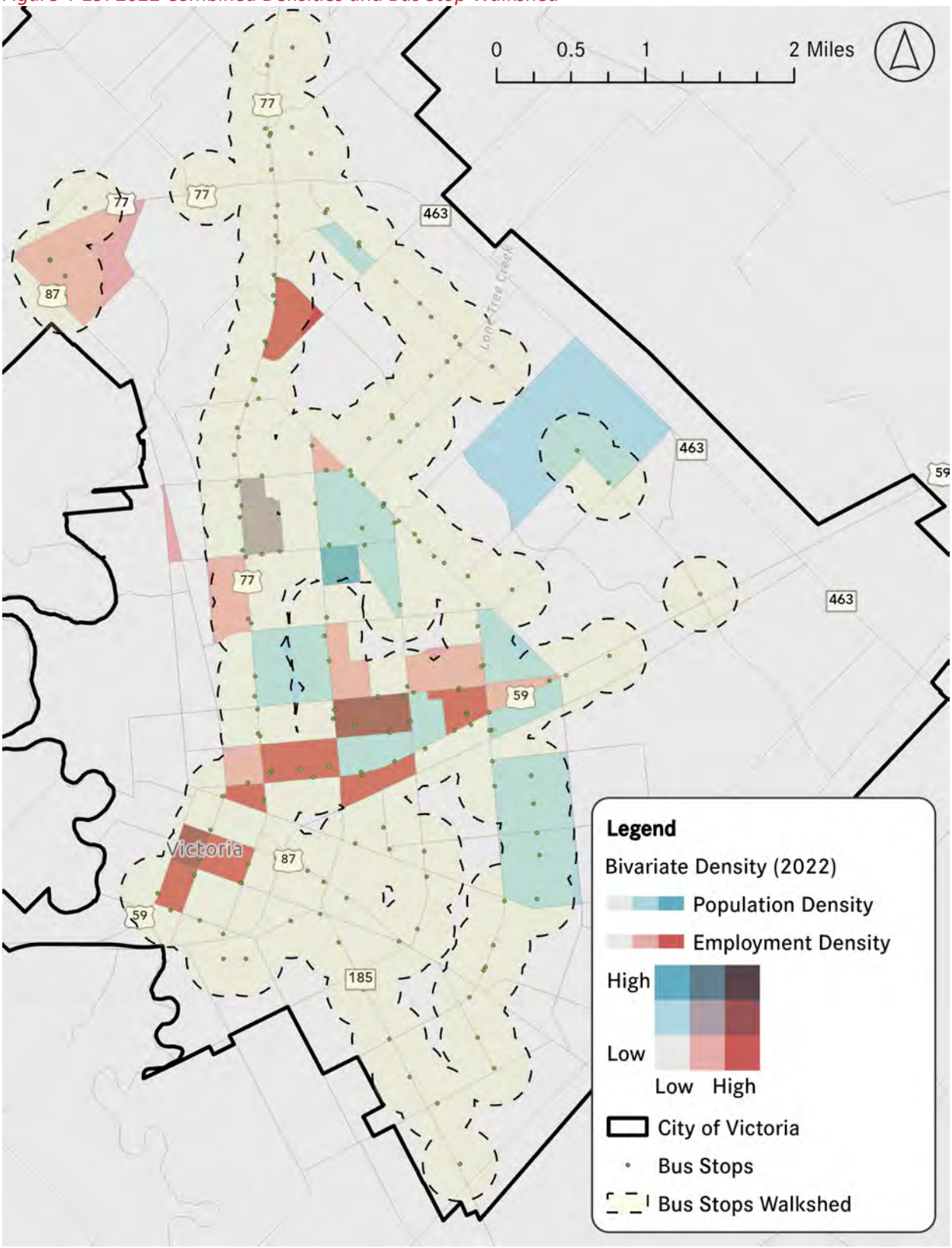


Source: Victoria MPO TDM, City of Victoria GIS, ATG Transit Density Benchmarks

Transit Access

Figure 4-19 presents a visual representation of the walkshed of Victoria Transit bus stops in relation to population and employment density as determined by the MPO's TDM. A walkshed can be defined as the distance that the average pedestrian would be comfortable walking to a particular destination, in this case, transit facilities. Generally, a quarter mile is considered "walking distance." On the map, observers can see the location of the TAZs that are in part or entirely outside of walking distance from Victoria Transit bus stops. These areas include one TAZ with high employment density in the west-central side of the city, as well as a significant portion of two densely populated TAZs in the northeast side of the city. There are two TAZs in the north of the city with higher employment densities where small portions fall outside of the bus stops walkshed.

Figure 4-19: 2022 Combined Densities and Bus Stop Walkshed



Source: Victoria MPO TDM, City of Victoria GIS

Transit Demand Projections

Population and employment projections for 2050 were taken from the Victoria TDM to predict and analyze future transit needs. Figure 4-20 (left) displays the projected distribution of population density for the year 2050 in relation to the current transit network. The map demonstrates that all TAZs projected to have a significant population density in 2050 would have an adjacent transit route, should the overall network remain unchanged.

Figure 4-21 (right) illustrates the distribution of projected employment density for the year 2050. Similarly, all TAZs with densities meeting transit demand benchmarks would be serviced by an adjacent transit route, save for the same TAZ in the west-central area of the city. This TAZ is highlighted in red.

Figure 4-20: 2050 Population Density and Transit

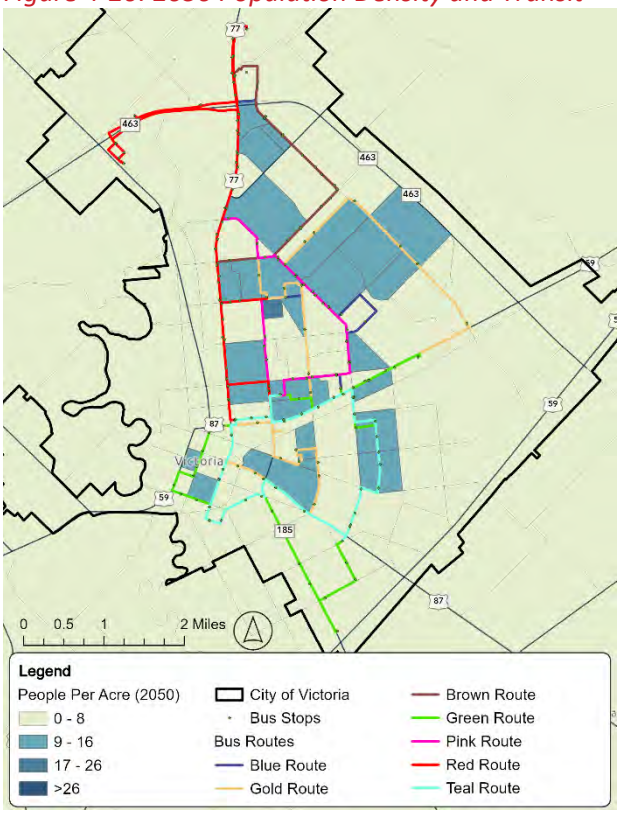
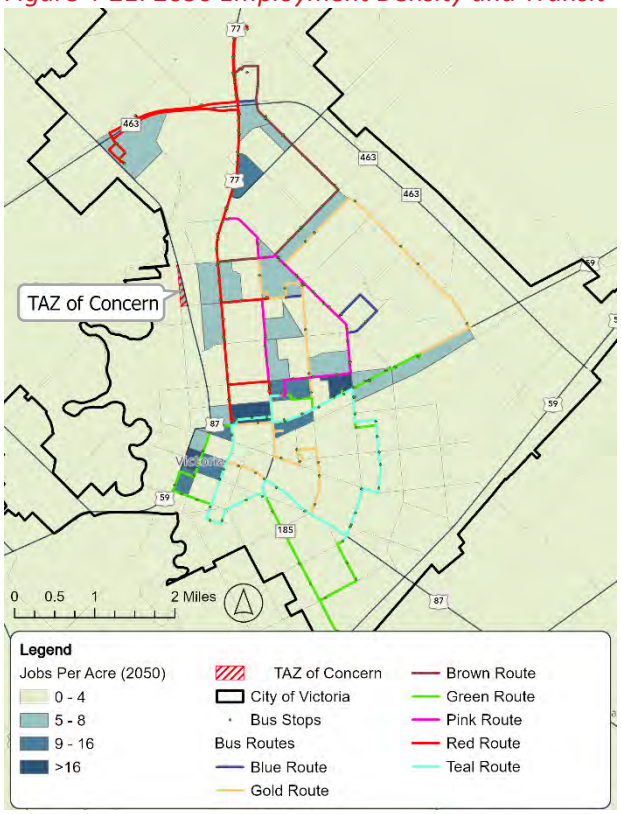


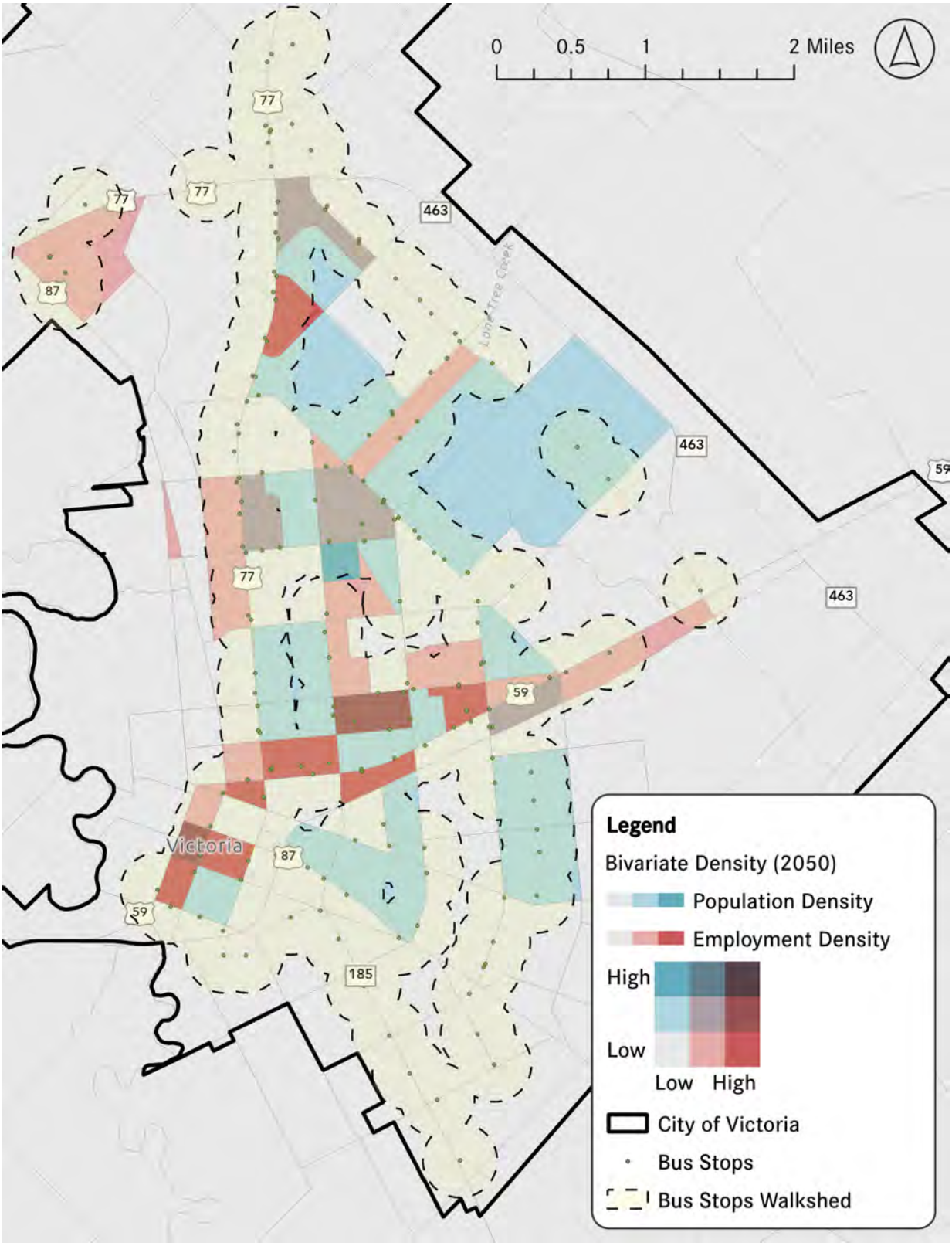
Figure 4-21: 2050 Employment Density and Transit



Source: Victoria MPO TDM, City of Victoria GIS, ATG Transit Density Benchmarks

Figure 4-22 illustrates the projected density of employment and population in relation to the walkshed of Victoria Transit bus stops. Despite the fact that all TAZs with a significant density are serviced by adjacent transit routes, upon analysis, there are some areas where bus stops fall outside of walking distance. These areas include a considerable swath in the northeastern area of the city where population density is projected to be significant, as well as portions of three TAZs in the north-central part of the city where higher density of population and employment is projected. One dense TAZ in the west-central side of Victoria remains inaccessible by transit.

Figure 4-22: Combined Densities and Bus Stop Walkshed



Source: Victoria MPO TDM

It should be reiterated that during the development of this chapter, a transit routing study was being conducted that proposed new route alignments using more in-depth analysis than is presented in this high-level assessment of transit services performed for the MTP. The new route recommendations were still being developed and had not passed through a public involvement process and as such are not presented in this document. As the MPO is involved in coordinating the transit route study with the City of Victoria and Victoria Transit, once the new routes have been adopted and published, the MPO will be able to incorporate new route alignment considerations in the next MTP update.

Victoria Transit, as it is designed, would offer transit routes that serve almost all areas of the city with significant population and employment density, and are accessible to members of the community with any income and level of ability. Pending resumption of service on the above-mentioned routes with reduced service, these routes are normally available throughout the day until late evening, as well as on Saturdays, empowering residents of Victoria by providing maximum accessibility to employment and general mobility.

Recommendations to further optimize the service provided in the area include:

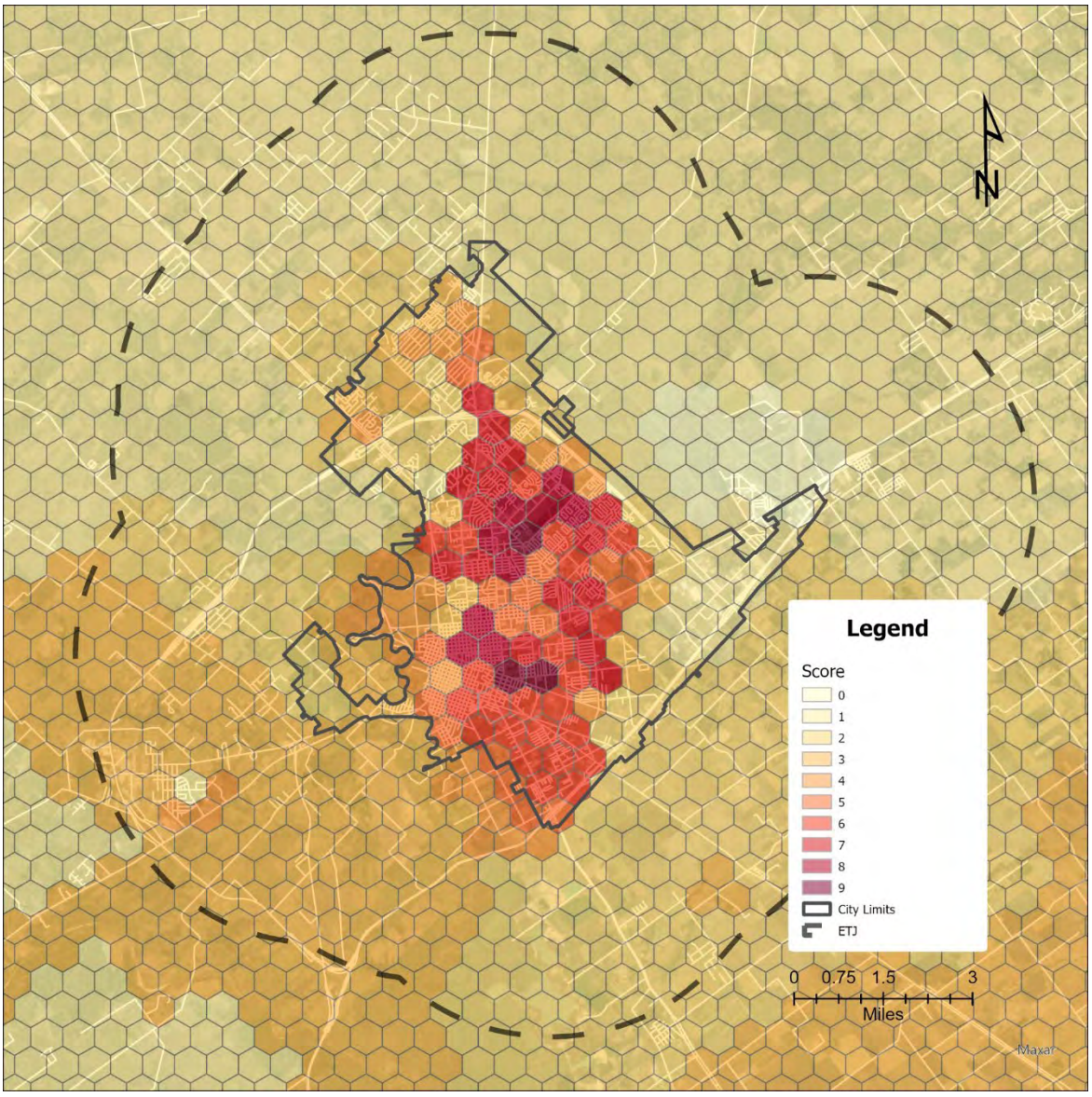
- Considering increasing local match to preempt possible further reductions in services provided.
- Considering increasing accessibility to employment by expanding service to connect the system to employment opportunities found between the northern extreme of North Vine St. and North Main St.
- Considering the incorporation of two-way bus routes to reduce user travel times.
- Considering the addition of expanded bus routes and new bus stops in the northeast side of the city, in order to improve connectivity through walkable access to transit services. Some examples of roads to consider incorporating into the transit network with associated stops in order to improve access include Ben Jordan St., Miori Ln., and East Airline Rd.
- Considering the addition of expanded bus routes in the residential area southeast of the junction between Zac Lentz Pkwy. and North Navarro St. in order to improve walkable access to transit services. Guy Grant Rd. is an example of an appropriate corridor to which routes and stops could be incorporated in order to address future growth and improve connectivity within the transit system in Victoria.

Active Transportation

The City of Victoria's 2023 Active Transportation Master Plan (ATMP) provides a shared vision for the community's priorities for safe and convenient walking, bicycling, wheelchair use, and other means of non-motorized travel for recreation and transportation. The ATMP identifies a network that, when implemented, will provide residents with opportunities to walk and bike between neighborhoods and access the existing greenway trails from points throughout the city. According to the ATMP, the highest demand for sidewalks and cycling facilities exists primarily within central Victoria (Figure 4-23). The ATMP also identified existing and proposed sidewalks, bike lanes, and other active transportation improvements, which are shown in Figure 4-24 and Figure 4-25.

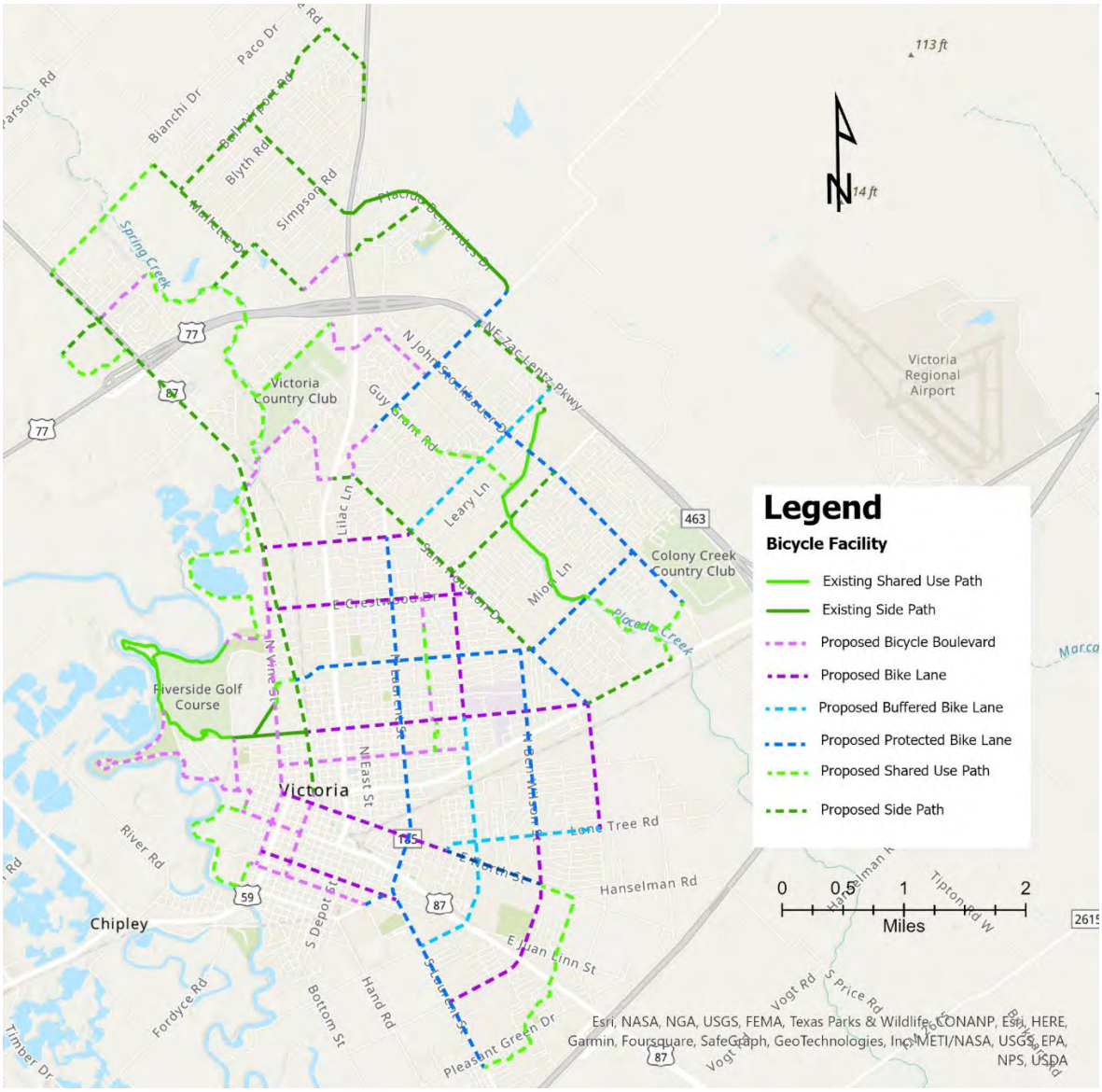
The projects listed in Chapter 8 incorporate active transportation improvements, when possible, to implement the recommended projects from the ATMP.

Figure 4-23: Latent Demand for Active Transportation Facilities



Source: Victoria Active Transportation Master Plan

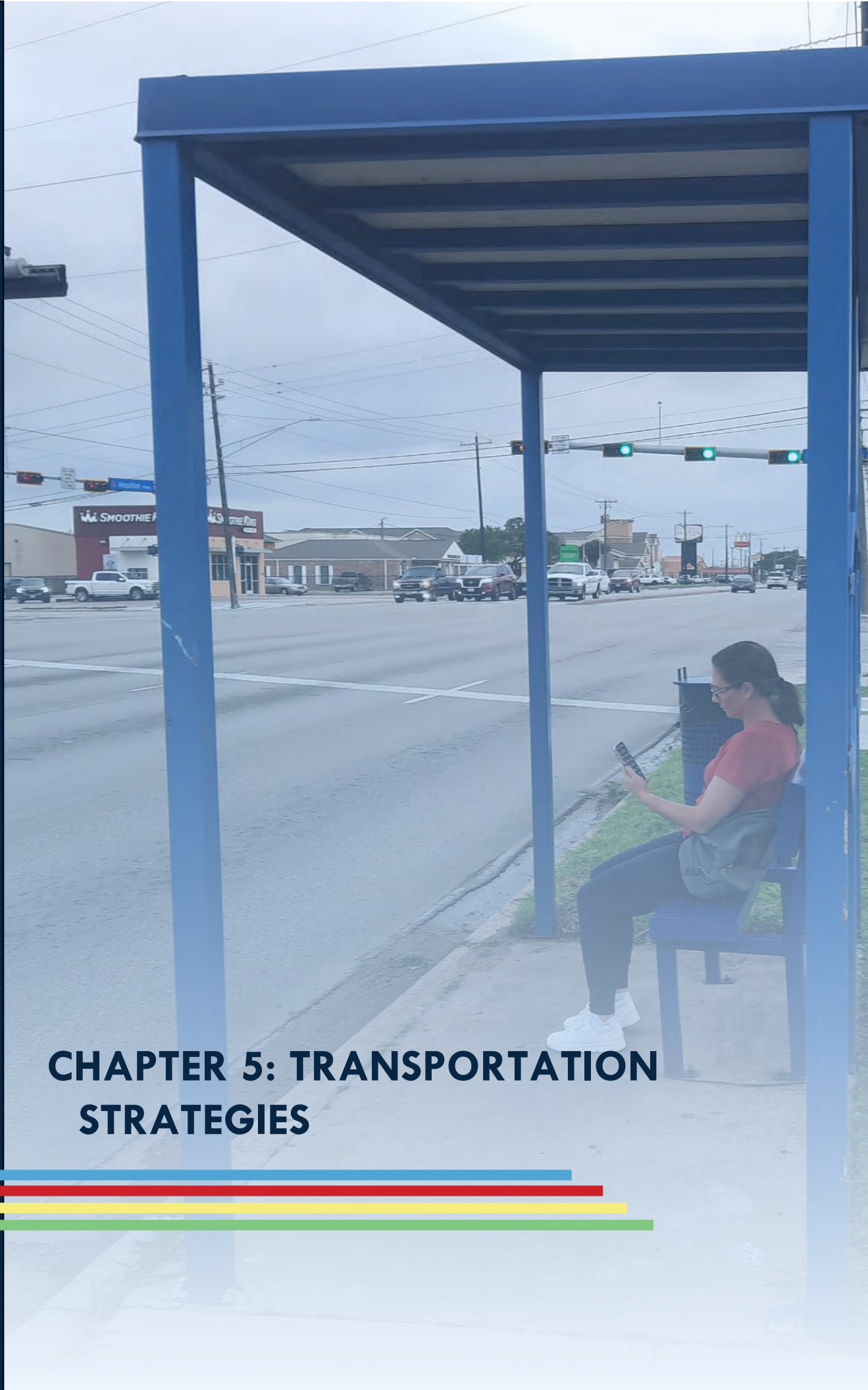
Figure 4-24: Existing and Proposed Bicycle Facilities



Source: Victoria Active Transportation Master Plan

Figure 4-25: Proposed Sidewalks and Improvements

Source: Victoria Active Transportation Master Plan



CHAPTER 5: TRANSPORTATION STRATEGIES

Increasing roadway capacity through expanding or building infrastructure is not always the best method to meet mobility needs of the region. Non-capacity building strategies can be used to meet transportation goals. This chapter will discuss strategies such as Travel Demand Management (TDM) and Transportation System Management and Operations (TSMO), which do not always require construction of transportation facilities. In addition, this chapter will discuss capital project strategies and the associated project selection process.

Since transportation funding resources are limited, a combination of major capital projects and other strategies can better serve to leverage available funding for greater impacts on regional mobility. This chapter is intended to serve as a toolkit of possible strategies to inform investment in the transportation system.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is a set of strategies that when implemented can help maximize travel choices, optimize transportation systems, reduce congestion, and promote sustainable travel options. In short, TDM strategies reduce the number of vehicles on the road in order to reduce traffic congestion. Some TDM strategies discussed below include improving and incentivizing alternative modes of transportation, managing parking and land use, and other policy and institutional reforms. TDM strategies can be used to achieve the following goals:

- Improve mobility and accessibility by expanding and enhancing the range and quality of available travel choices.
- Reduce congestion and improve system reliability by decreasing the number of vehicles using the roadway, especially at peak times.
- Increase safety by addressing congestion, which is generally related to higher occurrences of traffic incidents.
- Improve air quality by reducing the number of vehicle miles traveled.

Given limited funding, TDM strategies can be cost-effective ways to influence travel behavior and achieve transportation goals. Moreover, TDM strategies become more effective at reducing single occupancy vehicle travel when implemented alongside other strategies as part of a targeted program to manage transportation demand.

Improved Alternative Transportation Options

Access to transit and active transportation facilities (for walking and cycling) allows residents and visitors to have options for modes of travel. Alternative transportation facilities should be accessible for all ages and abilities. Utilizing carpool, vanpool, school pool programs, and Transportation Network Companies (TNCs) such as Uber and Lyft, are other ways to increase transportation options and vehicle occupancy. Strategies to improve transportation options focus on the following objectives:

- Expand the service area of transit (regional and local) and connect bicycle and pedestrian infrastructure to transit facilities to reach more citizens, increasing connectivity to key destinations within the region.
- Improve the quality of transit service to increase convenience, comfort, ease of access, and affordability to encourage mode switch by providing various levels of service focused on community context.

- Consider utilizing park-and-ride facilities, dedicated bus lanes, and other transit improvements to reduce traffic congestion and increase transit efficiency.
- Install pedestrian crossings/crosswalks in appropriate locations that tie into existing or proposed sidewalks so that walking is an accessible and safe transportation choice.
- Improve safety for vulnerable road users by installing street lighting, signage, and reducing speed limits.
- Create hike/bike trails and bicycle paths that are separate from vehicle traffic.
- Educate the public on the availability of various alternative transportation modes and services and provide intuitive and accessible resources to help travelers navigate the region.

The 2023 Active Transportation Master Plan provides a comprehensive vision for active transportation facilities in the City of Victoria and surrounding areas. The purpose of the plan is to help guide investment to create a network that provides residents opportunities to walk and bike between neighborhoods and access trails from points throughout the city.

Incentives to Use Alternative Modes

Providing adequate cycling facilities, pedestrian infrastructure, and transit service enables people to have a choice in how they get to work, school, or other destinations. By working with employers, schools, and other entities, planners and policy-makers can incentivize the use alternative modes of transportation, encouraging more people to make a switch. The commute to and from work is a significant contributor to traffic congestion along area roadways, particularly during peak travel times. TDM strategies that focus on employer-based tools and incentives can be an effective way to reduce travel by single-occupant vehicles. Examples include:

- Transit passes and bike storage to enable other modes of commuting.
- Carpool coordination and carpool priority parking.
- Remote work or flexible schedules to reduce or shift times of travel.
- Locating in developments with a mix of employment, residential, and service uses to shorten the work commute and reduce the need for midday trips.
- Providing route information to divert commuters from congested routes.

Land Use

Land use factors significantly impact travel behavior. Typical development patterns have generally encouraged a separation of land uses, requiring more trips to be made by automobile due to large distances between origins and destinations. Land use policies that encourage density and mixed uses can be utilized to encourage alternative modes of transportation and reduce the number of automobile trips. In addition, automobiles require significant portions of land for parking. Making changes to policies regarding parking can influence travel behavior and discourage single occupant vehicle trips. Land use strategies include development management and urban design, transit-oriented development planning, and roadway design guidelines and standards. Discussed further in this section are the strategies of Smart Growth, Complete Streets, and parking management. The 2035 Future City Plan guides future land use and development for the City of Victoria.[1]

[1] https://www.victoriatx.gov/DocumentCenter/View/993

Smart Growth

Mixed-use development and increased density in transit corridors can enable alternative modes of transportation and as a result reduce roadway congestion. Smart Growth generally refers to the protection and preservation of valuable natural and cultural resources through encouragement of more compact development patterns that optimize use of existing transportation infrastructure. Smart Growth development is characterized by higher population and employment densities and a mix of land uses, which increases the viability of public transportation, walking, and biking as viable transportation modes. Since Smart Growth principles encourage redevelopment and infill of existing areas, investment in the transportation system is focused on the maintenance and operation of existing roadway infrastructure and providing safe opportunities to travel by bike or foot, rather than on building costly new roadways in previously undeveloped areas. It is important to note that Smart Growth does not mean building dense high-rise structures or pitting transit or any other modes against highways. Instead, Smart Growth is about tailoring choices for individual settings. For example, in a suburban or rural community, Smart Growth may mean building smaller detached homes on smaller lots within walking distance of schools and other amenities. Smart Growth encourages the development of a balanced intermodal transportation system that allows for the efficient and economical movement of people and goods.

Complete Streets

Complete Streets refers to an approach to street infrastructure that enables safe access for all people, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Each complete street is unique to its setting and context, but may include features like bike lanes, sidewalks, bus lanes, median islands, pedestrian signals, bus stops, crosswalks, curb extensions, or roundabouts, as needed. In some cases, improvements to incorporate Complete Streets elements do not require extensive construction. Road striping, warning signs, streetscaping, and landscaping can improve safety for pedestrians and cyclists. The Complete Street approach is incorporated into the 2035 Comprehensive Future City Plan for Victoria as a measure for consideration.

Parking Management

Parking management strategies and incentives encourage the use of alternative modes and can be implemented by both local jurisdictions and employers. These strategies typically rely on disincentivizing travel of single occupant vehicles by passing along more of the cost of parking and/or limiting the availability of parking. In addition, parking enforcement can be used to prevent automobiles from parking in ways that may be harmful to or discourage pedestrian and bicycle travel. The 2035 Future City Plan for Victoria explains that parking management and shared parking can also be used to promote a vibrant and appealing downtown.

Policy and Institutional Reforms

Requiring policy incorporation of TDM strategies is one way such measures can be prioritized over roadway expansions. Projects to reduce the number of vehicles on the road would be completed before adding more lanes which potentially increase demand and worsen traffic. Moreover, policies can be used to prioritize ADA sidewalk rehabilitation and the collection of sidewalk and roadway condition data.

Other TDM strategies can include institutional reforms to change travel behavior. Marketing and educational initiatives aimed at informing individuals about the advantages of walking and cycling, as well as the relevant laws, can enhance their confidence in adopting these alternative modes of

transportation. These steps can increase the public's awareness of the availability of various alternative transportation modes and services, exposing them to intuitive and accessible resources to help effectively navigate the region.

TDM Resources/Tools

The following tools and resources can be used to help evaluate the appropriateness of TDM strategies:

- Mobility Lab Transportation Cost Savings Calculators https://mobilitylab.org/resources/calculators/
- Commute Duration Dashboard Guide: Mapping Commute Travel Times to Evaluate Accessibility (Todd Litman, Hillary Nixon, PHD, and Cameron Simons, 2021) https://transweb.sjsu.edu/research/2064-Commute-Duration-Dashboard-Guide
- Online TDM Encyclopedia (Victoria Transport Policy Institute) https://www.vtpi.org/tdm/

Transportation Systems Management and Operations (TSMO)

TSMO is a way to holistically manage the transportation network and optimize existing infrastructure through integrating planning and design with operations and maintenance. TSMO aims to maintain and preserve the capacity of existing roadways before additional capacity is needed. Maintenance, operation, and the use of technology are all components of TSMO strategies.

Maintenance

Infrastructure maintenance is a critical aspect of transportation system management and operations. Most infrastructure management agencies prefer to schedule routine repairs and inspections instead of embarking on ad-hoc patching and repairing. Schedule management for inspection and street repairs enables city and county personnel to efficiently utilize limited resources. Regularly scheduled roadway resurfacing is necessary to provide uniform improvements to the existing roadways and to extend their useful life. Older roads, especially those built according to discontinued standards, should be reviewed to upgrade deficient sections based on modern design standards. Preventive maintenance and rehabilitation projects are one of the major investment areas for the TxDOT Yoakum District. Each year, the district seal coats around 350 miles and crack seals approximately 1,500 lane miles of roadway each year.[2]

Transportation infrastructure is not limited to concrete pavement and asphalt. Recent improvements in operations and data collection methods have led to digital controls and integrated computer networks that require maintenance and management. The TSMO Program Plan repeatedly mentions traffic signal maintenance and weather maintenance as areas of need or incorporated as part of implementation steps.

Technologies

As described above, transportation infrastructure includes digital controls and other devices and technology. Technological advancements in the transportation sector come in several forms, such as

[2] https://www.txdot.gov/content/dam/docs/district/yoakum-district-profile.pdf

vehicle technology, fuels, data collection, driver information services, and infrastructure. The incorporation of technology into transportation management and operations to improve safety, reliability, and efficiency is referred to as Intelligent Transportation Systems, or ITS. For example, roadways and intersections can be remotely surveilled with ITS devices monitoring flood conditions and informing travelers of hazards or monitoring real time traffic conditions enabling adaptive signal control.

Intelligent Transportation Systems (ITS)

ITS technologies augment traditional infrastructure approaches by integrating advanced communications technologies into vehicles and existing infrastructure. ITS examples include:

- Modernized traffic control cabinets and battery backup units (BBUs)
- Traffic signal coordination
- Electronic toll collection
- Traveler information systems
- Remote monitoring of school zone flashing beacons
- Emergency vehicle pre-emption systems
- Intersection monitoring through closed-circuit television cameras (CCTV)

Operations

Traffic Signal and Intersection Improvements

Roadway users encounter traffic control signage and intersection signals on nearly every route they travel. While the primary function of intersection traffic control is to improve safety at intersections, it is also often a significant source of delay. Improper signage and poor signal timing results in unnecessarily long queues and impacts the reliability of the transportation system. Improving signage, signal timing, and equipment is a cost-effective way to facilitate traffic flow along a corridor. The MPO can work with its planning partners to identify corridors which would benefit from traffic signal improvements and to prioritize projects.

Traffic Signal Optimization

The timing and phasing of signalized intersections should be reviewed periodically, especially in areas of rapid development or increased commercial activity. Most intersections should be reviewed for appropriate timing and phasing every six months, while more heavily traveled intersections could be reviewed more frequently. To optimize system management and maintenance, signal heads and controls should maintain consistent design and standardization wherever feasible, enabling more efficient coordination and hardware servicing. In locations of due east or due west travel, back plates and directional signal heads may be advantageous to improve visibility. In locations with significant wind and severe weather concerns, mast arm and pole dimensions should be designed appropriately. Traffic signals can also be coordinated along a corridor or throughout an entire system. As traffic volumes increase, signal coordination can be used to optimize high priority traffic corridors and increase the throughput of critical thoroughfares.

Adaptive signal control, which adjusts the timing of traffic lights based on real-time travel conditions, can also provide significant relief to congested corridors and cut costs associated with traffic signal timing data collection and computation.

Signal Pre-Emption

On busy roads with highly used transit routes, transit signal priority or pre-emption can improve the operations of the transit system. Transit signal priority refers to technology that reduces dwell time for transit vehicles at signalized intersections, typically by holding green lights longer or shortening the duration of the red-light cycle. The same kinds of technology can also be employed for emergency vehicles. Equipping all intersections to accommodate signal prioritization can facilitate the deployment of such systems commensurate with demand.

Access Management

Access management refers to the regulation of the number of access points between a development and the adjacent roadway network. Most discussions of access management involve the placement and number of driveway curb cuts, although the application can also include the location, size, and function of interior service roads. Many access management solutions involve the installation of roadway medians where feasible to limit turning movements and improve safety. The City of Victoria's Unified Development Ordinance (UDO), adopted in February 2024, outlines standards for access management of nonresidential and multi-family residential developments with the express purpose to:

- Prohibit the indiscriminate location and spacing of driveways while maintaining reasonable vehicular access to and from the public street system;
- Reduce conflicting turning movements and congestion and thereby reducing vehicular accidents and increasing safety; and
- Maintain and enhance a positive image for the attraction of new, high-quality developments in the City.[3]

Targeted Traffic Enforcement

Consistent and reliable enforcement of traffic laws helps address public concerns about traffic issues. In areas with complaints about speeding and reckless or inconsiderate driving, proactive measures by law enforcement can gain the public's trust and compliance. Focused speed studies (using radar trailers and traffic counters) can be employed to discourage speeding on residential streets.

Traffic Calming

There are many instances in which the number of aggressive drivers is greater than human resources can address, leading many cities and counties to implement various "self-enforcing" speed and volume control devices. Most of these are referred to as "traffic calming" measures. These physical devices can assist law enforcement in influencing driver behavior. Traffic calming is often controversial and can be challenging to discuss.

Most traffic calming measures are applied to residential streets, though certain measures can be applied to higher volume roadways as well. Broadly defined, the goals of traffic calming measures are to:

- Slow down the average vehicle speeds for a particular roadway.
- Address excessive volumes for a particular roadway.
- Remind drivers of or reinforce the residential nature of specific roadways.

[3] https://www.victoriatx.gov/DocumentCenter/View/14516 Page 120

Traffic calming measures are designed to slow down or impact all vehicles. In practice, this can lead to reduced access and response times for emergency and law enforcement personnel. Careful consideration must be given to any proposed traffic calming device, especially if the roadway under review provides critical access for emergency personnel.

Traffic Incident Management

Traffic Incident Management (TIM) consists of a planned and coordinated process to detect, respond to, and quickly clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM strategies reduce the duration and impacts of traffic incidents and improve the safety of motorists, crash victims, and emergency responders. Traffic incident management involves coordination among a number of public and private sector partners, including those responsible for:

- Law enforcement
- Fire and rescue
- Towing and recovery
- Traffic information media
- Transportation departments
- Public safety communications
- Hazardous materials contractors
- Emergency medical services (EMS)
- Emergency management and preparedness.

TSMO Resources / Tools

- TxDOT TSMO Strategic Plan (2021 update) https://ftp.txdot.gov/pub/txdot-info/trf/tsmo/statewide-strategic-plan.pdf
- TxDOT TSMO Evaluation Tool (2021) https://ftp.txdot.gov/pub/txdot-info/trf/tsmo/tsmo-evaluation-tool.pdf
- AASHTO One-Minute Guidance Evaluation http://www.aashtotsmoguidance.org/one_minute_evaluation/

Infrastructure Investment Strategies

MPOs are required to consider strategies and projects that address the ten planning factors outlined in 23 CFR 450.306. This section outlines the project prioritization process used in this MTP using FAST Act planning factors and community values gathered during the visioning process.

Project Prioritization and Selection

Projects were identified by reviewing existing MPO planning documents and ongoing planning efforts. In addition, MPO planning partners and member jurisdictions (such as the City of Victoria, Victoria County, and TxDOT) were invited to submit new projects, update, or maintain previously submitted projects considered in the 2045 MTP.

Each proposed project was scored on all of the nine MTP goals, which were updated from the 2045 MTP during the public engagement process. The goals also cover the planning criteria from the 2045 MTP, which were based on FAST Act planning factors. In addition, the scoring process also includes bonus criteria related to the FHWA and TxDOT goal of reducing project delivery delays.

The projects received a score of zero to four points based on their predicted impact on the goal area as defined:

0 – Project has no relevance or impact on the criterion.

1 – Project has a small potential impact on the criterion.

2 – Project has an association with the criterion or has a medium potential impact on the criterion.

3 – Project has an above average positive impact on the criterion.

4 – Project has a significant or high positive impact on the criterion.

Each criteria score was then weighted from 1-4 based on feedback from public engagement results. The criteria considered for each project are shown in Table 5-1.

Table 5-1: Scoring Criteria

Goal Area	Supporting Data	Weight
Safety and Security	Crash rates	3.8
Preserve and Maintain Existing Infrastructure	Pavement and bridge conditions	1.9
Improve System Efficiency	Level of service and reliability	3.6
Improve Environment and Resilience	Elements that improve sustainability/resilience	1
Support Land Use Goals	Preserve ROW or supports development goals	1.3
Encourage Walking and Cycling	ATMP project or active components	2.9
Enhance Economic Development	Freight activity and connectivity	3.8
Improve Public Transport	Project location density and transit components	4
Ensure Equity	Tract number of Climate and Economic Justice Screening Tool (CEJST)[4] burdens exceeded	1
Cost Sharing*	Amount of local share	--
Project Readiness*	Drawings, plans, ROW, and environmental status	--

**Bonus criteria*

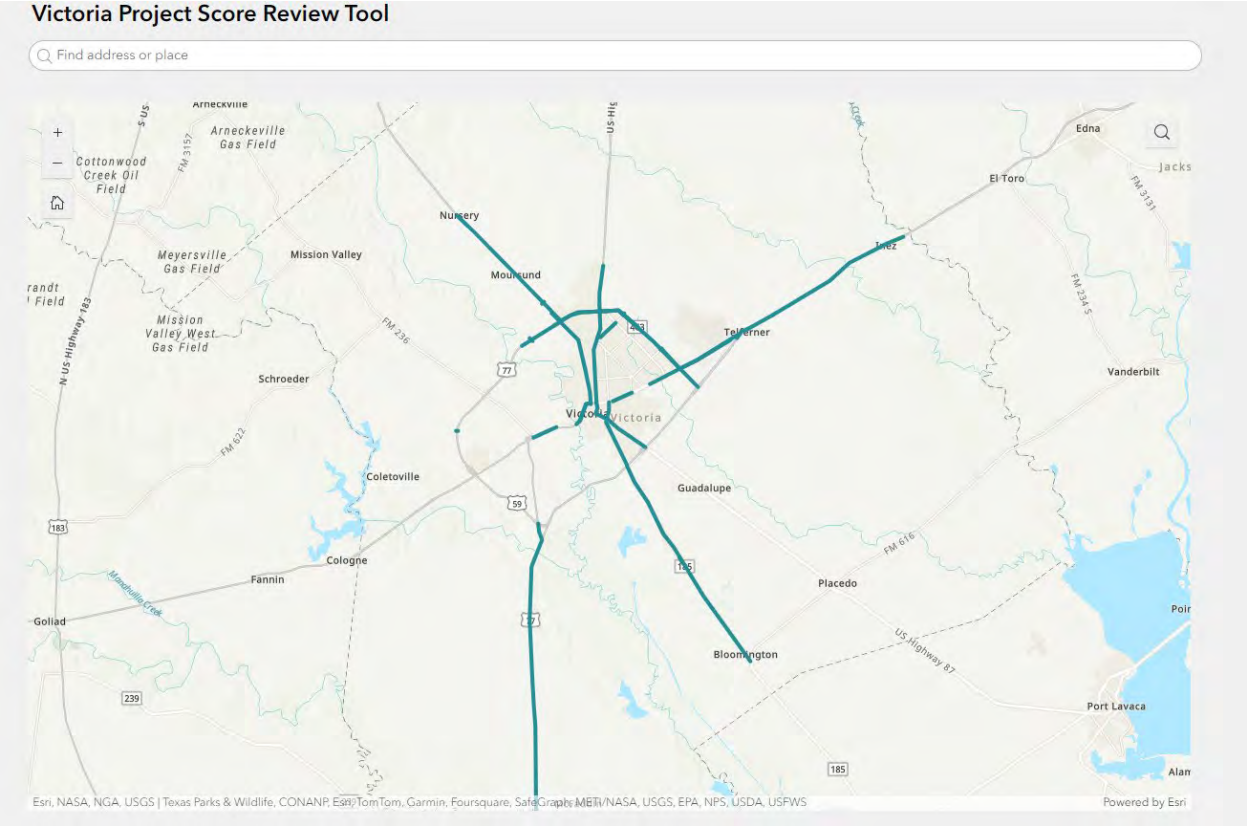
Where possible, data from sources such as TxDOT, the Victoria MPO TDM, or USDOT were used to automatically assign scores. In situations where such data is not available or was not appropriate for the measure, project sponsors were given an opportunity to elaborate on the project elements pertinent to each goal area.

All projects submitted were incorporated into a project list that progressed to an initial technical review by MPO and project staff prior to being advanced to the project prioritization and selection process. The project team conducted an initial review of the projects and provided draft scores based on the aforementioned scoring criteria.

[4] https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5

Each project included in the preliminary 2050 MTP Project List for scoring included detailed project descriptions and was compared through staff review and GIS analysis to conditions illustrated in the needs analysis discussed in Chapter 4, such as crash hotspots and congestion hotspots. A screenshot of the GIS scoring tool can be seen in Figure 5-1.

Figure 5-1: Project Score Review Tool



After the initial screening, the Temporary Technical Advisory Committee (TTAC) met to review the draft scores to provide input based on their individual expertise and existing conditions that were unable to be captured with the available data. The TTAC also identified projects that needed to be clarified, condensed, or phased into different projects. The final scores were used to rank the projects for the improvement plan.

Once the initial criteria had been tabulated, TxDOT, MPO staff, and the TTAC reviewed the preliminary prioritization process results to assess the community benefits of proposed transportation projects while considering project readiness and project staging and incorporating the federal metropolitan planning factors and the community-driven goals and objectives established during the visioning phase. The process combined technical judgement about the project's ability to meet national and state performance measures and local goals with sponsor-provided information about the purpose and need for the project, project readiness, and funding availability. The prioritization process, when paired with the fiscal constraint analysis, resulted in a prioritized list of implementations, short-, mid, and long-term transportation improvements. The TTAC and Policy Advisory Committee reached consensus on the preliminary Draft Project List for the Draft MTP on November 12, 2024. The Final Project List is shown in Chapter 8 and was presented to the public for a 30-day comment period beginning February 3, 2025.

Chapter 8 also provides corresponding maps to identify projects in each stage of the plan, as well as project tables with detailed project information.

CHAPTER 6: SYSTEM LEVEL ASSESSMENT

Metropolitan transportation planning goes beyond just optimizing the movement of people and goods. It also considers how proposed transportation improvements interact with both the natural and built environments. For this MTP update, the project team evaluated potential impacts on environmental resources and regional quality of life at a system-wide level.

The main objective of the system-level analysis is to determine whether potential transportation improvements will affect access to community assets or negatively impact historically marginalized populations. This chapter serves as a guide for agencies and elected officials as projects advance through the development process, enabling the Victoria MPO to prioritize projects with reduced environmental and cultural impacts.

Once a project transitions from the planning stage to the programming stage, a more detailed analysis of the specific impacts associated with capacity projects is conducted in accordance with the National Environmental Protection Act (NEPA) requirements. While the analysis in this chapter does not replace the NEPA assessment, it provides the Victoria MPO with an initial understanding of potential project impacts on the region. Identifying potential impacts from new transportation projects involves a three-step process:

- Creating an inventory of environmental resources, cultural resources, and environmental justice populations (e.g., minority and low-income populations) within the Victoria Metropolitan Planning Area (MPA).
- Evaluating the potential positive and negative impacts of proposed transportation improvements through technical and spatial analysis.
- Addressing possible system-wide mitigation activities.

The following sections outline the methods, approach, and outcomes of the system-level analysis.

Environmental & Cultural Analysis

A component of the Environmental and Equity Assessment involved analyzing the environmental features, hazards, and cultural assets within the MPA. This analysis identified the types and distribution of these features, hazards, and assets, providing a comprehensive view of the current state of the planning region. This information also informed the project prioritization process, where proposed transportation projects were ranked based on various evaluation criteria, including their potential positive impact on the environment, energy conservation, and improvement of environmental resilience.

Environmental Features & Hazards

Figure *6-1* shows hydrological features such as rivers, creeks, and floodplains. Additionally, waterways in the study area are the habitat of the Guadalupe Orb (*Cyclonaias necki*), a rare species of mussel. The US Fish and Wildlife Service (USFWS) proposed that the Guadalupe Orb be designated and listed as endangered in 2021.[1] Critical habitat for this species is present along the Guadalupe River within the northwestern portion of the study area.

The entirety of the Victoria MPA lies within the Gulf Coast Aquifer, which provides water used for municipal, industrial, and irrigation purposes along the Texas Gulf Coast. The major water feature in the

[1] https://www.gbra.org/news/2022/03/guadalupe-orb/

Victoria MPA is the Guadalupe River, which runs through the county along the western boundary of the City of Victoria. Most of the county is drained by the Guadalupe and Lavaca-Guadalupe River Basins. Coleto Creek is another important water feature, which runs from the Guadalupe River to the Coleto Creek Reservoir located just outside the county. Additionally, the area's proximity to the Gulf of Mexico makes it vulnerable to flooding from storm surges. There is one surface water intake facility in the county. This facility collects surface water from the Guadalupe River, which is the primary source of drinking water for the City of Victoria.

In addition to the environmental features discussed above, a set of eighteen potential environmental hazards were identified in the MPA. These hazards were identified as Toxics Release Inventory (TRI) sites. According to the US Department of Health & Human Services, these are sites/facilities that release certain toxic chemicals into the air, water, or into land disposal. Sites that are part of the TRI program must report a variety of activities and information to the EPA on an annual basis

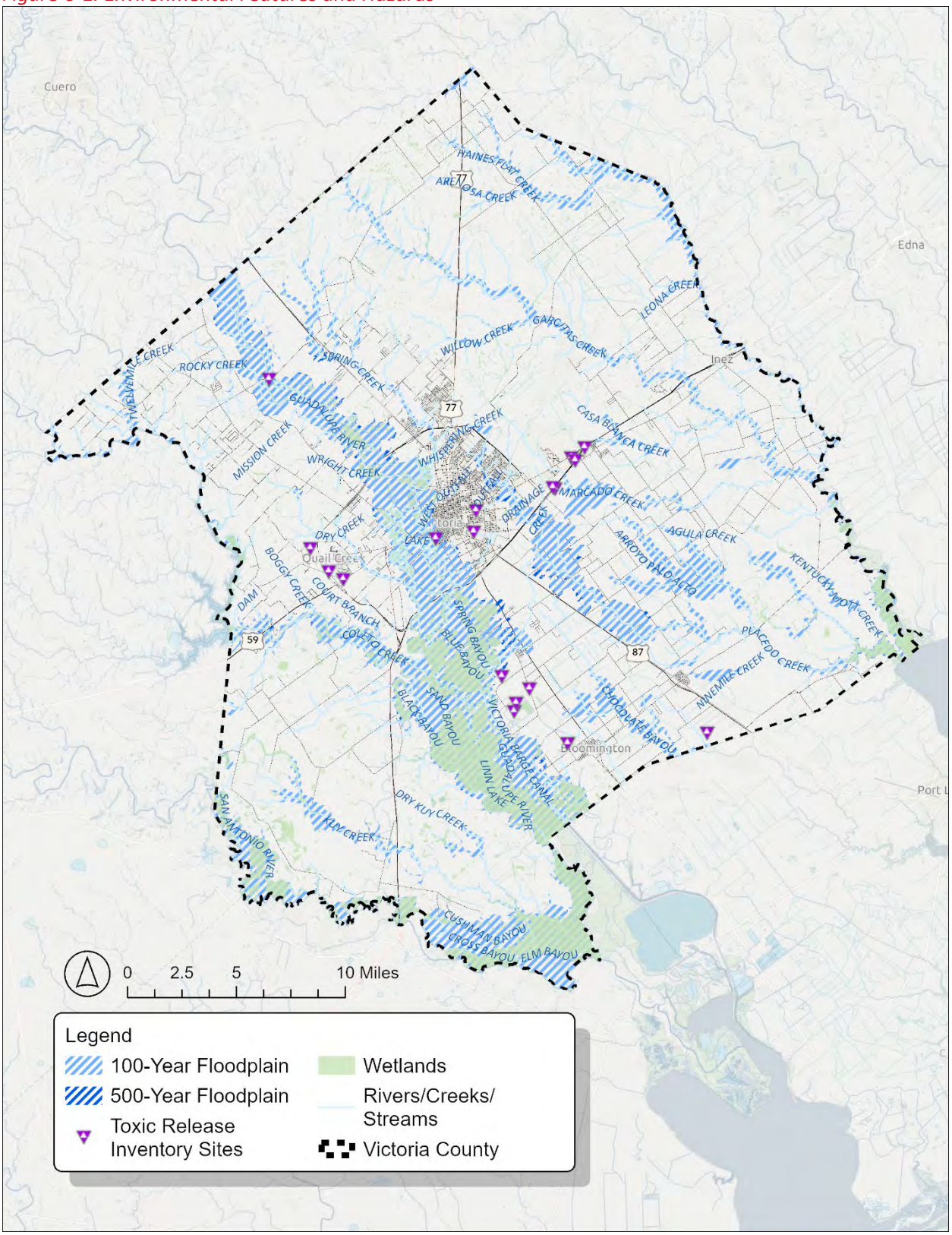
These TRI sites are in three different clusters in the east, west, and south portions of the MPA. Figure *6-1* shows the various environmental features and hazards in the Victoria MPA. Table 6-1 contains the aggregate amounts of environmental features and hazards identified in the Victoria MPA.

Future projects must provide mobility around these hydrological features, access to recreational opportunities, and ensure evacuation routes away from natural hazards.

Table 6-1: Environmental Features and Hazards

Environmental Feature/Hazard	Amount
Creeks, Streams and Rivers	1,503 Miles
Wetlands	72 Sq Miles
Hazards	10 Sites

Figure 6-1: Environmental Features and Hazards



Cultural, Community and Civic Assets

The system level analysis also identifies cultural and community assets in the Victoria MPA to understand whether the region's communities have adequate access to these assets. Improving access to such assets may have a positive impact on a proposed transportation project's score. These assets are valuable resources for those living in the region. Providing accessibility to these different facilities not only allows people to use various civic resources, but it improves quality of life as people participate in public leisure activities and take advantage of the amenities in the area. In the Victoria MPA, most of these assets are found in or around the City of Victoria.

Some of the major civic/cultural points of interest include the Victoria Public Library, Victoria County Courthouse, Museum of the Coastal Bend, and Nave Museum. In addition, as of April 2019, there are 113 properties throughout the Victoria MPA that are listed in the U.S. National Park Service's National Register of Historic Places. There are roughly 17 parks within the Victoria MPA including City and County Parks, all of which are located within the City of Victoria. The largest park is the 660-acre Riverside Park which is home to the Texas Zoo, Riverside Golf Course, Challenged Athletes Dream Complex, and multiple athletic fields.

Figure 6-2 through Figure 6-5 shows the following major cultural, community and civic assets in the Victoria MPA using data from FEMA's Resilience Analysis and Planning Tool (RAPT)[2]:

- Healthcare locations: hospitals, urgent care, public health departments, and dialysis centers
- Public safety: fire departments and law enforcement
- Schools: public, private, and universities/colleges
- Other points of interest: nursing homes, mobile homes, SNAP retailers

Historic Districts are shown in Figure 6-6, according to the City of Victoria's GIS page.[3]

[2] https://www.fema.gov/about/reports-and-data/resilience-analysis-planning-tool
[3] https://maps.victoriatx.org/MapViewer/PublicMap.html

Figure 6-2: Healthcare Locations

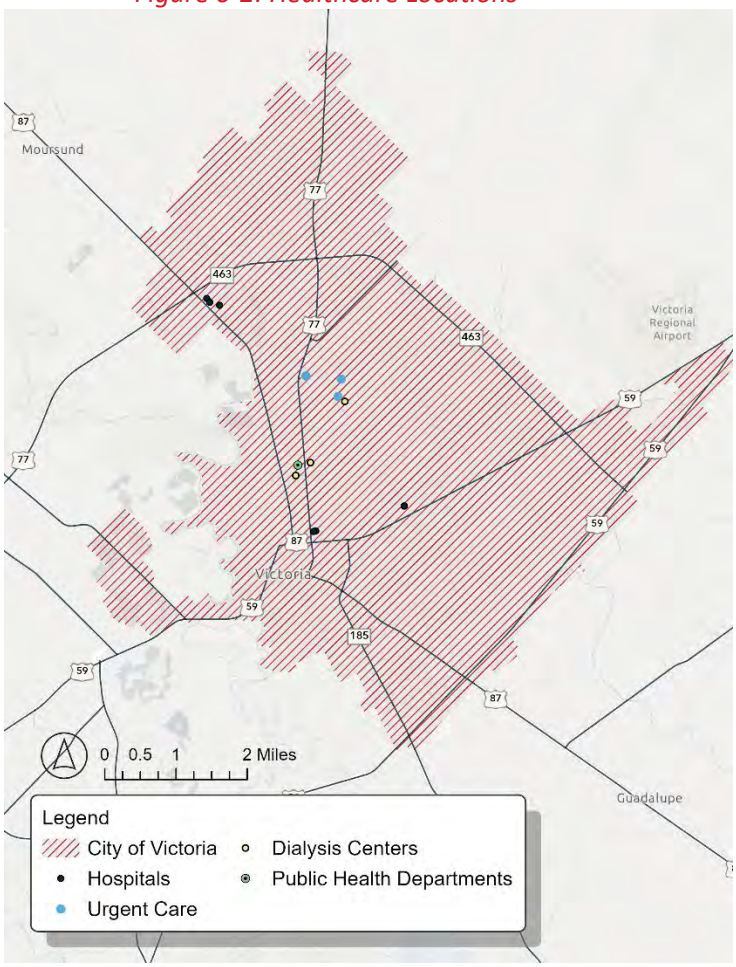


Figure 6-3: Public Safety Locations

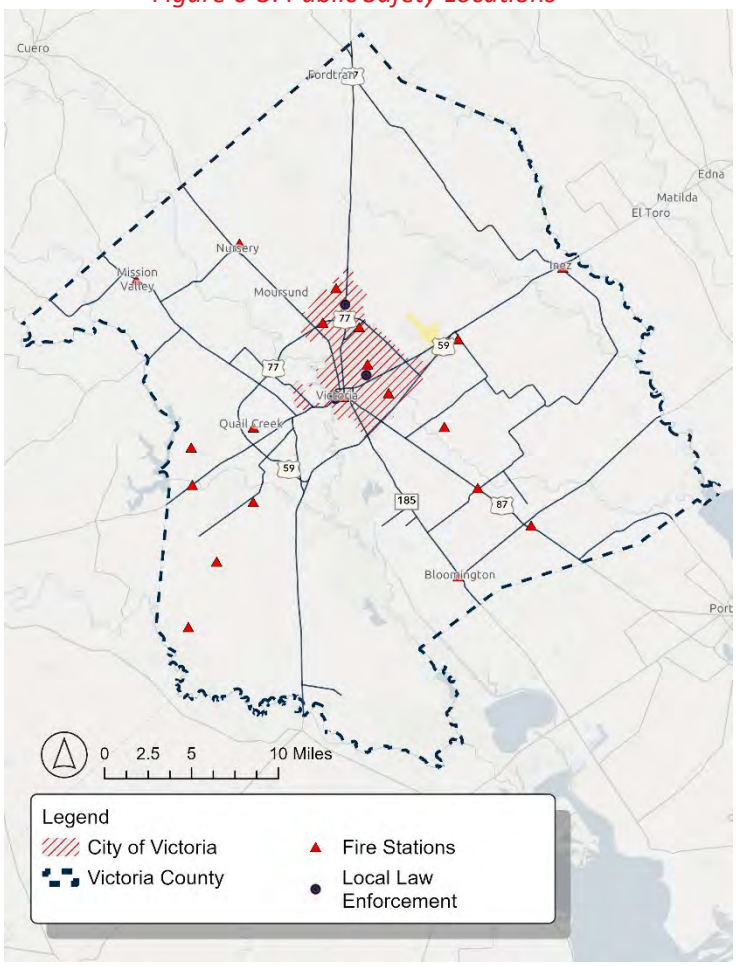


Figure 6-4: Healthcare Locations

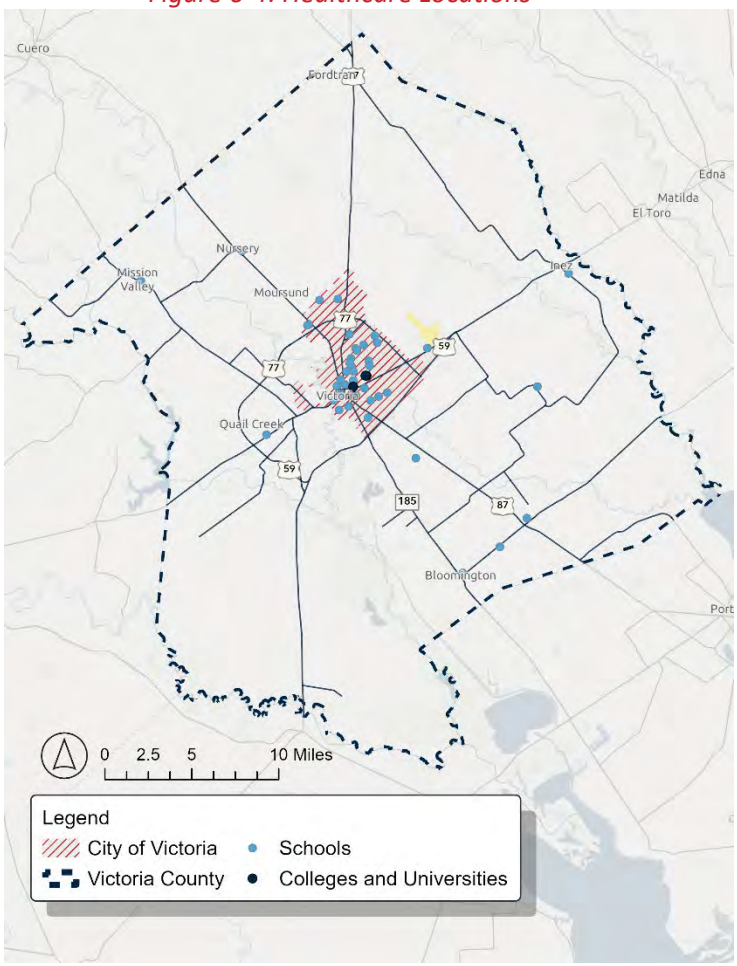


Figure 6-5: Public Safety Locations

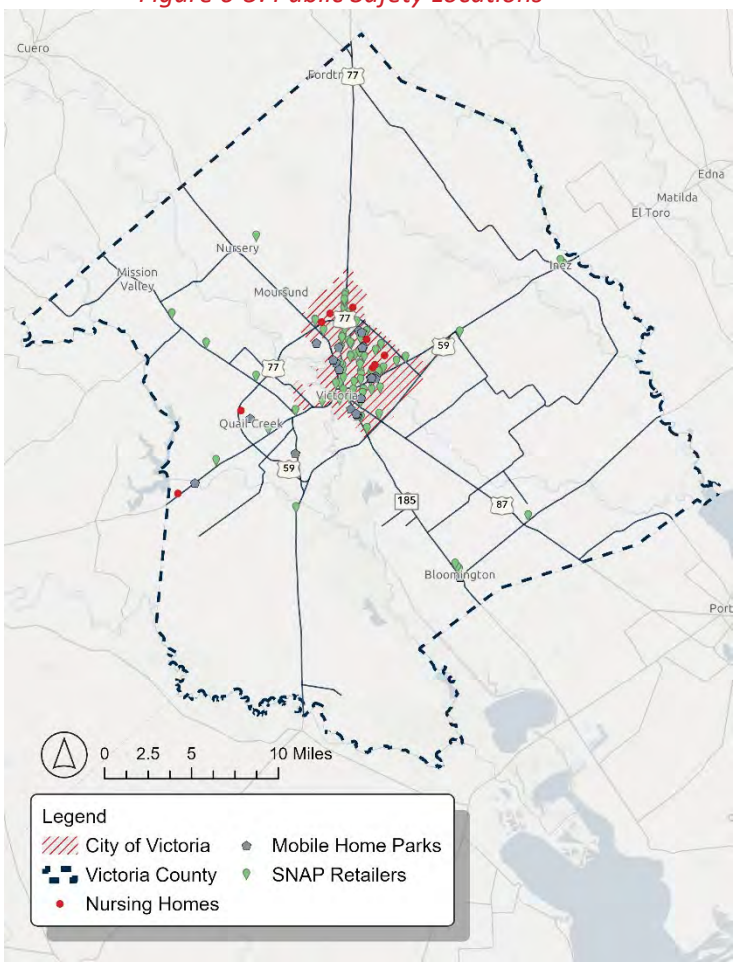
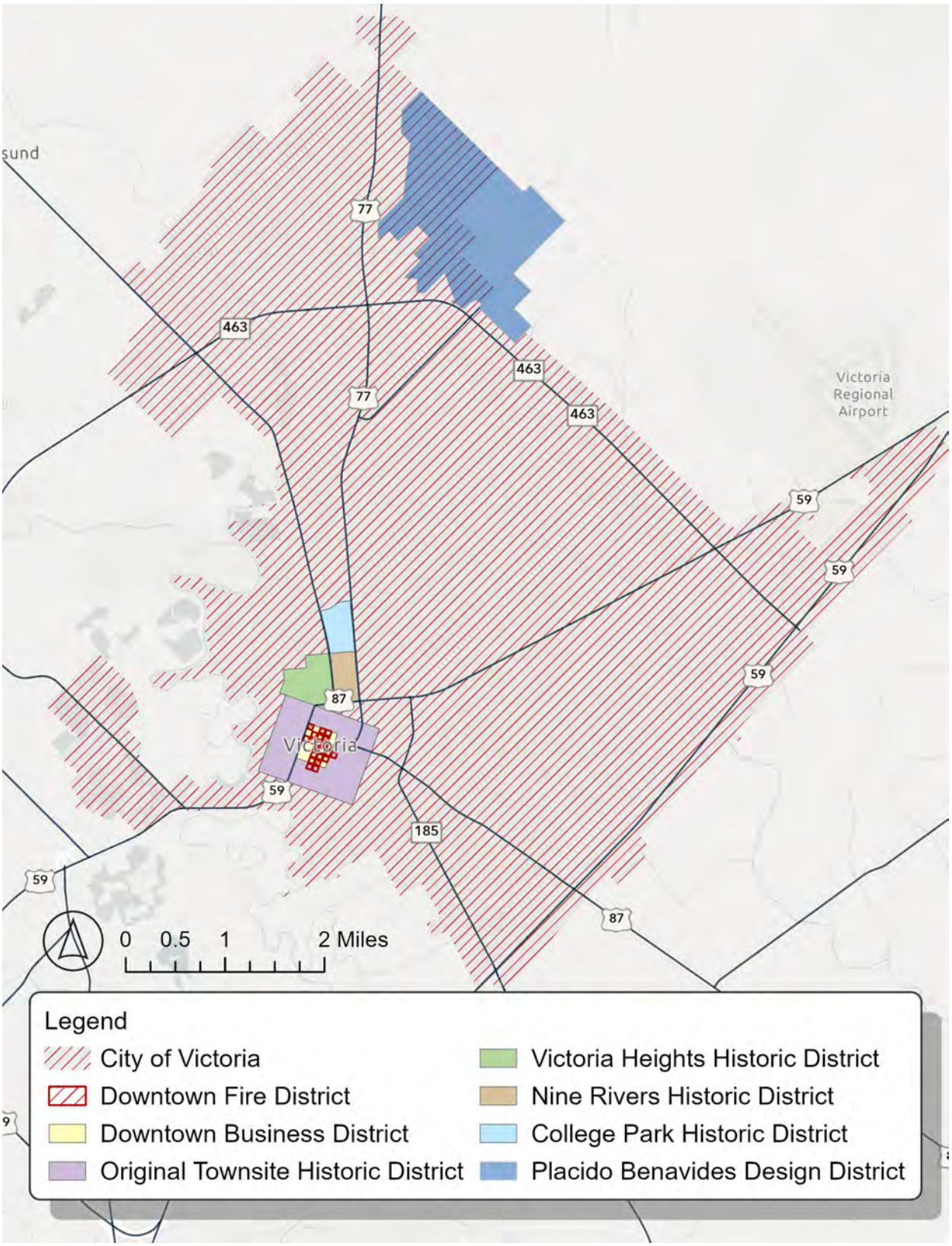


Figure 6-4: Historic Features



Source: City of Victoria GIS Map Viewer

Buffer Analysis

Following data collection, a GIS buffer analysis was conducted to determine how the 2050 MTP programmed projects might affect the inventoried resources. Buffer distances were scaled based on the environmental/cultural resource and the potential area of potential impact to that resource by a project. For example, cultural features may only be affected by a project directly adjacent to the resource while water features may be impacted by projects a greater distance away. Table 6-2 presents the buffer sizes selected in relation to each resource. Overall, the buffer analysis indicates that the planned projects are unlikely to have significant negative impacts on regional environmental and cultural resources. However, projects that intersect with environmental features should be further examined at the project level during the planning process to mitigate any potential negative impacts during implementation. These impacted sites include areas of water bodies, wetlands, 100-year floodplains, and 500-year floodplains. Figure 6-7 shows environmental and cultural features with buffers around the MTP project sites.

Table 6-2: Feature Buffer Distances

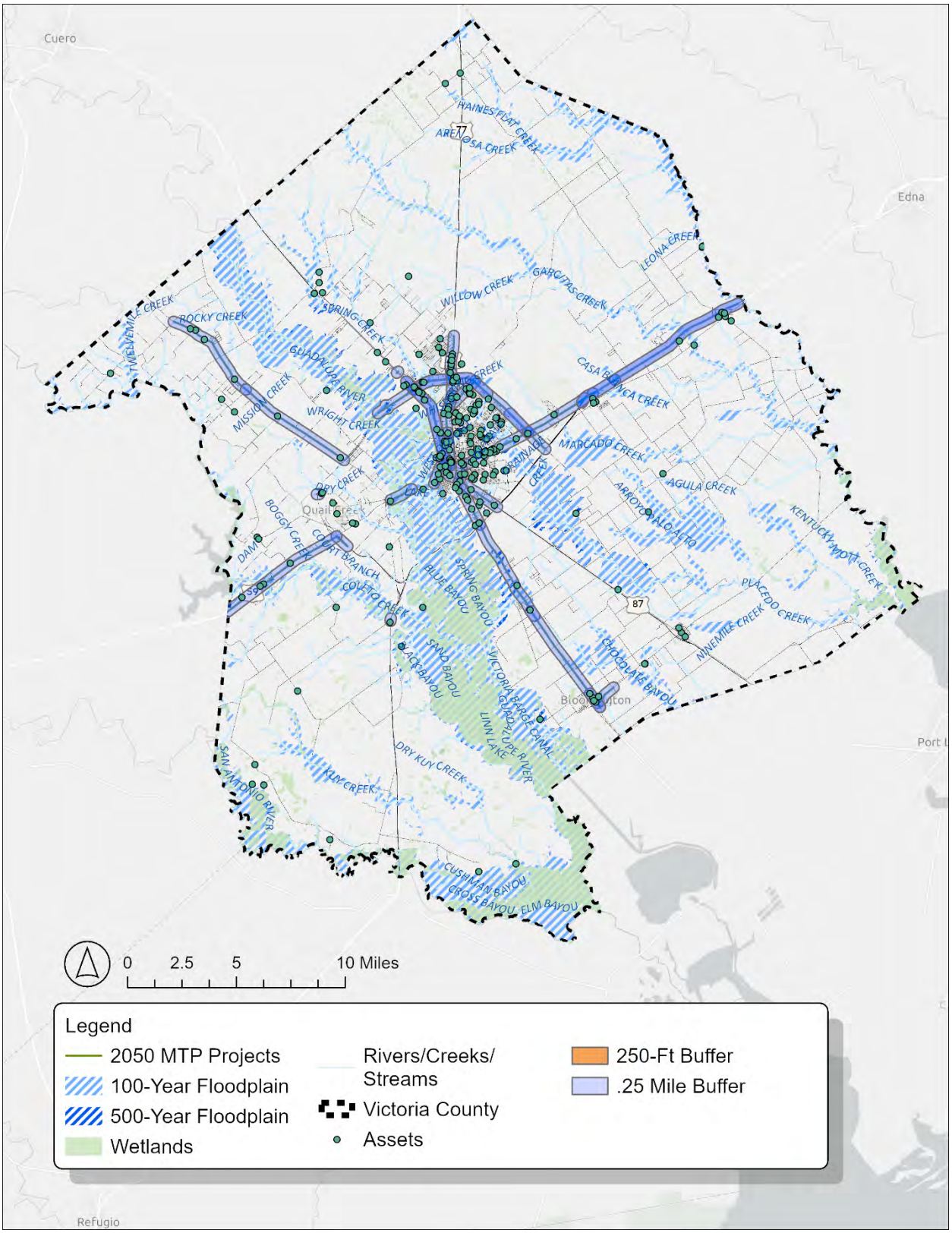
Feature	Buffer Distance
Healthcare locations	250 Ft
Cemeteries	250 Ft
Public safety	250 Ft
Schools	250 Ft
Other	250 Ft
Water Resources	0.25 Miles (1320 feet)

Table 6-3 quantifies the number of possible impacts to the inventoried resources for projects. Freshwater emergent wetlands, rivers, and freshwater ponds have the highest risk for the potential impact on water resources due to the planned projects. The list of proposed projects presents few concerns regarding civic/cultural sites, parks, and cemeteries.

Table 6-3: Potential Project Impacts

Resource Impacted	Amount
100-Year Floodplain	4.1 Sq Miles
500-Year Floodplain	0.87 Sq Miles
Wetlands	0.63 Sq Miles
Historic Districts	1.02 Sq Miles
Cemeteries	0
Safety Assets	2
Healthcare Locations	0
Schools	1
Other	55

Figure 6-5: Environmental Civic and Cultural Assets with Buffers



Air Quality

Improving regional air quality and complying with federal standards is a key aspect of the MTP process. New transportation infrastructure can increase vehicle capacity on regional roads, potentially raising traffic-related air pollutants in the Victoria MPA. In response to rising air pollution, the U.S. Congress passed the Clean Air Act in 1963, establishing a federal program for monitoring and controlling air pollution. The 1970 amendments enhanced federal enforcement and set national air quality standards, known as the National Ambient Air Quality Standards (NAAQS), for six criteria pollutants: carbon monoxide, lead, nitrogen dioxide, particulate matter, ozone, and sulfur dioxide.

Table 6-4: National Ambient Air Quality Standards (NAAQS)

Pollutant		Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide (CO)		Primary	8 hours	9 ppm	Not to be exceeded more than once per year
			1 hour	35 ppm	
Lead (Pb)		Primary and Secondary	Rolling 3 month average	0.15 µg/m^3	Not to be exceeded
Nitrogen Dioxide (NO_2)		Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Primary and Secondary	1 year	53 ppb	Annual Mean
Ozone (O_3)		Primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particle Pollution (PM)	$PM_{2.5}$	Primary	1 year	9.0 µg/m^3	annual mean, averaged over 3 years
		Secondary	1 year	15.0 µg/m^3	annual mean, averaged over 3 years
		Primary and Secondary	24 hours	35 µg/m^3	98th percentile, averaged over 3 years
	PM_{10}	Primary and Secondary	24 hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO_2)		Primary	1 hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: United States Environmental Protection Agency (EPA)

Regions are designated by the EPA as either in attainment or nonattainment of the NAAQS. Attainment means the concentration of each pollutant successfully meets the NAAQS. The Victoria MPA is designated as being in attainment of NAAQS standards. Non-attainment means the concentration of at least one pollutant exceeds the maximum defined threshold.

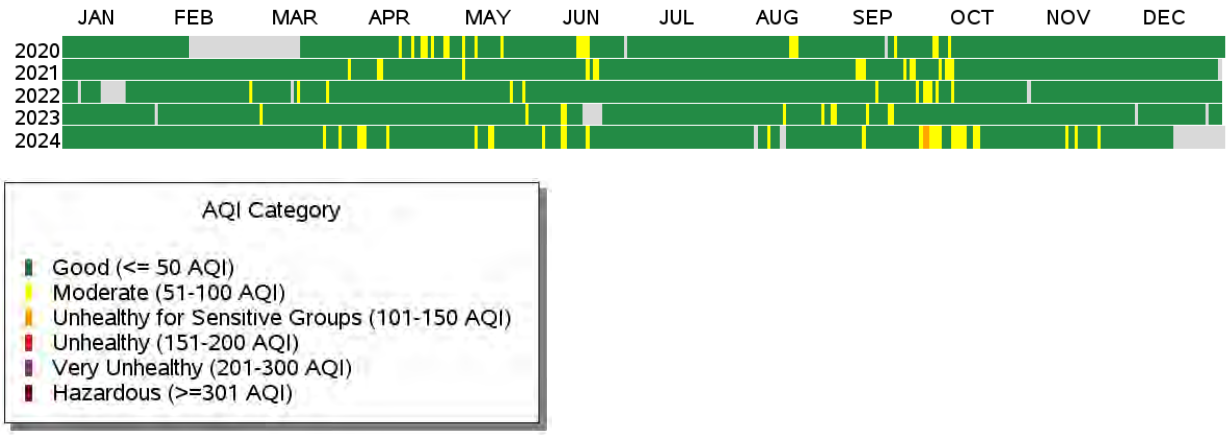
If an area is designated as non-attainment, the State must develop and submit a State Implementation Plan (SIP). Areas of nonattainment can apply for Congestion Mitigation Air Quality (CMAQ) funds which can be used to help develop the SIP and use the funding to implement the mitigation activities. The SIP addresses each pollutant that exceeds NAAQS and establishes an overall regional plan to reduce air pollution emission levels and maintain attainment status.

Once a nonattainment area meets the standards, EPA will designate the area to attainment as a "maintenance area". Maintenance areas are required to have a Maintenance Plan in place to ensure continued attainment of the respective air quality standard(s). The Clean Air Act defines specific timetables to attain air quality standards and requires nonattainment areas to demonstrate reasonable progress in reducing air pollutants until the area achieves attainment.

Victoria MPA Air Quality

Existing air quality within the Victoria MPA has generally been rated as moderate to good per the EPA's Outdoor Air Quality Data.

Figure 6-6:Victoria Daily AQI Values 2020 to 2024



Source: United States Environmental Protection Agency (EPA)

Many of the days that rated poorly tended to occur between the months of March and June and August to October. Although not perfect, these are generally positive results. Room for improvement exists, but these results show that the region's air quality successfully meets the needs of the general public and compares favorably to similar metropolitan areas.

Potential Mitigation Activities

Federal regulations require the MTP process to include a discussion about potential mitigation activities that can revive and maintain the environmental resources of an area. These mitigation strategies apply to areas for air quality and Environmental Justice concerns. FHWA recommends an ordered approach to

mitigation known as “sequencing” that involves understanding the affected environment and assessing transportation effects through project development. This ordered approach involves:

- Avoiding the impact altogether (this should be the priority), minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected area.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources.

The type and level of mitigation activities will vary depending on the scope of each project. Several mitigation measures and general areas where these activities can be implemented are presented in and are intended to be regional in scope and may not necessarily address potential project-level impacts. As proposed projects progress through the project development process, mitigation is an integral part of alternatives development and the analysis process to maximize the effectiveness of mitigation strategies.

In many instances, an assessment of the effectiveness of potential mitigation activities is developed in consultation with applicable federal, state, and tribal land management, wildlife, and regulatory agencies to eliminate or mitigate any potential negative impacts to the natural environment or cultural and historic resources. The timeframes for performing these consultations are scalable depending on the size of the project and the possible extent of the impact. As projects phase from planning to programming, planning partners have an opportunity to assess the extent and timeframe for performing the mitigation consultation process. Outside agencies involved in consultation, where applicable include some of the following:

- Land use management
- Natural resources
- Environmental protection
- Conservation
- Historic preservation.

Table 6-5: Mitigation Measures by Resource

Resource	Mitigation Measures
Wetlands / Water Resources	• Avoidance, Minimization or Compensation • Design Exceptions and Variances • Environmental Compliance Monitoring • Preservation • Creation • Restoration • In-lieu Fees • Riparian Buffers

Cultural Resources	• Avoidance Minimization • Landscaping for Historic Properties • Preservation in Place or Excavation for Archaeological Sites • Design Exceptions and Variances • Environmental Compliance Monitoring
Parks/Recreation Areas	• Avoidance, Minimization, Mitigation • Design Exceptions and Variances • Environmental Compliance Monitoring
Ambient Air Quality	• Transportation Control Measures • Transportation Emission Reduction Measures
Forested or other Natural Areas	• Avoidance, Minimization • Replacement Property for Open Space Easements to be of Equal Fair Market Value and of Equivalent Usefulness

Environmental Justice Analysis

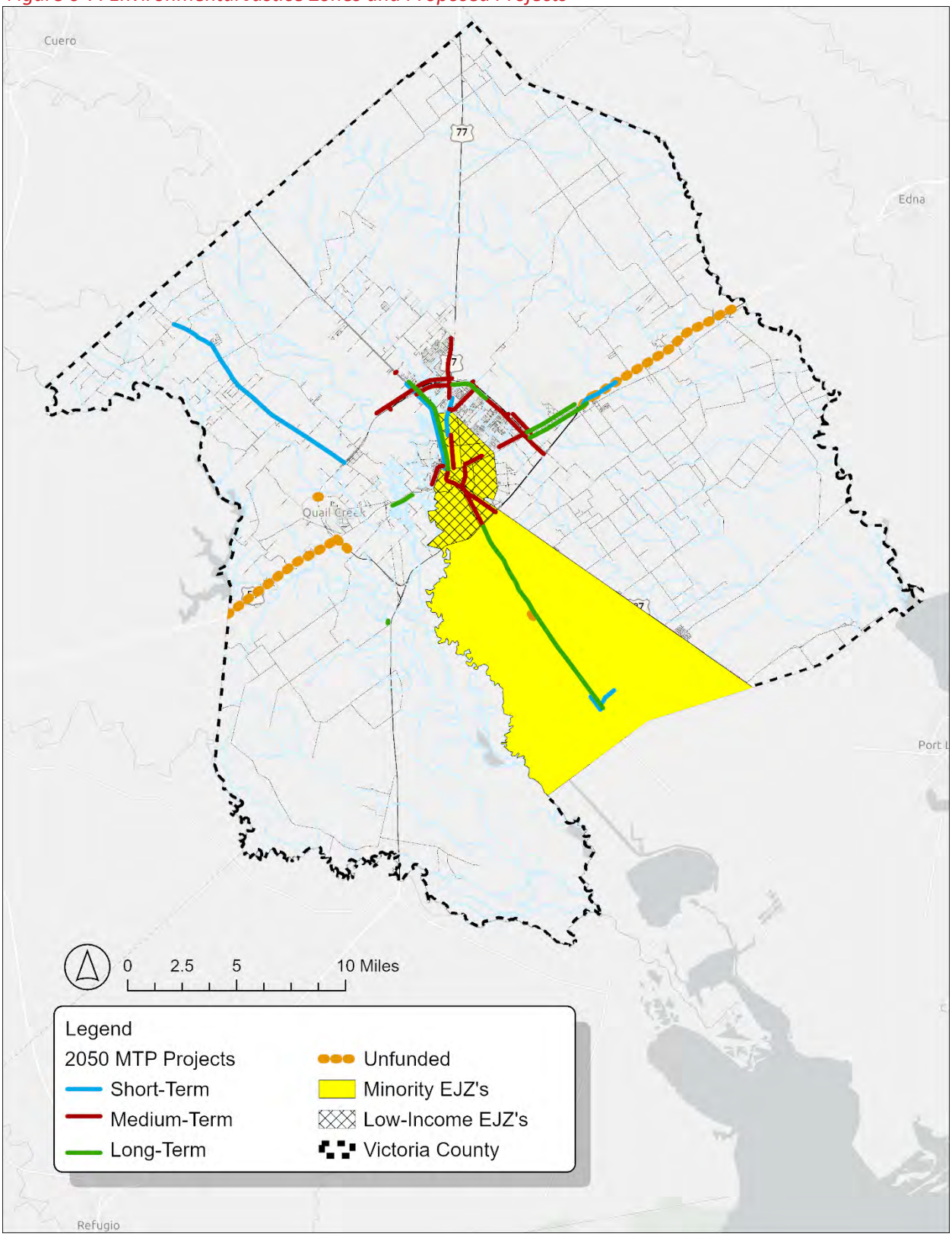
Environmental Justice is the fair treatment and involvement of all people regardless of race, color, national origin, educational level, or income with respect to the development, implementation, and enforcement of environmental laws. Environmental Justice works to provide access to public information for health, environmental planning, regulations, and enforcement for minority and low-income populations. It ensures that no populations are forced to shoulder a disproportionate burden of the negative human health or environmental impacts of pollution or other environmental hazards caused by a federally funded project.

Using the guidance in the metropolitan planning regulations, the study team incorporated Environmental Justice considerations into the development of the Victoria 2050 MPO. The study team identified and mapped low-income and minority populations (i.e., EJZs or Environmental Justice Zones), shown in Figure 6-9, and performed a GIS-based analysis of the proximity of proposed transportation projects to these communities.

Minority EJZs are represented by census tracts containing at least 40% of the total population identified as minority population. Minority EJZs are concentrated in the south-central area of the MPA.

Low-income EJZs are represented by census tracts that are at or above the 65th percentile nationwide for the number of individuals below the federal poverty line. Low-income EJZs are concentrated centrally in the MPA and overlap exclusively with minority EJZs.

Figure 6-7: Environmental Justice Zones and Proposed Projects



Source: Climate and Economic Justice Screening Tool

Table 6-6 displays EJZ locations within the Victoria MPA in relation to the programmed projects. Nearly 36% of proposed projects intersect minority EJZs and 21% intersect low-income EJZs. Using the findings from the environmental justice analysis, a more detailed, project-level analysis will be performed where applicable to better understand potential impacts of transportation improvements on minority and low-income populations in coordination with partner agencies once projects move from planning to programming. The proximity of projects to these identified populations may have both positive and negative impacts.

Table 6-6: Projects Affecting EJZ's

	Total Projects Affecting EJZ	Percentage of projects Intersecting EJZ
Minority EJZ's	12	36%
Low-income EJZ's	7	21%

For example, it is assumed that the mobility, access, and safety benefits of most projects accrue most strongly in areas near the project. Therefore, if the project objectives are consistent with the travel market needs of adjacent communities, the project is viewed as having a positive impact. On the other hand, the physical impacts of project construction and footprint also have the greatest negative impacts on adjacent communities. Large infrastructure projects whose objectives are not consistent with community needs represent potential negative impacts.

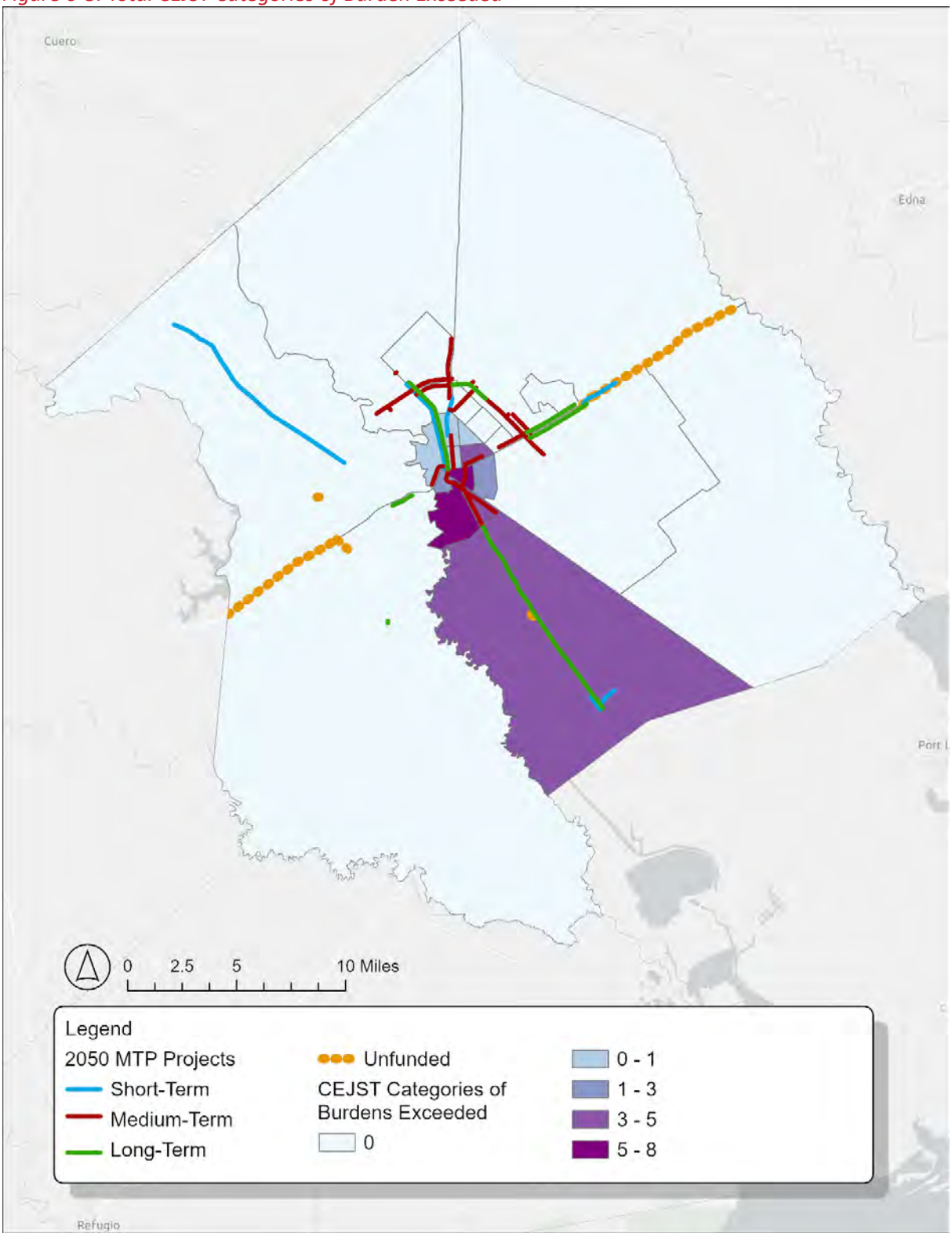
Section 223 of Executive Order 14008, Tackling the Climate Crisis at Home and Abroad, established the Justice40 Initiative, which directs 40% of the overall benefits of certain Federal investments – including investments in clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, the remediation and reduction of legacy pollution, and the development of clean water infrastructure – to flow to disadvantaged communities (DACs).

The Climate and Economic Justice Screening Tool (CEJST) is an interactive mapping tool to identify disadvantaged communities that are marginalized by underinvestment and overburdened by pollution. Federal agencies are using the CEJST as their primary tool for identifying disadvantaged communities that are geographically defined for any covered programs under the Justice40 Initiative and for programs where a statute directs resources to disadvantaged communities, to the maximum extent possible and permitted by law.

The key consideration in determining unintended consequences or disparate impacts to Environmental Justice populations is how the project objectives match the community's transportation needs. The Victoria MPO is committed to working with project sponsors to mitigate negative impacts on environmental justice communities using measures such as impact minimization and context sensitive solutions (appropriate functional and/or aesthetic design features).

Figure 6-10 shows the total CEJST categories of burdens exceeded as it relates to MTP projects. The areas with the most burdens are located centrally in the City of Victoria with also a significant amount in the southwest of the study area. This corresponds with the Minority EJZs and Low-income EJZs identified in Figure 6-9.

Figure 6-8: Total CEJST Categories of Burden Exceeded



Source: Climate and Economic Justice Screening Tool

CHAPTER 7: APPLICATION OF FISCAL CONSTRAINT

Federal regulations mandate that investments proposed in an MTP must show fiscal constraint by providing enough information to demonstrate that projects included in the plan can likely be implemented using committed, available, or reasonably available revenue sources. This means that the funding available for projects must be able to reasonably support anticipated costs of the projects; and demonstrate reasonable assurances that the transportation system is being adequately operated and maintained. This chapter includes a primer on funding categories, sources, and dollar amounts reasonably anticipated to be available to fund projects included in the Victoria 2050 MTP. It also outlines the process by which funding levels were established to determine the amount of funds available and discusses project cost development for Year of Expenditure (YOE). Because federal regulations stipulate that the financial forecast consider the change in value of the dollar over time due to inflation, funding and costs discussed in this chapter were estimated in year-of-receipt and year-of-expenditure dollars, respectively.

Funding Sources

The following is a list of programs incorporated into the financial analysis. Programs identified as funding opportunities include federal formula programs, federal discretionary grants, funding programs from the state of Texas, and local funding opportunities for transportation improvements.

Federal Formula Funding

Federal formula funding allocates a set amount of money to each recipient (such as states) to achieve a specified purpose. The laws that approve federal funding for transportation improvements have changed over time. In 2015, the federal government enacted the Fixing America's Surface Transportation Act (FAST Act), which provides funds for surface transportation activities. The FAST Act provided just over $300 billion dollars for surface transportation projects through the fiscal years of 2016 to 2020. The FAST Act builds upon the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted in 2012, by expanding its scope to include improving highway mobility, supporting economic growth by creating jobs, and accelerating project delivery and promoting innovation. MAP-21 set out to make surface transportation projects streamlined, performance based, and multimodal while improving safety, maintaining infrastructure, reducing traffic congestion, improving efficiency, protecting the environment, and expediting project delivery.

In November of 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was enacted. It increased available funding for transportation projects by authorizing over $1 trillion for transportation and infrastructure spending. The IIJA replaced the FAST Act but largely preserved its core programs, and included changes to address sustainability, resiliency, safety, and equity. It also established new programs and new eligibilities for transportation project funding. The IIJA created four new formula programs: the PROTECT Formula Program, Carbon Reduction Program, Bridge Formula Program, and National Electric Vehicle Infrastructure Formula Program. New competitive grant opportunities were also established by the law, some of which will be discussed in further detail later in this section.

Bridge Formula Program

The Bridge Formula Program was created by the IIJA and provides funding to states for bridge rehabilitation, protection, construction, and replacement. The program apportions 75% of the funds for replacement of bridges in poor condition, and 25% for rehabilitation of bridges in fair condition. Projects

funded from the Bridge Formula Program are subject to the requirement of accommodation for pedestrians and cyclists.

Carbon Reduction Program

The Carbon Reduction Program was established by the IIJA and provides funds to states to reduce emissions and develop carbon reduction strategies. States are required to work with MPOs to develop and update a carbon reduction strategy to receive funding. Eligible projects include public transportation, congestion management, alternative fuel infrastructure, and pedestrian and nonmotorized transportation projects.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Urban areas that do not meet ambient air quality standards are designated as non-attainment areas by the U.S. Environmental Protection Agency (EPA). CMAQ funds are apportioned to those urban areas for use on projects that contribute to the reduction of mobile source air pollution through reducing vehicle miles traveled, fuel consumption, or other identifiable factors. Both roadway and transit projects are eligible for CMAQ funds. The IIJA continued the CMAQ program, with around $2.6 billion in apportionment each year until 2026. As of the time of publication, the Victoria metropolitan area is not currently eligible for CMAQ funds, as it does not have nonattainment status for air quality.

Highway Safety Improvement Program (HSIP)

The purpose of the HSIP 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. States are required to allocate HSIP using a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures. The IIJA continued and increased HSIP program funding.

Metropolitan Planning Program

The program funds the cooperative, continuous, and comprehensive (3C) planning activities of metropolitan planning organizations (MPOs). The IIJA provided an annual average of $456 million for this program. Funds are apportioned to states, which are then made available to MPOs. These funds are available for each MPO to perform planning work in their region and report to the federal government the required targets for their area.

National Electric Vehicle Infrastructure (NEVI) Formula Program

The IIJA also established the NEVI Formula Program, with a total of $5 billion available over five years. The purpose of this program is to deploy a nationwide network of public electric vehicle charging stations along Alternative Fuels Corridors. States are required to create a state plan for electric vehicle infrastructure deployment. Thus, TxDOT determines how NEVI formula funds will be spent. As of the time of this document publication, TxDOT is working on round 2 of the NEVI plan, coordinating with MPOs to determine charging station locations within the urbanized area. For the Victoria area, NEVI grant funds are available for installing electric vehicle charging stations within the city's extraterritorial jurisdiction (ETJ).

National Highway Freight Program (NHFP)

This program helps states and MPOs address impediments to the movement of freight. Examples of eligible activities include truck parking facilities, traffic signal optimization, and highway or bridge projects. The IIJA expanded the eligible road mileage under the program and apportioned an annual average of $1.43 billion through FY2026.

National Highway Performance Program (NHPP)

The IIJA allocated over $28 billion for NHPP funding each year from 2022 to 2026. The purpose of the NHPP is to preserve the condition, performance, and resilience of the National Highway System (NHS). NHPP funds can also be used to construct new NHS facilities and ensure that projects are making progress toward performance goals set out in each state's asset management plan. NHPP provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used ("flexed") to fund transit improvements in NHS corridors.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

The PROTECT Program, established by the IIJA, provides funding to states for planning activities, transportation resilience improvements, evacuation route activities, and natural infrastructure to protect transportation assets. The goal of the program is to make the transportation system more resilient to natural hazards. From 2022-2026, the total amount of available funding from the PROTECT Formula Program is $7.3 billion.

Railroad Rehabilitation and Improvement Financing (RRIF) Program

The Railroad Rehabilitation and Improvement Financing (RRIF) Program authorizes the Federal Railroad Administration (FRA) Administrator to provide direct loans and loan guarantees for projects that acquire, improve, rehabilitate, or build intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops. Up to $35 billion per year of financing is available, with at least $7 billion reserved for projects not on Class I railroads. Financing can be provided for up to 100% of project costs with repayment periods of up to 35 years. Recipients benefit from interest rates that are equal to the cost of borrowing from the government. The FAST Act also authorized the USDOT to enter into Master Credit Agreements. These agreements include one or more loans to be made in the future on a program of related projects. State and local governments, government-sponsored authorities, corporations, and railroads are all eligible to borrow under RRIF.

Surface Transportation Block Grant (STBG) Program

The STBG Program is a block grant funding program with subcategories for states and urban areas. These funds can be used for any road, including an NHS roadway.[1] The IIJA continued all STBG requirements, but added the provision that states may use up to 15% of certain categories of STBG funds on roadways classified as local roads or rural minor collectors. The state portion of funding can be used on roads inside or outside an urbanized area, while the urban portion can only be used on roads within an urbanized area. The funding ratio is 80%/20% (federal/local).

[1] TxDOT Propositions 1 and 7 restrict the programming of **state** funds to on-system (state maintained) roadways.

For urban areas with a population of greater than 200,000 people, the MPO is the lead agency for funding allocation in consultation with the State. In urban areas with a population of less than 200,000 people, the state is the leading agency for fund allocation in consultation with regional planning organizations.

Transportation Alternatives (TA) Program

The Transportation Alternatives (TA) Program is a set-aside of STBG Program funding to provide funding for a variety of alternative transportation projects. From fiscal years 2022-2026, a total of approximately $1.4 billion is available for the TA program each year. Eligible TA project activities include:

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes to school
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation related to stormwater and habitat connectivity

States and MPOs conduct a competitive application process for use of the sub-allocated funds. Other than a recreational trails set-aside, states are given broad flexibility to use these funds. A 20% local funding match is required for most projects.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Transportation Projects eligible for federal assistance through existing transportation programs are eligible for the TIFIA credit program. Eligible projects must be included in the State Transportation Improvement Program (STIP) and have a capital cost of at least $50 million, except ITS projects which have a $15 million minimum eligibility requirement. TIFIA financing should attract public and private investment; result in a project proceeding earlier and/or more efficiently; and reduce use of federal grant assistance to the project.

FTA Funding Programs

Several FTA formula programs could be used to provide funding for public transportation service improvements, facilities, or equipment. These include:

- **Section 5307** – Urbanized Area Formula Grants: This grant makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.
- **Section 5339** – Grants for Buses and Bus Facilities: This formula grant provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities.

- **Section 5310** – Enhanced Mobility of Seniors and Individuals with Disabilities: This program provides formula funding to states for the purpose of meeting transportation needs of the elderly and persons with disabilities. Eligible recipients include private nonprofit groups, states, public transportation operators, and local governments.
- **Section 5311** – The Formula Grants for Rural Areas Program: This program provides formula funding to states for the purpose of providing capital, planning, and operating assistance for public transportation providers in rural areas with populations of less than 50,000. Additionally, the program provides funding for training and technical assistance under the Rural Transportation Assistance Program.

The IIJA authorized up to $108 billion in support for federal public transportation programs, which is the largest federal investment for public transportation in the history of the nation. In addition to the major formula funding programs listed above, the FTA has several specialized competitive grant programs such as the Low or No Emission Vehicle Program (5339c) and Capital Investment Grants (5309).

Federal Discretionary Funding

There are many discretionary, or competitive, grant programs available at the federal level. The IIJA allocated funds to continue these programs and implemented new discretionary programs. MPOs are eligible to apply or partner with other agencies to receive grant funding for a wide range of transportation improvement and planning activities. The DOT Discretionary Grants Dashboard is an excellent resource for navigating the many grant programs available along with their eligible activities and applicants.[2]

Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program

The Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) program, also known as the Advanced Transportation Technology and Innovation (ATTAIN) program, provides funding to deploy, install, and operate advanced transportation and congestion management technologies. Some examples of these technologies include advanced traveler information systems, public transportation systems, and safety systems.

Airport Improvement Program (AIP)

This grant provides funding to public agencies or some private airports for the planning and capital projects for the development of public-use airports and rural "nonprimary" airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include runways, taxiways, airport signage, airport lighting, and airport marking, planning, or capital projects.

Airport Terminals Program

The Airport Terminals Program provides grants to airports of all sizes to address aging air infrastructure. These grants will fund safe, sustainable, and accessible airport terminals, on-airport rail access projects, and airport-owned airport traffic control towers. However, projects may also include multimodal development.

[2] https://www.transportation.gov/grants/dashboard

Areas of Persistent Poverty Program (AoPP)

This program provides competitive funding from the FTA for planning, engineering, or development of technical or financing plans to improve transit services in areas experiencing long-term economic distress.

Bridge Investment Program (BIP)

This program provides funding for projects to replace, rehabilitate, preserve, and protect bridges. The goal is to reduce the total number of bridges in or at risk of poor condition. There is a rolling Notice of Funding for bridge projects under $100 million, large projects over $100 million, and bridge planning projects.

Capital Investment Grant (CIG) Program

This program funds fixed guideway investments, including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit or corridor-based busing, and ferries.

Charging and Fueling Infrastructure Grant Program

The purpose of this program is to strategically deploy publicly accessible electric and alternative (hydrogen/propane/natural gas) fueling infrastructure. This grant includes funding for corridor charging along the designated Alternative Fuels Corridor and community charging near public roads and facilities. Community charging projects will prioritize rural and low- and moderate-income areas.

Commercial Driver's License Program Implementation (CDLPI)

This program provides funding to state CDL programs to achieve compliance with federal licensing and standards.

Commercial Motor Vehicle (CMV) Operator Safety Training Grant

The purpose of this program is to increase the number of CDL holders possessing enhanced operator safety training. Priority is given to the training of current or former members of the U.S. Armed Forces, including National Guard and Reservists. This program aims to reduce the severity and number of CMV crashes while helping to transition former members of the US Armed Forces into the commercial vehicle industry.

Community Safety Grant (CSG)

This grant is open to nonprofit organizations for the purpose of national outreach and training to assist communities in the preparation for and response to incidents involving the transportation of hazardous materials. There are no funding match requirements for the CSG program.

Diesel Emissions Reduction Act (DERA) National Grants

DERA Grants provide funding for projects that achieve significant reductions in diesel emissions and exposure. Projects should replace many high-emission vehicles with energy efficient transportation and technologies, especially for fleets that operate in areas with poor air quality.

Economic Adjustment Assistance (EAA) Program

The EAA program from the Economic Development Administration provides funding for technical, planning, and public works and infrastructure projects in regions experiencing adverse economic

changes. For example, changes may result from a plant closure, changing trade patterns, natural disasters, military base closure, or environmental changes. Eligible projects include the creation and implementation of activities in an applicant's Comprehensive Economic Development Strategy (CEDS).

Economic Impact Initiative Grant Program

The Economic Impact Initiative Grant program provides funding for rural areas that are experiencing extreme unemployment and severe economic depression to develop essential community facilities. These facilities include projects like street or airport improvements, and the purchase of fire trucks. This grant may be combined with other grants or funding sources.

Grants for Buses and Bus Facilities Competitive Program

This program assists in the financing of buses and bus facilities capital projects. Projects which replace, rehabilitate, or modify bus facilities, as well as the purchase of buses, vans, and related equipment are eligible for funding.

Infrastructure For Rebuilding America (INFRA) Grant Program

The U.S. Department of Transportation (USDOT) provides the Infrastructure for Rebuilding America (INFRA) discretionary grant program to fund transportation projects of national and regional significance to improve the safety, efficiency, and reliability of the movement of freight and people. The IIJA allocated approximately $8 billion for INFRA grants for the fiscal years 2022-2026. USDOT seeks projects that apply innovative technology, delivery, or financing methods with proven outcomes to deliver projects in a cost-effective manner. Eligible INFRA project costs may include reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

Innovative Coordinated Access and Mobility (ICAM) Pilot Program

This program finances innovative capital projects for the transportation-disadvantaged. The goal is to improve the coordination of transportation services and non-emergency medical transportation services for underserved groups and build partnerships among health, transportation and other service providers. Eligible applicants include state governments, local governments, federally recognized tribes and affiliated groups.

Low- or No-Emission Grant Program

This program includes the purchasing or leasing of low- or no-emission transit buses and related equipment, as well as the construction, leasing, or rehabilitation of new or existing public transportation facilities for low- or no-emission buses.

National Infrastructure Project Assistance (Mega) Grant Program

The Mega grant program supports large and complex transportation projects that may be difficult to otherwise fund. These projects should generate economic, mobility, or safety benefits at a national or regional level. Administered by USDOT, the Mega grant has a total of $5 billion in available funds for fiscal years 2022-2026. USDOT has combined solicitations for the Mega program, INFRA program, and a rural grant program into one Notice of Funding Opportunity, referred to as the Multimodal Project Discretionary Grant (MPDG) Opportunity.

Pilot Program for Transit-Oriented Development (TOD) Planning

This program provides funding to integrate land use and transportation planning to develop a new fixed guideway or core capacity transit project. Projects should examine the following factors to enable mixed-use development near transit stations: ways to develop affordable housing near transit, economic development, ridership potential, multimodal connectivity and accessibility, transit access for pedestrian and bicycle traffic, etc.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Program

This program provides funding to improve the resilience of surface transportation to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. Funds are awarded in the form of planning grants and competitive resilience improvement grants to support planning activities, resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure.

Public Transportation Emergency Relief Program

This program from the FTA provides assistance to public transportation operators after an emergency, such as floods, hurricanes, and tornadoes. Funding may cover protecting, repairing, and/or replacing equipment and facilities that have been damaged. In addition, program funding can be used for operating costs of evacuation, rescue operations, temporary public transportation service, or reestablishing service.

Rail Vehicle Replacement Program

This program provides competitive funding for the replacement of rail vehicles, or rolling stock, that is past its useful life.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

The Funding for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program was renewed through the IIJA to continue to build and repair critical portions of the nation's freight and passenger transportation networks. RAISE, formerly known as BUILD and TIGER, has dedicated over $14 billion in grants to projects nationwide since 2009. Projects for RAISE funding are evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, USDOT prioritizes projects that can demonstrate significant progress on national objectives. As of 2023, the maximum grant award for RAISE grants was $345 million for a single state. To ensure that the benefits of infrastructure investments benefit communities large and small, the Department will award an equitable amount, not to exceed half of funding, to projects located in urban and rural areas, respectively.

Reconnecting Communities Pilot (RCP) Program

The RCP grant program is a combination of two major discretionary grant programs—the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs. This program provides funds for projects that improve walkability, safety, and transportation access, especially for historically

disadvantaged groups. In particular, the program provides funds to remove, retrofit, or mitigate transportation facilities that have created connectivity barriers.

Safe Streets and Roads for All (SS4A) Grant Program

The SS4A grant program was established by the IIJA, with available funding in the amount of $5 billion from 2022-2026. The purpose of the program is to prevent roadway injuries and deaths to support the USDOT National Roadway Safety Strategy and goal of zero roadway deaths. Eligible applicants for SS4A grant funding include local governments, special districts, transit agencies, MPOs, and tribal governments. SS4A funding can be used to create a comprehensive safety action plan and implement infrastructure, operational, or behavioral activities from the plan.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants

The SMART grant program provides funding to conduct demonstration projects focused on advanced smart community technologies and systems. The purpose of the program is to fund purpose-driven innovation and build data and technology capacity in order to improve transportation efficiency and safety.

Thriving Communities Program

This program aims to ensure that historically disadvantaged communities have the technical tools and organizational capacity to compete for federal aid and deliver infrastructure projects. The planning and development of transportation and community revitalization activities will enable these communities to thrive.

Wildlife Crossings Pilot Program

This program seeks to improve habitat connectivity for terrestrial and aquatic species by providing funding for projects that reduce the number of wildlife-vehicle collisions.

State Funding

States receive formula funds from the Federal Aid Highway Program Highway Trust Fund. In addition, states receive transportation funds from taxes and fees such as motor fuels taxes and vehicle registration fees. States typically use funding sources to meet match funding requirements and fund operations. The following section describes state transportation funding sources from Texas.

The State of Texas maintains categorized funding programs that coincide with federal funding programs. Traditionally, this funding is used to meet any required match of federal sources and to fund the operations of the state Department of Transportation. The primary funding source for Texas transportation programs includes motor fuel taxes allocations, motor vehicle registration fees, severance taxes allocations, and many other revenue sources and fees, including voter-approved constitutional amendments, Proposition 1 and Proposition 7, which redirect funding from the general fund to be spent on transportation projects. Categories 1-9 of the Texas Unified Transportation Program (UTP) are federal and state programmatic funding categories, while Categories 10, 11, and 12 are strategic and discretionary funding categories. Each category is described in more detail below.

Category 1: Preventative Maintenance and Rehabilitation

Category 1 deals with preventative maintenance and rehabilitation of the existing highway system, which includes pavement, signs, traffic signalization, and other assets that can be considered part of the

highway infrastructure. Preventative maintenance works to preserve, rather than improve the structural integrity of current pavements and structures. Rehabilitation focuses on repairing (which can also be considered modernizing) existing main lanes, structures, frontage roads, and other infrastructure assets. Projects are selected by TxDOT districts using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates funds through a formula allocation program.

Category 2: Metropolitan and Urban Area Corridor Projects

Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as increasing traffic safety and improving roadway maintenance or rehabilitation. Roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements are common within Category 2. Projects are selected by MPOs in consultation with TxDOT using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funds must be authorized by the Texas Transportation Commission by formula.

Category 3: Non-Traditionally Funded Transportation Projects

This category includes transportation-related projects that qualify for funding from sources not traditionally part of the state highway fund, including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Texas Mobility Fund, pass-through toll financing, unique federal funding, regional toll revenue, and local participation funding. New-location roadways, roadway widening, and interchange improvements are common project types that receive Category 3 funds. Projects are determined by legislation, the Texas Transportation Commission approved Minute Order, or local government commitments.

Category 4: Statewide Connectivity Corridor Projects

Category 4 funds are used for mobility and added-capacity projects on major state highway system corridors that provide statewide connectivity between urban areas and other statewide corridors, to create a highway connectivity network composed of the Texas Highway Trunk System, NHS, National Freight Network, hurricane evacuation routes, and connections to major ports of entry on international borders and Texas water ports. Corridors are selected by the Texas Transportation Commission based on engineering analyses of three corridor types: mobility, connectivity, and strategic. Funds are allocated by the Commission to TxDOT districts. Districts select projects along approved corridors in consultation with MPOs, the Transportation Planning and Programming Division (TPP), and TxDOT Administration using a performance-based evaluation.

Category 5: Congestion Mitigation and Air Quality Improvement (CMAQ)

Congestion Mitigation and Air Quality improvement projects address attainment of a national ambient air quality standard in non-attainment areas of the state. Projects that reduce pollutant emissions and help address the non-attainment status may also be eligible for CMAQ funds. Projects are selected by MPOs in consultation with TxDOT. The Texas Transportation Commission allocates funds distributed by population and weighted by air quality severity to non-attainment areas. Nonattainment areas are designated by the EPA. To be eligible for CMAQ funds, projects must meet the following three criteria: be a transportation project; contribute to emission reductions; and be located in or benefit a nonattainment or maintenance area for ozone, carbon monoxide, and particulate matter. Victoria County is currently not a non-attainment area.

Category 6: Structures Replacement and Rehabilitation (Bridge)

Category 6 funds are used for replacement and rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; construction of grade separations at existing highway and railroad grade crossings; and rehabilitation of deficient railroad underpasses on the state highway system. Projects are selected by the Bridge Division (BRG) based on a listing of eligible bridges prioritized first by deficiency categorization (structurally deficient followed by functionally obsolete) and then by sufficiency ratings. Railroad grade separation projects are selected based on a cost-benefit index rating. Projects in the Bridge Management and Improvement Program (BMIP) are selected statewide based on identified bridge maintenance and improvement needs to aid in ensuring the management and safety of the state's bridge assets. The Texas Transportation Commission allocates funds through the Statewide Allocation Program.

Category 7: Metropolitan Mobility and Rehabilitation

Category 7 funds are available to projects that address transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area (areas with populations of 200,000 or more). Projects are selected by MPOs, operating in transportation management areas, in consultation with TxDOT. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries. At present, due to the population size, the Victoria Metropolitan Planning Area is not a transportation management area.

Category 8: Safety Projects

Projects eligible for Category 8 funding include safety-related projects both on and off the state highway system including the federal Highway Safety Improvement Program, Safety Bond Program, Systemic Widening Program, Federal Railway Set-Aside, and Road to Zero (RTZ). Projects are selected statewide by federally mandated safety indices and a prioritized listing. Projects selected in each program are evaluated by relevant safety factors and indices. Common project types for Category 8 funding include turn lanes, intersections, traffic signals, and rumble strips. The TxDOT Traffic Safety Division selects projects and allocates Category 8 funding. TxDOT initiated the Road to Zero program to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

Category 9: Transportation Alternatives (TA) Set-Aside Program

Category 9 is designed to provide funding for transportation-related activities that promote the use of modes other than the automobile such as on- and off-road pedestrian and bicycle facilities, and infrastructure projects for improving access to public transportation. For urbanized areas with populations over 200,000, the MPO selects TA projects through a competitive process in consultation with TxDOT. All projects are selected using a performance-based prioritization process that assesses local transportation needs, including bicycle and pedestrian access.

Category 10: Supplemental Transportation Programs

Category 10 can fund transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs.

Category 11: District Discretionary

Category 11 includes projects eligible for federal or state funding selected at the TXDOT District Engineer's discretion. Additionally, Category 11 addresses transportation needs that may impact the Energy Sector and Border Infrastructure (Rider 11(b)). Projects are selected by districts. The Texas Transportation Commission allocates funds through a formula allocation program. A minimum $2.5 million allocation goes to each district per legislative mandate. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives. Rider 11 (b) projects are also selected by the Commission dependent on the number of land border ports of entry, incoming commercial freight traffic, incoming personal motor vehicles and buses, and the weight of incoming cargo by commercial trucks.

Category 12: Strategic Priority

Category 12 is intended to fund projects with specific importance to the state, including those that generally improve congestion and connectivity, energy sector access, and border and port connectivity, promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, and maintain the ability to respond to both manmade and natural emergencies. The Texas Clear Lanes Subset of Category 12 funding is for projects within the five largest metro areas in the state (Austin, Dallas, Fort Worth, Houston, and San Antonio) to address the top 100 most-congested road segments. The Texas Transportation Commission selects projects statewide using a performance-based prioritization process and may make discretionary funding decisions for no more than 10% of TxDOT's biennial budget.

Local Funding

It is typically the responsibility of the local government jurisdictions (cities and counties) to cover any costs not covered by state and federal programs. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments, and impact fees. Match requirements make local funds critical to maintain eligibility for several federal and state funding sources, which is typically around 20% of total project costs for federal funding sources.

Advanced Transportation District

Legislation authorizing the creation of Advanced Transportation Districts and authorization of a local sales tax for advanced transportation was enacted by the Texas Legislature during the 76th session in 1999. Advanced transportation as defined in the legislation includes light rail, commuter rail, fixed guideways, traffic management systems, busways, bus lanes, technologically advanced bus transit vehicles and systems, bus rapid transit systems, transit centers, stations, electronic transit-related information, fare, and operating systems, high occupancy vehicle lanes, traffic signal prioritization and

coordination systems, monitoring systems, and other services in connection with such facilities, equipment, operations, systems, and services.

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from these taxes can be used to repay general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

Economic Development Corporation

In Texas, the Development Corporation Act of 1979 gives cities the ability to finance new and expanded business enterprises in their local communities through economic development corporations (EDCs). Chapters 501, 504, and 505 of the Local Government Code outline the authorization of certain EDCs to implement sales taxes to fund streets, roads, and other infrastructure improvements.

The Victoria Economic Development Corporation (VEDC) operates in the nine-county Victoria region with the purpose of recruiting new businesses and retaining and expanding established businesses. The State has an existing sales and use tax of 6.25% and the City of Victoria adds a sales tax rate of 1.5%, and Victoria County has a sales tax rate of 0.5% making the total combined rate of local and state sales/use tax 8.25%. [3,4]

General Sales Taxes

General sales and use taxes are also an important funding source for local governments. The most commonly known form of the general sales tax is the retail sales tax. The retail sales tax is imposed on a wide range of commodities, and the rate is usually a uniform percentage of the selling price.

Property Taxes

Property taxation has historically been the primary source of funding for local governments in the United States. Property taxes account for more than 80% of all local tax revenues. Property is not subject to federal government taxation and is a significant generator of tax revenue within the state of Texas given the lack of state and local-option income taxes.

Public-Private Partnerships

A Public-Private Partnership (P3) is a contractual agreement between a public agency (federal, state, or local) and a private entity for a long-term, performance-based approach to procuring public infrastructure. The private entity assumes the major share of the risk in terms of financing, constructing, and the performance of the project in return for the right to collect revenue from the project over a set period of time.

Special Assessments

Special assessment is a method of generating funds for public improvements, whereby the cost of a public improvement is collected from those who directly benefit from the improvement. Areas in which this scenario occurs are often called “Special Assessment Districts.”

[3] https://comptroller.texas.gov/taxes/sales/city.php
[4] Taxes in Victoria, TX

Within these districts, property owners—typically business owners—will vote to dedicate a portion of their sales tax or property tax to fund some improvement or service that benefits the district. In many instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets based on the amount of frontage they own along the new streets.

Tax Increment Reinvestment Zone or District

One of the tools many states use to obtain funds not provided by federal and state funding is through Tax Increment Financing (TIF), which is a public financing method used for redevelopment and community improvement projects. A tax increment reinvestment zone (TIRZ) is a political subdivision of a municipality or county created to implement tax increment financing, which may be initiated by the city or county. The assessed values of properties within the new TIRZ are frozen for a period of time. As property values increase over the lifetime of the TIRZ, the property taxes collected through this increase (the "increment") are used to pay for the improvement project. A TIRZ may not be created without justification. In its current state, the area must have a deleterious effect on the economic future of the creating body. To be eligible for funding, the project sponsor must be able to show that the project offsets the deleterious effect. The City of Victoria has implemented a TIRZ for the downtown area to support the implementation of the downtown master plan.

Traffic or Development Impact Fees

Traffic or Development Impact Fees have gained popularity in recent years. New developments create increased traffic volume on the streets around them, and development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

User Fees

User fees are charges imposed on individuals or entities for the use of specific transportation infrastructure or services. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, toll roads, express lanes, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

Revenue Forecast

Historically, transportation improvement projects in the Victoria MPA have been funded through a combination of Federal, State, and local dollars. The process of developing reasonable expectations for future revenues included reviewing the most current Transportation Improvement Program (TIP) (2025-2028) and 2025 Unified Transportation Program (UTP) in close coordination with the TxDOT Yoakum District. This coordination served to verify assumptions of funding levels including additional projected funding factors and funding targets. Based on the historical and near-term funding expectations, a set of revenue projections were developed for expected Federal, State, and local funding for the stages of this plan.

Funding within the first stage of the plan is corollary to projects programmed in the TIP, while the second near-term stage of expected funding is tied to planning targets for the current UTP.

The outlying stage covers the remaining years of the plan and incorporates the historical and current funding level growth rates to project reasonable expectations for available funding for the remaining years of the planning horizon.

- Short-Term Stage: 2025-2034
- Medium-Term Stage: 2035-2044
- Long-Term Stage: 2045-2050

The Victoria MPO develops and prioritizes projects in close coordination with the District for funding through UTP Categories 2U and 4U, these categories, as well as transit funding summaries are shown by stage in Table 7-2.

The estimation of transit funding is based on analysis of Federal Transit Administration (FTA) operational dollars matched with local funds. Funding levels dictate the level of transit service, meaning that funding and costs are closely tied. The current TIP identifies transit project listings for 2025 through 2028, which demonstrates a 5 percent increase each year. To provide a conservative estimate for transit funding availability, 2 percent growth was used for 2029 and beyond.

Table 7-1: Future Funding Estimates by Stage

Stage (Years)	Category 2U	Category 4U	Estimated 2U & 4U Funding Totals	Estimated Transit Funding Totals
Short Term (2025-2034)	$75,913,118	$46,249,386	**$122,162,504**	**$33,135,584**
Medium Term (2035-2044)	$84,785,201	N/A	**$84,785,201**	**$41,465,131**
Long Term (2045-2050)	$59,541,357	N/A	**$59,541,357**	**$29,119,352**
Total	**$220,239,677**	**$46,249,386**	**$266,489,062**	**$103,720,067**

Cost Estimation

The next step in determining fiscal constraint is developing reasonable year-of-expenditure (YOE) total project costs for the proposed transportation improvement projects. Federal regulations define "total project cost" in this process as including:

- Planning elements (e.g. environmental studies and functional studies)
- Engineering costs (e.g. preliminary engineering and design)
- Preconstruction activities (e.g. right-of-way acquisition)
- Construction activities
- Contingencies

The following assumptions guided the development of cost figures for the proposed projects, as well as the cost estimation for maintenance and operation of the existing transportation system:

- Since Federal regulations do not require that the cost of maintenance and operations activities be broken out into individual project costs, the funding needed for maintenance and operations of the transportation infrastructure was accounted for on a system-wide level.
- Project costs are estimated to include construction costs, ROW acquisition, and engineering costs in consultation with project sponsors.
- For construction-related activities, a standard inflation rate of 4.0% was used based on TxDOT guidance.
- Whenever a detailed engineering estimate for a particular project was not available, generalized planning level cost figures were used to assess the cost of each of the projects' elements. These generalized cost figures were based on estimates provided by TxDOT.

Both typical improvement costs and local knowledge of other project costs were used to develop cost estimates for the projects considered for the MTP. In keeping with federal regulations, cost estimates were computed in YOE dollars using the inflation factors outlined above in accordance with FHWA and TxDOT guidance. Table 7-3 displays the aggregate total estimated project costs for each stage addressed by the MTP for both roadway and transit projects. The complete list of projects considered for inclusion in the MTP, along with estimated YOE costs, can be found in Chapter 8.

As previously described, costs for transit are equal to the funding provided by the FTA and local matches. Estimated costs are based on the transit project listing in the current TIP, with a growth factor of 2%. Possible major purchases related to transit over the next 25 years, including facility relocation and bus stop improvements, are being explored through a transit plan.

Table 7-2: Summary of Estimated Costs

Stage (Years)	Estimated 2U & 4U Project Costs	Estimated Transit Costs
Short Term (2025-2034)	$121,834,986	$33,135,584
Medium Term (2035-2044)	$83,561,668	$41,465,131
Long Term (2045-2050)	$43,943,022	$29,119,352
Total	**$249,339,676**	**$103,720,067**

Fiscal Constraint

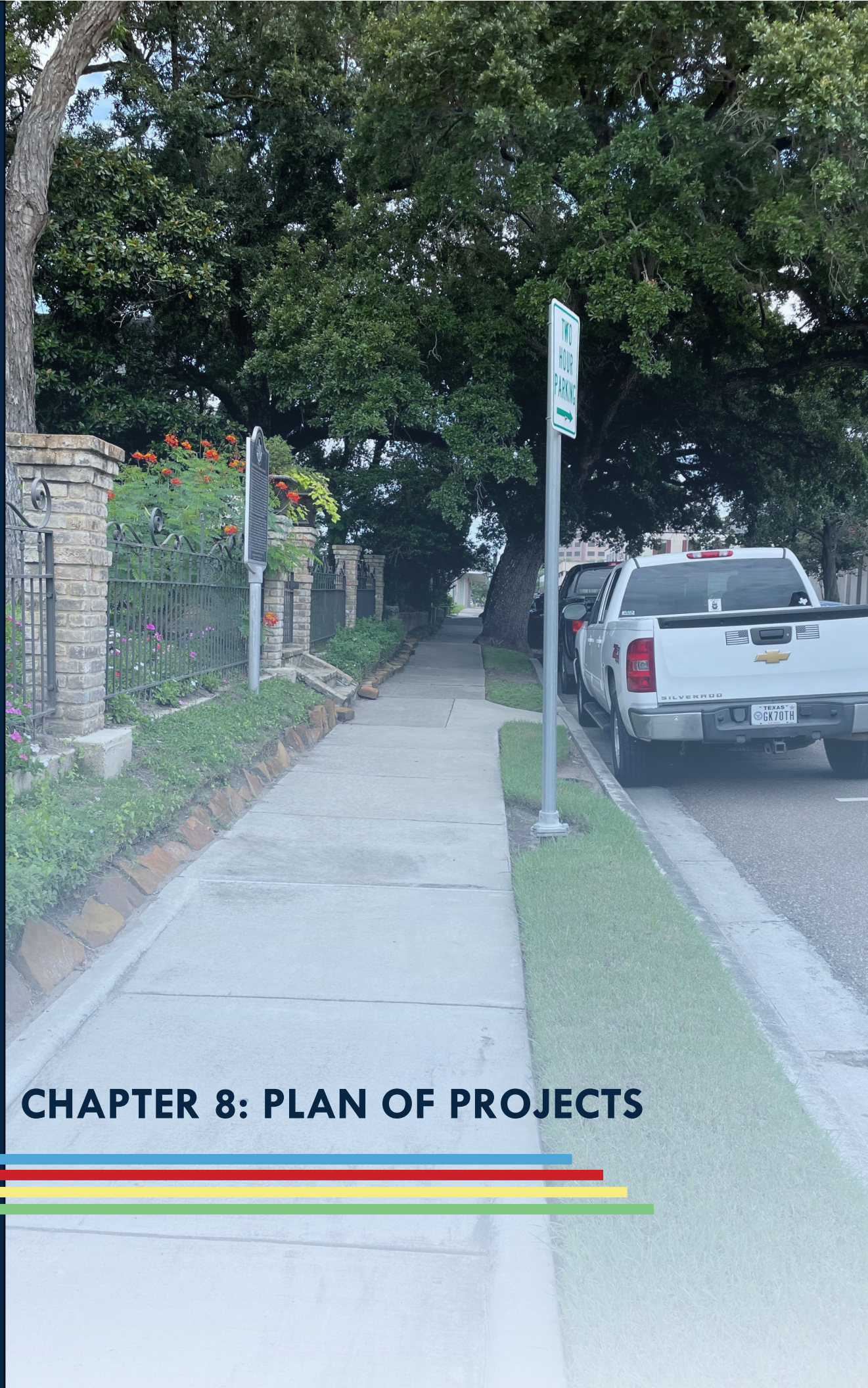
The anticipated total program funding for both highway and transit is expected to be around $370 million over the 25-year planning horizon of the MTP. Total anticipated program costs are estimated to be $353 million in YOE dollars. Because the total program funding is expected to be greater than the total program costs, the Victoria 2050 Metropolitan Transportation Plan is fiscally constrained. Table 7-4 shows the fiscal summaries for the 2025 - 2050 MTP. In accordance with TxDOT's UTP process, the first ten years of the plan are also fiscally constrained by funding category.

Table 7-3: 2025 - 2050 MTP Fiscal Constraint Summary

	Estimated Funding	Estimated Costs
Roadway	$266,489,062	$249,339,676
Transit	$103,720,067	$103,720,067
Total	$370,209,129	$353,059,743

Unfunded Needs

Several larger scale critical transportation projects for the Victoria area exceed current fiscal constraints but remain important to the network's development. In particular, US 59/ Future I-69 is a project that is regionally significant and requires funding allocation in the future. Unfunded/illustrative projects are listed in Chapter 8 for consideration if additional funding becomes available.



CHAPTER 8: PLAN OF PROJECTS

This chapter provides information to illustrate the proposed transportation improvement projects for the region over the 25-year planning horizon until 2050. As discussed in Chapter 7, the plan of projects is fiscally constrained based on expected funding availability and project costs. Projects have been divided into four stages depending on transportation improvement programming and planning documents and the staging of revenue forecasts. The stages are described in detail below:

- Short-Term Stage (2025-2034) – coincides with projects in the Transportation Improvement Program (TIP) and projects occurring within the remaining outlying years of the current 2024 Unified Transportation Program (UTP) and additional projects from the project prioritization process as funding allows
- Medium-Term Stage (2035-2044) – outlying years of the MTP
- Long-Term Stage (2045-2050) – outlying years of the MTP
- Unfunded projects – those projects that fall outside of fiscal constraint for the Move Victoria 2050 MTP. These are illustrative projects that can be considered for implementation should there be additional funding available.

Fiscally Constrained Plan of Roadway Projects

The following maps and tables show the location and details of projects within each of the stages. Project costs are shown in Year of Expenditure (YOE) costs with a 4% inflation rate for medium- and long-term projects. The unfunded project list is shown in current costs.

Figure 8-1: Short-Term Projects (2025-2034)

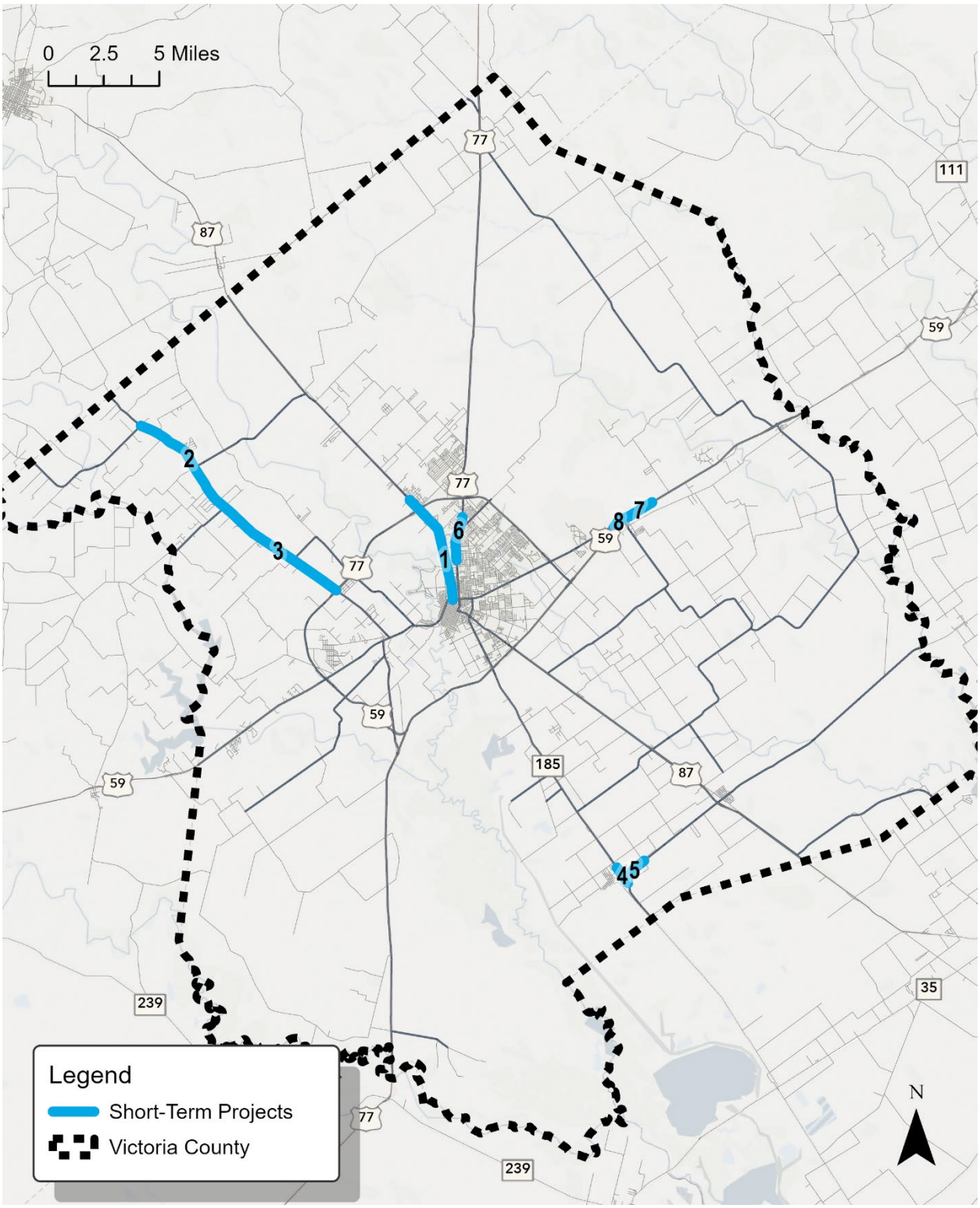


Table 8-1: Short-Term Projects (2025-2034)

MTP ID	CSJ	Project / Roadway	Limits To	Limits From	Description	Cost
1	0143-10-058	Sidewalks on Main St/ US 87	BU 59T	Tropical Dr	Install 5-ft sidewalks on the east side of Main St and 10-ft sidewalks on the west side of Main St; and install signalized pedestrian intersection elements at each intersection on Main St between Tropical Dr and BU 59T.	$9,724,860
2	0842-03-042	FM 236 Widen Road-Add Lanes 2035	FM 237	FM 622	Add 3 Lanes to Convert to a 4-Lane Facility with a Continuous Left Turn Lane Including Widen Pavement, Realign of Roadway, Construct Undivided Lanes, Placement of ACP, Upgrade to Standard, and Proposed Drainage Modifications.	$24,090,617
3	0842-03-037	FM 236 Widen Road-Add Lanes 2024	FM 622	US 77	Add 3 Lanes to Convert to a 4-Lane Facility with a Continuous Left Turn Lane Including Widen Pavement, Realign of Roadway, Construct Undivided Lanes, Placement of ACP, Upgrade to Standard, and Proposed Drainage Modifications.	$44,170,800
4*	*0432-02-101*	*Bloomington Overpass Phase 1*	*0.1 mile south of King Rd*	*7th St*	*Add Grade Separation Bridge, Including Widen Pavement, Realign of Roadway, Placement of ACP, Upgrade Standard, Construct Interchange, and Proposed Drainage Modifications*	*$33,470,426**
5*	*0497-06-002*	*FM 616 Grade Separation Project-Bloomington Overpass Phase 2*	*1.1 mile north of SH 185*	*SH 185*	*Add Grade Separation Bridge, Including Widen Pavement, Realign of Roadway, Placement of ACP, Upgrade Standard, Construct Interchange, and Proposed Drainage Modifications*	*$2,409,350**
6		N. Navarro St/ BU 77 Intersection Improvements Phase 3 (Whispering Creek St.)	Whispering Creek St	E. Crestwood Dr	Update all traffic signals in corridor; signal timing; add sidewalks or fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$1,500,000

CSJ 0497-05-044 PROJECT REMOVED AND REPLACED WITH CSJ 0497-06-002

MTP ID	CSJ	Project / Roadway	Limits To	Limits From	Description	Cost
7		I-69 Main Ln Project Phase 2	.146 miles north of FM 1686	1.323 miles north of FM 1686	Upgrade to rural freeway including widen pavement, median construction, realignment of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.	$37,809,331
8		I-69 Main Ln Project Phase 3	.75 miles south of FM 1686	0.146 miles north of FM 1686	Upgrade to rural freeway including widen pavement, median construction, realignment of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.	$16,599,856

** These projects do not utilize Category 2 or 4 funding, and thus are not incorporated into the fiscal constraint analysis.*

Figure 8-2: Medium-Term Projects (2035-2044)

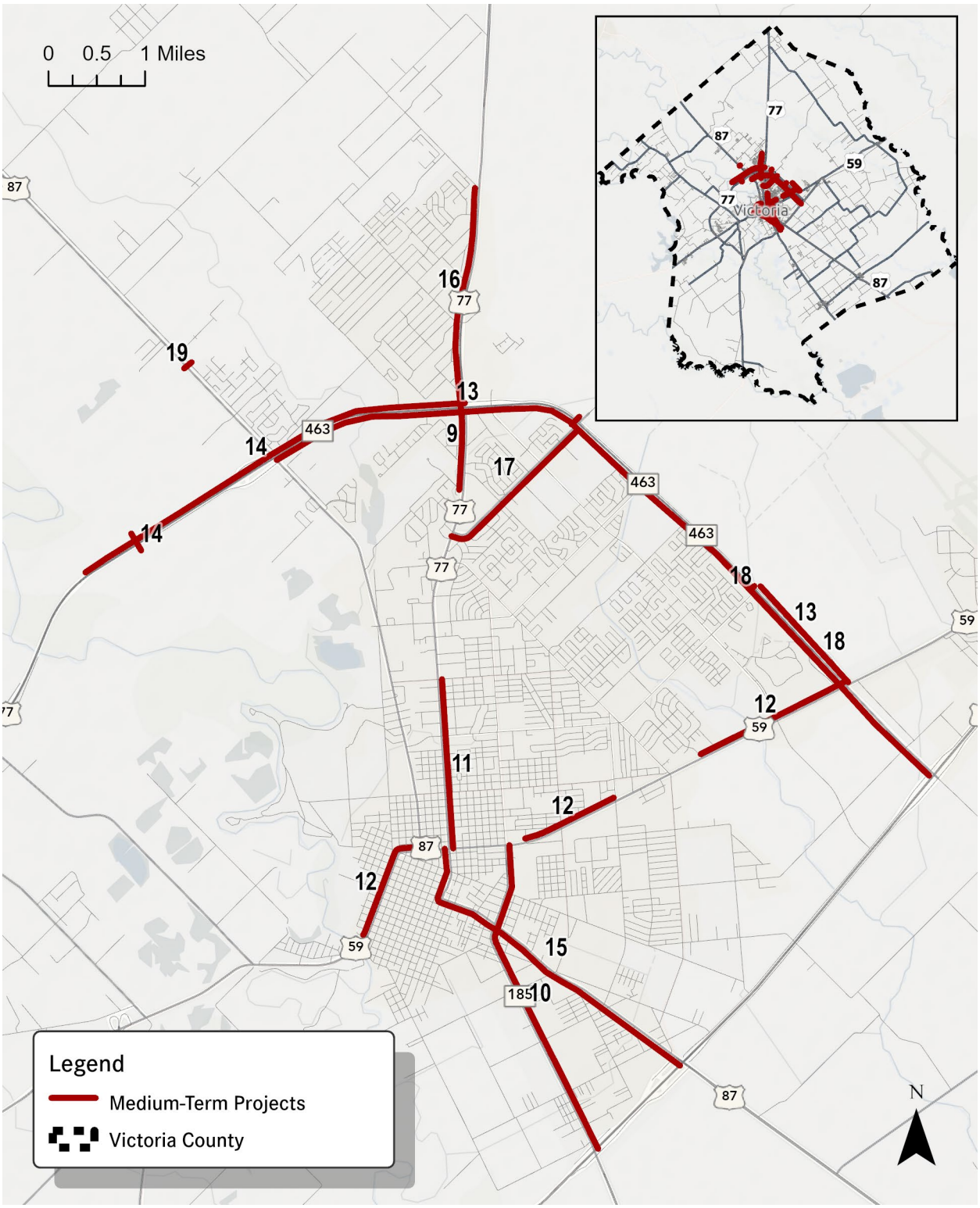


Table 8-2: Medium-Term Projects (2035-2044)

MTP ID	Project/Roadway	Limits To	Limits From	Description	Cost
9	N. Navarro St/ BU 77 Intersection Improvements Phase 2 (LaSalle Crossing)	La Salle Crossing	Whispering Creek St/ HEB Dr	Update all traffic signals in corridor; signal timing; add sidewalks or fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection	$3,947,795
10	S. Laurent St/SH 185/Bloomington Hwy Corridor Intersection Improvements	BU 59/ E. Rio Grande St.	US 59 Hwy Frontage Rds	Update all traffic signals in corridor; add sidewalks or fill in existing sidewalk gaps throughout this corridor; include signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection	$6,579,659
11	N. Navarro St/ BU 77 Intersection Improvements Phase 4 (E. Crestwood Dr.)	E. Crestwood Dr	E. Rio Grande St./ BU 59	Update all traffic signals in corridor; signal timing; repair sidewalks and fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$2,631,864

MTP ID	Project/Roadway	Limits To	Limits From	Description	Cost
12	BU 59/ Houston Hwy Intersection Improvements	W. Water St	Loop 463/ Zac Lentz Frontage Rds	Update all traffic signals in corridor; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, ramp installation; and add protected left turn green/yellow arrows at each intersection.	$5,921,693
13	Sidewalk Construction and Infill on Loop 463/ Zac Lentz Pkwy Frontage Rds	BU 59/ Houston Hwy	US 87/ Main St	Add sidewalks or fill in sidewalk gaps to both sides (north & south) of Loop 463 Frontage Rds.	$9,211,522
14	Loop 463/ Zac Lentz at Main St Ramp and Frontage Rd Project	Guadalupe River Bridge	Loop 463/ Zac Lentz Pkwy	Addition of one-way frontage roads and upgrade ramps on Zac Lenz Pkwy between US 87 and Guadalupe River with addition of Ball Airport overpass. Ramp relocations/adjustments between N Navarro St and US 87 for added frontage road capacity.	$42,109,817
15	US 87/ Port Lavaca Hwy Intersection Improvements	BU 77/ N. Navarro St	US 59 Hwy	Update all traffic signals in corridor & install sidewalks along US 87/ Port Lavaca Hwy; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization; and add protected left turn green/yellow arrows at each intersection.	$4,605,761

MTP ID	Project/Roadway	Limits To	Limits From	Description	Cost
16	N. Navarro St/ BU 77 Intersection Improvements Phase 1 (Northside Rd.)	Northside Rd	LaSalle Crossing	Add a new traffic signal at Broadmoor St and update all traffic signals in corridor; signal timing; add sidewalks or fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$1,973,898
17	Salem Rd Intersection Improvements Phase 1	Loop 463	N. Navarro St/ BU 77	Add signalized intersection at current 4-way stop-controlled intersection; build sidewalks along Salem Rd & frontage road area heading west towards Navarro St. Signals should be updated to include pedestrian elements at all signalized intersections; and update all traffic signals in corridor to have mast arms lightened street signs, backplates with retroflected borders; signal timing; and add protected left turn green/yellow arrows at each intersection.	$3,289,829
18	Loop 463 at Airline Intersection Improvements	Airline Rd	BU 59/ Houston Hwy	Reverse existing exit ramp at LP 463 and Airline Rd and add an on ramp to Lp 463 on the north/western side of Loop 463 between BU 59 and Airline. Signalize Intersection have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$2,631,864

MTP ID	Project/Roadway	Limits To	Limits From	Description	Cost
19	Ball Airport & Hwy 87 Railroad Crossing	N/A	N/A	Construct a railroad crossing for future Ball Airport Road extension.	$657,966

Figure 8-3: Long-Term Projects

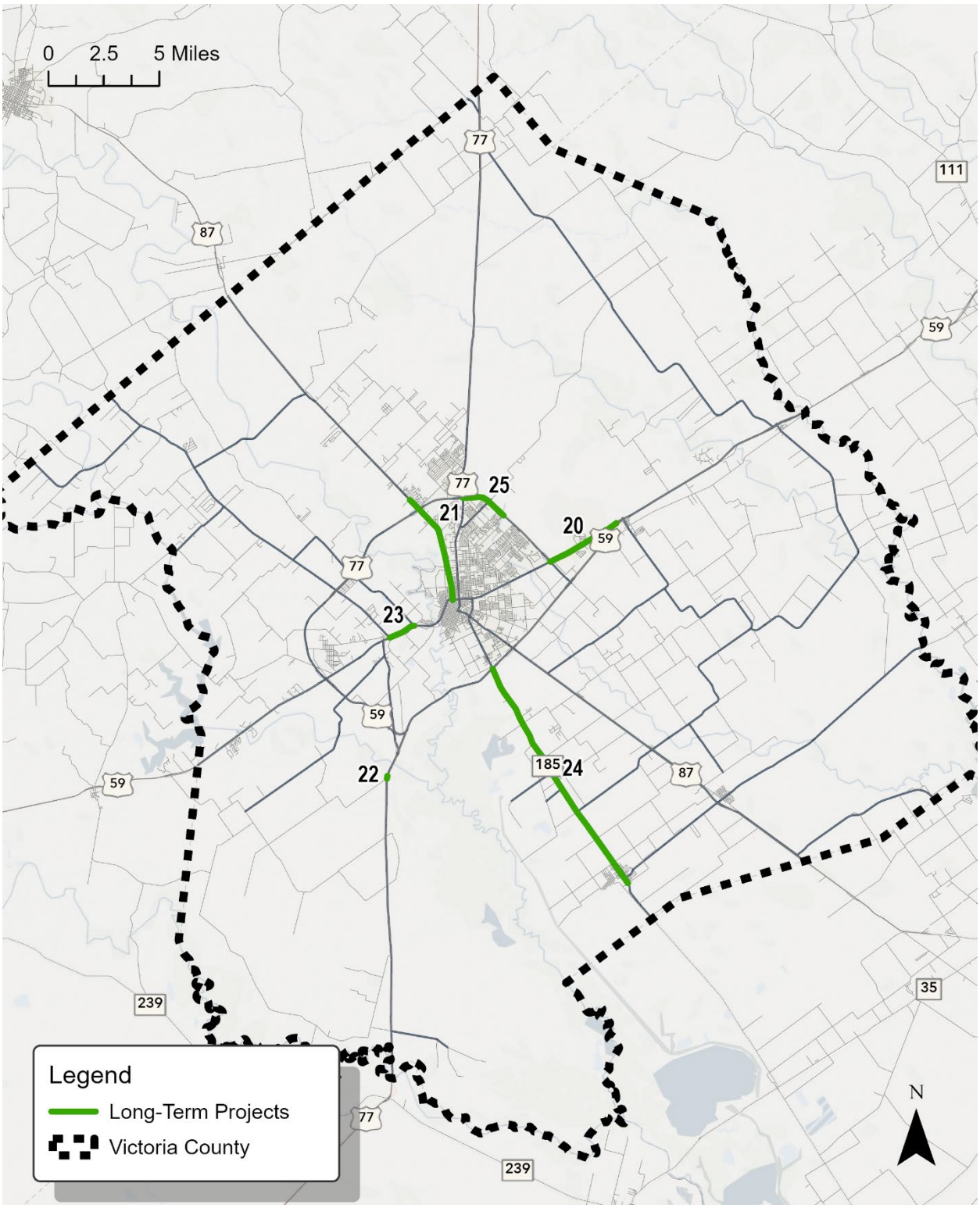


Table 8-3: Long-Term Projects

MTP ID	Project/ Roadway	Limits To	Limits From	Description	Cost
20	BU 59/ Houston Hwy Airport Corridor Project	US 59 Hwy	Loop 463/ Zac Lentz Pkwy	Install a raised median; curb and gutter, sidewalks, and include illumination throughout raised median corridor; install traffic signal for intersection with Skyview Dr to be main entrance and raise BU 59 asphalt by 6" for future Skyview Dr intersection.	$27,014,153
21	Main St/US 87 Intersection Improvements (Phase 1)	Tropical Dr	BU 59/Rio Grande St.	Update all traffic signals in corridor; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$6,303,302
22	US 77S/ Refugio Hwy (Future I-69S) Interchange and Intersection Improvements	US 77	Fleming Prairie Rd	Construct a grade separated interchange and construct Texas Turnaround at Fleming Prairie Rd.	$2,701,415
23	BU 59-T/ Houston Hwy Intersection Improvements	FM 236/Timber Rd	FM 1685	Update all traffic signals in corridor; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$3,691,934
24	S. Laurent St/ SH 185/ Bloomington Hwy Sidewalks Project	US 59 Frontage Rds South	Bloomington/Victoria County Line	Upgrade signals to Bloomington County Line- and add sidewalks going southwest until the Victoria City Limits and include pedestrian crosswalks and signalized elements at each intersection where sidewalks are present.	$3,601,887
25	John Stockbauer/ Mall Dr and Loop 463/ Zac Lentz Pkwy Signal Upgrade	N/A	N/A	Update traffic signal in corridor on John Stockbauer; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$630,330

Figure 8-4: Unfunded Projects

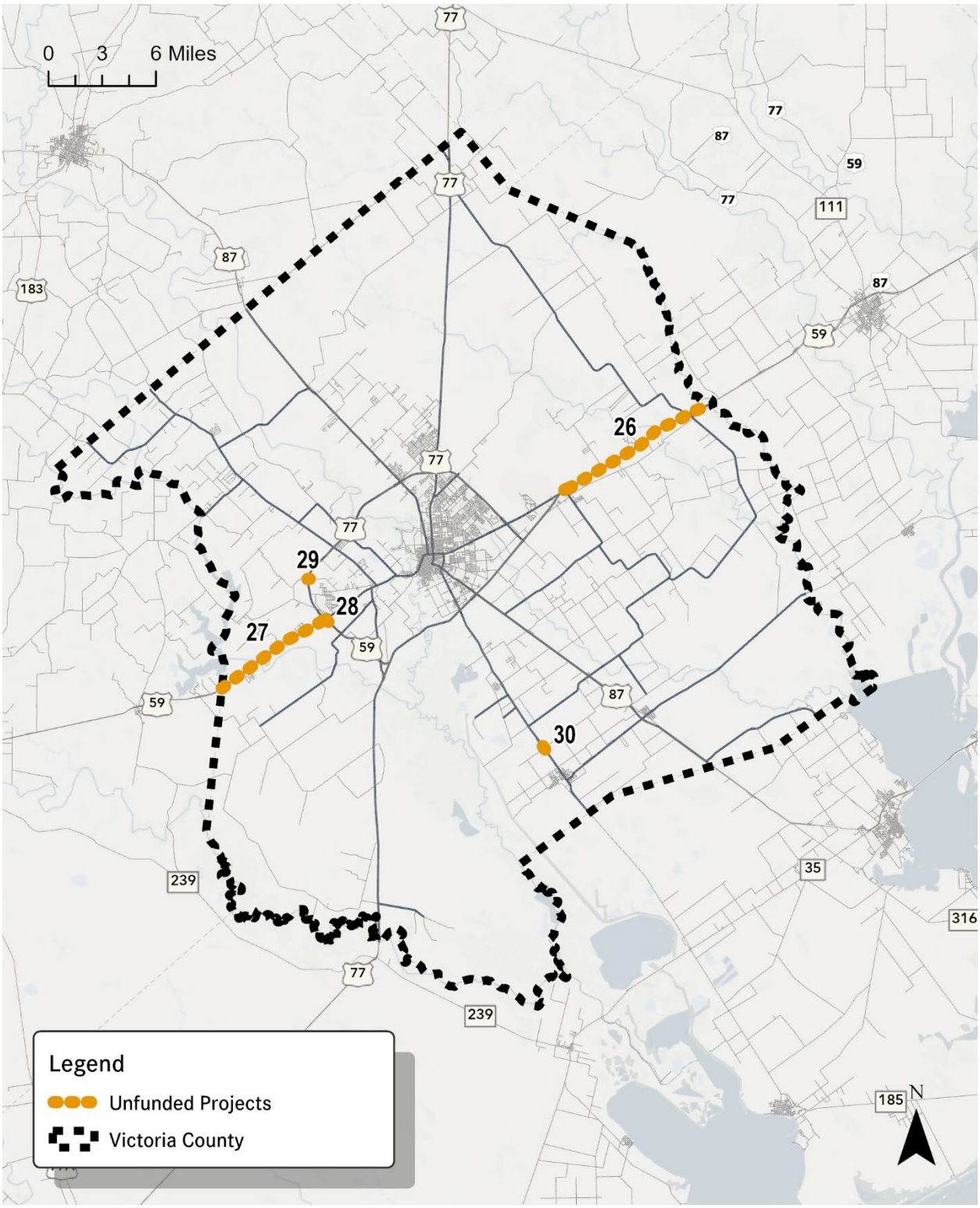


Table 8-4: Unfunded Projects

MTP ID	CSJ	Project/Roadway	Limits To	Limits From	Description	Base Year Cost
26	0089-01-093	US 59/ Future I-69 Phase 1	1.32 miles north of FM 1686	0.8 miles north of FM 444	Upgrade to rural freeway including widen pavement, median construction, realignment of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.	$301,392,000
27	0088-04-071	US 59/ Future I-69 Interchange Upgrade	0.7 miles south of BU 59T	BU 59T	Construct direct connector including widen pavement, median construction, realign of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.	$34,992,009

MTP ID	CSJ	Project/Roadway	Limits To	Limits From	Description	Base Year Cost
28	0088-05-109	US 59/ Future I-69 Interchange Upgrade	BU 59T	0.7 miles north of BU 59T	Construct direct connector including widen pavement, median construction, realign of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.	$8,247,970
29		US 77 Interchange and Intersection Improvements	US 77	Old Goliad Rd	Construct a grade-separated interchange, and construct Texas Turnaround at Old Goliad Rd.	$20,000,000
30		Port of Victoria Overpass SH 185/ Bloomington Hwy		McCoy Rd	Construct port overpass at McCoy Rd.	$20,134,548

Transit Projects and Operations

Table 8-5 below shows estimated transit projects/costs by stage. Each year over the MTP planning timeframe, the typical costs for transit include:

- Bus station lease
- Preventative maintenance
- Non-fixed route ADA paratransit service
- Operating assistance
- Bus replacement (<30ft).

Each of the transit costs are funded by FTA federal funding category 5307 (Urbanized Formula Program), with the exception of bus replacement, which falls under category 5339 (Bus & Bus Facilities). The Golden Crescent Regional Planning Commission (GCRPC) is the project sponsor for all transit projects and operations.

Table 8-5: Transit Costs 2025-2028

Stage	Transit Project/Operations Cost

Short-Term	$33,135,584
Medium-Term	$41,465,131
Long-Term	$29,119,352

Grouped Projects

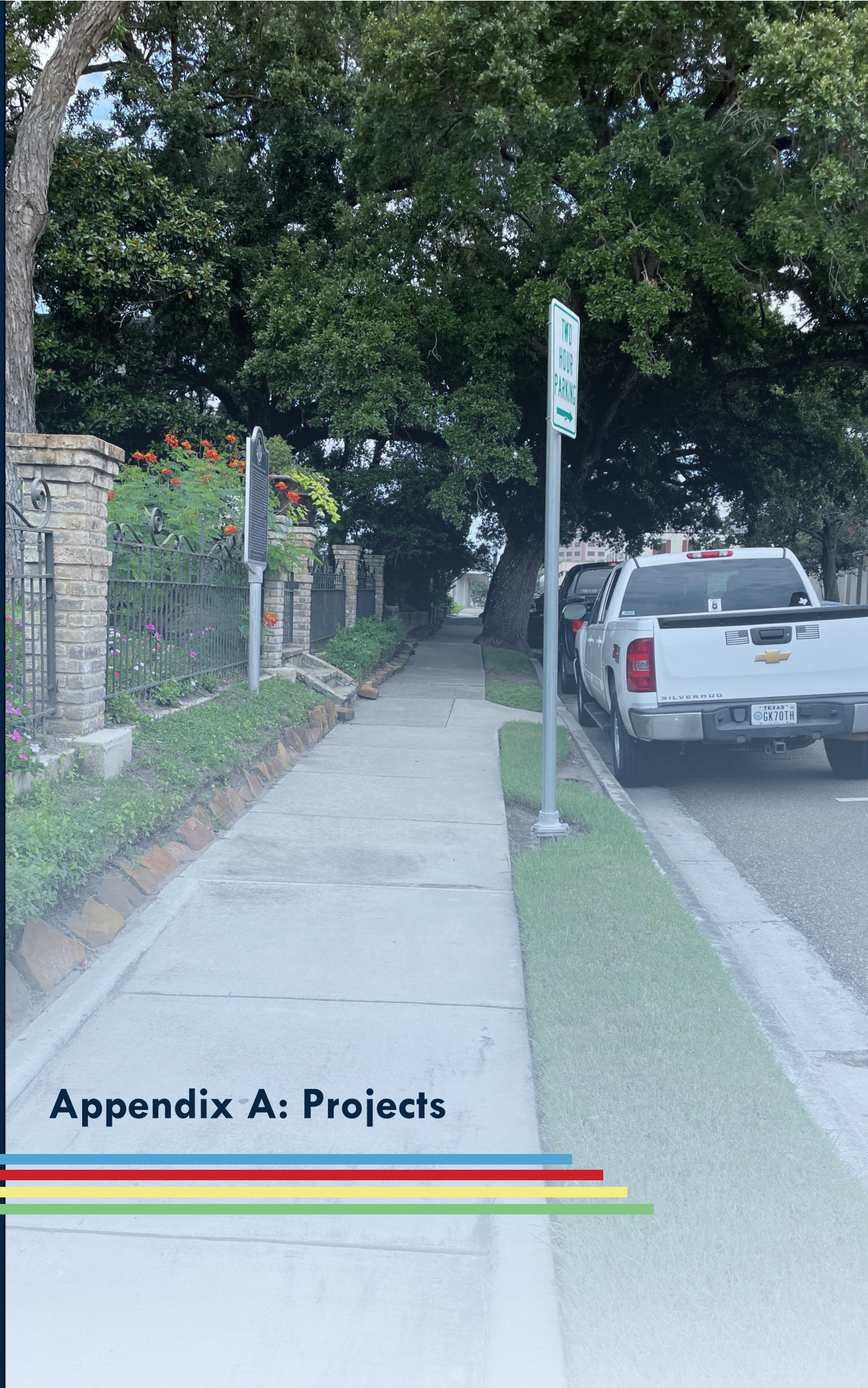
Certain transportation projects, such as minor rehabilitation and regular preventive maintenance projects are not required to be individually listed and are instead grouped in single line items. FHWA allows TxDOT to develop statewide groupings of projects that are identified by a statewide Control-Section-Job (CSJ) number. Use of statewide groupings of projects allows for a more efficient method of programming and letting projects by decreasing the need to revise the TIP. Table 8-6 shows the statewide groupings of projects and provides a description of the type of projects that are placed in each grouping.

Table 8-6: Grouped Project Descriptions

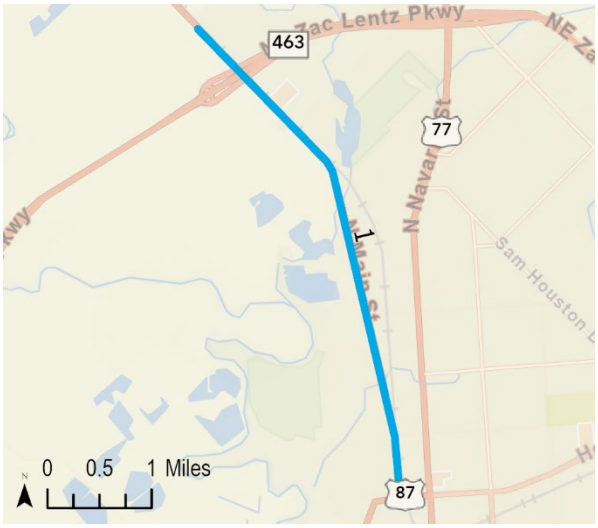
Proposed CSJ	Grouped Project Category	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way Acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Prevention Maintenance & Rehabilitation	Projects include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, no added capacity), or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement & Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.

5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects, and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Management projects, except those that result in added capacity.
5000-00-956	Landscaping	Projects consisting of typical right of way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System (ITS) Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/Intelligent Vehicle Highway System (IVHS) programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities and bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventive maintenance of transit vehicles and facilities, acquisition of third-party transit services, transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
5000-00-919	Recreational Trails Program	Includes Off-highway vehicle (OHV), equestrian, recreational water/paddling trails, and related facilities and recreational trails related education and safety programs.

Source: TxDOT Statewide Transportation Improvement Program | 2025 - 2028
https://www.txdot.gov/content/dam/docs/tpp/stip/chapter-4-project-listings-and-groupings.pdf



Appendix A: Projects



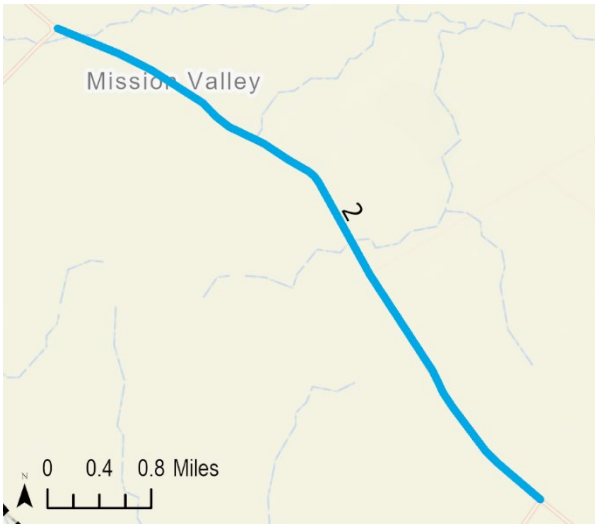
1. Sidewalks on Main St/US 87

Limits: Main St/US 87 from BU 59T to Tropical Dr

Project Description: Install 5-ft sidewalks on the east side of Main St and 10-ft sidewalks on the west side of Main St; and install signalized pedestrian intersection elements at each intersection on Main St between Tropical Dr and BU 59T.

Project Score: TIP Project

Short-Term Project



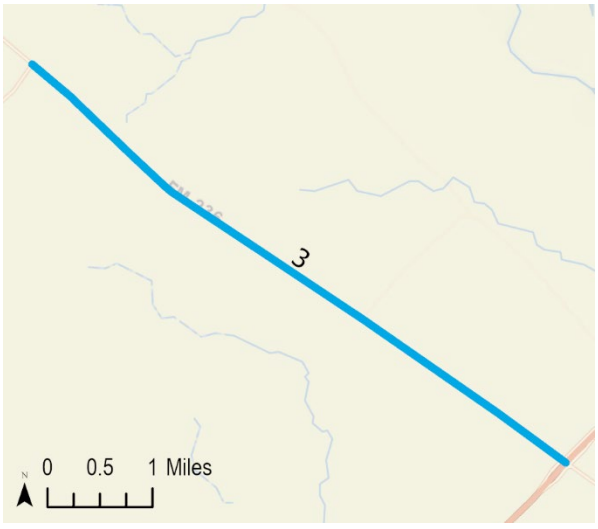
2. FM 236 Widen Road- Add Lanes 2035

Limits: FM 236 from FM 622 to FM 237

Project Description: Add 3 Lanes to Convert to a 4-Lane Facility with a Continuous Left Turn Lane Including Widen Pavement, Realign of Roadway, Construct Undivided Lanes, Placement of ACP, Upgrade to Standard, and Proposed Drainage Modifications.

Project Score: TIP Project

Short-Term Project

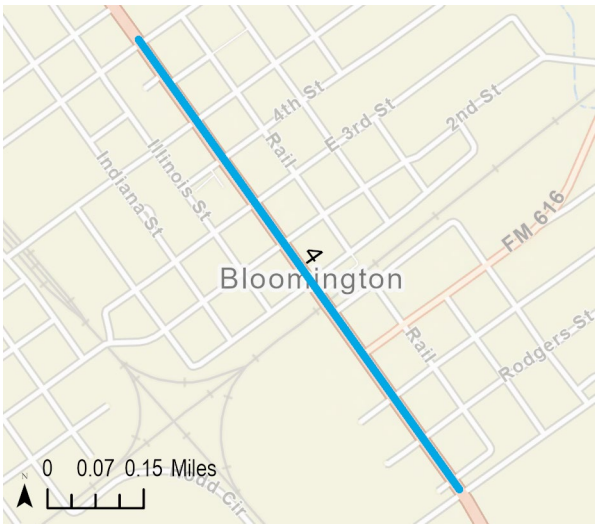


3. FM 236 Widen Road- Add Lanes 2024

Limits: FM 236 from FM 622 to us 77

Project Description: Add 3 Lanes to Convert to a 4-Lane Facility with a Continuous Left Turn Lane Including Widen Pavement, Realign of Roadway, Construct Undivided Lanes, Placement of ACP, Upgrade to Standard, and Proposed Drainage Modifications.

Project Score: TIP Project



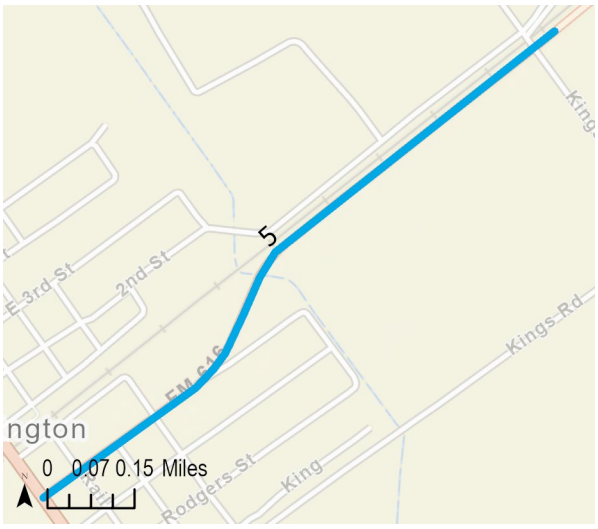
4. Bloomington Overpass Phase 1

Limits: Bloomington Overpass/State Highway 185 from 7th St to 0.1 mile south of King Rd to

Project Description: Add Grade Separation Bridge, Including Widen Pavement, Realign of Roadway, Placement of ACP, Upgrade Standard, Construct Interchange, and Proposed Drainage Modifications.

Project Score: TIP Project

Short-Term Project



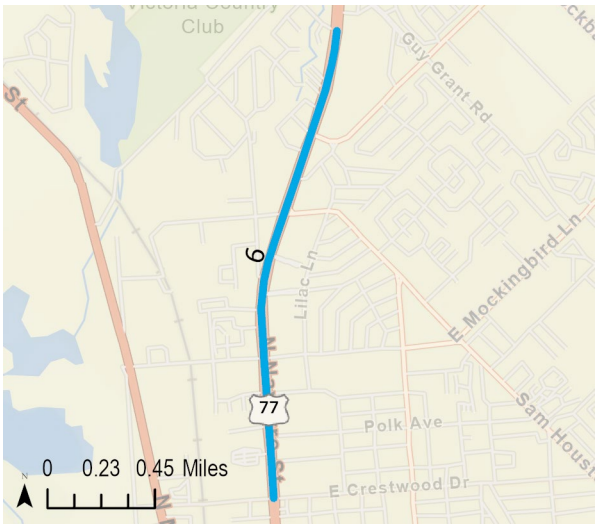
5. FM 616 Grade Separation Project- Bloomington Overpass Phase 2

Limits: FM 616 from SH 185 to 1.1 mile north of SH 185

Project Description: Add Grade Separation Bridge, Including Widen Pavement, Realign of Roadway, Placement of ACP, Upgrade Standard, Construct Interchange, and Proposed Drainage Modifications

Project Score: TIP Project

Short-Term Project



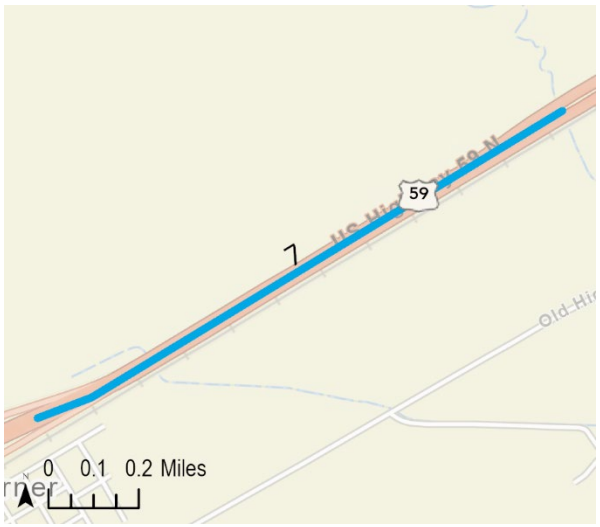
6. N. Navarro St/ BU 77 Intersection Improvements Phase 3 (Whispering Creek St.)

Limits: N Navarro St/ BU 77 from Whispering Creek St to E. Crestwood Dr

Project Description: Update all traffic signals in corridor; signal timing; add sidewalks or fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.

Project Score: 68

Short-Term Project



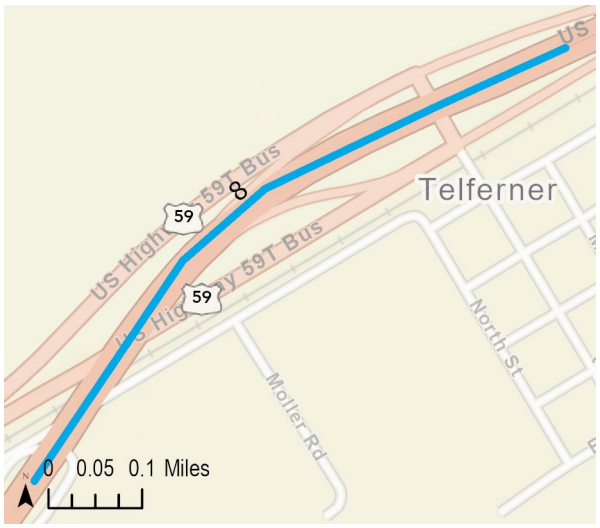
7. I-69 Main Ln Project Phase 2

Limits: US 59/ Future I-69 from .146 miles north of FM 1686 to 1.323 miles north of FM 1686

Project Description: Upgrade to rural freeway including widen pavement, median construction, realignment of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.

Project Score: 63.1

Short-Term Project



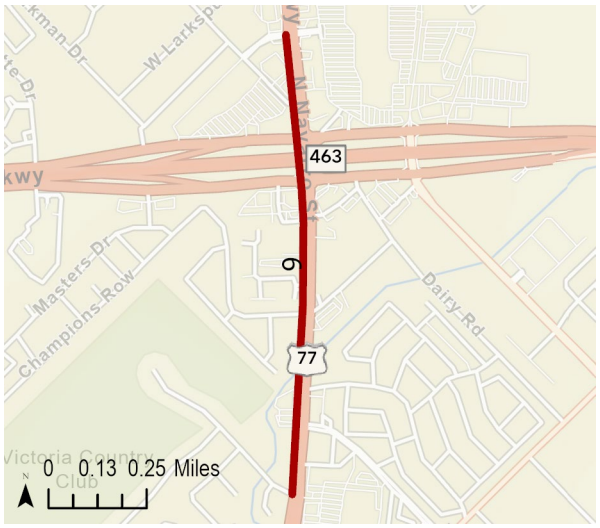
8. I-69 Main Ln Project Phase 3

Limits: US 59/ Future I-69 from .75 miles south of FM 1686 to .146 miles north of FM 1686

Project Description: Upgrade to rural freeway including widen pavement, median construction, realignment of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.

Project Score: 63.1

Short-Term Project



9. N. Navarro St/ BU 77 Intersection Improvements Phase 2 (LaSalle Crossing)

Limits: N. Navarro St/ BU 77 from Whispering Creek St/ HEB Dr to LaSalle Crossing

Project Description: Update all traffic signals in corridor; signal timing; add sidewalks or fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.

Project Score: 59.8

Medium-Term Project

10. S. Laurent St/SH 185/Bloomington Hwy Corridor Intersection Improvements

Limits: SH 185/ Bloomington Hwy from BU 59/ E. Rio Grande St. to US 59 Hwy Frontage Rds

Project Description: Update all traffic signals in corridor; add sidewalks or fill in existing sidewalk gaps throughout this corridor; include signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection

Project Score: 39.1

Medium-Term Project

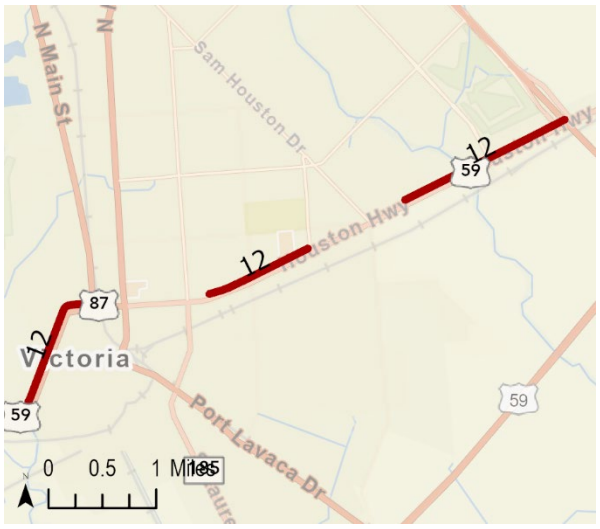
11. N. Navarro St/ BU 77 Intersection Improvements Phase 4 (E. Crestwood Dr.)

Limits: N Navarro St/ BU 77 from E. Rio Grande St./ BU 59 to E. Crestwood Dr

Project Description: Update all traffic signals in corridor; signal timing; add sidewalks or fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection. (4 signals)

Project Score: 68

Medium-Term Project



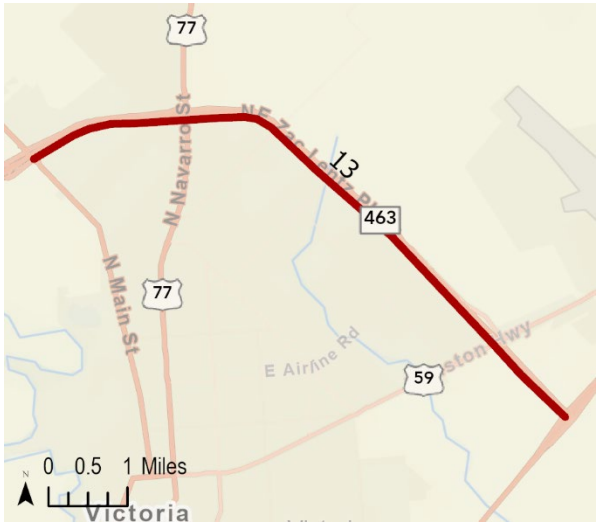
12. BU 59/ Houston Hwy Intersection Improvements

Limits: BU 59/ Houston Hwy from W Water St to Loop 463/ Zac Lentz Frontage Roads

Project Description: Update all traffic signals in corridor; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, ramp installation; and add protected left turn green/yellow arrows at each intersection.

Project Score: 66.6

Medium-Term Project



13. Sidewalk Construction and Infill on Loop 463/ Zac Lentz Pkwy Frontage Rds

Limits: Loop 463/ Zac Lentz Pkwy Frontage Rds from BU 59/ Houston Hwy to US 87/ Main St

Project Description: Add sidewalks or fill in sidewalk gaps to both sides (north & south) of Loop 463 Frontage Rds.

Project Score: 66.6

Medium-Term Project

14. Loop 463/ Zac Lentz at Main St Ramp and Frontage Rd Project

Limits: Loop 463/ Zac Lentz Pkwy from Guadalupe River Bridge to Loop 463/ Zac Lentz Pkwy

Project Description: Addition of one-way frontage roads and upgrade ramps on Zac Lenz Pkwy between US 87 and Guadalupe River with addition of Ball Airport overpass. Ramp relocations/adjustments between N Navarro St and US 87 for added frontage road capacity.

Project Score: 66.4

Medium-Term Project

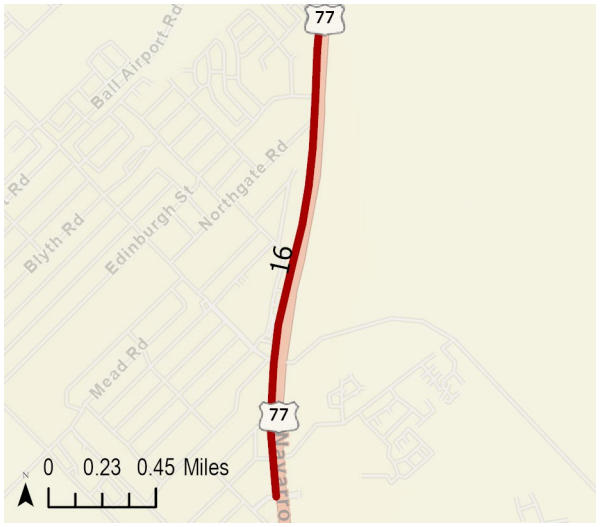
15. US 87/ Port Lavaca Hwy Intersection Improvements

Limits: US 87/ Port Lavaca Hwy from BU 77/ N. Navarro St to US 59 Hwy

Project Description: Update all traffic signals in corridor & install sidewalks along US 87/ Port Lavaca Hwy; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization; and add protected left turn green/yellow arrows at each intersection.

Project Score: 65.8

Medium-Term Project



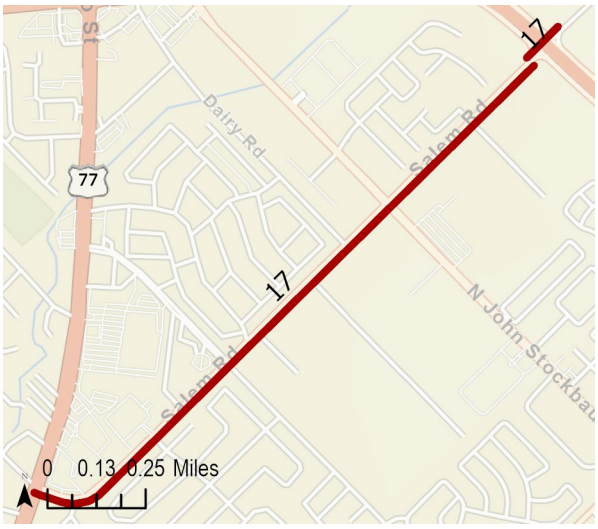
16. N. Navarro St/ BU 77 Intersection Improvements Phase 1 (Northside Rd.)

Limits: N. Navarro St/ BU 77 from Northside Rd to LaSalle Crossing

Project Description: Add a new traffic signal at Broadmoor St and update all traffic signals in corridor; signal timing; add sidewalks or fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.

Project Score: 59.8

Medium-Term Project



17. Salem Rd Intersection Improvements Phase 1

Limits: Salem Rd from Loop 463 to N. Navarro St/ BU 77

Project Description: Add signalized intersection at current 4-way stop-controlled intersection; build sidewalks along Salem Rd & frontage road area heading west towards Navarro St. Signals should be updated to include pedestrian elements at all signalized intersections; and update all traffic signals in corridor to have mast arms lightened street signs, backplates with retroflected borders; signal timing; and add protected left turn green/yellow arrows at each intersection.

Project Score: 58.8

Medium-Term Project

18. Loop 463 at Airline Intersection Improvements

Loop 463/ Zac Lentz Pkwy Frontage Rds. From Airline Rd to BU 59/ Houston Hwy

Project Description: Reverse existing exit ramp at LP 463 and Airline Rd and add an on ramp to Lp 463 on the north/western side of Loop 463 between BU 59 and Airline. Signalize intersection, have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.

Project Score: 47.6

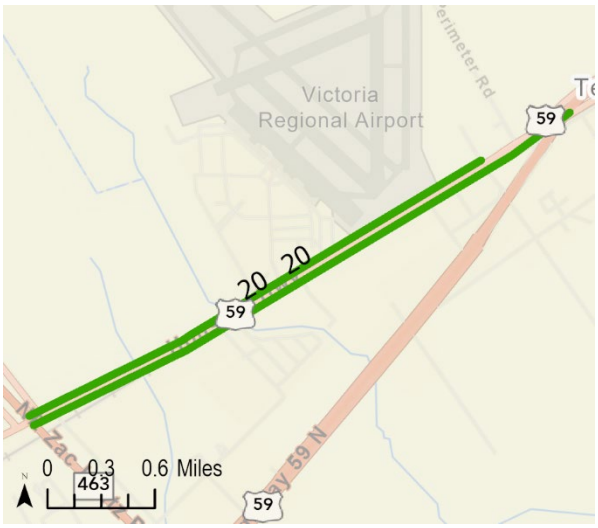
Medium-Term Project

19. RR Crossing at Ball Airport & Hwy 87

Project Description: Construct a railroad crossing for future Ball Airport Road extension.

Project Score: 45.4

Medium-Term Project



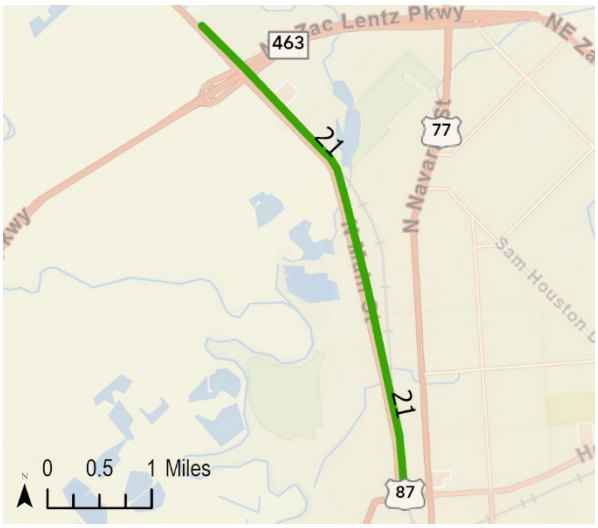
20. BU 59/ Houston Hwy Airport Corridor Project

Limits: BU 59/ Houston Hwy from US 59 Hwy to Loop 463/ Zac Lentz Pkwy

Project Description: Install a raised median; curb and gutter, sidewalks, and include illumination throughout raised median corridor; install traffic signal for intersection with Skyview Dr to be main entrance and raise BU 59 asphalt by 6” for future Skyview Dr intersection.

Project Score: 64.3

Long-Term Project



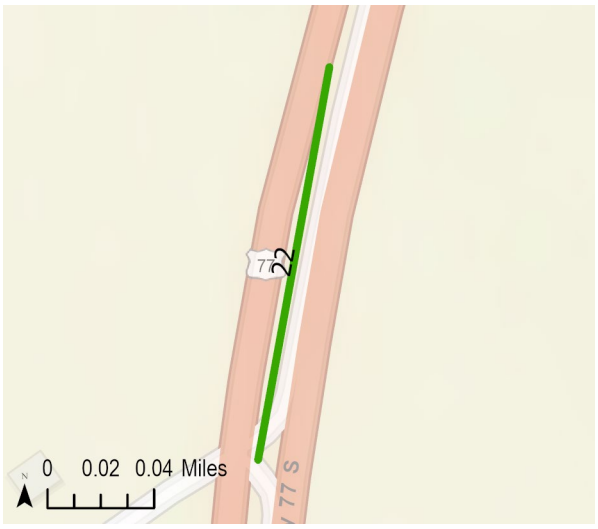
21. Main St/US 87 Intersection Improvements (Phase 1)

Limits: US 87/ Main St from Tropical Dr to BU 59/Rio Grande St

Project Description: Update all traffic signals in corridor; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.

Project Score: 51.8

Long-Term Project



22. US 77 S/ Refugio Hwy (Future I-69 S) Interchange and Intersection Improvements

Limits: US 77 from Fleming Prairie Rd to US 77

Project Description: Construct a grade separated interchange and construct Texas Turnaround at Fleming Prairie Rd.

Project Score: 44.9

Long-Term Project

23. BU 59-T/ Houston Hwy Intersection Improvements

Limits: BU 59/ Houston Hwy from FM 236/Timber Rd to FM 1685

Project Description: Update all traffic signals in corridor; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.

Project Score: 41.4

Long-Term Project

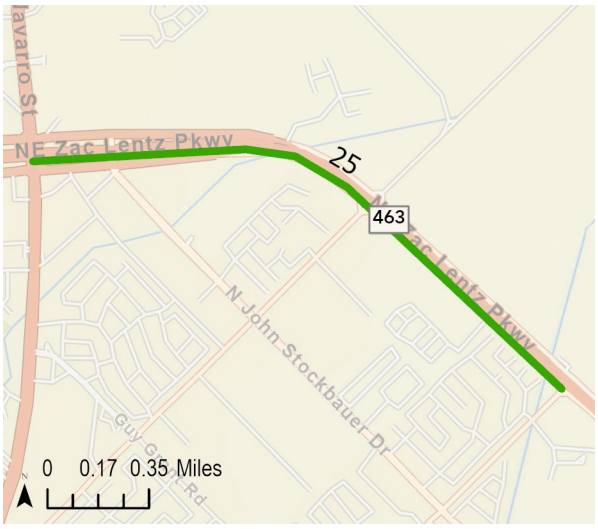
24. S. Laurent St/ SH 185/ Bloomington Hwy Sidewalks Project

Limits: S. Laurent St/ SH 185/ Bloomington Hwy from US 59 Frontage Rds South to Bloomington/Victoria County Line

Project Description: Upgrade signals to Bloomington County Line and add sidewalks going southwest until the Victoria City Limits and include pedestrian crosswalks and signalized elements at each intersection where sidewalks are present.

Project Score: 41.2

Long-Term Project



25. John Stockbauer/ Mall Dr and Loop 463/ Zac Lentz Pkwy Signal Upgrade

Limits: Loop 463/ Zac Lentz Pkwy Frontage Rds

Project Description: Update traffic signal in corridor on John Stockbauer; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.

Project Score: 39

Long-Term Project

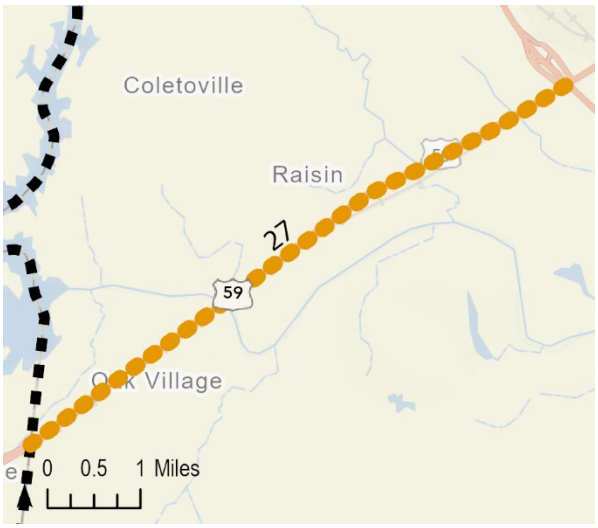
26. US 59/ Future I-69 Phase 1

Limits: US 59/ Future I-69 from 1.32 miles north of FM 1686 to .8 miles north of FM 444

Project Description: Upgrade to rural freeway including widen pavement, median construction, realignment of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.

Project Score: 63.1

Unfunded Needs/Illustrative Project



27. US 59/ Future I-69 Interchange Upgrade

Limits: US 59/ Future I-69 from 0.7 mi. south of BU 59T to BU 59T

Project Description: Construct direct connector including widen pavement, median construction, realign of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.

Project Score: 63.1

Unfunded Needs/Illustrative Project

28. US 59/ Future I-69 Interchange Upgrade

Limits: US 59/ Future I-69 from BU 59T to 0.7 mi. north of BU 59T

Project Description: Construct direct connector including widen pavement, median construction, realign of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.

Project Score: 63.1

Unfunded Needs/Illustrative Project

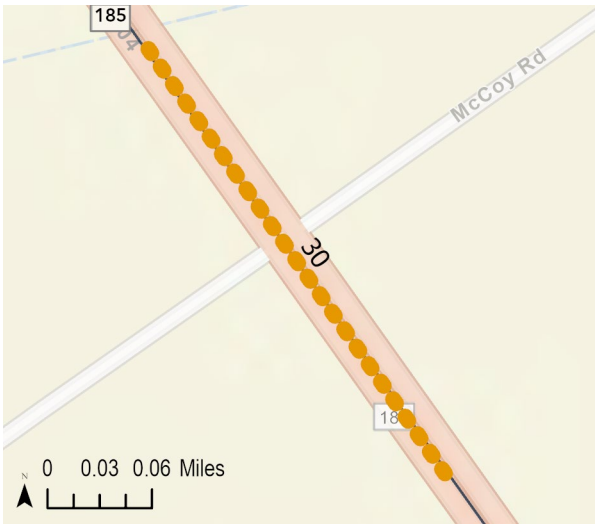
29. US 77 Interchange and Intersection Improvements

Limits: US 77 at Old Goliad Rd

Project Description: Construct a grade-separated interchange, and construct Texas Turnaround at Old Goliad Rd.

Project Score: 50.8

Unfunded Needs/Illustrative Project



30. Port of Victoria Overpass - SH 185/ Bloomington Hwy

Limits: SH 185/ Bloomington Hwy at McCoy Rd

Project Description: Construct port overpass at McCoy Rd.

Project Score: 39.1

Unfunded Needs/Illustrative Project

Table A-1: 2050 All Projects Table

MTP ID	CSJ	Project / Roadway	Limits To	Limits From	Description	Cost	Stage
1	0143-10-058	Sidewalks on Main St/ US 87	BU 59T	Tropical Dr	Install 5-ft sidewalks on the east side of Main St and 10-ft sidewalks on the west side of Main St; and install signalized pedestrian intersection elements at each intersection on Main St between Tropical Dr and BU 59T.	$9,724,860	Short-Term Projects (2025-2034)
2	0842-03-042	FM 236 Widen Road- Add Lanes 2028	FM 237	FM 622	Add lane to convert to a 3-lane facility with a continuous left turn lane including widen pavement, median construction, realign of roadway, construct undivided lanes, placement of ACP, upgrade standard, and proposed drainage modifications.	$24,090,617	Short-Term Projects (2025-2034)
3	0842-03-037	FM 236 Widen Road- Add Lanes 2027	FM 622	US 77	Add 3 lanes to convert to a 4-lane facility with a continuous left turn lane including widen pavement, realign of roadway, construct undivided lanes, placement of ACP, upgrade standard, and proposed drainage modifications.	$44,170,800	Short-Term Projects (2025-2034)
4*	*0432-02-101*	*Bloomington Overpass Phase 1*	*1 mile south of King Rd.*	*7th St*	*Add grade separation bridge, including widen pavement, realign of roadway, placement of ACP, upgrade standard, construct interchange, and proposed drainage modifications.* *(* This project does not utilize Category 2 or 4 funding and thus is not incorporated into the fiscal constraint analysis.)*	*$33,470,426**	Short-Term Projects (2025-2034)
5*	*0497-05-044*	*FM 616 Grade Separation Project- Bloomington Overpass Phase 2*	*1.1 mile north of SH 185*	*SH 185*	*Add grade separation bridge, including widen pavement, realign of roadway, placement of ACP, upgrade standard, construct interchange, and proposed drainage modifications.* *(* This project does not utilize Category 2 or 4 funding and thus is not incorporated into the fiscal constraint analysis.)*	*$2,409,350**	Short-Term Projects (2025-2034)
6		N. Navarro St/ BU 77 Intersection Improvements Phase 3 (Whispering Creek St.)	Whispering Creek St	E. Crestwood Dr	Update all traffic signals in corridor; signal timing; add sidewalks or fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$1,500,000	Short-Term Projects (2025-2034)

MTP ID	CSJ	Project / Roadway	Limits To	Limits From	Description	Cost	Stage
7		I-69 Main Ln Project Phase 2	.146 miles north of FM 1686	1.323 miles north of FM 1686	Upgrade to rural freeway including widen pavement, median construction, realignment of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.	$37,809,331	Short-Term Projects (2025-2034)
8		I-69 Main Ln Project Phase 3	.75 miles south of FM 1686	0.146 miles north of FM 1686	Upgrade to rural freeway including widen pavement, median construction, realignment of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.	$16,599,856	Short-Term Projects (2025-2034)
9		N. Navarro St/ BU 77 Intersection Improvements Phase 2 (LaSalle Crossing)	La Salle Crossing	Whispering Creek St/ HEB Dr	Update all traffic signals in corridor; signal timing; add sidewalks or fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection	$3,947,795	Medium-Term Projects (2035-2044)
10		S. Laurent St/SH 185/Bloomington Hwy Corridor Intersection Improvements	BU 59/ E. Rio Grande St.	US 59 Hwy Frontage Rds	Update all traffic signals in corridor; add sidewalks or fill in existing sidewalk gaps throughout this corridor; include signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection	$6,579,659	Medium-Term Projects (2035-2044)
11		N. Navarro St/ BU 77 Intersection Improvements Phase 4 (E. Crestwood Dr.)	E. Crestwood Dr	E. Rio Grande St./ BU 59	Update all traffic signals in corridor; signal timing; repair sidewalks and fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$2,631,864	Medium-Term Projects (2035-2044)

MTP ID	CSJ	Project / Roadway	Limits To	Limits From	Description	Cost	Stage
12		BU 59/ Houston Hwy Intersection Improvements	W. Water St	Loop 463/ Zac Lentz Frontage Rds	Update all traffic signals in corridor; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, ramp installation; and add protected left turn green/yellow arrows at each intersection.	$5,921,693	Medium-Term Projects (2035-2044)
13		Sidewalk Construction and Infill on Loop 463/ Zac Lentz Pkwy Frontage Rds	BU 59/ Houston Hwy	US 87/ Main St	Add sidewalks or fill in sidewalk gaps to both sides (north & south) of Loop 463 Frontage Rds.	$9,211,522	Medium-Term Projects (2035-2044)
14		Loop 463/ Zac Lentz at Main St Ramp and Frontage Rd Project	Guadalupe River Bridge	Loop 463/ Zac Lentz Pkwy	Addition of one-way frontage roads and upgrade ramps on Zac Lenz Pkwy between US 87 and Guadalupe River with addition of Ball Airport overpass. Ramp relocations/adjustments between N Navarro St and US 87 for added frontage road capacity.	$42,109,817	Medium-Term Projects (2035-2044)
15		US 87/ Port Lavaca Hwy Intersection Improvements	BU 77/ N. Navarro St	US 59 Hwy	Update all traffic signals in corridor & install sidewalks along US 87/ Port Lavaca Hwy; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization; and add protected left turn green/yellow arrows at each intersection.	$4,605,761	Medium-Term Projects (2035-2044)
16		N. Navarro St/ BU 77 Intersection Improvements Phase 1 (Northside Rd.)	Northside Rd	LaSalle Crossing	Add a new traffic signal at Broadmoor St and update all traffic signals in corridor; signal timing; add sidewalks or fill in existing sidewalk gaps along this corridor; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$1,973,898	Medium-Term Projects (2035-2044)

MTP ID	CSJ	Project / Roadway	Limits To	Limits From	Description	Cost	Stage
17		Salem Rd Intersection Improvements Phase 1	Loop 463	N. Navarro St/ BU 77	Add signalized intersection at current 4-way stop-controlled intersection; build sidewalks along Salem Rd & frontage road area heading west towards Navarro St. Signals should be updated to include pedestrian elements at all signalized intersections; and update all traffic signals in corridor to have mast arms lightened street signs, backplates with retroflected borders; signal timing; and add protected left turn green/yellow arrows at each intersection.	$3,289,829	Medium-Term Projects (2035-2044)
18		Loop 463 at Airline Intersection Improvements	Airline Rd	BU 59/ Houston Hwy	Reverse existing exit ramp at LP 463 and Airline Rd and add an on ramp to Lp 463 on the north/western side of Loop 463 between BU 59 and Airline. Signalize Intersection have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$2,631,864	Medium-Term Projects (2035-2044)
19		Ball Airport & Hwy 87 Railroad Crossing	N/A	N/A	Construct a railroad crossing for future Ball Airport Road extension.	$657,966	Medium-Term Projects (2035-2044)
20		BU 59/ Houston Hwy Airport Corridor Project	US 59 Hwy	Loop 463/ Zac Lentz Pkwy	Install a raised median; curb and gutter, sidewalks, and include illumination throughout raised median corridor; install traffic signal for intersection with Skyview Dr to be main entrance and raise BU 59 asphalt by 6" for future Skyview Dr intersection.	$27,014,153	Long-Term Projects (2045-2050)
21		Main St/US 87 Intersection Improvements (Phase 1)	Tropical Dr	BU 59/Rio Grande St.	Update all traffic signals in corridor; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$6,303,302	Long-Term Projects (2045-2050)

MTP ID	CSJ	Project / Roadway	Limits To	Limits From	Description	Cost	Stage
22		US 77S/ Refugio Hwy (Future I-69S) Interchange and Intersection Improvements	US 77	Fleming Prairie Rd	Construct a grade separated interchange and construct Texas Turnaround at Fleming Prairie Rd.	$2,701,415	Long-Term Projects (2045-2050)
23		BU 59-T/ Houston Hwy Intersection Improvements	FM 236/Timber Rd	FM 1685	Update all traffic signals in corridor; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$3,691,934	Long-Term Projects (2045-2050)
24		S. Laurent St/ SH 185/ Bloomington Hwy Sidewalks Project	US 59 Frontage Rds South	Bloomington/ Victoria County Line	Upgrade signals to Bloomington County Line- and add sidewalks going southwest until the Victoria City Limits and include pedestrian crosswalks and signalized elements at each intersection where sidewalks are present.	$3,601,887	Long-Term Projects (2045-2050)
25		John Stockbauer / Mall Dr and Loop 463/ Zac Lentz Pkwy Signal Upgrade	N/A	N/A	Update traffic signal in corridor on John Stockbauer; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, and add protected left turn green/yellow arrows at each intersection.	$630,330	Long-Term Projects (2045-2050)
26	0089-01-093	US 59/ Future I-69 Phase 1	1.32 miles north of FM 1686	0.8 miles north of FM 444	Upgrade to rural freeway including widen pavement, median construction, realignment of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.	$301,392,000	Unfunded Projects
27	0088-04-071	US 59/ Future I-69 Interchange Upgrade	0.7 miles south of BU 59T	BU 59T	Construct direct connector including widen pavement, median construction, realign of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.	$34,992,009	Unfunded Projects

MTP ID	CSJ	Project / Roadway	Limits To	Limits From	Description	Cost	Stage
28	0088-05-109	US 59/ Future I-69 Interchange Upgrade	BU 59T	0.7 miles north of BU 59T	Construct direct connector including widen pavement, median construction, realign of roadway, interchange improvements, upgrade to standard, construct interchange, and proposed drainage modifications.	$8,247,970	Unfunded Projects
29		US 77 Interchange and Intersection Improvements	US 77	Old Goliad Rd	Construct a grade-separated interchange, and construct Texas Turnaround at Old Goliad Rd.	$20,000,000	Unfunded Projects
30		Port of Victoria Overpass SH 185/ Bloomington Hwy		McCoy Rd	Construct port overpass at McCoy Rd.	$20,134,548	Unfunded Projects

Appendix B: Public Comments

Comment ID	Commenter Name	Comment	MPO Response
1	John O Vincent	Hello Maggie, I'd like to commend you and your team for what appears to be a very well thought out transportation plan. The only item I believe is missing from the plan is a remedy to the massive congestion problem at the West High School/Cade Middle School area twice a day, every week day when school is in session. As a resident of Woodway sub division, I am a victim to this traffic snarl fiasco numerous times a month. I hate that poor design on the part of the school project planners has resulted in this dangerous and frustrating situation - aggravated in large part by the number of parents who have decided their children are too special to ride a school bus to and from school. In any case, I'd love to see something in the plan aimed at reducing this aggravating situation. Thank you for providing the opportunity to comment.	The MPO reviewed this location alongside project sponsors during the development of this MTP and in light of a data driven analysis of existing conditions. Other planning level and project level efforts are underway beyond the scope of this MTP that will also contribute to addressing this situation. Within the MTP the following projects are expected to have system level impacts in regard to the stated situation: **MTP Project ID 1: Sidewalks on Main St/ US 87** - Install 5-ft sidewalks on the east side of Main St and 10-ft sidewalks on the west side of Main St; and install signalized pedestrian intersection elements at each intersection on Main St between Tropical Dr and BU 59T **MTP Project ID 14: Loop 463/Zac Lentz at Main St Ramp & Frontage Rd Project** - Addition of one-way frontage roads and upgrade ramps on Zac Lenz Pkwy between US 87 and Guadalupe River with addition of Ball Airport overpass. Ramp relocations/adjustments between N Navarro St and US 87 for added frontage road capacity. **MTP Project ID 19: Ball Airport & Hwy 87 Railroad Crossing** - Construct a Railroad Crossing for future Ball Airport Road. **MTP Project ID 21: Main Street/US 87 Intersection Improvements** - Update ALL traffic signals in corridor; signal timing; upgrade signals to have mast arms, lightened street signs, backplates with retroflected borders, pedestrian signalization, & protected left turn green/yellow arrows at each intersection