

**STATEWIDE  
TRANSPORTATION IMPROVEMENT  
PROGRAM  
FY 2008-2011**



**Bryan District  
NOVEMBER 2007  
Quarterly Revisions**

**Bryan-College Station Metropolitan Planning Organization  
Policy Committee**

**RESOLUTION 2007-07**

**A RESOLUTION AMENDING THE FY 2006-2008 AND THE FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE NEW  
FUNDING TOTALS AND A NEW PROJECT: NEW AND REPLACEMENT  
BUSES FOR THE DISTRICT AND TEXAS A&M UNIVERSITY.**

WHEREAS, the Bryan-College Station Metropolitan Planning Organization's Policy Committee, (the Policy Committee) is the transportation planning decision-making body for the Bryan-College Station/Brazos County planning area, as designated by the Governor of Texas in accordance with federal law; and

WHEREAS, the Policy Committee is charged with the responsibility of preparing financially constrained plans for the efficient use of local, state, and federal funds in Brazos County through the implementation of the Transportation Improvement Program (TIP); and

WHEREAS, FHWA has requested that The District show exact funding totals for the TIP projects; and

WHEREAS, The District intends to purchase buses for expansion and buses to replace some of the aging fleet for The District and Texas A&M University; and

WHEREAS, The District has requested that the TIP be amended to include the exact funding totals and a new project: new and replacement buses for The District and Texas A&M University; and

WHEREAS, the new project will be using a federal grant to fund the cost of the project; and

WHEREAS, the MPO Technical Committee discussed the inclusion of these changes at a meeting on July 16, 2007 and recommends approval; and

NOW THEREFORE, be it resolved by the Bryan-College Station Metropolitan Planning Organization Policy Committee;

1.

THAT, the amended FY 2006-2008 and the FY 2008-2011 Transportation Improvement Program (TIP) is hereby approved.

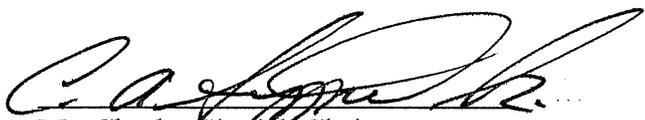
2.

THAT, the staff will take administrative and procedural actions to forward the amended TIP to the Texas Department of Transportation.

3.

THAT, this resolution becomes effective immediately upon adoption.

DONE AND APPROVED, this 1st day of August, 2007



Mr. Charles Sippial, Chairman  
Bryan-College Station MPO, Policy Committee

POLICY COMMITTEE VOTE:

Mr. Charles Sippial: absent Chair

Mayor Mark Conlee: for Vice Chair

Mayor Ben White: for Member

Judge Randy Sims: absent Member

Mr. Bryan Wood: for Member

MOVED BY: Mayor Ben White

SECONDED BY: Bryan Wood

ATTEST: Susan Kellard

# FY 2008- 2011 Transportation Improvement Program

*for the Bryan/College Station Metropolitan Planning Organization*



#### Participating Agencies:

Brazos County ★ City of Bryan ★ City of College Station ★ Texas A&M University  
Texas Department of Transportation ★ The District

#### In Cooperation With

United States Department of Transportation ★ Federal Highway Administration ★ Federal  
Transit Administration

Public Notice Date: April 2, 2007  
Approved by the Policy Committee: May 2, 2007  
Amended by the Policy Committee: August 1, 2007

# Table of Contents

<b>Section</b>	<b>Page</b>
<b>Introduction .....</b>	<b>1</b>
<b>Federally Funded Highway Projects .....</b>	<b>2</b>
<b>2008-2011 Map of TIP Highway Projects .....</b>	<b>3</b>
<b>Grouped TxDOT Projects .....</b>	<b>4</b>
<b>Federally Funded Transit Projects .....</b>	<b>5</b>
<b>TxDOT Financial Summary .....</b>	<b>6</b>
<b>Transit Financial Summary .....</b>	<b>7</b>
<b>Appendix A:</b>	
<b>Highway Funding Categories &amp; Transit Funding Categories .....</b>	<b>8</b>
<b>Appendix B:</b>	
<b>Federal Earmarks (for informational purposes only) .....</b>	<b>9</b>
<b>Appendix C:</b>	
<b>Brazos Transit District Policy Statements .....</b>	<b>10</b>
<b>Appendix D:</b>	
<b>MPO Self-Certification .....</b>	<b>12</b>

## Introduction

The FY 2008-2011 Transportation Improvement Program (TIP) is a cooperatively developed four-year program of transportation investments in public transit, highway, traffic management and other transportation related activities. It is formulated for the Bryan/College Station Metropolitan Planning Organization (BCSMPO) region which is comprised of the cities of Bryan and College Station and all of Brazos County.

The TIP is compiled every two years by the BCSMPO in its role as the metropolitan planning organization (MPO) for transportation planning for Brazos County. This document is prepared under the guidance of the BCSMPO Technical Advisory and Policy Committees. The TIP is the product of the collaborative efforts of local governments, local transportation agencies and the Texas Department of Transportation (TxDOT). The TIP is incorporated into a Statewide Transportation Improvement Program (STIP) with the approval of the Texas Transportation Commission (TTC), the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

The FY 2008-2011 TIP identifies priority roadway and transit projects scheduled for implementation between September 1, 2007 and August 31, 2011. All roadway and transit projects funded under Title 23 and Title 49 by the U.S. Department of Transportation are required to be listed in the TIP.

Public Involvement Procedures for the MPO have been adopted in accordance with required federal guidelines and have been used in the development of this TIP.

Projects were selected for inclusion into the TIP from projects already listed in the MPO's Metropolitan Transportation Plan (MTP). During the development of the long range plan, extensive public outreach led to the creation of new goals and project prioritization criteria. Based on the outcome of these scores, projects were placed in designations of "short range" or "long range" under the categories of "fiscally constrained" or "unfunded." The projects for this TIP were pulled from the fiscally constrained, short range list and left in the order as determined by the MPO Policy Committee. Sufficient prioritization has occurred to ensure that the projects presented here in the TIP reflect realistic goals for implementation for the time frame of FY 2008 through FY 2011. Furthermore, the projects selected were reviewed by the Technical Advisory Committee and approved unanimously by the Policy Committee.

Projects are selected for implementation from the approved TIP as follows: Any project listed in the first year of the approved Transportation Improvement Program shall be considered in the first priority and may be implemented as soon as plans are completed and funds are appropriated. Control Section Job (CSJ) numbers are assigned to each project that is implemented by TxDOT.

The Bryan-College Station metropolitan area is currently in an attainment area, therefore there are no air quality issues at this time.

Transit projects implemented in order to satisfy ADA requirements include an ADA eligibility plan that is current and implemented, accessible fixed route buses, and an operational Paratransit plan.

## Federally Funded Highway Projects

### FY 2008

CSJ Number	Project Limits & Scope of Work	Estimated Cost of Project & Project Category of funding	Estimated Let Date
0049-12-069	SH 6/ 0.4 Mile North of FM 2818 to 0.3 Mile South of Rock Prairie Rd.	\$8,000,000 Cat. 3	Sept 2007
<i>Miscellaneous construction consisting of relocating the existing entrance and exit ramps and the construction of a new exit ramp from southbound SH 6 to the Southbound frontage road north of Rock Prairie Road.</i>			
0050-02-088	SH 6/ 0.3 Mile South of Rock Prairie Rd. to William D. Fitch Parkway	\$1,220,000 Cat. 3	Sept 2007
<i>Miscellaneous Construction consisting of relocating the existing entrance and exit ramps.</i>			
0540-04-044 0540-04-056	FM 2154/ 0.3 Mile North of FM 2818 to 0.6 Mile South of Proposed SH 40	\$14,781,099 & \$82,720 Cat. 11	Dec 2007
<i>Widen a non-freeway facility consisting of grading, structures, base and surfacing to construct a 6-lane divided urban highway with raised medians and sidewalks. Purchase of Right of way, adjustment of utilities and relocation assistance.</i>			
0117-01-039	SH 21/ 1.0 Mile West of Democrat Rd. to Democrat Rd.	\$690,332 Cat. 4	Apr 2008
<i>Widen a non-freeway facility consisting of grading, structures, base and surfacing to construct a 4-lane divided rural highway with a depressed median.</i>			
0117-02-028	SH 21/ Democrat Rd. to the Navasota River	\$23,681,576 Cat. 4, 10 & Earmarks	Apr 2008
<i>Widen a non-freeway facility consisting of grading, structures, base and surfacing to construct a 4-lane divided rural highway with a depressed grass median. (4 Earmarks totaling \$14,147,000)</i>			
1316-01-034	FM 1179/ 0.3 mile east of SH 6 to Kent Street	\$3,000,000 Cat. 11	Jul 2008
<i>Widen a non-freeway facility by adding a raised median and right-turn lanes at various locations and upgrading/adding traffic signals.</i>			

### FY 2009

0050-02-082	SH 6 @ Barron Road	\$10,000,000 Cat. 3, 10 & Earmarks	Aug 2009
<i>Miscellaneous construction consisting of converting the existing frontage roads to one-way operation, relocating the existing entrance and exit ramps and the construction of a new interchange at Barron Road. Preliminary engineering and complete PS&amp;E furnished by the City of College Station. (2 Earmarks totaling \$3,000,000)</i>			

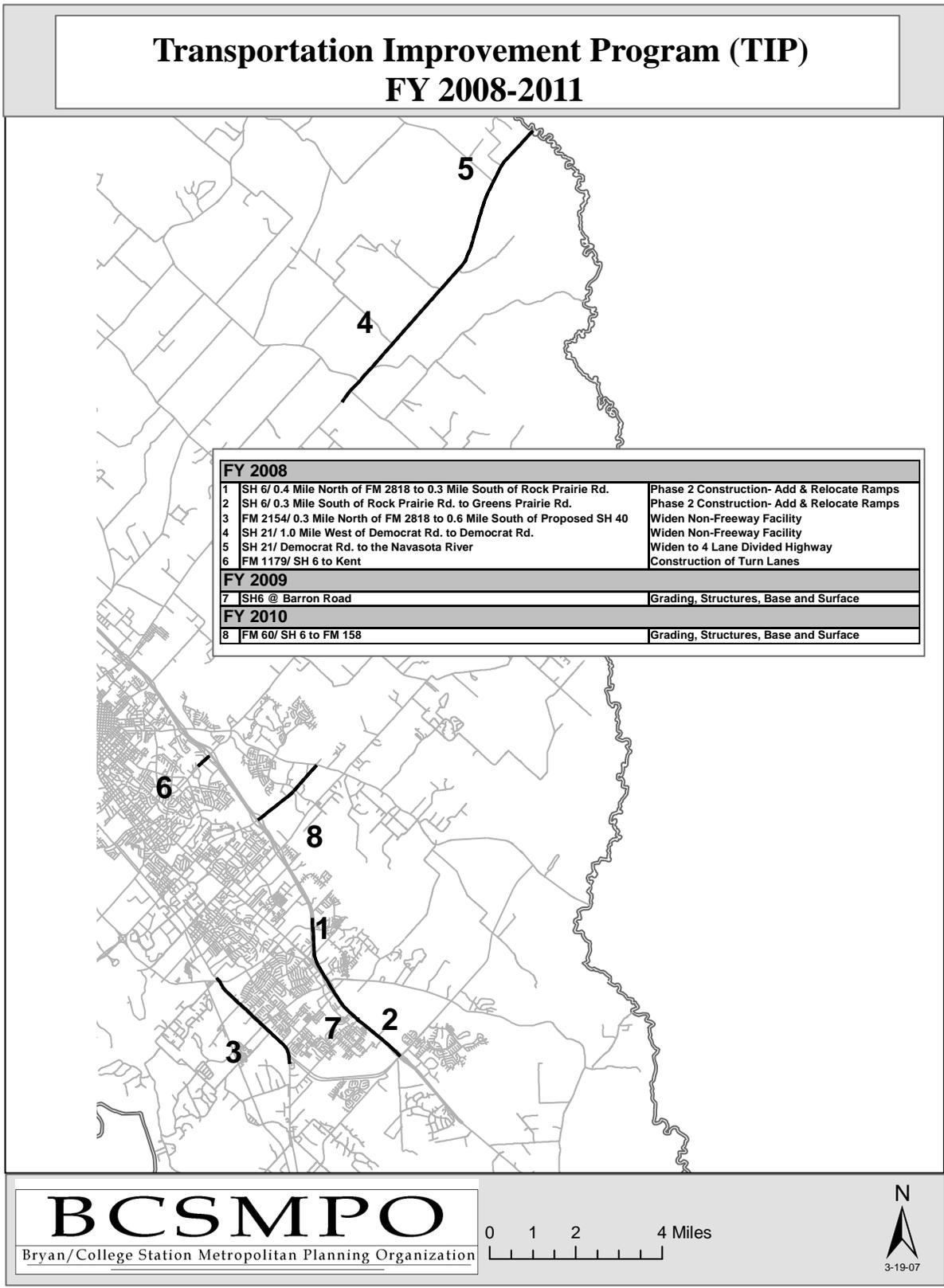
### FY 2010

0506-01-082	FM 60/ SH 6 to FM 158	\$12,600,000 Cat. 3, 10 & Earmarks	Mar 2010
<i>Widen a non-freeway facility consisting of grading, structures, base and surfacing to construct a 6-lane divided urban highway with raised medians and sidewalks. (5 Earmarks totaling \$6,483,928)</i>			

### FY 2011

	No Projects Scheduled for FY 2011	\$0	
--	-----------------------------------	-----	--

# 2008-2011 Map of TIP Highway Projects



## Grouped TxDOT Projects

In cooperation with the FHWA, TxDOT developed statewide programs identified by statewide Control-Section-Job Numbers (CSJs) to maximize the provisions for grouping projects that are not determined to be regionally significant in one line item, as allowed for in Title 23 USC Section 135 Statewide Planning. The use of statewide CSJs for these categories will provide a more efficient method of programming and letting projects, and decrease the necessity for TIP/ STIP revisions. A table of all the funding categories and corresponding CSJs are as follows. All grouped projects are listed out individually in a separate document and is available upon request.

CSJ #	CSJ Category	Funding
5000-00-950	<b>PE- Preliminary Engineering</b>	Statewide Constrained
<i>Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.</i>		
5000-00-951	<b>Right of Way Acquisition</b>	Statewide Constrained
<i>Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.</i>		
5000-00-952 5000-00-957 5000-00-958	<b>Preventive Maintenance and Rehabilitation</b>	Statewide Constrained
<i>Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity).</i>		
5000-00-953	<b>Bridge Replacement &amp; Rehabilitation</b>	Statewide Constrained
<i>Projects to replace and/ or rehabilitate functionally obsolete or structurally deficient bridges.</i>		
5000-00-954	<b>Railroad Grade Separations</b>	Statewide Constrained
<i>Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/ or replace deficient railroad underpasses, resulting in no added capacity.</i>		
5800-00-950	<b>Safety</b>	Statewide Constrained
<i>Projects to include the construction or replacement/ rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, curb ramps, railroad/ highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program and the Federal Railroad Signal Safety Program.</i>		
5000-00-956	<b>Landscaping</b>	Statewide Constrained
<i>Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.</i>		
5800-00-915	<b>Intelligent Transportation Systems Deployment</b>	Statewide Constrained
<i>Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.</i>		
5000-00-916	<b>Bicycle and Pedestrian</b>	Statewide Constrained
<i>Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.</i>		
5000-00-917	<b>Safety Rest Areas and Truck Weigh Stations</b>	Statewide Constrained
<i>Construction and improvement of rest areas and truck weigh stations.</i>		
5000-00-918	<b>Transit Improvements</b>	Statewide Constrained
<i>Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/ maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users.</i>		

# Federally Funded Transit Projects

## FY 2008

Project Name	Estimated Cost of Project & Source of funding
<b>Passenger Shelters</b>	<b>\$ 607,361</b> Local match (\$121,473) + Earmark (\$485,888)
<i>Congressional Earmark Funds for Passenger Shelters for Brazos Transit District.</i>	
<b>Buses</b>	<b>\$ 1,260,456</b> Local (\$516) + Earmark (\$1,259,940)
<i>Congressional Earmark Funds for Bryan/ College Station and Brazos County for Bus Replacement.</i>	
<b>Bryan Terminal/ Garage</b>	<b>\$12-15 M</b> In-kind match (\$750,000) + Earmark (\$3M)
<i>Congressional Earmark Funds for Construction of a terminal and parking garage to be located near the Brazos County Courthouse.</i>	

## FY 2009

No Projects Currently Scheduled for FY 2009	\$0
---	-----

## FY 2010

No Projects Currently Scheduled for FY 2010	\$0
---	-----

## FY 2011

No Projects Currently Scheduled for FY 2011	\$0
---	-----

# TxDOT Financial Summary

Work CAT	Work Category Description	FY 2008		FY 2009		FY 2010		FY 2011		TOTAL	ADDITIONAL INFORMATION	
		<i>Allocated</i>	<i>Programmed</i>	<i>Allocated</i>	<i>Programmed</i>	<i>Allocated</i>	<i>Programmed</i>	<i>Allocated</i>	<i>Programmed</i>		<i>Allocated</i>	<i>Programmed</i>
1	Prev. Maintenance & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Metro Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Urban Corridor Projects	\$9,500,000	\$9,220,000	\$7,000,000	\$7,000,000	\$5,000,000	\$6,116,072	\$0	\$0	\$43,836,072	\$21,500,000	\$22,336,072
4	Statewide Connectivity	\$10,224,90	\$10,224,90	\$0	\$0	\$0	\$0	\$0	\$0	\$20,449,814	\$10,224,907	\$10,224,907
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structure Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Miscellaneous	\$14,147,000	\$14,147,000	\$3,000,000	\$3,000,000	\$6,483,928	\$6,483,928	\$0	\$0	\$47,261,856	\$23,630,928	\$23,630,928
11	District Discretionary	\$18,000,000	\$17,863,819	\$0	\$0	\$0	\$0	\$0	\$0	\$35,863,819	\$18,000,000	\$17,863,819
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>TOTAL FUNDS</b>	\$51,871,907	\$51,455,726	\$10,000,000	\$10,000,000	\$11,483,928	\$12,600,000	\$0	\$0	\$147,411,561	\$73,355,835,	\$74,055,726

# Transit Financial Summary

Transit Program	FY 2008		FY 2009		FY 2010		FY 2011		TOTAL
	<i>Federal</i>	<i>Total</i>	<i>Federal</i>	<i>Total</i>	<i>Federal</i>	<i>Total</i>	<i>Federal</i>	<i>Total</i>	
<b>Section 5307</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Section 5307*</b>	\$1,204,469	\$1,204,469	\$1,204,469	\$1,204,469	\$1,204,469	\$1,204,469	\$1,204,469	\$1,204,469	<b>\$4,817,876</b>
<b>Section 5309</b>	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	<b>\$4,000,000</b>
<b>Section 5310</b>	\$164,389	\$164,389	\$164,389	\$164,389	\$164,389	\$164,389	\$164,389	\$164,389	<b>\$657,556</b>
<b>Section 5311</b>	Programmed by PTN		<b>\$0</b>						
<b>Section 5316</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Section 5317</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Total Funds</b>	<b>\$2,368,858</b>	<b>\$9,475,432</b>							

\*Section 5307- Operating and Planning Funds for The District. These funding totals are currently unavailable, but are anticipated in keeping the TIP fiscally constrained for the projects listed.

ADA Paratransit Services	\$113,328
Planning	\$72,000
Operating	\$1,019,141

---

<b>Total</b>	<b>\$1,204,469</b>
--------------	--------------------

## Appendix A:

### Highway Funding Categories

The Texas Department of Transportation (TxDOT) has twelve different categories of funding in which they can assign to a project. A project may have numerous categories attached to it depending on what is being done to the project. Not all categories of funding apply to the Bryan/ College Station MPO's planning area, such as Categories 2 and 7.

<b>Category 1</b>	Preventive Maintenance & Rehabilitation
<b>Category 2</b>	Metropolitan Area Corridor Projects
<b>Category 3</b>	Urban Area Corridor Projects
<b>Category 4</b>	Statewide Connectivity Corridor Projects
<b>Category 5</b>	Congestion Mitigation and Air Quality Improvement (CMAQ)
<b>Category 6</b>	Structures Replacements & Rehabilitation
<b>Category 7</b>	Metropolitan Mobility and Rehabilitation
<b>Category 8</b>	Safety
<b>Category 9</b>	Transportation Enhancements
<b>Category 10</b>	Miscellaneous
<b>Category 11</b>	District Discretionary
<b>Category 12</b>	Strategic Priority

### Transit Funding Categories

Brazos Transit District (The District) has seven funding categories in which to apply for projects. FTA programs are typically identified by a name and/or a section number (of Title 49 of the United States Code) Each year Congress appropriates funds for each program and FTA awards grants to eligible recipients to meet the goals of that program.

<b>Section 5307</b>	Urban >200K- capital for operating and planning assistance for mass transit
<b>Section 5307</b>	Urban <200K- capital for operating and planning assistance for mass transit
<b>Section 5309</b>	Discretionary- rail transit projects, improvement and maintenance of existing rail transit and other fixed guide-way systems, buses and other bus-related capital projects
<b>Section 5310</b>	E&PwD- Elderly Individuals and Persons with Disabilities
<b>Section 5311</b>	Non-Urbanized- used for planning, capital, operating, and administrative assistance
<b>Section 5316</b>	JARC- Job Access and Reverse Commute
<b>Section 5317</b>	New Freedom- Individuals with Disabilities

## Appendix B:

### **Federal Earmarks** *(for informational purposes only)*

Earmarks are public funds set aside for a specific purpose, use or recipient. They can be designated in transportation bills, as well as annual appropriations bills, at the request of one or more legislators.

Projects that receive earmarked funding are not given higher priority in the prioritization process; all projects are ranked and scored based on a series of factors determined by the Technical Advisory Committee.

Since the earmark does not generally cover the entire cost of the project, additional funding must be identified. Additionally, Federal law requires that in order to access earmarked funding, a 20% non-federal (state, local or private) match must be provided. Once full funding has been identified, it is placed under the appropriate Fiscal Year in the current TIP. The funds associated with earmarks never expire and are available until the time they are used.

Below is a list of earmarks designated for the BCSMPO's planning region. These projects are not ready to let in the next four years; however, have been included for informational purposes only.

#### **SH 6 at Old Reliance (Phase I)**

(CSJ# 0049-12-074)

Earmark amount: \$2,500,000 (*\$2,000,000 Federal Share / \$500,000 State Share*)  
 Source: SAFETEA-LU  
 Description: Miscellaneous work consisting of pavement widening for turn lanes, installing traffic signals and pavement markings and markers. The focus of this project is to improve the intersections of Old Reliance Road / MLK and the northbound and southbound frontage roads by improving their operations.

#### **SH 6 at Old Reliance (Phase II)**

(CSJ# 0049-12-075)

Earmark amount: \$2,227,500 (*\$2,227,500 Federal Share / \$0 State Share*)  
 Source: SAFETEA-LU  
 Description: Upgrading of a freeway facility consisting of grading, structures, pavement and pavement markings and markers. The scope of this project is to reconstruct the entrance and exit ramps between SH 21 and FM 158 to an X-pattern and build turn-around structures on the south side of SH 21 and the north side of FM 158.

#### **Rail Relocation Project**

(CSJ# 0917-00-902)

Earmark amount: \$32,072,000 (*\$25,657,600 Federal Share / \$6,414,400 State Share*)  
 Source: TEA-21  
 Description: This is a placeholder for the Rail Relocation monies. By resolution 2006- 12 these funds have been designated to the grade separation on Wellborn Rd @ Olsen to Jones/ W. Lamar.

## **Appendix C:**

### **Brazos Transit District Policy Statements**

#### **BRAZOS TRANSIT DISTRICT PUBLIC TRANSPORTATION PROGRAMS & PRIVATE SECTOR PARTICIPATION**

##### **PURPOSE**

Brazos Transit District (The District) will utilize the private sector in delivery of transportation services to the transit dependent within its service delivery area, wherever and whenever possible. The District is committed to the provision of cost effective and efficient transportation services and wishes to favorably impact the economic, cultural, and social life of the service area.

##### **STATEMENT OF POLICY**

This policy is designed by The District's Board of Directors to provide maximum efficiency in service delivery while holding to the established high level of service quality which is a trademark of The District. Section 1 of this policy addresses a., b., c., d., and e. as delineated in item 5., LOCAL PROCESS, OF FTA C 7005.1.

1. Transit Services  
The District will continue to contract out transportation services to the private sector as in the past. This has been shown to be an effective and innovative means of providing quality service and efficiently curbing costs. The District will continue to work with the Federal Transit Administration and the Texas Department of Transportation in development of new modes of private sector utilization.
2. Staff Services  
The District will continue to use the private sector in staff positions such as security, maintenance, and facility repair services whenever this is the prudent and most cost effective alternative.
3. Facility Planning, Design, and Engineering  
A top priority of The District is the utilization of competent private sector consulting services in the development of facility plans, in design and architectural effort, and in engineering projects. The District personnel will serve in project management roles working with employed consultants.
4. Resolution of Disputes  
Existing contract procedures will be adapted to this policy in regard to resolution of any dispute which may come between The District staff and private sector contractors.
5. Contractual Obligations  
Nothing in this policy should be construed as to prevent The District from fulfilling its contractual obligations with employees, suppliers, or other units of government.

This document has been prepared in conformance with Section 4B of the Federal Transit Administration's Guide on documentation of Private Enterprise Participation in Urban Mass Transportation Programs as published in the Federal Register on January 24, 1986.

Since 1986, The District has followed a policy of contracting Public Transportation elements to private sector contractors. Since that date, there has been continuing private sector contracting on the part of Brazos Transit District. In February of 1992, the Board adopted a broadened local private sector policy process. In April 1993, the Board of Directors formally approved this amended and expanded policy. This is a review of The District involvement in the Transportation Improvements Program in the various TxDOT Districts included in The District service area.

1. Local Private Sector Policy Process

- a. Public hearings give the private sector an opportunity for involvement in the planning of capital, planning, and operations projects. In each applicable location the local Metropolitan Planning Organization reviews proposed projects.
- b. Written notice of all proposed projects is published in a local newspaper of general circulation. Letters are written to all known private sector providers who will be affected by a proposed project. These notifications describe the nature of the project and their services to be evaluated. It invites comment with regard to the capability and interest of private sector business.

2. Ongoing Services

- a. The District currently contracts commuter services in Montgomery County. The Montgomery County Commuter Program currently consists of two(2) park and ride facilities. These facilities, The Woodlands Express and Research Forest are located in The Woodlands. The destination of the commuters is the Central Business District of Houston and The Medical Center. Both the Woodlands Express and Research Forest are 1,000 car facilities. All commuter systems in Montgomery County are contracted to the private sector. Transportation services, security, maintenance, and grounds keeping for the facilities are all contracted to the private sector. In addition, private sector contracts in these areas of effort for the period currently exist in Brazos, Montgomery, Walker, and Washington Counties. In the matter of facilities planning, architectural work, engineering, and transportation consultation activities in all locations The District contracts all to the private sector.
- b. Transportation services expansion and facilities procurement in 2008 through 2011 is giving and will continue to give private sector bidders opportunity to be involved in The District projects in a variety of ways. Consultation, construction, renovation, engineering, architectural planning, transportation planning, and transportation services have been and will continue to be made available to the private sector on a bid basis in the manner prescribed by Federal and State law. Private sector contracts for the period are already in all counties in The District service area by coordination through the Section 5310 program. The District has been able to offer a better quality of service at a more affordable rate of cost in the past as a result of contracting to

members of the private sector. There is every reason to think that this practice will continue to be the action course of choice in the future.

**Appendix D:**

**MPO Self-Certification**

In accordance with 23 CFR Part 450.334 and 450.220 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Texas Department of Transportation, and the Bryan/ College Station Metropolitan Planning Organization for the Bryan/ College Station urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

\_\_\_\_\_  
 Texas Department of Transportation  
 Bryan District Engineer

\_\_\_\_\_  
 B/CS Metropolitan Planning Organization  
 Policy Board Chairperson

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Date