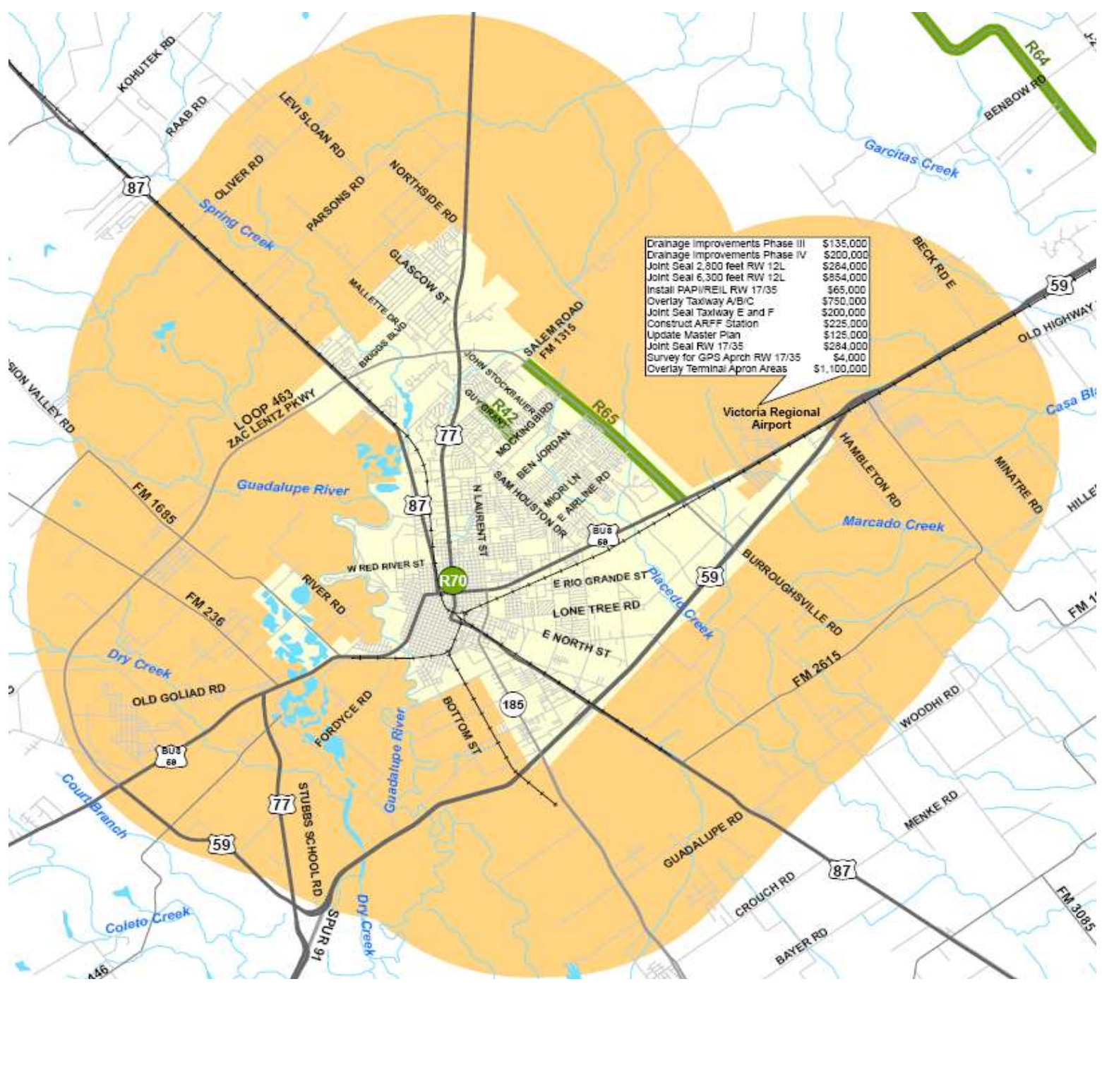


METROPOLITAN TRANSPORTATION PLAN UPDATE (2005 TO 2030)

EXECUTIVE SUMMARY



Segment No.	Project Name	Location (From: & To:)	Proposed Project Description	Project Est. Cost
R64	FM 444	From Salem Road to US 59 Frontage Road	Restore Roadway	\$2,800,000.00
R65	Loop 463	From Salem Road to US 59 Business	Add 2 Lanes for a 4-Lane Divided Facility	\$6,500,000.00
R70	US 77 Business	At Guadalupe River	Widen Bridge and Approaches	\$1,580,000.00

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WHAT IS A METROPOLITAN TRANSPORTATION PLAN UPDATE? WHAT IS THE PURPOSE?

A Metropolitan Transportation Planning (MTP) is a document that provides a vision and expresses the values of the public. Federal legislation states that any area that has a continuous population of 50,000 or more must write a 25-year MTP that is updated every five years. Because of growth and rapid change, it is important to revisit the vision and values of the people in the area regularly to make sure that the plan still reflects the region. The MPO and updates allow the public to have a voice in transportation decisions.



Transportation planning is becoming increasingly complex. There are many competing views and opinions, needs and desires, opportunities and challenges, and land uses. Growth alters those views, challenges, and land uses.

WHAT IS A METROPOLITAN PLANNING ORGANIZATION?

A Metropolitan Planning Organization (MPO) is a group of elected and appointed officials that meet to plan for transportation needs. They represent various agencies and governmental departments. Council members, planning commissions, judges, public works departments, and state and federal highways officials join together from their respective cities, counties, and districts to draft documents that reflect the needs of a region – smaller than a state, more regional than a city.

These MPO members prepare the MTP and other documents. They produce a short-term Transportation Improvement Plan (TIP), a Unified Planning Work Program (UPWP), a Public Involvement Plan (PIP), an annual performance/expenditure report, and an annual list of transportation projects. They receive 80 percent of their funding from federal sources and 20 percent through local governments or the state.

The Victoria MPO has the same jurisdiction boundaries as Victoria County.

Victoria MPO hired Lockwood, Andrews, and Newnam, Inc. (LAN) to update the Metropolitan Transportation Plan. LAN, formed in 1935, is a full service planning, engineering, and architecture firm, and is a subsidiary of Leo A Daly, a planning, architecture and interior design firm.

WHAT TYPE OF TRANSPORTATION DOES AN MTP INCLUDE?

An MTP is about everything that is transportation. In Victoria, this includes airplanes, ships/barges, trains, trucks, cars, bicycles, pedestrians, and moms with kids. If it is about moving around the region, it is in this plan.

WHAT ARE THE ISSUES?

The MTP addresses a large range of important issues involving public input land-use planning, energy conservation, environmental management, and management systems. Some of the management systems pertain to congestion relief, public transit, bridges, transportation safety, air quality, and maintenance. There is the question of how to prioritize the improvements and how to pay for them once they have been prioritized.

In Victoria, there are congestion points, railway crossings, commercial corridors and concentrations, and the Port of Victoria to consider.

The region is growing. It is growing in population, economically, and in the land used for all the things that people in Victoria do, need, and want. The growth needs real transportation options to support itself.

Did You Know:

Between now and 2030, annual vehicle miles in the region's rural areas will increase 213 percent? Vehicle miles are all the miles traveled by all the vehicles in the region.

Did You Know:

Between now and 2030, in the region there will be an increase in population of almost 30 percent?



WHAT IS THE VISION, WHAT ARE THE GOALS?

The vision of this MTP is to serve the needs of Victoria's residents and visitors by providing a range of transportation options. This Vision recognizes several important standards:

- People have variable, and often unique transportation needs
- Not all modes are appropriate at all times, even for the same user
- Economic vitality depends on reliable options
- Some resources are worth extra protection
- When work is done, efficiency also includes fiscal responsibility
- Achievements in safety and quality of life are foremost

Goals for the Plan:

- Efficient movement of people and goods
- Reliable roadway conditions
- Choices in travel
- Cost-effective expenditure
- Safety improvements
- Economic and regional growth
- Cherished resources and environmental assets are protected
- Connections with other communities

The benefits of a diverse group of people and agencies working collaboratively:

- Provides the information, tools, and public input needed for improving transportation system performance
- Reflects the community's vision for its future
- Consideration of all possible strategies

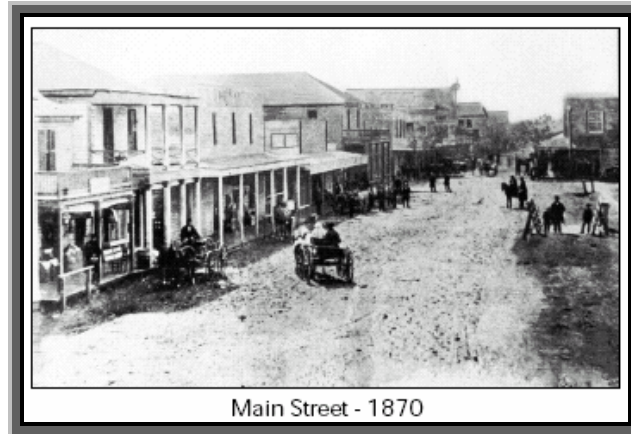
WHO HAS BEEN INVOLVED IN THE MTP UPDATE?

In addition to a time commitment, an MTP update requires a diverse set of skills and knowledge. The process brings together data that will shape transportation planning and development over the next 25 years. It is an exercise in financial management and fiscal policy. The MTP is a projection of how the region will handle growth, how it will avoid congestion, how it will keep the transportation network reliable, and how it will keep the movement of people and goods efficient. This process requires people and agencies that understand the needs and future of the region. Participants in the MTP update process represent these interests.

- City of Victoria
- Victoria County
- Golden Crescent Regional Planning Commission
- Victoria County Judge
- Victoria Regional Airport
- Victoria County Navigational District
- Texas Department of Transportation
- The People of Victoria and Victoria County
- Consultants



Main Street - 1924

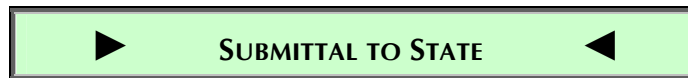


Main Street - 1870

WHAT IS THE PROCESS, WHAT IS THE PROGRESS?

This table outlines the steps of the MTP update process.

- DEVELOPMENT OF VISION, GOALS, AND OBJECTIVES
- COLLECTION OF RELEVANT DATA AND NEED
- FIRST PUBLIC MEETING (COMMENTS GATHERED)
- INITIAL DOCUMENT DEVELOPMENT
- PUBLIC RESPONSE
- DRAFT OF DOCUMENT COMPLETE
- SECOND PUBLIC MEETING
- SUBMISSION OF MTP TO MPO
- ADOPTION OF MTP BY MPO



Victoria MPO is improving the conditions of its roadways as growth occurs and requires attention. Transit services are also provided for the Victoria MPO region.

As of June 2005, the MTP update is now complete. The general findings of this MTP update are that a range of projects have been completed that are improving road and air quality conditions. These projects have also improved general mobility for the region, its people, and the products that move through it; future projects have been selected that will continue these improvements.



Main Street - c.1940s

SHORT TERM PROJECTS—2005 – 2010 (those in Central Victoria area shown on map) AND MEDIUM TERM PROJECTS—2011 – 2015 (not shown on map)

Segment No.	Project Name	Location (From: & To:)	Proposed Project Description	Project Est. Cost	
A1-A2	Airport ****	Victoria Regional Airport	Drainage Improvements Phases III-IV	\$335,000.00	
A3-A4	Airport ****	Victoria Regional Airport	Joint Seal Runway 12L/30R	\$1,138,000.00	
A5	Airport ****	Victoria Regional Airport	Install PAPI/REIL on Runway 17/35	\$65,000.00	
A6-A7	Airport ****	Victoria Regional Airport	Overlay and Joint Seal Taxiways A thru F	\$950,000.00	
A8	Airport ****	Victoria Regional Airport	Construct Airport Fire Station	\$225,000.00	
A9	Airport ****	Victoria Regional Airport	Update Master Plan	\$125,000.00	
A10-A11	Airport ****	Victoria Regional Airport	GPS Survey and Joint Seal Runway 17/35	\$288,000.00	
A12	Airport ****	Victoria Regional Airport	Overlay Terminal Apron Areas	\$1,100,000.00	
A13	Airport ****	Victoria Regional Airport	Drainage Improvements Phases V and later	\$350,000.00	
A14	Airport ****	Victoria Regional Airport	Terminal Entrance Road Improvements	\$800,000.00	
A15	Airport ****	Victoria Regional Airport	Joint Seal/ Slurry Seal Apron Areas	\$175,000.00	
A16	Airport ****	Victoria Regional Airport	Expand Terminal Building	\$400,000.00	
A17-A18	Airport ****	Victoria Regional Airport	Slurry Seal Taxiways A through F	\$505,000.00	
A19	Airport ****	Victoria Regional Airport	Slurry Seal Runway 12L/30R	\$380,000.00	
A20	Airport ****	Victoria Regional Airport	Lengthen Runway 17/35 to 6,000 feet	\$2,000,000.00	
P1	Port of Victoria	Access Road from Docks to FM 1432	Improve Roadway to 3 Lanes	\$458,000.00	
P2	Port of Victoria	At Docks	Construct Container Facility	\$10,000,000	
R11	US 59 Business	From Fordyce to Water Street	Convert Center Left Turn Lane to Median	\$872,000.00	
R13	US 77	From Loop 463 to Glasgow Road	Convert Center Left Turn Lane to Median	\$490,000.00	
R14	US 77	From US 59 Business to US 59/US 77 Junction	Add 2 Lanes for a 4-Lane Divided Facility	\$6,112,000.00	
R24	SH 185 **	From N. of Bloomington to S. of Bloomington	Const Relief Route & RR Grade Separation	\$7,500,000.00	
R36	Ben Wilson	From Airline to US 59 Business	Convert Center Left Turn Lane to Median	\$371,000.00	
R40	Glasgow Road	From US 77 to Ball Airport Road	Add 2 Lanes for a 4-Lane Divided Facility	\$2,769,000.00	
R43	John Stockbauer	From FM 1315 to US 59 Business	Convert Center Left Turn Lane to Median	\$1,831,000.00	
R48	Lone Tree Road	From Sam Houston to Collins	Add Continuous Center Left Turn Lane	\$1,354,000.00	
R55-R56	Salem Road (FM 1315)	From Loop 463 to FM 444	Reconstruct, Widen and Upgrade to Standard Farm-to-Market Cross Section	\$15,262,000.00	
R58	Sam Houston Drive	From Laurent to Airline	Improve from 4-Lane to TSM	\$890,000.00	
R61	Lone Tree Road	From North Street to Delmar	Reconstruct Existing Roadway	\$9,000,000	
R62	SH 185	At FM 1432	Construct Grade Separation	N/A	
R63	FM 1432	From SH 185 to Port of Victoria	Add 2 Lanes for a 4-Lane Facility	N/A	
R64	FM 444 **	From Salem Road to US 59 Frontage Road	Restore Roadway	\$2,800,000.00	
R65	Loop 463 **	From Salem Road to US 59 Business	Add 2 Lanes for a 4-Lane Divided Facility	\$6,500,000.00	
R66	US 77 **	From FM 682 to Dewitt County Line	Add 2 Lanes for a 4-Lane Divided Facility	\$1,928,000.00	
R67	CR 120 **	At Coletto Creek	Replace Bridge	\$950,000.00	
R68	CR 146 **	At Draw	Replace Bridge	\$150,000.00	
R69	CR 286 **	At Black Bayou	Replace Bridge	\$428,000.00	
R70	US 77 Business **	At Guadalupe River	Widen Bridge and Approaches	\$1,580,000.00	
T1-T2	Transit ****	Operating Costs—Rural and Urban Programs	FY 2005-2007	\$2,706,686.00	
T3	Transit ****	Bus Rolling Stock—Vehicle Purchase	FY 2005-2007	\$85,000.00	
T4	Transit ****	Route Signage and Bus Shelters	FY 2005-2007	\$50,000.00	
T5	Transit ****	Lease of Transfer Station--Vehicle Storage	FY 2005-2007	\$198,990.00	
T6	Transit ****	Mobile Surveying and Security Equipment	FY 2005-2007	\$83,355.00	
T7	Transit ****	Computer Hardware and Software	FY 2005-2007	\$37,905.00	
T8	Transit ****	Fleet Preventive Maintenance	FY 2005-2007	\$510,159.00	
				Airport/Port Projects Sub-Total	\$9,294,000.00
				Roadway Projects Sub-Total	\$64,922,000.00
				Transit Projects Sub-Total	\$3,672,095.00
				TOTAL	\$77,888,095.00

SEGMENT LEGEND - Project Type

A = Airport	* Project included in the City's CIP
P = Port	** Projects included in TxDOT's PDP
R = Roadway	*** Derived by taking the difference between amount shown in TxDOT PDP (\$19.19 Million for entire facility) and 2000-2002 TIP (\$11.1 Million for interchanges)
T = Transit	**** Projects included in the 2005-2007 TIP
	Grey shading indicates Medium-Term Projects (2011-2015)

The goals of this MTP reflect the seven planning principles outlined in Federal legislation. They assist in laying the framework for long-range transportation development that is sought by the MTP document, and this is done through consultation with the public in a continuing, comprehensive, and cooperative process. The MTP covers the Victoria Metropolitan Area Boundary, which is coincidental with the Victoria County Boundary.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety and security of transportation system for motorized and nonmotorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

