Chapter 6 – Planning Recommendations

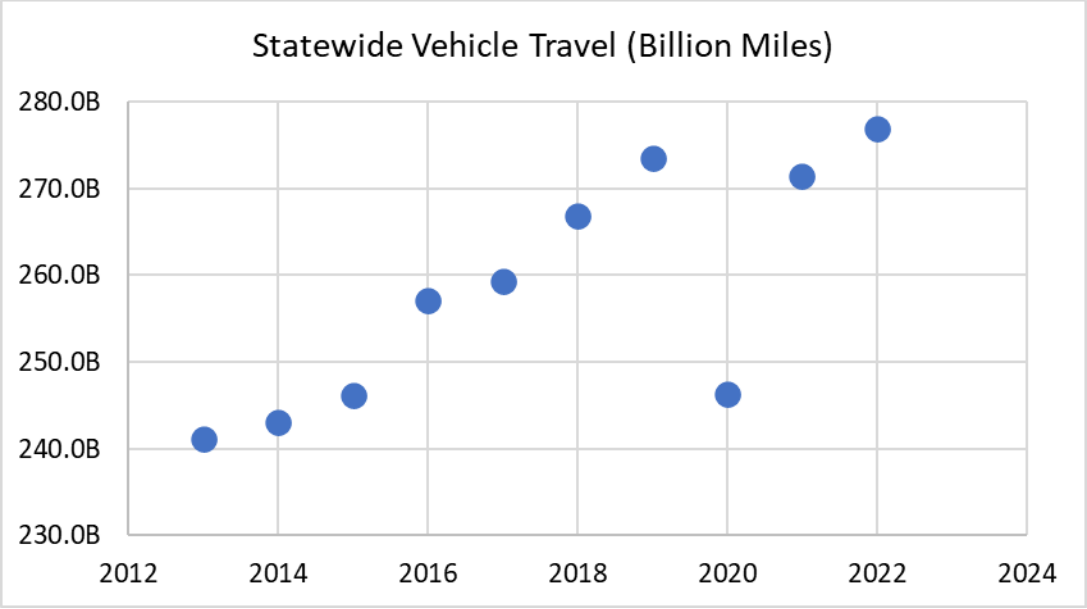
The Bryan/College Station MPO has several tools, datasets, and techniques to inform the decision processes. The BCSMPO uses funding estimates provided by TxDOT for each program category to create project lists that can be funded – referred to as the fiscally constrained list. There are other projects that are needed or desired – this list is also maintained so that in the event of additional funds, lower-than-expected project costs, or new revenue sources a vetted list of projects can be consulted. These elements used in the project selection and prioritization process are described in this Chapter with the project and program decisions at the end.

The targets adopted by the BCSMPO Policy Board are listed below along with the recent trends in each measure.

STATEWIDE VEHICLE TRAVEL

An important component of transportation performance measurement is the amount of travel on the system. Increasing travel has been associated with increases in a range of problems including traffic congestion and safety. And in Texas, increasing population has been associated with increased vehicle travel. But if Texas, and the Bryan-College Station region are going to meet some of the transportation goals, the connection between increases in travel and the problems caused (at least in part) by travel must be separated by projects, programs, and policies. Exhibit 6.1 illustrates a slightly higher than 2 percent annual growth rate from 2013 to 2019 – broadly similar to the growth rate for the previous two decades.

Exhibit 6.1. Statewide Vehicle Travel



TRAFFIC FATALITIES

The Comprehensive Safety Action Plan and the roads on the High Injury Network are the focus of safety planning in the BCSMPO area. The Action Plan provides a significant amount of data and analysis for addressing the MPO's safety problems.

The number of traffic fatalities is a key measure of the progress toward a safer and more inclusive transportation system. The trend for many decades has been for increasing fatalities, at least partly brought on by increases in travel. Exhibit 6.2 shows a 30 percent increase in fatalities from 2013 to 2022 – a 3 percent annual increase. These data include fatalities from all modes – vehicles, pedestrians, cyclists, etc.

The rate of fatalities is another measure of the problems and the effect of solutions that accounts for the issues caused by more travel and higher populations. The fatality rate is not a substitute for total deaths, because one goal is to eliminate all transportation fatalities. Exhibit 6.3 shows that the rate had been below 1.5 fatalities per 100 million miles of vehicle travel through 2019, but since then has been above 1.5.

Exhibit 6.2. Statewide Traffic Fatalities

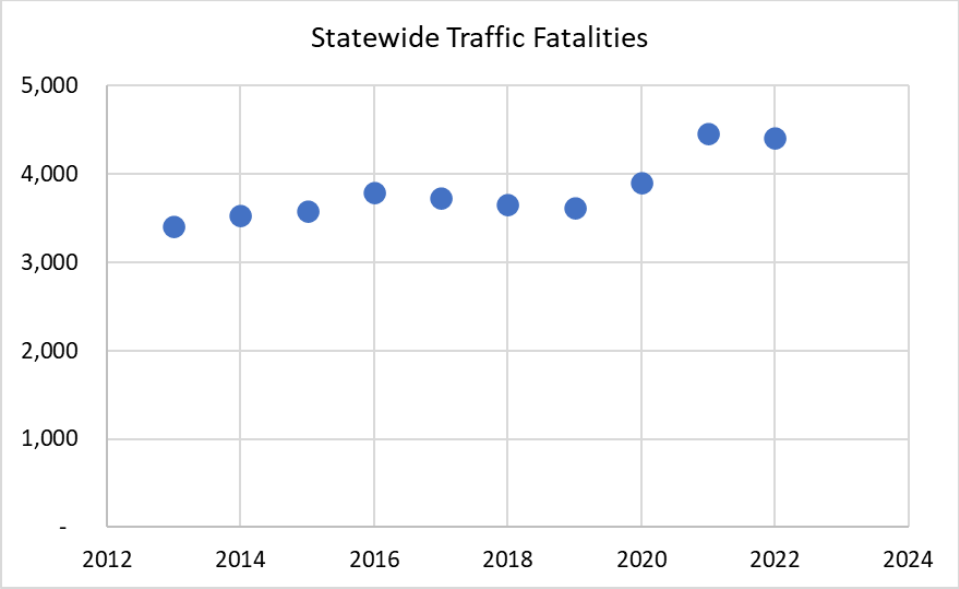
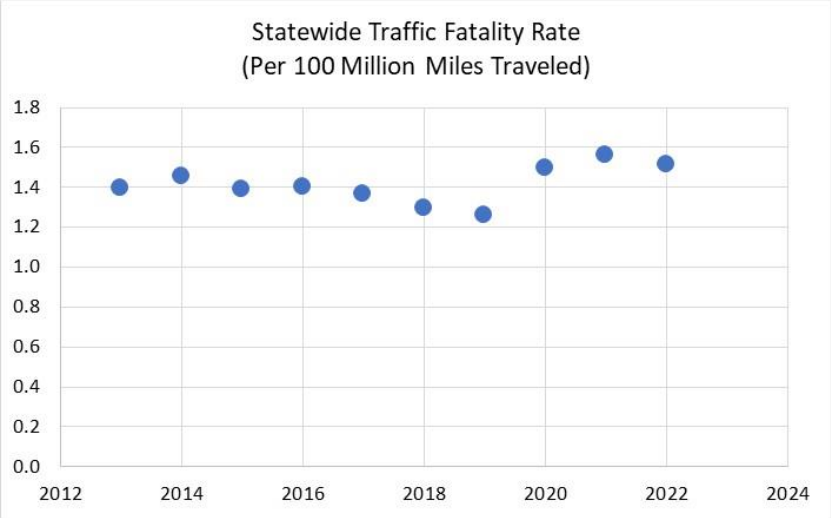


Exhibit 6.3. Statewide Traffic Fatality Rate



SERIOUS INJURIES

Serious injuries have followed a similar but not identical pattern to fatalities – increases over the past few years, although there was a period from 2018 to 2020 when injuries declined from the previous five years. (Exhibit 6.4)

The serious injury rate (Exhibit 6.5) tells a slightly different story. The rate peaked in 2014, and then generally declined through the Covid-19 pandemic year. The rate jumped back up in 2021 and then declined to the values seen in 2016 and 2017 during 2022.

Exhibit 6.4. Statewide Serious Traffic Injuries

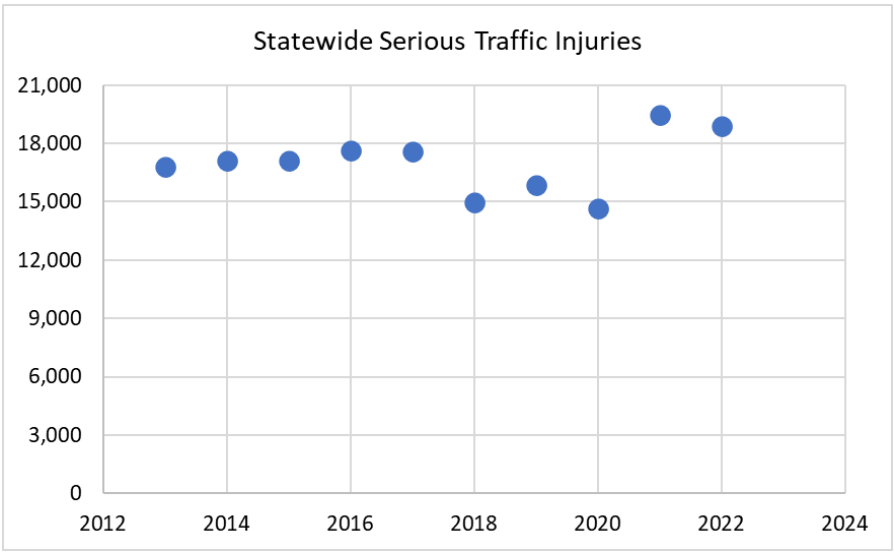
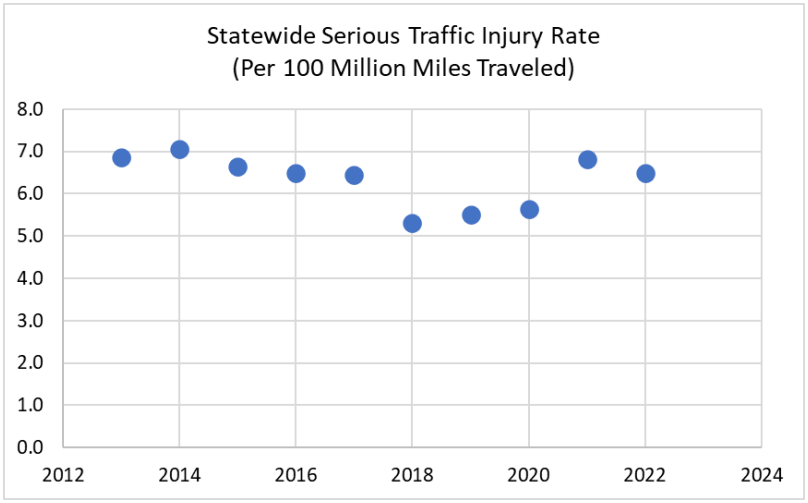


Exhibit 6.5. Statewide Serious Traffic Injury Rate



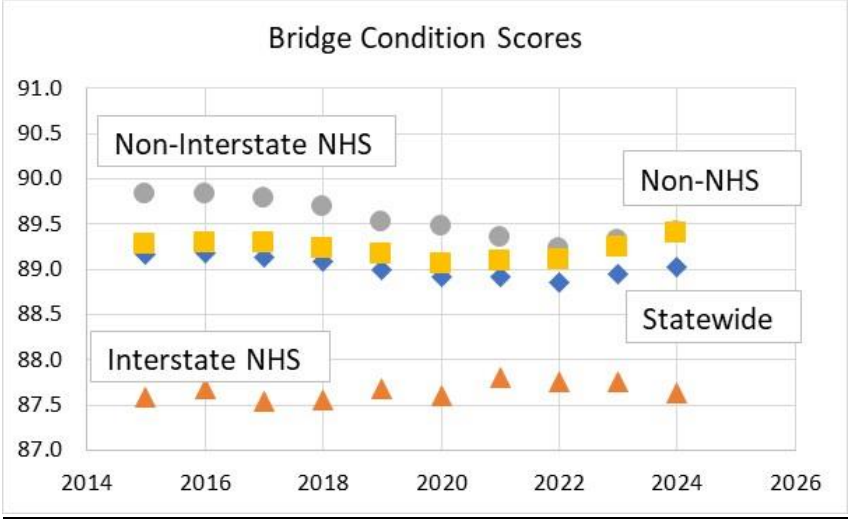
The BCSMPO decided to support the state's safety targets which are statewide targets. The targets adopted are:

Safety Targets (expressed as five-year average)	Adopted January 2018	Adopted January 2019	Adopted January 2020	Adopted January 2021	Adopted January 2022	Adopted December 2023
Total Traffic Fatalities Year per Calendar Year	3,703.80	3,791	3,840	3,687	3,563	3,567
Rate of Traffic Fatalities per 100M VMT	1.432	1.413	1.406	1.33	1.27	1.36
Number of Serious Injuries	17,565.40	17,751	17,394	17,151	16,677	18,096
Rate of Serious Injuries per 100M VMT	6.74	6.55	6.286	6.06	5.76	6.64
Number of Non-Motorized Fatalities and Serious Injuries	2,250.60	2,237.60	2,285	2,316.40	2,367	2,371

BRIDGE DECK CONDITION ON THE NATIONAL HIGHWAY SYSTEM

Texas' 55,000 public bridges are maintained and repaired with funds from TxDOT's Category 6. TxDOT's Bridge Division identifies the bridges and projects using a condition score that grades the condition of the bridge deck and the supporting structures. The data in Exhibit 6.6 presents the data in categories related to the National Highway System. All of the average bridge conditions are relatively high indicating bridges are generally in good shape. The Interstate Highway network bridges – the most heavily traveled roads – has the lowest average score of the groups, with the values decreasing slightly over the last four reporting years. The non-Interstate bridges in the National Highway System have been improving the last three years, as have the bridges that are not on the NHS.

Exhibit 6.6. Statewide Average Bridge Conditions



The BCSMPO has adopted targets for bridge deck conditions that mirror TxDOT's targets. Those targets are:

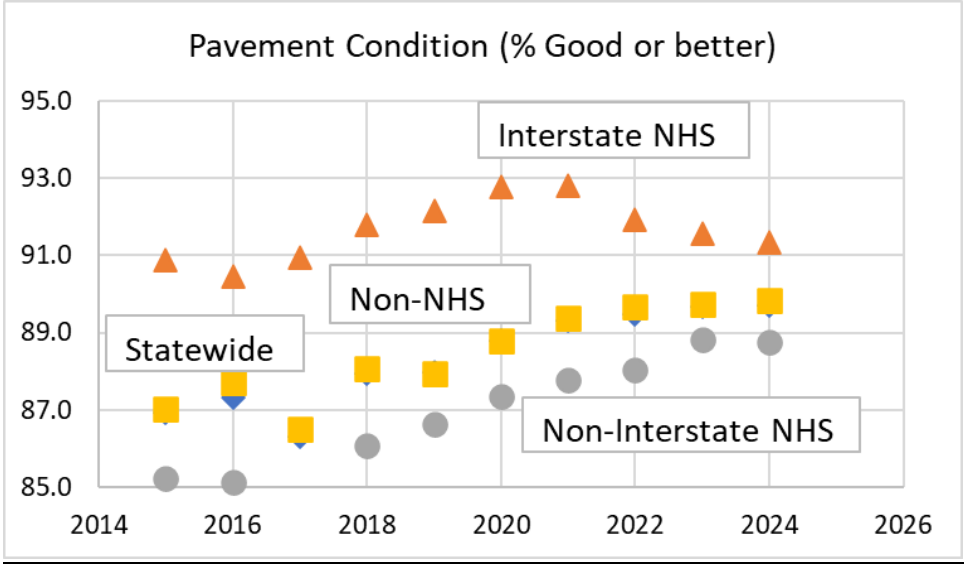
Bridge Deck Condition (Percent in Poor Condition)			
Target	State	BCSMPO	Baseline (2022)
2022 Target	1.5%	1.5%	1.1%
2024 Target	1.5%	1.5%	

Bridge Deck Condition (Percent in Good Condition)			
Target	State	BCSMPO	Baseline (2022)
2022 Target	48.5%	48.5%	49.2%
2024 Target	47.6%	47.6%	

PAVEMENT CONDITION

The average condition of the 200,000 miles of Texas roads has generally been improving since 2017. The rating of "Good" is achieved by a combination of road distress – which relates to the number of cracks, ruts, and patching – and ride quality - measured by smoothness. TxDOT's Bryan District is allocated funds from Category 1 and has the authority to make decisions on what roads to repair. Exhibit 6.7 illustrates pavement conditions in the same categories used in the bridge condition summary. Interstate Highway pavement is in the best condition, although this has been slowly declining since 2021. Other National Highway System roads are in the worst shape of the categories, but have been improving since 2018, and are now in the same condition as the average roads in 2020. The Statewide average (blue diamonds in the graph) closely tracks the non-National Highway System condition (yellow squares).

Exhibit 6.7. Statewide Pavement Condition



The BCSMPO has adopted pavement condition targets that mirror the statewide targets adopted by TxDOT. Those targets are:

NHS Pavement Condition (Percent in Poor Condition)			
Target	State	BCSMPO	Baseline (2022)
2022 Target	1.5%	1.5%	1.3%
2024 Target	1.5%	1.5%	

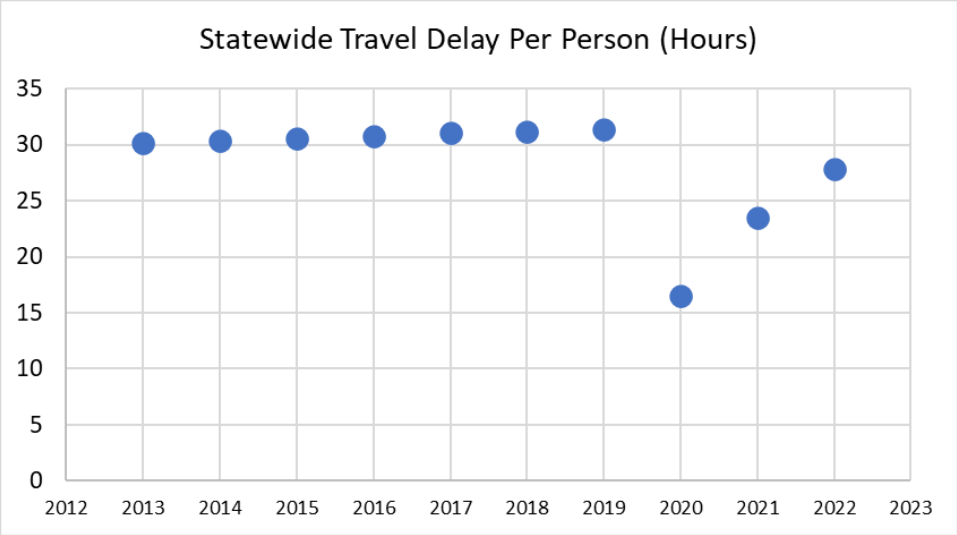
NHS Pavement Condition (Percent in Good Condition)			
Target	State	BCSMPO	Baseline (2022)
2022 Target	45.5%	45.5%	51.7%
2024 Target	46.0%	46.0%	

MOBILITY AND TRAVEL RELIABILITY

Extra travel time and unpredictable arrival times are frustrating attributes of urban travel and are increasingly a factor in rural travel. Some of these problems relate to the typical "too much traffic and not enough road" issues in rush hour traffic, but some congestion is caused by operating factors such as

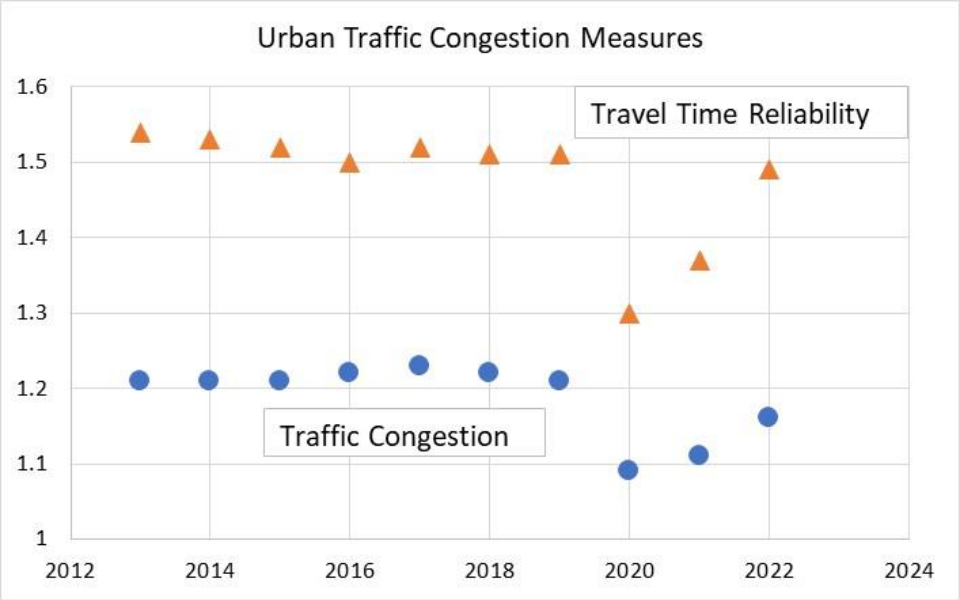
traffic signals, work zones, crash removal, and special events. A big-picture summary measure is the amount of extra travel time due to all problem types. Exhibit 6.8 presents the amount of extra travel time per person across all regions and all road types. The Covid-19 pandemic dramatically reduced travel and the state average congestion levels have not returned with delays still less than 30 hours per year per person. Since 2013, except for the pandemic effects, the measure has been relatively constant despite the population growth. The variation from region to region is substantial.

Exhibit 6.8. Statewide Vehicle Travel Delay Per Person



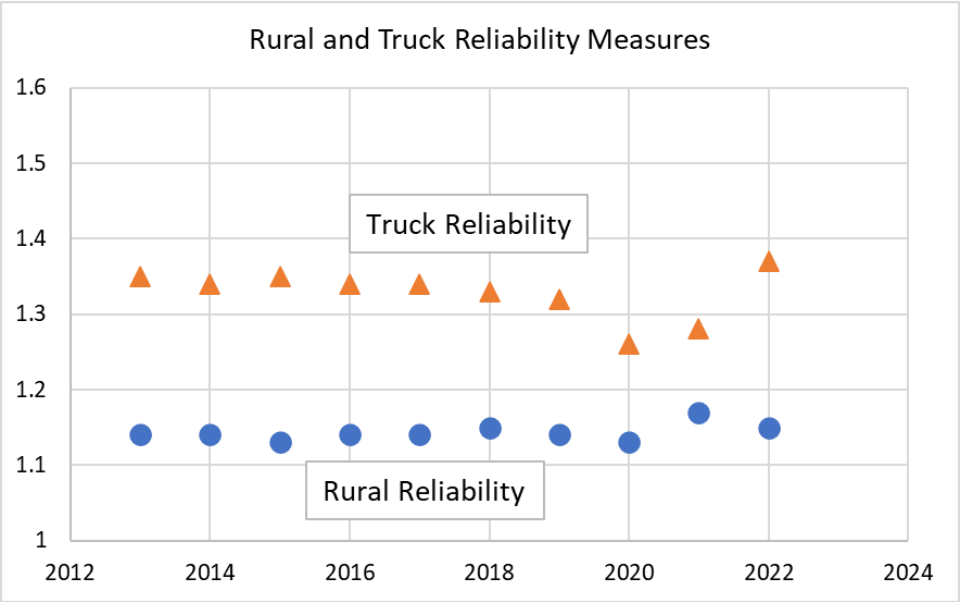
Another approach to mobility measurement is the effect on an average trip using an index. Exhibits 6.9 and 6.10 compare a free-flow trip (that is a trip with no delay) which has an index value of 1.0, to urban travel, rural travel, and truck travel. Exhibit 6-9 compares the average trip conditions (labeled traffic congestion) and the time it takes to make the 19th longest trip out of 20 (labeled Travel Time Reliability). One can think of this travel time reliability measure as a guide to planning a commuting trip. If one can be late to work one day a month without getting into too much trouble, a worker should plan around the time it takes to make the 19th worst commute. In Texas's urban areas, this value has been around 1.5, meaning commuters must allow for a 45-minute travel time for a trip that would be 30 minutes without congestion. By comparison, the average time for that 30-minute congestion-free trip has only been around 36 minutes. By 2022, both measures were close to returning to pre-pandemic levels.

Exhibit 6.9. Statewide Urban Mobility



The rural and truck travel time reliability measures are like the urban reliability measure - it characterizes the 19th worst travel time of 20 trips. The rural measure indicates the 30-minute free flow trips have been between 33 and 36 minutes since 2013. The truck travel time measure which includes both urban and rural travel is under 42 minutes. In contrast to the urban measures, the truck and rural measures have increased above the pre-pandemic levels.

Exhibit 6.10. Statewide Rural and Truck Travel Time Reliability



LOCAL MOBILITY

The areawide extra travel time (also known as delay) in Bryan-College Station shown in Exhibit 4.1, is divided by the number of commuters to produce the trend in Exhibit 6.11. The pandemic effect in Bryan-College Station – with a large percentage of students who were gone for several months, and then remotely attending classes for several more months in 2022 – was very large. The return to classes, continued enrollment growth, and the FM 2818 construction caused the 2022 delay per commuter to be higher than the pre-pandemic trend would have estimated.

The Federal Highway Administration requires MPOs to report a novel measure of travel time reliability. The Level of Travel Time Reliability (LOTTR) is an estimate of the amount of the roadway system (rather than the number of users) that has predictable travel times. The specific measure is difficult to explain, but the trend in Exhibit 6.12 is consistent with the delay per commuter graph – roadway travel in the Bryan-College Station area is becoming more congested and travel times less predictable.

Exhibit 6.11. Bryan-College Station Area Extra Travel Time Per Commuter

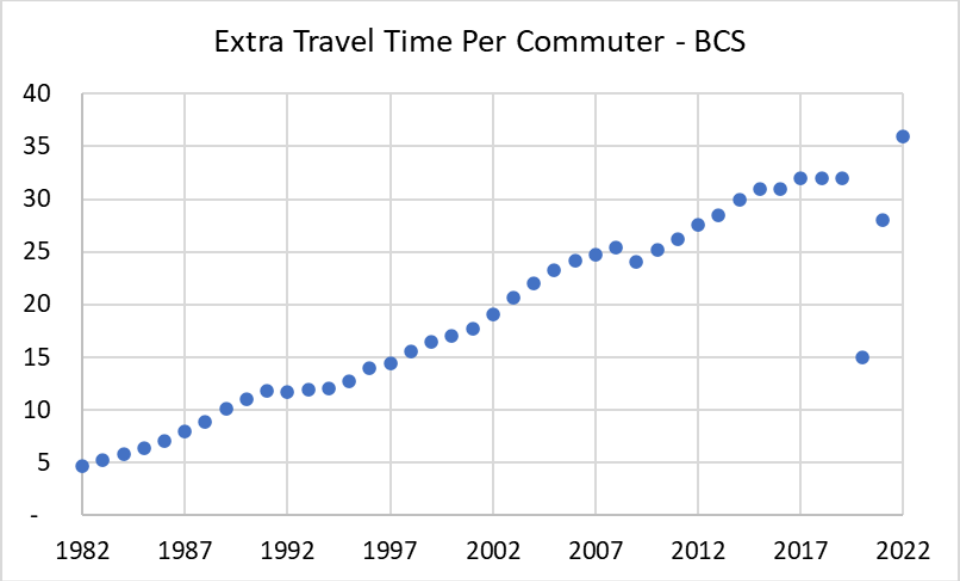
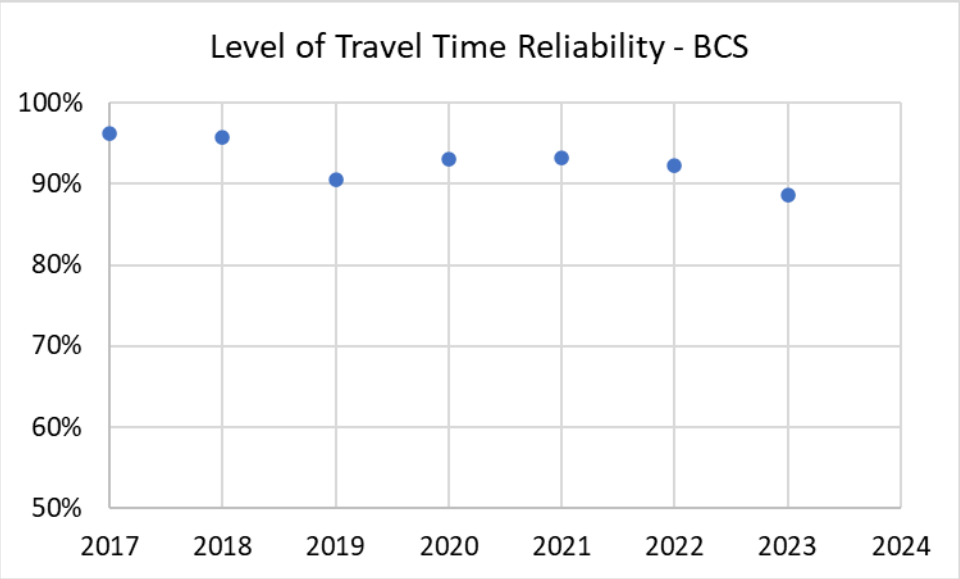


Exhibit 6.12. Bryan-College Station Level of Travel Time Reliability



The BCSMPO has adopted non-interstate Travel Time Reliability Targets that mirror TxDOT's statewide targets. Those targets are:

Non-Interstate Travel Time Reliability			
Target	State	BCSMPO	Baseline (2022))
2022 Target	70.0%	70.0%	90.3%
2024 Target	70.0%	70.0%	

Brazos Transit District Asset Management Plan

Prepared by BTD for reporting year 2024. Updated February 15, 2024.

BTD History and Current Service Provided

Brazos Transit District (BTD) began operation in 1974. BTD currently provides transit services for 20 counties in Central and East Texas. BTD operates vehicles to provide Fixed Routes, ADA Paratransit, Demand Response, and Non-Emergency Medical transportation. Fixed Routes operate in the cities of College Station, Bryan, Cleveland, Dayton/Liberty/Ames, Lufkin/Diboll and Nacogdoches. These services are Monday through Friday from 5 a.m. to 7 p.m. Demand and Response services are provided in the cities of Lufkin, Cleveland, Nacogdoches; and the counties of Brazos, Burleson, Grimes, Houston, Leon, Madison, Montgomery (outside of the urbanized area), Polk, Robertson, Sabine, San Augustine, San Jacinto, Shelby, Trinity, Tyler, Walker and Washington. Trips can be intercounty or intra-county based on the region. According to the Federal Transportation Administration's 2023 Annual Agency Profile, BTD provided 491,004 annual unlinked trips, totaling an average of 1,956 weekday unlinked trips.

BTD provides Fixed Routes, ADA Paratransit and Demand and Response services in Brazos County. There are currently 10 routes within the Bryan-College Station area. Fixed Route buses operate Monday through Friday, from 5 a.m. to 7 p.m. with 1-hour headways. The Texas Avenue Express-Yellow Route runs 30-minute headways. BTD operates a total of 17 buses on their Fixed Route and ADA Paratransit Service. A total of 159.26 miles of Fixed Routes are provided by BTD within Bryan-College Station. According to BTD, in FY 2024, their Fixed Route and Demand Response system provided a total of 255,209 trips within the Bryan and College Station. The service is currently a flagstop system however, BTD is conducting an analysis on proposed fixed bus stop locations.

Useful Life Benchmark - Revenue Vehicles

BTD has a fleet of 31 Cutaways, 48 Heavy Duty Buses (24 BTD operated and 24 Texas A&M Transportation operated), 3 HD Fully Electric Buses (operated by Texas A&M), 9 Minivans and 37 Transit Vans. These vehicles are used for Fixed Route, ADA Paratransit and Demand & Response service in 20 counties.

Exhibit 6.13 Targets for Revenue Vehicles

Vehicle Type	FY 2023Target	ULB
HD Bus Target	0%	12 Years/ 500,000 Miles
Cutaway Target	100%	5 Years/ 150,000 Miles
Minivan Target	0%	4 Years/ 100,000 Miles
Van Target (Transit)	20%	4 Years/ 100,000 Miles

The ULB that are set for the Cutaways is very low, BTD has found that they can generally stretch the cutaways past their useful life by about 3-4 years with proper maintenance and care. This is the same with the 12-year HD Bus, BTD is typically able to keep them in service longer than the useful life benchmark.

How has BTD made progress toward its target?

BTD has maintained a strict preventative maintenance schedule for all vehicles to maximize and exceed useful life. BTD has replaced all cutaways that are past useful life with transits and new cutaways.

What challenges face BTD in making progress toward the targets?

Due to the waiting period of receiving new vehicles, BTD has a staggered schedule to order replacement fleet as they come up to useful life.

Useful Life Benchmark - Non-Revenue Vehicles

BTD has a mixed fleet of non-revenue vehicles to support the bus system in 20 counties. 12.5% of non-revenue automobiles and trucks have exceeded their useful life benchmark of 5 years.

How did BTD calculate these targets?

BTD prioritizes the rehabilitation and replacement of our revenue vehicles, generally non-revenue vehicles forego replacement when we have significant revenue vehicle capital costs.

How has BTD made progress toward its target?

BTD has utilized ordering fleet vehicles through state contracts with much success.

What challenges face BTD in making progress toward the targets?

Finding vendors with enough stock to fulfill the order; purchasing through full competitive procurement; rectifying warranty issues once vehicles are received.

Facilities - Condition

BTD has three transit centers with passenger facilities serving the fixed route bus system, one of which is a parking garage. BTD has two maintenance facilities, an administrative building, an operations building, and a bus wash building.

TERM Scale is a 1-5 scale with 5- excellent, 4- very good, 3- good, 2- fair, 1- poor.

Less than 15% of passenger and parking facilities are under 3 on TERM scale.

Less than 25% of administrative and maintenance facilities are under 3 on TERM scale.

How did BTD calculate these targets?

After assessing BTD facilities with each category, we have found that approximately 15% of them are at a 3 or higher on the TERM scale. The two facilities that need repairs done are a passenger facility and a maintenance shop, these are a top priority. BTD received partial funding for the maintenance shop and is awaiting the remainder of the funds. The target BTD would like to reach for passenger facilities is less than 15% and for administrative and maintenance we would like to achieve less than 15% under a 3 on the TERM scale.

How has BTD made progress toward its target?

BTD has not had any additional facilities fall below a 3 on the TERM scale since implementing the asset management program, we remain within the targets for this measure. BTD published two projects in February 2024- an RFQ to rehabilitate the Bryan Transfer Point and an RFP to rehabilitate our downtown parkin garage and bus terminal.

What challenges face BTD in making progress toward the targets?

For the 25% of BTD facilities that are under a 3 on the TERM scale, BTD has secured funding for the two previous rehab projects as well as replacing the bus wash system.

What are the extenuating circumstances impact BTD's transit asset management?

This year there have been no extenuating circumstances that impact our transit asset management.

Investment Prioritization

- **Revenue Vehicles**

1. Fleet expansion of electric buses for fixed routes in Bryan/College Station, Lufkin, and Nacogdoches. Initially start with 8 and as the fleet ages plan to replace with electrics.

- **Non-Revenue Vehicles**

1. Replace 1 maintenance/support trucks that is a 2010 model.

Facilities

1. Rehabilitation/redevelopment of the Transfer Point in Bryan which is estimated to be around $2-2.5 Million.

Financial Analysis

Federal regulations require the Metropolitan Transit Plan to be financially constrained, meaning that the estimated cost for the projects selected for implementation cannot exceed the funding that is reasonably anticipated to be available to the MPO.

This section presents sources of revenues, the revenue forecasting methodology, and the funding that the Bryan/College Station MPO can reasonably anticipate being available to address the needs of the region's transportation system over the next 25 years. Actual funding for transportation projects over the next 25 years will largely depend on future decisions at the national and state levels regarding how and at what level we will provide funding for our transportation needs.

REVENUE SOURCES

There are two principal sources of funds available to implement projects and programs in the Bryan/College Station MPO region: federal transportation funds and state transportation funds. Neither of these funding sources have increased enough to keep up with the increased demand for services and the effects of inflation. The two major contributors to the funding challenges are

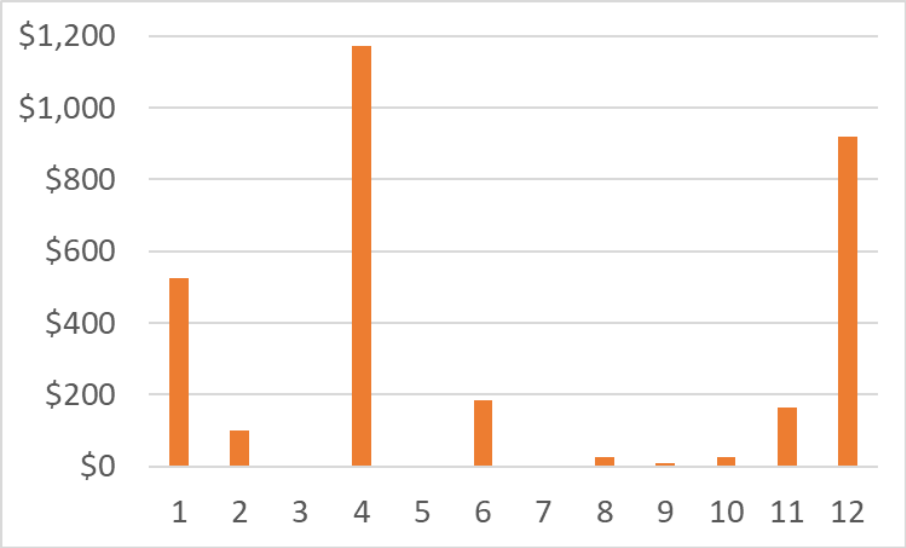
- federal and state motor fuels taxes (a flat fee per gallon regardless of the actual cost of the fuel) have not been increased in over 30 years
- the ever-improving fuel efficiency of vehicles

To be sure, more fuel-efficient vehicles are good for the environment. However, the result is less revenue to expand and maintain the transportation system those vehicles drive on.

TXDOT FUNDING CATEGORIES

TxDOT has twelve funding categories it uses to allocate funds toward the various activities that provide for the state transportation system. Federal funds allocated to the state through various funding programs that are eligible for reimbursements are combined with state revenue from the State Highway Fund and other non-traditional funds. The Bryan District focuses its efforts on accomplishing projects with significant statewide effects, while also making resources available for local projects that affect Bryan-College Station and the rural areas of the District. As noted below, this includes balancing the local road maintenance needs, the solutions for urban commuting and high-traffic volume corridors, and projects that address statewide connectivity needs. Bryan District funding for the next 10 years in each TxDOT funding category is presented in Exhibit 6.14. Categories 7 and 9 are newly available to the Bryan-College Station MPO now that the population has exceeded 200,000.

Exhibit 6.14. TxDOT Bryan District 10-Year Planning Targets by Category



1. Preventive Maintenance and Rehabilitation - For existing state highway system pavement, signs, traffic signals, and other infrastructure assets.
2. Metropolitan and Urban Area Corridor – Mobility and added capacity projects on congested urban corridors, and traffic safety and roadway maintenance on the state highway system. The BCSMPO allocation of these funds is determined (broadly speaking) by the amount of travel and population, with some amount determined by traffic congestion and crashes. There are more funds in this Category due to the passage of Propositions 7 and 1.
3. Non-Traditionally Funded – Funding from sources that are not part of the State Highway Fund (for example, bond financing, and regional revenue). There is no BCSMPO allocation for Category 3.
4. Statewide Connectivity Corridor – Mobility on major state highway system corridors that provide connectivity between urban areas. Must be on a highway connectivity corridor system – Texas Trunk System, National Highway System, seaport and border crossings, national freight network, and hurricane evacuation routes. The BCSMPO only qualifies for urban connectivity projects, but Category 4 funds are often combined with Category 2-funded projects. The 10-year amount is mostly allocated to the I-45 project in Huntsville and the SH 6 project in Bryan-College Station.
5. Congestion Mitigation and Air Quality Improvement – Funds to address poor air quality regions. The BCSMPO does not qualify for these funds.
6. Structure Replacement and Rehabilitation – TxDOT's Bridge Division selects projects to replace or rehabilitate bridges on the state highway system that are structurally deficient or functionally obsolete. The program also funds projects to eliminate railroad-highway crossings.
7. Metropolitan Mobility and Rehabilitation – The BCSMPO – now that the population exceeds 200,000 - will select projects that address mobility needs.

8. Safety – TxDOT's Traffic Safety Division selects projects to address highway safety problems and reduce traffic fatalities and serious injuries using crash data.
9. Transportation Alternatives – The BCSMPO selects projects that provide safe routes for non-drivers, including sidewalks, bicycle infrastructure, signals, traffic calming, lighting, and other safety-related infrastructure.
10. Supplemental Transportation – There are several programs that address a variety of transportation concerns including vehicle emissions, federal and state park lands, landscaping, railroad grade crossings, safety, and intelligent transportation systems.
11. District Discretionary – The Bryan TxDOT District selects projects (typically on the state highway system) from a statewide TxDOT allocation based on the amount of travel and roadway lane-miles.
12. Strategic Priority – The Texas Transportation Commission selects projects from across the state using a performance-based prioritization process. The BCSMPO has received funds for a few of the largest and most important regional projects such as the SH 6 improvements and the Bush-Wellborn interchange.

PUBLIC TRANSPORTATION FUNDING

The primary source of funding for public transportation is the Federal Transit Administration (FTA). As the designated recipient for FTA funding Brazos Transit District receives the bulk of these funds The funding is available in several categories, some of which is formula based and some available through successful grant applications. Brazos Transit District has an excellent track record for submitting winning grant proposals, particularly for new vehicles. After the 2020 Census the Bryan/College Station Urbanized Area was designated as a Transportation Management Area (TMA). When an urbanized area is designated as a TMA public transportation systems usually do not qualify for the urbanized area operating assistance formula grant program, and instead must have support from the local governments. An exception to this restriction is granted to public transportation operators who have less than 75 vehicles in their service fleet. As a result, Brazos Transit District can use up to 75% of its Section 5307 funds on operating assistance with the remaining 25% coming from Brazos County, the City of Bryan and the City of College Station. The types of available transit funds are shown in Figure 6.15.

Figure 6.15 Federal Transit Administration Funding Programs

FUNDING CATEGORY		DESCRIPTION	USUAL FUNDING SHARE	
			FEDERAL	LOCAL
5307	Urbanized Area Formula Grant Program	Program subsidizes the operating and/or capital cost of transit services. Eligible expenses include planning, engineering, most administration, preventive maintenance, fuel, parts, and operating costs.	90%	10%
			80%	20%
5309	Capital Investment Program	Divided into three categories: modernization of existing rail systems, new rail systems, and new and replacement buses and facilities. The bus category is the only one from which the Brazos County region is eligible to receive funds. Funds are used to subsidize the purchase of buses, bus-related equipment, paratransit vehicles, and construction of bus-related facilities.	80%	20%
5310	Transportation for Elderly Persons and Persons with Disabilities	Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities.	80%	20%
5316	Job Access and Reverse Commute Program	Capital, planning, and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment and for reverse commute projects.	80%	20%
			50%	50%
			100%	
5317	New Freedom Program	Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 that are designed to assist individuals with disabilities.	80%	20%
			50%	50%
5337	State of Good Repair	Program is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity buses. Projects are limited to replacement and rehabilitiation, or capital projects required to maintain public transportation systems in a state of good repair.	80%	20%
5339	Bus & Bus Facilities	Provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.	80%	20%

REVENUE FORECAST

The reasonably anticipated funding estimate for highway and bicycle/pedestrian projects was developed for this plan using the Transportation Revenue Estimator and Needs Determination System (TRENDS), TxDOT's tool used to forecast revenues. The revenues are combined with projected expenses in the Unified Transportation Program (the 10-year plan to guide transportation project development) in Texas through the year 2049 to estimate the projects that might be affordable. The MPO staff also consulted with the TxDOT-Bryan District and TxDOT Transportation Planning and Programming Division on the expected levels of funding.

The MPO was designated as a Transportation Management Area, an urbanized area with a population of 200,000 or more, following the 2020 census. As described earlier, the MPO began to receive Category 7: Surface Transportation Program – Metropolitan Mobility (STPMM) and Category 9: Transportation Alternatives Program funds. These are the only sources of revenue over which the MPO Policy Board might be able to make project decisions during the life of this plan. Decisions over projects, programs, and funding are made in different locations:

- The TxDOT- Bryan District will receive revenue through Category 1: Preventive Maintenance, Category 2: Metropolitan and Urban Area Corridor, Category 3: Non-Traditionally Funded Transportation Projects, Category 7: Surface Transportation Program – Metropolitan Mobility (STPMM), Category 9: Transportation Enhancements, and Category 11: District Discretionary.
- In addition to these categories, TxDOT allocates funds on a statewide basis under Category 4: Statewide Connectivity Corridor Projects, Category 6: Structures Replacement & Rehabilitation, Category 8: Safety, and Category 10: Supplemental Transportation Projects.
- Category 5: Congestion Mitigation & Air Quality Improvement funds are allocated to areas of the state that are designated by the Environmental Protection Agency as either non-attainment or near non-attainment in relation to the Clean Air Act – which hopefully does not ever apply to the Bryan-College Station area.
- The Texas Transportation Commission has allocation authority over Category 12: Strategic Priority funds.

The Bryan/College Station MPO, in conjunction with the TxDOT-Bryan District determined that only those funds that the MPO has allocation authority over would be utilized in complying with the fiscal constraint requirement for this plan. As shown in Figure 6-16, the Bryan/College Station MPO can reasonably anticipate having allocation authority over $480 million between 2025 and 2049. Ultimately the implementation of any transportation projects will depend on the actual amount of available funds and any timing constraints associated with the funding. In addition to the funds shown in Figure 6-16, the BCSMPO reasonably anticipates receiving $19 million in Category Nine funds for transportation alternatives. These funds require a separate call for projects and thus these funds are not being considered to fiscally-constrain this plan.

Exhibit 6.16. 2040 MTP Reasonably Anticipated MPO Funding
(Values are in 2024 constant dollars and inflation is not accounted for)

Reasonably Anticipated MPO Programmable Funds				
Year	CAT 2	CAT 7	CAT 10C	Subtotals
Carryover	46.72		2.09	48.81
2025	10.00	6.49	0.76	
2026	10.00	6.49	0.76	
2027	10.00	6.49	0.76	
2028	10.00	6.49	0.76	
2029	10.00	6.49	0.76	172.50
2030	10.00	6.49	0.76	
2031	10.00	6.49	0.76	
2032	10.00	6.49	0.76	
2033	10.00	6.49	0.76	
2034	10.00	6.49	0.76	
2035	10.00	6.49	0.76	
2036	10.00	6.49	0.76	
2037	10.00	6.49	0.76	
2038	10.00	6.49	0.76	
2039	10.00	6.49	0.76	
2040	10.00	6.49	0.76	
2041	10.00	6.49	0.76	
2042	10.00	6.49	0.76	
2043	10.00	6.49	0.76	
2044	10.00	6.49	0.76	
2045	10.00	6.49	0.76	
2046	10.00	6.49	0.76	
2047	10.00	6.49	0.76	
2048	10.00	6.49	0.76	
2049	10.00	6.49	0.76	258.75
Totals	296.72	162.25	21.09	480.06

In addition to funds designated for expenditure by the MPO for construction funding, a great deal of local funds is spent on operating and maintaining existing roadways and public transit facilities. The Texas Department of Transportation, Brazos County, the City of Bryan, the City of College Station and Brazos Transit District were asked to determine the amount of funds they would spend during the 25-year life of this plan. The results are shown in Exhibit 6.17.

Exhibit 6.17 Estimated Operations and Maintenance Expenditures

Jurisdiction	FY 2025-2049 Estimated Revenues	FY 2025-2049 Estimated Expenditures
TxDOT Bryan District - Category 1*	$330,376,000	$330,376,000
City of Bryan	$357,305,000	$357,305,000
City of College Station	$377,890,000	$377,890,000
Brazos County	$194,608,750	$194,608,750
Brazos Transit District	$115,690,000	$115,690,000
Total Estimated Expenditures	$1,375,869,750	$1,375,869,750

*Calculated by using actual revenues FY 2027, then developing a previous 10-year annual average for FY 2028. For FY 2028 to 2049 a 3% annual inflation factor was applied.

All remaining estimated revenues and expenditures were calculated using a local formula. A five-year running average of actual expenditures was determined and then inflated 3% per year for the 25-year life of the Metropolitan Transportation Plan.

BICYCLE & PEDESTRIAN FUNDING POLICY

On September 3, 2014, the MPO Policy Committee adopted Resolution 2014-04 which established the Bicycle and Pedestrian-Only Projects Funding Policy. The MTP should use the following requirements for funds that may be available through the BCSMPO and the federal multimodal transportation planning process.

- Proposed bicycle and pedestrian-only projects will comprise a minimum of 5 percent of funds available to the MPO for allocation to projects identified in the Metropolitan Transportation Plan.
- Bicycle and/or pedestrian infrastructure-only projects must be able to meet financial and time-constraint requirements associated with funds as they become available.
- The Bicycle and Pedestrian funds are not available for use as matching funds for grants received by local governmental or non-profit entities.
- Bicycle and Pedestrian funds are only available for use along on-system (State-owned, operated, or maintained) facilities unless a local entity provides matching funds equal to at least 20% of the total project costs.
- Projects will be recommended to the MPO TAC by the Active Transportation Advisory Panel (ATAP). Project recommendations will be based on a project identification process using performance metrics identified in the MPO Bicycle and Pedestrian Project Prioritization Process.

Project Identification

On February 16, 2024, the MPO issued a public call for projects that was carried by local media outlets. The same call for projects was sent to each of the local jurisdictions, Brazos Transit District, Texas A&M University, and the Texas Department of Transportation. Received through website comment forms, five projects were submitted by the public and the remaining projects came from local planning partners represented on the Technical Advisory Committee (TAC) and Active Transportation Advisory Panel (ATAP).

Before beginning the project selection process, the Technical Advisory Committee determined that three projects already programmed in the statewide TxDOT Unified Transportation Program (UTP) would be considered the region's highest priorities and not subject to the prioritization process.

PROJECT SELECTION PROCESS

The selection of projects was developed as a balance of four project and community attributes. Each factor had a set of criteria and analytical procedures designed to provide objective standards to grade the prospective projects. The four factors and the key attributes were:

- Economic Opportunity – Employment, Traffic volume, Underserved community, Truck traffic
- Safety – Crash reduction, High Injury Network, Comprehensive Safety Action Plan
- Congestion Management – Congestion, Project attributes
- Connectivity – Enables shifting of trip paths and modes

The total points earned by a project within each factor were weighted according to values developed by the Technical Advisory Committee and then summed across the four factors to get a project score.

PROJECT FACTOR WEIGHTING

The Technical Advisory Committee used TxDOT's Decision Lens software to develop comparative weights that would match the community's interests. Decision Lens develops a series of questions in which participants are given either two categories or two criteria and are asked to choose if one is more important than the other. If they think one is more important, they must then decide how much more important. After the TAC members answered all questions, Decision Lens developed the weighted values for each of the categories shown below.

- **Economic Opportunity (Weight 9%)**

There are three criteria in the economic opportunity category.

1. Using travel demand model data, MPO staff produced a map showing employment totals by traffic analysis zone and then broke those down into four groups. Zones with the highest employment were given four points, the next highest group three points, etc. If a submitted project was adjacent to any zone it received the points for that zone. If the project was adjacent to multiple traffic analysis zones with points it received those points. The highest scoring project touched multiple high employment traffic analysis zones and received a score of 17 points. The lowest received one point. Each

submitted project was run, one at a time, through the travel demand model. This allowed MPO staff to determine the projected average daily traffic for that project in 2050.

3 points = Score greater than 11

2 points = Score of 7-10

1 point = Score of 4-6

0 points = Less than 3

2. Is project located in an underserved community?

3 points = Totally located in an underserved community

2 points = Most of the project located in an underserved community

1 point = Partially located in an underserved community

0 points = Not located in an underserved community

3. Percentage of total volume that is truck.

3 points = Greater than 14%

2 points = Greater than 8%-13%

1 point = Greater than 4%-8%

0 points = 4% or less

- **Safety (Weight 46%)**

There are three criteria in the safety category.

1. A crash reduction factor was used on crashes from 2018 to 2023 within the project limits to estimate how many KAB crashes could have been prevented if the project had been implemented.

3 points = Greater than 6

2 points = Greater than 2 to 6

1 point = Greater than zero to 2

0 points = No crash reduction

2. Project located along the High Injury Network (HIN) (KAB crashes/mile > 9).

3 points = All of the project on the HIN

2 points = Most of the project on the HIN

1 point = A portion of the project on the HIN

0 points = Project not located on the HIN

3. Project was considered and listed in the Comprehensive Safety Action Plan.

3 points = Included in the Implementation Plan

2 points = Considered for the Implementation plan

1 point = Mentioned in public comments

0 points = Not mentioned in safety plan

- **Congestion Management (Weight 27%)**

There are three criteria in the congestion management category.

1. Level of service.

3 points = Greater than 0.9

2 points = Greater than 7.5 to 0.9

1 point = Greater than 0.5 to 7.5

0 points = 0.5 or less

2. Travel time index.

   3 points = Greater than 1.40

   2 points = Greater than 1.25 to 1.40

   1 point = Greater than 1.00 to 1.25

   0 points = 1.00 or less

3. Congestion management process: 1 point per criteria for a max of 3 points.
   - *addition of turn lanes at key intersections in lieu of widening the corridor*
   - *access management techniques incorporated into project*
   - *traffic signal optimization*
   - *transit system improvements*
   - *Improved Incident Management*
   - *Wayfinding and Signage Improvements*
   - *Intersection monitoring via traffic cameras*
   - *Traveler information and rerouting systems*
   - *Other Intelligent Transportation System Improvements*
   - *Overpasses or underpasses at congested intersections*
   - *Closing gaps in the street network/building a new road*
   - *Employer-based transportation demand management programs*
   - *Park and Ride lots*
   - *Carpooling and vanpooling*

• **Connectivity (Weight 18%)**

There are three criteria in the connectivity category.

1. Does the project attempted to shift trips to other modes by incorporating significant/new bicycle and pedestrian facilities into the project?

   3 points = Completes the corridor by filling in bike/ped gaps/creating new bike and ped facilities AND makes bicycle and pedestrian improvements at intersections

   2 points = Makes bicycle and pedestrian intersection improvements

   1 point = Adds bicycle and pedestrian facility

   0 points = No bicycle and pedestrian facilities added

2. Lane miles of new connectivity.

   3 points = Closing a street gap/extend an existing street/build a new roadway

   2 points = Makes offset intersection improvements

   1 point = Remove corridor bottlenecks

   0 points = None

3. Is the project an off-system companion project to an on-system project or is mentioned in an MPO study conducted in the last seven years.

   3 points = Companion project to an on-system project

   2 points = Mentioned in an MPO corridor study or plan

1 point = Shown on the MPO Thoroughfare Concept
0 points = Not a companion project or not mentioned in an MPO plan

The Active Transportation Advisory Panel used Geographic Information System software to develop their own categories for use in the Decision Lens weighting process. The categories and resulting weights were:

- Population density in 2023 (Weight 5.93%)
- Population density in 2045 (Weight 7.83%)
- Retail/Service Employment Density in 2017 (Weight 6.67%)
- Retail/Service Employment Density in 2045 (Weight 9.02%)
- Proximity to Texas A&M University or Blinn College (Weight 17.4%)
- Proximity to a school (Weight 11.89%)
- Proximity to a park (Weight 7.11%)
- Proximity to a bus route (Weight 10.75%)
- Crashes within 175 feet (Weight 23.4%)

PROJECT PRIORITIZATION

The TAC met in September and October of 2024 to prioritize submitted projects. In addition to the process described above, the TAC also wanted to incorporate public survey comments into the decision-making process. Each TAC voting member was given 100 points to distribute to projects representing important concerns for their constituency – termed "Regional Priority." The TAC member could give points to as many different projects as they deemed appropriate, with a minimum of 10 points allowed to any project. The first iteration of scoring for regional priority was done individually by each TAC member. The second iteration for regional priority was done collectively to remove points on projects that only one TAC member had scored. The TAC weighted the Regional Priority Factor at 50 percent and the Decision Lens score at 50 percent. The results are shown in Figure 6.18.

The ATAP met in October of 2024 to discuss project scoring and which projects would be selected for funding. Because the MPO has a policy requiring that 5 percent of all MPO project funds be dedicated to bicycle and pedestrian projects the ATAP determined it would select six projects for consideration in the fiscally-constrained project list. Those projects are:

1. Shared use path on 29th Street from Carter Creek Parkway to Autumn Circle.
2. Shared use path on the North side of Harvey Road from SH 6 to BSR6 (Texas Avenue).
3. Shared use path on FM 2818 from FM 1179 (Villa Maria) to Sandy Point Drive.
4. SH 40 (William D. Fitch Parkway) from FM 2154 (Wellborn Road) to Arrington Drive.
5. Improved bicycle and pedestrian improvements on FM 60 (University Drive) at Tarrow Street and Nimitz.*
6. Signage and pavement markings only on F&B Road from FM 2818 to Turkey Creek Road.*
   *These are slimmed down versions of the original project as the defined projects originally submitted were deemed to require the purchase of too much right-of-way.

Figure 6.18 Unconstrained Projects Considered for MTP inclusion Showing Project Priority Score and Ranked

ID	CSJ/Project ID	Facility	From	To	Description	Cumulative Criteria Score	Normalized Criteria Score	Cumulative Regional Priority	Normalized Regional Priority	50/50 Final Score	Ranking
4	0540-04-074	FM 2154	SH 40	Greens Prairie Road	Widen 2 Lane to 4 Lane with Access Management, Shared Use Path	64.89	0.87	40	0.80	83.39%	1
5	0599-01-XXXa	SH 308	FM 60	Sulphur Springs Road	4 lane with access management, curb/gutter/storm sewer, and continuous shared use path on both sides	63.78	0.85	40	0.80	82.64%	2
6	1316-01-071	FM 1179	FM 158	Steep Hollow Circle	Widen 2 Lane to 4 Lane with Shared Use Path	60.67	0.81	40	0.80	80.56%	3
7	0117-01-051	SH 21	BS 6R	SH 6	Widen 4 Lane to 6 Lane with Access Management, Shared Use Path and sidewalks	69.89	0.93	30	0.60	76.73%	4
8	2446-01-032	SH 30	SH 6	FM 158	Widen 2 lane to 4 lane with Access Management and bicycle and pedestrian facilities	53.67	0.72	40	0.80	75.88%	5
9	2399-01-080	FM 2818	FM 2154	BS 6R	Widen 4-lane divided to 6-lane divided with Bicycle and Pedestrian Facilities	65.78	0.88	30	0.60	73.98%	6
10	1316-01-076	FM 1179	Galindo Pkwy	SH 47	Widen 2 lane to 4 lane with Access Management, Curb/Gutter/Storm Swer, and Bicycle and Pedestrian Facilities	49.67	0.66	40	0.80	73.21%	7
11	1560-02-019	FM 1688 (Leonard Rd)	SH 47	FM 2818	Widen 2 lane to 4 lane with Access Management, Drainage Improvements, and Bicycle and Pedestrian Facilities	44.56	0.60	42	0.84	71.79%	8
12	0540-08-010	SH 40	Arrington Road	SH 6	Intersection reconfiguration at two intersections	49.67	0.66	38	0.76	71.21%	9
13	3138-02-XXXa	SH 47	at SH 21	Goodson Bend	Reconstruct and Improve Interchange	31.22	0.42	50	1.00	70.88%	10
14	0506-01-XXXf	FM 60	Spence		Install grade seperation for bike/ped/vulnerable road users	74.78	1.00	20	0.40	70.00%	11
15	3138-01-XXXa	FM 2347 (George Bush Dr)	Bizzell, Coke & Throckmorton		Remove Continuous RTL and Intersection Improvements	59.56	0.80	30	0.60	69.82%	12
16	0506-01-XXXc	FM 60	Houston Street	Boyett Street	Install grade separation for bike/ped/vulnerable road users	73.78	0.99	20	0.40	69.33%	13
17	0540-08-XXXf	SH 40	Barron Rd	Victoria Avenue	Construct U-turns at Barron and Victoria	48.67	0.65	30	0.60	62.54%	14
18	0050-01-091	BS 6R	at FM 60		Construct intersection improvements such as 3 thru lanes on BS 6R southbound approach	60.78	0.81	20	0.40	60.64%	15
19	0050-01-090	BS 6R	At FM 2818		Construct intersection improvements such as continuous flow intersection	59.78	0.80	20	0.40	59.97%	16
20	0506-01-XXXd	FM 60	Near Ireland Street		Install grade separation for bike/ped/vulnerable road users	74.78	1.00	0	0.00	50.00%	17
21	0506-01-XXXa	FM 60	Agronomy/Olson		Intersection reconfiguration - Remove free rights	59.67	0.80	10	0.20	49.90%	18
22	1316-01-XXXb	FM 2818	SH 6	SH 21	Widen 2 lane to 4 lanes divided w/ SUP	41.44	0.55	20	0.40	47.71%	19
23	0540-04-085	FM 2154	at Rock Prairie Road		Construct grade separated interchange	69.00	0.92	0	0.00	46.14%	20
24	0599-01-XXXb	SH 308	FM 60	Hensel Park	Multi-use paths and roadway improvements to include modifications to the crossovers in the roadway and to the locations where drive lanes/roads intersect with the path	68.78	0.92	0	0.00	45.99%	21
25	0506-01-XXXe	FM 60	Polo Road	Bizzell Street	Install grade separation for bike/ped/vulnerable road users	67.67	0.90	0	0.00	45.25%	22
26	2399-01-XXXa	FM 2818	at Welsh Avenue		Construct intersection improvements	63.78	0.85	0	0.00	42.64%	23
27	0050-01-089	BS 6R	FM 2818	SH 6	Widen 4-lane divided to 6-lane divided with bicycle & pedestrian facilities	61.78	0.83	0	0.00	41.31%	24
28	3138-02-XXXb	SH 47	SH 21	Health Science Center Parkway	Complete construction of main lanes w/ grade separation at FM 1688 and SUP	60.78	0.81	0	0.00	40.64%	25
29	0506-01-XXXb	FM 60	Agronomy/Olson		Install grade separation for bike/ped/vulnerable road users	60.56	0.81	0	0.00	40.49%	26

30	0116-05-021	FM 158	BS 6R	SH 21 W	Access management, SUP on north side and sidewalks on south side, and midblock crossings	59.78	0.80	0	0.00	39.97%	27
31	152c	Penberthy/ Chandler			Install new traffic signals	59.78	0.80	0	0.00	39.97%	28
32	2399-01-XXXb	FM 2818	Welsh Avenue	Southwood Drive	Construct right-turn deceleration lanes on eastbound FM 2818 at Welsh, Rio Grande and Southwood	59.67	0.80	0	0.00	39.90%	29
33	162	Live Oak Street	McCullough Road	Victoria Avenue	Construct 2-lane undivided with bicycle & pedestrian facilities	14.00	0.19	30	0.60	39.36%	30
34	0212-03-XXXc	SH 30	SH 40	Navasota River Bridges	Widen to 5 lanes with continuous CTL	42.56	0.57	10	0.20	38.45%	31
35	152b	John Kimbrough/ Penberthy			Install new traffic signals	56.67	0.76	0	0.00	37.89%	32
36	0540-04-084	FM 2154	FM 2347	FM 2818	Widen 4-lane w/CTWLT to 6-lane divided with bicycle & pedestrian facilities	55.56	0.74	0	0.00	37.15%	33
37	2399-01-082	FM 2818	FM 60	FM 2154	Construct freeway section with grade separated interchanges at FM 2347, Luther Street West, and Holleman Drive	53.56	0.72	0	0.00	35.81%	34
38	1560-01-042	FM 1687 (Sandy Point Rd)	At FM 2818		Grade Separation of the intersection	52.78	0.71	0	0.00	35.29%	35
39	0540-08-012	SH 40	at Barron Road		Construct grade separated interchange	52.78	0.71	0	0.00	35.29%	36
40	3138-02-015	SH 47	at FM 1688 (Leonard Rd)		Grade Separation of the intersection	51.67	0.69	0	0.00	34.55%	37
41	152a	John Kimbrough/ Olsen			Install new traffic signals	50.67	0.68	0	0.00	33.88%	38
42	0212-03-XXXa	FM 158	at FM 1179 (Briarcrest)		Construct intersection improvements including raised median on FM 1179, extention of left turn lane on FM 158 northbound, and right turn decel. Traffic signal modiciation and timing.	50.56	0.68	0	0.00	33.80%	39
43	2851-01-046	FM 2818	SH 21	F&B Rd	Widen from 4 lanes to 6 lane divided w/ Shared Use Path	50.56	0.68	0	0.00	33.80%	40
44	152d	Chandler/ Olsen			Install new traffic signals	48.67	0.65	0	0.00	32.54%	41
45	152e	Olsen/Corrington			Install new traffic signals	48.67	0.65	0	0.00	32.54%	42
46	0540-08-013	SH 40	at FM 2154		Construct grade separated interchange to connect to new arterial west of railroad	48.56	0.65	0	0.00	32.47%	43
47	166	Sims Ave.	SH 21	Bryan Ave.	Reconstruct to a 3 lane with TWLTL, SUP and sidewalk, Signals at MLK	47.56	0.64	0	0.00	31.80%	44
48	2851-01-043	FM 2818	Shiloh Ave/Beck St		Grade Separation of the intersection	46.44	0.62	0	0.00	31.05%	45
49	165	West Dodge Street	at Finfeather Road		Install Traffic Signals	45.56	0.61	0	0.00	30.46%	46
50	0506-01-118	FM 60	FM2818	FM 2154	Improvements (widening, access management & bike/ped facilities)	45.33	0.61	0	0.00	30.31%	47
51	0212-03-XXXd	FM 158	at Wildflower Drive		Install Traffic Signals	44.56	0.60	0	0.00	29.79%	48
52	0116-05-XXX	FM 158	at BS 6R		Construct intersection improvements per SAP	42.44	0.57	0	0.00	28.38%	49
53	1316-01-XXXa	FM 1179	at South College Ave.		Install right turn lanes at intersection	42.33	0.57	0	0.00	28.31%	50
54	63	E. 29th St.	S. Coulter Dr.	Garden Lane	Reconstruct and widen w/ CTWLT, buffered bike lanes and 6 ft. sidewalks, add turn lanes at intersections and including Hollow Hill upgrade	42.33	0.57	0	0.00	28.31%	51
55	2851-01-045	FM 2818	SH 6	SH 21	Widen 2 lane undivided to 6 lane divided with Shared Use Path	41.44	0.55	0	0.00	27.71%	52

56	90	Royder Road Extension	FM 2154 (Wellborn Rd.)	I&GN Road	Relocate S. Dowling Rd railroad crossing to Royder Rd at FM 2154 and construct 4-lane divided with bicycle & pedestrian facilities	41.22	0.55	0	0.00	27.56%	53
57	2399-01-081	FM 2818	BS 6R	SH 6	Widen 4-lane w/CTWLT to 6-lane divided with bicycle & pedestrian facilities	40.44	0.54	0	0.00	27.04%	54
58	1316-01-XXXc	FM 1179	at Westwood Main		Install Traffic Signals	39.44	0.53	0	0.00	26.37%	55
59	1316-01-XXXd	FM 1179	at Autumn Lakes Drive		Install Traffic Signals	39.44	0.53	0	0.00	26.37%	56
60	64	E. 29th St.	BS 6-R (Texas Ave.)	S. Coulter Dr.	Reconstruct as 3 lane w/ buffered bike lanes and 6 ft. sidewalks. Add turn lanes at intersections	39.33	0.53	0	0.00	26.30%	57
61	0540-08-009	SH 40	at SH 6		Construct direct connect from eastbound SH 40 to northbound SH 6	38.33	0.51	0	0.00	25.63%	58
62	2851-01-042	FM 2818	At FM 1688		Construct grade separation structure	38.33	0.51	0	0.00	25.63%	59
63	153	Pickard Passageway	West terminus	Northeast of Reed Arena	Extend pedestrian/bicycle/vulnerable road user underpass	37.56	0.50	0	0.00	25.11%	60
64	0212-03-XXXe	FM 158	at Pendleton Drive		Install Traffic Signals	37.56	0.50	0	0.00	25.11%	61
65	0049-09-XXXb	BS 6R	Woodville Road		Install Traffic Signals	37.56	0.50	0	0.00	25.11%	62
66	0540-08-011	SH 40	at Victoria Avenue		Construct grade separated interchange	37.44	0.50	0	0.00	25.04%	63
67	0212-03-XXXf	FM 158	Miramont Blvd.		Install Traffic Signals	37.44	0.50	0	0.00	25.04%	64
68	148	Groesbeck Extension	BS6-R	S. Main Street	3 lane collector road with sidewalk and shared use path (includes traffic signals as Main and Texas Ave.)	37.00	0.49	0	0.00	24.74%	65
69	0049-09-086	BS 6R	SH 21	SH 6 N	Widen existing and convert to 5 lane, install c & g, sidewalks and SUP on the east side	36.44	0.49	0	0.00	24.37%	66
70	0917-29-141	University Dr.	Oakmont Blvd.	Intersection of Steep Hollow Rd. and Future Inner Loop	4 Lane divided with 10' SUPon the west side and 5' sidewalk on the east side	36.00	0.48	0	0.00	24.07%	67
71	2399-01-XXXc	FM 2818	at North Traditions Drive		Install Traffic Signals	35.44	0.47	0	0.00	23.70%	68
72	147	New Facility	FM 2154	BS 6-R	3 lane collector with on street parking on both sides to align with Rosemary / Texas intersection, including bide/ped facilities	35.00	0.47	0	0.00	23.40%	69
73	156	F&B Road	FM 2818	Agronomy Road	Complete renovation to include expansion multiuse paths, curb, drainage, lighting, and pedestrian crossing infrastructure	33.44	0.45	0	0.00	22.36%	70
74	2851-01-XXXc	FM 2818	at Mumford Rd		Install Traffic Signals	33.44	0.45	0	0.00	22.36%	71
75	0116-04-107	SH 21	At FM 2818		Construct Diverging Diamond Interchange	33.33	0.45	0	0.00	22.29%	72
76	20	Waco Street	Ursaline	Cole	Extend existing facilities, 3 lane urban road w/ buffered bike lanes and sidewalks both sides - roundabout at Ursuline and Villa Maria.	33.00	0.44	0	0.00	22.07%	73
77	14	Villa Maria Rd.	FM 158	Ursaline @ Osborne	3 lane urban road w/ buffered bike lanes and sidewalks both sides - roundabout at Ursuline.	32.33	0.43	0	0.00	21.62%	74
78	1316-01-XXXe	FM 1179	at Green Valley Drive		Install Traffic Signals	32.33	0.43	0	0.00	21.62%	75
79	0212-03-XXXb	SH 30	FM 158	Pate Road	Signals, U-turns, Access Management, and SUP	32.22	0.43	0	0.00	21.55%	76
80	25	East Oak Hill Extension	SH 6	East Oak Hill	3 lane roadway w/ sidewalks	32.00	0.43	0	0.00	21.40%	77
81	154	Various locations			Install 10 permanent programmable variable message signs in and around Texas A&M campus	31.56	0.42	0	0.00	21.10%	78
82	2851-01-047	FM 2818	At SH21		Construct Frontage Roads at SH 21	30.33	0.41	0	0.00	20.28%	79

83	151	Leonard Road	FM 2818	Roundabout at Groesbeck/Palaso	5 lane curb and gutter roadway with shared use path and sidewalk.	30.11	0.40	0	0.00	20.13%	80
84	1560-01-043	FM 1687 (Sandy Point Rd)	FM 2818	SH 21	Widen road to either 3 or 5 lane section and convert from rural open ditch to urban with storm sewer and curbs. Includes bike lanes or shared use path	29.44	0.39	0	0.00	19.69%	81
85	2851-01-044	FM 2818	at Mumford Rd		Grade Separation of the intersection	28.33	0.38	0	0.00	18.95%	82
86	39	Shiloh Ave. Extension	End of Shiloh St.	SH 47	Construct Minor Arterial Road section w/ bike/ped	28.00	0.37	0	0.00	18.72%	83
87	0049-12-XXXa	SH 6	SH 40	SH 21	New facility in SH 6 median with two exits at FM 60 at SH 21	27.33	0.37	0	0.00	18.28%	84
88	0049-12-124	US 190	BS 6R NORTH	SH 21	Widen 4-lane freeway section to 6-lanes with grade separation improvements and Bike/Ped	27.22	0.36	0	0.00	18.20%	85
89	0049-09-081	US 190/SH 6	OSR	BS 6R NORTH	Widen 4-lane freeway section to 6-lanes with grade separation improvements	26.22	0.35	0	0.00	17.53%	86
90	150	Groesbeck Grade Separation	Main Street	Finfeather Road	Grade Separation of the intersection	25.33	0.34	0	0.00	16.94%	87
91	23	Woodville Rd. Extension	BS 6-R	Mumford Rd.	Extend minor arterial road section across UPRR tracks with grade separation and 6 ft sidewalks/SUP and urban road section	25.00	0.33	0	0.00	16.72%	88
92	0917-29-143	New Facility (Eastern Inner Loop)	SH 21	SH 6 N	Construct 2 lane roadway & bridge w/ROW for 4 lane divided	24.00	0.32	0	0.00	16.05%	89
93	106	Nantucket Drive Extension	SH 6	Pebble Creek Pkwy Extension	Construct 4-lane divided with bicycle & pedestrian facilities	24.00	0.32	0	0.00	16.05%	90
94	146	New Facility (HSC Pkwy Extension)	SH 47	FM 60	Construct 4-lane divided, bike and Pedestrian facilities and grade separation interchange at FM 60	24.00	0.32	0	0.00	16.05%	91
95	0506-01-119	FM 60	SH 47	Brazos River	Reconstruct 4-lane facility with bicycle and pedestrian facilities	23.22	0.31	0	0.00	15.53%	92
96	2851-01-XXXa	FM 2818	at Mumford Rd		Left and Right Turn Lanes, possible signal or alternative intersection design	23.22	0.31	0	0.00	15.53%	93
97	92	Town Lake Drive Extension	SH 6	Lakeway Drive	Construct 4-lane divided with bridge and bicycle & pedestrian facilities	23.00	0.31	0	0.00	15.38%	94
98	19	Austin's Colony Pkwy.	Old Reliance Rd.	SH 21	Extend New Road w/4 lane divided & 6 ft. sidewalks on one side and SUP on the other	23.00	0.31	0	0.00	15.38%	95
99	101	Holloman Drive S/I&GN Road	Rock Prairie Road	Greens Prairie Road	Widen 2-lane undivided to 4-lane divided with bicycle & pedestrian facilities	22.22	0.30	0	0.00	14.86%	96
100	107	Pebble Creek Pkwy Extension	Royal Adelaide Drive	SH 6	Construct 4-lane divided with bicycle & pedestrian facilities	22.00	0.29	0	0.00	14.71%	97
101	105	WS Phillips Pkwy Extension	Greens Prairie Road	Arrington Road	Construct 4-lane divided with bicycle & pedestrian facilities	20.00	0.27	0	0.00	13.37%	98
102	163	McCullough Road Extension	Existing terminus	Yanworth Lane	Construct 2-lane undivided with bicycle & pedestrian facilities	20.00	0.27	0	0.00	13.37%	99
103	95	Luther Street West Extension	FM 2818	North Dowling Road	Construct 4-lane divided with bicycle & pedestrian facilities	20.00	0.27	0	0.00	13.37%	100
104	16	Old College Rd.	FM 2154 (Wellborn Rd.)	SP 308 (S. College Ave.)	Reconstruct as 3 lane section, bike lanes and 6 ft. sidewalks both sides w/ new roundabout at North Ave.	19.00	0.25	0	0.00	12.70%	101
105	0117-01-056	US 190/SH 21	At FM 2776		Construct grade separation structure	18.11	0.24	0	0.00	12.11%	102

106	0917-29-138	New Facility (I-214)	SH 30	SH 21	Construct urban 4 lane divided, bike lanes and 6' sidewalks.	18.00	0.24	0	0.00	12.04%	103
107	0917-29-135	New Facility (I-214)	SH 6 N	Burleson County Line	Construct 2 lane roadway & bridge w/ROW for 4 lane divided	18.00	0.24	0	0.00	12.04%	104
108	26	Marino Rd.	FM 1179	SH 21	Extend Marino Road from SH 21 where it exists to FM1179 where it does not. Minor Arterial section per 2050 Tfare Plan.	18.00	0.24	0	0.00	12.04%	105
109	104	Arrington Road Extension	Indian Lakes Drive	FM 2154	Construct 4-lane divided with bicycle & pedestrian facilities	18.00	0.24	0	0.00	12.04%	106
110	93	New Facility/Arterial	SH 40	Rock Prairie Road West	Construct 4-lane divided with bicycle & pedestrian facilities to connect to grade separated interchange at FM 2154	18.00	0.24	0	0.00	12.04%	107
111	96	William D. Fitch Pkwy	Rock Prairie Road	SH 30	Widen 2-lane undivided to 4-lane divided with bridges and bicycle & pedestrian facilities	17.22	0.23	0	0.00	11.52%	108
112	1316-01-078	FM 1179	FM 2038	Steep Hollow Circle	Widen road to 3 lane section w/ wide shoulders.	17.11	0.23	0	0.00	11.44%	109
113	0917-29-140	New Facility (Eastern Inner Loop)	William D. Fitch Pkwy	Hardy Weedon Rd	Construct 2 lane roadway & bridge w/ROW for 4 lane divided	17.00	0.23	0	0.00	11.37%	110
114	11	Missouri Ave	Just past Yellowstone Dr.	Wilkes St.	Extend existing local street to close gap w/ bike/ped	17.00	0.23	0	0.00	11.37%	111
115	109	Royder Road Extension	Greens Prairie Road	Arrington Road Extension	Construct 4-lane divided with bicycle & pedestrian facilities	17.00	0.23	0	0.00	11.37%	112
116	103	Arrington Road	Greens Prairie Road	Indian Lakes Drive	Widen 2-lane undivided to 4-lane divided with bicycle & pedestrian facilities	16.11	0.22	0	0.00	10.77%	113
117	0917-29-142	New Facility (Eastern Inner Loop)	Steep Hollow	US 190/SH 21	Construct as Major Arterial cross section	16.00	0.21	0	0.00	10.70%	114
118	0917-29-144	New Facility (Eastern Inner Loop)	Steep Hollow	Hardy Weedon Rd	Construct as Major Arterial cross section	16.00	0.21	0	0.00	10.70%	115
119	0917-29-139	New Facility (I-214)	SH 21	US 190/SH 6 N	Construct 2 lane roadway & bridge w/ROW for 4 lane divided	16.00	0.21	0	0.00	10.70%	116
120	139	F&B Road	Turkey Creek Road	FM 2818	Widen 2 lane undivided to 4 lane divided w/ bike lanes & sidewalks	16.00	0.21	0	0.00	10.70%	117
121	35	Mumford Rd./Saunders	FM 2818	SH 21	Widen Road - 3 lane with wide shoulders and shared use path	16.00	0.21	0	0.00	10.70%	118
122	149	Mumford Rd.	OSR	FM 2818	3 lane collector, curb and gutter, sidewalk, shared use path (signal at FM 2818)	15.11	0.20	0	0.00	10.10%	119
123	31	Waco Street	Dansby	Old Kurten	Widen to 3 lane urban w/ sidewalks	14.00	0.19	0	0.00	9.36%	120
124	2851-01-XXXb	FM 2818	Near SH 6 N		Add turn lanes	14.00	0.19	0	0.00	9.36%	121
125	12	Old Reliance Rd.	Austin's Colony Pkwy	Wallis Rd.	Widen 2 lane undivided to 5 lane with TWLTL and shared use paths	13.11	0.18	0	0.00	8.77%	122
126	98	Rock Prairie Road	William D. Fitch	Future Highway	Widen 2-lane undivided to 4-lane divided with bicycle & pedestrian facilities	12.11	0.16	0	0.00	8.10%	123
127	28	Wallis Rd.	Old Reliance Rd.	SH 21	Widen road to 3 lane section w/ curbs and storm sewers w/ bike/ped	11.11	0.15	0	0.00	7.43%	124
128	108	Southern Pointe Pkwy	Pipeline Road	Rock Prairie Road	Construct 4-lane divided with bicycle & pedestrian facilities	10.00	0.13	0	0.00	6.69%	125
129	100	Luther Street W	FM 2818	Jones Butler Road	Widen 2-lane undivided to 3-lane undivided with bicycle & pedestrian facilities	10.00	0.13	0	0.00	6.69%	126
130	0917-29-136	New Facility (I-214)	SH 6	Brazos River	Construct 2 lane roadway & bridge w/ROW for 4 lane divided	9.00	0.12	0	0.00	6.02%	127
131	0917-29-137	New Facility (I-214)	SH 30	SH 6	Construct 2 lane roadway & bridge w/ROW for 4 lane divided	8.00	0.11	0	0.00	5.35%	128
132	102	Capstone Drive	FM 2154 (Wellborn Rd.)	I&GN Road	Widen 2-lane undivided to 3-lane undivided with bicycle & pedestrian facilities	7.00	0.09	0	0.00	4.68%	129

133	99	Rock Prairie Road W	Holleman Drive S	N. Dowling Road	Widen 2-lane undivided to 3-lane undivided with bicycle & pedestrian facilities	7.00	0.09	0	0.00	4.68%	130
134	161	Mumford Road	City Limits	City Limits	Full Depth Reclamation Drainage, stabilize and resurface	5.00	0.07	0	0.00	3.34%	131
135	160	Elmo Weedon	Steep Hollow Road	End of Roadway	Full Depth Reclamation Drainage	4.00	0.05	0	0.00	2.67%	132
136	159	North Dowling	City Limits	Blue Ridge	Full Depth Reclamation Drainage	3.00	0.04	0	0.00	2.01%	133

FISCAL CONSTRAINT

As required under federal law, the list of Metropolitan Transportation Plan projects must be fiscally constrained. Based on Exhibit 6.16 a reasonably anticipated funding forecast was developed and then projects were selected based on their rankings as shown in Figure 6.18. Projects are broken into two time bands, the first 10 years and the remaining 15 years. Projects that have carried over from the previous plan, have been designed, and are anticipated to be under construction in FY 2025 or FY 2026 used existing cost estimates. Those projects are State Highway 6, completion of the BS6R (Texas Avenue) and the Bush/Wellborn interchange. All remaining projects were inflated at 4% per year. Since the order of projects in the second time band are unknown, projects were estimated in FY 2025 dollars and then inflated at 4% per year to the middle year of the timeband (2042). By applying these inflation factors, many of the regions biggest priorities could not meet fiscal constraint. The fiscally-constrained project table is shown in Figure 6.19. There is also a column in Figure 6.19 that shows total project costs. In addition to construction costs, a project has other costs associated with it, including design, right-of-way acquisition, construction engineering, indirect costs and contingencies. To determine total project costs, 20% of construction costs was determined to equate to additional project costs.

PUBLIC PARTICIPATION

The Bryan/College Station MPO provided three opportunities for public engagement as part of the development of this plan. The first was a public call for suggested projects in February 2024. The second was an open house in May 2024 to share the results of the transportation system analysis and ask for citizen priorities in selecting projects. The third opportunity was an open house in November 2024 to discuss the overall plan with a focus on project selection and programming. This included a presentation to the Chamber of Commerce Transportation Committee at their monthly meeting.

The call for projects led to five citizens submitting a list of projects. These projects were considered for the MPO ranking process and thus were given Decision Lens scores and were eligible for Regional Priority ranking.

The open house in May was not well attended but the public did participate via the MPO website. A total of 35 comments were received and stressed that the limited amount of transportation funds should be focused on maintaining or expanding existing facilities and not on building new roadways. There was a plurality of submissions that requested better attention to safer bicycle and pedestrian facilities.

TO BE UPDATED The final meeting received significant media interest. Both the local newspaper, The Eagle, and the local television station, KBTX, ran stories announcing the events. In addition, the MPO Executive Director made an on-air appearance on KBTX to discuss the plan, the need for citizen feedback, and how the feedback would be incorporated into the final document. While public meeting participation was minimal, the Chamber event drew 25 participants in which the Executive Director made a 15-minute participation. Of those participating in the Chamber event, two comments were received. Both suggested that the MPO focus on how to bring additional transportation funding to the area. Participation through the MPO website elicited 15 comments. Five of these comments suggested projects on local streets and were shared with the affected local jurisdiction. Five comments were complimentary of staff for a very detailed document and that they concurred with the projects selected for fiscal constraint. The remaining five comments requested further clarification on

some items contained in the text of the document. Staff contacted these five individuals to answer their questions and the document revised to provide better clarity to the issues the citizens requested more information.

The MPO did not receive any requests for a Spanish translation of the document and no requests were received for Spanish language accommodations.

Figure 6.19 Fiscally Constrained Project List
2025 - 2034

MPO Project Number	TxDOT Project CSJ	Facility & Project Length	Project Limits	Project Description	Funding Source(s)	2025 Construction Estimate	Letting Year Construction Estimate	MPO Funding Allocation	Construction Funding Provided By Others	Additional Project Funding Provided by Others	Total Project Costs	Fiscal Constraint Running Balance
1	0049-12-110 & 0050-02-117	SH 6 - 14 miles	From SH 21 To SH 40	Widen freeway facility from 4 to 6 lanes, improve frontage roads, add local access lanes and add bicycle/ped. facilities	TxDOT & MPO	$ 592,821,798	$ 592,821,798	$ 131,787,995	$ 461,033,803	$ 126,333,859	$ 719,155,657	$ 348,272,005
	0049-09-102 & 0050-01-094	BS 6-R - 4.8 miles	From Old Hearne Road to FM 60	Upgrade Signals, ITS, Landscaping, and Pavement work	TxDOT	$ 10,770,690.00	$ 10,770,690.00	$ 0	$ 10,770,690.00	$ 2,154,138	$ 12,924,828	$ 348,272,005
3 & 386	0049-09-092 & 0050-01-099	BS 6-R - 4.8 miles	From Old Hearne Road to FM 60	Sidewalk, Shared Use Path, Signal Upgrades	TxDOT & MPO	$ 13,822,889.60	$ 15,024,880.00	$ 14,006,882	$ 1,017,998.00	$ 5,200,000	$ 20,224,880	$ 334,265,123
2	3138-01-020	FM 2347	Intersection of FM 2154 and Union Pacific Railroad	Construct Railroad Grade Separation and Interchange	TxDOT, MPO &Local	$ 98,880,000	$ 103,000,000	$ 20,500,000	$ 82,500,000	$ 25,426,000	$ 128,426,000	$ 313,765,123
301	TBD	29th Street	From Carter Creek to Autumn Circle	Construct shared-use path	MPO & Local	$ 750,000	$ 900,000	$ 900,000	$ 0	$ 180,000	$ 1,080,000	$ 312,865,123
302	2446-01-034	SH 30 1.32 miles	From BS 6-R To SH 6	Construct shared-use path	TxDOT & MPO	$ 4,350,000	$ 5,220,000	$ 5,220,000	$ 0	$ 1,044,000	$ 6,264,000	$ 307,645,123
4	0540-04-074	FM 2154 - 3.2 miles	From SH 40 To Greens Prairie Road	Widen 2 Lane to 4 Lane with Access Management and Shared Use Path	TxDOT, MPO &Local	$ 43,500,000	$ 52,200,000	$ 52,200,000	$ 0	$ 10,440,000	$ 62,640,000	$ 255,445,123
Subtotal 2025 to 2034 Projects						**$ 764,895,378**	**$ 779,937,368**	**$ 224,614,877**	**$ 555,322,491**	**$ 170,777,997**	**$ 950,715,365**	**$ 255,445,123**

2035 - 2049

MPO Project Number	TxDOT Project CSJ	Facility & Project Length	Project Limits	Project Description	Funding Source(s)	2025 Construction Estimate	2042 Construction Estimate	MPO Funding Allocation	Construction Funding Provided By Others	Additional Project Funding Provided by Others	Total Project Costs	Fiscal Constraint Running Balance
5	1316-01-071	FM 1179 - 3 miles	From Easterling Drive To FM 158	Widen 2 Lane to 4 Lane with Access Management and Shared Use Path	TxDOT & MPO	$ 52,000,000	$ 87,360,000	$ 87,360,000	$ 0	$ 17,472,000	$ 104,832,000	$ 168,085,123
6	0599-01-XXXa	SH 308	From FM 60 to Sulphur Springs	4 lane with access management, curb/gutter/storm sewer, and continuous shared use path on both sides	TxDOT & MPO	$ 15,000,000	$ 25,200,000	$ 15,200,000	$ 10,000,000	$ 5,040,000	$ 30,240,000	$ 152,885,123
7	0117-01-051	SH 21 - 0.88 miles	From BS 6-R To SH 6	Widen 4 Lane to 6 Lane with Access Management, Shared Use Path and sidewalks	TxDOT & MPO	$ 20,000,000	$ 33,600,000	$ 18,600,000	$ 15,000,000	$ 6,720,000	$ 40,320,000	$ 134,285,123
8	2446-01-032	SH 30 2.3 miles	From SH 6 To FM 158	Widen 2 lane to 4 lane with Access Management and bicycle and pedestrian facilities	TxDOT, MPO &Local	$ 30,000,000	$ 50,400,000	$ 22,400,000	$ 28,000,000	$ 10,080,000	$ 60,480,000	$ 111,885,123
Substitute Project for FM 2818 Corridor Widening	2399-01-XXXb	FM 2818	From Welsh Ave to Southwood Dr.	Construct right-turn deceleration lanes on eastbound FM 2818 at Welsh, Rio Grande and Southwood	TxDOT & MPO	$ 8,000,000	$ 13,440,000	$ 13,440,000	$ 0	$ 2,688,000	$ 16,128,000	$ 98,445,123
10	1316-01-076	FM 1179	From Galindo Parkway to SH 47	Widen 2 lane to 4 lane with Access Management, Curb/Gutter/Storm Swer, and Bicycle and Pedestrian Facilities	TxDOT, MPO &Local	$ 20,000,000	$ 33,600,000	$ 18,600,000	$ 15,000,000	$ 6,720,000	$ 40,320,000	$ 79,845,123
11	1560-02-019	FM 1688	From SH 47 to FM 2818	Widen 2 lane to 4 lane with Access Management, Drainage Improvements, and Bicycle and Pedestrian Facilities	TxDOT, MPO &Local	$ 34,500,000	$ 57,960,000	$ 57,960,000	$ 0	$ 11,592,000	$ 69,552,000	$ 21,885,123
303	TBD	FM 2818	From Villa Maria to Sandy Point	Construct shared-use path	TxDOT & MPO	$ 7,500,000	$ 12,600,000	$ 12,600,000	$ 0	$ 2,520,000	$ 15,120,000	$ 9,285,123

304	TBD	SH 40	From FM 2154 to Arrington	Construct shared-use path on north side	TxDOT & MPO	$ 2,500,000	$ 4,200,000	$ 4,200,000	$ 0	$ 840,000	$ 5,040,000	$ 5,085,123
14	1560-02-019	SH 40	From Arrington Road to SH 6	Intersection reconfiguration at two intersections	TxDOT, MPO &Local	$ 20,500,000	$ 34,440,000	$ 0	$ 34,440,000	$ 6,888,000	$ 41,328,000	$ 5,085,123
15	3138-01-XXXa	FM 2347	Bizzell, Coke & Throckmorton	Remove Continuous RTL and Intersection Improvements	TxDOT & MPO	$ 3,000,000	$ 5,040,000	$ 5,040,000	$ 0	$ 1,008,000	$ 6,048,000	$ 45,123
Subtotal 2035 to 2049 Projects						**$ 146,000,000**	**$ 245,280,000**	**$ 152,840,000**	**$ 92,440,000**	**$ 49,056,000**	**$ 429,408,000**	**$ 45,123**
Total 2025 to 2049 Projects						**$ 910,895,378**	**$ 1,025,217,368**	**$ 377,454,877**	**$ 647,762,491**	**$ 219,833,997**	**$ 1,380,123,365**	**$ 45,123**