# Move Victoria 2050 MTP
# Call for Projects Packet

**DATE:** July 18, 2024
**TO:** Victoria MPO Planning Partners
**FROM:** Victoria MPO

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Dear Partners in Transportation:

As many of you know, the Victoria Metropolitan Planning Organization (MPO) is working on an update to our Metropolitan Transportation Plan (MTP) that guides how federal dollars for transportation improvements are spent in our area. As part of the project list for this 2050 MTP update, we are including projects from the previous 2045 MTP that have not yet been completed or are not under construction or scheduled to be let in this update. If there are additional projects you would like to be included in the project list, the MPO is issuing an open "call for projects" to be considered for inclusion in the MTP. The "call for projects" will begin July 22 and end on August 21, 2024.

Our area receives funding from several federal and state funding categories through the Texas Department of Transportation (TxDOT). The MPO has direct input on submitting projects to be funded by the Surface Transportation Block Grant (STBG) funding program. These transportation improvement funds can be spent on our federal aid designated roadways. However, there are local matching funds required for these projects.

The MPO is also working with our state partners to ensure that all TxDOT-funded projects are included in the MTP update. Once all projects have been collected, the MPO Temporary Technical Advisory Committee will assist in prioritizing these projects based on a number of federal planning factors, which are described in more detail in this packet.

We have also provided the list of projects from the previous MTP for reference in the project submission tool described further on in this packet.

**If there are any questions, please contact Maggie Bergeron at (361) 485 – 3360 or mbergeron@victoriatx.gov.**

# Packet Overview

The following packet contains several resources to support the project call process for this Move Victoria 2050 MTP Update. Within these resources, we have provided you with breakdowns of the following:

- **Project Eligibility** – what can be considered for Category 2 funding (**page 3**).
- **Project Scoring Criteria Development** – a high-level overview of where the project scoring criteria came from (starting on **page 4**).
- **Project Scoring Criteria** - how projects you submit will be assessed (starting on **page 5**).
- **Strategies Guide –** Overview of proven best practices on project elements that score well for improving the stated goal areas for this MTP (starting on **page 9**).
- **Project Submission Tool Users Guide** – Users guide for the online tool we created to submit projects (starting on **page 16**).
    - This Users Guide also has a link to the online tool, which provides an overview of the data driven needs analyses that have been performed and will also house a PDF version of this packet.
- **Project Call Timeline and Process** – Overview of the project call steps and expected timelines (starting on **page 18**).
- **Appendices**
    - **Appendix A: Scoring Criteria Tables**: A more in depth review of the scoring criteria along with explanation of the point assignments for each criterion and the weights assigned to each criterion. These tables also document the applicant responses presented in the online submission tool, e.g. what additional questions we would like to know about your proposed project so the project can be fairly assessed. (starting on **page 19**).
    - **Appendix B: 2045 MTP Project List:** Based on the most recent MTP Amendment, a listing of what projects will already be considered for this MTP update. This is intended to provide you with an understanding of where projects might already be addressing mobility concerns, or where there might be opportunities for "companion projects," that is, a project you may submit to complement or expand on existing projects (starting on **page 25**).

# Project Eligibility

## UTP Category 2: Metropolitan and Urban Corridors

The TxDOT 2024 Unified Transportation Program (UTP) authorizes transportation project spending over 10 years. The distribution of money is organized into 12 categories. Funds from Category 2 are allocated to MPOs by TxDOT. TxDOT describes Category 2 as follows in the 2024 UTP: [1]

> *Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.*
>
> *The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.*
>
> *Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.*

Victoria is within the TxDOT Yoakum District, though the draft 2025 UTP is currently under review the following amounts are pulled from the 2024 UTP for each year until 2033 to provide a reference for possible expected levels of funding available for On-System (TxDOT owned and maintained highway) improvements in the Victoria Metropolitan Planning Area (MPA).

Projects are selected by the MPO in consultation with TxDOT, using a data driven *performance-based prioritization process*.[2]

| Year | Funding – Yoakum – Victoria MPO | Year | Funding – Yoakum – Victoria MPO |
|---|---|---|---|
| FY 2024 | $ 11,507,038 | FY 2029 | $ 5,168,689 |
| FY 2025 | $ 13,828,628 | FY 2030 | $ 6,136,425 |
| FY 2026 | $ 7,420,296 | FY 2031 | $ 5,594,079 |
| FY 2027 | $ 7,692,599 | FY 2032 | $ 4,714,267 |
| FY 2028 | $ 7,863,173 | FY 2033 | $ 4,883,991 |

Other TxDOT funding categories are Preventive Maintenance and Rehabilitation (1), Non-Traditionally Funded Transportation Projects (3), Statewide Connectivity Corridor Projects (4), Congestion Mitigation and Air Quality Improvement (5), Structures Replacement and Rehabilitation (Bridge) (6), Metropolitan Mobility and Rehabilitation (7), Safety (8), Transportation Alternatives Set-Aside Program (9), Supplemental Transportation Programs (10), District Discretionary (11), and Strategic Priority (12). These categories fund TxDOT programs, but community input is taken into consideration by TxDOT during the project development process.

[1] 2024 Unified Transportation Program (txdot.gov) – accessed 7/9/2024
[2] https://ftp.txdot.gov/pub/txdot/get-involved/tpp/utp/081823-2024utp.pdf pg.197

# Project Scoring Criteria Development

The scoring criteria described on the following pages were developed utilizing the goals of the MTP in addition to federally required planning factors and performance measures. Weights were developed proportionally based on responses to the goal ranking activities completed by stakeholders and responses to the public survey.

MTP Goals

- Improve safety and security
- Preserve and maintain existing infrastructure
- Improve system efficiency
- Support land use goals
- Encourage walking and cycling
- Support economic development
- Protect the environment and community resilience
- Improve public transportation
- Ensure equitable investment

Federal Planning Factors (23 CFR 450.306(b))

- Support economic vitality
- Increase safety and security
- Increase accessibility and mobility
- Protect and enhance the environment…and promote consistency with planned development patterns
- Enhance integration and connectivity
- Promote efficient system management and operation
- Emphasize the preservation of the existing system
- Improve resiliency and reliability and reduce or mitigate stormwater impacts
- Enhance travel and tourism

Performance Measures (PM)

- FHWA PM 1 – Safety
- FHWA PM 2 – Infrastructure Condition
- FHWA PM 3 – System Performance, Freight, CMAQ
- FTA Transit Asset Management (TAM)
- FTA Public Transportation Agency Safety Plan (PTASP)

# Project Scoring Criteria

Transportation project sponsors, such as the City of Victoria, Victoria County, TxDOT, Port of Victoria, and Victoria Regional Airport, are asked to provide information and details for projects that they would like to have included in the MTP. Submitted projects will then be scored by the MPO based on the criteria described below.

Each proposed project will be 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 following is an overview of the point assignments tied to the 9 goals for the MTP. The table in Appendix A shows all 16 criteria, to which goal they relate, and the inputs needed for assessing the criteria for a project.

**The criteria include scoring guidance that indicates how many points a project may receive depending on project elements and existing conditions, which are displayed in the separately provided story map. Point breaks are based on analysis completed in the Move Victoria 2050 MTP update process. Scoring is completed in order to produce a list of prioritized projects for funding that have been assessed for expected performance on these topics.**

## Goal: Safety and Security

Safety is defined as protection against unintentional harm and relates to both motorized and non-motorized modes of travel. Security is understood as the ability of the transportation system to protect motorized and non-motorized users during states of emergency. Examples of improved safety or security could be:

- improvements or treatments such as lowering speed limits, limiting conflict points, and adding crosswalks at high crash locations;
- improvements known to reduce the number of crashes involving automobiles and/or non-motorized transportation users, and or severity of potential crashes;
- inclusion of safety measures like signage, sidewalks, protected turn lanes, or medians;
- addition of safety rest areas and/or parking for truckers;
- improving connections to emergency response services;
- improving connectivity to the Strategic Highway Network (STRAHNET).

***4 –*** *The project is primarily a safety project that addresses one of the SHSP emphasis areas and is on a segment with a crash rate of over 50 crashes per 100 million vehicle miles travel, or the project is primarily a safety project that addresses one of the SHSP emphasis areas and is on a segment with a fatal and severe injury crash rate of over 25. This will be shown on the project entry tool for your reference.*

***3 –*** *The project is on a high-crash segment or a high fatal and severe injury crash segment, and it has a secondary safety component, or the project creates a new roadway with safe design elements (see Strategies Guide for examples).*

***2 –*** *The project is a safety project but is on a low-crash segment with a crash rate of less than 50 crashes per 100 million vehicle miles traveled, or the project is primarily a safety project that addresses one of the SHSP emphasis areas and is on a segment with a fatal and severe injury crash rate of less than 24.*

***1 –*** *The project has a secondary safety component and is on a low-or-no-crash segment.*

***0 –*** *The project has no safety component.*

## Goal: Preserve and Maintain Existing Infrastructure

Maintaining or improving system assets in a state of good repair preserves the transportation network and saves money in the long run by repairing infrastructure before more complex and expensive wear and tear occur.

***4 –*** *The project improves the superstructure, substructure, or deck area of a bridge that is in poor condition; the project improves pavement that is in poor condition.*

***3 –*** *The project improves the superstructure, substructure, or deck area of a bridge that is in fair condition; the project improves pavement that is in fair condition.*

***2 –*** *The project includes a new bridge or roadway, which increases system-wide conditions.*

***1 –*** *The project maintains the superstructure, substructure, or deck area of a bridge that is in good condition; the project maintains pavement that is in good condition.*

***0 –*** *The project does not include any asset management components.*

## Goal: Improve System Efficiency

System efficiency describes the overall level of service and level of travel time reliability on the roadway network. Efficiency is promoted by improved system management, the preservation of the existing transportation system, and the reduction in costs. Examples of efficiency projects include but are not limited to the following: roadway expansion, traveler information systems, traffic signalization, and coordination transit-supportive projects.

***4 –*** *The project is primarily an efficiency project and takes place on a segment with a failing level of service (D, E, or F) and/or low level of travel time reliability (LOTTR greater than 1.5)*

***3 –*** *The project is on a segment with a low level of service (D, E, or F) and/or a low level of travel time reliability (LOTTR greater than 1.5) and a secondary efficiency component.*

***2 –*** *The project includes an efficiency component but is on a segment with a high level of service (A, B, or C) or has good reliability (LOTTR below 1.5).*

***1 –*** *The project is on a segment with a low level of service and/or a low level of travel time reliability and does not include an efficiency component.*

***0 –*** *The project does not include any efficiency components.*

## Goal: Support Land Use Goals

Land use and the transportation system are inexorably linked. Therefore, transportation investment decisions must consider the state and local land use goals. Examples of ways in which the land use and economic development goals of the community could be met include: not building new roads in areas prone to flooding; providing pedestrian amenities along a business corridor; expand transportation options to job locations and population centers, particularly low-income communities; or improving freight mobility and addressing deficiencies along the freight system.

***4 –*** *The project is aligned well with the land use goals of its location*

***2 –*** *The project has a neutral effect on land use goals*

***0 –*** *The project is not aligned with land use goals*

## Goal: Walking and Cycling

Walking and cycling are transportation options when there is safe and well-connected infrastructure in place. Examples of projects that support walking and cycling include: the addition of bike lanes and/or sidewalks, the improvement of ADA accessibility, installation of crosswalks, or the addition of recreation trails.

***4 –*** *The project is primarily an active transportation project included in the Victoria Active Transportation Master Plan (VATMP).*

***2 –*** *The project is not in the VATMP but includes an active transportation component.*

***0 –*** *The project does not include any active transportation components.*

## Goal: Economic Development

Economic growth is defined by a project's ability to provide multimodal access to economic opportunity. Projects that support economic growth are measured by their impact on freight delay and connectivity to economic generators, and may include capacity expansion, new roadways, or Transportation Systems Management and Operations (TSMO).

***4 –*** *The project has a positive effect on economic development and is located in an area with high freight activity (all modes) or improves connectivity to a major business, employer, or tourist attraction.*

***2 –*** *The project has a positive effect on economic development, but is elsewhere.*

***0 –*** *The project has no effect on economic development.*

## Goal: Environment and Resilience

Resilient and sustainable system projects are those that increase system resilience in the face of natural disasters and extreme weather events, or those that reduce or mitigate the impacts of emissions. Such projects might include connectivity to emergency services, habitat preservation, pedestrian facilities, drainage, signal improvements, or carbon reduction. This may be demonstrated by providing information on the project type.

***4 –*** *The project includes components that benefits environmental or cultural resources or specifically mitigates negative impacts.*

***2 –*** *The project does not harm or significantly benefit wetlands, flood protection areas, culturally significant sites, or air quality.*

***0 –*** *The project negatively impacts wetlands, flood protection areas, culturally significant sites, or air quality.*

## Goal: Improve Public Transport

Improving access to public transportation provides environmental, economic, and social benefits to the community. Effective public transportation is accessible to everyone. Examples of public transport-supportive projects include creating bus lanes, bus bulb, and other bus stop improvements.

***4 –*** *The purpose of the project is to improve existing transit or expand transit service and serves a high employment or population density TAZ.*

***3 –*** *The purpose of the project is to improve existing transit or expand transit service and serves a low employment or population density TAZ.*

***2 –*** *The purpose of the project is not transit, but the project includes transit components, consideration, or coordination with Victoria Transit, and serves a high employment or population density TAZ.*

***1 –*** *The purpose of the project is not transit, but the project includes transit components, consideration, or coordination with Victoria Transit, and serves a low employment or population density TAZ.*

***0 –*** *The project does not improve transit.*

## Goal: Equity

It is critical to the planning process to establish and ensure fair and equitable transportation policies and funding decisions. Examples include projects that provide improved access to schools or other social services, or improve safety, mobility, ADA accessibility, or remediate transportation barriers and burdens.

***4 –*** *The project is located within or intersects with a tract that exceeds 5 or more of the Climate and Economic Justice Screening Tool (CEJST) categories of burdens.*

***3 –*** *The project is located within or intersects with a tract that exceeds 1-4 of the CEJST categories of burdens.*

***2 –*** *The project is adjacent to a tract that exceeds 5 or more of the CEJST categories of burdens.*

***1 –*** *The project is adjacent to a tract that exceeds 1- 4 of the categories of burdens.*

***0 –*** *The project is not adjacent to or within a disadvantaged tract or creates barriers to equitable transportation.*

**Error! Reference source not found.** A on page 19 further describes in detail how the above criteria are scored, how the criteria are weighted, what goal and planning factor the criteria address and what the applicant response prompts will be in the online project submission tool

# Strategies Guide

This section serves as a toolbox of transportation project strategies that are tied directly to the findings from the needs analyses of the Move Victoria 2050 MTP. The strategies listed below are not meant to be exhaustive, but rather provide a reference on how to achieve the transportation goals put forth in the MTP. Recommended strategies come from the Federal Highway Administration's Crash Modification Clearinghouse and Proven Safety Countermeasures. In the selection of potential strategies for each identified need, preference was given to strategies that are low cost, effective, and that do not add roadway lanes/capacity. Strategies are organized into the MTP goals.

## Goal: Safety and Security

Make traveling safer for all system users and protect the transportation system from intentional harm. The Texas Strategic Highway Safety Plan (SHSP) emphasis areas are distracted driving, impaired driving, intersection safety, occupant protection, post-crash care, roadway and lane departures, speed related, and vulnerable road user protection.

| Analysis Finding | Strategy | |
|---|---|---|
| **Intersection crashes:** The top 10 intersections are all located along Navarro/ Bu77 or Houston Hwy/ Bu 59 | See below | |
| **Fatal and Severe Crashes:** 5.66% of crashes from 2018-2022 had fatalities or serious injuries | See below | |
| **Crash manner of collision:** One motor vehicle – going straight had the highest percent of total crashes and percent of fatal & severe crashes | **Wider edge lines**[3] (4in to 6in) | 27% reduction of single vehicle crash type in rural area (CMF ID: 4745; 4737) |
| | **Increased pavement friction** | 30% reduction of single vehicle crash type in all areas (CMF ID: 198) |
| | Widen shoulder | 39.3% reduction of single vehicle and run off road crash types in rural areas (CMF ID: 6659) |
| | **Install shoulder rumble strips** | 34.9% reduction in run off road and single vehicle crash types in rural areas (CMF ID: 665, also see 9425 & 9429) |
| | **Install chevron signs, curve warning signs, and sequential flashing beacons** | 46.7% reduction in Angle, Fixed object, Frontal and opposing direction sideswipe, Head on, Rear end, Rear to rear, Sideswipe, & Single vehicle crash types (CMF ID: 1920) |

[3] Bolded strategies are part of FHWA's Proven Safety Countermeasures

| | | |
|---|---|---|
| **Crash manner of collision:** Angle – Both going straight had the second highest percent for all crashes | Provide "Stop Ahead" pavement markings | 74% reduction in angle crash type in rural areas (CMF ID: 9075) |
| | **Provide intersection illumination** | 32.6% reduction in angle crash type in rural areas (CMF ID: 2376) |
| | **Implement systemic signing and marking improvements at stop-controlled intersections** | 16.7% reduction in angle crash types in rural areas (CMF ID: 8878) |
| | **Implement systemic signing and visibility improvements at signalized intersections** | 49.1% reduction in angle crash type in all area types (CMF ID: 8970) |
| | Install dynamic signal warning flashers | 25.5% reduction in angle crash type in all area types (CMF ID: 4200) |
| | Provide flashing beacons at stop-controlled intersections | 13% reduction in angle crash type in all area types (CMF ID: 449, 450, 453, 455, 456, 4570 |
| | Replace standard stop sign with flashing LED stop sign | 41.5% reduction in angle crash type (CMF ID: 6602) |
| | **Change from permitted or permitted-protected to protected; Change from permitted-protected to protected on major approach** | 99% reduction in angle crash type for urban areas (CMF ID: 333, 339) |
| | **Install transverse rumble strips on stop-controlled approaches in rural areas** | 25% reduction in angle crash type in rural areas (CMF ID: CMF ID: 9049) |

**Other security strategies:**

- Road weather information systems
- Crime Prevention Through Environmental Design (CPTED)- lighting, visibility, routine maintenance, landscaping, and police presence[4]
- Improving connections to emergency response services
- Improving connectivity to the Strategic Highway Network (STRAHNET)
- Reduction of the risk of individual acts of criminal behavior on a transit line
- Improvement in the emergency response capacity after an act of terrorism

**Other safety strategies for SHSP emphasis areas:**

- Educational programs and outreach efforts (distracted and impaired driving, occupant protection)
- Roadway design changes, signage, and enforcement (speed related, intersection safety, roadway and lane departures)
- Pedestrian and bicycle infrastructure (vulnerable road users)

[4] https://www.transportation.gov/mission/health/built-environment-strategies-to-deter-crime

## Goal: Preserve and Maintain Existing Infrastructure

Maintain our existing infrastructure and promote high-tech, cost-effective investments to manage the system.

| Analysis Finding | Strategy |
|---|---|
| **Bridges:** While none of the NHS bridges are in poor condition, 29 (32%) are in fair condition. Seven non-NHS bridges are in poor condition. | Bridge maintenance and repairs |
| **Pavement:** 5.3% of NHS pavement is in poor condition, and 19.2% is in fair condition. | Pavement maintenance and repairs |
| **Pavement** quality is identified as a concern of residents and stakeholders in the 2035 City of Victoria Comprehensive Plan | |
| **Other strategies:**<br>• Roadway preservation treatments, such as overlay, chip seal, bridge deck rehabilitation, etc.<br>• Regular repair and maintenance schedules | |

## Goal: Improve System Efficiency

Minimize the time travelers are delayed by improving signal coordination and system efficiency.

| Analysis Finding | Strategy |
|---|---|
| **Signal timing** is one of the priority concerns of stakeholders, according to the City of Victoria 2035 Comprehensive Plan and MTP outreach | ITS implementation and signal upgrades: Adaptive Signal Control Technology (ASCT) |
| **Other strategies:**<br>• Maintaining a state of good repair<br>• Roadway expansion<br>• Traveler information systems<br>• Transit-supportive projects | |

## Goal: Support Land Use Goals

Use transportation investments to shape how the community plans to grow and develop.

| Analysis Finding | Strategy |
|---|---|
| The 2035 Comprehensive Plan identifies the Integrity of existing neighborhoods, and good design and amenities in new residential development as a key issue | Construct walkways and sidewalks |

| | |
|---|---|
| Residential land use represents 54% of the community land use space. | Improve multimodal connectivity to major employment centers and points of interest |
| The commercial uses in the community are centered around major corridors such as North Navarro Street/ Business Highway 77 and Houston Highway/Business Highway 59 and downtown. | Corridor access management: reduce number of driveways on major corridors |
| | See Improve Public Transport goal |
| **Other strategies:**<br>• Not building new roads in areas prone to flooding<br>• Providing pedestrian amenities along a business corridor<br>• Expand transportation options to job locations and population centers, particularly low-income communities<br>• Improve freight mobility and addressing deficiencies along the freight system | |

## Goal: Walking and Cycling

Invest in transportation facilities that encourage walking and cycling.

| Analysis Finding | Strategy |
|---|---|
| Nearly all of the densest areas are within walking distance to a bus stop | Sidewalk connectivity and maintenance |
| There are two TAZs in the north of the city with higher employment densities where portions fall outside of the .25 miles walkshed of the bus stops | Last-mile transportation solutions like bike-sharing programs, e-scooters, etc. |
| Stakeholder feedback: Need more sidewalks in downtown | Ensure sidewalk connectivity and completeness downtown |
| Stakeholder feedback: Bike lanes needed generally, and the Northeast and Central area are a good place to implement active transportation infrastructure | Implement separated bike lanes or buffered bike lanes for safety |
| | Utilize sharrows |
| | Bike route signage |
| Stakeholder feedback: pedestrians are walking in unsafe situations | Add crosswalks |
| **Other strategies:**<br>• Implement all projects from the Active Transportation Master Plan<br>• Improve ADA accessibility of pathways, sidewalks, crosswalks, etc. | |

## Goal: Economic Development

Make transportation investments that help move freight around the region and connect our region to other markets.

| Analysis Finding | Strategy |
|---|---|
| Stakeholder feedback: parking is needed downtown | Add on street parking |
| Stakeholder feedback: connectivity to airport is needed | Add transit route to airport |
| | Improve access from the south |
| Stakeholder feedback: assuming that tourists will come with a car is limiting | Active transportation and transit improvements |
| No interstate | Support economic growth by minimizing freight delays through capacity expansion, new roadways, or Transportation Systems Management and Operations (TSMO) on high freight flow routes |

## Goal: Environment and Resilience

Ensure investments minimize negative impacts to the environment and ensure the region can bounce back from hardships.

| Analysis Finding | Strategy |
|---|---|
| **Critical habitat**: The northwestern section of the Guadalupe River is a critical habitat to the endangered Guadalupe Orb mussel. | Habitat preservation |
| **Wetlands:** There are numerous wetland features throughout the area, especially in the south. | Avoid wetlands, and ensure mitigation strategies and construction techniques when projects cannot avoid wetlands |
| **Historic Districts:** The four historic districts are located in downtown Victoria. | Pedestrian facilities like sidewalks and crosswalks, so that people can access historic district |
| Stakeholder feedback: would like to see investment around the Guadalupe River | Hike and bike trail |
| Stakeholder feedback: Flooding on airline, near Caterpillar industrial area, and 444 & Inez and near Ocelot. | Increasing connections, especially for evacuation and recovery |
| | Projects with drainage design extending and incorporating outfall beyond the immediate right-of-way |
| | Leveraging existing drainage infrastructure and discouraging growth into areas necessitating intensive drainage design |

| | |
|---|---|
| | Address road and structure elevation, and implement corrosion protection measures to maintain structural integrity of bridges |
| **Other strategies:**<br>• Alternative transportation (transit, walking, biking, etc.) reduces pollution from single occupant vehicles | |

## Goal: Improve Public Transport

Improve the existing public transportation system.

| Analysis Finding | Strategy |
|---|---|
| Red, Blue, Green, and Gold Routes, which provide workweek transportation from 7:00 AM to 6:00 PM Monday through Friday. 30-minute frequency, except for the Gold Route which is an hour frequency. | Increase service frequency, add shelters and amenities |
| Pink, Teal, and Brown Routes provide 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. | Increase service frequency, add shelters and amenities |
| Paratransit is available within city limits to riders who have a disability. | Paratransit study |
| Stakeholder feedback: Multimodal connections from the university area to downtown are needed for students | Improve reliability and frequency |
| | Transit voucher program for students |
| Stakeholder feedback: Routes should focus on travel hubs (downtown, riverside park, medical centers, schools, employment, North Vic) | Explore possibility for employer sponsored routes |

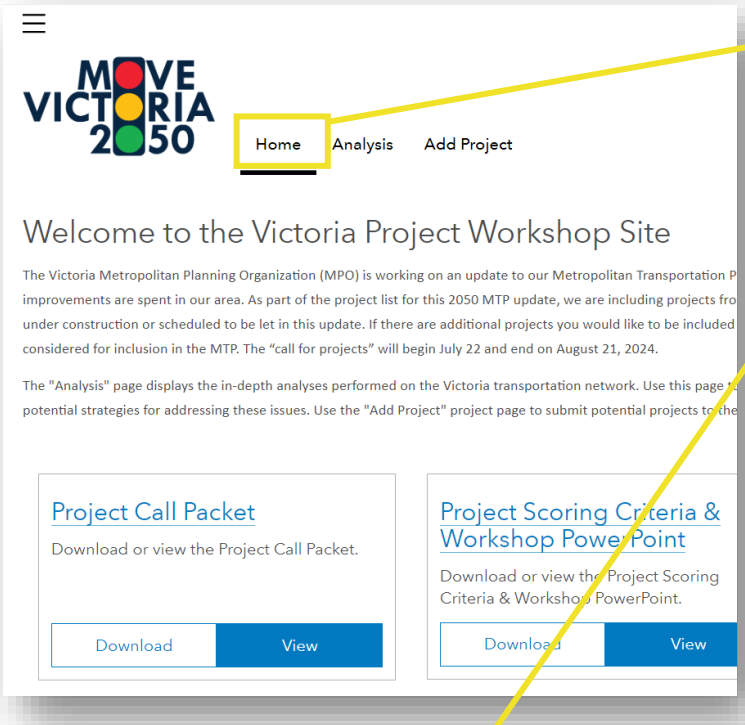
## Goal: Equity

Make sure that investments are fair for traditionally underserved communities.

| Analysis Finding | Strategy |
|---|---|
| The CEJST tool identified central and southeastern census tracts as disadvantaged. | Prioritize projects and programs that would benefit these areas. |
| | Participatory planning to involve disadvantaged communities, applying for Justice40 initiative grants and holding public outreach events in these communities close to transit. |
| Several central and southern census tracts rank high for linguistic isolation. | Outreach strategies to connect with these communities, information and services in multiple languages to ensure accessibility, and putting out information that is not only written. |
| Western side of the study area tracts in central Victoria rank in the top 75$^{th}$ to 91$^{st}$ percentile of nationwide census tracts for individuals in poverty | Improve access to essential services using transportation in the higher poverty areas such as discounted bus passes. |
| The south and south-central census tracts having the highest percentages of Hispanic population up to 77%. | Ensure that the outreach material and transportation services are culturally competent, and there are translation services, as well as material in Spanish. |

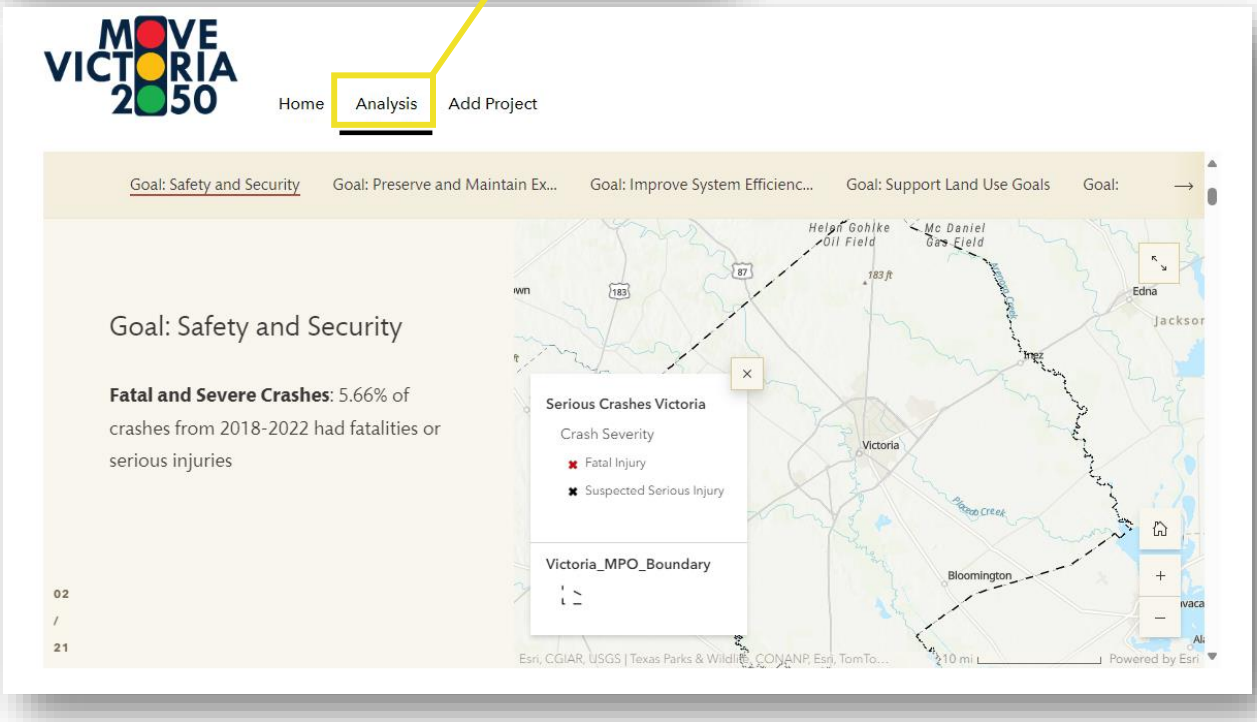
# Project Submission Tool Users Guide

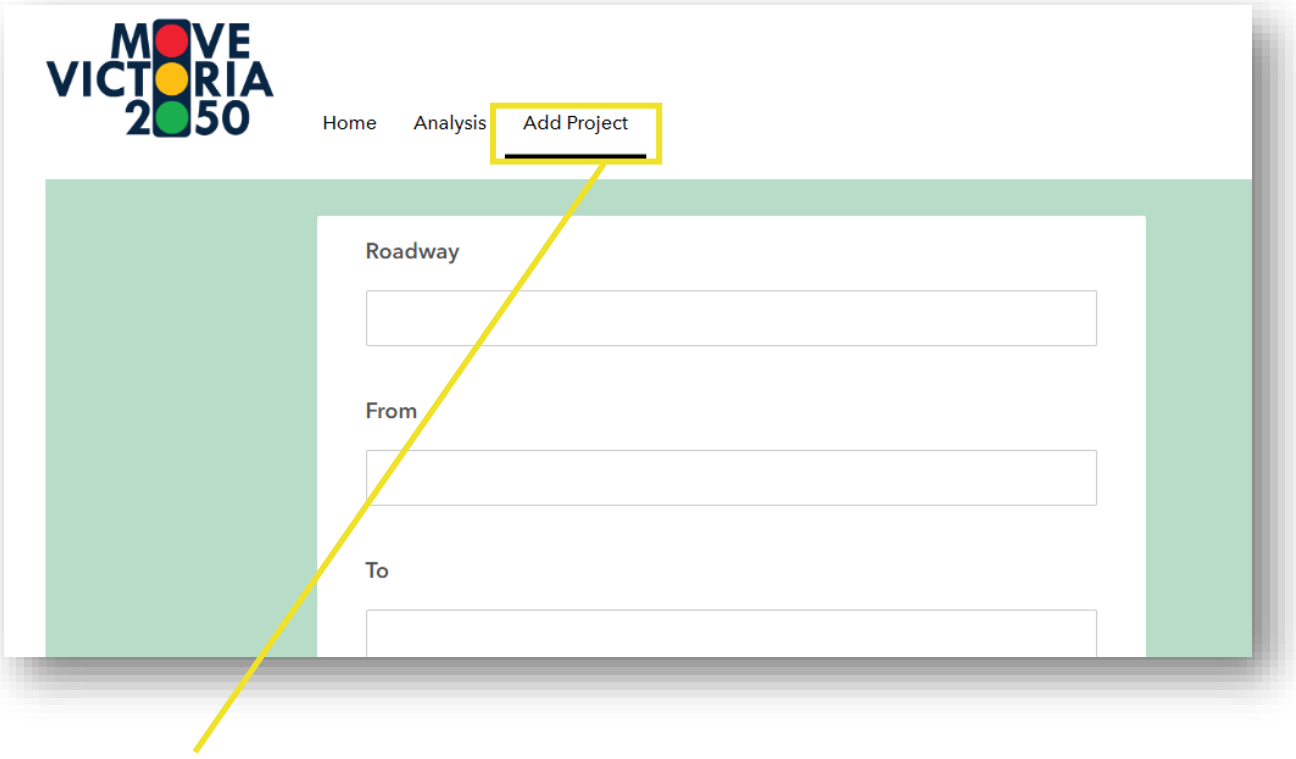
There is an online resource available to help in the **development** and **submission** of projects. The tool can be found at https://victoria-atginc.hub.arcgis.com/.




1. The **Home** page tab has the project criteria and associated scoring. Click on each heading to expand it and see more details.

2. The **Analysis** tab is a visual representation of findings to inform project development. You can scroll down through the findings or jump between them on the tabs above the map. In order to move around and zoom on the map, click and drag the map and utilize the + and – buttons in the bottom right corner.



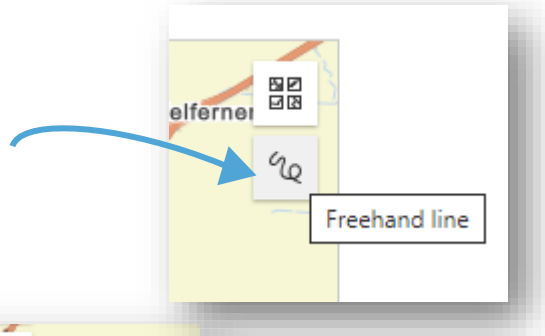



3. The **Add Project** tab is a submission form, which will provide the TTAC with the necessary information to score the submitted projects. In order to submit a project, answer the questions on the page. It is crucial that the project limits and project description are completed. In addition, it is encouraged that respondents draw the project on the mapping tool at the bottom of the page.

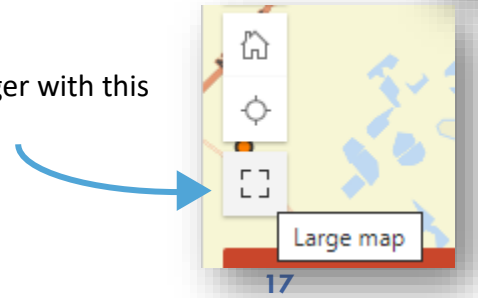
*Review the Strategies Guide and Project Scoring sections in this packet, along with the Analysis tab in the online tool, to develop projects that score high and help achieve regional goals.*

<u>How to draw your project on the map</u>

Draw a line by clicking on the Freehand Line button in the top righthand corner. A black outline around the map will appear. Click and drag on the map to create the project line. Use the delete button and the + or – buttons as necessary. Unselecting the Freehand Line button allows you to move around on the map.




You can make the map larger with this button.



# Project Call Timeline and Process

## Step 1: Project Call

The MPO Administrator will send out a call for projects notice to all member governments in the Victoria Metropolitan Planning Area. The project call will run for approximately 30 days, through August 21, 2024. All projects must be submitted prior to the ending date.

## Step 2: Project Submission

The Move Victoria 2050 MTP Project Submittal Form in the Add Project tab on the online tool should be used to submit candidate projects to the MPO Administrator. It is advisable that engineering assistance is utilized to develop all cost estimates, but not required. Submitted projects may utilize local matching funds.

## Step 3: Project Review and Evaluation

Projects complying with the requirements listed earlier in this document will be prioritized and potentially selected for funding by a working group of the (TTAC). The TTAC working group will include representatives from eligible Sponsor Agencies. MPO staff will coordinate and conduct TTAC working group meetings and provide technical guidance. The working group will evaluate the projects based on the scoring criteria.

## Step 4: Temporary Technical Advisory Committee Prioritization and Recommendation

After reviewing the working group recommendations, the TTAC will choose to forward a recommendation to the Policy Advisory Committee for review and approval, which will take place in October 2024.

## Step 5: Policy Advisory Committee (PAC) Review & Approval

The Victoria Metropolitan Planning Organization PAC will review the TTAC recommendation. If the Policy Advisory Committee chooses to reject the recommendation of the TTAC, the project listing is sent back to the TTAC working group for further review and evaluation. If the TTAC's recommendation is adopted, the prioritized list will be included in the MTP and TIP where funding allows.

# Appendix A: Scoring Criteria Table

| Goal | Safety and Security | |
|---|---|---|
| **2045 Criteria Addressed (FAST Act Planning Factors)** | **Improve Safety and Security** | |
| **Input Types** | Crash Rate | Project Description |
| **Documentation** | GIS Analysis | Applicant Response |
| **Scoring** | **4 Points-** The project is primarily a safety project that addresses one of the SHSP emphasis areas and is on a segment with a crash rate of over 50 crashes per 100 million vehicle miles travel, or the project is primarily a safety project that addresses one of the SHSP emphasis areas and is on a segment with a fatal and severe injury crash rate of over 25.<br>**3 points –** The project is on a high-crash segment or a high fatal and severe injury crash segment, and it has a secondary safety component, or the project creates a new roadway, which decreases the system-wide crash rate.<br>**2 points –** The project is a safety project but is on a low-crash segment with a crash rate of less than 50 crashes per 100 million vehicle miles traveled, or the project is primarily a safety project that addresses one of the SHSP emphasis areas and is on a segment with a fatal and severe injury crash rate of less than 24.<br>**1 point –** The project has a secondary safety component and is on a low-or-no-crash segment.<br>**0 points –** The project has no safety component. | |
| **Weight** | **3.8** | |
| **Associated Scoring Questions** | Does this project include elements that improve safety? Y/N; If yes, explain.<br><br>Does this project address any of the State Highway Safety Plan (SHSP) Emphasis areas? Y/N<br>• Roadway and lane departures<br>• Intersection safety<br>• Occupant protection<br>• Impaired driving<br>• Speed related<br>• Distracted driving<br>• Vulnerable road users<br>• Post-crash care<br>Y/N; If yes, explain. | |

Project scores for each goal area will be multiplied by the weights, which are based on the priorities voiced by the community. All projects will be scored on all criteria.

| Goal | Preserve and Maintain Existing Infrastructure | |
|---|---|---|
| Criteria Addressed | **Promote Efficient System Management and Operation; Improves System Resiliency and Reliability** | |
| Input Types | Conditions Score | Project Description |
| Documentation | GIS Analysis | Applicant Response |
| Scoring | **4 points –** The project improves the superstructure, substructure, or deck area of a bridge that is in poor condition; the project improves pavement that is in poor condition.<br>**3 points** – The project improves the superstructure, substructure, or deck area of a bridge that is in fair condition; the project improves pavement that is in fair condition.<br>**2 points** – The project includes a new bridge or roadway, which increases system-wide conditions.<br>**1 point** – The project maintains the superstructure, substructure, or deck area of a bridge that is in good condition; the project maintains pavement that is in good condition.<br>**0 points** – The project does not include any asset management components. | |
| Weight | **1.9** | |
| Associated Scoring Questions | Does this project improve pavement or bridge conditions? Y/N; If yes, explain. | |

| Goal | Improve System Efficiency | |
|---|---|---|
| Criteria Addressed | **Improve System Efficiency; Promote Efficient System Management and Operation; Improve Access** | |
| Input Types | Levels of Services/ LOTTY | Project Description |
| Documentation | GIS Analysis | Applicant Response |
| Scoring | **4 points –** The project is primarily an efficiency project and takes place on a segment with a failing level of service (D, E, or F) and/or low level of travel time reliability (LOTTR greater than 1.5).<br>**3 points –** The project is on a segment with a low level of service (D, E, or F) and/or a low level of travel time reliability (LOTTR greater than 1.5) and a secondary efficiency component.<br>**2 points –** The project includes an efficiency component but is on a segment with a high level of service (A, B, or C) or has good reliability (LOTTR below 1.5).<br>**1 point –** The project is on a segment with a low level of service and/or a low level of travel time reliability and does not include an efficiency component.<br>**0 points –** The project does not include an efficiency component and is not included. | |
| Weight | **3.6** | |
| Associated Scoring Questions | Does this project include elements that address system efficiency? Y/N; If yes, explain. | |

| Goal | Environment and Resilience |
|---|---|
| Criteria Addressed | **Protect the Environment; Increase Multimodal Options and Energy Conservation; Improves System Resiliency and Reliability; Reduces or Mitigates Stormwater Impacts** |
| Input Types | Project Description |
| Documentation | Applicant Response |
| Scoring | **4 points –** The project includes components that benefits environmental or cultural resources or specifically mitigates negative environmental impacts.<br>**2 points –** The project does not harm or significantly benefit wetlands, flood protection areas, culturally significant sites, or air quality.<br>**0 points –** The project negatively impacts wetlands, flood protection areas, culturally significant sites, or air quality. |
| Weight | **1** |
| Associated Scoring Questions | Does this project include elements that improve sustainability or system resilience? Y/N. If yes, explain. |

| Goal | Improve Public Transport | |
|---|---|---|
| Criteria Addressed | **Improve Quality of Life; Connect Modes of Travel; Increase Multi-Modal Options and Energy Conservation; Enhances Travel and Tourism** | |
| Input Types | Project location in high density TAZ | Project Description |
| Documentation | GIS Analysis | Applicant Response |
| Scoring | **4 points –** The purpose of the project is to improve existing transit or expand transit service and serves a high employment or population density TAZ.<br>**3 points –** The purpose of the project is to improve existing transit or expand transit service and serves a low employment or population density TAZ.<br>**2 points –** The purpose of the project is not transit, but the project includes transit components, consideration, or coordination with Victoria Transit and serves a high employment or population density TAZ.<br>**1 point –** The purpose of the project is not transit, but the project includes transit components, consideration, or coordination with Victoria Transit and serves a low employment or population density TAZ.<br>**0 points –** The project does not improve transit. | |
| Weight | **4** | |
| Associated Scoring Questions | Does this project expand transit service, include transit components, or coordinate with Victoria Transit? Y/N; If yes, explain. | |
| **Goal** | **Equity** | |
| Criteria Addressed | ----- | |
| Input Types | CEJST Scoring | |
| Documentation | GIS Analysis | |
| Scoring | **4 points –** The project is located within or intersects with a tract that exceeds 5 or more of the CEJST categories of burdens.<br>**3 points –** The project is located within or intersects with a tract that exceeds 1-4 of the CEJST categories of burdens.<br>**2 points –** The project is adjacent to a tract that exceeds 5 or more of the CEJST categories of burdens.<br>**1 point –** The project is adjacent to a tract that exceeds 1- 4 of the categories of burdens.<br>**0 points –** The project is not adjacent to or within a disadvantaged tract or creates barriers to equitable transportation. | |
| Weight | **1** | |
| Associated Scoring Questions | Does the project provide benefits or remove barriers to equitable transportation? Y/N; If yes, explain. | |

| Goal | Support Land Use Goals |
|---|---|
| Criteria Addressed | **Support Land Use and Economic Development Goals; Preserves Right of Way (ROW)** |
| Input Types | Project Description |
| Documentation | Application Response |
| Scoring | **4 points –** The project is aligned well with the land use goals of its location.<br>**2 points –** The project has a neutral effect on land use goals.<br>**0 points –** The project is not aligned with land use goals. |
| Weight | **1.3** |
| Associated Scoring Questions | Does this project support land use goals? Y/N; If yes, explain. |

| Goal | Walking and Cycling | |
|---|---|---|
| Criteria Addressed | **Improve Quality of Life; Increase Connections; Support Land Use and Economic Development Goals; Connects Modes of Travel; Increase Multi-Modal Options and Energy Conservation;** | |
| Input Types | Project Description | |
| Documentation | Victoria ATMP | Applicant Response |
| Scoring | **4 points –** The project is primarily an active transportation project included in the Victoria Active Transportation Master Plan.<br>**2 points –** The project is not in the VATMP but includes an active transportation component.<br>**0 points –** The project does not include any active transportation components. | |
| Weight | **2.9** | |
| Associated Scoring Questions | Does this project include an active transportation component? Y/N; If yes, explain.<br><br>Is this project on the Active Transportation Network from the Victoria Active Transportation Master Plan? Y/N | |

| Bonus Criteria | Cost Sharing |
|---|---|
| Criteria Addressed | **Reduce project delivery delays** |
| Input Type | Project description |
| Documentation | Applicant Response |
| Scoring | **4 points –** Greater than 50%<br>**2 points –** Greater than 20%<br>**0 points –** Equal to 20% |
| Weight | - |
| Associated Scoring Questions | Does this project have a 20% local share? Y/N<br>Does this project have a greater than 20% local share? Y/N<br>Does this project have a greater than 50% local share? Y/N |

| Bonus Criteria | Project Readiness |
|---|---|
| Criteria Addressed | **Reduce project delivery delays** |
| Input Type | Project description |
| Documentation | Applicant Response |
| Scoring | **4 points –** All applicable elements of project readiness have been started.<br>**3 points –** Two of the following have begun: right-of-way acquisition, environmental assessment, and/or utility relocation.<br>**2 points –** Right-of-way acquisition or environmental assessment has started.<br>**1 point –** Project has plans or drawing developed.<br>**0 points –** Project is only conceptual. |
| Weight | - |
| Associated Scoring Questions | Are there any plans or drawings developed yet for this project?<br>Does this project need right-of-way? If so, have started the acquisition process?<br>If you need to acquire right-of-way, have you started any environmental assessments?<br>Do any utilities need to be relocated? If so, have you started the process |

# Appendix B: 2045 MTP Project List

| 2045 MTP ID | CSJ | Project/ Roadway | Limits To | Limits From | Description | Total Cost in 2020 $ | 2020-2023 Implementation | 2024-2029 Near-Term | 2030-2035 Medium-Term | 2036-2045 Long-Term |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0088-05-098 | US 59 | US 87 | SH 185 | Construct southbound 2-lane one-way frontage road and rehab northbound 2-lane one-way frontage road (Future I-69 Corridor) | $7,000,000 | $7,000,000 | **COMPLETED** | | |
| 2 | 2350-01-060 | SL 463 | BU 59 | Lone Tree Road | Add 2 lanes for 4-lane divided highway | $9,000,000 | $16,271,535 | **COMPLETED** | | |
| 3 | 0370-05-052 | BU 77S | LP 463 | Airline Road | Construct center median, ACP overlay, install lighting & pedestrian elements | $8,000,000 | $8,000,000 | **COMPLETED** | | |
| 4 | 0088-05-096 | US 59 | BU 59-T | BU 77S | Add 2 lanes for 4-lane divided highway (Future I-69 Corridor) | $10,000,000 | $14,228,547 | **UNDER CONSTRUCTION** | | |
| 5 | 2350-01-056 | Capacity to US 77/ Loop 463 | FM 236 | BU 59-T | Add 2 lanes for 4-lane divided highway | $25,000,000 | $68,677,424 | **UNDER CONSTRUCTION** | | |
| 6 | 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 | $30,000,000 | | $44,170,800 | **PROGRAMMED** | |
| 7 | 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 | **PROGRAMMED** | |

# Appendix B: 2045 MTP Project List

| 2045 MTP ID | CSJ | Project/ Roadway | Limits To | Limits From | Description | Total Cost in 2020 $ | 2020-2023 Implementation | 2024-2029 Near-Term | 2030-2035 Medium-Term | 2036-2045 Long-Term |
|---|---|---|---|---|---|---|---|---|---|---|
| 8 | | I-69 Main Lane Project (US 59) Full Project | Jackson County Line | Telferner/ BU59 Split | Reconstruct main lanes of US 59, install median barrier, install lighting, restrict access to freeway and install one-way frontage roads, where needed. *NOTE: Though the I-69 Main Lane Project estimated costs amount to $250 Million, the MPO has proposed contributing $5 Million of MPO funds | $250,000,000 | | | | |
| | 0089-01-093 | I-69 Main Lane Project (US 59) Phase 1 | 1.323 miles north of FM 1686 | .8 miles north of FM 444 | Upgrade to Rural Freeway Including Widen Pavement, Median Construction, Realign of Roadway, Interchange Improvements, Upgrade Standard, Construct Interchange, and Proposed Drainage Modifications | $250,000,000 | | $301,392,000 | | |
| | 0089-01-094 | I-69 Main Lane Project (US 59) Phase 2 | .146 miles north of FM 1686 | 1.323 miles north of FM 1686 | Upgrade to Rural Freeway Including Widen Pavement, Median Construction, Realign of Roadway, Interchange Improvements, Upgrade Standard, Construct Interchange, and Proposed Drainage Modifications | $250,000,000 | | $37,809,331 | | |
| | 0088-05-105 | I-69 Main Lane Project (US 59) Phase 3 | .75 miles south of FM 1686 | .146 miles north of FM 1686 | Upgrade to Rural Freeway Including Widen Pavement, Median Construction, Realign of Roadway, Interchange Improvements, Upgrade Standard, Construct Interchange, and Proposed Drainage Modifications | $250,000,000 | | $16,599,856 | | |
| 9 | - | Boulevard Houston Hwy/ BU 59 | N. Moody Street | Delmar/Sam Houston Drive | Install sidewalks and lighting to complete connectivity, restrict left hand turns to signalized intersections | $5,500,000 | | $5,500,000 | **COMPELTED** | |

# Appendix B: 2045 MTP Project List

| 2045 MTP ID | CSJ | Project/ Roadway | Limits To | Limits From | Description | Total Cost in 2020 $ | 2020-2023 Implementation | 2024-2029 Near-Term | 2030-2035 Medium-Term | 2036-2045 Long-Term |
|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 2350-01-073 | Loop 463 Frontage Rd Extension & Briggs Turnaround | Briggs Blvd. | US 87/Main St. | Create Briggs turnaround and convert Briggs Blvd into a one-way; add an additional lane on the Eastbound frontage road | $2,500,000 | | $2,757,550 | **PROGRAMMED** | |
| 11 | - | US 87 N/ Cuero Hwy. Capacity Corridor Study | Zac Lenz Pkwy | FM 447 | Capacity & Access Management Corridor Study | $500,000 | | $500,000 | | |
| 12 | - | Boulevard Houston Hwy/ BU 59 | Delmar/ Sam Houston Dr | Loop 463 | Curb & gutter roadway, install sidewalks and lighting to complete connectivity, restrict left hand turns to signalized intersections | $5,200,000 | | | $6,326,595 | **COMPELTED** |
| 13 | - | Boulevard Houston Hwy/ BU 59 | Loop 463 | Progress Dr | Curb & gutter roadway, install sidewalks and lighting to complete connectivity, restrict left hand turns to signalized intersections | $6,800,000 | | | $8,273,240 | |
| 14 | - | Ball Airport West Underpass at US 77S | US 87 | US 77 at Guadalupe River | Convert frontage roads to 1-way on US 77; curb and gutter, create turnaround and Ball Airport Rd. West underpass approaches | $16,000,000 | | | $21,054,908 | |
| 15 | 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 | $5,000,000 | | $9,724,860 | **PROGRAMMED** | |

# Appendix B: 2045 MTP Project List

| 2045 MTP ID | CSJ | Project/ Roadway | Limits To | Limits From | Description | Total Cost in 2020 $ | 2020-2023 Implementation | 2024-2029 Near-Term | 2030-2035 Medium-Term | 2036-2045 Long-Term |
|---|---|---|---|---|---|---|---|---|---|---|
| **16** | - | Capacity to US 77 South/ Refugio Hwy | US 77/ US 59 interchange | Refugio County Line | Add 2 lanes | $46,410,900 | | | | $86,926,745 |
| **17** | - | Loop 463 East Sidewalks | E. Mockingbird Ln | N. Navarro St | Sidewalk, curb & gutter Salem Road beginning at the new Placedo Benavides roadway, West towards Loop 463; signalize and install crosswalks and lights at Salem Road and 463, Southeast to Mockingbird Lane. Coordinate installing a yield sign or Pedestrian Hybrid Beacon (PhB) at John Stockbauer and Lone Tree Creek Trail crossing. | $5,500,000 | | | $7,237,625 | |
| **18** | - | State Highway 185 | | FM 1432 | Construct Port Overpass at FM 1432 | $10,750,000 | | | | $20,134,548 |
| **18a** | 0432-02-101 | Bloomington Overpass/ State Highway 185 Project | .1 miles 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 | **PROGRAMMED** | |
| **18b** | 0497-05-044 | FM 616 Grade Separation Project (Phase 2 of Bloomington Overpass Project) | 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 | **PROGRAMMED** | |