

# BRYAN-COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION

## FY 2006- 2008 Transportation Improvement Program

### Participating Agencies:

**BRAZOS COUNTY  
CITY OF BRYAN  
CITY OF COLLEGE STATION  
TEXAS A & M UNIVERSITY  
TEXAS DEPARTMENT OF TRANSPORTATION**

### In Cooperation With

United States Department of Transportation  
Federal Highway Administration  
Federal Transit Administration

Public Meeting Date: May 4, 2005

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Approved by the Policy Committee: June 1, 2005

Amended by the Policy Committee: Sept. 14, 2005, Nov. 2, 2005, Dec. 7, 2005 & Feb. 1, 2006

## INTRODUCTION

### **A. PURPOSE**

In accordance with the Intermodal Surface Transportation Efficiency Act of 1991 and the Transportation Equity Act for the 21<sup>st</sup> Century in 1998, the metropolitan transportation planning process includes the development of a Transportation Improvement Program (TIP) for the metropolitan planning area by the Metropolitan Planning Organization in cooperation with the Texas Department of Transportation and the Brazos Transit District. Other agencies involved in this development process have been, the Cities of Bryan and College Station, Texas A&M University and Brazos County.

The Texas Department of Transportation and The District, in cooperation with the MPO, selects projects to be implemented from the approved TIP, using Title 23 and local funds. The TIP must also be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources.

### **B. DEFINITION OF AREA**

The planning area for the Bryan-College Station MPO includes the entire limits of Brazos County. The study area boundary is co-terminus with the Brazos County boundary and includes the incorporated cities of Bryan, College Station and Wixon Valley. Bryan-College Station is the only urban area within Brazos County.

### **C. PUBLIC INVOLVEMENT PROCESS**

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.

### **D. PROJECT SELECTION PROCESS**

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 MTP, 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 2006 through FY 2008. 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.

Should any project not be implemented from the first year, then projects should be selected from the second year. Those projects may be implemented as plans are completed and funds are available. If funds and plans are available, projects from the third year, which shall be considered the third priority, may be moved into the second year and may be implemented as soon as plans and funds are available.

### **F. AIR QUALITY ISSUES**

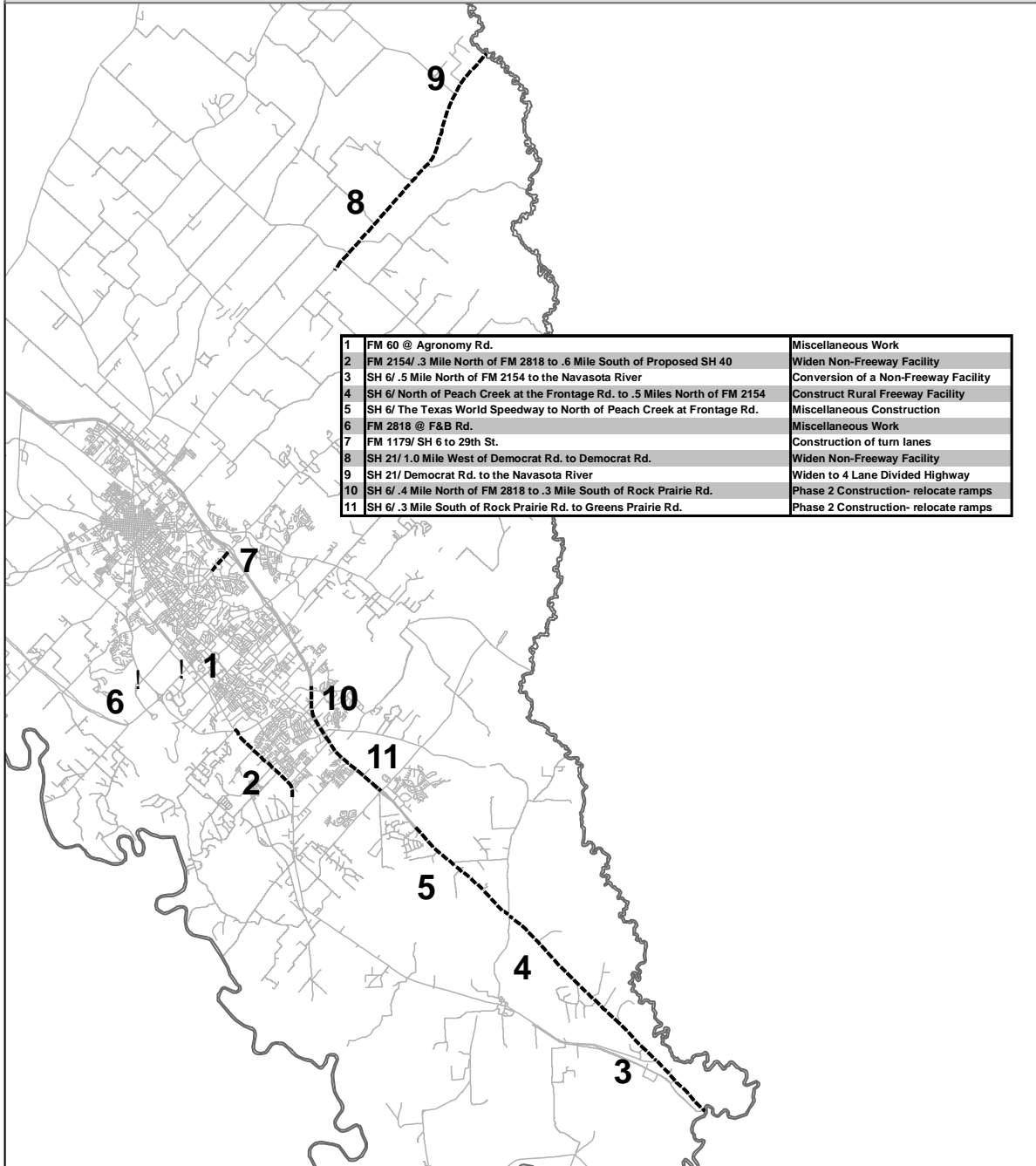
The Bryan-College Station metropolitan area is currently in an attainment area, therefore there are no air quality issues as this time.

### **G. AMERICANS WITH DISABILITIES ACT (ADA)**

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.

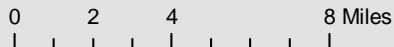
**FEDERALLY FUNDED  
HIGHWAY PROJECTS**

## Transportation Improvement Program (TIP) 2006-2008



1	FM 60 @ Agronomy Rd.	Miscellaneous Work
2	FM 2154/ .3 Mile North of FM 2818 to .6 Mile South of Proposed SH 40	Widen Non-Freeway Facility
3	SH 6/ .5 Mile North of FM 2154 to the Navasota River	Conversion of a Non-Freeway Facility
4	SH 6/ North of Peach Creek at the Frontage Rd. to .5 Miles North of FM 2154	Construct Rural Freeway Facility
5	SH 6/ The Texas World Speedway to North of Peach Creek at Frontage Rd.	Miscellaneous Construction
6	FM 2818 @ F&B Rd.	Miscellaneous Work
7	FM 1179/ SH 6 to 29th St.	Construction of turn lanes
8	SH 21/ 1.0 Mile West of Democrat Rd. to Democrat Rd.	Widen Non-Freeway Facility
9	SH 21/ Democrat Rd. to the Navasota River	Widen to 4 Lane Divided Highway
10	SH 6/ .4 Mile North of FM 2818 to .3 Mile South of Rock Prairie Rd.	Phase 2 Construction- relocate ramps
11	SH 6/ .3 Mile South of Rock Prairie Rd. to Greens Prairie Rd.	Phase 2 Construction- relocate ramps

**BCSMPO**  
Bryan/College Station Metropolitan Planning Organization



## Federally Funded Highway Projects

### FY 2006

CSJ Number	Project Limits and Scope of Work	Estimated Cost of Project	Estimated Let Date
0506-01-088	<b>FM 60 @ Agronomy Rd.</b>	\$700,000	June 2006
	<i>Miscellaneous work consisting of grading, structures, base, surfacing, pavement markings and markers and signal work</i>		
0540-04-044	<b>FM 2154/ 0.3 Mile North of FM 2818 to 0.6 Mile South of Proposed SH 40</b>	\$12,000,000	June 2006
	<i>Widen non-freeway facility consisting of grading, structures, base and surfacing</i>		
0050-02-080	<b>SH 6/ 0.5 Mile North of FM 2154 to the Navasota River</b>	\$21,059,834	December 2005
	<i>Construction of a conversion of a non-freeway consisting of grading, structures, base and surfacing</i>		
0050-02-055	<b>SH 6/ North of Peach Creek at the Frontage Rd. to 0.5 Miles North of FM 2154</b>	\$53,510,203	December 2005
	<i>Construct rural freeway and frontage Roads</i>		
0050-02-093	<b>SH 6/ The Texas World Speedway to North of Peach Creek at Frontage Rd.</b>	\$6,000,000	December 2005
	<i>Miscellaneous construction consisting of converting frontage roads to one-way, revise/ relocate ramps, new interchange</i>		
2399-01-052	<b>FM 2818 @ F&amp;B Road</b>	\$405,000	June 2006
	<i>Miscellaneous work consisting of grading, structures, base, surfacing, pavement markings and markers</i>		

### FY 2007

1316-01-034	<b>FM 1179/ SH 6 to 29<sup>th</sup> St.</b>	\$1,800,000	July 2007
	<i>Construction of turn lanes and raised median for a non-freeway facility</i>		
0117-01-039	<b>SH 21/ 1.0 Mile West of Democrat Rd. to Democrat Rd.</b>	\$900,000	April 2007
	<i>Widen a non-freeway facility consisting of grading, structures, base and surface</i>		
0117-02-028	<b>SH 21/ Democrat Rd. to the Navasota River</b>	\$17,000,000	April 2007
	<i>Widen to 4 lane divided highway</i>		

### FY 2008

0049-12-069	<b>SH 6/ 0.4 Mile North of FM 2818 to 0.3 Mile South of Rock Prairie Rd.</b>	\$3,190,000	April 2008
	<i>Phase 2 construction to add and relocate entrance and exit ramps including a new bridge structure</i>		
0050-02-088	<b>SH 6/ 0.3 Mile South of Rock Prairie Rd. to Greens Prairie Rd.</b>	\$1,220,000	April 2008

<i>Phase 2 construction to add and relocate entrance and exit ramps</i>
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## Grouped Control-Section-Job Projects

In cooperation with the Federal Highway Administration, 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</i>	

FY 2006-2008 TRANSPORTATION IMPROVEMENT PROGRAM

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	<i>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**



## The District

### B/CS Operating- The Interurban

FY06, FY07, and FY08

Federal Transit Administration (FTA)

Section 5307- Operating and Planning Funds for the Bryan/ College Station Interurban System

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

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<b>Total</b>	<b>\$1,204,379</b>
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Section 5303 funding totals are currently unavailable, but anticipated to keeping the TIP fiscally constrained for the projects listed.

### Passenger Shelters

FY06

Federal Transit Administration (FTA)

Congressional Earmark Funds for Passenger Shelters for Brazos Transit District

**\$400,000**

### Buses

FY06

Federal Transit Administration (FTA)

Congressional Earmark Funds for Bryan/ College Station and Brazos County for bus replacement

**\$1.2 million**

### Bryan Terminal/ Garage

FY06, FY07, FY08

Federal Transit Administration (FTA)

Brazos Transit District (BTD) requested a total of \$12 million dollars for the construction of a terminal and parking garage to be located near the Brazos County Courthouse. BTD received notice that \$3 million (\$1 million per year for 3 years) has been written into the House version of the reauthorization bill, which now has been sent to the Senate.

Total request- \$12 million

**Total funded- \$3 million**

## BRAZOS TRANSIT DISTRICT POLICY STATEMENTS

### FY 2006-2008 PROJECT DESCRIPTION

#### I. Fixed Route Service

Brazos Transits District (The District) currently provides fixed route service within the Bryan/College Station metropolitan area. Seven (7) fixed routes operate in the system Monday through Friday, from 5:00 am until 7:00 p.m. (excluding holidays). All vehicles are fully accessible and are in compliance with the Americans with Disabilities Act. All routes depart hourly from a central transfer facility. The following is a brief description of each route.

##### Red Route

The red route serves the low-income residential area and the central business district of Bryan. If necessary, individuals may transfer from route to route to reach their destination. Daily ridership averages 250 passenger trips.

##### Blue Route

The blue route serves the east side of Bryan as well as the major medical facilities and the social service agencies in B/CS. Individuals may access other routes by utilizing the transfer system. Daily ridership averages 150 passenger trips.

##### Green Route

The green route serves the central business district of Bryan, the west side of B/CS, as well as Texas A&M University. Individuals may access other routes by utilizing the transfer system. Daily ridership averages 250 passenger trips.

##### Yellow Route

The yellow route serves the business, medical, educational, and social service facilities in College Station. Additionally, this route serves Texas A&M University and the community centers in College Station. Individuals may access other routes by utilizing the transfer system. Daily ridership averages 225 passenger trips.

##### Maroon Route

The maroon route serves the residential and business sections of College Station. This route also serves major medical facilities, shopping centers, and Texas A&M University. Individuals may access other routes by utilizing the transfer system. Daily ridership averages 200 passenger trips.

### Orange Route

The orange route serves the business and residential sections of Bryan. This route also serves shopping and educational facilities. Individuals may access other routes by utilizing the transfer system. Daily ridership averages 250 passenger trips.

### Purple Route

The purple route serves several residential areas of B/CS, Due to the linear lay out of B/CS, the majority of the routes travel a North/South mode, however, the purple route travel an East/West mode. This enables passengers to access other route more readily, thereby decreasing their trip time. Individuals may access other routes by utilizing the transfer system. Daily ridership averages 175 passenger trips.

## **BRAZOS TRANSIT DISTRICT BOARD POLICY STATEMENT 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.

**BRAZOS TRANSIT DISTRICT (THE DISTRICT)  
DOCUMENT FOR 2006 - 2008  
TRANSPORTATION IMPROVEMENT PROGRAM**

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. The Woodlands Express is a 1,000 car facility and Research Forest is a 600 car facility. 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 2004 through 2006 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.

**2006 – 2008 Projects:**

City of Lufkin, City of Nacogdoches, and the counties of Brazos, Burleson, Grimes, Houston, Leon Liberty, Madison, Montgomery, Polk, Robertson, San Jacinto, Trinity, Walker, and Washington Counties - Section 5311 Transit Service

Brazos and Montgomery Counties - Section 5310 Procurement

City of College Station/Bryan - Section 5307 Transit Service

The Woodlands – Section 5307 Transit Service

Brazos County - Construction, Transit Center

**FINANCIAL SUMMARIES**

**FY 2006 - 2008 TIP FINANCIAL SUMMARY**

**Bryan/College Station MPO TOTALS**

**TxDOT Financial Summary**

Bryan District

Work CAT	Work Category Description	FY 2006 Allocation	FY 2006 Programmed	FY 2007 Allocation	FY 2007 Programmed	FY 2008 Allocation	FY 2008 Programmed	TOTAL Allocation	TOTAL Programmed
1	Prev. Maintenance & Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Metro Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Urban Corridor Projects	\$0	\$8,300,000	\$0	\$0	\$0	\$0	\$0	\$8,300,000
4	Statewide Connectivity	\$0	\$59,510,203	\$0	\$17,900,000	\$0	\$0	\$0	\$77,410,203
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structure Rehabilitation	\$0	\$885,000	\$0	\$0	\$0	\$10,000,000	\$0	\$10,885,000
7	Metro Mobility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Miscellaneous	\$0	\$4,810,841	\$0	\$0	\$0	\$0	\$0	\$4,810,841
11	District Discretionary	\$0	\$15,344,529	\$0	\$1,800,000	\$0	\$4,410,000	\$0	\$21,554,529
12	Strategic Priority	\$0	\$25,218,052	\$0	\$0	\$0	\$0	\$0	\$25,218,052
Other	TMPA		\$636,305						\$636,305
	<b>TOTAL Funds</b>	<b>\$0</b>	<b>\$114,704,930</b>	<b>\$0</b>	<b>\$19,700,000</b>	<b>\$0</b>	<b>\$14,410,000</b>	<b>\$0</b>	<b>\$148,814,930</b>

**FY 2006 - 2008 TIP FINANCIAL SUMMARY**  
**Bryan/College Station MPO TOTALS**  
Transit Financial Summary

Bryan District

Transit Programs Description	FY 2006		FY 2007		FY 2008		Totals	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total
1 Section 5307 - Urb >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2 Section 5307 - Urb <200K	\$1,792,487						\$1,792,487	\$0
3 Section 5309 - Disc.							\$0	\$0
4 Section 5310 - E&PwD	\$139,913	\$174,891	\$146,441	\$183,051	\$159,495	\$199,369	\$445,849	\$557,311
5 Section 5311 - Non- Urb	\$2,319,298		Programmed by PTN		Programmed by PTN		#VALUE!	\$0
6 Section 5316 - JARC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7 Section 5317 - New Freed	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Funds</b>	<b>\$4,251,698</b>	<b>\$174,891</b>	<b>\$146,441</b>	<b>\$183,051</b>	<b>\$159,495</b>	<b>\$199,369</b>	<b>#VALUE!</b>	<b>\$557,311</b>

Revised: TxDOT PTN  
9/12/05



**Bryan-College Station  
Metropolitan Planning Organization**

**MPO SELF-CERTIFICATION**

In accordance with 23 CFR 450.334, 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 Sections 134 and 135, 49 U.S.C. Section 5323(l), 23 CFR Part 450.220 and 49 CFR Part 613 (Federal Register, October 28, 1993);
- (2) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (3) Section 1101(b) of the Transportation Equity Act for the 21<sup>st</sup> Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- (4) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38);
- (5) The provision of 49 CFR Part 20 regarding restrictions on influencing certain activities;

The Bryan/ College Station area continues to attain the National Ambient Air Quality Standards and is considered an attainment area.

Witness these signatures this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_

TEXAS DEPARTMENT OF TRANSPORTATION  
BRYAN - DISTRICT

BRYAN-COLLEGE STATION  
METROPOLITAN  
PLANNING ORGANIZATION

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
MPO Policy Committee Chairperson

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date