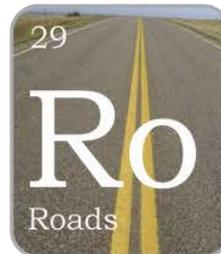
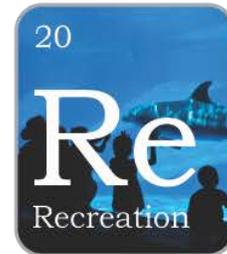
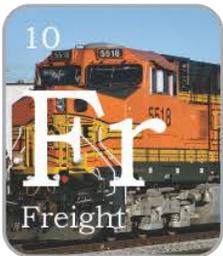
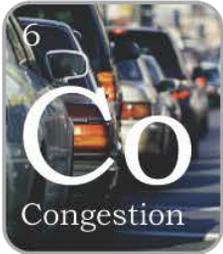


MtP

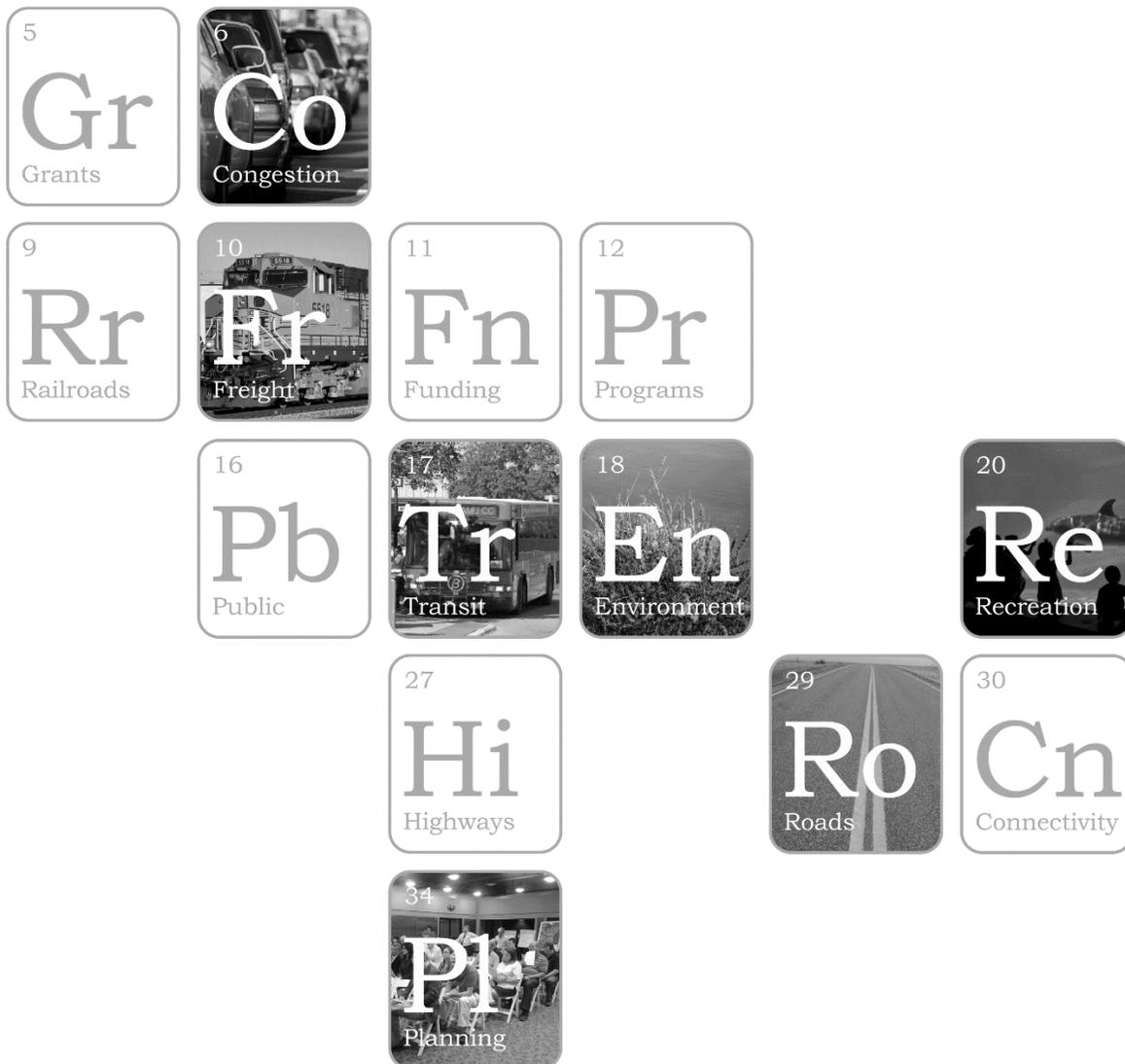
2015 - 2040

Metropolitan Transportation Plan



CORPUS CHRISTI METROPOLITAN
PLANNING ORGANIZATION

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION 2015 – 2040 METROPOLITAN TRANSPORTATION PLAN



Approved by the Transportation Policy Committee – November 17, 2014
Effective on December 3, 2014 | AMENDED JULY 6, 2017

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation

TABLE OF CONTENTS

CHAPTER 1: OUR FOUNDATION

Perface _____	1
Corpus Christi MPO _____	1
MPO Governance _____	3
MPO Planning Staff _____	4
Metropolitan Planning Area _____	4

CHAPTER 2: FINANCIAL REALITY*

Introduction* _____	5
Federal Funding Programs _____	5
Projections of Future Funding* _____	7
Local Funding for Highway _____	8
Federal Funding Programs for Transit _____	9
New Programs _____	9
Consolidated Programs _____	11
Repealed Programs _____	12
Modified Programs _____	13

CHAPTER 3: REGIONAL TRENDS & DEMOGRAPHICS

Introduction _____	17
Study Area Profile _____	17
Population Projections _____	19
Employment _____	19
Income _____	21
Housing _____	21
Travel Demand Forecast _____	21

CHAPTER 4: REGIONAL TRANSPORTATION NETWORK

Introduction _____	31
Roads and Highways _____	31
Introduction _____	31
Urban Action Plan _____	32
Regional Connectivity _____	37
Harbor Bridge Project _____	40
Highway Safety Improvement Grant Project _____	40
Public Transportation _____	42
Goals and Objectives _____	42
Public Transportation Providers _____	43
Regional Transportation Coordination _____	46
Active Transportation / Bicycle & Pedestrian _____	47
Freight Movement _____	51
Texas Priority Freight Network _____	51
Local Trucking Goals _____	52
Local Railroad Goals & Objectives _____	53
Port of Corpus Christi _____	53
Actions to Date _____	56
Major Initiatives _____	60
Recreation Travel and Tourism _____	65
Goals and Objectives _____	66
Attractions _____	66

Corpus Christi International Airport _____	68
Major Projects _____	68
Airport Commerical Development _____	69
Long-Range Master Plan _____	70

CHAPTER 5: CONGESTION MANAGEMENT

Introduction _____	71
MPO Congestion Management Process _____	72
Development of Performance Measure _____	76

CHAPTER 6: ENVIRONMENTAL CONSIDERATIONS

Introduction _____	79
Stakeholders _____	80
Status of Air Quality _____	80

CHAPTER 7: PERFORMANCE MEASURES

Introduction _____	83
Framework for Using Performance Measures _____	84
Next Steps _____	86

PROJECT LISTINGS

Federally Funded Highway Projects* _____	91
Federally Funded Transit Projects _____	92

AMENDMENTS*

August 2017 Amendment Summary* _____	93
--------------------------------------	----

APPENDICES

Appendix I

Document of Public Participation	
Public Notice – Metropolitan Transportation Plan	
Summary of Public Input	

Appendix II

Transportation Needs Survey	
Glossary of Terms	

TABLE OF FIGURES

Figure 4.1: Road and Highway Classifications _____	33
Figure 6.1: Corpus Christi Urban Airshed and Regulatory Ozone Monitors CAMS 4 & 21 _____	79
Figure 6.2: Corpus Christi Ozone Design Trends _____	81
Figure 6.3: Map of Research Air Monitors Operated by UNT/TAMUK _____	82

TABLE OF MAPS

Map 1.1: Corpus Christi MPO Planning Area _____	4
Map 3.1: Significant 2006 - 2040 Network Projects _____	24
Map 3.2: 2006 Population _____	26
Map 3.3: 2040 Projected Population _____	27

* AUGUST 2017 – AMENDMENT AREAS

TABLE OF CONTENTS

TABLE OF MAPS (continued)

Map 3.4: 2006 Employment _____	28
Map 3.5: 2040 Projected Employment _____	29
Map 4.1: State Roads and Highway System _____	32
Map 4.2: Regional Parkway Mobility Corridor Segments _____	39
Map 4.3: Corpus Christi Bay Trail _____	48
Map 4.4: South/Central Texas Region Traffic and Truck Volumes 2010 - 2012 _____	51
Map 4.5: Port of Corpus Christi _____	55
Map 4.6: New and Planned Development at the Port of Corpus Corpus _____	60
Map 4.7: Railroad Master Plan _____	63
Map 4.8: Dock Improvements and Construction Projects _____	64

TABLE OF TABLES

Table 2.1: Project Selection by Category _____	6
Table 2.2: 2015 - 2024 UTP Transportation Funding Levels* _____	8
Table 2.3: Map 21 Highlights of Program Changes _	9
Table 3.1: Study Area Demographics 2010 _____	17
Table 3.2: 2010 Census Population Statistics _____	18
Table 3.3: Population Projections and Percent Change since 2010 _____	19
Table 3.4: Study Area Occupational Precentage _	20
Table 2.2: 2024 UTP TFL _____	12
Table 2.3: Map 21 Highlights of Program _____	12
Table 4.1: Preliminary Corridor Segments From To Lengths (Miles) _____	38
Table 5.1: Commuting to Work _____	75
Table 6.1: Ozone Design Values Observed at the Non-Compliance Research Grade Monitoring Stations _____	81

* AUGUST 2017 – AMENDMENT AREAS

CHAPTER 2

FINANCIAL REALITY

INTRODUCTION

(See Amendment Section – **AUGUST 2017 Amendment Summary** for update, page 102)

The current enabling legislation (MAP-21) provides for funding surface transportation programs for fiscal years 2013 and 2014. As of the development of this plan, it is anticipated Map-21 will continue to be extended by Continuing Resolution into FY 2015 and hence creates tenuous funding estimates limited to temporary funding being proposed until a subsequent highway bill is passed.

The Highway Trust Fund (HTF) is a transportation fund which receives money from federal fuel tax to fund three accounts. Two of the three accounts impact MPOs: Highway – funds road construction; and Mass Transit – supports mass transit.

A constant component of transportation planning and program development is fiscal constraint (the total cost of a transportation project cannot exceed what we can reasonably expect to receive in funding). Any attempt to evaluate historical funding levels for the purposes of estimating future federal and state funds remains tenuous at best. Realities that impact funding include the insolvency of the Highway Trust Fund, federal funding rescissions, and periods of high fuel prices that curb driving combined with more efficient vehicles. All these make estimating future funding level projections a challenge while it remains clear that solutions must be established to avoid congestion increases that could be compounded by reduced levels of maintenance.

The Texas Transportation Commission and the Texas Department of Transportation (TxDOT) use the Unified Transportation Program (UTP) as TxDOT's 10-year guide for transportation project development. The UTP, a mid-range document listing projects and programs that are planned for construction and/or developed within the first ten years of the 24-year Statewide Long-Range Transportation Plan (SLRTP). The UTP authorizes projects for construction, development, and planning activities and includes projects involving highways, aviation, public transportation, and state and coastal waterways. The UTP is developed and adopted annually. TxDOT adopted the most current UTP in August 2014 which projected available funding for the 2015 – 2024 period and it serves as the bases for these MTP projections.



Texas Transportation Commissioners

FEDERAL FUNDING PROGRAMS

The intent of the project process is to ensure that TxDOT's goals are supported through project selection which in turn is guided by available funding. A summary of UTP funding categories and project selection criteria by category are listed in Table 2.1.

TABLE 2.1: PROJECT SELECTION BY CATEGORY

FUNDING CATEGORY	PROJECT SELECTION CRITERIA
1 Preventive Maintenance and Rehabilitation	Project selected by districts. Commission allocates funds through a formula allocation program.
2 Metropolitan and Urban Area Corridor Projects	Projects selected by MPOs in consultation with TxDOT. Commission allocates funds through a formula allocation program.
3 Non-Traditionally Funded Transportation Projects	Determined by legislation, Commission approved Minute Order, and local government commitments.
4 Statewide Connectivity Corridor Projects	<p>Selections based on engineering analysis of projects on three corridor types:</p> <ul style="list-style-type: none"> • Mobility: based on congestion • Connectivity: 2-lane roadways requiring upgrade to 4-lane divided • Strategic Corridors: strategic corridor additions to the state highway network. An example would be the Ports-to-Plain Corridor.
5 Congestion Mitigation and Air Quality Improvement	Projects selected by MPOs in consultation with TxDOT. Commission allocates funds distributed by population weighted by air quality severity to non-attainment areas. Non-attainment areas designated by the Environmental Protection Agency (EPA).
6 Structures Replacement & Rehabilitation Bridge Program; Railroad Grade Separation Program	Projects selected by the Bridge Division (BRG) based on a listing of eligible bridges prioritized first by Deficiency Categorization (Structurally Deficient followed by Functionally Obsolete) & then by Sufficiency Ratings. Commission allocates funds through Statewide Allocation Program. In 2015, program increased to address maintenance and preservation related work.
7 Metropolitan Mobility/ Rehabilitation	Projects selected by MPOs operating in transportation management areas, in consultation with TxDOT. Commission allocates funds through Federal program distributed to MPO's with an urbanized area population of 200,000 or greater (TMA's).
8 Safety Federal Highway Safety Improvement Program (HSIP), Federal Railway-Highway Crossing Program, Safety Bond Program	Projects selected statewide by federally mandated safety indices & prioritized listing. Commission allocates funds through Statewide Allocation Program. In 2015, category includes System Widening Program.
9 Transportation Enhancements	Local entities nominate projects & TxDOT (with FHWA) evaluate for eligibility & make recommendations to Commission. TMAs select & rank projects within their areas in consultation with TxDOT. Projects in the Safety Rest Area Program are selected by the Maintenance Division (MNT).
Transportation Alternatives	<p>Statewide allocation: local entities nominate projects & TxDOT (with FHWA) reviews them. Eligible projects are selected & approved by Commission on a per-project basis. TMA allocation: respective TMA hosts program calls & selects eligible projects. In 2015, includes TAP allocation distributed by population to areas <200K to be used for bike/pedestrian related improvements.</p>

TABLE 2.1: PROJECT SELECTION BY CATEGORY - CONTINUE

FUNDING CATEGORY	PROJECT SELECTION CRITERIA
10 Coordinated Border Infrastructure Program (CBI) & Congressional High Priority Projects	CBI projects selected by districts with FHWA review & approval. Discretionary funds are project specific based on legislation.
Supplemental Transportation Projects: State Park Roads, Railroad Grade Crossing Re-planking, Railroad Signal Maintenance, Landscape Incentive Awards, Green Ribbon Landscape Improvement, Curb Ramp Program	CBI projects selected by districts with FHWA review & approval. Discretionary funds are project specific based on legislation.
11 District Discretionary	Projects selected by Districts. Commission allocates funds through a formula allocation program. Minimum \$2.5 million allocation to each district per legislative mandate.
12 Strategic Priority	Commission selects projects.

PROJECTIONS OF FUTURE FUNDING

(See Amendment Section – **AUGUST 2017 Amendment Summary** for update, page 102)

MPO planning and daily operational capacities are a necessary complement to its ability to make project spending decisions that are accountable and serve regional mobility. Funding sources available to MPOs includes the following broad categories Federal, State and Local:

FEDERAL

- Federal Highway Administration (FHWA) Metropolitan Planning Funds (PL Funds) are formula suballocated monies that State DOT's are required to dedicate to MPOs for financing MPO planning activities and daily operations;
- Federal Transit Administration (FTA) Metropolitan Planning Program / Section 5303 are formula moneys maintained by FTA to fund metropolitan planning operations and services;
- FTA State Planning and Research Program / Section 5313 funds are to assist states in meeting federal planning regulations. While the State is not required to suballocate these funds may use them for metropolitan transportation planning.

STATE

- State match is a common way for MPOs to receive the available 80% from federal grants if the state provides the 20% match. In Texas, MPOs receive in-kind assistance from its district offices.

In-kind match may include: insurance, purchasing, engineering services, office space/rent, site hosting, staff payroll/salaries, staff benefits, and utilities.

LOCAL

- County and city governments and local agencies may support MPO planning and operations through support from their general funds. Local support may also be made available in the form of membership dues collected by the MPO from jurisdictions within its planning boundaries. In addition to dues, some MPOs raise local revenues for their operations by providing services on a contractual basis to local entities. In arrangements that are perhaps a legacy of the 1980s, when funding cuts forced MPOs to be entrepreneurial, the MPO may contract with local government units lacking staff or technical capacity and perform fee-based data services and planning. The fees earned from local entities count as the required match.

Given that the local MPO, in consultation with the local TxDOT District and interested parties, select projects for Category 2 and 7 funding, a projection of funding in this area is of community-wide concern. Category 2 provides for funding mobility and added capacity projects on major state highway system corridors which serve the mobility needs of a Transportation Management Area (TMA). Category 7 provides for funding mobility projects within the Transportation Management Areas (TMAs). The pending allocation of available funding for the planning period is estimated as shown in Table 2.2 (as adopted by the TxDOT Commission in August 2014):

**TABLE 2.2: 2015 – 2024 UTP TRANSPORTATION FUNDING LEVELS (Corpus Christi District Office ADOPTED: August 2015)			
CATEGORY	10 YR TOTAL	15 YR PROJECTION	25 YR PROJECTION
		2030	2040
CAT 2	\$77,330,000	\$123,728,000	\$193,325,000
CAT 7 – STP MM	\$54,180,000	\$86,688,000	\$135,450,000
CAT 9 – TAP*	\$448,710,000	*	*

*Due to frequent CAT 9 funding changes, this category of TAP funds are not anticipated for long-range planning

** (See Amendment Section – **AUGUST 2017 Amendment Summary** for update, page 103)

LOCAL FUNDING FOR HIGHWAY

Local governments and providers of transportation have programmed funds to provide the local match to federally funded projects. The MPO member agencies have also committed local bond funds to finance capital improvement programs that complement the transportation planning process such as the City of Corpus Christi 2012 Bond Program committed over \$55 million in street improvement projects and an estimated 2014 Bond Program is pending voter approval for an additional \$163K.

FEDERAL FUNDING PROGRAMS FOR TRANSIT

MAP-21 provides the authorization for the Federal Transit Administration (FTA) programs. The basic structure of the Federal transit programs remains essentially the same but several new programs and activities have been added and new features have been incorporated (refer to Table 2.3). The funding flexibility features and similar matching ratios to the highway programs have been retained.

TABLE 2.3: MAP-21 HIGHLIGHTS OF PROGRAM CHANGES

NEW	CONSOLIDATED	REPEALED	MODIFIED
Public Transportation Emergency Relief (5324)	Urbanized Area Formula Grants (5307) [JARC]	Clean Fuels Grants (5308)	Metropolitan and Statewide Planning (5304 & 5304)
Asset Management (5326)	Enhanced Mobility of Seniors & Individuals with Disabilities (5310) [New Freedom]	Job Access & Reverse Commute (5316)	Fixed Guideway Capital Investment Grants (5309)
Safety Authority (5329)	Rural Area Formula Grants (5311) [JARC]	New Freedom Program (5317)	Research, Development, Demonstration, & Deployment (5312)
State of Good Repair Grants (5337)		Paul S. Sarbanes Transit in the Parks (5320)	Technical Assistance & Standards (5314)
Bus and Bus Facilities Formula Grants (5339)		Alternatives Analysis (5339)	Human Resources & Training (5322)
Transit Oriented Development (TOD) Planning Pilot Grants (20005(b) of MAP-21)		Over-the-Road Bus (Sec. 3038 – TEA-21)	

NEW PROGRAMS

Emergency Relief (5324) this new program assists States and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a State has declared an emergency (and the Secretary of Transportation has concurred) or the President has declared a major disaster. The program funds capital projects to protect, repair, reconstruct, or replace equipment and facilities. It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service, or changing public transportation route service before, during, or after an emergency in an area directly affected. The grants only cover expenses not reimbursed by the Federal Emergency Management Agency (FEMA). The program will provide immediate funding, similar to the FHWA emergency program. Funding will be appropriated by Congress as needed.

Asset Management Provisions (5326) MAP-21 requires FTA to define the term “state of good repair” and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. Based on that definition, FTA must then develop performance measures under which all FTA grantees will be required to set targets. All FTA grantees and their

subrecipients are required to develop transit asset management plans. These plans must include, at a minimum, capital asset inventories, condition assessments, and investment prioritization. Each designated recipient of FTA formula funding will be required to report on the condition of its system, any change in condition since the last report, targets set under the above performance measures, and progress towards meeting those targets. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs (TIPs). FTA will support this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.

Safety Authority (5329) MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation. The new law incorporates:

- Safety performance criteria and standards
- Grantee safety plans
- State Safety Oversight
- Additional Authorities:
 - Authority to inspect and audit all public transportation systems;
 - To make reports and issue directives with respect to the safety of public transportation systems;
 - To issue subpoenas and take depositions;
 - To require the production of documents;
 - To prescribe record-keeping and reporting requirements;
 - To investigate public transportation accidents and incidents;
 - To enter and inspect equipment, rolling stock, operations and relevant records; and
 - To issue regulations to carry out transit safety provisions.

MAP-21 also grants FTA enforcement authority and permits FTA to issue directives, require more frequent oversight of transit systems, impose more frequent reporting requirements, and require that formula grant funds be spent to correct safety deficiencies before funds are spent on other projects.

State of Good Repair Grants (5337) MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes.) Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan (see next section) to receive funding. The new formula comprises: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes.

Bus and Bus Facilities Program (5339) a new formula grant program replaces the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Some of the funding will be distributed by formula based on population, vehicle revenue miles and passenger miles. This program requires a 20 percent local match.

Transit-Oriented Development Planning Pilot a new discretionary pilot program with eligible activities including comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects. The comprehensive plans should seek to enhance economic development, ridership, and other goals; facilitate multimodal connectivity and accessibility; increase access to transit hubs for pedestrian and bicycle traffic; enable mixed-use development; identify infrastructure needs associated with the project; and include private sector participation.

CONSOLIDATED PROGRAMS

Urbanized Area Formula Grants (5307) the largest of FTA's grant programs, this program provides grants to urbanized areas to support public transportation. Funding is distributed by formula based on the level of transit service provision, population, and other factors. The program remains largely unchanged with a few exceptions:

Job access and reverse commute (JARC) activities now eligible: Activities eligible under the former (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program. This includes operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.

Expanded eligibility for operating expenses for systems with 100 or fewer buses: MAP-21 expands eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funding for operating expenses. Now, transit systems in urbanized area over 200,000 can use their formula funding for operating expenses if they operate no more than 100 buses. Systems operating between 76 and 100 buses in fixed route service during peak service hours may use up to 50 percent of their "attributable share" of funding for operating expenses. Systems operating 75 or fewer buses in fixed route service during peak service hours may use up to 75 percent of their "attributable share" of funding for operating expenses. This expanded eligibility for operating assistance under the urbanized formula program excludes rail systems.

New discretionary passenger ferry grants: \$30 million per year is set-aside from the urban formula program totals to support passenger ferries. Funding will be awarded on a competitive selection basis.

New takedown for safety oversight: MAP-21 sets aside one half of one percent (approximately \$22 million per year) of Urbanized Area Formula funds for State safety oversight grants (see above section on safety).

Rural Area Formula Grants (5311) this program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. The program remains largely unchanged with a few exceptions:

Job access and reverse commute activities eligible: Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program. In addition, the formula now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.

Tribal Program: The Tribal program now consists of a formula program and a discretionary grant program. Formula factors include vehicle revenue miles and the number of low-income individuals residing on tribal lands.

Appalachian Development Public Transportation Assistance Program: MAP-21 authorizes \$20 million each for FY 2013 and FY 2014 for grants to support public transportation in the Appalachian region.

Other changes: The set-aside for States for administration, planning, and technical assistance is reduced from 15 to 10 percent. The cost of the unsubsidized portion of privately provided intercity bus service that connects feeder service is now eligible as in-kind local match.

Enhanced Mobility of Seniors and Individuals with Disabilities (5310) this program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan; and the competitive selection process, which was required under the former New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

REPEALED PROGRAMS

MAP-21 focuses on improving the efficiency of grant program operations by consolidating certain programs and repealing other programs. The following programs expire on September 30, 2012 and no new funding is authorized beyond fiscal year 2012:

- Alternatives Analysis (5339),
- Clean Fuels (5308);
- Jobs Access and Reverse Commute (JARC) (5316);
- New Freedom (5317);
- Transit in the Parks (5320); and
- Over the Road Bus (3038 of TEA-21) FTA Office of Budget and Policy

In lieu of the current Bus Discretionary Program (section 5309), a new formula-driven Bus and Bus Facilities Program (5339) is established in MAP-21. Eliminating these discretionary programs underscores

the need for grantees to carefully prioritize the needs of their own systems and align their capital plans with the new streams of formula assistance provided under MAP-21. With regard to the Transit in the Parks (5320) program, public transportation investments serving National Parks and other Federal lands remain eligible under the Federal Lands Transportation Program administered by the Federal Highway Administration (FHWA). As noted above, job access and reverse commute activities are now eligible under the Urbanized Area Formula program (5307) as well as the Rural Area Formula program (5311). Activities eligible under the former New Freedom program are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program (5310).

MODIFIED PROGRAMS

Fixed Guideway Capital Investment Grants (5309) also known as “New Starts / Small Starts,” this program awards grants on a competitive basis for major investments in new and expanded rail, bus rapid transit (BRT), and ferry systems.

Core capacity projects now eligible: MAP-21 adds new eligibility for core capacity improvement projects, that is, projects that expand capacity by at least 10 percent in existing fixed guideway transit corridors that are at or above capacity, or are expected to be at capacity within five years.

Project development streamlined: MAP-21 streamlines the project development process for New Starts. It eliminates the alternatives analysis requirement and instead relies on the review of alternatives performed during the metropolitan planning and environmental review processes. It creates the “Project Development” phase, during which environmental reviews are completed. Project sponsors must complete this phase within two years, or seek an extension from FTA. MAP-21 reduces the number of FTA approval steps by consolidating the “Preliminary Engineering” and “Final Design” stages into a single “Engineering” step. It also requires FTA to develop an expedited review process for determining the technical capacity of project sponsors to undertake the proposed project if they have recently and successfully completed at least one other new fixed guideway or core capacity improvement project.

Project evaluation and rating: Under certain conditions, MAP-21 allows for the use of “warrants,” in other words, ways in which projects may qualify for automatic ratings on the project justification criteria. It also eliminates the operating efficiencies criterion and adds a congestion relief criterion. It requires FTA to evaluate the benefits of a Small Starts project against the Federal share of the project, rather than the total project cost when developing the project justification rating.

Reorganization: The fixed guideway modernization and bus and bus facilities programs, which were previously funded under Section 5309, have now been restructured and moved to a new Section 5337 State of Good Repair Program and a new Section 5339 Bus and Bus Facilities Program.

Other Provisions: MAP-21 creates a competitive pilot program for expedited project delivery. In addition, it funds Small Starts projects through a single year grant or an expedited grant agreement. New Starts and core capacity projects are funded through a full funding grant agreement (FFGA). Congressional notification of grant award is 10 days for Small Starts projects and 30 days for New Starts and core capacity projects. MAP-21 requires FTA to issue policy guidance on the process and evaluation criteria within 180 days of enactment, and a rule within one year of enactment.

Metropolitan, Statewide, and Nonmetropolitan Planning Programs (5303, 5304, and 5305). These programs provide funding and procedural requirements for multimodal transportation planning in

metropolitan areas and States that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and FHWA, which also provides additional funding.

Establishes a performance-based planning process: MAP-21 requires MPOs and States to establish performance targets that address national performance measures issued by the U.S. DOT and are based on goals outlined in law – safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, transit safety, and transit asset management. Transportation Improvement Programs (TIPs) must include a description of the anticipated progress toward achieving the targets brought about by implementing the TIP. Five years after enactment of MAP-21, the U.S. DOT will report to Congress on the effectiveness of performance-based planning and assess the technical capacity of MPOs in smaller areas to undertake performance-based planning.

Requires transit representation on MPO policy boards in large areas: Within two years of the date of enactment, MPOs in urbanized areas designated as transportation management areas must include transit officials on their policy boards.

Supports optional scenario development: MPOs may undertake scenario development exercises in preparing the long-range transportation plan that consider alternative demographic growth, revenue options, and other factors.

Allows designation of regional transportation planning organizations: Regional transportation planning organizations comprised of volunteer local government and transportation officials may be designated to assist the State in addressing the needs of non-metropolitan areas. Accordingly, “statewide planning” has been renamed “statewide and non-metropolitan planning” to signify the important role local officials play in the development of statewide plans and programs in non-metropolitan areas of States.

Research, Development, Demonstration, and Deployment (5312) previous Section 5312 (Research, development, demonstration, and deployment projects) and Section 5314 (National research programs) are now consolidated into one program under Section 5312. Funding supports public transportation research; innovation and development; and demonstration, deployment, and evaluation. Projects under this last category require a project evaluation within two years of award. MAP-21 creates a new low or no emissions vehicle deployment program. FTA is required to submit an annual report to Congress that includes a description of projects funded, an evaluation of each project described, and a proposed allocation of assistance for the next fiscal year. MAP-21 requires a local match of not less than 20 percent for Section 5312 projects.

Technical Assistance and Standards (5314) MAP-21 authorizes discretionary funding subject to appropriations by Congress for a wide range of technical assistance activities and development of voluntary standards and best practices. (Previously, some of these activities were funded under research) A local match of not less than 20 percent is required for projects carried out using a grant. An annual report to Congress is required, similar to the one for the research section above.

Human Resources and Training (5322) the act authorizes appropriations by Congress for human resource activities including: employment training and outreach programs; research on public transportation personnel and training needs; and training and assistance for minority business opportunities. MAP-21

authorizes a competitive grant program to support innovative public transportation workforce development. A 50 percent local match is required for this competitive grant program. FTA must submit a report to Congress on measurable outcomes and impacts of the programs funded.

MAP-21 also authorizes appropriations by Congress for a national transit institute. Formerly authorized under Section 5315, this national transit institute is to develop training and education programs related to topics in public transportation and must be administered through a public, four-year degree-granting institution.

[page intentionally left blank]

AMENDMENTS

[page intentionally left blank]

TABLE OF CONTENTS

AUGUST 2017 AMENDMENT SUMMARY

Corpus Christi MPO Notice of Amendment to TxDOT _____	95
2015-2040 Metropolitan Transportation Plan (MTP) and FY 2017-2020 Transportation Improvement Program (TIP) – AUGUST 2017 Amendment Summary _____	96
Public Notice No. 2: June 4, 2017 – AUGUST 2017 Amendment for 2015-2040 Metropolitan Transportation Plan (MTP) and FY 2017-2020 Transportation Improvement Program (TIP) _____	98
TxDOT Highway Financial Summary – Year of Expenditure Cost (.pdf version enclosed with bundle attachment; Excel version attached electronically) _____	99
TxDOT Highway Template (Excel version attached electronically) _____	100

REVISED AMENDMENT AREAS WITHIN DOCUMENT:

CHAPTER 2: FINANCIAL REALITY

Introduction _____	102
Projections of Future Funding _____	102
• Table 2.2 Metropolitan Transportation Plan (MTP) – Financial Constraint by Category (Highway) _____	103

PROJECT LISTING

Federally Funded Highway Projects

2015-2040 Metropolitan Transportation Plan (MTP) – AUGUST 2017 Amendment (Excel version attached electronically) _____	105
--	-----

Unfunded Needs List

2015-2040 Metropolitan Transportation Plan (MTP) – AUGUST 2017 Amendment (Excel version attached electronically) _____	106
--	-----

Grouped Project CSJs Tables _____	107
--	-----

[page intentionally left blank]



July 20, 2017

**TRANSPORTATION
POLICY COMMITTEE**

Honorable Terry A. Simpson
Chair
San Patricio County Judge

Honorable Samuel L. Neal, Jr.
Vice Chair
Nueces County Judge

Honorable David R. Krebs
Mayor
City of Portland

Honorable Joe McComb
Mayor
City of Corpus Christi

Charles Zahn
Chairman
Port of Corpus Christi

Curtis Rock, P.E.
Chairman
Corpus Christi Regional
Transportation Authority

Chris D. Caron, P.E.
District Engineer
Corpus Christi District - Texas
Department of Transportation

Paula M. Sales-Evans, P.E.
Director of Transportation Planning & Development
Texas Department of Transportation
1701 South Padre Island Drive
Corpus Christi, TX 78416

Dear Ms. Sales-Evans:

The Corpus Christi Metropolitan Planning Organization (MPO) requests an amendment to the 2015-2040 Metropolitan Transportation Plan (MTP) and the FY 2017-2020 Transportation Improvement Program (TIP) that includes project refinements to project limits, descriptions, year of expenditure (YOE) cost estimates, funding source, and addition/deletion of various projects.

This proposed amendment was discussed and approved by the Transportation Policy Committee during their July 6, 2017 meeting.

The attached table highlights changes made to each project.

Sincerely,

A handwritten signature in dark ink, appearing to read "JP", is written over a circular scribble.

Jeff Pollack
Transportation Planning Director



2015-2040 Metropolitan Transportation Plan (MTP) and FY 2017-2020 Transportation Improvement Program (TIP)

AUGUST 2017 Amendment Summary

The **2015-2040 Metropolitan Transportation Plan (MTP)**, the MPO’s fiscally reasonable, long-range plan, and **FY 2017-2020 Transportation Improvement Program (TIP)**, the MPO’s fiscally-constrained, four-year plan, were amended to reflect the changing needs of the area during the AUGUST 2017 Quarterly Amendment cycle.

The August 2017 Amendment includes:

- Project refinements to project limits, descriptions, year of expenditure (YOE) cost estimates, funding source and project organization to improve transparency and ease of use for the public tracking a specific project
- Narrative demonstrating the fiscal reasonableness of the MTP
- A Needs List reflecting staff’s effort—per FHWA requirement—to differentiate those projects on the MTP for which funding may not be available in the 25-year long-range planning window based on current projections of available funding.

Per its Public Participation Plan, the MPO solicited public input by way of telephone, written form, or in person at the MPO offices or during the June 22, 2017 Technical Advisory Committee (TAC) meeting. Public Notices were posted at member agency public locations and on social media (MPO website, Facebook, and Twitter) and were published in the legal section of the Corpus Christi Caller-Times on June 4, 2017.

The following table itemizes a complete list of the projects included in the amendment and approved during the July 6, 2017 Transportation Policy Committee Meeting.

Definitions:

- **10-Year:** Project letting is anticipated within 10-year planning window
- **Deleted:** Projects not considered for state/federal funds
- **Description:** Identifies the project improvements proposed
- **Funding:** Identifies the expected/anticipated funding source/category
- **Limits:** Identifies the project’s start and end locations
- **Long-range:** Project letting is anticipated beyond the FY 2017-2026 10-year Plan (out years of the 25-year plan)
- **Needs List:** Project improvements for which funding may not be available in the 25-year planning window
- **New Project:** Project added to the MTP project list

- **TIP Year:** Project letting is anticipated within the TIP four-year planning window
- **Year of Expenditure:** Anticipated cost of the project in the year it is let

TYPE of Change	# of Projects	MPO Project Identification Number		
10-Yr/Funding/Description	2	S089C2000	232-17	
10-Yr/Limits/Funding/ Description	7	238-17 248-17 262-17	263-17 264-17	276-17 S105CO204
10-Yr/Limits/Funding/YOE/ Description	2	269-17	S049CO497	
10-Yr/Project name/Limits/ Funding/Description	1	270-17		
Deleted	9	231-17 239-17 240-17	241-17 259-17 268-17	282-17 S04901CE15 S089CO108
Description	2	B-218-C9-16	B-219-C9-16	
Limits/Description	3	P-212 -C7-16	F-214-C7-15	B-226-C9-18
Limits/YOE/Description	2	S-229-C9-17	B-215-C9-16	
Long-range/Limits/Funding/ Description	12	243-17 245-17 249-17 250-17	251-17 253-17 256-17 258-17	279-17 S039CO106 S006CO297 S091CO104
Long-range/Project name/ Limits/Funding/Description	1	257-17		
Long-range/ Funding/Description	4	273-17 274-17	S090CO399 S132CO299A	
Long-range/Limits/Funding	1	275-17		
Needs List	15	242-17 244-17 246-17 247-17 252-17	254-17 255-17 260-17 261-17 265-17	267-17 283-17 284-17 S028CO913 S036CO299
New Projects	11	235-17 236-17 237-17 266-17	271-17 272-17 277-17 278-17	280-17 281-17 285-17
TIP/Limits/Description	5	B-222-C9-17 B-223-C9-17	M-211-C7-16 S154C0112	S154OM0112
TIP/Funding/ Description	4	233-17 S-227-C7-20	234-17 S088CO899	
TIP/Project name/Funding/ Description	1	230-17		
TIP/Project name/Limits/ Funding/Description	1	S-224-P1-17		

PUBLIC NOTICE NO. 2: JUNE 4, 2017
AUGUST 2017 Amendment for
2015-2040 Metropolitan Transportation Plan (MTP) and
FY 2017-2020 Transportation Improvement Program (TIP)

The **Corpus Christi Metropolitan Planning Organization (MPO)** is seeking public input on the **August 2017 Amendment for the 2015-2040 Metropolitan Transportation Plan (MTP) and FY 2017-2020 Transportation Improvement Program (TIP)**. The MTP is the transportation plan that states how the region plans to invest in the transportation system. Per federal regulations, the plan shall "include both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods." The TIP is the region's project plan for transportation improvements and consists of capital and operational improvements as well as the means of implementing the goals and objectives of the long-range regional transportation plan.

The August 2017 Amendment includes project changes (to project limits, descriptions, year of expenditure (YOE) cost estimates, and funding source) and organization (TIP: 4-year near term projects, 10-Year: intermediate term projects, and Long-range: projects in the 13 outer years of our 25-year MTP) in an effort to provide transparency and ease of use to the public tracking a specific project. The inclusion of a separate Needs List reflects staff's effort—per Federal requirement—to demonstrate fiscal reasonableness for all projects on the MTP and to create a separate list of projects for which funding may not be available in the 25-year long range planning window. Use the following link http://www.corpuschristi-mpo.org/01_mtp.html to view the complete project list, of over 70 projects.

Public input by telephone or in written form is invited through July 6, 2017. Public comment may be offered in person during the following meeting:

Thursday, June 22, 2017, 9:00 am
MPO Technical Advisory Committee (TAC) Meeting
Corpus Christi Regional Transportation Authority
602 N. Staples, 2nd Floor Board Room
Corpus Christi, TX 78401

Discussion with possible action to modify or adopt the **AUGUST 2017 Amendment for the 2015-2040 Metropolitan Transportation Plan (MTP) and FY 2017-2020 Transportation Improvement Program (TIP)** based on public input may take place at the July 6, 2017 meeting of the Transportation Policy Committee (TPC). (*Date subject to change; notice of TPC meeting is posted on the MPO website: www.corpuschristi-mpo.org).

For additional information, call (361) 884-0687; visit MPO offices at 602 N. Staples, Suite 300, Corpus Christi, TX 78401; or view on our website at www.corpuschristi-mpo.org.

Información en Español: Si usted desea esta información en Español o si desea explicación sobre el contenido, por favor llámenos al teléfono (361) 884-0687 o comuníquese con nosotros mediante correo electrónico a ccmpo@cctxmpo.us. Nuestras oficinas están ubicadas en el 602 N. Staples #300, Corpus Christi, TX 78401. Copias se proveerán a petición.



Corpus Christi MPO
FY 2017-2020 Transportation Improvement Program

Funding by Category

Category	Description	FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017 - 2020	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$2,000,000	\$2,000,000	\$4,500,000	\$4,500,000
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$26,976,000	\$26,976,000	\$0	\$0	\$15,000,000	\$15,000,000	\$41,976,000	\$41,976,000
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$27,500,000	\$27,500,000	\$0	\$0	\$10,000,000	\$10,000,000	\$37,500,000	\$37,500,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$1,396,500	\$1,396,500	\$1,393,004	\$1,393,004	\$0	\$0	\$0	\$0	\$2,789,504	\$2,789,504
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$21,000,000	\$21,000,000	\$0	\$0	\$15,000,000	\$15,000,000	\$36,000,000	\$36,000,000
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$1,396,500	\$1,396,500	\$80,869,004	\$80,869,004	\$0	\$0	\$42,000,000	\$42,000,000	\$124,265,504	\$124,265,504

Funding Participation Source

Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Federal	\$1,117,200	\$55,114,403	\$0	\$33,600,000	\$89,831,603
State	\$0	\$23,976,000	\$0	\$6,400,000	\$32,376,000
Local Match	\$279,300	\$278,601	\$0	\$0	\$557,901
CAT 3 - Local Contributions	\$0	\$1,500,000	\$0	\$0	\$1,500,000
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$1,396,500	\$80,869,004	\$0	\$42,000,000	\$124,265,504

TxDOT Highway Template

										PHASE			
CSJ	MPO PROJECT NUMBER	DISTRICT	COUNTY	MPO	HIGHWAY NUMBER	CITY	TIP FY	C	E	E: ENV	E: ENG	R: ACQ	R: UTL
120901030	233-17	CORPUS CHRISTI	SAN PATRICIO	CORPUS CHRISTI	FM 893	PORTLAND	2020	Y					

T	REVISION DATE	PROJECT SPONSOR	MTP REFERENCE	LIMITS FROM	LIMITS TO	DESCRIPTION	REMARKS
	08/01/2017	TXDOT-CRP		CR 3685 (STARK RD)	0.2 MI. W OF CR 79 (GUM HOLLOW)	UPGRADE FROM 2-LN RDWY TO 5-LN URBAN RDWY BY CONSTRUCTING ADDITNL 2 LANES AND CLTL	FM 893 (MOORE AVE)

PROJECT HISTORY	NOX	NOX TYPE	VOC	VOC TYPE	PM10	PM10 TYPE	PM25	PM25 TYPE	CO	CO TYPE

TPC	TPC: PE	TPC: ROW	TPC: CONSTRUCTION	TPC: CE	TPC: CONTINGENCIES	TPC: INDIRECT	TPC: BOND	TPC: PCO	TOP 100 CONGESTED	TOLL	TCM
\$9,041,128	\$383,264		\$7,821,722	\$387,957	\$155,652			\$292,532			

FUNDING SOURCE 01						
CATEGORY	DESCRIPTION (OTHER ONLY)	FEDERAL	STATE	REGIONAL	LOCAL	LOCAL CONTRIBUTIONS
1		\$1,600,000	\$400,000			

FUNDING SOURCE 02						
CATEGORY	DESCRIPTION (OTHER ONLY)	FEDERAL	STATE	REGIONAL	LOCAL	LOCAL CONTRIBUTIONS
2M		\$4,000,000	\$1,000,000			

**REVISED AMENDMENT AREAS
WITHIN DOCUMENT**

CHAPTER 2: FINANCIAL REALITY

INTRODUCTION (Supplemental – page 5)

The current enabling legislation for highway funding, the Fixing America’s Surface Transportation (FAST) Act, provides for funding surface transportation programs for a five-year horizon, FY2016 through FY 2020. For planning purposes, the funding levels set forth in the FAST Act are assumed to continue beyond the life of the bill.

The Texas Transportation Commission and TxDOT use the Unified Transportation Program (UTP) as TxDOT’s 10-year plan to guide transportation project development. The UTP serves as a mid-range programming document linking planning activities of the Statewide Long-Range Transportation Plan (SLRTP) and the Metropolitan Transportation Plans to the detailed programming activities under the Statewide Transportation Improvement Program (STIP). The UTP authorizes projects for construction, development and planning activities and includes projects involving highways, aviation, public transportation, and state and coastal waterways. The UTP is developed and adopted annually. TxDOT adopted the most current UTP in August 2016 which provided planning targets for the 2017—2026 period and serves as the basis for these MPT projections.

Specifically, the UTP is a listing of projects and programs that are planned to be constructed and/or developed within the first ten years of the 24-year SLRTP. Despite its importance to TxDOT as a planning and programming tool to guide long-term transportation project development, the UTP is neither a budget nor a guarantee that projects will or can be built.

PROJECTION OF FUTURE FUNDING (Supplemental – page 7)

To this end, the funding levels defined in the UTP for a given region represent the best available estimate of the state and federal resources in each funding category that will be available in that region to support transportation projects. Likewise, these 10-year estimates may be extrapolated over a 20- or 25-year period to establish an order of magnitude level of support to serve as an overall planning target in defining a program of capital investments in transportation infrastructure.

In so much as this projection provides a reasonable estimate of the aggregate total funding that is likely to be available over a given period, it provides a basis for defining what is *fiscally reasonable* in terms of long-term planning of transportation infrastructure. The working project list (see Amendment Section – August 2017 for Project Listing update) in this plan is fiscally reasonable in that it is reasonable to expect—based on extrapolation from the best-available 10-year funding outlook—that financial resources will be available to support the proposed project within the planning window under consideration.

It is critical to distinguish fiscally reasonable from fiscally constrained. Fiscal constraint is based on the identification of a specific funding source and programming projects accordingly, as is the case for projects on the MPO’s short-range plan (Transportation Improvements Program, TIP) and 10-year Plan. Thus, the first ten years of the MPO’s MTP are fiscally constrained and years 11-25 are fiscally reasonable based on the uncertainty inherent in the extrapolation of funding availability beyond the 10-year window.

Reasonably anticipated funding is shown by category in the table below along with the basis for the out-year projections.

TABLE 2.2: METROPOLITAN TRANSPORTATION PLAN — FINANCIAL CONSTRAINT BY CATEGORY (HIGHWAY)

Category	Description	Funding Source	Projected 10-yr Funding (2017-2026) (M) <i>from 2017 Unified Transportation Program (UTP)</i>	*Out Year Projections (2027-2040) (M)	2015-2040 MTP Reasonably Anticipated Funding (M)
1	Preventive Maintenance and Rehabilitation	Federal State	\$165.20 **	\$214.80	\$380.00
2	Metropolitan and Urban Corridor	Federal State	\$225.40	\$241.80	\$467.20
4(3C)	Statewide Connectivity (Congestion) Corridor	Federal State	\$71.26 ***	\$92.64	\$163.90
7	Metropolitan Mobility and Rehabilitation	Federal State Local	\$72.83	\$110.50	\$183.33
9	Transportation Alternatives Program	Federal State Local	\$5.75	\$7.48	\$13.23
†Local	Local Match/ Contributions to be Leveraged with Federal Funds	Local	\$16.55	\$22.06	\$38.61
2040 Reasonably Anticipated Funding Total					\$1,246.27
2040 MTP Programmed Total					\$785.65
<p>* The Out Year Projections are based on (1.3 x 10-yr UTP allocation), except:</p> <ul style="list-style-type: none"> -Category 2: based on the annual allocation in the last 5 years (2022-2026) of the UTP of approximately \$18.6 million/year for 10 years (\$186 million). -Category 7: based on the annual allocation in the last 5 years (2022-2026) of the UTP of approximately \$8.5 million/year for 10 years (\$85 million). <p>** Category 1: based on an average of approximately 20% of the Corpus Christi District’s Category 1 allocation spent within the MPO boundary.</p> <p>*** Category 4(3C): based on the November 2016 TxDOT Planning Target. The March Update to the 2017 UTP shows \$37.5 million allocated thus far, as this is a project-specific program.</p> <p>†Local: while the MPO member agencies expend local dollars for transportation improvements, these funds are dependent on voter and/or local government budgets and it is not reasonable to assume future funding availability for purposes of the MTP. Therefore, the only local funding shown are the requisite 20% project-specific contributions and other local contributions shown within the TIP window.</p>					

Projects for which sufficient funding is not reasonably expected within the planning window of the MTP are identified in the *Needs List* (see Amendment Section – August 2017 for Project Listing update). When future

authorizations or supplemental funding is such that full funding of a project on the Needs List can be reasonably expected, that project will be moved to the MTP Project List.

In addition to the federal and state funding projections based on the 2017 UTP, local governments and transportation providers are expected to program funds to provide the local match to federally funded projects. The MPO member agencies have also committed local bond funds to finance capital improvement programs that complement the MPO transportation planning process; however, for purposes of projecting reasonably expected funding, these bond funds are not included in the MTP funding forecast unless they have been identified as local match for a project that is already programmed in the FY2017-2020 TIP.

The MPO member agencies also commit funding for the maintenance and preservation of their respective infrastructure as part of their operating budgets. For example, the City of Corpus Christi has created a Streets Preventative Maintenance Program (SPMP). TxDOT also commits approximately 20% of the Corpus Christi District Category 1 Preventive Maintenance and Rehabilitation funds within the MPO boundary. As shown in the table above, when extrapolated over the term of the MTP, this TxDOT commitment is equivalent to \$380M in reasonably expected funding. These maintenance and preservation projects are not specifically listed in the MTP as they are considered grouped projects.

UNFUNDED NEEDS LIST
 2015 - 2040 Metropolitan Transportation Plan (MTP)
 AUGUST 2017 Amendment

Unfunded Needs	CSI#	MPO ID#	Project Name	Description	From	To	Project Sponsor	Project Type: On / Off	POTENTIAL FUNDING SOURCES				
									Cat 2-Metro Corridor	Cat 4(3)-Connectivity (Congestion)	Cat 7-STP MM	Cat 9-Transportation Alternatives	Other State & Local Funds
1		247-17	Regional Parkway	NEW Location: Construct segment of independent utility-SEG A	On new location from PR 22	Rodd Field Rd	Corpus Christi	Off		\$190.00			
2		252-17	Regional Parkway	NEW Location: Construct segment of independent utility-SEG C	On new location from SH 286	CR 57	Corpus Christi	Off		\$27.00			
3		244-17	Regional Parkway	NEW Location: Construct segment of independent utility-SEG D	On new location from CR 57	US 77	Corpus Christi	Off		\$50.00			
4		254-17	Regional Parkway	NEW Location: Construct segment of independent utility-SEG E	On new location from US 77	SH 44	Corpus Christi	Off		\$20.00			
5		255-17	Regional Parkway	NEW Location: Construct segment of independent utility-SEG F	On new location from SH 44	FM 624	Corpus Christi	Off		\$24.00			
6		246-17	Regional Parkway	NEW Location: Construct segment of independent utility-SEG G	On new location from FM 624	IH 37	Corpus Christi	Off		\$38.00			
7		260-17	Williams	Construct 4-lane roadway with TWTL & drainage on new location	On Williams from Rodd Field	Ennis Jodlin	Corpus Christi	Off		\$8.00			
8	2263-03-024	S028C0913	SH 361	Construct additional 2 lanes for 4-lane divided section	Access Road 1 in Port Aransas	PR 22	TxDOT-CRP	On	\$125.00				
9		263-17	Timon/Surfside	Rehabilitate without additional capacity, construct bicycle facilities	Beach Ave	Burleson St	Corpus Christi	Off					
10	2142-01-022	S036C0299	FM 2292 (Rand Morgan)	Rehabilitate & widen to add CTL	Leopard St	IH-37	TxDOT-CRP	Off		\$4.00			
11		261-17	Yorktown Blvd	Construct 2 additional travel lanes with turn lanes	On Yorktown from Flour Bluff Dr	Waltron Rd	Corpus Christi	Off		\$6.00			
12		265-17	Yorktown Blvd	Construct 2 additional travel lanes with turn lanes	On Yorktown from Waltron Rd	Laguna Shores Blvd	Corpus Christi	Off		\$6.00			
13		284-17	Oso Pedestrian Connection	Construct pedestrian and bicycle bridge across Oso to Momentum Campus	On new location from Momentum Campus at Ennis Jodlin	TAMUCC Campus	TAMUCC	Off		\$5.00			
14		267-17	Joe Fulton Int'l Trade Corridor Realignment	Corridor improvements	On IH37 from .5 west of Navigation	.5 east of Navigation	Port of Corpus Christi	Off		\$5.00			
15		242-17	Holly Rd Railroad Trestle	Rehabilitate Railroad Trestle to establish bike & pedestrian bridge connections	East end of Oso wetland preserve	West shore of Flour Bluff	Corpus Christi	Off		\$2.50			

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised May 22, 2014

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	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) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, 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, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised May 22, 2014

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System (ITS) Deployment	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.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements	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.

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).