

Mobility addresses vehicular, bicycle, and pedestrian movements within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for area residents. The purpose of mobility is to ensure that all modes and routes of transportation are safe, reliable, and minimize congestion on the road system. This is accomplished by providing an adequate and efficient street network, designated bike facilities, sidewalk network, and local transit services.



The rural setting and history of the Wellborn Community can be seen through the context of the local transportation network. Traditionally people view a transportation network as a means to move vehicular traffic through a corridor in the most efficient manner. However, a transportation network can be more than just a means to move vehicular traffic. It can reflect the history, context and the future ambitions of a local community. Through this Plan, the Wellborn Community has an opportunity to preserve the rural character that is cherished and reflected through the transportation network.

The community of Wellborn was established and tied to a transportation corridor. The Union Pacific Railroad (UPRR) line that parallels F.M. 2154/Wellborn Road can be traced back to 1867 and the old Houston and Texas Central Railroad. The post office opened in 1867 under the name of Wellborn Station.

Along with the UPRR and F.M. 2154/Wellborn Road mentioned above, the transportation network within the Wellborn planning area consists of paved and unpaved roads. During the planning process, an early concern expressed



by residents was the potential widening of F.M. 2154 beyond the four traffic lanes indicated on the City's Thoroughfare Plan (**Map 3.1 Existing Thoroughfare Plan**). Additional concerns, focused on the future configuration of the network of paved and unpaved roads.

This Plan considers the rural character and history; the future land uses, traffic generated, different modes of travel and the desires of the community, and that the transportation network would function accordingly in the future.

PURPOSE OF THE CHAPTER

Goal

The purpose of this chapter is to outline a set of strategies that provide for needed transportation improvements, while remaining sensitive to the desire to preserve the unique character and elements of the historic Wellborn Community. Based on the public input that was received by staff from area residents and property owners during the planning process, the desire is to focus on maintaining the rural, country lifestyle of the area. The Mobility Goal for the Wellborn Community is,

“To promote a multi-modal transportation network that responds to the low density, rural context of the community”

Public input gathered during the planning process highlighted concerns with the existing transportation network and future thoroughfare designations, as well as proposed bicycle and pedestrian improvements. The process yielded varying opinions and discussions that are included throughout the chapter.

This chapter focuses on the following areas of mobility: thoroughfares and their context; trip or traffic generation based on proposed land uses; and the bicycle and pedestrian network. A series of strategies and action items are included at the end of the chapter. Implementation of these mobility improvements are discussed in **Chapter 4, Implementation**, and will be broken up into short term, mid-term and long term initiatives.

The trip or traffic discussion evaluates the proposed land uses to make sure the land uses proposed will not necessitate expanding F.M. 2154 beyond the four lanes proposed in the City of College Station Thoroughfare Plan. This is followed by the modification of the Thoroughfare Plan based on stakeholder comments and evaluation, to include the discussion of context both rural and suburban. The discussion on the bicycle and pedestrian network focuses on the location and type of improvements necessary to advance connectivity within and around the Wellborn Community, primarily south and east of Live Oak Street, while maintaining the character of the area.

STREET NETWORK

Wellborn has approximately 7.4 miles of streets and alleys within and surrounding the district. Of these approximately 5.7 miles are thoroughfares designed to carry higher amounts of traffic to and through the area as displayed in **Map 3.1, Existing Thoroughfare Plan**. Of these, F.M. 2154 is owned and maintained by the Texas Department of Transportation (TxDOT). Streets not designated on the Thoroughfare Plan are considered to be local or neighborhood streets.

Functional Classification, Context Class, & Thoroughfare Types

The functional classification of streets is based on the traffic service function they are intended to provide and the degree of land access they allow. These classifications include freeway/expressways, major arterials, minor arterials, major collectors, and minor collectors. The functional classifications of thoroughfares are used to identify the volume capacities, necessary right-of-way (ROW) widths, number of lanes, and design speeds for the streets.

The Comprehensive Plan goes a step further and identifies the context class along each segment of thoroughfare in the City based on the character through which a street travels, as well as the character of the street itself. Context classes in College Station include Mixed Use Urban, Urban, General Suburban, Restricted Suburban, and Estate/Rural. In the Wellborn planning area, there are generally two context classes, Estate/Rural and General Suburban. In general, the Estate/Rural context is in the western portion of the planning area west of F.M. 2154, and the General Suburban context can be found in the southeastern portion of the planning area, east of F.M. 2154. This information is exhibited in **Map 3.2, Existing Thoroughfare Context**.

With the functional classification and context class defined, the thoroughfare type can be defined. There are three thoroughfare types in College Station: Boulevard, Avenue, and Street. Streets and Avenues (collectors) are designed to collect traffic from neighborhood streets and distribute the traffic to a higher level thoroughfare types, such as boulevards or highways in a safe and efficient manner.

Figure EC.8, Street Classifications, in Appendix A - Existing Conditions lists the functional classification, context and thoroughfare type of the major thoroughfares in the Wellborn planning area. All streets are grouped into a class depending on the, capacity of the roadway, and the degree of land access they allow and character of traffic produced by the surrounding land uses.

Context Sensitive Solutions

Throughout the planning process there was much discussion regarding the preservation of the rural character in Wellborn. One of the components that contribute to the rural character in the area is the width and design of streets.

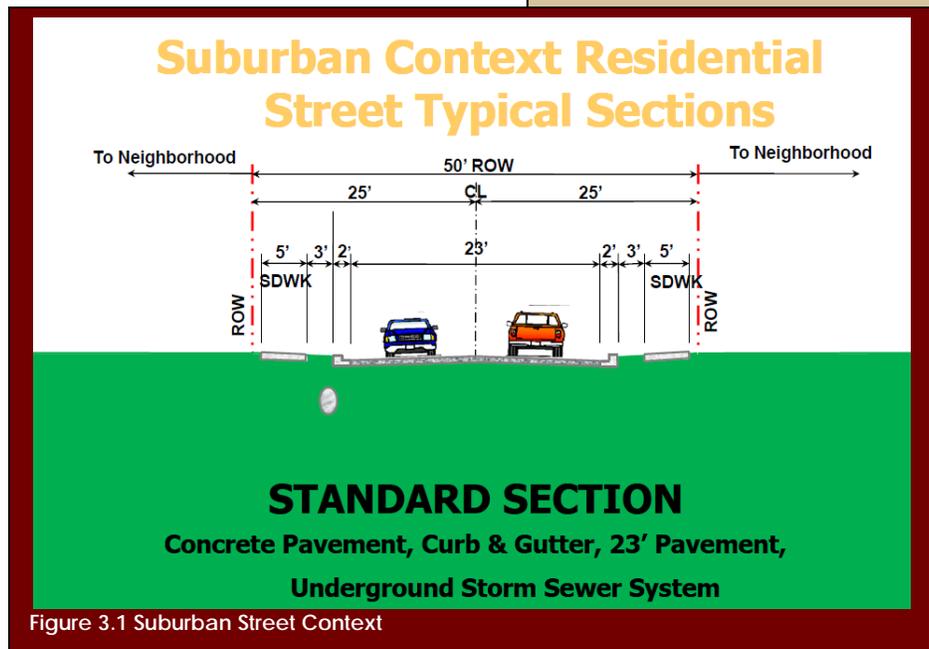


Figure 3.1 Suburban Street Context

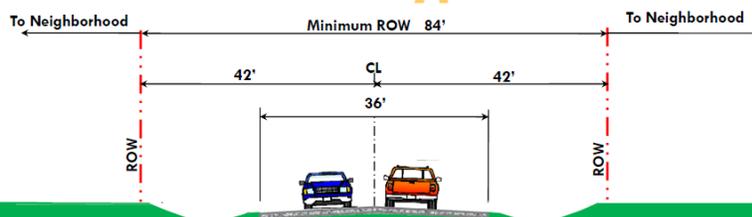
Under the City's currently adopted Thoroughfare Plan, the majority of streets within the planning area are classified as having a Suburban context. The City's guidelines for these types of streets include the addition of curb and gutter, with an underground storm sewer system, as well as sidewalks (see **Figure 3.1**). For a rural context roadway, the City's guidelines for these types of roadways would consist of open drainage ditches on either side of the roadway and no sidewalks or bike lanes (see **Figure 3.2**). Implications that were described and discussed with the resource team included ROW widths for the different street contexts. Generally there is less ROW width required for a suburban context roadway than a rural context roadway. The need for gradual sloped ditches is the major reason for the difference. In a rural context, the ditches on each side of the roadway convey storm water runoff. However, there is also a safety issue consideration with the design of the ditches. The desirable slope for the ditches is a 6:1 slope that allows a wayward motorist an opportunity to correct themselves when driving off the pavement and get back on the paved surface. In a suburban context the storm water is conveyed through an underground storm sewer system via inlets and curb and gutter negating the need for ditches and condensing the other roadway elements into a narrower ROW width.

Generally, the majority of roadways in the Wellborn planning area are currently rural context roadways.

Through this planning process that consisted of numerous neighborhood resource team meetings and area-wide meetings, it was agreed that local streets and thoroughfares would be constructed or reconstructed to a suburban context east of F.M. 2154, because of the suburban type of development currently being constructed, and because of proposed land uses; and to a rural context west of F.M. 2154 because of the rural/estate land uses proposed for that area. However, it was also agreed that McCullough Road would remain a rural context roadway.

The context of F.M. 2154 was specifically discussed numerous times with the resource team and with the larger planning area-wide group. The context would have some bearing on the potential for ROW acquisition and possible impacts to existing business to the east of F.M. 2154. Currently, F.M. 2154 parallels UPRR. As part of the annexation of Wellborn the City hired a land surveyor to do title searches and survey the area that was annexed. In that effort it was identified that the current location of F.M. 2154 resides entirely on ROW that belongs to UPRR. TxDOT is aware that any future project for F.M. 2154 would involve negotiations with UPRR.

Minor Collector Thoroughfare Rural Context Typical Section



Suburban Context = Minimum ROW 65'

2 –Lane Minor Collector
Concrete Pavement, Open Drainage, 2' Ribbon Curb

Figure 3.2 Minor Collector Thoroughfare Rural Context

By providing direction and opinions on roadway context and by ensuring land uses would not generate traffic beyond a need for additional capacity beyond the four lanes in the Thoroughfare Plan, TxDOT (see Roadway Capacity discussion) will be better situated in those negotiations with UPRR. With the understanding of ROW width implications the general feeling of the neighborhood resource team and Wellborn area-wide citizens was that a hybrid solution should be explored, one that would provide for the rural context and yet minimize ROW acquisition with minimal impact to existing business. Part of that hybrid would be no sidewalks or bike lanes and the potential for curb and gutter with an underground storm sewer system to negate the need for roadway ditches to minimize ROW acquisition.

Thoroughfare Plan Modifications

The City of College Station Neighborhood and District planning efforts enables fine tuning of the City's Land Use Plan and Thoroughfare Plan. This is based upon discussions, and analysis with the neighborhood resource team and the planning area residents (see **Map 3.3 - Thoroughfare Plan Version 1, Map 3.4 - Thoroughfare Plan Version 2** and **Map 3.5 Proposed Thoroughfare Context**).

The following changes are based on resident's input and their input on mobility has been analyzed:

- McCullough Road functional classification changed from a major collector to a minor collector. The difference between a minor collector and a major collector would entail eliminating a continuous center left turn lane, and reduction in roadway capacity. McCullough Road's context would be rural.
- Removal of the proposed thoroughfare that runs north and south between McCullough Road and Greens Prairie Road from the Thoroughfare Plan.
- Add Live Oak Street to the Thoroughfare Plan and convert from a local residential street to a minor collector providing "back-age" road access and bike lanes and sidewalks or multi-use path to business along the east side of F.M. 2154. (See bike/pedestrian discussion)
- Relocate the four lane minor arterial that ran east and west and located to the west of UPRR to run along the north property line that it split in two. Because the land uses west of F.M. 2154 are proposed to remain rural with a minimum of one acre lots, the classification of the roadway has been downgraded from a four lane minor arterial to a major collector. A major collector would consist of two travel lanes in each direction with a continuous center left turn lane.
- Reclassify the thoroughfare on the south property line of the same property mentioned above from a minor collector to a major collector to ensure the capacity of the transportation network not be compromised by re-classifying the four lane minor arterial to a major collector.
- Finally, the re-location of the existing railroad crossing at South Dowling Road and F.M. 2154 to F.M. 2154 and Greens Prairie Road. Currently the approach to the railroad crossing meanders and provides very little queuing space on the west

side of F.M. 2154. On the east side of F.M. 2154 the approach is short and ends at Live Oak Street. By relocating the railroad crossing, the approaches would be longer and the crossing would be part of a longer corridor, (see **Map 3.3 - Thoroughfare Plan Version 1**). This change would require negotiations with UPRR. Thoroughfare Plan Version 2 would keep the railroad crossing in its current location if negotiations with UPRR are not fruitful; (see **Map 3.4 - Thoroughfare Plan Version 2**).

The changes in the Thoroughfare Plan would be implemented (constructed) by development as it occurs or by the City in the future. Short term, mid-term and long term City or TxDOT projects are discussed in the implementation chapter, and are based on dialogue and analysis through this planning process, with Wellborn area residents', issues and concerns. Furthermore, Brazos County will be developing a Thoroughfare Plan for areas outside of both Bryan and College Stations incorporated areas. Potential tweaks to thoroughfares or UPRR crossings could be part of the County effort. City of College Station staff will be part of the coordinated study to ensure this planning effort is incorporated into the County's endeavor.

Roadway Capacity

One of the major discussion items that occurred as part of the planning process was the future of F.M. 2154. F.M. 2154 is a TxDOT facility, and immediately north of the Wellborn Community TxDOT has recently completed an upgrade of that facility to a six lane suburban context roadway that included a raised median, curb and gutter, an underground storm sewer system and sidewalks. The existing section of F.M. 2154 along the planning study area consists of a two lane farm to market roadway. The City's current Thoroughfare Plan designates the section of F.M. 2154 through the study area as a future four lane major arterial, (see **Map 3.1 Existing Thoroughfare Plan**). For the future F.M. 2154 to not need to be upgraded beyond the four lanes proposed in the City's Thoroughfare Plan, the future capacity of the roadway had to be analyzed. A comparison was made as part of the analysis to the future land uses proposed and the trips generated by those land uses, (see **Appendix B- Roadway Capacity Analysis**) for analysis details.

The primary concern was that along F.M. 2154 significant small scale commercial would be proposed that would generate trips beyond the roadway capacity of the future four-lane F.M. 2154. The small scale commercial land use would be the highest trip generator proposed in the area. The rural/estate single family designations with one acre lots or greater would generate a small portion of the trips generated by the proposed land uses. As part of the land use discussion with the neighborhood resource team, thresholds were calculated to reflect the number of acres of small scale commercial F.M. 2154 could accommodate with its four lane major arterial configuration. Approximately 60 acres was determined to be the maximum small scale commercial that F.M. 2154 could accommodate and keep Levels of Service (LOS) acceptable. The final discussion revolved around how much growth in the Wellborn planning

Level of Service (LOS) is a measure of effectiveness that is based on volumes versus capacity. The scale ranges from LOS A to LOS F, with LOS A being the best LOS (free flow traffic) and LOS F being the worst LOS (bumper to bumper traffic). 2/3rds of the roadways capacity is LOS D, which is an acceptable LOS.

area could occur before TxDOT would be forced to upgrade F.M. 2154 to its four-lane major arterial configuration.

Thresholds were also calculated for this scenario; (see **Appendix B-Roadway Capacity Analysis**). Based on existing traffic and the current configuration of F.M. 2154 an additional 11,968 vehicles per day (vpd) can be accommodated. It will be important to monitor future traffic based on development in the area, and coordination with TxDOT and the Bryan College Station Metropolitan Planning Organization to plan and program the expansion of F.M. 2154.

F.M. 2154 Safety Issues

With many opportunities for public input, one major theme, safety, was mentioned several times. The issue became prevalent with the opening of the new elementary school located at the corner of Royder Road and Greens Prairie Trail. With F.M. 2154 being the major north and south corridor motorists are having trouble making left and right turns at F.M. 2154 and Greens Prairie Trail for their commute eastbound to the new elementary school. As part of the permit process for the new elementary school College Station ISD submitted a traffic impact analysis. The analysis indicated a traffic signal was not warranted at the intersection in question. However, with the amount of comment through this planning process another look at this intersection is recommended. Along with a new signal warrant analysis, the feasibility of adding a dedicated left turn and a dedicated right turn should be explored. Coordination with TxDOT will also be recommended.

A warrant or engineering study is used to analyze and provide justification for all traffic control signals and multi-way stop controls at intersections. As part of these studies, traffic conditions, pedestrian characteristics, and physical characteristics of the location are examined. In order to justify a traffic control signal the following factors are considered: eight-hour vehicular volume, four-hour vehicular volume, peak hour, pedestrian volume, school crossing, coordinated signal system, crash experience, and the roadway network.

BICYCLE & PEDESTRIAN MOBILITY

Bicycle and pedestrian connectivity is part of a multi-modal transportation network allowing for the movement of people to and through areas as an alternative to vehicular travel. In addition to promoting health and wellness, these non-vehicular modes of travel can help reduce overall vehicle miles traveled, congestion, pollution, and the costs associated with roadway expansion. In the most recent effort to improve bicycle and pedestrian mobility, the City adopted the Bicycle, Pedestrian, and Greenway Master Plan in 2010. That plan identified and prioritized improvements to the existing City-wide systems to enhance and encourage multi-modal transportation.

Due to the rural character of Wellborn and its history of being outside the City limits, bicycle and pedestrian facilities are almost non-existent. These facilities were neither required nor installed at the time of development. Streets within the planning area have open ditches on each side, narrow pavement widths, and in some cases consist of a gravel surface.

Discussions with the Resource Team and larger planning area tended to focus on maintaining a rural character, with open ditch street sections. In parts of the planning area with higher densities (generally east of the railroad), residents saw the need to accommodate bicyclists and pedestrians. This is due in large part to having large residential subdivisions just outside the planning area, the existing commercial development along F.M. 2154, the existing elementary school, planned future schools and nearby park/community center.

Types of Facilities

Bicycle and pedestrian facilities can include a variety of items. The following define the various types of bicycle and pedestrian facilities that are utilized or are currently proposed for the Central College Station neighborhood:

Bike Lane - a designated part of the roadway that is striped, signed, and has pavement markings to be used exclusively by bicyclists.

Bike Route - a roadway that is shared by both bicycles and motor vehicles. Wide outside lanes and shoulders can serve as bike routes with signage.

Sidewalks - walkways alongside roads, typically five to eight feet wide, for pedestrians.

Additional bicycle and pedestrian facilities include crosswalks, ramps, medians, signage, shelters and signals. These items all contribute to the overall identification, accessibility and safety of bicyclists and pedestrians.

Bicycle and Pedestrian Plan Modifications

The following changes are proposed to the existing Bicycle, Pedestrian and Greenways Master Plan (See **Map 3.6 Proposed Bicycle Plan** and **Map 3.7 Proposed Pedestrian Plan**):

- Add a sidewalk along Live Oak Street from Greens Prairie Road West to McCullough Road. This sidewalk would provide access to the commercial areas along F.M. 2154 and connect to the planned sidewalk along Royder Road that will extend to Greens Prairie Elementary.
- Add a bike route along Live Oak Street from Greens Prairie Road West to McCullough Road. This route will provide access to the commercial areas along F.M. 2154 and connect to the planned bike lanes along Greens Prairie Road West and Royder Road.
- Remove planned sidewalks along I&GN Road and South Dowling Road. This is due to the rural street context, proposed low density residential uses (1-acre +) and the desire to maintain a rural character west of the railroad.
- Remove planned sidewalk and bike lane along McCullough Road. The thoroughfare context is proposed to change to rural and as such would not accommodate sidewalks or bike lanes.

- Remove planned sidewalk and bike lane from Greens Prairie Road West to McCullough road. The thoroughfare, which would have included sidewalks and bike lanes, is proposed to be removed from the thoroughfare plan.
- Change proposed bike lanes along South Dowling Road and I&GN Road to bike routes. This is due to the proposed rural thoroughfare contexts, which would not accommodate bike lanes.
- Remove designated bike route along F.M. 2154 from William D. Fitch Parkway to Greens Prairie Trail, but explore opportunities for bike accommodations when the roadway is widened.

Area Transit

The Wellborn Community has access to one transit service, which is operated by the Brazos Transit District (The District). The District provides fixed route, para-transit and demand service throughout the City. However, there are no fixed routes within the Wellborn planning area at this time and given the planned low density rural nature of the area, is unlikely to change in the future.

INFRASTRUCTURE MAINTENANCE & IMPROVEMENTS

Street Maintenance

Street maintenance within the Wellborn planning area is provided by three separate entities: the City's Public Works Department, Brazos County Road & Bridge, and the Texas Department of Transportation (TxDOT). Streets that are the maintenance responsibility of Brazos County or TxDOT include the following: F.M. 2154, Capstone Drive, I&GN Road, Koppe Bridge Road, and a portion of Greens Prairie Trail.

As mentioned in the **Appendix A - Existing Conditions** and as part of the annexation service plan, the City is responsible for maintaining public roads and streets at a level comparable to the maintenance prior to annexation. These services include emergency pavement repair and preventative street maintenance.

At the City level, regular evaluation of streets are conducted with each street given a rating based on a variety of criteria, such as cracking and potholes. When a street falls below an acceptable rating (85), the street is programmed for maintenance. Typically these repairs consist of filling pot holes and providing a seal coat.

Capital Improvements in the Wellborn Planning Area

For infrastructure improvements requiring funding above what can be supported by the City's general operating budget, the City of College Station has a multi-year Capital Improvement Plan that addresses infrastructure needs. These projects are typically funded through General Obligation Bonds (GOB), which are authorized by voter approval in a bond authorization election or Certificates of Obligation (COs),

Maintenance of Public Roads and Streets – As part of the annexation service plan, the City will within two and one-half (2-1/2) years of the effective date of annexation (4/14/2011), provide a two course seal coat for the following gravel roads and streets:

- McCullough Road
- Church Street
- Madison Street
- Live Oak Street
- Royder Road

GOAL, STRATEGIES, AND ACTIONS FOR THE WELLBORN COMMUNITY

The Mobility Goal for the Wellborn Community is to *promote a multi-modal transportation network that responds to the low density, rural context of the community*. Strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Strategy M1 – Maintain the rural character and context of existing streets in the Wellborn Community, where possible.

- **Action M1.1 (Thoroughfare Plan Amendments)** – Amend the Thoroughfare Plan as follows:
 - Designate Live Oak Street as a minor collector (General Suburban context). This street will connect McCullough Road to Royder Road and provide a parallel street to F.M. 2154.
 - Remove the connection from Greens Prairie Road West to McCullough Road.
 - Reclassify McCullough Road from a major collector to a minor collector (Rural context).
 - Reclassify Barron Cut-off Road from a major collector to a minor collector (General Suburban context).
 - Realign the planned thoroughfare west of South Dowling Road to straddle the property line on the north side of the tract.
 - Reclassify the planned thoroughfare west of South Dowling Road from a four lane major arterial to a major collector (Rural context).
 - Reclassify the planned Greens Prairie Road extension west of F.M. 2154 from a minor collector to major collector (Rural context).

- Reclassify street contexts for F.M. 2154, McCullough Road, South Dowling Road, and Koppe Bridge Road to incorporate an appropriate rural street cross-section.
- **Action M1.2** – Maintain and rehabilitate streets identified on street inventory as funding permits.

Strategy M2 – Increase safety at intersections within and surrounding the Wellborn planning area.

- **Action M2.1** – Approach the railroad about relocating the crossing at South Dowling Road and F.M. 2154 to align with the intersection of Greens Prairie Road and F.M. 2154.
- **Action M2.2** – Evaluate intersections that merit further study for signalization or improved design for safety concerns. These include:
 - Intersection of South Dowling Road and F.M. 2154 (if relocation of intersection is not possible)
 - Intersection of Greens Prairie Trail and F.M. 2154

Strategy M3 – Coordinate public facility investment for street projects.

- **Action M3.1 (Coordinated Public Facility Investment)** – Prioritize capital projects for street rehabilitation and construction. These projects include the rehabilitation of Royder Road from Greens Prairie Road West to Greens Prairie Trail, rehabilitation and extension of Live Oak Street from Royder Road to McCullough Road, rehabilitate Greens Prairie Trail from F.M. 2154 to Greens Prairie Road, and rehabilitation of Greens Prairie Road West from F.M. 2154 to Greens Prairie Trail.

Strategy M4 - Partner with local agencies on transportation planning efforts.

- **Action M4.1** – Partner with the Metropolitan Planning Organization (MPO) to collect relevant traffic data.
- **Action M4.2** - Be part of Brazos County’s effort in developing the County’s Thoroughfare Plan and ensure this planning effort is incorporated into the County’s endeavor.

Strategy M5 – Remove proposed pedestrian facilities from the Master Plan in areas with a rural context, and add facilities in areas proposed to have a suburban context.

- **Action M5.1** – Amend the proposed pedestrian facilities identified in the **Bicycle, Pedestrian, and Greenways Master Plan** as follows:

- Add sidewalks along Live Oak Street, from its intersection with McCullough Road and Greens Prairie Road West.
- Remove proposed sidewalk from the connection of Greens Prairie Road West and McCullough Road.
- Remove the proposed sidewalk along McCullough Road.
- Remove the proposed sidewalk along I&GN Road.
- Remove the proposed sidewalk along South Dowling Road.

Strategy M6 – Coordinate public facility investment on pedestrian improvements.

- **Action M6.1** – Install new sidewalks and associated crosswalks in compliance with the **Bicycle, Pedestrian, and Greenways Master Plan**. Timing of improvements will occur with road rehabilitation projects (Royder Road, Greens Prairie Road West, Live Oak Street).

Strategy M7 - Remove proposed bicycle facilities from the Master Plan in areas with a rural context, and add facilities in areas proposed to have a suburban context.

- **Action M7.1** – Amend the proposed bicycle facilities identified in the **Bicycle, Pedestrian, and Greenways Master Plan** as follows:
 - Add bike route along Live Oak Street, from its intersection with McCullough Road and Greens Prairie Road West.
 - Remove bike lanes along South Dowling Road and change to bike route.
 - Remove bike lanes along I&GN Road and change to bike route.
 - Remove bike lanes along McCullough Road.
 - Remove bike route along F.M. 2154, but explore opportunities for bike accommodations when road is widened.
 - Remove proposed bike lanes from the connection of Greens Prairie Road West to McCullough Road.

Strategy M8 – Coordinate public facility investment and maintenance for bicycle improvements.

- **Action M8.1** – Stripe, mark, and sign bike lanes and routes in compliance with the **Bicycle, Pedestrian, and Greenways Master Plan** and the Manual on Uniform Traffic Control Devices. Timing of improvements will take place with road rehabilitation projects.
- **Action M8.2** – Provide continued maintenance of roadways, markers, and signage for bicycle transportation network.

Strategy M9 - Find alternative funding sources to facilitate bicycle and pedestrian improvements.

- **Action M9.1** – Utilize grant sources such as Safe Routes to School and Texas State Wide Enhancement Programs, to expand funding opportunities beyond the general fund and bonds.