



TIP

FISCAL YEARS
2023-2026

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND FINANCIAL PLAN PROJECTS WITH OBLIGATION AUTHORITY

AMENDMENT 1



FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

And Financial Plan Projects With Obligation Authority

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I. INTRODUCTION

The projects listed in the Transportation Improvement Program (TIP) are programmed in the most imminent portion of the Metropolitan Transportation Plan (MTP). The TIP is updated every two years cooperatively with local and state transportation entities within the Corpus Christi MPO boundaries. To be eligible for any level of federal funding, a project must be in the MTP and the TIP. Once programmed into the TIP, these projects automatically become part of the Texas State Transportation Improvement Program (STIP).

Urbanized areas with populations of more than 50,000 are required by federal legislation to have a designated entity to help coordinate regional transportation projects; the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO), which encompasses portions of Nueces and San Patricio counties, is that entity for the greater Corpus Christi area. The Corpus Christi MPO region is illustrated in Exhibit 1.

In 1973, the State Governor designated the City of Corpus Christi as the MPO to perform transportation planning for the metropolitan area. The MPO designation changed in June 2000, and the Transportation Policy Committee has been the designated MPO since that time. The Corpus Christi Transportation Plan's original signatories (City of Corpus Christi, City of Portland, Nueces County, San Patricio County, and the Texas Department of Transportation – Corpus Christi District) became the MPO's initial member agencies. To foster a multi-modal transportation planning process, the MPO also includes the Corpus Christi Regional Transportation Authority and Port of Corpus Christi Authority.

The TIP is prepared in compliance with the Statewide Planning Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613). This document is a four-year, fiscally constrained short-range transportation improvement plan. The TIP planning process complies with a comprehensive, cooperative, and continuing (3-C) transportation planning framework for making transportation investment decisions. Ultimately, the Corpus Christi MPO Transportation Policy Committee (TPC) and Texas Governor will approve the plan for federal fiscal years 2023 to 2026 (October 2022 through September 2026).

II. BACKGROUND

On November 15, 2021, President Biden signed into law P.L. 117-58, the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL). The IIJA/BIL, which expires on September 30, 2026 has continued much of the planning related content that was included in the Moving Ahead for Progress in the 21st Century Act (MAP-21). Specifically, under Title 23, Part 450, the Code of Federal Regulations (CFR) defines planning and lists the following mechanisms that determine the requirements for transportation planning. The boundaries described below are shown in Exhibit 1, page 2.

Urbanized Area - Under these regulations, a Metropolitan Transportation Planning Process must be conducted for each US Census defined area of concentrated population containing at least 50,000 persons, as defined by Census 2010 and commonly referred to as the Urbanized Area. This area includes the City of Gregory, City of Portland, City of Corpus Christi, Nueces County, and San Patricio County. For the Corpus Christi Urbanized Area, the Corpus Christi MPO is designated by the State of Texas as the MPO responsible for coordinating the effort.

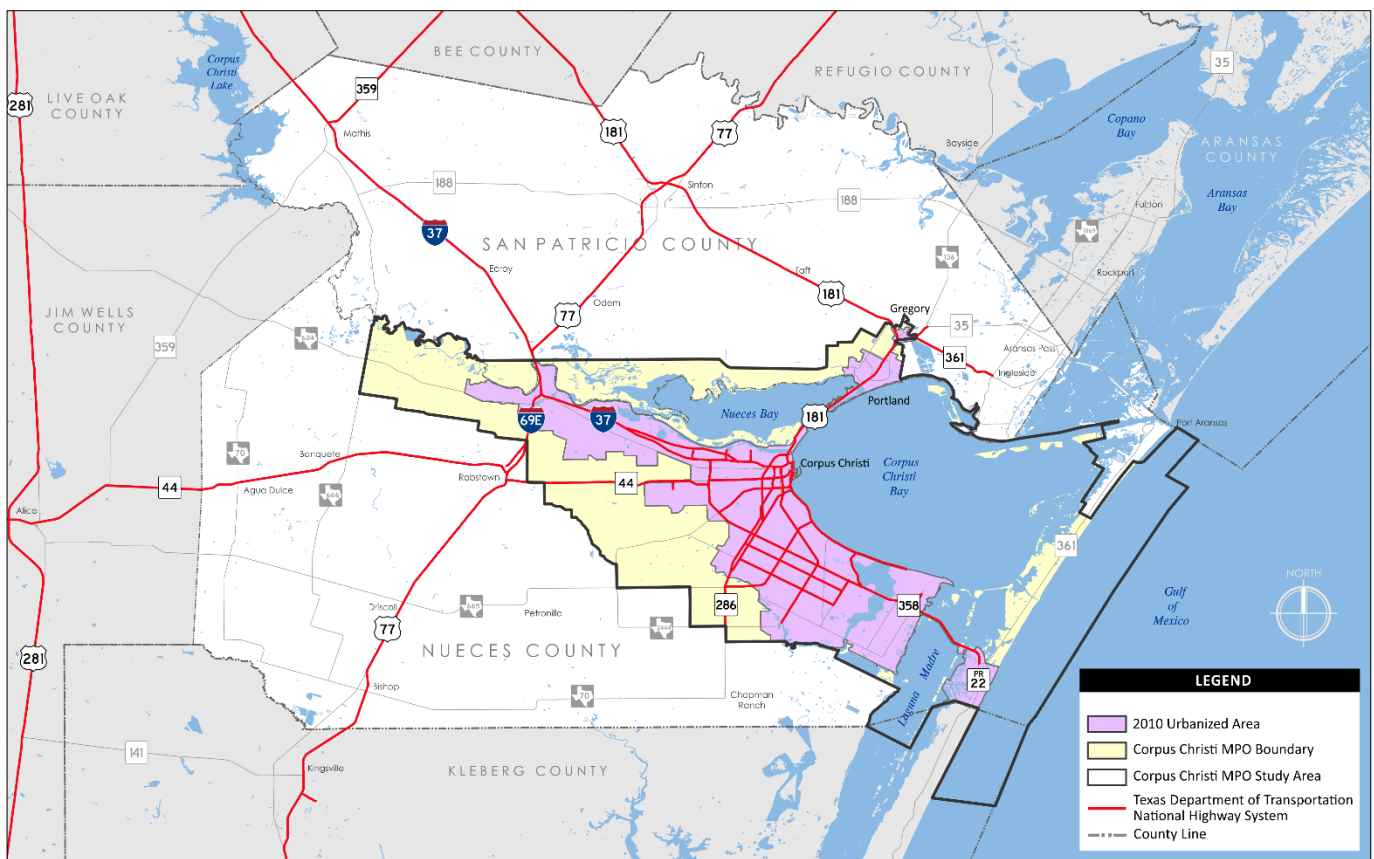
Metropolitan Planning Area - Similarly, a Metropolitan Planning Area (MPA) must be defined, at a minimum, to encompass the entire existing Urbanized Area plus the contiguous area expected to become urbanized (the urbanizing area) within a 20-year forecast period of the Long-Range Transportation Plan (LRTP), now known as the Metropolitan Transportation Plan (MTP). The Urbanized Area was updated with information from Census 2010 and formalized in 2012 and the area expected to become urban were used to establish the Metropolitan Planning Area in 2012. This is the area within which the TPC selects projects and where Category 2, 4U, 7 and 9 funds can be spent.

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Metropolitan Statistical Area - Confusingly, a Metropolitan Statistical Area (MSA) is another standard metropolitan area. MSAs are defined by the U.S. Office of Management and Budget (OMB) and used by the Census Bureau and other federal government agencies for most non-transportation related statistical purposes. The MSA encompasses all of Aransas, San Patricio, and Nueces Counties.

Metropolitan Planning Organization - A Metropolitan Planning Organization (MPO) shall be designated for each Urbanized Area and required to conduct a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process (3-C Process) for its Metropolitan Planning Area (MPA), including the development of a Metropolitan Transportation Plan (MTP) and the mobility needs of people and freight. Including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers and foster economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution and encouraging continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth under Title 23, Part 134(h) and Title 49, Part 5303(h) of the Code of Federal Regulations (CFR).

Exhibit 1. Map of the Corpus Christi Metropolitan Planning Organization Area



III. ESSENTIAL ELEMENTS

A. Performance-Based Planning

The IIJA/BIL, as with its predecessors, the FAST Act and Moving Ahead for Progress in the 21st Century Act (MAP-21), continues requirements for performance management to ensure the most efficient investment of Federal Transportation Funds. These laws require MPOs, transit agencies and State Departments of Transportation to invest their federal resources in projects that best achieve individual targets and collectively make progress toward achieving the national goals. As a starting point, state DOT's and MPOs must establish a benchmark,

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estimate the benefit from projects and policies, and then measure the actual outcome. Monitoring these performance measures assists MPOs and DOTs in setting goals, adjusting priorities, allocating resources, and developing policy.

The federal legislation specifies that Metropolitan Planning Organizations (Corpus Christi MPO), state Departments of Transportation (TxDOT), and the public transportation provider Corpus Christi Regional Transportation Authority (CCRTA) will jointly agree to the following:

1. Cooperatively develop and share information related to transportation performance data, the selection of performance measures, and the setting of performance targets.
2. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (23 CFR 450.30d).
3. Collection of data for the Asset Management Plan for the National Highway System and Transit Asset Management (23 CFR 450.314h).

The seven national goals that investments must make progress toward are:

1. **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** – Maintain the highway infrastructure in a state of good repair.
3. **Congestion Reduction** – Achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability** – Improve the efficiency of the surface transportation system.
5. **Freight Movement & Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** – Enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduce Project Delivery Delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Section V describes the specifics of the performance analyses in the Corpus Christi MPO. The Corpus Christi MPO has supported the same performance targets set by TxDOT for each required Performance Measure issued by the FTA and FHWA. Additionally, the Corpus Christi MPO supports the planning efforts by the Corpus Christi Regional Transportation Authority and their efforts in developing the Transit Asset Management (TAM) Plan and the Public Transportation Agency Safety Plan (PTASP).

B. Program Addressing Discrimination

As federally funded agencies, MPOs are responsible for providing information on nondiscrimination requirements to local public officials and reporting these requirements within their local communities. On July 1, 2021 the Corpus Christi MPO Transportation Policy Committee adopted Resolution 21-04, describing how the agency addresses several federal requirements, including: Title VI, Executive Orders 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency (LEP), and Executive Order 13985 on Advancing Racial Equity. This nondiscrimination Program, when paired with the Public Participation Plan (PPP) also adopted on July 1, 2021, describes the measures Corpus Christi MPO uses to encourage and utilize participation by disadvantaged communities and addresses how to avoid continuing the disparate outcomes that resulted from previous laws and public policies and denied equitable outcomes to individuals and communities.

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As stated in Resolution 21-04:

“WHEREAS, the Corpus Christi MPO intends that no person shall, on the grounds of race, color, and/or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO program or activity; and

WHEREAS, the Corpus Christi MPO developed the Public Participation Plan (PPP) to ensure an open transportation planning process that supports early and continued involvement, timely public notice, and full public access to information regarding key transportation decisions; and

WHEREAS, the PPP guides the public, policymakers and staff to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and

WHEREAS, the Corpus Christi MPO intends to avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations; and

WHEREAS, the Corpus Christi MPO intends to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations; and

WHEREAS, the Corpus Christi MPO intends that persons with Limited English Proficiency (LEP) shall not be discriminated against nor denied meaningful access to, and participation in, the programs and services provided by the MPO; and

WHEREAS, the Corpus Christi MPO will pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized and adversely affected by persistent poverty and inequality;

As shown below, identifying the locations of minority, low-income, and Limited English Proficiency (LEP) populations is a key step in complying with Title VI and Environmental Justice requirements. For the Title VI and Environmental Justice analysis, the Corpus Christi MPO used data from the Census Bureau’s American Community Survey (ACS) 5-year estimates to identify census block groups and tracts that were above the regional average for minority populations, low-income populations, and LEP populations.

The Corpus Christi MPO staff collects and analyzes demographic data in a geospatial format for Title VI Civil Rights evaluation. The Corpus Christi MPO’s Title VI procedures establish a protocol under which those who are not employees of the MPO can make complaints alleging discrimination in the MPO’s provisions, services, or activities. Any person who believes the MPO, or any entity who receives federal financial assistance from or through the MPO (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination (see Procedures & Forms - https://www.corpuschristi-mpo.org/02_about_titlevi.html).

C. Justice40 Initiative

On January 27, 2021, President Biden signed Executive Order (EO) 14008, “Tackling the Climate Crisis at Home and Abroad” which created a government-wide “Justice40 Initiative” that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. Through the implementation of this Administration priority, the Department of Transportation will develop a methodology to identify disadvantaged communities and benefits for Justice40-covered programs, consistent with guidance from the Office of Management and Budget (OMB) and relevant statutory authorities. The Corpus Christi MPO staff will use this methodology to evaluate the projects for conformity to the requirements. These analytics will determine if there is a “mismatch” between who benefits, who pays, and who must tolerate the worst effects as well as making sure that protected populations receive benefits that are as timely and of the same magnitude as the general population. Exhibits 2 through 6 are examples of the types of population groups that are included in the analyses.

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Exhibit 2, page 6, Map of the Minority Population by Block Group, depicts the locations where higher concentrations of non-white peoples reside in relation to the locations of funded transportation projects. While the negative impacts of transportation projects are local in nature, the benefits of these projects accrue to areas beyond the project limits. The benefits of transportation projects are also highly correlated with areas of employment, which are not shown in these exhibits.

Exhibit 3, page 7, Map of the Low-Income Population by Block Group, depicts the locations where higher concentrations of low-income families reside in relation to the locations of funded transportation projects. Incomes greatly influence mode of travel, with many families being considered “transit-dependent”. This means that a household has more workers than personal vehicles. There are 11,723 households in the 2-county area that do not have a vehicle at all, including 10,109 households in Nueces County. Low income is defined as the percent of a block group’s population in households where the household income is less than or equal to 1.5 times the federal “poverty level”.

Exhibit 4, page 8, Map of the Limited English Proficiency Population by Block Group, depicts the locations where higher concentrations of families who do not speak English as their primary language, AND who have a limited ability to read, speak, write, or understand English. The concentrations are compared against the locations of funded transportation projects.

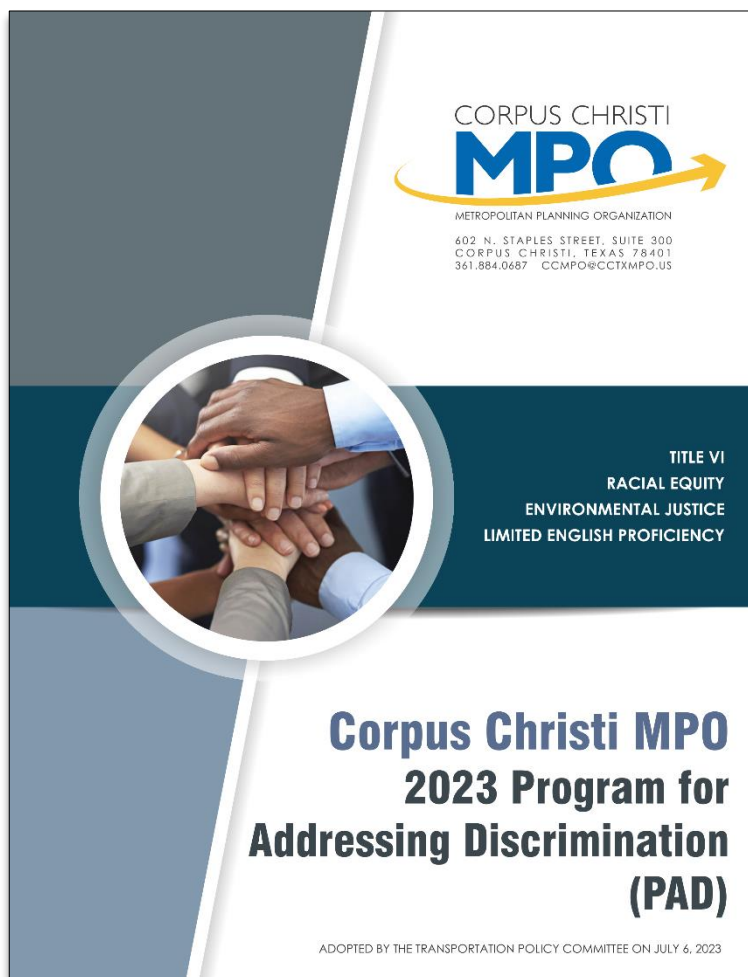


Exhibit 2. Map of the Minority Population by Block Group

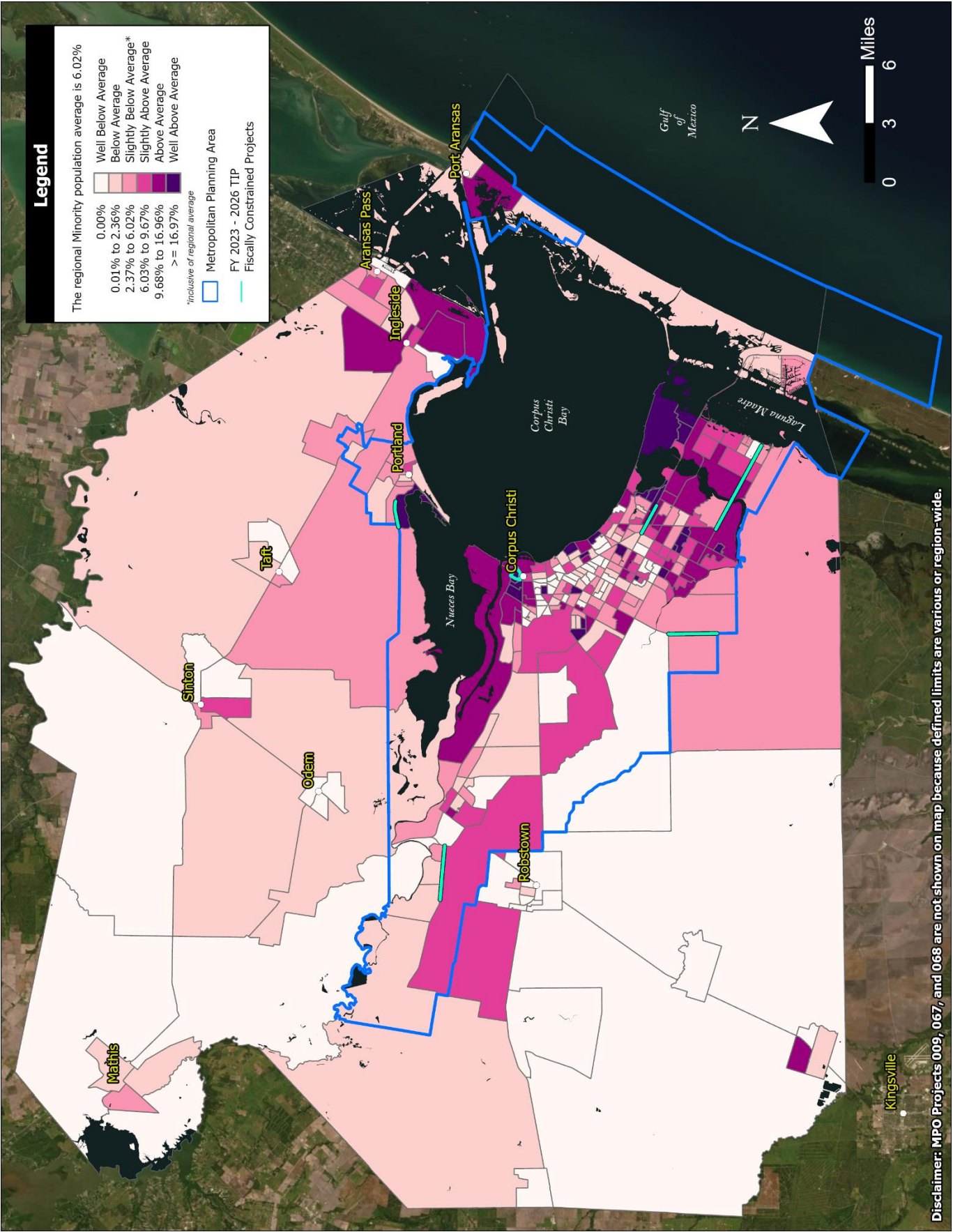


Exhibit 3. Map of the Low-Income Population by Block Group

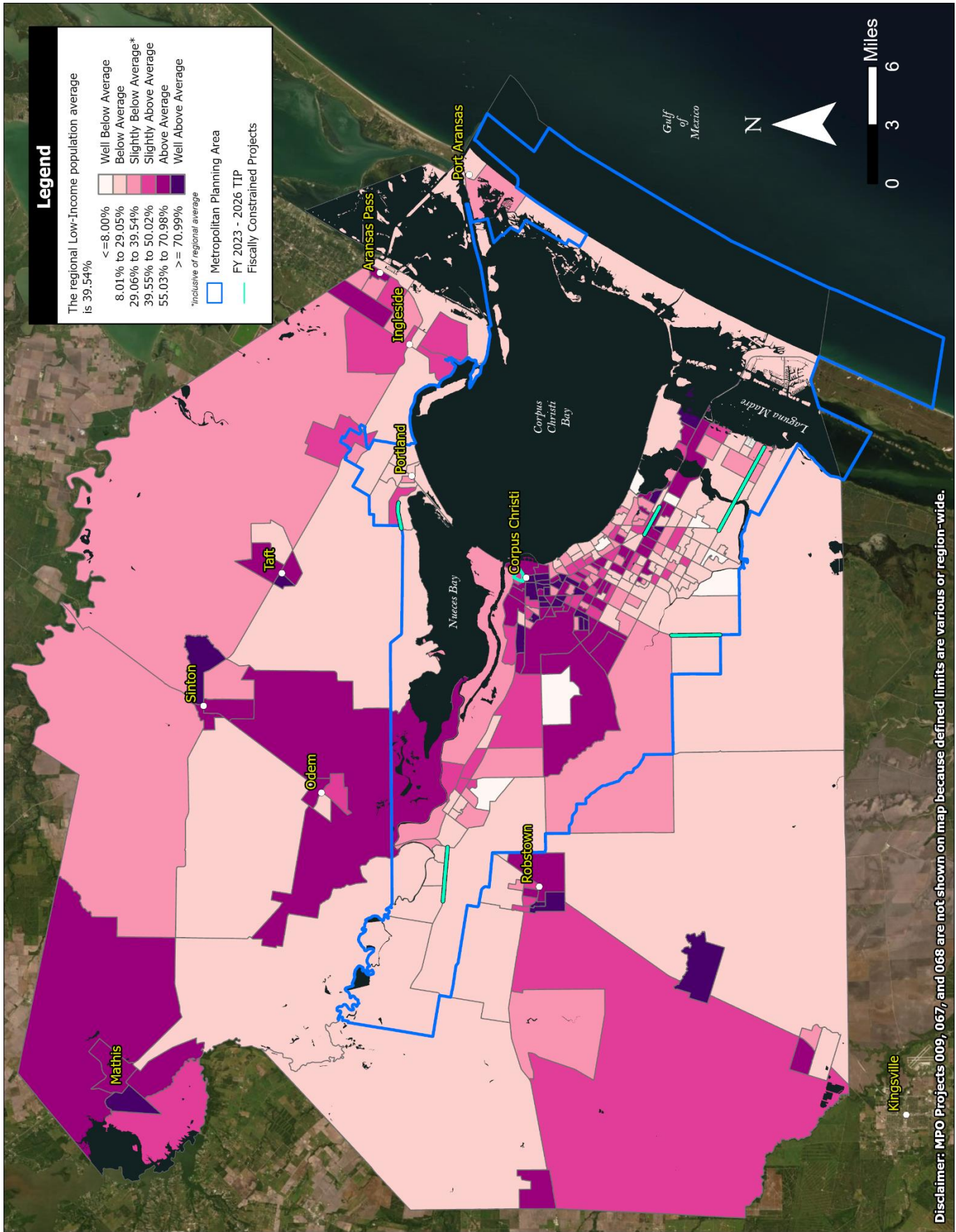
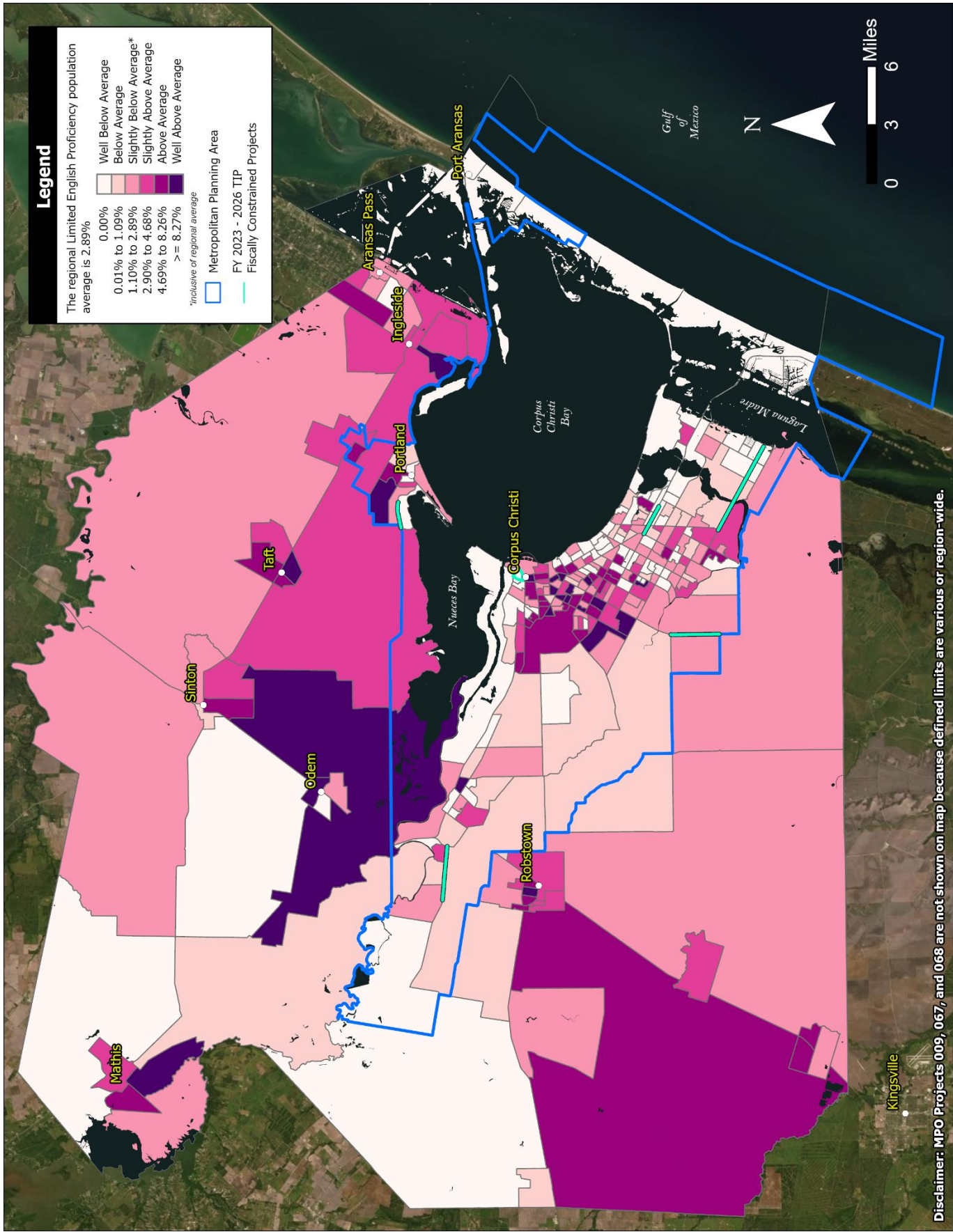


Exhibit 4. Map of the Limited English Proficiency Population by Block Group



D. Engaging Public Participation

The Corpus Christi MPO Public Participation Plan (PPP), adopted July 1, 2021, is compliant with 23 CFR 450.316 and FHWA guidelines; requiring MPOs to develop and use a documented Public Participation Plan (PPP). This adopted PPP defines the processes that the Corpus Christi MPO will use to provide any interested or potentially impacted citizens, public agencies, representatives of public transportation, freight shippers, private providers of transportation, users of public transportation, users of pedestrian walkways and bicycle transportation facilities, the disabled, and all other interested parties with reasonable opportunities to participate in the metropolitan transportation planning and programming processes. The PPP, taken in conjunction with the adopted Program Addressing Discrimination that was also adopted July 1, 2021, meets the standard for public participation in a transportation planning process for the principles of Environmental Justice and Title VI of the Civil Rights (Title VI) Act of 1964. The transportation planning process provides early and proactive public involvement by citizens and identifies the outreach and involvement activities for the 2050 Metropolitan Transportation Planning process and to the Transportation Improvement Program beginning July 1, 2021 and ending September 30, 2025. The policies put forth in this document are:

1. The Corpus Christi MPO shall actively engage the public in the transportation planning process according to State and Federal law and the policies outlined in this plan.
2. The Corpus Christi MPO shall keep the public informed of ongoing transportation-related activities on a continuous basis.
3. The Corpus Christi MPO shall encourage the involvement of all area citizens in the transportation planning process.
4. The Corpus Christi MPO shall strive to continuously improve public participation.
5. The Corpus Christi MPO as a recipient of federal assistance and under Title VI of the Civil Rights Act of 1964, shall ensure that no person, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the Corpus Christi MPO to its sub-recipients (i.e., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title requirements.

Regional transit partners have procedures to uphold the requirements of the Americans with Disabilities Act (ADA). The CCRTA operates complimentary paratransit service in compliance with ADA and FTA regulations. Both CCRTA fixed route and paratransit revenue vehicles, along with other facilities are accessible by persons with disabilities. As shown in Exhibit 5 and 6, pages 10 and 11 respectively, the CCRTA's paratransit service is provided in all areas within a 3/4 mile of the fixed route service for those who cannot access the fixed route system due to physical barriers or a disability. The CCRTA Committee on Accessible Transportation (RCAT) provides guidance and insight to CCRTA Board of Directors on the development and operation of public transportation services which promote the inclusion and integration of people with disabilities. The CCRTA, Nueces County and the City of Corpus Christi work collaboratively to implement ADA compliant projects, which may include constructing curb cuts, sidewalks, and striping in order to provide accessible ramps for improved pedestrian access to and from bus stops. All other highway, bike, and pedestrian projects considered for federal funding include appropriate provisions for meeting the needs of individuals with disabilities.

Exhibit 5. Map of Transit Service Coverage Area and Disability Populations

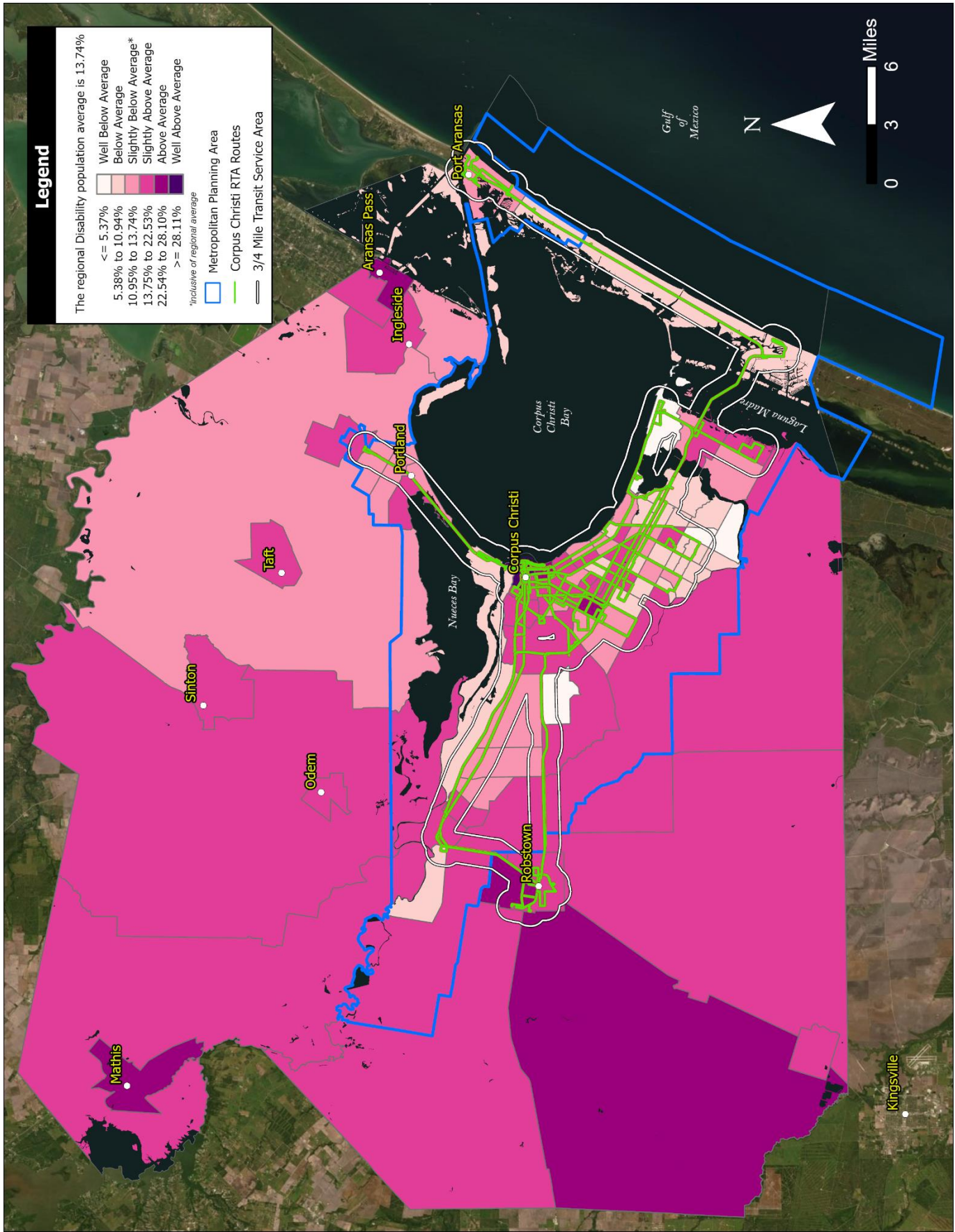
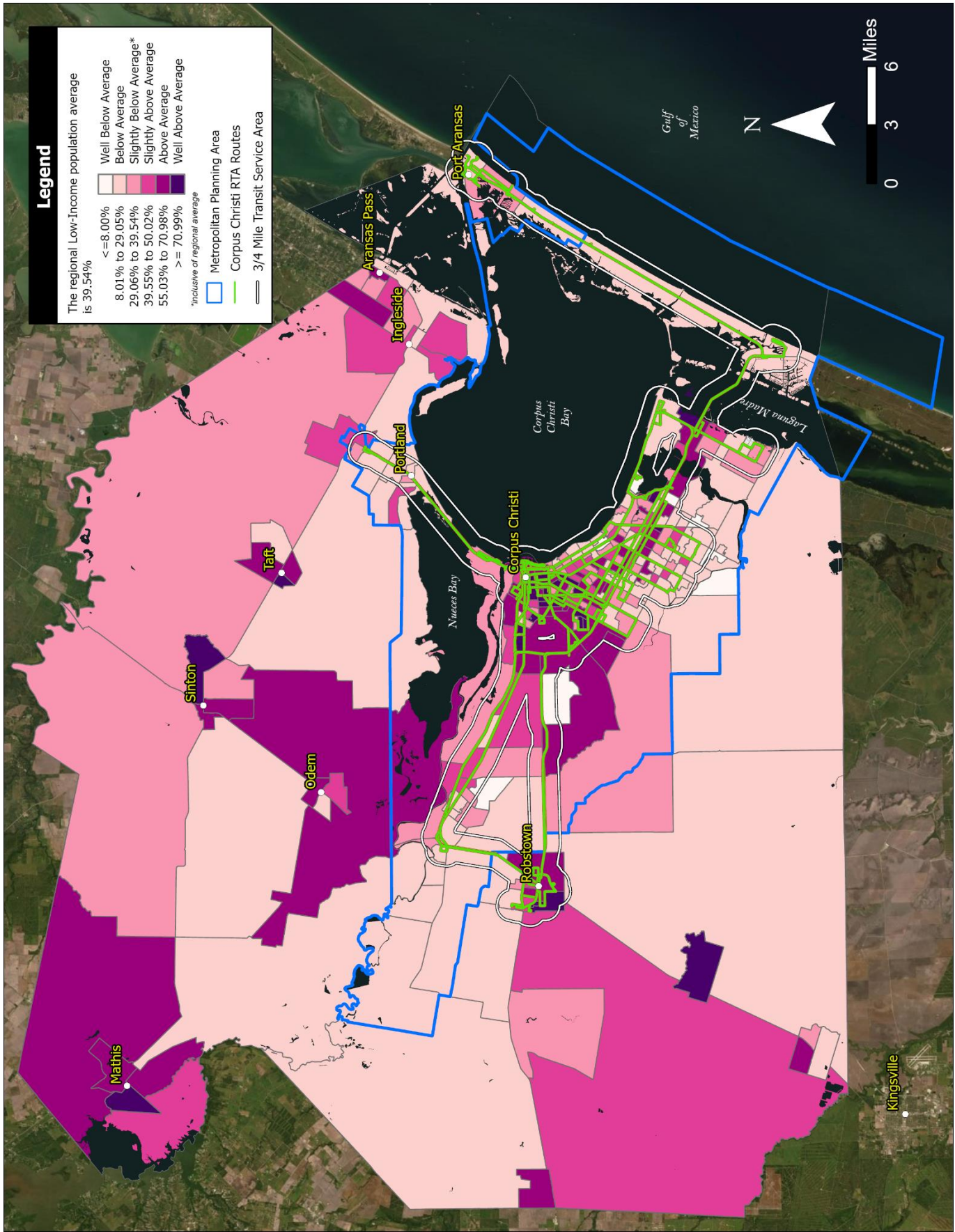


Exhibit 6: Map of Transit Service Coverage Area and Low-Income Populations



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E. Congestion Management Process

On February 6, 2020, the Corpus Christi MPO TPC adopted a Congestion Management Process for the Corpus Christi Transportation Management Area (TMA). First developed by the Corpus Christi MPO as a designated TMA in 1995, the update includes new data, tools, and best practices, particularly those related to the National Performance Management Research Data Set (NPMRDS). As part of establishing the Highway Performance Monitoring System (HPMS), the Federal Highway Administration contracted to provide real-time travel data to State and MPO organizations. This data is collected in 5-minute epochs by GPS probes from commercial vehicles, connected cars, and cell phone applications. It includes archived speed and travel time data matched to associated location referencing data.

A primary function of the CMP is guiding the selection of which projects to fund in the TIP. As federally required, any project proposed for federal funding in the TIP that adds general-purpose lanes must demonstrate demand and operational management strategies are insufficient to satisfy the need for additional capacity, unless the project addresses an established bottleneck or is a safety improvement. This means trying policies or projects to reduce congestion without building new or wider roads, happens before the decision is made to build a new or wider road. This promotes efficient use of existing transportation infrastructure and allows limited federal funding to benefit a wider area. Projects that physically add lanes to increase Single Occupant Vehicle (SOV) capacity must result from the CMP.

The following projects were identified on the congestion management corridors and programmed into the Corpus Christi MPO's FY 2023-2026 Transportation Improvement Program (TIP):

| Project ID | Project Name | Description | From Limit | To Limit |
|------------|--------------|---|------------------|----------------------------|
| MPO-016 | Park Road 22 | Corridor upgrade for pedestrian and access management The proposed project would consist of three precast concrete arch spans. The center span would be 46 feet wide and cross the canal. The other two spans, 36 feet wide, would be on either side of the 46-foot span and provide a boardwalk for pedestrians to cross under the roadway. The canal would be approximately 42 feet wide and would include articulated concrete matting to prevent erosion. Sheet pile retaining walls would be employed in the design and the support structures under the water line would be armored to protect the concrete from the water. The vertical profile of PR 22 would be raised approximately 12 feet to span the proposed canal to allow for boats and pedestrian traffic. An estimate of the maximum depth for the excavation of the canal within the TxDOT PR 22 right-of-way is approximately eight feet from the existing roadway elevation with the maximum depth for the bridge structure pilings at -65 feet. The majority of the dredging required for the proposed canal would be done mechanically, with some hydraulic dredging required in Lake Padre outside of the TxDOT ROW. | Commodores Drive | Whitecap Boulevard |
| MPO-018 | SH 35 | Upgrade/add direct connectors | FM 3284 | 0.23 miles North of SH 361 |

F. Resiliency and Reliability of the Transportation System

System reliability is one of four Goal Areas in the Corpus Christi MPO's performance-based planning framework. As defined in the Corpus Christi MPO's CMP narrative, this framework identifies 14 discrete performance metrics in

two topic, area-Infrastructure Condition and Efficiency/Economic Competitiveness, to help prioritize capital investments and to help evaluate the efficacy of the transportation system overall.

Situated in the low-lying Coastal Bend region of Texas, resiliency to extreme weather events and sea level rise is a fundamental consideration for the jurisdictions within the Corpus Christi MPO. In an effort to stay at the forefront of resiliency planning and policy issues at the state level, Corpus Christi MPO staff serve on both the Texas Coastal Resiliency Master Plan Technical Advisory Committee for the Texas General Land Office (TGLO) as well as on the TGLO Commissioner's Coastal Resiliency Advisory Group.

Corpus Christi MPO staff has also led collaborative proposals in response to multiple FHWA solicitations related to resilience and adaptation. The Corpus Christi MPO was successfully awarded a grant from the FHWA Resilience and Durability to Extreme Weather Pilot Program. The project addressed Laguna Shores Road which runs along the western shoreline of the Laguna Madre between SH 358 & Barney M. Davis Energy Center.

The Corpus Christi MPO recognizes that the reliability of the mobility network overall and, in particular its efficacy under condition of evacuation due to extreme weather or other disaster is in large part a function of redundancy of key corridors.

G. Environmental Protection

Stewardship is one of the Goal Areas in the Corpus Christi MPO's performance-based planning framework.

1. Addressing Stormwater Quality

The natural waterways of the Coastal Bend figure prominently in the lifestyle that residents cherish, and visitors seek. The Corpus Christi MPO includes several sensitive natural waterways that are receiving waters for stormwater runoff, including multiple that are listed as impaired on the Texas Integrated Report for Surface Water Quality and for which Total Maximum Daily Loads (TMDLs) for priority pollutants exist or are being established. The Stewardship Goal Area in the Corpus Christi MPO's performance-based planning framework includes performance metrics to evaluate the relative impact of a proposed project to the local watershed by prioritizing projects that include best management practices that address stormwater quality. As with efforts to preserve air quality and the region's ozone attainment status, investments in water quality protection are critical to the region's economic vitality.

2. Addressing Wetlands and Habitats

Transportation planning examines the complex interactions among social, economic, environmental, and political factors and identifies tradeoffs, especially when different stakeholder groups have conflicting interests. The Corpus Christi MPO uses an 8-step collaborative mitigation planning process described in the Corpus Christi MPO's document **Avoid, Minimize, Compensate: Infrastructure Mitigation Policy**, found as Appendix O of the 2020-2045 MTP. This Policy, when used in conjunction with the Corpus Christi MPO's document **Protecting Tomorrow: The Roles of Private For-Profit and Nonprofit Organizations in Mitigating Resource Impacts of Infrastructure Projects**, found as Appendix P identifies and adapts to conditions based on modeling, monitoring, and other research and analysis efforts. The Corpus Christi MPO's **Mitigation Planning Protocol** is presented in Appendix Q. A consistent desire of these is to add value to other agencies' planning and mitigation efforts and reinforce their effectiveness. One such planning and mitigation effort is described by the Texas Parks and Wildlife Department (TPWD) in their Texas Conservation Action Plan (TCAP) Gulf Coast Prairies and Marshes Ecoregion Handbook. It includes a list of concerns from previous dealings with transportation agencies, including MPOs, along with a list of potential actions that could yield mutual benefit. The concerns listed in the TCAP include:

- Texas Department of Transportation coordinates with TPWD regarding potential natural resources impacts to listed species. However, during construction and mitigation there is little accommodation for sensitive habitats unless those features are federally protected. State-listed species habitats,

Species of Greatest Conservation Need (SGCN), rare communities and the habitats on which they rely are for the most part unprotected. The transportation improvements proposed under regional upgrades of existing facilities and new construction may create barriers to fish and wildlife resources' daily and seasonal movements through armored culverts and concrete drainage ways, vectors and opportunities for non-native species invasions, water quality impacts through stormwater runoff, loss of non-jurisdictional wetlands, and import riparian, bottomland, prairie, and savanna habitats that are not protected under regulation. In addition to these larger facilities, local connection transportation projects may also contribute to the same kinds of losses and may require even less coordination regarding environmental impacts from planning to implementation if no federal money is used.

- Mitigation for these large primary and smaller connector projects typically does not replace ecological function where it is lost. Non-native invasive grasses are used in reclamation, non-native trees are planted in sites where prairie is the desired ecological condition, and riparian areas are allowed to recolonize without direct restoration to prevent invasive species.

The TCAP also lists a possible collaborative path for agencies in the region, which is harmonious with the Corpus Christi MPO's **Avoid, Minimize, Compensate: Infrastructure Mitigation Policy**:

- Focus outreach to core urban Metropolitan Planning Organizations, Councils of Government, Regional Transportation authorities, International Boundary Water Commission and planning entities which include urban and emerging / outlying communities, so they consider SGCN, rare communities and habitats, such as native coastal prairies, riparian areas to floodplain extents, and all wetland features, as part of their first-round constraint process in development zoning and permitting.
- Large-scale conservation benefits could be realized by mapping existing conservation lands and practices, reviewing opportunities to share resources and improve land management through shared guidance, and identifying landowners and sites which could benefit landscape and conservation management connectivity in the long-term through landowner incentive programs.
- Identify key areas for the restoration and protection of coastal prairie, riparian buffers, and streamside management zones, thornscrub corridors, freshwater wetlands and marsh restoration, and connectivity in a network of managed lands (public and private) throughout the region.
- Establish a regional public lands management cooperative to evaluate conservation effectiveness on sites and the connectivity of the landscape, identify restoration needs and sites, invasive species removal priorities, trail development and recreation planning improvement, and management practice improvement opportunities.
- It would be helpful to have large areas identified where mitigation dollars would best be spent to offset specific types of impacts in the region: wetlands, water diversions, prairie loss, riparian loss. A network of potential areas in a north-south trajectory in the region may be most helpful to create "stepping-stone" prairie and riparian area connectivity, but sites should be large enough to function sustainably. Mitigation banking could be another type of landowner incentive.

The Corpus Christi MPO also reviewed Texas' Statewide Historic Preservation Plan 2011-2020. The Corpus Christi MPO is participating in the update to this plan and coordinate with the Nueces and San Patricio County Historical Commissions.

H. Economic Development

Regional economic vitality depends on an efficient, reliable, safe, and secure regional transportation network; the Corpus Christi MPO's ongoing effort to achieve regional objectives through its performance-based planning framework are part of a broader effort to promote economic development.

1. Travel and Tourism

The greater Corpus Christi area boasts beautiful beaches and myriad natural waterways, which offer a tremendous range of attractions for nature-based tourism. Tourism is big business in Corpus Christi. It's the region's third largest industry. In 2019, more than 11 million people traveled to the region. Tourism generates \$1.3 billion for the community each year, according to the Corpus Christi Convention & Visitors Bureau (CVB). The member entities in the Corpus Christi MPO recognize the importance of the regional mobility network in supporting tourism as a cornerstone of the regional economy.

The Corpus Christi MPO's work in planning for active mobility is motivated, in part, by an interest in expanding bicycle and pedestrian mobility options to compliment the outdoor recreation opportunities that attract tourists to the region. The Corpus Christi MPO routinely coordinates with staff from the Corpus Christi Convention and Visitors Bureau and Corpus Christi United Chamber of Commerce, both of which have documented unmet demand for bicycle-based tourism in our region.

Visitation data confirms that the Coastal Bend is a primary driving destination for visitors from around the state. Several ongoing and upcoming Corpus Christi MPO projects on key corridors on the state highway system (e.g. SH 358, I-37, US 181) will facilitate access to the region from other parts of the state and will facilitate mobility within the Corpus Christi MPO once visitors arrive. The Corpus Christi MPO recently prioritized and included in the fiscally constrained project list an Access Management Study of PR 22 on Padre Island and is funding (as part of the FY 2023-2026 TIP) a feasibility study of the PR 22/SH 361 intersection at the nexus between Padre and Mustang Islands, which becomes more congested during peak tourism seasons. This effort will identify the appropriate treatments to enhance mobility and safety for visitors and residents who are enroute to destinations on Mustang Island. Likewise, this feasibility study will inform design of the upgrade of SH 361 along Mustang Island, which is a critical connection to key tourist destinations and is a critical evacuation route for island visitors and residents under extreme weather conditions.

IV. TIP FINANCIAL PLAN

The Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) continues the requirement stated in (23 CFR Part 450.326(j)), that the Transportation Improvement Program (TIP):

"...shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs."

The TIP Financial Plan is also required to document, under 23 CFR §450.326(j), the ability of the Corpus Christi MPO jurisdictions to fund any new projects while also continuing to fund necessary operations and maintenance (O&M) of the existing transportation system. The federal definition means that all roads classified as Local Collector and higher (not residential streets) must have local funds available to "adequately" operate and maintain these non-state (TxDOT) roads. The Corpus Christi MPO TPC must include, in the TIP, assurances that there are sufficient revenues available to municipalities and counties to adequately operate and maintain both highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53) that can achieve the adopted performance goals.

Demonstrating financial constraint of the TIP first requires determining the amount of funds that can be reasonably expected to come to the Corpus Christi MPO, by type and by year, for each potential source. The funding allocations for each fiscal year were taken from the TxDOT apportionments outlined in the 2022 Unified Transportation Program (UTP). Programming these federal/state funds to projects is guided by the performance measures approved during the long-range planning process.

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The financial plan of this FY 2023-2026 TIP was developed by the Corpus Christi MPO in cooperation with the Texas Department of Transportation (TxDOT), and the Corpus Christi Regional Transportation Authority (CCRTA). The CCRTA provided recent FTA apportionments and reasonably anticipated discretionary allocations. Local government entities provided preliminary draft budget estimates for FY 2023 and the Corpus Christi MPO helped develop a reasonable forecast through year FY 2026. Each funding program is financially balanced against available funds for FY 2023, FY 2024, FY 2025, and FY 2026; shown in Table 1 and 2, page 16.

Federal regulations also require that both regional TIPs and the Statewide Transportation Improvement Program (STIP) demonstrate fiscal constraint by including sufficient financial information to confirm that the projects in those documents can be implemented with the revenues that are reasonably available. They must also provide reasonable assurances that the federally supported transportation system is adequately operated and maintained.

This TIP takes effect at the beginning of Federal Fiscal Year 2023, which begins on October 1, 2022.

A. Transportation Funding Forecast Uncertainty

This financial plan, or any financing forecast that is predicated on achieving results in the future, contains a number of assumptions that increase the risk of inaccuracy. Risk considerations generally have likelihood of errors in both directions. The major risk elements that influence this financial plan are described below:

- The economic impacts of COVID-19 are significant across the country. Most experts agree that a full recession is inevitable at this point. The greatest fiscal impact is also where cities and states are most vulnerable, where revenue is generated: retail sales, income and wages, and real estate.
- A recession in a normal economic cycle occurs after a period of maximum growth, and the economy “corrects” itself by contracting. The COVID-19 recession we are heading into has some similar characteristics to a typical one. The US has seen a record-long expansion that began in 2009. So even before COVID-19 hit, some economists warned that the economy could soon begin a correction and slow down. This current economic crisis is affecting the world in new ways most didn’t anticipate. For example, the price of US oil has turned negative for the first time in history.
- The International Monetary Fund has stated “The magnitude and speed of collapse in activity that has followed the pandemic is unlike anything experienced in our lifetimes, It is very likely that this year the global economy will experience its worst recession since the Great Depression.”
- Gasoline tax, fuel tax, and registration fee revenues are related to employment, population, and income growth. The future direction of measures will largely determine whether there are increases or decreases in revenues.
- Traditionally, SUVs and light-duty trucks have been the fastest growing segment of the vehicle fleet. These vehicle types have below-average fuel economy, thus increasing gasoline tax revenues. Currently, hybrid and electric vehicles are attaining a market presence, and automobile manufacturers are developing models across categories (including SUVs) that will lead to fuel displacement and long-term decreases in gasoline tax revenues that are not included in these forecasts.
- Inflation forecasting has inherent risk. The costs of the needs identified in the plan are assumed to include inflation through 2026. Should inflation increase dramatically, there will be corresponding changes to funding needs.

B. Revenue Projections

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the FY 2023-2026 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this TIP. There is an estimated \$383 million of available funding for all modes of transportation by our regional partners that were part of the development of the FY 2023-2026 TIP.

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 1 and 2, below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urbanized area for the FY 2023-2026 time period.

Table 1. Category Funding for the Corpus Christi MPO FY 2023-2026 Transportation Improvement Program

| Funding Category | 2022 UTP Statewide Funding Authorizations | 2022 UTP TxDOT CRP District Funding | TxDOT-CRP District 25-Yr Projected Funding | 2022 UTP 10-Yr CCMP Funding | CCMPO 25-Yr MTP Projected Funding | FY 2023- 2026 TIP |
|---|--|--|---|-----------------------------------|--|----------------------|
| 1. Preventive Maintenance and Rehabilitation | \$13,926,300,000 | \$522,233,000 | \$1,542,200,000 | \$0 | \$0 | \$205,184,659 |
| 2. Metro and Urban Area Corridor Projects | \$10,012,238,000 | \$0 | \$0 | \$129,469,000 | \$377,475,000 | \$115,345,916 |
| 3. Non-Traditionally Funded Transportation Projects | \$5,772,893,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 4. Statewide Urban Connectivity | \$4,605,629,000 | \$59,556,000 | \$0 | \$66,000,000 | \$165,000,000 | \$6,685,066 |
| 4. Statewide Regional Connectivity Corridor | \$5,406,608,000 | \$0 | | | | |
| 5. Congestion Mitigation and Air Quality Improvement (CMAQ) | \$2,322,790,000 | - | - | - | - | - |
| 6. Structures Replacement and Rehabilitation (Bridges) | \$3,586,560,000 | - | - | - | - | \$0 |
| 7. Metropolitan Mobility and Rehabilitation | \$5,038,158,000 | - | - | \$97,598,000 | \$222,200,000 | \$50,049,648 |
| 8. Safety | \$3,431,750,000 | - | - | - | - | - |
| 9. Transportation Alternatives (Set-Aside) | \$910,500,000 | - | - | \$5,795,000 | \$14,500,000 | \$5,857,888 |
| 10. Supplemental Transportation Projects | \$624,036,000 | - | - | - | - | - |
| 11. District Discretionary and Energy Sector Funding | \$3,233,380,000 | \$162,129,000 | \$94,125,000 | - | - | \$0 |
| 12. Strategic Priority | \$15,556,223,000 | \$0 | | \$0 | | \$0 |
| TOTAL | \$74,427,066,000 | \$743,918,000 | \$1,636,325,000 | \$298,862,000 | \$779,175,000 | \$608,123,177 |

Table 2. Statewide Funding Levels TxDOT 2022 Unified Transportation Program (UTP) (10-Yr)

| Funding Category | 2022 UTP Statewide Funding Authorizations |
|---|---|
| 1. Preventive Maintenance and Rehabilitation | \$13,926,300,000 |
| 2. Metro and Urban Area Corridor Projects | \$10,012,238,000 |
| 3. Non-Traditionally Funded Transportation Projects | \$5,772,893,000 |
| 4. Statewide Urban Connectivity | \$4,605,629,000 |
| 4 Statewide Regional Connectivity Corridor | \$5,406,608,000 |
| 5. Congestion Mitigation and Air Quality Improvement (CMAQ) | \$2,322,790,000 |
| 6. Structures Replacement and Rehabilitation (Bridges) | \$3,586,560,000 |
| 7. Metropolitan Mobility and Rehabilitation | \$5,038,158,000 |
| 8. Safety | \$3,431,750,000 |
| 9. Transportation Alternatives (Set-Aside) | \$910,500,000 |
| 10. Supplemental Transportation Projects | \$624,036,000 |
| 11. District Discretionary and Energy Sector Funding | \$3,233,380,000 |
| 12. Strategic Priority | \$15,556,223,000 |
| TOTAL UTP STATEWIDE FUNDING CATEGORIES 1-12 | \$74,427,066,000 |

Table 3. Corpus Christi Regional Transportation Authority (CRTA) Projected FY 2023-2026 Financial Plan

Adequate operations and maintenance of transit infrastructure is demonstrated in Table 3, below, which shows federal, state, and local transit funds that are reasonably available within the Corpus Christi MPO.

| SOURCES OF FUNDS: | Actual 2019 | Actual 2020 | Budget 2021 | 2022 | Forecast | | |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| | | | | | 2023 | 2024 | 2025 |
| SOURCES OF FUNDS | | | | | | | |
| Operating Revenues | | | | | | | |
| Fare Box Revenue | \$ 1,857,989 | \$ 1,140,636 | \$ 1,342,668 | \$ 1,432,437 | \$ 1,500,936 | \$ 1,573,532 | \$ 1,652,209 |
| Bus Advertising | 149,585 | 128,874 | 134,921 | 145,371 | 145,371 | 145,371 | 145,371 |
| Other Income | 731,139 | 722,798 | 470,447 | 393,098 | 3,527 | 3,527 | 3,527 |
| Total Operating Revenues | 2,738,713 | 1,992,308 | 1,948,036 | 1,970,906 | 1,649,834 | 1,722,430 | 1,801,107 |
| Non-Operating Revenues | | | | | | | |
| Sales Tax Revenue | 33,878,047 | 33,912,489 | 35,456,113 | 37,509,003 | 40,134,633 | 42,141,365 | 42,141,365 |
| Staples Street Center | 479,217 | 487,686 | 488,886 | 493,434 | 499,568 | 505,764 | 510,822 |
| Interest Income | 552,566 | 181,431 | 50,212 | 45,094 | 45,094 | 45,094 | 45,094 |
| Total Non-Operating Revenues | 34,909,830 | 34,581,606 | 35,995,211 | 38,047,531 | 40,679,296 | 42,692,223 | 42,697,281 |
| Grants | | | | | | | |
| Operating Grants 5307 | 779,117 | - | 800,000 | 800,000 | 800,000 | 800,000 | 800,000 |
| Operating Grants - CARES | - | 15,359,362 | 625,803 | - | - | - | - |
| Operating Grants - CRRSA | - | - | 6,857,205 | - | - | - | - |
| Operating Grants - American Rescue Plan | - | - | - | 5,605,366 | 5,100,000 | 3,000,000 | 3,439,225 |
| Sub-Recipients | 175,456 | 626,191 | 49,694 | 696,845 | - | - | - |
| Capital Grants | 948,307 | 1,695,465 | 8,027,334 | 8,313,957 | 9,459,837 | 7,552,721 | 6,140,457 |
| Total Grant Revenue | 1,902,880 | 17,681,018 | 16,360,036 | 15,416,168 | 15,359,837 | 11,352,721 | 10,379,682 |
| TOTAL SOURCES OF FUNDS | \$ 39,551,423 | \$ 54,254,932 | \$ 54,303,284 | \$ 55,434,605 | \$ 57,688,966 | \$ 55,767,374 | \$ 54,878,069 |
| Operating Expenses | \$ 32,057,952 | \$ 34,010,517 | \$ 31,326,091 | \$ 38,568,788 | \$ 38,954,476 | \$ 39,344,021 | \$ 39,540,741 |
| Sub-Recipients | 175,456 | 626,191 | 49,694 | 696,845 | - | - | - |
| Special Projections - Shelter Maintenance | - | - | 200,000 | 200,000 | 200,000 | 200,000 | - |
| Street Maintenance Program | 3,013,317 | 3,369,273 | 3,083,652 | 3,147,945 | 3,503,753 | 3,678,941 | 3,641,014 |
| Total Operating & Non-Operating Expenses | 35,246,725 | 38,005,981 | 34,659,437 | 42,613,578 | 42,658,229 | 43,222,962 | 43,221,295 |
| Capital Program Expenses 5307 & 5339 | 948,308 | 2,200,466 | 11,354,248 | 9,868,262 | 12,024,010 | 9,516,551 | 8,539,451 |
| Capital Expenditures CARES | - | - | - | - | - | - | - |
| Capital Expenditures - CRRSAA | - | - | - | - | - | - | - |
| Total Capital Grant Expenditures | 948,308 | 2,200,466 | 11,354,248 | 9,868,262 | 12,024,010 | 9,516,551 | 8,539,451 |
| Other Cost Centers | | | | | | | |
| Staples Street Center | 686,797 | 941,745 | 1,008,909 | 1,160,899 | 1,172,508 | 1,178,371 | 1,184,262 |
| Port Ayers | - | 13,401 | 2,366 | 3,000 | 3,000 | - | - |
| Total Other Cost Centers | 686,797 | 955,146 | 1,011,275 | 1,163,899 | 1,175,508 | 1,178,371 | 1,184,262 |
| Debt Service/Other Fiscal Expenses | | | | | | | |
| Agency Fees | - | - | 800 | 800 | 800 | 800 | 800 |
| Bond Principal | - | 815,000 | 870,000 | 890,000 | 905,000 | 930,000 | 935,000 |
| Bond Interest | 470,038 | 785,408 | 709,576 | 709,608 | 709,608 | 709,608 | 709,608 |
| Total Debt Expenses | 470,038 | 1,600,408 | 1,580,376 | 1,600,408 | 1,615,408 | 1,640,408 | 1,645,408 |
| TOTAL USES OF FUNDS | \$ 37,351,868 | \$ 42,762,001 | \$ 48,605,336 | \$ 55,246,147 | \$ 57,473,155 | \$ 55,558,291 | \$ 54,603,803 |
| TOTAL SOURCES OVER USES OF FUNDS | \$ 2,199,555 | \$ 11,492,931 | \$ 5,697,947 | \$ 188,458 | \$ 215,811 | \$ 209,083 | \$ 274,266 |
| Net Increase in Cash and Cash Equivalents | \$ 2,199,555 | \$ 18,470,260 | \$ 5,697,947 | \$ 188,458 | \$ 215,811 | \$ 209,083 | \$ 274,266 |
| Beginning Cash and Cash Equivalents | 24,957,911 | 27,157,466 | 45,627,726 | 51,325,673 | 51,514,131 | 51,729,942 | 51,939,024 |
| Ending Cash and Cash Equivalents | \$ 27,157,466 | \$ 45,627,726 | \$ 51,325,673 | \$ 51,514,131 | \$ 51,729,942 | \$ 51,939,024 | \$ 52,213,290 |
| | | | | | | | \$ 52,374,872 |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Projects included within the TIP have a source of funding identified and committed to the project. TxDOT's 12 funding categories are listed in the following table. Typically, MPO projects may reflect use of **Category 2, 7, 9, Prop 1, and/or Prop 7**.

Table 4. FY 2023-2026 TIP Funding Categories

FUNDING CATEGORY 1 - Preventive Maintenance and Rehabilitation

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES | | | | | | | | | | | | | | |
|--|---|------------------------------|----------------------|-----|--------------------------------|----|--|-------|--|-----|--|-------|--|-----|--------------------------------------|--|
| <p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p>Preventive Maintenance Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p>Rehabilitation Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p> | <p>Funding is allocated to each TxDOT district based on the following formulas:</p> <p>Preventive Maintenance A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <table><tr><td>65%</td><td>On-system lane miles</td></tr><tr><td>33%</td><td>Pavement distress score factor</td></tr><tr><td>2%</td><td>Square footage of on-system bridge deck area</td></tr></table> <p>Rehabilitation</p> <table><tr><td>32.5%</td><td>Three-year average lane miles of pavement with distress scores <70</td></tr><tr><td>20%</td><td>Vehicle miles traveled per lane mile (on system)</td></tr><tr><td>32.5%</td><td>Equivalent single-axle load miles (on and off system and interstate)</td></tr><tr><td>15%</td><td>Pavement distress scores pace factor</td></tr></table> <p>See Funding Category Table Note at end of section, page 23.</p> | 65% | On-system lane miles | 33% | Pavement distress score factor | 2% | Square footage of on-system bridge deck area | 32.5% | Three-year average lane miles of pavement with distress scores <70 | 20% | Vehicle miles traveled per lane mile (on system) | 32.5% | Equivalent single-axle load miles (on and off system and interstate) | 15% | Pavement distress scores pace factor | <p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p> |
| 65% | On-system lane miles | | | | | | | | | | | | | | | |
| 33% | Pavement distress score factor | | | | | | | | | | | | | | | |
| 2% | Square footage of on-system bridge deck area | | | | | | | | | | | | | | | |
| 32.5% | Three-year average lane miles of pavement with distress scores <70 | | | | | | | | | | | | | | | |
| 20% | Vehicle miles traveled per lane mile (on system) | | | | | | | | | | | | | | | |
| 32.5% | Equivalent single-axle load miles (on and off system and interstate) | | | | | | | | | | | | | | | |
| 15% | Pavement distress scores pace factor | | | | | | | | | | | | | | | |

FUNDING CATEGORY 2 - Metropolitan and Urban Area Corridor Projects

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|------------------------------|--|-----|------------|-----|------------------------|-----|--|----|---|-----|---------------------|----|----------------------------------|-----|--|-----|------------|----|------------------------|-----|--|----|---|----|------------------------------|-----|------------|-----|----------------------------------|--|
| <p>Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.</p> <p>The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.</p> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p> | <p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p>Category 2 Metropolitan (2M) Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs).</p> <table><tr><td>30%</td><td>Total vehicle miles traveled (on and off system)</td></tr><tr><td>17%</td><td>Population</td></tr><tr><td>10%</td><td>Lane miles (on system)</td></tr><tr><td>14%</td><td>Truck vehicle miles traveled (on system)</td></tr><tr><td>7%</td><td>Percentage of census population below the federal poverty level</td></tr><tr><td>15%</td><td>Based on congestion</td></tr><tr><td>7%</td><td>Fatal and incapacitating crashes</td></tr></table> <p>Category 2 Urban (2U) Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula:</p> <table><tr><td>20%</td><td>Total vehicle miles traveled (on and off system)</td></tr><tr><td>25%</td><td>Population</td></tr><tr><td>8%</td><td>Lane miles (on system)</td></tr><tr><td>15%</td><td>Truck vehicle miles traveled (on system)</td></tr><tr><td>4%</td><td>Percentage of census population below the federal poverty level</td></tr><tr><td>8%</td><td>Centerline miles (on system)</td></tr><tr><td>10%</td><td>Congestion</td></tr><tr><td>10%</td><td>Fatal and incapacitating crashes</td></tr></table> | 30% | Total vehicle miles traveled (on and off system) | 17% | Population | 10% | Lane miles (on system) | 14% | Truck vehicle miles traveled (on system) | 7% | Percentage of census population below the federal poverty level | 15% | Based on congestion | 7% | Fatal and incapacitating crashes | 20% | Total vehicle miles traveled (on and off system) | 25% | Population | 8% | Lane miles (on system) | 15% | Truck vehicle miles traveled (on system) | 4% | Percentage of census population below the federal poverty level | 8% | Centerline miles (on system) | 10% | Congestion | 10% | Fatal and incapacitating crashes | <p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.</p> |
| 30% | Total vehicle miles traveled (on and off system) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17% | Population | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10% | Lane miles (on system) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14% | Truck vehicle miles traveled (on system) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7% | Percentage of census population below the federal poverty level | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15% | Based on congestion | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7% | Fatal and incapacitating crashes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20% | Total vehicle miles traveled (on and off system) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25% | Population | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8% | Lane miles (on system) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15% | Truck vehicle miles traveled (on system) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4% | Percentage of census population below the federal poverty level | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8% | Centerline miles (on system) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10% | Congestion | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10% | Fatal and incapacitating crashes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FUNDING CATEGORY 3 – Non-Traditionally Funded Transportation Projects

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES |
|--|---|--|
| <p>Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p> | <p>Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see pg. 28), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.</p> | <p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p> |

FUNDING CATEGORY 4 – Statewide Connectivity Corridor Projects

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES |
|--|--|---|
| <p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> – Texas Highway Trunk System – National Highway System (NHS) – Connections to major sea ports or border crossings – National Freight Network – Hurricane evacuation routes <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> – Mobility corridors: High-traffic routes with potential need for additional roadway capacity – Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided – Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains | <p>Category 4 Regional Connectivity Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p>Category 4 Urban Connectivity Funds distributed using the same formula as Category 2</p> | <p>TxDOT districts select Category 4 Regional projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.</p> |

FUNDING CATEGORY 5 - Non-Traditionally Funded Transportation Projects

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES |
|---|--|---|
| <p>Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p> | <p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p> | <p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility and air quality needs within the MPO boundaries.</p> |

FUNDING CATEGORY 6 – Structures Replacement and Rehabilitation (Bridge)

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES |
|--|--|--|
| <p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p>Highway Bridge Program For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> | <p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.</p> | <p>TxDOT's Bridge Division selects projects using a performance-based prioritization process.</p> <p>Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p>Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/improvement needs.</p> |

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FUNDING CATEGORY 6 – Structures Replacement and Rehabilitation (Bridge) *continued*

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES |
|---|----------------------------|--|
| <p>Bridge Maintenance and Improvement Program For rehabilitation of eligible bridges on the state highway system.</p> <p>Bridge System Safety Program For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p> | | <p>Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p> |

FUNDING CATEGORY 7 – Metropolitan Mobility and Rehabilitation

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES |
|---|--|---|
| <p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p> | <p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p> | <p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p> |

FUNDING CATEGORY 8 – Safety

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES |
|--|--|--|
| <p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p>Highway Safety Improvement Program (HSIP) Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p>Systemic Widening Program (SSW) Statewide program to fund the widening of high risk narrow highways on the state highway system.</p> <p>Road to Zero (RTZ) Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p> | <p>Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.</p> | <p>HSIP Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p>Road to Zero Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p> |

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FUNDING CATEGORY 9 – Transportation Alternatives Set-Aside Program

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES |
|---|--|---|
| <p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p> | <p>TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT and FHWA.</p> <p>Statewide TA Flex funding allocations and distribution are allocated at the discretion of the Texas Transportation Commission. A portion of these funds are used in the 2022 UTP for Safety Rest Area expansion to address truck parking needs.</p> | <p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.</p> |

FUNDING CATEGORY 10 – Supplemental Transportation Programs

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES | | | | | | | | |
|--|--|------------------------------|----------------------------|-----|--|-----|---|-----|--------------------------------------|--|
| <p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p>Coordinated Border Infrastructure (CBI) Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p>Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects.</p> <p>Federal Lands Access Program (FLAP) Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p>Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p>Green Ribbon Program Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p>Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program.</p> <p>The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p>Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p> <p>Railroad Signal Maintenance Program Financial contributions to each railroad company in the state for signal maintenance.</p> | <p>Coordinated Border Infrastructure: Allocation to TxDOT districts on the Mexico border using the following formula:</p> <table><tr><td>20%</td><td>Incoming commercial trucks</td></tr><tr><td>30%</td><td>Incoming personal motor vehicles and buses</td></tr><tr><td>25%</td><td>Weight of incoming cargo by commercial trucks</td></tr><tr><td>25%</td><td>Number of land border ports of entry</td></tr></table> <p>Supplemental Transportation Projects (Federal) Directed by federal legislation</p> <p>Federal Lands Access Program Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p>Green Ribbon Program Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p>Landscape Incentive Awards Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program</p> <p>Railroad Grade Crossing and Replanking Program Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p>Railroad Signal Maintenance Program Based on number of crossings and type of automatic devices present at each.</p> | 20% | Incoming commercial trucks | 30% | Incoming personal motor vehicles and buses | 25% | Weight of incoming cargo by commercial trucks | 25% | Number of land border ports of entry | <p>CBI projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. All CBI funds have been allocated and projects are currently under development.</p> <p>For FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.</p> <p>Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p>ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.</p> <p>Landscape Incentive Awards are managed by the TxDOT Design Division.</p> <p>The TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects.</p> <p>All projects are selected using a performance-based prioritization process.</p> |
| 20% | Incoming commercial trucks | | | | | | | | | |
| 30% | Incoming personal motor vehicles and buses | | | | | | | | | |
| 25% | Weight of incoming cargo by commercial trucks | | | | | | | | | |
| 25% | Number of land border ports of entry | | | | | | | | | |

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FUNDING CATEGORY 11 – District Discretionary

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES |
|--|---|--|
| <p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p>District Discretionary Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p>Energy Sector Safety and maintenance work on state highways impacted by the energy sector.</p> <p>Border Infrastructure Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 50 miles of a port of entry. Federal funds designated for border state infrastructure follow project selection guidelines outlined under the CBI program (see Category 10). Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> | <p>District Discretionary Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:</p> <ul style="list-style-type: none"> 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>Energy Sector Allocation formula based on the following weighted factors:</p> <ul style="list-style-type: none"> 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% Volume of oil and gas waste injected <p>Border Infrastructure Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>See note at end of section.</p> | <p>TxDOT Districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p>The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p>Rider 11(b): Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> – Number of land border ports of entry – Number of incoming commercial trucks and railcars – Number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks |

FUNDING CATEGORY 12 – Strategic Priority

| DESCRIPTION | ALLOCATION OR DISTRIBUTION | PROJECT SELECTION GUIDELINES |
|---|---|--|
| <p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> – Congestion and connectivity – Economic opportunity – Energy sector access – Border and port connectivity – Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report – The ability to respond to both man-made and natural emergencies <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p> | <p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p>Texas Clear Lanes This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p> | <p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.</p> |

Funding Category Table Note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

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The table below is a guide to the funding restrictions associated with each of TxDOT's state funding sources and financing tools. While some sources are allowable for non-highway transportation needs, such as aviation, ports, rail, and public transportation, a large majority of TxDOT's funding is dedicated to improvement of the state highway system.

Table 5. TxDOT Authorized Users of State Funding Sources

| PROJECT TYPE → | | Non-Tolled Highways | Tolled Highways | Rail - Passenger | Rail - Freight | Transit | Aviation | Ports |
|----------------|--|---------------------|-----------------|------------------|----------------|---------|----------|-------|
| FUNDING SOURCE | Proposition 1 Funds | • | | | | | | |
| | Proposition 7 Funds | • | | | | | | |
| | State Highway Fund - Dedicated ¹ | • | • | | | | | |
| | Proposition 14 Bonds | • | • | | | | | |
| | Proposition 12 Bonds ² | • | • | | | | | |
| | Texas Mobility Fund - Revenue ³ | • | | • | | • | | |
| | Texas Mobility Fund - Bond Proceeds ⁴ | • | • | • | | • | | |
| | State Highway Fund - Non-Dedicated ⁵ | • | • | • | • | • | • | • |
| | Regional Subaccounts ⁶ | • | • | • | • | • | • | • |

TEXAS MOBILITY FUND, PROPOSITION 14 AND PROPOSITION 12 BOND PROGRAMS ARE UNAVAILABLE OR SUSPENDED.

1. State Highway Fund-Dedicated includes state motor fuel and lubricant taxes and motor vehicle registration fees. It also includes federal reimbursements that are not reflected in the above grid, as a small amount of them may at times be used for other modes of transportation.

2. Proposition 12 bond proceeds may be used to provide funding for highway improvement projects, with no distinction between tolled and non-tolled highways.

3. Texas Mobility Fund revenues in excess of funds required to pay Texas Mobility Fund debt service are prohibited to pay for toll expenditures as part of 2015 legislation.

4. The Texas Constitution allows Texas Mobility Fund bonds to be used to develop and construct state highways, "to provide participation by the state in the payment of a portion of the costs of constructing and providing publicly owned toll

roads and other public transportation projects." "Other public transportation projects" is undefined and therefore may be available for more types of transportation projects than what is listed here.

5. "State Highway Fund—Non-Dedicated" includes limited revenue sources. An annual transfer of approximately \$150 million goes to the Texas Emissions Reduction Program (TERP) Fund.

6. Regional Subaccount funds may only be used for transportation, highway and air quality projects as defined by Section 228.001 of the Transportation Code in the region where the project from which those funds were derived is located. The revenues are deposited to the State Highway Fund but are not dedicated by the Texas Constitution.

V. PERFORMANCE-BASED PROGRAMMING

Performance-based planning and programming is a strategic approach to connect investment and policy decisions to performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. Federal law requires State DOTs, MPOs and transit agencies conduct performance-based planning by adopting performance measures, establishing a baseline, and tracking changes in performance against the adopted measures. The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) adopted the State's performance targets for PM1, PM2, and PM3. This Corpus Christi MPO TIP was developed and is actively managed with cooperation with the TxDOT and the CCRTA. It reflects the investment priorities established in the Corpus Christi MPO's 2020-2045 MTP and documents local and federal funds used for Safety, based on state and regional priorities from previous years.

The FAST Act directed the U. S. Secretary of Transportation to promulgate rules to establish performance measures and standards for the National Highway System (NHS), the Highway Safety Improvement Program (HSIP), the Congestion Mitigation and Air Quality Program (CMAQ), and national freight movement on the Interstate System that requires the State Departments of Transportation to:

- Establish performance targets for the new National Performance Measure Rules (PMs) on Safety (PM1), Pavement/Bridge Conditions (PM2), and System Performance/Freight/CMAQ (PM3).
- Report on the condition and performance of the NHS.
- Show progress in achieving the performance targets.

Performance-based planning encourages the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the seven national goals. Performance Measure Adoption Documentation for the Corpus Christi MPO is provided below and within the appendix of this document. For additional information on Performance Based Planning, please reference the following:

- FHWA Final Rule: <http://www.fhwa.dot.gov/tpm/rule.cfm>
- FTA Final Rule: <https://www.transit.dot.gov/tags/final-rule>
- Performance Based Planning and Programming Guidebook: https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/

The Corpus Christi MPO has a Memorandum of Understanding (MOU), adopted April 5, 2018 by the Corpus Christi MPO TPC, the TxDOT-CRP and the CCRTA, for cooperatively developing and sharing transportation performance data as well as the establishment and tracking of performance targets used to demonstrate progress toward attaining these critical regional outcomes.

The Corpus Christi MPO developed the 2020 – 2045 Metropolitan Transportation Plan (MTP) utilizing a performance-based planning process with an emphasis on project selection by incorporating specific performance measures pertaining to System Reliability (Preservation), Safety, Multi-modal Use & Opportunity, and Stewardship into the project ranking and prioritization process.

At the core of the Corpus Christi MPO's performance process are measurable metrics used to evaluate the effectiveness of specific functions of the regional transportation system. The Corpus Christi MPO performance measures were distilled from required state and federal measures, as listed in the Decision Lens tool provided by TxDOT. Performance measures must be:

- Quantifiable – Comparable to some standard of acceptability over time
- Easily understood – Explicable in simplified terms to both technical and nontechnical people
- Practical – Developed in a cost-effective manner, relying as much as possible on existing, readily available data sources.

A. Safety (PM1): Adopted in January 2022

Safety is the first national goal (PM1) identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule required MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of fatalities (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
- Rate of fatalities per 100 million vehicle miles traveled (VMT) (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- Number of serious injuries (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- Rate of serious injuries per 100 million VMT (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- Number of non-motorized fatalities and number of non-motorized serious injuries combined (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

Safety is the highest priority in the Corpus Christi region and crashes are the single largest cause of non-recurring congestion in the Corpus Christi MPO region. Safety goals call for reducing both the number and rate of fatalities and serious injury crashes. In order to reduce non-recurring congestion, it is also necessary to reduce the number of Property Damage Only (PDO) crashes and the amount of time these crashes individually impact travel on the roads. Incident management is an essential component of congestion management. The general perception is that crash frequency increases with increasing congestion levels while injury severity decreases due to slower speeds. Generally, the most intense congestion occurs when crashes happen in locations that are congested on a recurring basis, (i.e. without a crash).

The 2020 Texas Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The Corpus Christi MPO supports the TxDOT Safety targets, agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the safety targets. TxDOT's 2019 adopted goal is to work towards reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

Table 6. TxDOT Established Safety (PM1) Performance Measures and Targets

| Performance Measure | 2018* | 2019* | 2020* | 2021** | 2022** | 2022*** |
|---|--------|--------|--------|--------|--------|---------|
| Number of Fatalities | 3,648 | 3,615 | 3,896 | 3,384 | 3,272 | 3,563 |
| Rate of Fatalities per 100 million VMT | 1.29 | 1.25 | 1.33 | 1.24 | 1.23 | 1.27 |
| Number of Serious Injuries | 14,975 | 15,855 | 14,656 | 18,835 | 19,065 | 16,677 |
| Rate of Serious Injuries per 100 million VMT | 5.31 | 5.50 | 5.00 | 6.51 | 6.47 | 5.76 |
| Number of Non-Motorized Fatalities and Serious Injuries | 2,104 | 2,291 | 2,238 | 2,560 | 2,642 | 2,367 |

Actual Data, **Target Data, *Target as a 5-Year Average*

Source: Texas FY 2022 Highway Safety Plan (HSP)

In the context of the Corpus Christi MPO, the following data are shown for illustration purposes. As discussed in several TAC and TPC meetings, it is more relevant for our planning partners to identify where a crash occurs and to analyze these locations than it is to identify the total number of fatalities and serious injuries within the MPO region. Identifying where crashes occur and developing plans and strategies for locations with anomalous occurrences will inherently reduce total fatalities and serious injuries. The table below shows the proportionally relevant performance measures and safety targets the Corpus Christi MPO region.

Table 7. Corpus Christi MPO Safety Measures and Targets (For Illustration Purposes Only)

| Performance Measure | 2018* | 2019* | 2020* | 2021** | 2022** | 2022*** |
|--|-------|-------|-------|--------|--------|---------|
| Number of Fatal Crashes | 35 | 39 | 32 | 31 | 30 | 34 |
| Rate of Fatal Crashes per 100 million VMT | 1.10 | 1.22 | 1.10 | 1.06 | 1.03 | 1.10 |
| Number of Serious Injury Crashes | 124 | 106 | 123 | 119 | 115 | 117 |
| Rate of Serious Injury Crashes per 100 million VMT | 3.90 | 3.32 | 4.21 | 4.07 | 3.93 | 3.89 |
| Number of Non-Motorized Fatal and Serious Injury Crashes | 39 | 26 | 38 | 37 | 35 | 35 |

Actual Data, **Target Data, *Target as 5-Year Average*

Sources: Crash Records Information System (C.R.I.S.), TxDOT Multi-Year Roadway Data Tables (08/16/21)

B. Bridge/Pavement Condition (PM2): Adopted in November 2018

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. Federal rules require TxDOT and the Corpus Christi MPO to set bridge and pavement performance targets and monitor progress towards achieving those targets. The Corpus Christi MPO must have four-year targets for all six measures, listed below. The Corpus Christi MPO agreed to support the TxDOT targets for the following six performance measures:

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges by deck area classified as in good condition; and
- Percent of NHS bridges by deck area classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

1. International Roughness Index (IRI);
2. Cracking Percent;
3. Rutting;
4. Faulting; and
5. Present Serviceability Rating (PSR) for lower speed roads.

The condition of transportation assets impact congestion in several ways:

- Roads in poor condition generally lead to slower traffic as drivers seek to avoid potholes and other roadway impediments, and significant congestion and delays can be attributed to vehicles slowing down to avoid potholes or rough pavement.
- An increasing frequency of crashes also can be caused by unexpected changes in surface conditions because of reduction of road friction which affects the stopping ability and maneuverability of vehicles.

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- Scheduled and unscheduled maintenance of roads and utility infrastructure under or near roads is the second leading cause of non-recurring congestion, after crashes, in the Corpus Christi MPO area.
- Arterials in the Corpus Christi MPO area are more congested than similar travel in other small MPO areas in the country. The condition of the roads in the Corpus Christi MPO area may be worse than those other MPOs.
- The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed. The Corpus Christi MPO supports the TxDOT Pavement and Bridge Condition targets, shown in the table below, thus agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the Pavement and Bridge Condition targets.

Table 8. TxDOT Pavement and Bridge Condition (PM2) Performance Measures and Targets

| Performance Measure | Baseline | 2020 Target | 2022 Target | 2022 Adjustment Target |
|--|----------|-------------|-------------|------------------------|
| Pavement Condition | | | | |
| Percentage of Pavements of the Interstate System in Good Condition | - | - | 66.4% | 66.5% |
| Percentage of Pavements of the Interstate System in Poor Condition | - | - | 0.3% | 0.2% |
| Percentage of Pavements of the Non-Interstate System in Good Condition | 54.4% | 52.0% | 52.3% | 54.1% |
| Percentage of Pavements of the Non-Interstate System in Poor Condition | 14.0% | 14.3% | 14.3% | 14.2% |
| Bridge Condition | | | | |
| Percentage of NHS Bridges Classified in Good Condition | 50.7% | 50.6% | 50.4% | - |
| Percentage of NHS Bridges Classified in Poor Condition | 0.9% | 0.8% | 0.8% | 1.5% |

Source: Mid Performance Period Report (MPP) Progress Report, 11/18/2020

C. System Performance and Freight (PM3): Adopted in November 2018

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively. TxDOT established targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets
- Truck Travel Time Reliability – two-year and four-year targets

A national goal adopted to improve air quality and improve economic development is to “...achieve a significant reduction in congestion on the National Highway System.” Although the Corpus Christi MPO does not and is not expected to have an air quality issue at current federal pollutant levels, there is concern about traffic congestion expressed by the public, economic development professionals, and the public. As such, this goal is also maintained as a goal in the Corpus Christi MPO area. There are two primary performance measures for this goal.

- (Reducing) Annual hours of peak-hour excessive delay per capita
- (Increasing) Percent of non-single-occupant vehicle travel

The Corpus Christi MPO supports the TxDOT Operational Performance and Congestion targets, shown below, thus agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the System Performance and Congestion targets.

D. Reduce Congestion on Regionally Significant Corridors

In January 2017, USDOT published the System Performance/Freight Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS). The rule, which is referred to as the PM3 rule, requires the Corpus Christi MPO to set targets for the following performance measures:

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
- Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);
- Truck Travel Time Reliability index (TTTR).

In the Corpus Christi MPO, traffic congestion and travel time reliability metrics are, at a system-wide level, trending in a wrong direction. Two key metrics that are monitored are delay per capita and the duration of the congested period.

The Corpus Christi MPO adopted the following System Performance and Freight Performance Measures and Targets. The anticipated effects for 2026 are:

Table 9. TxDOT System Performance and Freight (PM3) Performance Measures and Targets

| Performance Measure | Baseline | 2020 Target | 2022 Target | 2022 Adjustment Target |
|--|----------|-------------|-------------|------------------------|
| System Performance | | | | |
| Percent of the Person-Miles Traveled on the Interstate That Are Reliable | 79.5% | 61.2% | 56.6% | 70.0% |
| Percent of the Person-Miles Traveled on the Non-Interstate That Are Reliable | - | - | 55.0% | 70.0% |
| Freight | | | | |
| Truck Travel Time Reliability (TTTR) Index | 1.40 | 1.70 | 1.79 | 1.76 |

Source: Mid Performance Period (MPP) Progress Report, 11/18/2020

Table 10. Operational Performance and Congestion Targets

| Travel Time Reliability Index | 2015 Measured | 2016 Measured | 2017 Measured | 2020 Measured | 2022 Measured | Anticipated Effects 2026 |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|--------------------------|
| Travel Time Reliability (TTR) | 100% | 100% | 98% | 97% | 95% | 98% |
| Statewide TTR | 79% | 78% | 79% | 80% | 67% | - |
| Corpus Christi MPO Non-Interstate TTR | 95% | 94% | 97% | 87% | 85% | 95% |
| Statewide Non-Interstate TTR | 60% | 59% | 80% | 71% | 62% | - |

TxDOT Multi-Year Roadway Data Tables

E. Public Transportation Agency Safety Plan (PTASP)

According to the Federal Transit Administration (FTA) website: on July 19, 2018, FTA published the [Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#), which requires certain operators of public transportation systems that receive federal funds under FTA's [Urbanized Area Formula Grants](#) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

- The PTASP rule became effective on July 19, 2019.
- FTA published a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.

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- FTA published a second Notice of Enforcement Discretion on December 11, 2020 effectively extending the PTASP compliance deadline to July 20, 2021.

The plan must include safety performance targets. Additional guidance on planning and target setting is found on FTA's [Performance-Based Planning](#) pages. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2021. The plan must be updated and certified by the transit agency annually.

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's [Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program](#) (Section 5310) and/or [Rural Area Formula Program](#) (Section 5311).

The Corpus Christi MPO accepted the PTASP and embedded safety targets on January 6, 2022.

Table 11. PTASP Safety Performance Measures and Targets

| Mode | Fixed Route (Bus) | | Demand Response | | Van Pool | |
|--|-------------------|----------|-----------------|----------|----------|--------|
| Measure | Baseline | Target | Baseline | Target | Baseline | Target |
| Fatalities | 0 | 0 | 0 | 0 | 0 | 0 |
| Rate of Fatalities* | 0% | 0% | 0% | 0% | 0% | 0% |
| Injuries | 14.5 | 14.5 | 2 | 2 | 0 | 0 |
| Rate of Injuries* | 0.00039% | 0.00039% | 0.00015% | 0.00015% | 0% | 0% |
| Safety Events | 7.5 | 7.5 | 2 | 2 | 0 | 0 |
| Rate of Safety Events* | 0.00020% | 0.00020% | 0.00015% | 0.00015% | 0% | 0% |
| Mean Distance Between Major Mechanical Failure | 28,320 | 28,320 | 14,932 | 14,932 | 96,963 | 96,963 |

**rate = total number for the year/total revenue vehicle miles traveled*

F. Transit Asset Management Performance (TAM)

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2018. The table below identifies performance measures outlined in the final rule for transit asset management.

Table 12. FTA Transit Asset Management (TAM) Final Rule Performance Measures

| Asset Category | Performance Measurement |
|----------------|---|
| Equipment | Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark |
| Rolling Stock | Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark |
| Infrastructure | Percentage of track segments with performance restrictions |
| Facilities | Percentage of facilities within an asset class rated below condition 3 on the TERM scale |

G. Transit Asset Management Plan (TAM) Targets

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The Corpus Christi Regional Transportation Authority (CCRTA) TAM plan was developed to meet the FTA's requirements. All assets owned by CCRTA were examined using the Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) which uses a scale of one to five to determine the quality of the asset. The scale is as follows:

- 1 = Poor; The asset is critically damaged or in need of immediate repair; well past useful life.
- 2 = Marginal Defective or deteriorated; in need of replacement; exceeded useful life.
- 3 = Adequate; Moderately deteriorated or defective; has not exceeded useful life.
- 4 = Good; Good condition, no longer new, may be slightly defective/deteriorated but is functional.
- 5 = Excellent; No visible defects, new or near new, may still be under warranty if applicable.

The CCRTA adopted the following performance targets, and it was approved by the Corpus Christi MPO Transportation Policy Committee in December 2018.

Table 13. Corpus Christi Regional Transportation Authority (CCRTA) Adopted Performance Targets

| Asset Class | Performance Measures | FY 2019 Target |
|----------------------------------|----------------------|--|
| Non-Revenue Vehicles | Age | Target % should not exceed 6.82% or Useful Life Benchmark to maintain the SGR |
| Revenue Vehicles (Rolling Stock) | Mileage | Target % should not exceed 0.0 % or Useful Life Benchmark to maintain the SGR |
| Facilities | Condition | Target % should not exceed 15.38% or Useful Life Benchmark to maintain the SGR |

SGR – State of Good Repair

The Corpus Christi MPO will cooperatively work with the CCRTA to select transit projects that achieve these performance targets.

H. FY 2023-2026 TIP Fiscally Constrained Project List

The development of the approved list of projects started with the 25-year long-range Transportation Plan, the 2020-2045 Metropolitan Transportation Plan (2020-2045 MTP) for the Corpus Christi MPO. The 2020-2045 MTP list of fiscally constrained projects in Chapter 7 of the approved document serves as the list of projects eligible for this FY 2023-2026 TIP. This list of projects is shown in **Table 14. 2020-2045 MTP Fiscally Constrained Project List (FY 2023-2026 TIP Eligible List)**. Using the performance measures, and allocating available funding as well as input from the public, technical staff and elected officials from the local governments and partner agencies, the following list of fiscally constrained projects was developed. **Table 15a. FY 2023-2026 TIP Fiscally Constrained Project List** presents the projects for the FY 2023-2026 TIP.

I. Project Stages

Projects progress through various stages of development prior to becoming operational. Transportation investments, particularly new facilities, typically take several years of planning before construction can begin. Prior to construction, transportation projects often require sponsors conduct feasibility studies, route studies, public hearings, environmental and social impact assessments, and purchase of right-of-way. The TxDOT current process is summarized below.

J. TxDOT Project Development Process

1. **Project Initiation:** This phase of the project includes all the steps between needs identification, through programming, up to the execution of the legal agreement (AFA) between the local government and TxDOT.

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The MTP and TIP will identify the needs, objectives, priorities, and specific activities that will be performed by each project or program. The product of the project initiation phase includes, at a minimum:

- **Description of the project or program:** In a performance-based planning and programming process, project identification begins with determining the need for the project based on crash frequency and severity, pavement condition, bridge condition, conformance with current geometric standards, security, issues associated with demand for moving people and goods, resiliency, and other adopted Corpus Christi MPO goals and objectives. The evaluation of need is based on measured current and forecast future conditions, not on an assumption that prior decisions are still valid. Providing analyses and/or data to support problems or unsatisfactory conditions identified in the need sentence is required. Project descriptions will be detailed enough to be understandable to the general public with regard to scope of the project, its location, schedule and costs. It will also provide enough detail to allow forecast and evaluation of the relative performance-based merits of the various projects against each other.
 - **Cost:** The preparation of a project cost estimate is a constantly evolving process that begins prior to programming and continues throughout the lifecycle of the project. Funding needs for a project includes the construction cost estimate, both the preliminary and final design plans, the environmental analysis, mitigation activities, and a separate right of way (ROW) cost estimate. The estimate will utilize the description that is used for evaluation purposes.
 - **Funding sources:** Twelve specific purpose categories of funds have been established by federal and state legislation and commission policy for highway transportation programs (See Section G above). Funding categories have formally established target LET dates and are either allocated state or district-wide programs or project specific.
 - **Schedule:** The schedule shown in the TIP should include the year that each phase will begin, with detail realistic enough to provide reasonable assurance that projects will achieve federally required funding milestones, including completion of expenditures within four years of funding obligation.
 - **RPIC:** Prior to beginning work, the local government and TxDOT will each designate a “responsible person in charge” (RPIC) for the project. The local government is also required to assign a “qualified person” to the project.
 - **Minute Order:** Obtain from the Texas Transportation Commission approval of minute orders as appropriate. A minute order is a formal expression of direction or intent approved by the Texas Transportation Commission to authorize actions by TxDOT.
2. **Advance Funding Agreement:** An Advance Funding Agreement (AFA) is a contract under which TxDOT and the local government allocate participation in a transportation improvement project. The AFA defines the scope of work, labor and material resources, and cash funding responsibilities to be contributed by each party that are necessary to accomplish a transportation project. These agreements are used when local entities participate in funding projects or programs. The local government funding may be directed toward preliminary engineering, construction, right of way, utility relocation costs, maintenance or as a match for federal funds for any other project expense.

The executed AFA will state the party responsible to perform each project development activity and the funding obligations of each party to the agreement. TxDOT is required to determine if the local government is qualified and has adequate resources and controls to perform the desired project work elements prior to the department's authorizing the entity to perform the project work. This is accomplished through the Local Government Risk Assessment process. Standard templates for Voluntary AFAs and AFAs are available from the standard contracts webpage on the Contract Services Division Crossroads website. This process can take 12-18 months. This timeframe should be considered during programming of project funds.

If there is a significant change in the scope of work, funding or schedule, the district will prepare an AFA amendment that sets forth the change and the reason for the change. An amendment to the AFA will frequently trigger a change order in the related bid documents or scope of services. Any change in the scope of the project must be consistent with TxDOT's change order policy. If the proposed change is outside of the change order policy, the district must coordinate with TxDOT's Design Division to get a new minute order from the Transportation Commission to authorize the new project.

After a contract (AFA) is executed between the local entity and TxDOT, the local entity must request and obtain authorization to proceed with the project work. This authorization is a State Letter of Authority (SLOA). The SLOA must be issued on all projects whether the work is done by the local entity or contractors. For non-construction projects, a single SLOA is required prior to initiation of work on the project. For transportation projects that include construction up to three SLOAs may be required during the course of the overall project. The first SLOA is required prior to the Preliminary Engineering phase, the second SLOA is required prior to the acquisition of right of way or the accommodation of utilities and the third is required prior to initiation of advertising for construction.

In addition to the SLOA, a Federal Project Authorization and Agreement (FPAA) is required for both non-construction and construction projects that use federal funds. Upon completion of the FPAA form, the use of federal funds is authorized between FHWA and TxDOT for reimbursement of the approved costs.

The FPAA is required prior to TxDOT issuing each SLOA.

3. **Environmental Compliance:** The impacts of a project or program upon the social, economic, and environmental conditions of a region are considered during the earliest stages of planning and development for any federally funded project. In many projects, the Environmental Compliance phase is performed concurrently with the preliminary design (30 percent design). The Environmental Compliance phase must be completed prior to right-of-way acquisition or utility accommodation.

During development of an MTP the combined impacts of all funded projects are estimated, and appropriate mitigation is identified. The three major categories of environmental study are: Class I - environmental impact statement (EIS) is very detailed and is used when the project is expected to have significant impacts on the human or natural environment. Class II – Categorical Excluded (CE). Projects which do not have cumulative or significant effects. Class III – Environmental Assessment (EA). Projects in this category are not Class I or Class II. Costs for this activity vary considerably, with four percent (4%) of initial construction cost often used as a starting point.

4. **Preliminary Engineering and 30% Design:** During this step, project sponsors work with TxDOT and partner entities to define the project location, develop concepts to satisfy the project need, and agree on parameters (such as horizontal curve radii and super elevation, grades and stopping sight distances) for the final design. Parameters for the design may be established if they don't affect objective consideration of alternatives in the NEPA review process or cause adverse environmental impacts. Preliminary design must include an identification of the environmental issues and commitments that must be considered during the project development.

The Design Summary Report (DSR) contains the record of project development and design and constitutes an understanding of basic features of the project by FHWA, TxDOT divisions, TxDOT district office, and local government agencies. Costs for this activity generally five percent (5%) of initially estimated project construction costs. This activity generally takes 18 months, which should be considered during programming and reprogramming of project funds.

5. **Right-of-Way and Utilities:** Determine existing Right-of-Way (ROW) limits, ownership of the properties that abut ROW, and ownership of any properties that may be temporarily or permanently acquired. It also includes identification of owners of any utilities that are in the existing ROW or on the proposed ROW. Above ground utility information may be obtained by standard land surveying methods. Underground utility locations may be determined by conventional survey methods, newer technologies, or by Subsurface Utility Engineering (SUE). During a Preliminary Design Concept Conference, proposed project limits, impacts, and physical and financial constraints are studied. Preliminary ROW data is used to adjust alignments and minimize ROW impacts to properties. Acquisition of ROW requires a separate cost estimate, which should be noted in the TIP and STIP. The schedule for ROW acquisition can greatly delay a project and should be considered during programming / reprogramming of project construction funds.
6. **Final (100%) Plans, Specifications, and Estimate Development (PS&E):** The Design Concept Conference (DCC) is the beginning of PS&E preparation and occurs after most of the background data is gathered. The DCC finalizes fundamental aspects, concepts, and design criteria of the project. The Design Summary Report (DSR) developed during Preliminary Engineering is updated as these activities are performed. The DSR is the auditable record of project development and is stored in the project File of Record. Make a site visit to inspect existing conditions pertinent to sequence of construction. Outcomes include determining the need for construction speed zoning and traffic control requirements at intersections, prepare preliminary staging plans using typical sections with plan views showing complex areas, and developing detours and road closures plan to ensure safe, continuous operation for motorcyclists, pedestrians and bicyclists, along with work zone safety for the traveling public, department employees, and contractor's employees. It may also be necessary to determine time of day limitations for construction activities to avoid impacts to traffic and adjacent properties. Costs for this activity are generally five percent (5%) of initially estimated project construction costs. This activity generally takes 18 months, which should be considered during programming and reprogramming of project funds.
7. **Letting and Award:** Letting is the process to award a contract, for the erection of public works, to one of several bidders. Bids to construct projects are forwarded to the Transportation Commission for approval and the approved contract is awarded (let) to the lowest responsive bid submitted by a qualified bidder. On an annual basis, the Letting Management Section of the Financial Management Division (FIN) requires districts establish the three-year letting schedule. The one-year letting schedule is a planning document and is subject to change, typically advancing or delaying projects from the following 2 years. Letting schedules are posted on the Internet.
8. **Construction:** Highway construction means construction activities carried out in relation to a highway. This includes the act of locating, supervising and mapping of an area for a highway. The construction of highways is usually done by state or local communities. The construction of highways will conform to federal or the state laws. Construction plans are the drawings approved by the engineer, or true reproductions thereof, which show the location, character, dimensions, and details of the work and which are a part of the contract.
9. **Proposed Closeout and Maintenance:** Upon completion of the project, the department prepares a Statement of Cost to document actual project costs incurred by the department. If any additional funds are owed by the local government, Financial Management Division sends an invoice to the local government. Any overpayment by the local government, after all cost and claims are paid, is returned Project.

Table 14. 2020-2045 MTP Fiscally Constrained Project List (FY 2023-2026 TIP Eligible List)

| Plan Period | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT1 | CAT2 | CAT4 | CAT7 | CAT9 | CAT12 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-------------|---------|---|--|--|---------------------------------------|------------------------|--------------|------------------|----------------------------------|------|---------|---------|---------|--------|---------|-------------|---------------|-----------------------------------|
| TIP/STIP | MPO-001 | SH 358 (SPID) Ramp Reversal | Ramp reversal Phase II-B | Nile Drive | Staples Street | TxDOT-CRP | On | 2 | \$35.00 | | \$35.00 | | | | | | | \$45.43 |
| TIP/STIP | MPO-002 | I-37 | Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound | Redbird Lane (Overpass) | Nueces River | TxDOT-CRP | On | 2 / 4U / 12 | \$60.00 | | \$12.00 | \$15.00 | | | \$33.00 | | | \$77.88 |
| TIP/STIP | MPO-003 | US 181 | Widen freeway by constructing 1 additional travel lane in each direction | North of FM 3296 (Buddy Ganem Drive) | FM 2986 (Wildcat Drive) | TxDOT-CRP | On | 2 / 4U | \$14.00 | | \$2.00 | \$12.00 | | | | | | \$18.17 |
| TIP/STIP | MPO-004 | US 181 Ramp Reversals | Reverse entrance and exit ramps in Northbound direction | FM 3296 (Buddy Ganem Drive) | FM 2986 (Wildcat Drive) | TxDOT-CRP | On | 2 | \$4.00 | | \$4.00 | | | | | | | \$5.19 |
| TIP/STIP | MPO-005 | SH 286 (Crosstown) | Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads | FM 43 (Weber Road) | South of FM 2444 (Staples Street) | TxDOT-CRP | On | 2 | \$41.58 | | \$41.58 | | | | | | | \$53.96 |
| TIP/STIP | MPO-006 | FM 893 (Moore Avenue) | Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes | CR 3685 (Stark Road) | 0.2 miles West of CR 79 (Gum Hollow) | TxDOT-CRP | On | 2 | \$7.00 | | \$7.00 | | | | | | | \$9.09 |
| TIP/STIP | MPO-007 | Harbor Bridge Hike and Bike - Connectivity | Construct pedestrian and bike facilities | On various city streets from Coles High School | Williams Memorial Park | City of Corpus Christi | Off | 7 | \$1.42 | | | | \$1.42 | | | | | \$1.84 |
| TIP/STIP | MPO-008 | US 181 Harbor Bridge Voluntary Relocation Program | US 181 Harbor Bridge Voluntary Relocation Mitigation Program | N/A | N/A | MPO | Off | 7 / Local / ROW | \$71.00 | | | | \$36.00 | | | \$20.00 | \$15.00 | \$92.15 |
| TIP/STIP | MPO-009 | Harbor Bridge Park Improvements | Park mitigation for Harbor Bridge | At various city parks including | Ben Garza, TC Ayers, and new location | City of Corpus Christi | Off | 7 | \$4.80 | | | | \$4.80 | | | | | \$6.23 |
| TIP/STIP | MPO-010 | Pedestrian and Bike | Pedestrian and bike facility improvements | At various Locations on Brewster Street | N/A | City of Corpus Christi | On | 7 | \$1.42 | | | | | | | | \$1.42 | \$1.84 |
| TIP/STIP | MPO-011 | Schanen Ditch Hike and Bike Trail: Phase IV | Construct and design Hike and Bike Trail | Killarmet Drive | Holly Road | City of Corpus Christi | Off | 9 | \$0.39 | | | | | \$0.39 | | | | \$0.39 |
| TIP/STIP | MPO-012 | Region-wide Bike Boulevard Wayfinding Initiative | Designation of bicycle boulevards with pavement markings and signage | Various Locations in Corpus Christi and | N/A | City of Corpus Christi | Off | 9 | \$0.62 | | | | | \$0.62 | | | | \$0.62 |
| TIP/STIP | MPO-013 | Portland Bicycle Lanes | Construct one way cycle track and buffered bike lanes | At various locations in Portland | N/A | City of Portland | On | 9 | \$0.36 | | | | | \$0.36 | | | | \$0.36 |
| TIP/STIP | MPO-014 | Dr Hector P Garcia Park Hike & Bike Trail: Phase II | Construct & design Hike & Bike Trail | At Garcia on Trojan Dr | Horne Road | City of Corpus Christi | Off | 9 | \$0.70 | | | | | \$0.70 | | | | \$0.70 |
| TIP/STIP | MPO-015 | PR 22 | Feasibility study: intersection improvements | At SH 361/PR 22 intersection | Zahn Road | TBD | On | 7 | \$1.20 | | | | \$1.20 | | | | | \$1.56 |
| 10-Year | MPO-016 | PR 22 | Corridor upgrade for pedestrian and access management improvements without adding capacity | Aquarius Street | Whitecap Boulevard | TxDOT-CRP | On | 2 | \$16.00 | | \$16.00 | | | | | | | \$19.20 |
| 10-Year | MPO-017 | SH 361 | Upgrade/add direct connectors | At SH 35 interchange | 0.6 miles Southeast on SH 361 | TxDOT-CRP | On | 2 | \$38.50 | | \$38.50 | | | | | | | \$46.20 |
| 10-Year | MPO-018 | SH 35 | Upgrade/add direct connectors | FM 3284 | 0.23 North of SH 361 | TxDOT-CRP | On | 4U | \$21.50 | | | \$21.50 | | | | | | \$25.80 |
| 10-Year | MPO-019 | SS 544 (Agnes Street / Laredo Street) | Operational improvements without adding capacity | SH 286 (Crosstown) | Coopers Alley | City of Corpus Christi | Off | 7 | \$5.50 | | | | \$5.50 | | | | | \$6.60 |
| 10-Year | MPO-020 | Holly Road Travel Lanes | Construct Phase II by adding 2 additional travel lanes | SH 286 | Greenwood Drive | City of Corpus Christi | Off | 7 | \$4.73 | | | | \$4.73 | | | | | \$5.68 |
| 10-Year | MPO-021 | Regional Parkway / Rodd Field Road Extension | NEPA Process for new location 4-lane roadway (Segment | Yorktown Boulevard | SH 286 (Crosstown) | City of Corpus Christi | Off | 7 | \$1.89 | | | | \$1.89 | | | | | \$2.27 |
| 10-Year | MPO-022 | Regional Parkway | NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B) | Rodd Field Road | SH 286 (Crosstown) | City of Corpus Christi | Off | 7 | \$45.00 | | | | \$45.00 | | | | | \$54.00 |
| 10-Year | MPO-023 | Rodd Field Road Extension | Construct Phase I consisting of 2-lane roadway with raised medians on new location | Yorktown Boulevard | Future Regional Parkway (South of Oso | City of Corpus Christi | Off | 7 | \$25.00 | | | | \$25.00 | | | | | \$30.00 |
| 10-Year | MPO-024 | Yorktown Boulevard | Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge. | Rodd Field Road | Laguna Shores Road | City of Corpus Christi | Off | 7 | \$39.41 | | | | \$39.41 | | | | | \$47.29 |
| 10-Year | MPO-025 | Timon Boulevard / Surfside Boulevard | Rehabilitate without additional capacity, construct bicycle facilities | Beach Avenue | Burleson Street | City of Corpus Christi | Off | 7 | \$20.00 | | | | \$20.00 | | | | | \$24.00 |
| 10-Year | MPO-026 | Flour Bluff Drive | Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL | South of Don Patricio Road | Yorktown Boulevard | City of Corpus Christi | Off | 7 | \$17.00 | | | | \$17.00 | | | | | \$20.40 |

Table 14. 2020-2045 MTP Fiscally Constrained Project List (FY 2023-2026 TIP Eligible List)

| Plan Period | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT1 | CAT2 | CAT4 | CAT7 | CAT9 | CAT12 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-------------|---------|---|--|--|--|------------------------|--------------|------------------|----------------------------------|------|---------|---------|--------|---------|-------|-------------|---------------|-----------------------------------|
| 10-Year | MPO-027 | CR 72 | Construct 2 additional travel lanes (CTWLTL) | FM 2986 (Wildcat Drive) | CR 2032 | City of Portland | Off | 7 | \$5.92 | | | | \$5.92 | | | | | \$7.10 |
| 10-Year | MPO-028 | Joe Fulton International Trade Corridor (JFITC) Realignment | Corridor improvements | 0.5 miles west of Navigation Boulevard | 0.5 miles east of Navigation Boulevard | Port of Corpus Christi | Off | 7 | \$5.00 | | | | \$5.00 | | | | | \$6.00 |
| 10-Year | MPO-029 | US 181 Companion Drainage Project | Construction of the companion drainage project across the TxDOT right-of-way B) and Rodd Field Road | Sunset Road | FM 3239 (Buddy Ganem Drive) | TxDOT-CRP | On | 2 / 7 / Local | \$7.00 | | | | | | | \$7.00 | | \$8.40 |
| 10-Year | MPO-030 | Future Category 9 Projects | Projects selected through competitive process | N/A | N/A | TBD | On/Off | 9 | \$12.43 | | | | | \$12.43 | | | | \$12.43 |
| Long Range | MPO-031 | SH 358 (SPID) Ramp Reversal | Ramp Reversal Phase II-C (Braided ramps) | Airline Road | Everhart Road | TxDOT-CRP | On | 2 | \$35.00 | | \$35.00 | | | | | | | \$42.00 |
| Long Range | MPO-032 | SH 286 (Crosstown) | Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge. | SS 544 (Agnes Street / Laredo Street) | SH 358 (SPID) | TxDOT-CRP | On | 2 | \$80.00 | | \$80.00 | | | | | | | \$96.00 |
| Long Range | MPO-033 | FM 624 (Northwest Boulevard) | Upgrade from 4-lane roadway to 6-lane roadway including raised medians | CR 69 | FM 73 | TxDOT-CRP | On | 2 / 4U / 7 | \$18.00 | | \$6.00 | \$10.00 | \$2.00 | | | | | \$21.60 |
| Long Range | MPO-034 | I-37 / SH 358 Interchange | Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37 | At I-37/SH 358 interchange | N/A | TxDOT-CRP | On | 2 / 4U | \$100.00 | | \$60.00 | \$40.00 | | | | | | \$120.00 |
| Long Range | MPO-035 | FM 43 (Weber Road) | Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL | SH 286 (Crosstown) | FM 665 (Old Brownsville Road) | TxDOT-CRP | On | 2 / 4U | \$40.00 | | \$15.00 | \$25.00 | | | | | | \$48.00 |
| Long Range | MPO-036 | SH 286 (Crosstown) Braided Ramp | Construct braided ramps northbound from Holly to SH 358 | South of Holly Road | SH 358 (SPID) | TxDOT-CRP | On | 2 / 4U | \$60.00 | | \$25.00 | \$35.00 | | | | | | \$72.00 |

Table 15a. FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – June 2, 2022

| TIP Fiscal Year | CSJ | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT2 | CAT4 | CAT7 | CAT9 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-----------------|-------------|---------|---|---|--|--|--|--------------|------------------|----------------------------------|---------|---------|---------|--------|-------------|---------------|-----------------------------------|
| 2023 | 1209-01-030 | MPO-006 | FM 893 (Moore Avenue) | Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway. | CR 3685 (Stark Road) | 0.2 miles West of CR 79 (Gum Hollow) | TxDOT-CRP | On | 2 | \$7.90 | \$7.90 | | | | | | \$10.26 |
| 2023 | 0916-35-195 | MPO-007 | Harbor Bridge Hike and Bike - Connectivity | Construct pedestrian and bike facilities | On various city streets from Coles High School | Williams Memorial Park | City of Corpus Christi | Off | 7 | \$1.20 | | | \$1.20 | | | | \$1.56 |
| 2024 | 0916-35-196 | MPO-009 | Harbor Bridge Park Improvements | Park mitigation for Harbor Bridge. +\$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections, and develop park to appropriate level of service based on community input. | At various city parks including | Ben Garza, TC Ayers, Hill Crest Park, and new location | City of Corpus Christi | Off | 7 | \$4.80 | | | \$1.30 | | \$3.50 | | \$4.80 |
| 2023 | 0916-00-255 | MPO-067 | MPO Planning Tools and Studies | Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc... Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program. | Corpus Christi MPO Planning Area | Corpus Christi MPO Planning Area | MPO | On | 7 | \$2.00 | | | \$2.00 | | | | \$2.60 |
| 2024 | 0916-00-256 | MPO-068 | Regional Traffic Operations Improvements and Safety Countermeasures | Traffic operations improvements and safety countermeasures including but not limited to the following: 1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite. 2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety. 3. Implement TSMO strategies on Regionally Significant Corridors without adding capacity. | Corpus Christi MPO Planning Area | Corpus Christi MPO Planning Area | Various | On | 7 | \$4.14 | | | \$4.14 | | | | \$5.37 |
| 2023 | 5000-00-916 | MPO-069 | FY 2022 - FY 2025 STBG-SA/CAT 9 Awarded Projects | STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC. | Various | Various | City of Portland City of Corpus Christi | Off | 9 | \$5.86 | | | | \$5.86 | | | \$7.03 |
| 2024 | 0617-01-177 | MPO-001 | SH 358 (SPID) Ramp Reversal | Ramp reversal Phase II-B. Reconstruct eastbound entrance and exit ramps. Widen and construct new auxiliary lanes. Improve lighting and reconstruct existing merge lane. Construct new sidewalks to improve safety and access for bicyclists and pedestrians. | Nile Drive | Staples Street | TxDOT-CRP | On | 2 | \$39.96 | \$39.96 | | | | | | \$51.86 |
| 2024 | 0326-01-056 | MPO-005 | SH 286 (Crosstown) | The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444. | FM 43 (Weber Road) | South of FM 2444 (Staples Street) | TxDOT-CRP | On | 2 | \$41.58 | \$41.58 | | | | | | \$53.97 |
| 2025 | 0989-02-057 | MPO-033 | FM 624 (Northwest Boulevard) | Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median. | CR 69 | FM 73 | TxDOT-CRP | On | 2 / 4U / 7 | \$21.28 | \$9.28 | \$10.00 | \$2.00 | | | | \$25.54 |
| 2025 | 0916-35-252 | MPO-024 | Yorktown Boulevard | Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge. | Rodd Field Road | Laguna Shores Road | City of Corpus Christi | Off | 7 | \$39.41 | | | \$39.41 | | | | \$47.29 |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 15b. FY 2023-2026 TIP Fiscally Constrained Public Transportation Project List (For Illustration Purposes) – June 2, 2022

| TIP Fiscal Year | CSJ | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT2 | CAT4 | CAT7 | CAT9 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-----------------|-----|------------|---|--|------------|----------|--------------------|--------------|------------------|----------------------------------|------|------|------|------|-------------|---------------|-----------------------------------|
| 2023 | N/A | CCRTA-057 | FY23 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$8.54 | | | | | \$8.54 | | \$8.54 |
| 2023 | N/A | CCRTA-058 | FY23 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.31 | | | | | \$0.31 | | \$0.31 |
| 2023 | N/A | CCRTA-059 | FY23 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2023 | N/A | CCRTA-060 | FY23 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2023 | N/A | CCRTA-061 | FY23 Bus Stop Amenities (includes funds from ARPA) | FY23 Bus Stop Amenities (includes funds from ARPA) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.99 | | | | | \$0.99 | | \$0.99 |
| 2023 | N/A | CCRTA-062 | FY23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.05 | | | | | \$0.05 | | \$0.05 |
| 2023 | N/A | CCRTA-063 | FY23 Section 5310 Sub-recipients | Section 5310 Sub-recipients | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |
| 2023 | N/A | CCRTA-073 | FY23 Purchase of Land | Purchase of Land | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.90 | | | | | \$0.90 | | \$0.90 |
| 2023 | N/A | CCRTRA-078 | Coronavirus Aid, Relief, and Economic Security (CARES) Act | Coronavirus Aid, Relief, and Economic Security (CARES) Act | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$16.36 | | | | | \$16.36 | | \$16.36 |
| 2023 | N/A | CCRTA-079 | Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) | Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$6.86 | | | | | \$6.86 | | \$6.86 |
| 2023 | N/A | CCRTA-96 | FY23 Operating Expense from ARPA | FY23 Operating Expense from ARPA | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$10.06 | | | | | \$10.06 | | \$10.06 |
| 2024 | N/A | CCRTA-064 | FY24 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$6.72 | | | | | \$6.72 | | \$6.72 |
| 2024 | N/A | CCRTA-065 | FY24 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.31 | | | | | \$0.31 | | \$0.31 |
| 2024 | N/A | CCRTA-066 | FY24 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2024 | N/A | CCRTA-067 | FY24 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2024 | N/A | CCRTA-068 | FY24 Bus Stop Amenities | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.99 | | | | | \$0.99 | | \$0.99 |
| 2024 | N/A | CCRTA-069 | FY24 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.05 | | | | | \$0.05 | | \$0.05 |
| 2024 | N/A | CCRTA-070 | FY24 Section 5310 Sub-recipients | Section 5310 Sub-recipients | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |
| 2025 | N/A | CCRTA-081 | FY25 Bus Stop Amenities | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.10 | | | | | \$1.10 | | \$1.10 |
| 2025 | N/A | CCRTA-082 | FY25 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2025 | N/A | CCRTA-083 | FY25 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.33 | | | | | \$0.33 | | \$0.33 |
| 2025 | N/A | CCRTA-084 | FY25 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$4.35 | | | | | \$4.35 | | \$4.35 |
| 2025 | N/A | CCRTA-085 | FY25 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.85 | | | | | \$0.85 | | \$0.85 |
| 2025 | N/A | CCRTA-086 | FY25 Bus Support Equipment and Facilities/Hardware/Software | Bus Support Equipment and Facilities/Hardware/Software | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.28 | | | | | \$0.28 | | \$0.28 |
| 2025 | N/A | CCRTA-087 | FY25 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2025 | N/A | CCRTA-088 | FY25 5310 Sub-recipient | 5310 Sub-recipient | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |
| 2026 | N/A | CCRTA-089 | FY26 Bus Stop Amenities | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.13 | | | | | \$1.13 | | \$1.13 |
| 2026 | N/A | CCRTA-090 | FY26 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2026 | N/A | CCRTA-091 | FY26 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$11.75 | | | | | \$11.75 | | \$11.75 |
| 2026 | N/A | CCRTA-092 | FY26 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.03 | | | | | \$0.03 | | \$0.03 |
| 2026 | N/A | CCRTA-093 | FY26 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.05 | | | | | \$0.05 | | \$0.05 |
| 2026 | N/A | CCRTA-094 | FY26 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2026 | N/A | CCRTA-095 | FY26 5310 Sub-recipient | 5310 Sub-recipient | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 16. TxDOT FY 2023-2026 STIP Corpus Christi MPO – Highway Projects

TUESDAY, AUGUST 30, 2022
12:30:46 PM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - HIGHWAY PROJECTS
FY 2023

PAGE: 1 OF 4

| 2023-2026 STIP | | | 07/2022 Revision: Revising | | | | | | |
|---|----------------|-------------------------|--------------------------------------|--------------|---------|----------|-------------|--------------|--------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOY COST | |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0916-00-255 | 2023 | VARIOUS | E | VARIOUS | \$ 2,000,000 | |
| LIMITS FROM VARIOUS LOCATIONS IN CORPUS CHRISTI MPO | | | PROJECT SPONSOR CORPUS CHRISTI MPO | | | | | | |
| LIMITS TO VARIOUS LOCATIONS IN CORPUS CHRISTI MPO | | | REVISION DATE 07/2022 | | | | | | |
| PROJECT CORPUS CHRISTI MPO PLANNING TOOLS AND STUDIES | | | MPO PROJ NUM MPO-067 | | | | | | |
| DESCR | | | FUNDING CAT(S) 7_CRRSAA | | | | | | |
| REMARKS | | | PROJECT HISTORY | | | | | | |
| P7 | | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | | |
| PREL ENG \$ | 2,000,000 | COST OF APPROVED PHASES | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
| ROW PURCH \$ | 0 | | 7_CRRSAA | \$ 2,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 2,000,000 |
| CONSTR \$ | 0 | | TOTAL | \$ 2,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 2,000,000 |
| CONST ENG \$ | 0 | | | | | | | | |
| CONTING \$ | 0 | | | | | | | | |
| INDIRECT \$ | 0 | | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | | |
| PT CHG ORD \$ | 0 | | | | | | | | |
| TOTAL CST \$ | 2,000,000 | | | | | | | | |

| 2023-2026 STIP | | | 07/2022 Revision: Revising | | | | | | |
|---|----------------|-------------------------|--------------------------------------|--------------|--------------|----------|-------------|--------------|--------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOY COST | |
| CORPUS CHRISTI | CORPUS CHRISTI | SAN PATRICIO | 1209-01-030 | 2023 | FM 893 | C | PORTLAND | \$ 7,904,000 | |
| LIMITS FROM CR 3685 (STARK RD) | | | PROJECT SPONSOR TXDOT-CRP | | | | | | |
| LIMITS TO 2 MI W OF CR 79 (GUM HOLLOW) | | | REVISION DATE 07/2022 | | | | | | |
| PROJECT UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL | | | MPO PROJ NUM MPO-006 | | | | | | |
| DESCR | | | FUNDING CAT(S) 2 | | | | | | |
| REMARKS | | | PROJECT HISTORY | | | | | | |
| P7 | | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | | |
| PREL ENG \$ | 409,599 | COST OF APPROVED PHASES | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC | TOTAL |
| ROW PURCH \$ | 6,278,175 | | 2 | \$ 6,323,200 | \$ 1,580,800 | \$ 0 | \$ 0 | \$ 0 | \$ 7,904,000 |
| CONSTR \$ | 7,904,000 | | TOTAL | \$ 6,323,200 | \$ 1,580,800 | \$ 0 | \$ 0 | \$ 0 | \$ 7,904,000 |
| CONST ENG \$ | 496,534 | | | | | | | | |
| CONTING \$ | 600,000 | | | | | | | | |
| INDIRECT \$ | 242,415 | | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | | |
| PT CHG ORD \$ | 459,170 | | | | | | | | |
| TOTAL CST \$ | 16,389,893 | | | | | | | | |

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TUESDAY, AUGUST 30, 2022
12:30:46 PM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CORPUS CHRISTI MPO - HIGHWAY PROJECTS FY 2024

PAGE: 2 OF 4

| 2023-2026 STIP | | 07/2022 Revision: Revising | | | | | | |
|---|----------------|---|--------------------------------------|-----------------|------------|----------|------------------------------------|-------------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOY COST |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0916-00-256 | 2024 | VARIOUS | C | VARIOUS | \$ 4,639,000 |
| LIMITS FROM VARIOUS LOCATIONS IN CORPUS CHRISTI MPO | | | | | | | PROJECT SPONSOR CORPUS CHRISTI MPO | |
| LIMITS TO VARIOUS LOCATIONS IN CORPUS CHRISTI MPO | | | | | | | REVISION DATE 07/2022 | |
| PROJECT CORPUS CHRISTI MPO REGIONAL TRAFFIC OPERATIONS IMPROVEMENTS AND | | | | | | | MPO PROJ NUM MPO-068 | |
| DESCR SAFETY COUNTER MEASURES | | | | | | | FUNDING CAT(S) 7 | |
| REMARKS | | | | PROJECT HISTORY | | | | |
| P7 | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | |
| PREL ENG \$ | 228,970 | | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC TOTAL |
| ROW PURCH \$ | 0 | COST OF APPROVED PHASES \$ 4,639,000 | 7 | \$ 3,711,200 | \$ 927,800 | \$ 0 | \$ 0 | \$ 0 \$ 4,639,000 |
| CONSTR \$ | 4,639,000 | | TOTAL | \$ 3,711,200 | \$ 927,800 | \$ 0 | \$ 0 | \$ 0 \$ 4,639,000 |
| CONST ENG \$ | 293,456 | | | | | | | |
| CONTING \$ | 0 | | | | | | | |
| INDIRECT \$ | 135,513 | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | |
| PT CHG ORD \$ | 33,865 | | | | | | | |
| TOTAL CST \$ | 5,330,804 | | | | | | | |

| 2023-2026 STIP | | 07/2022 Revision: Revising | | | | | | |
|---|----------------|---|--------------------------------------|-----------------|------------|----------|--|---------------------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOY COST |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0916-35-196 | 2024 | VARIOUS | C | CORPUS CHRISTI | \$ 4,800,000 |
| LIMITS FROM AT VARIOUS CITY PARKS INCLUDING | | | | | | | PROJECT SPONSOR CITY OF CORPUS CHRISTI | |
| LIMITS TO BEN GARZA, TC AYERS, & NEW LOCATION | | | | | | | REVISION DATE 07/2022 | |
| PROJECT PARK MITIGATION FOR HARBOR BRIDGE | | | | | | | MPO PROJ NUM MPO-009 | |
| DESCR | | | | | | | FUNDING CAT(S) 7,3LC | |
| REMARKS | | | | PROJECT HISTORY | | | | |
| P7 | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | |
| PREL ENG \$ | 242,208 | | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC TOTAL |
| ROW PURCH \$ | 0 | COST OF APPROVED PHASES \$ 4,800,000 | 7 | \$ 1,040,000 | \$ 260,000 | \$ 0 | \$ 0 | \$ 0 \$ 1,300,000 |
| CONSTR \$ | 4,800,000 | | 3LC | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 3,500,000 \$ 3,500,000 |
| CONST ENG \$ | 323,769 | | TOTAL | \$ 1,040,000 | \$ 260,000 | \$ 0 | \$ 0 | \$ 3,500,000 \$ 4,800,000 |
| CONTING \$ | 143,040 | | | | | | | |
| INDIRECT \$ | 143,348 | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | |
| PT CHG ORD \$ | 0 | | | | | | | |
| TOTAL CST \$ | 5,652,365 | | | | | | | |

| 2023-2026 STIP | | 07/2022 Revision: Revising | | | | | | |
|--|----------------|---|--------------------------------------|-----------------|------------|----------|--|-------------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOY COST |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0916-35-195 | 2024 | VARIOUS | C | CORPUS CHRISTI | \$ 1,200,000 |
| LIMITS FROM ON VARIOUS CITY ST. FROM COLES H.S. | | | | | | | PROJECT SPONSOR CITY OF CORPUS CHRISTI | |
| LIMITS TO WILLIAMS MEMORIAL PARK | | | | | | | REVISION DATE 07/2022 | |
| PROJECT CONSTRUCT PEDESTRIAN AND BIKE FACILITIES | | | | | | | MPO PROJ NUM MPO-007 | |
| DESCR | | | | | | | FUNDING CAT(S) 7 | |
| REMARKS | | | | PROJECT HISTORY | | | | |
| P7 | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | |
| PREL ENG \$ | 62,769 | | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC TOTAL |
| ROW PURCH \$ | 0 | COST OF APPROVED PHASES \$ 1,200,000 | 7 | \$ 960,000 | \$ 240,000 | \$ 0 | \$ 0 | \$ 0 \$ 1,200,000 |
| CONSTR \$ | 1,200,000 | | TOTAL | \$ 960,000 | \$ 240,000 | \$ 0 | \$ 0 | \$ 0 \$ 1,200,000 |
| CONST ENG \$ | 53,673 | | | | | | | |
| CONTING \$ | 40,500 | | | | | | | |
| INDIRECT \$ | 37,149 | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | |
| PT CHG ORD \$ | 40,500 | | | | | | | |
| TOTAL CST \$ | 1,434,591 | | | | | | | |

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TUESDAY, AUGUST 30, 2022
12:30:46 PM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CORPUS CHRISTI MPO - HIGHWAY PROJECTS FY 2024

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| 2023-2026 STIP | | 07/2022 Revision: Revising | | | | | | |
|--|----------------|--|-------------|--------------------------------------|--------------|----------|----------------|--------------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0326-01-056 | 2024 | SH 286 | C | CORPUS CHRISTI | \$ 41,580,000 |
| LIMITS FROM FM 43 | | PROJECT SPONSOR TXDOT-CRP | | | | | | |
| LIMITS TO SOUTH OF FM 2444 | | REVISION DATE 07/2022 | | | | | | |
| PROJECT CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2-LN RDWY TO 4-LN DIVI | | MPO PROJ NUM MPO-005 | | | | | | |
| DESCR DED HIGHWAY | | FUNDING CAT(S) 2 | | | | | | |
| REMARKS | | | | PROJECT HISTORY | | | | |
| P7 | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | |
| PREL ENG \$ | 2,692,795 | COST OF APPROVED PHASES \$ 41,580,000 | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC TOTAL |
| ROW PURCH \$ | 4,331,952 | | 2 | \$ 33,264,000 | \$ 8,316,000 | \$ 0 | \$ 0 | \$ 0 \$ 41,580,000 |
| CONSTR \$ | 41,580,001 | | TOTAL | \$ 33,264,000 | \$ 8,316,000 | \$ 0 | \$ 0 | \$ 0 \$ 41,580,000 |
| CONST ENG \$ | 2,962,074 | | | | | | | |
| CONTING \$ | 2,477,500 | | | | | | | |
| INDIRECT \$ | 1,593,695 | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | |
| PT CHG ORD \$ | 2,477,500 | | | | | | | |
| TOTAL CST \$ | 58,115,517 | | | | | | | |

| 2023-2026 STIP | | 07/2022 Revision: Revising | | | | | | |
|----------------------------------|----------------|--|-------------|--------------------------------------|--------------|----------|----------------|--------------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0617-01-177 | 2024 | SH 358 | C | CORPUS CHRISTI | \$ 39,960,000 |
| LIMITS FROM NILE DRIVE | | PROJECT SPONSOR TXDOT-CRP | | | | | | |
| LIMITS TO STAPLES STREET | | REVISION DATE 07/2022 | | | | | | |
| PROJECT RAMP REVERSAL PHASE II-B | | MPO PROJ NUM MPO-001 | | | | | | |
| DESCR | | FUNDING CAT(S) 2 | | | | | | |
| REMARKS | | | | PROJECT HISTORY | | | | |
| P7 | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | |
| PREL ENG \$ | 1,993,075 | COST OF APPROVED PHASES \$ 39,960,000 | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC TOTAL |
| ROW PURCH \$ | 0 | | 2 | \$ 31,968,000 | \$ 7,992,000 | \$ 0 | \$ 0 | \$ 0 \$ 39,960,000 |
| CONSTR \$ | 39,960,000 | | TOTAL | \$ 31,968,000 | \$ 7,992,000 | \$ 0 | \$ 0 | \$ 0 \$ 39,960,000 |
| CONST ENG \$ | 2,391,690 | | | | | | | |
| CONTING \$ | 2,000,000 | | | | | | | |
| INDIRECT \$ | 1,179,575 | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | |
| PT CHG ORD \$ | 2,275,000 | | | | | | | |
| TOTAL CST \$ | 49,799,340 | | | | | | | |

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TUESDAY, AUGUST 30, 2022
12:30:46 PM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CORPUS CHRISTI MPO - HIGHWAY PROJECTS FY 2025

PAGE: 4 OF 4

| 2023-2026 STIP | | 07/2022 Revision: Revising | | | | | | |
|---|----------------|----------------------------|-------------|--------------------------------------|--------------|----------|----------------|---------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0989-02-057 | 2025 | FM 624 | C | CORPUS CHRISTI | \$ 21,280,000 |
| LIMITS FROM CR 73 | | PROJECT SPONSOR TXDOT-CRP | | | | | | |
| LIMITS TO WILDCAT DR. | | REVISION DATE 07/2022 | | | | | | |
| PROJECT CONSTRUCT ADDITIONAL TWO TRAVEL LANES TO UPGRADE EXISTING FOUR LANE RURAL | | MPO PROJ NUM MPO-033 | | | | | | |
| DESCR ROADWAY TO AN URBAN SIX LANE BOULEVARD WITH RAISED MEDIAN | | FUNDING CAT(S) 2,4U,7 | | | | | | |
| REMARKS | | | | PROJECT HISTORY | | | | |
| P7 | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | |
| PREL ENG \$ | 882,000 | | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC TOTAL |
| ROW PURCH \$ | 0 | COST OF | 2 | \$ 7,424,000 | \$ 1,856,000 | \$ 0 | \$ 0 | \$ 9,280,000 |
| CONSTR \$ | 21,280,000 | APPROVED | 4U | \$ 8,000,000 | \$ 2,000,000 | \$ 0 | \$ 0 | \$ 10,000,000 |
| CONST ENG \$ | 1,240,048 | PHASES | 7 | \$ 1,600,000 | \$ 400,000 | \$ 0 | \$ 0 | \$ 2,000,000 |
| CONTING \$ | 1,000,000 | \$ 21,280,000 | TOTAL | \$ 17,024,000 | \$ 4,256,000 | \$ 0 | \$ 0 | \$ 21,280,000 |
| INDIRECT \$ | 605,410 | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | |
| PT CHG ORD \$ | 1,176,230 | | | | | | | |
| TOTAL CST \$ | 26,183,688 | | | | | | | |

| 2023-2026 STIP | | 07/2022 Revision: Revising | | | | | | |
|---|----------------|--|-------------|--------------------------------------|----------------|----------|----------------|---------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0916-35-252 | 2025 | Yorktown Blvd. | | CORPUS CHRISTI | \$ 39,410,000 |
| LIMITS FROM RODD FIELD RD. | | PROJECT SPONSOR CITY OF CORPUS CHRISTI | | | | | | |
| LIMITS TO LAGUNA SHORES RD. | | REVISION DATE 07/2022 | | | | | | |
| PROJECT CONSTRUCT 2 ADDITIONAL TRAVEL LANES WITH TURN LANES. ELEVATE AND WIDEN CAYO DEL | | MPO PROJ NUM MPO-024 | | | | | | |
| DESCR OSO BRIDGE. | | FUNDING CAT(S) 7 | | | | | | |
| REMARKS | | | | PROJECT HISTORY | | | | |
| P7 | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | |
| PREL ENG \$ | 2,052,555 | | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL MATCH | LC TOTAL |
| ROW PURCH \$ | 0 | COST OF | 7 | \$ 31,528,000 | \$ 7,882,000 | \$ 0 | \$ 0 | \$ 39,410,000 |
| CONSTR \$ | 39,410,000 | APPROVED | TOTAL | \$ 31,528,000 | \$ 7,882,000 | \$ 0 | \$ 0 | \$ 39,410,000 |
| CONST ENG \$ | 2,478,889 | PHASES | | | | | | |
| CONTING \$ | 1,239,445 | \$ 39,410,000 | | | | | | |
| INDIRECT \$ | 1,214,778 | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | |
| PT CHG ORD \$ | 1,239,444 | | | | | | | |
| TOTAL CST \$ | 47,635,111 | | | | | | | |

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

Table 17. TxDOT TIP Highway Financial Summary – Year of Expenditure Cost

| TEXAS DEPARTMENT OF TRANSPORTATION | | | | TIP Highway Financial Summary - Year of Expenditure Cost | | | | | | | | |
|--|---|-------------|-------------|--|--------------|--------------|--------------|------------|------------|---------------|----------------------|--|
| Corpus Christi MPO Initial FY 2023 - 2026 Transportation Improvement Program | | | | | | | | | | | | |
| Funding by Category | | | FY 2023 | | FY 2024 | | FY 2025 | | FY 2026 | | Total FY 2023 - 2026 | |
| Funding Category | Description | Programmed | Authorized | Programmed | Authorized | Programmed | Authorized | Programmed | Authorized | Programmed | Authorized | |
| 1 | Preventive Maintenance and Rehabilitation | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 2M or 2U | Urban Area (Non- TMA) Corridor Projects | \$7,904,000 | \$7,904,000 | \$81,540,000 | \$81,540,000 | \$9,280,000 | \$9,280,000 | \$0 | \$0 | \$98,724,000 | \$98,724,000 | |
| 3 | Non-Traditionally Funded Transportation Project | \$0 | \$0 | \$3,500,000 | \$3,500,000 | \$0 | \$0 | \$0 | \$0 | \$3,500,000 | \$3,500,000 | |
| 3DB | Design Build (DB) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 4 | Urban and Regional Connectivity | \$0 | \$0 | \$0 | \$0 | \$10,000,000 | \$10,000,000 | \$0 | \$0 | \$10,000,000 | \$10,000,000 | |
| 5 | CMAQ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 6 | Structures - Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 7 | Metro Mobility & Rehab | \$2,000,000 | \$2,000,000 | \$7,139,000 | \$7,139,000 | \$41,410,000 | \$41,410,000 | \$0 | \$0 | \$50,549,000 | \$50,549,000 | |
| 8 | Safety | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 9 | TAP Set-Aside Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 10 | Supplemental Transportation | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 10 CBI | Corridor Border | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 11 | District Discretionary | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 11 | Energy Sector | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 12 | Texas Clear Lanes | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 12 | Strategic Priority | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| SW PE | Statewide Budget PE | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| SW ROW | Statewide Budget ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Total | | \$9,904,000 | \$9,904,000 | \$92,179,000 | \$92,179,000 | \$60,690,000 | \$60,690,000 | \$0 | \$0 | \$162,773,000 | \$162,773,000 | |

Funding Participation Source

| Source | FY 2023 | FY 2024 | FY 2025 | FY 2026 | Total FY 23-26 |
|---|-------------|--------------|--------------|---------|----------------|
| Federal | \$8,323,200 | \$70,943,200 | \$48,552,000 | \$0 | \$127,818,400 |
| State | \$1,580,800 | \$17,735,800 | \$12,138,000 | \$0 | \$31,454,600 |
| Local Match | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - Local Contributions (LC) | \$0 | \$3,500,000 | \$0 | \$0 | \$3,500,000 |
| CAT 3 - DB | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - Prop 14 Bonds | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - Texas Mobility Fund | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - Vehicle Registration Fees - VTR | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - RTR | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - PTF | \$0 | \$0 | \$0 | \$0 | \$0 |
| CAT 3 - TDC | \$0 | \$0 | \$0 | \$0 | \$0 |
| Statewide Budget PE | \$0 | \$0 | \$0 | \$0 | \$0 |
| Statewide Budget ROW | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$9,904,000 | \$92,179,000 | \$60,690,000 | \$0 | \$162,773,000 |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 18. TxDOT FY 2023-2026 STIP Corpus Christi MPO – Transit Projects

| STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM | | PAGE: 1 OF 9 |
|---|---------------------------------------|---------------------------------------|
| CORPUS CHRISTI MPO - TRANSIT PROJECTS | | |
| FY 2023 | | |
| 2023-2026 STIP | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION |
| PROJECT SPONSOR: CORPUS CHRISTI RTA | | URBANIZED AREA: CORPUS CHRISTI |
| MPO PROJECT NUMBER: CCRTA-096 | | FISCAL YEAR: 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: 5307 |
| APPORTIONMENT YEAR: 2023 | | FEDERAL (FTA) FUNDS: \$ 10,064,385 |
| PROJECT TYPE: | | STATE FUNDS: \$ 0 |
| PROJECT DESCRIPTION: Operations | | OTHER STATE FUNDS: \$ 0 |
| AMENDMENT DATE: 06/02/2022 | | OTHER SOURCE FUNDS: \$ 0 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): \$ 10,064,385 |
| REMARKS: ARP Funds | | TOTAL PROJECT COST: \$ 10,064,385 |
| | | TRANS. DEV. CREDITS REQUESTED: \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: None |
| 2023-2026 STIP | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION |
| PROJECT SPONSOR: CORPUS CHRISTI RTA | | URBANIZED AREA: CORPUS CHRISTI |
| MPO PROJECT NUMBER: CCRTA-079 | | FISCAL YEAR: 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: 5307 |
| APPORTIONMENT YEAR: 2023 | | FEDERAL (FTA) FUNDS: \$ 6,857,205 |
| PROJECT TYPE: | | STATE FUNDS: \$ 0 |
| PROJECT DESCRIPTION: Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) | | OTHER STATE FUNDS: \$ 0 |
| AMENDMENT DATE: 06/02/2022 | | OTHER SOURCE FUNDS: \$ 0 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): \$ 6,857,205 |
| REMARKS: CRRSAA | | TOTAL PROJECT COST: \$ 6,857,205 |
| | | TRANS. DEV. CREDITS REQUESTED: \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: None |
| 2023-2026 STIP | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION |
| PROJECT SPONSOR: CORPUS CHRISTI RTA | | URBANIZED AREA: CORPUS CHRISTI |
| MPO PROJECT NUMBER: CCRTA-078 | | FISCAL YEAR: 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: 5307 |
| APPORTIONMENT YEAR: 2023 | | FEDERAL (FTA) FUNDS: \$ 13,087,490 |
| PROJECT TYPE: | | STATE FUNDS: \$ 0 |
| PROJECT DESCRIPTION: Coronavirus Aid, Relief, and Economic Security (CARES) Act | | OTHER STATE FUNDS: \$ 0 |
| AMENDMENT DATE: 06/02/2022 | | OTHER SOURCE FUNDS: \$ 3,271,872 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): \$ 16,359,362 |
| REMARKS: CARES | | TOTAL PROJECT COST: \$ 16,359,362 |
| | | TRANS. DEV. CREDITS REQUESTED: \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: None |
| 2023-2026 STIP | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION |
| PROJECT SPONSOR: CORPUS CHRISTI RTA | | URBANIZED AREA: CORPUS CHRISTI |
| MPO PROJECT NUMBER: CCRTA-073 | | FISCAL YEAR: 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: 5307 |
| APPORTIONMENT YEAR: 2023 | | FEDERAL (FTA) FUNDS: \$ 720,000 |
| PROJECT TYPE: | | STATE FUNDS: \$ 0 |
| PROJECT DESCRIPTION: Purchase of Land | | OTHER STATE FUNDS: \$ 0 |
| AMENDMENT DATE: 06/02/2022 | | OTHER SOURCE FUNDS: \$ 180,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): \$ 900,000 |
| REMARKS: | | TOTAL PROJECT COST: \$ 900,000 |
| | | TRANS. DEV. CREDITS REQUESTED: \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: None |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CORPUS CHRISTI MPO - TRANSIT PROJECTS FY 2023

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| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
|-----------------------------|--|---------------------------------------|----------------|
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-058 | FISCAL YEAR: | 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2023 | FEDERAL (FTA) FUNDS: | \$ 245,680 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Support/Relief Vehicles | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 61,420 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 307,100 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 307,100 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-063 | FISCAL YEAR: | 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5310 |
| APPORTIONMENT YEAR: | 2023 | FEDERAL (FTA) FUNDS: | \$ 320,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | 5310 Sub-recipient | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 80,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 400,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 400,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-062 | FISCAL YEAR: | 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5339 |
| APPORTIONMENT YEAR: | 2023 | FEDERAL (FTA) FUNDS: | \$ 43,200 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 10,800 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 54,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 54,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-061 | FISCAL YEAR: | 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2023 | FEDERAL (FTA) FUNDS: | \$ 8,369,806 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Stop Amenities | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 197,400 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 8,567,206 |
| REMARKS: | Including ARP Funds | TOTAL PROJECT COST: | \$ 8,567,206 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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CORPUS CHRISTI MPO - TRANSIT PROJECTS

FY 2023

| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
|-----------------------------|--|---------------------------------------|----------------|
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-060 | FISCAL YEAR: | 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2023 | FEDERAL (FTA) FUNDS: | \$ 800,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Preventive Maintenance | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 200,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 1,000,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 1,000,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-059 | FISCAL YEAR: | 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2023 | FEDERAL (FTA) FUNDS: | \$ 400,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Stop Improvements | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 100,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 500,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 500,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-057 | FISCAL YEAR: | 2023 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2023 | FEDERAL (FTA) FUNDS: | \$ 7,261,975 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Rolling Stock (All variety of rolling stock) | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 1,281,525 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 8,543,500 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 8,543,500 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CORPUS CHRISTI MPO - TRANSIT PROJECTS FY 2024

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| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
|-----------------------------|--|---------------------------------------|----------------|
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-070 | FISCAL YEAR: | 2024 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5310 |
| APPORTIONMENT YEAR: | 2024 | FEDERAL (FTA) FUNDS: | \$ 320,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | 5310 Sub-recipient | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 80,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 400,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 400,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-069 | FISCAL YEAR: | 2024 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5339 |
| APPORTIONMENT YEAR: | 2024 | FEDERAL (FTA) FUNDS: | \$ 43,200 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 10,800 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 54,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 54,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-068 | FISCAL YEAR: | 2024 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2024 | FEDERAL (FTA) FUNDS: | \$ 789,600 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Stop Amenities | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 197,400 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 987,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 987,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-067 | FISCAL YEAR: | 2024 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2024 | FEDERAL (FTA) FUNDS: | \$ 800,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Preventive Maintenance | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 200,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 1,000,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 1,000,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TUESDAY, OCTOBER 31, 2023
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CORPUS CHRISTI MPO - TRANSIT PROJECTS FY 2024

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| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
|-----------------------------|--|---------------------------------------|----------------|
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-066 | FISCAL YEAR: | 2024 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2024 | FEDERAL (FTA) FUNDS: | \$ 400,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Stop Improvements | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 100,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 500,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 500,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-065 | FISCAL YEAR: | 2024 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2024 | FEDERAL (FTA) FUNDS: | \$ 245,680 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Support/Relief Vehicles | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 61,420 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 307,100 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 307,100 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-064 | FISCAL YEAR: | 2024 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2024 | FEDERAL (FTA) FUNDS: | \$ 5,613,054 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Rolling Stock (All variety of rolling stock) | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 1,103,061 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 6,716,115 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 6,716,115 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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CORPUS CHRISTI MPO - TRANSIT PROJECTS

FY 2025

| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
|-----------------------------|--|---------------------------------------|----------------|
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-088 | FISCAL YEAR: | 2025 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5310 |
| APPORTIONMENT YEAR: | 2025 | FEDERAL (FTA) FUNDS: | \$ 320,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | 5310 Sub-recipient | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 80,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 400,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 400,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-087 | FISCAL YEAR: | 2025 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2025 | FEDERAL (FTA) FUNDS: | \$ 800,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Preventive Maintenance | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 200,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 1,000,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 1,000,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-086 | FISCAL YEAR: | 2025 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5339 |
| APPORTIONMENT YEAR: | 2025 | FEDERAL (FTA) FUNDS: | \$ 225,920 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Support Equipment and Facilities/Hardware/Software | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 56,480 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 282,400 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 282,400 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-085 | FISCAL YEAR: | 2025 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2025 | FEDERAL (FTA) FUNDS: | \$ 680,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 170,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 850,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 850,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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CORPUS CHRISTI MPO - TRANSIT PROJECTS

FY 2025

| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
|-----------------------------|--|---------------------------------------|----------------|
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-084 | FISCAL YEAR: | 2025 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2025 | FEDERAL (FTA) FUNDS: | \$ 3,693,526 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Rolling Stock (All variety of rolling stock) | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 651,799 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 4,345,325 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 4,345,325 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-083 | FISCAL YEAR: | 2025 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2025 | FEDERAL (FTA) FUNDS: | \$ 261,120 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Support/Relief Vehicles | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 65,280 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 326,400 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 326,400 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-082 | FISCAL YEAR: | 2025 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2025 | FEDERAL (FTA) FUNDS: | \$ 400,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Stop Improvements | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 100,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 500,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 500,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-081 | FISCAL YEAR: | 2025 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2025 | FEDERAL (FTA) FUNDS: | \$ 879,890 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Stop Amenities | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 219,973 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 1,099,863 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 1,099,863 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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CORPUS CHRISTI MPO - TRANSIT PROJECTS

FY 2026

| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
|-----------------------------|--|---------------------------------------|----------------|
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-095 | FISCAL YEAR: | 2026 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5310 |
| APPORTIONMENT YEAR: | 2026 | FEDERAL (FTA) FUNDS: | \$ 320,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | 5310 Sub-recipient | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 80,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 400,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 400,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-094 | FISCAL YEAR: | 2026 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2026 | FEDERAL (FTA) FUNDS: | \$ 800,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Preventive Maintenance | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 200,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 1,000,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 1,000,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-093 | FISCAL YEAR: | 2026 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5339 |
| APPORTIONMENT YEAR: | 2026 | FEDERAL (FTA) FUNDS: | \$ 37,800 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 9,450 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 47,250 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 47,250 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-092 | FISCAL YEAR: | 2026 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2026 | FEDERAL (FTA) FUNDS: | \$ 22,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Support/Relief Vehicles | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 5,500 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 27,500 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 27,500 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |

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CORPUS CHRISTI MPO - TRANSIT PROJECTS

FY 2026

| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
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| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-091 | FISCAL YEAR: | 2026 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2026 | FEDERAL (FTA) FUNDS: | \$ 9,990,212 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Rolling Stock (All variety of rolling stock) | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 1,762,979 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 11,753,191 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 11,753,191 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-090 | FISCAL YEAR: | 2026 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2026 | FEDERAL (FTA) FUNDS: | \$ 400,000 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Stop Improvements | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 100,000 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 500,000 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 500,000 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |
| 2023-2026 STIP | | 07/2022 Revision: Approved 11/02/2022 | |
| GENERAL PROJECT INFORMATION | | FUNDING INFORMATION | |
| PROJECT SPONSOR: | CORPUS CHRISTI RTA | URBANIZED AREA: | CORPUS CHRISTI |
| MPO PROJECT NUMBER: | CCRTA-089 | FISCAL YEAR: | 2026 |
| MTP REFERENCE: | | FEDERAL FUNDING CATEGORY: | 5307 |
| APPORTIONMENT YEAR: | 2026 | FEDERAL (FTA) FUNDS: | \$ 900,734 |
| PROJECT TYPE: | | STATE FUNDS: | \$ 0 |
| PROJECT DESCRIPTION: | Bus Stop Amenities | OTHER STATE FUNDS: | \$ 0 |
| AMENDMENT DATE: | 06/02/2022 | OTHER SOURCE FUNDS: | \$ 225,184 |
| AMENDMENT REQUEST: | | FISCAL YEAR COST (YOE): | \$ 1,125,918 |
| REMARKS: | | TOTAL PROJECT COST: | \$ 1,125,918 |
| | | TRANS. DEV. CREDITS REQUESTED: | \$ 0 |
| | | TRANS. DEV. CREDITS AWARDED: | \$ 0 |
| | | T. DEV. CREDITS AWARD DATE: | None |

Table 19. TxDOT TIP Transit Financial Summary – Year of Expenditure Cost

| <div>  TEXAS DEPARTMENT OF TRANSPORTATION </div> <div>TIP Transit Financial Summary - Year of Expenditure Cost</div> | | | | | | | | | | | | |
|---|---------------------|--------------------|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------|-------------|-------|
| Corpus Christi MPO FY 2023 - 2026 TIP Transit Financial Summary - Year Of Expenditure Cost | | | | | | | | | | | | |
| All Figures in Year of Expenditures (YOE) Dollars | | | | | | | | | | | | |
| Transit Program | FY 2023 | | | FY 2024 | | | FY 2025 | | | FY 2026 | | |
| | Federal | State/Other | Total | Federal | State/Other | Total | Federal | State/Other | Total | Federal | State/Other | Total |
| 1 Sec. 5307 - Urbanized Formula >200K | \$47,806,541 | \$5,292,217 | \$53,098,758 | \$7,848,334 | \$1,661,881 | \$9,510,215 | \$6,714,536 | \$1,407,052 | \$8,121,588 | | | |
| 2 Sec. 5307 - Urbanized Formula <200K | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 3 Sec. 5309 - Discretionary | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 4 Sec. 5310 - Elderly & Individuals w/Disabilities | \$320,000 | \$80,000 | \$400,000 | \$320,000 | \$80,000 | \$400,000 | \$320,000 | \$80,000 | \$400,000 | | | |
| 5 Sec. 5311 - Nonurbanized Formula | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 6 Sec. 5316 - JARC >200K | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 7 Sec. 5316 - JARC <200K | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 8 Sec. 5316 - JARC Nonurbanized | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 9 Sec. 5317 - New Freedom >200K | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 10 Sec. 5317 - New Freedom <200K | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 11 Sec. 5317 - New Freedom Nonurbanized | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 12 Other FTA | \$43,200 | \$10,800 | \$54,000 | \$43,200 | \$10,800 | \$54,000 | \$225,920 | \$56,480 | \$282,400 | | | |
| 13 Regionally Significant or Other | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| Total Funds | \$48,169,741 | \$5,383,017 | \$53,552,758 | \$8,211,534 | \$1,752,681 | \$9,964,215 | \$7,260,456 | \$1,543,532 | \$8,803,988 | | | |
| Transportation Development Credits Requested | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| Transportation Development Credits Awarded | | | \$0 | | | \$0 | | | \$0 | | | \$0 |

| All Figures in Year of Expenditures (YOE) Dollars | | | | | | | | | | | | |
|---|---------------------|--------------------|---------------------|---------------------|---------------------|---------------------|--------------------|-------------|-------|--------------------|-------------|-------|
| Transit Program | FY 2026 | | | FY 2023-2026 Total | | | FY 2023-2026 Total | | | FY 2023-2026 Total | | |
| | Federal | State/Other | Total | Federal | State/Other | Total | Federal | State/Other | Total | Federal | State/Other | Total |
| 1 Sec. 5307 - Urbanized Formula >200K | \$12,112,946 | \$2,293,663 | \$14,406,609 | \$74,482,357 | \$10,654,813 | \$85,137,170 | | | | | | |
| 2 Sec. 5307 - Urbanized Formula <200K | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 3 Sec. 5309 - Discretionary | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 4 Sec. 5310 - Elderly & Individuals w/Disabilities | \$320,000 | \$80,000 | \$400,000 | \$1,280,000 | \$320,000 | \$1,600,000 | | | | | | |
| 5 Sec. 5311 - Nonurbanized Formula | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 6 Sec. 5316 - JARC >200K | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 7 Sec. 5316 - JARC <200K | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 8 Sec. 5316 - JARC Nonurbanized | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 9 Sec. 5317 - New Freedom >200K | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 10 Sec. 5317 - New Freedom <200K | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 11 Sec. 5317 - New Freedom Nonurbanized | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| 12 Other FTA | \$37,800 | \$9,450 | \$47,250 | \$350,120 | \$87,5300 | \$437,650 | | | | | | |
| 13 Regionally Significant or Other | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| Total Funds | \$12,470,746 | \$2,388,113 | \$14,858,859 | \$76,112,477 | \$11,602,343 | \$87,714,820 | | | | | | |
| Transportation Development Credits Requested | | | \$0 | | | \$0 | | | \$0 | | | \$0 |
| Transportation Development Credits Awarded | | | \$0 | | | \$0 | | | \$0 | | | \$0 |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Corpus Christi MPO has determined that the use of the TxDOT Grouped Projects Category for all projects and programs is appropriate for our region. The following Table: Definition of Grouped Projects for Use in the FY 2023-2026 TIP/STIP is provided for all categories.

Table 20: TxDOT Definition of Grouped Projects for Use in the TIP/STIP

| Proposed CSJ | Grouped Project by 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, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3] |
| 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. |
| 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. |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

| Proposed CSJ | Grouped Project by Category | Definition |
|--------------|---|---|
| 5800-00-915 | Intelligent Transportation Systems 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 | Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g., enforcement, tools, and education programs). |
| 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. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4]. |
| 5000-00-919 | Recreational Trails Program | Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs. |

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

VI. APPENDICES

APPENDIX A

FY 2023-2026 TIP/STIP TRANSIT PROJECT LIST

Table 15b. FY 2023-2026 TIP Fiscally Constrained Public Transportation Project List (For Illustration Purposes) – June 2, 2022

| TIP Fiscal Year | CSJ | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT2 | CAT4 | CAT7 | CAT9 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-----------------|-----|------------|---|--|------------|----------|--------------------|--------------|------------------|----------------------------------|------|------|------|------|-------------|---------------|-----------------------------------|
| 2023 | N/A | CCRTA-057 | FY23 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$8.54 | | | | | \$8.54 | | \$8.54 |
| 2023 | N/A | CCRTA-058 | FY23 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.31 | | | | | \$0.31 | | \$0.31 |
| 2023 | N/A | CCRTA-059 | FY23 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2023 | N/A | CCRTA-060 | FY23 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2023 | N/A | CCRTA-061 | FY23 Bus Stop Amenities (includes funds from ARPA) | FY23 Bus Stop Amenities (includes funds from ARPA) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.99 | | | | | \$0.99 | | \$0.99 |
| 2023 | N/A | CCRTA-062 | FY23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.05 | | | | | \$0.05 | | \$0.05 |
| 2023 | N/A | CCRTA-063 | FY23 Section 5310 Sub-recipients | Section 5310 Sub-recipients | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |
| 2023 | N/A | CCRTA-073 | FY23 Purchase of Land | Purchase of Land | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.90 | | | | | \$0.90 | | \$0.90 |
| 2023 | N/A | CCRTRA-078 | Coronavirus Aid, Relief, and Economic Security (CARES) Act | Coronavirus Aid, Relief, and Economic Security (CARES) Act | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$16.36 | | | | | \$16.36 | | \$16.36 |
| 2023 | N/A | CCRTA-079 | Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) | Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$6.86 | | | | | \$6.86 | | \$6.86 |
| 2023 | N/A | CCRTA-96 | FY23 Operating Expense from ARPA | FY23 Operating Expense from ARPA | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$10.06 | | | | | \$10.06 | | \$10.06 |
| 2024 | N/A | CCRTA-064 | FY24 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$6.72 | | | | | \$6.72 | | \$6.72 |
| 2024 | N/A | CCRTA-065 | FY24 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.31 | | | | | \$0.31 | | \$0.31 |
| 2024 | N/A | CCRTA-066 | FY24 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2024 | N/A | CCRTA-067 | FY24 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2024 | N/A | CCRTA-068 | FY24 Bus Stop Amenities | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.99 | | | | | \$0.99 | | \$0.99 |
| 2024 | N/A | CCRTA-069 | FY24 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.05 | | | | | \$0.05 | | \$0.05 |
| 2024 | N/A | CCRTA-070 | FY24 Section 5310 Sub-recipients | Section 5310 Sub-recipients | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |
| 2025 | N/A | CCRTA-081 | FY25 Bus Stop Amenities | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.10 | | | | | \$1.10 | | \$1.10 |
| 2025 | N/A | CCRTA-082 | FY25 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2025 | N/A | CCRTA-083 | FY25 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.33 | | | | | \$0.33 | | \$0.33 |
| 2025 | N/A | CCRTA-084 | FY25 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$4.35 | | | | | \$4.35 | | \$4.35 |
| 2025 | N/A | CCRTA-085 | FY25 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.85 | | | | | \$0.85 | | \$0.85 |
| 2025 | N/A | CCRTA-086 | FY25 Bus Support Equipment and Facilities/Hardware/Software | Bus Support Equipment and Facilities/Hardware/Software | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.28 | | | | | \$0.28 | | \$0.28 |
| 2025 | N/A | CCRTA-087 | FY25 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2025 | N/A | CCRTA-088 | FY25 5310 Sub-recipient | 5310 Sub-recipient | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |
| 2026 | N/A | CCRTA-089 | FY26 Bus Stop Amenities | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.13 | | | | | \$1.13 | | \$1.13 |
| 2026 | N/A | CCRTA-090 | FY26 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2026 | N/A | CCRTA-091 | FY26 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$11.75 | | | | | \$11.75 | | \$11.75 |
| 2026 | N/A | CCRTA-092 | FY26 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.03 | | | | | \$0.03 | | \$0.03 |
| 2026 | N/A | CCRTA-093 | FY26 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.05 | | | | | \$0.05 | | \$0.05 |
| 2026 | N/A | CCRTA-094 | FY26 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2026 | N/A | CCRTA-095 | FY26 5310 Sub-recipient | 5310 Sub-recipient | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |

APPENDIX B

FY 2023-2026 TIP FISCALLY CONSTRAINED PROJECT LIST

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – June 2, 2022

| TIP Fiscal Year | CSJ | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT2 | CAT4 | CAT7 | CAT9 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-----------------|-------------|---------|---|---|--|--|--|--------------|------------------|----------------------------------|---------|---------|---------|--------|-------------|---------------|-----------------------------------|
| 2023 | 1209-01-030 | MPO-006 | FM 893 (Moore Avenue) | Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway. | CR 3685 (Stark Road) | 0.2 miles West of CR 79 (Gum Hollow) | TxDOT-CRP | On | 2 | \$7.90 | \$7.90 | | | | | | \$10.26 |
| 2023 | 0916-35-195 | MPO-007 | Harbor Bridge Hike and Bike - Connectivity | Construct pedestrian and bike facilities | On various city streets from Coles High School | Williams Memorial Park | City of Corpus Christi | Off | 7 | \$1.20 | | | \$1.20 | | | | \$1.56 |
| 2024 | 0916-35-196 | MPO-009 | Harbor Bridge Park Improvements | Park mitigation for Harbor Bridge. +\$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections, and develop park to appropriate level of service based on community input. | At various city parks including | Ben Garza, TC Ayers, Hill Crest Park, and new location | City of Corpus Christi | Off | 7 | \$4.80 | | | \$1.30 | | \$3.50 | | \$4.80 |
| 2023 | 0916-00-255 | MPO-067 | MPO Planning Tools and Studies | Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc... Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program. | Corpus Christi MPO Planning Area | Corpus Christi MPO Planning Area | MPO | On | 7 | \$3.18 | | | \$3.18 | | | | \$3.18 |
| 2024 | 0916-00-256 | MPO-068 | Regional Traffic Operations Improvements and Safety Countermeasures | Traffic operations improvements and safety countermeasures including but not limited to the following: 1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite. 2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety. 3. Implement TSMO strategies on Regionally Significant Corridors without adding capacity. | Corpus Christi MPO Planning Area | Corpus Christi MPO Planning Area | Various | On | 7 | \$4.14 | | | \$4.14 | | | | \$5.37 |
| 2023 | 5000-00-916 | MPO-069 | FY 2022 - FY 2025 STBG-SA/CAT 9 Awarded Projects | STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC. | Various | Various | City of Portland City of Corpus Christi | Off | 9 | \$5.86 | | | | \$5.86 | | | \$7.03 |
| 2024 | 0617-01-177 | MPO-001 | SH 358 (SPID) Ramp Reversal | Ramp reversal Phase II-B. Reconstruct eastbound entrance and exit ramps. Widen and construct new auxiliary lanes. Improve lighting and reconstruct existing merge lane. Construct new sidewalks to improve safety and access for bicyclists and pedestrians. | Nile Drive | Staples Street | TxDOT-CRP | On | 2 | \$39.96 | \$39.96 | | | | | | \$51.86 |
| 2024 | 0326-01-056 | MPO-005 | SH 286 (Crosstown) | The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444. | FM 43 (Weber Road) | South of FM 2444 (Staples Street) | TxDOT-CRP | On | 2 | \$41.58 | \$41.58 | | | | | | \$53.97 |
| 2025 | 0989-02-057 | MPO-033 | FM 624 (Northwest Boulevard) | Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median. | CR 69 | FM 73 | TxDOT-CRP | On | 2 / 4U / 7 | \$21.28 | \$9.28 | \$10.00 | \$2.00 | | | | \$25.54 |
| 2025 | 0916-35-252 | MPO-024 | Yorktown Boulevard | Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge. | Rodd Field Road | Laguna Shores Road | City of Corpus Christi | Off | 7 | \$39.41 | | | \$39.41 | | | | \$47.29 |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FY 2023-2026 TIP Fiscally Constrained Public Transportation Project List (For Illustration Purposes) – June 2, 2022

| TIP Fiscal Year | CSJ | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT2 | CAT4 | CAT7 | CAT9 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-----------------|-----|-----------|---|--|------------|----------|--------------------|--------------|------------------|----------------------------------|------|------|------|------|-------------|---------------|-----------------------------------|
| 2023 | N/A | CCRTA-057 | FY23 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$8.54 | | | | | \$8.54 | | \$8.54 |
| 2023 | N/A | CCRTA-058 | FY23 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.31 | | | | | \$0.31 | | \$0.31 |
| 2023 | N/A | CCRTA-059 | FY23 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2023 | N/A | CCRTA-060 | FY23 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2023 | N/A | CCRTA-061 | FY23 Bus Stop Amenities (includes funds from ARPA) | FY23 Bus Stop Amenities (includes funds from ARPA) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.99 | | | | | \$0.99 | | \$0.99 |
| 2023 | N/A | CCRTA-062 | FY23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.05 | | | | | \$0.05 | | \$0.05 |
| 2023 | N/A | CCRTA-063 | FY23 Section 5310 Sub-recipients | Section 5310 Sub-recipients | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |
| 2023 | N/A | CCRTA-073 | FY23 Purchase of Land | Purchase of Land | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.90 | | | | | \$0.90 | | \$0.90 |
| 2023 | N/A | CCRTA-078 | Coronavirus Aid, Relief, and Economic Security (CARES) Act | Coronavirus Aid, Relief, and Economic Security (CARES) Act | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$16.36 | | | | | \$16.36 | | \$16.36 |
| 2023 | N/A | CCRTA-079 | Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) | Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$6.86 | | | | | \$6.86 | | \$6.86 |
| 2023 | N/A | CCRTA-96 | FY23 Operating Expense from ARPA | FY23 Operating Expense from ARPA | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$10.06 | | | | | \$10.06 | | \$10.06 |
| 2024 | N/A | CCRTA-064 | FY24 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$6.72 | | | | | \$6.72 | | \$6.72 |
| 2024 | N/A | CCRTA-065 | FY24 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.31 | | | | | \$0.31 | | \$0.31 |
| 2024 | N/A | CCRTA-066 | FY24 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2024 | N/A | CCRTA-067 | FY24 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2024 | N/A | CCRTA-068 | FY24 Bus Stop Amenities | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.99 | | | | | \$0.99 | | \$0.99 |
| 2024 | N/A | CCRTA-069 | FY24 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.05 | | | | | \$0.05 | | \$0.05 |
| 2024 | N/A | CCRTA-070 | FY24 Section 5310 Sub-recipients | Section 5310 Sub-recipients | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |
| 2025 | N/A | CCRTA-081 | FY25 Bus Stop Amenities | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.10 | | | | | \$1.10 | | \$1.10 |
| 2025 | N/A | CCRTA-082 | FY25 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2025 | N/A | CCRTA-083 | FY25 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.33 | | | | | \$0.33 | | \$0.33 |
| 2025 | N/A | CCRTA-084 | FY25 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$4.35 | | | | | \$4.35 | | \$4.35 |
| 2025 | N/A | CCRTA-085 | FY25 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.85 | | | | | \$0.85 | | \$0.85 |
| 2025 | N/A | CCRTA-086 | FY25 Bus Support Equipment and Facilities/Hardware/Software | Bus Support Equipment and Facilities/Hardware/Software | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.28 | | | | | \$0.28 | | \$0.28 |
| 2025 | N/A | CCRTA-087 | FY25 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2025 | N/A | CCRTA-088 | FY25 5310 Sub-recipient | 5310 Sub-recipient | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |
| 2026 | N/A | CCRTA-089 | FY26 Bus Stop Amenities | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.13 | | | | | \$1.13 | | \$1.13 |
| 2026 | N/A | CCRTA-090 | FY26 Bus Stop Improvements | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.50 | | | | | \$0.50 | | \$0.50 |
| 2026 | N/A | CCRTA-091 | FY26 Rolling Stock (All variety of rolling stock) | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$11.75 | | | | | \$11.75 | | \$11.75 |
| 2026 | N/A | CCRTA-092 | FY26 Support/Relief Vehicles | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$0.03 | | | | | \$0.03 | | \$0.03 |
| 2026 | N/A | CCRTA-093 | FY26 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA-5339 | \$0.05 | | | | | \$0.05 | | \$0.05 |
| 2026 | N/A | CCRTA-094 | FY26 Preventive Maintenance | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA-5307 | \$1.00 | | | | | \$1.00 | | \$1.00 |
| 2026 | N/A | CCRTA-095 | FY26 5310 Sub-recipient | 5310 Sub-recipient | N/A | N/A | Corpus Christi RTA | Off | FTA-5310 | \$0.40 | | | | | \$0.40 | | \$0.40 |

APPENDIX C

PUBLIC NOTICE

Public Notice #22-4: DRAFT FY 2023 – 2026 Transportation Improvement Program (TIP)

Public Comment Period May 12, 2022 to June 2, 2022

Public Notice #23-03: DRAFT FY 2023 – 2026 Transportation Improvement Program (TIP) – Amendment 1

Public Comment Period September 7, 2023 to October 12, 2023



**PUBLIC NOTICE #22-4
MAY 12, 2022**

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2023 – 2026 Transportation Improvement Program (TIP)**. The TIP identifies how the region plans to invest in the transportation system during Fiscal Year 2023 through Fiscal Year 2026. In accordance with the Corpus Christi MPO Public Participation Plan, the Corpus Christi MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the DRAFT FY 2023 – 2026 TIP.

Public Comments may be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and **MUST** be submitted at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

The **DRAFT FY 2023 – 2026 TIP** is being released to the public on May 12, 2022, and public input is invited through June 2, 2022, at the following public meetings:

May 12, 2022, 2:00 p.m.*
MPO Transportation Policy Committee
Portland City Hall - Council Chamber
1900 Billy G. Webb Drive, Portland, TX 78374

May 19, 2022, 9:00 a.m.*
MPO Technical Advisory Committee
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

June 2, 2022, 2:00 p.m.*
MPO Transportation Policy Committee
Corpus Christi City Hall - Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

**Meeting location and time subject to change, check MPO website for final location.*

www.corpuschristi-mpo.org

The **Corpus Christi Regional Transportation Authority (CCRTA)** hereby gives notice that coordination actions with the Corpus Christi Metropolitan Planning Organization (MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by the FAST Act) are integrated into the MPO's adopted "Public Participation Plan". The CCRTA, therefore, is a participant with the Corpus Christi MPO in the public process for the FY 2023-2026 TIP.

All MPO Committee meetings are public meetings and open to the public subject to the COVID-19 policies mentioned above. Any persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the Corpus Christi MPO at (361) 884-0687, Ext. 102 at least 48 hours in advance so that appropriate arrangements can be made.

PUBLIC NOTICE #22-4 – CERTIFICATION OF PUBLICATION



Certificate of
Publication

C C METROPOLITAN PLANNING ORG
602 N. STAPLES STE 300

CORPUS CHRISTI, TX 78401

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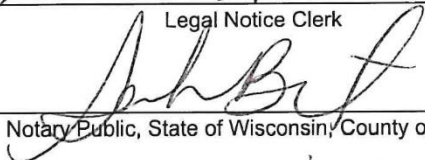
I, being first duly sworn, upon oath depose and say that I am a legal clerk and employee of the publisher, namely, the Corpus Christi Caller-Times, a daily newspaper published at Corpus Christi in said City and State, generally circulated in Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Kleberg, Live Oak, Nueces, Refugio, and San Patricio, Counties, and that the publication of which the annexed is a true copy, was inserted in the Corpus Christi Caller-Times in the following issue(s) dated:

05/08/2022

On this May 8, 2022, I certify that the attached document is a true and exact copy made by the publisher:



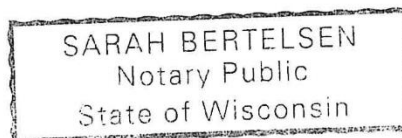
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**Corpus Christi Metropolitan
Planning Organization
Public Notice #22-4**
The Corpus Christi Metropolitan Planning Organization (MPO) is seeking public input on the FY 2023 – 2026 Transportation Improvement Program (TIP) and Surface Transportation Block Grant Set-Aside (STBG-SA) Category 9 Project Selection. Public input by telephone (361) 884-0687, Ext. 102 or email at ccmpo@cctxmpo.us is invited through June 2, 2022. Public comment may be offered in-person during the following meetings: MPO Transportation Policy Committee Meeting – May 12, 2022 (Portland City Hall Council Chamber) and June 2, 2022, 2:00 p.m. (Corpus Christi City Hall Council Chambers). MPO Technical Advisory Committee Meeting – May 19, 2022, 9:00 a.m. Discussion with possible action to approve the FY 2023 – 2026 TIP and STBG-SA Category 9 Project Selection based on public input may take place at the June 2, 2022, meeting of the Transportation Policy Committee (TPC). For more information, please visit <http://www.corpuschristi-mpo.org> or contact us at ccmpo@cctxmpo.us for any questions.



PUBLIC NOTICE #23-03

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the:

- **FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1**, and
- **FY 2023 – 2026 Transportation Improvement Program (TIP) Amendment 1**

The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. The FY 2023 – 2026 TIP identifies how the region plans to invest in the transportation system during the Fiscal Years 2023 through 2026. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the FY 2023 and FY 2024 UPWP Amendment 1 and FY 2023 – 2026 TIP Amendment 1.

The **DRAFT FY 2023 and FY 2024 UPWP Amendment 1 and FY 2023 – 2026 TIP Amendment 1** are being released to the public on September 7, 2023 and public input is invited through October 12, 2023 at the following public meetings:

Public Comments may be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and **MUST** be submitted at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

September 7, 2023, 2:00 p.m.*

MPO Transportation Policy Committee
Corpus Christi City Hall - Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

September 21, 2023, 9:00 a.m.*

MPO Technical Advisory Committee
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

October 12, 2023, 2:00 p.m.*

MPO Transportation Policy Committee
Corpus Christi City Hall - Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

**Meeting location and time subject to change, check MPO website for final location.*

www.corpuschristi-mpo.org

All Corpus Christi MPO Committee meetings are public meetings and open to all. Any person with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the Corpus Christi MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

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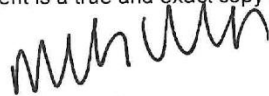
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COUNTY OF BROWN)

I, being first duly sworn, upon oath depose and say that I am a legal clerk and employee of the publisher, namely, the Corpus Christi Caller-Times, a daily newspaper published at Corpus Christi in said City and State, generally circulated in Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Kleberg, Live Oak, Nueces, Refugio, and San Patricio, Counties, and that the publication of which the annexed is a true copy, was inserted in the Corpus Christi Caller- Times in the following issue(s) dated:

09/03/2023

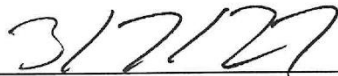
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Corpus Christi Metropolitan Planning Organization
Public Notice #23-03
The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) is seeking public input on both the FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1 and FY 2023 – 2026 Transportation Improvement Program (TIP) Amendment 1. Public input by telephone (361) 884-0687 or email at ccmpo@cctxmpo.us is invited through October 12, 2023. Public comment may be offered in person during the following meetings:
Corpus Christi MPO Transportation Policy Committee (TPC) Meeting – September 7, 2023 and October 12, 2023, 2:00 p.m.
Corpus Christi MPO Technical Advisory Committee (TAC) Meeting – September 21, 2023, 9:00 a.m.
Discussion with possible action to approve the FY 2023 and FY 2024 Unified Planning Work Program Amendment 1 and FY 2023 – 2026 Transportation Improvement Program Amendment 1 based on public input may take place at the October 12, 2023 meeting of the Transportation Policy Committee (TPC). For more information, please visit <http://www.corpuschristi-mpo.org> or contact us at ccmpo@cctxmpo.us for any questions.

APPENDIX D

CORPUS CHRISTI MPO COMMITTEE MEETING MINUTES

May 6, 2022 - Technical Advisory Committee Virtual Meeting Minutes
May 12, 2022 - Transportation Policy Committee Regular Meeting Minutes
May 19, 2022 - Technical Advisory Committee Regular Meeting Minutes
May 25, 2022 - Technical Advisory Committee Virtual Meeting Minutes
June 2, 2022 - Transportation Policy Committee Regular Meeting Minutes
August 17, 2023 – Technical Advisory Committee Regular Meeting Minutes
September 7, 2023 – Transportation Policy Committee Regular Meeting Minutes
September 21, 2023 – Technical Advisory Committee Meeting Minutes
October 12, 2023 – Transportation Policy Committee Rescheduled Meeting

MAY 6, 2022 – TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Chairperson Brian DeLatte called the meeting to order at 9:03 a.m.

TAC Members Present:

Chairperson Brian DeLatte, P.E., City of Portland

Vice Chairperson Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority

Howard Gillespie, San Patricio County

Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)

Dan McGinn, AICP, City of Corpus Christi

Amanda Longoria, P.E., TxDOT – Corpus Christi District (CRP)

MPO Staff Present: Robert MacDonald, P.E.; Craig Casper, AICP; Daniel Carrizales; Victor Mendieta; and Yoshiko Boulan

2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

None were made or offered

3. DISCUSSION AND POSSIBLE ACTION ITEMS

A. FY 2023 – 2026 Transportation Improvement Program (TIP) and Project Selection

Action: Review, Discuss and Recommend Release for One Month Public Comment Period by the Transportation Policy Committee.

As proposed in the April 21, 2022, TAC meeting, the Corpus Christi MPO convened a special TAC virtual meeting to discuss the FY 2023-2026 TIP Project Selection. This FY 2023-2026 TIP Project Selection is a part of the DRAFT FY 2023-2026 TIP development that is due in June and needs to be released for a one month public comment period by the Transportation Policy Committee in their May 12 meeting.

Mr. MacDonald explained that the funding estimate table in the Item 3A memo and the Corpus Christi MPO DRAFT FY 2023-2026 TIP Fiscally Constrained Project List (attachment 4) were updated with the most current information provided by TxDOT-CRP. The funding estimate now reflects the carryover and carry-under monies, still showing there are enough funds to move forward for the fiscally constrained project selection process. There are fourteen projects in the table and the beginning balance for Category 2, 4, 7, and 9, and remaining funds with proposed allocation are shown at row 17 and 18 in the Corpus Christi MPO DRAFT FY 2023-2026 TIP Fiscally Constrained Project List. The Corpus Christi MPO proposed two additional Category 7 projects; one is for acquiring transportation data and planning tools with \$2 million, and the other is for a region-wide safety and operations program with \$20.39 million in FY 2023-2026 TIP. Based on the proposed allocation, Category 2 has a remaining balance of \$24.5 million, Category 4 has \$7.5 million, and Category 9 has \$2.2 million. All Category 7 funds are allocated and secured. The sponsor entities are expected to update their projects cost estimates, prioritize projects with their own scenarios, and provide comments.

Chairperson Mr. DeLatte asked if there were any comments. Mr. McGinn commented that the City of Corpus Christi has no specific recommendations for the safety and operations projects at this time, but he considers it is important having a clear explanation of how this \$20 million will be spent for the region, as well as the \$2 million.

Mr. MacDonald said that the potential projects would be identified based on the result of crash analysis and through the required processes - TAC discussion and recommendation, public involvement, and TPC approval. Mr. Casper added that this project shows there is a regional effort for safety and operational improvement, and it is listed in the Metropolitan Transportation Plan (MTP) and TIP. The specific projects will be identified by the Regional Traffic Safety Task Force and the TAC based on acquired data such as crash analysis, INRIX data analysis, and so forth. Safety and operation project is treated as grouped project so there is no need to identify individual projects unless the project involves construction for adding physical capacity.

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. MacDonald stated this action item is recommending the TPC release the DRAFT FY 2023-2026 TIP to the public for the required one month comment period. The TAC can make changes in the next TAC meeting if necessary.

Ms. Sales-Evans asked what is exactly released to the public, and if the exact Corpus Christi MPO DRAFT FY 2023-2026 TIP Fiscally Constrained Project List as Attachment 4 is released. Mr. MacDonald answered that the Corpus Christi MPO staff is requesting the TAC's recommendation to the TPC to release the whole DRAFT FY 2023-2026 TIP that includes the performance measures, highway projects, transit projects, and it includes the Corpus Christi MPO DRAFT FY 2023-2026 TIP Fiscally Constrained Project List. She had a concern that the total cost of all projects listed in the table exceeds the available funding and it may confuse the public without some clarification. Mr. MacDonald explained that the projects not selected for the FY 2023-2026 TIP would be removed from this table in the finalized FY 2023-2026 TIP.

Mr. Casper inquired to the TAC if the map for each project like the STBG-SA/CAT 9 projects attachment would be helpful. Ms. Sales-Evans answered it would help the public to identify the highway names they are not familiar with. But her concern is if projects such as SH 361, SH 35, and Yorktown Boulevard that are regionally important but not ready for the four-year window are included in the project list for FY 2023-2026 TIP, the public would be confused, thus she suggested to provide some clarification.

Mr. MacDonald stated that the projects without funding would be removed from the list. It would make the total number of projects 6 or 7, and a map of each project will be inserted. This version will be provided at the May 12, 2022, TPC meeting.

Mr. McGinn verified that the project list would include only projects funded in the next four years, and Mr. MacDonald confirmed.

Mr. McGinn made a motion to recommend the TPC to release DRAFT FY 2023-2026 Transportation Improvement Program (TIP) for a one month public comment period with the proposed map insertion for the projects funded from FY 2023 through FY 2026. Ms. Sales-Evans seconded.

Chairperson Mr. DeLatte stated that Mr. Robinson's vote needs to be verified and stated in the minutes. Mr. Robinson's votes were counted.

For the full May 6 2022, Technical Advisory Committee Virtual Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tac_agendas/2022/tacminutes_20220506.pdf

MAY 12, 2022 - TRANSPORTATION POLICY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

TPC Chair Judge Krebs called the meeting to order at 2:08 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County

Mr. Charles Zahn, Jr. Port of Corpus Christi Authority

Mayor Cathy Skurow, City of Portland

Mayor Paulette M. Guajardo, City of Corpus Christi

Mr. Dan Leyendecker, Corpus Christi Regional Transportation Authority

Mr. Holt Feemster, Nueces County Assistant Attorney

MPO Staff Present: Rob MacDonald, P.E.; Craig Casper, AICP; Victor Mendieta; and Yoshiko Boulan

2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

None were made or offered

3. APPROVAL OF THE MARCH 3, 2022 TPC REGULAR MEETING MINTUES

Mr. Leyendecker made a motion to approve the March 3, 2022, TPC Meeting Minutes. Judge Canales seconded; the motion passed unanimously.

4. SPECIAL PRESENTATION: HARBOR BRIDGE PROJECT UPDATE

Ms. Lynn Allison, Public Information Manager of Flatiron/Dragados, LLC., provided an update on the Harbor Bridge Replacement Project. The project has been successfully moving forward and the expected completion date is in the late summer of 2024. The most current project information is available on harborbridgeproject.com.

5. DISCUSSION AND POSSIBLE ACTION

E. FY 2023 and FY 2026 Transportation Improvement Program (TIP)

Action: Review, Discuss, Receive Public Comment and Approve for One Month Public Comment Period

The Corpus Christi MPO is required to develop the 4-year Transportation Improvement Program (TIP) every 2 years. The deadline to submit this Program to TxDOT is June 10, 2022 for making the final TxDOT approval expected in August. This program must list the regional transportation projects that address the performance measures and the Corpus Christi MPO's objectives. Any project which is included in the FY 2023-2026 TIP must also be listed in the 2045 Metropolitan Transportation Plan, and fiscally constrained to the funding estimates for each funding category. The Corpus Christi MPO recommended ten projects: eight projects are identified as regional priorities by the partner agencies and two projects the Corpus Christi MPO proposed (data acquisition necessary for the transportation planning discussed under Item 5A and 5B, and a regional safety and operations project) as listed in the Corpus Christi MPO DRAFT FY 2023-2026 TIP Fiscally Constrained Project List, attachment 4.

Mr. MacDonald mentioned Mr. Leyendecker's concern on the inflation rate expressed in the April TPC meeting, and he assured that the total project cost will be updated as these projects go through the process and the accurate inflation rate will be reflected.

The TAC had a special meeting on May 3, 2022 for the final review and discussion for DRAFT FY 2023-2026 TIP and recommended the TPC release for the one month public comment period. This DRAFT FY 2023-2026 TIP is expected to be discussed and approved by the TPC on June 2, 2022 TPC meeting.

Mr. Leyendecker made a motion to approve the release of DRAFT FY 2023-2026 TIP for the one month public comment period. Mayor Skurow seconded; the motion passed unanimously.

For the full May 12, 2022, Transportation Policy Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tpc_agendas/2022/20220512_tpcminutes.pdf

MAY 19, 2022 – TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Chairperson Brian DeLatte called the meeting to order at 9:03 a.m.

TAC Members Present:

Chairperson Brian DeLatte, P.E., City of Portland

Vice Chairperson Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority

Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)

Dan McGinn, AICP, City of Corpus Christi

MPO Staff Present: Craig Casper, AICP; Daniel Carrizales; Victor Mendieta; and Yoshiko Boulan

2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

None were made or offered

3. APPROVAL OF THE APRIL 21, 2022 TAC REGULAR MEETING MINTUES AND THE MAY 6, 2022 TAC SPECIAL VIRTUAL MEETING MINUTES

Ms. Sales-Evans provided a few minor corrections on the SH 358 Ramp Reversal Project and FM 624 Project status in the April 21, 2022 Meeting Minutes, Item 5B, Member Agency Project and Program Updates.

Ms. Sales-Evans made a motion to approve the April 21, 2022 TAC Regular Meeting Minutes with the corrections and the May 6, 2022 TAC Special Virtual Meeting Minutes as is. Mr. McGinn seconded; the motion passed unanimously. The Corpus Christi MPO will revise the April 21, 2022 TAC Regular Meeting Minutes with these corrections.

4. DISCUSSION AND POSSIBLE ACTION

A. FY 2023 and FY 2026 Transportation Improvement Program (TIP) and Project Selection

Action: Review, Discuss and Recommend Approval by the Transportation Policy Committee

The FY 2023-2026 TIP has been discussed for months and the TAC held a special meeting on May 6, 2022 for making the project selection recommendation before the May 12, 2022 Transportation Policy Committee (TPC) meeting. The TPC approved a release of DRAFT FY 2023-2026 TIP for a one month public comment period. The Corpus Christi MPO was expecting the TAC recommendation of FY 2023-2026 TIP at this May 19, 2022 meeting, the TPC approval on June 2, 2022, and the FY 2023-2026 TIP could be submitted to TxDOT by the deadline, June 10, 2022.

Ms. Sales-Evans informed the Corpus Christi MPO and the TAC members that TxDOT Head Quarters notified the TxDOT Corpus Christi District (TxDOT-CRP) that the funding forecast for FY 2023-2026 TIP must be from the 2022 Unified Transportation Program (UTP). The Corpus Christi MPO has been using the most current funding forecast, the 2023 UTP and roll over money, for the FY 2023-2026 TIP development per Federal Highway Administration's guidance "using the most current funding forecast for developing transportation plans and programs."

Mr. DeLatte inquired if other MPOs are using the 2022 UTP numbers. The TxDOT Head Quarter's TIP development guidance (attachment 1) stated all Districts, Divisions, and MPOs (in Texas) develop the FY 2023-2026 TIP by using 2022 UTP numbers. Ms. Sales-Evans explained that this is a State-wide practice. The FY 2023-2026 State Transportation Improvement Program (S/TIP) fiscal constraint is based on the officially approved 2022 UTP funding allocation numbers. The 2023 UTP funding allocation has not yet been approved by the Texas Transportation Commission, thus, the FY 2023-2026 S/TIP fiscal constraint would be impacted if the Corpus Christi MPO uses 2023 UTP numbers. Ms. Sales-Evans expressed her concern to recommend the DRAFT FY 2023-2026 TIP to TPC without resolving this issue. It is uncertain if there is any significant impact on the projects listed in the Corpus Christi MPO FY 2023-2026 Fiscally Constrained Project List, but these projects may need to be revisited with the 2022 UTP numbers and verified if these are fiscally constrained.

Due to the absence of Mr. MacDonald, the Corpus Christi MPO Transportation Planning Director, who is in Florida for the Association of MPO (AMPO) Symposium, Ms. Sales-Evans proposed a special TAC meeting before the June 2nd TPC meeting. The TAC members checked their schedule, and they are all available on May 25, 2022, 2:30 p.m.

Ms. Sales-Evans made a motion to convene a special TAC meeting virtually on May 25, 2022, 2:30 p.m. Mr. McGinn seconded; the motion passed unanimously.

The Corpus Christi MPO will discuss with TxDOT regarding the funding forecast and prepare for the 2022 UTP and 2023 UTP comparison by the May 25, 2022 TAC Special meeting.

For the full May 19, 2022, Technical Advisory Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tac_agenda.html

MAY 25, 2022 – TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Chairperson Brian DeLatte called the meeting to order at 2:35 p.m.

TAC Members Present:

Chairperson Brian DeLatte, P.E., City of Portland
Howard Gillespie, San Patricio County
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)
Dan McGinn, AICP, City of Corpus Christi

Amanda Longoria, P.E., TxDOT – Corpus Christi District (CRP)
Stephanie Christina, TxDOT

MPO Staff Present: Robert MacDonald, P.E.; Daniel Carrizales; Victor Mendieta; and Yoshiko Boulan

2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

None were made or offered

3. DISCUSSION AND POSSIBLE ACTION ITEMS

A. FY 2023 – 2026 Transportation Improvement Program (TIP) and Project Selection

Action: Review, Discuss and Recommend Release for One Month Public Comment Period by the Transportation Policy Committee.

During the May 19 Regular TAC meeting, the Corpus Christi MPO staff was informed that the FY 2023 – 2026 Transportation Improvement Program was required to use the 2022 Unified Transportation Program (UTP) funding levels, not the 2023 UTP funding levels. The 2022 UTP funding estimate is \$48 million less than the 2023 UTP funding estimate and it impacts the Corpus Christi MPO's fiscally constrained project list for FY 2023 – 2026 TIP. The Corpus Christi MPO staff needs to develop another fiscally constrained project list with the 2022 UTP funding level.

The Corpus Christi MPO staff proposed the following for Category 9 and Category 7:

1. Adjust the Category 9 funding amount from the 2023 UTP funding estimate of \$8,530,000 to the 2022 UTP funding level of \$3,540,000. The Category 9 project is treated as a grouped project in the TIP and no need to identify individual projects. The Corpus Christi MPO will amend the FY 2023 – 2026 TIP with the 2023 UTP funding levels as soon as the 2023 UTP is approved by the Texas Transportation Commission in August. All seven awarded projects are encouraged to start the Advanced Funding Agreement (AFA) process, since the process takes time.
2. Scenario 1: Fully fund the City of Corpus Christi's Yorktown Blvd. project (MPO-024) with \$39,410,000 and adjust the Regional Traffic Operations improvements and Safety Countermeasures project (MPO-068) from \$20,390,000 to \$4,639,000.

Scenario 2: Fund the Yorktown Blvd. project with \$23,660,000 as phase 1, keep the Regional Traffic Operations improvements and Safety Countermeasures project (MPO-068) funded with the originally allocated \$20,390,000.

Ms. Sales-Evans commented that the first scenario of Category 7 fund is more reasonable because the Yorktown Blvd. project is more specific and the project scope is identified while the Regional Traffic Operations improvements and Safety Countermeasures project is more flexible and the project scope is not identified in detail.

Mr. McGinn agreed, and the City of Corpus Christi would like to fund the Yorktown Blvd. with \$39 million as proposed in scenario 1. He inquired if Category 7 funding can be amended as Category 9 funding is amended after the 2023 UTP is approved.

Mr. MacDonald explained that the TIP amendment occurs quarterly or on an as needed-basis and the first opportunity will be the November revision. Based on the TxDOT's tentative schedule, the amendment needs to be submitted by October 25, 2022. Thus, the Corpus Christi MPO staff will work on the amendment as soon as the Texas Transportation Commission approves the 2023 UTP in August, then get TAC recommendation in September, and get TPC approval in October.

Ms. Sales-Evans made a motion to recommend the DRAFT FY 2023 – 2026 TIP with the Fiscally Constrained Project List (table 15) with the scenario 1 option. Mr. McGinn seconded; the motion passed unanimously. The Corpus Christi MPO will update the DRAFT FY 2023 - 2026 TIP and submit to the TPC on June 2, 2022.

Mr. McGinn asked about the traffic count status. Ms. Longoria would contact the TxDOT Transportation Planning and Programming (TPP) Division and let the Corpus Christi MPO staff know.

For the full May 25, 2022, Technical Advisory Committee Virtual Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tac_agenda.html

JUNE 2, 2022 – TRANSPORTATION POLICY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

TPC Vice-Chair Charles Zahn, Jr. called the meeting to order at 2:00 p.m.

TPC Members Present:

Mr. Charles Zahn, Jr. Port of Corpus Christi Authority

Mayor Cathy Skurow, City of Portland

Mayor Paulette M. Guajardo, City of Corpus Christi

Judge Barbara Canales, Nueces County

Mr. Dan Leyendecker, Corpus Christi Regional Transportation Authority

Mr. Valente Olivarez, Jr., P.E., TxDOT Corpus Christi District

Ms. Mary Esther Guerra, Nueces County Assistant Attorney

MPO Staff Present: Rob MacDonald, P.E.; Craig Casper, AICP; Daniel Carrizales; and Victor Mendieta

2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

None were made or offered

3. APPROVAL OF THE MAY 12, 2022 TPC REGULAR MEETING MINUTES

Mr. Leyendecker made a motion to approve the May 12, 2022, TPC Meeting Minutes. Mr. Zahn seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION

A. FY 2023 and 2026 Transportation Improvement Program (TIP) and Project Selection

Action: Review, Discuss, Receive Public Comment and Approve

During the May 19th Technical Advisory Committee (TAC) meeting, the Corpus Christi MPO staff was informed that the FY 2023 – 2026 Transportation Improvement Program was required to use the 2022 Unified Transportation Program (UTP) funding levels, not the 2023 UTP funding levels. The 2022 UTP funding estimate is \$48 million less than the 2023 UTP funding estimate and it impacts the Corpus Christi MPO's fiscally constrained project list for the FY 2023 – 2026 TIP.

Additional TAC meetings with TxDOT and City of Corpus Christi staff were held to make sure that funding was reduced for categories 2, 4, 7, and 9. This reduction in funding estimates did not alter the project selections.

Mr. MacDonald reminded TPC members that in September/October, after the Texas Transportation Commission adopts the new funding estimates for their 10-year plan, (2023 UTP), the Corpus Christi MPO Staff will bring forward an amendment to the FY 2023-2026 TIP that utilizes the FY 2023 funding estimates.

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. MacDonald noted that there was a discrepancy with table 15A within the meeting packet, the TIP document, and what was available on the MPO website. Table 15A within the packet and in the first part of the TIP document showed higher project costs for a couple of projects. Table 15A in the appendix of the TIP document and the excel file linked from the TPC packet cover memo and available to the public on the MPO website showed the correct project costs.

Corpus Christi MPO staff is recommending that the FY 2023-2026 TIP be approved using table 15A dated June 2, 2022.

City of Portland Mayor Skurow pointed out in Table 15a. FY 2023-2026 TIP Fiscally Constrained Project List, dated June 2, 2022, the Yorktown Boulevard project construction cost shows an amount of \$39 million but the total construction cost shows \$47 million. Why is there a difference?

Mr. MacDonald stated that 20% is added to projects to cover the cost of non-construction related items.

Mayor Guajardo made a motion to approve the FY 2023 -2026 TIP and the fiscally constrained projects from Table 15A and 15B (dated June 2, 2022). Judge Canales seconded; the motion passed unanimously.

For the full June 2, 2022, Transportation Policy Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tpc_agenda.html

AUGUST 17, 2023 – TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Chairperson Brian DeLatte called the meeting to order at 9:01 A.M.

TAC Members Present:

Chairperson Brian DeLatte, P.E., City of Portland
Vice Chairperson Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority (CCRTA)
Howard Gillespie, San Patricio County
Jeff Pollack, AICP, Port of Corpus Christi Authority
Dan McGinn, AICP, City of Corpus Christi
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)
Emily Martinez, Coastal Bend Council of Government

MPO Staff Present: Robert MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Yoshiko Boulan

2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

None were made or offered.

3. APPROVAL OF THE JULY 20, 2023, TAC REGULAR MEETING MINUTES

Ms. Sales-Evans made a motion to approve the July 20, 2023, TAC Regular Meeting Minutes. Mr. McGinn seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

B. FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1

The *FY 2023-2026 TIP Amendment 1*, and *FY 2023 and FY 2024 Unified Planning Working Program (UPWP) Amendment 1* are companion items on the agenda. The Corpus Christi MPO received \$2 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds and is currently programmed to develop the necessary tools and studies for MPO transportation planning. In mid-May, TxDOT notified the Corpus Christi MPO that the remaining \$1,179,828 of federal funds for the CRRSAA is available and it would lapse if not obligated due to Congressional actions related to the budget and the debt ceiling negotiations. The Corpus Christi MPO staff discussed with TxDOT Headquarters, including the Transportation Planning and Programming (TPP) Division and

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Financial Management Division, and decided to allocate the money for the additional scopes-of services and tasks for the existing MPO Planning Tools and Studies (MPO-067). Both the FY 2023-2026 TIP and FY 2023 and FY 2024 UPWP need to be amended to include this additional funding. Attached are the draft Public Notice for soliciting public comments on these amendments, a revised FY 2023-2026 TIP Fiscally Constrained Highway Project List, and a revised TxDOT eSTIP table. The Corpus Christi MPO staff requests the TAC to recommend the TPC to release the FY 2023-2026 TIP Amendment 1 for a one-month public comment period.

Ms. Sales-Evans inquired about one of the changes listed in the Item 4B memo, FHWA Resilience and Durability to Extreme Weather Pilot Program on Laguna Shores Road, if the project has been completed and closed out by constructing the nature-based shoreline protection. Mr. MacDonald answered that the project was closed out. At one time, the construction of the resiliency project was included in the City of Corpus Christi Project for reconstructing Laguna Shores Road, but was not accepted nor funded as part of the City's project.

Mr. McGinn asked if the CRRSAA money was for planning activities. Mr. MacDonald explained that due to the 48-hour time limit to obligate the additional funding, the Corpus Christi MPO had to act quickly. TxDOT Headquarters suggested a pavement project on SH 358. Since the Corpus Christi MPO already had the Non-Construction Advanced Funding Agreement (NCAFA) with TxDOT for Transportation Planning Tools and Studies, the MPO staff proposed to enhance the effort with the additional federal funds. TxDOT-TPP and Finance, FHWA and the Corpus Christi MPO agreed this was the best way to obligate the funds.

Mr. Pollack made a motion to recommend the TPC approval to release the DRAFT FY 2023-2026 TIP Amendment 1 for a one-month public comment period. Mr. McGinn seconded; the motion passed unanimously.

For the full August 17, 2023, Technical Advisory Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tpc_agenda.html

SEPTEMBER 7, 2023 – TRANSPORTATION POLICY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER AND QUORUM DETERMINATION

TPC Chair Judge Krebs called the meeting to order at 2:01 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County

Mayor Cathy Skurow, City of Portland

Mayor Paulette Guajardo, City of Corpus Christi

Judge Connie Scott, Nueces County

Mr. Valente Olivarez, Jr., P.E., Texas Department of Transportation Corpus Christi District

Ms. Mary Esther Guerra, Nueces County Assistant Attorney

MPO Staff Present: Rob MacDonald, P.E.; Craig Casper, AICP; Daniel Carrizales, Victor Mendieta; and Karla Carvajal

2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA:

None were made or offered.

3. APPROVAL OF THE JULY 6, 2023 TPC REGULAR MEETING MINUTES

Judge Scott made a motion to approve the July 6, 2023, TPC Meeting Minutes. Mr. Olivarez seconded; the motion passed unanimously.

4. ACTION ITEMS FOR REVIEW, DISCUSSION AND POSSIBLE ACTION

C. FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1

Amendment 1 to the FY 2023-2026 TIP was proposed by Mr. MacDonald to the Transportation Policy Committee (TPC) for review, discussion, and possible action. Public Notice #23-3 related to the DRAFT FY 2023-2026 TIP

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Amendment 1 is provided as Attachment 1. This item is a companion agenda item to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1.

In ongoing discussions about planning tools and processes necessary for a performance-based system, the Corpus Christi MPO was approved for an initial \$2,000,000 in federal funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). These funds are intended to fund planning projects, data acquisition, and tools either required by regulation, suggested in guidance, or were asked for during the 2045 MTP After-Action Report. These specific CRRSAA funds do not require a local match because they are COVID-related relief funds designated to the Corpus Christi MPO. The specific deliverables are identified in the executed TxDOT NCAFA (Non-Construction Advanced Funding Agreement) for the initial \$2,000,000. The Corpus Christi MPO staff was notified that as part of federal budget discussions all of this type of funding that was not obligated would be rescinded. Given the 48 hour notice and requirements for obligation, only 2 projects were eligible to received the remaining \$1,179,828 in these funds and prevent their rescission. One was a paving project that would supplant existing funds, the other is the MPO planning tools and outreach project.

The NCAFA was provided as Attachment 4 through a weblink. The revised NCAFA is in review by TxDOT to add the additional \$1,179,828 for the enhanced scopes of services and data collection activities in the original NCAFA. The new total of CRRSAA funds is \$3,179,828. Most of the changes are to add public outreach activities to the Tasks in the NCAFA and increase some data collection activities. For this FY 2023-2026 TIP Amendment, the key action is to show the total funds for the TIP Project as well as document the expenditure in the DRAFT FY 2023 and FY 2024 UPWP. The Amended NCAFA will proceed on a parallel approval process. The total CRRSAA funds of \$3,179,828 have been obligated through TxDOT and FHWA.

The Technical Advisory Committee (TAC) and the Corpus Christi MPO staff recommend that the TPC approve the release of the DRAFT FY 2023-2026 TIP with Amendment 1 for a one-month public comment period.

Judge Krebs asked if there were any questions or comments. Mayor Guajardo expressed her gratitude to the TAC and MPO staff for working on this matter.

Mayor Guajardo made a motion to release the DRAFT FY 2023-2026 TIP with Amendment 1 for a one-month public comment period. Judge Scott seconded; the motion passed unanimously.

For the full September 7, 2023, Transportation Policy Committee Regular Meeting Minutes, please visit:
https://www.corpuschristi-mpo.org/03_tpc_agenda.html

SEPTEMBER 21, 2023 – TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Chairperson Brian DeLatte called the meeting to order.

TAC Members Present:

Chairperson Brian DeLatte, P.E., City of Portland
Juan Pimentel, P.E., Nueces County
Tom Yardley, Commissioner, San Patricio County
Jeff Pollack, AICP, Port of Corpus Christi Authority
Dan McGinn, AICP, City of Corpus Christi
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)

MPO Staff Present: Robert MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Karla Carvajal

2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

None were made or offered.

3. APPROVAL OF THE AUGUST 17, 2023, TAC REGULAR MEETING MINUTES

Mr. McGinn made a motion to approve the August 17, 2023, TAC Regular Meeting Minutes.

Mr. Pollack seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1

Amendment 1 to the FY 2023-2026 TIP was proposed by Mr. MacDonald to the Technical Advisory Committee for review, discussion, and possible action. Public Notice #23-3 related to the DRAFT FY 2023-2026 TIP Amendment 1 is provided as Attachment 1. This item is a companion agenda item to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1.

In ongoing discussions about planning tools and processes necessary for a performance-based system, the Corpus Christi MPO was approved for an initial \$2,000,000 in federal funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). These funds are intended to fully fund planning projects, data acquisition, and tools either required by regulation, suggested in guidance, or were asked for during the 2045 MTP After-Action Report. These specific CRRSAA funds do not require a local match because they are COVID-related relief funds designated to the Corpus Christi MPO. The specific deliverables are identified in the executed TxDOT NCAFA (Non-Construction Advanced Funding Agreement) for the initial \$2,000,000.

The NCAFA was provided as Attachment 4 through a weblink. The revised NCAFA is in review by TxDOT to add the additional \$1,179,828 for the enhanced scopes of services and data collection activities in the original NCAFA. The new total of CRRSAA funds is \$3,179,828. Most of the changes are to add public outreach activities to the Tasks in the NCAFA and increase some data collection activities. For this FY 2023-2026 TIP Amendment, the key action is to show the total funds for the TIP Project as well as document the expenditure in the DRAFT FY 2023 and FY 2024 UPWP. The Amended NCAFA will proceed on a parallel approval process. The total CRRSAA funds of \$3,179,828 have been obligated through TxDOT and FHWA.

Recommendation:

The Corpus Christi MPO staff recommends that the TAC review, comment and receive public comments on the DRAFT FY 2023-2026 TIP with Amendment 1, then recommend approval by the TPC at their October 12, 2023 Regular Meeting.

Motion:

Mr. Pollack made a motion for TPC to approve the FY 2023-2026 TIP with Amendment 1. Mr. Yardley seconded; the motion passed unanimously.

For the full September 21, 2023, Technical Advisory Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tpc_agenda.html

OCTOBER 12, 2023 – DRAFT TRANSPORTATION POLICY COMMITTEE RESCHEDULED MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Chairperson Brian DeLatte called the meeting to order.

TPC Members Present:

TPC Chair Judge David Krebs, San Patricio County

Mr. Valente Olivarez, Jr., P.E., TxDOT – Corpus Christi District (CRP)

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Dan Leyendecker, Corpus Christi Regional Transportation Authority (CCRTA)

Mayor Cathy Skurow, City of Portland

Veronica Toomey, Coastal Bend Council of Governments

Ms. Mary Esther Guerra, Nueces County Assistant Attorney

MPO Staff Present: Robert MacDonald, P.E., Craig Casper, AICP, Victor Mendieta, and Karla Carvajal

2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

None were made or offered.

3. APPROVAL OF THE SEPTEMBER 7, 2023, TPC REGULAR MEETING MINUTES

Mr. Leyendecker made a motion to approve the September 7, 2023, TPC Regular Meeting Minutes.

Mayor Skurow seconded the motion the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1

Amendment 1 to the FY 2023-2026 TIP was proposed by Mr. MacDonald to the Transportation Policy Committee (TPC) for review, discussion, and possible action. Public Notice #23-3 related to the DRAFT FY 2023-2026 TIP Amendment 1 is provided as Attachment 1. This item is a companion agenda item to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1.

Judge Krebs asked if there were any questions for Mr. MacDonald.

Judge Krebs asked for a motion to approve Transportation Improvement Program (TIP) Amendment 1. Mr. Leyendecker made a motion to approve. Mr. Olivarez seconded.

Judge Krebs asked if there were any questions or public comments. There were none. Motion passed unanimously.

This is a Draft October 12, 2023, Transportation Policy Committee (TPC) Rescheduled Meeting Minutes. The TPC will approve the October 12, 2023, Rescheduled Meeting Minutes at their December 7, 2023 regular meeting. Please visit: https://www.corpuschristi-mpo.org/03_tpc_agenda.html

APPENDIX E

PUBLIC COMMENTS

PUBLIC COMMENTS

May 6, 2022 - Corpus Christi MPO Technical Advisory Committee Virtual Regular Meeting.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

May 12, 2022 - Corpus Christi MPO Transportation Policy Committee Regular Meeting, at the City of Portland City Hall Council Chamber.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

May 19, 2022 - Corpus Christi MPO Technical Advisory Committee Regular Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

May 25, 2022 - Corpus Christi MPO Technical Advisory Committee Virtual Regular Meeting.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

June 2, 2022 - Corpus Christi MPO Transportation Policy Committee Regular Meeting, at the City of Corpus Christi City Hall Council Chambers.

- City of Portland Mayor Skurow pointed out in Table 15a. FY 2023-2026 TIP Fiscally Constrained Project List, dated June 2, 2022, the Yorktown Boulevard project construction cost shows an amount of \$39 million but the total construction cost shows \$47 million. Why is there a difference?

Response: Mr. MacDonald stated that 20% is added to projects to cover the cost of non-construction related items.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

September 21, 2023 - Corpus Christi MPO Technical Advisory Committee Regular Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

October 12, 2023 - Corpus Christi MPO Transportation Policy Committee Rescheduled Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

APPENDIX F

CORPUS CHRISTI MPO COMMITTEE MEMBER LIST

Transportation Policy Committee (TPC)
Technical Advisory Committee (TAC)

CORPUS CHRISTI MPO COMMITTEE MEMBER LIST

| TRANSPORTATION POLICY COMMITTEE (TPC) | | |
|--|------------------------|---|
| VOTING MEMBERS | | |
| Hon. David R. Krebs, Chair | County Judge | San Patricio County |
| Charles W. Zahn, Jr., Vice-Chair | Board Chairman | Port of Corpus Christi Authority |
| Hon. Barbara Canales | County Judge | Nueces County |
| Hon. Cathy Skurow | Mayor | City of Portland |
| Hon. Paulette Guajardo | Mayor | City of Corpus Christi |
| Dan Leyendecker | Board Chairman | Corpus Christi Regional Transportation Authority |
| Valente Olivarez, Jr., P.E. | District Engineer | Texas Department of Transportation – Corpus Christi District |
| EX-OFFICIO NON-VOTING MEMBERS | | |
| Jamik Alexander | Transportation Planner | Federal Highway Administration – Texas Division |
| Tony Ogboli | Community Planner | Federal Highway Administration – Region VI |
| Sara Garza | Transportation Planner | Texas Department of Transportation – Transportation Planning & Programming (TPP) |
| Lynn Hayes | Community Planner | Federal Highway Administration – Region VI |
| John Buckner | Representative | Coastal Bend Council of Governments |
| State Legislators or Member of U.S. Congress | | Texas Legislators / United States Congress (District included in the MPO Study Area) |

| TECHNICAL ADVISORY COMMITTEE (TAC) | | |
|--|--|---|
| VOTING MEMBERS | | |
| Brian DeLatte, P.E. *, Chair | Deputy City Manager | City of Portland |
| Gordon Robinson, AICP*, Vice-Chair | Director of Planning | Corpus Christi Regional Transportation Authority |
| Howard Gillespie | County Commissioner Pct. 4 | San Patricio County |
| Sarah F. Munoz, P.E. | Deputy Director of Public Works Operation | City of Corpus Christi |
| Jeff Pollack, AICP, ENV SP | Chief Strategic Officer | Port of Corpus Christi Authority |
| Juan Pimentel, P.E. | Director of Public Works | Nueces County |
| Paula Sales-Evans, P.E. | Director Transportation Planning & Development | Texas Department of Transportation – Corpus Christi District |
| EX-OFFICIO NON-VOTING MEMBERS | | |
| Jamik Alexander | Transportation Planner | Federal Highway Administration – Texas Division |
| Tony Ogboli | Community Planner | Federal Highway Administration – Region VI |
| Sara Garza | Transportation Planner | Texas Department of Transportation – Transportation Planning & Programming (TPP) |
| Lynn Hayes | Community Planner | Federal Highway Administration – Region VI |
| Emily Martinez | Regional Disaster Recovery Manager | Coastal Bend Council of Governments |
| State Legislators or Member of U.S. Congress | | Texas Legislators / United States Congress (District included in the MPO Study Area) |

*Designated Alternate

APPENDIX G

TRANSPORTATION TERMS AND ABBREVIATIONS

TRANSPORTATION TERMS AND ABBREVIATIONS

3-C - Continuing, Cooperative, and Comprehensive: planning process.

AADT - Average Annual Daily Traffic: The number of vehicles passing a fixed point in a year, averaged over 365 days.

Accessibility: A measure of how easy it is to reach (and interact with) destinations or activities around a city or county.

ADA - Americans with Disabilities Act of 1990: Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.

ADT - Average Daily Traffic: The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of data.

AFA - Advance Funding Agreement: A negotiated allocation of participation between TxDOT and a local that determines which party is responsible for conducting work, providing funding or contributing items in-kind.

AMPO - Association of Metropolitan Planning Organizations: Nonprofit membership organization serving the interests of metropolitan planning organizations nationwide.

AVO - Average Vehicle Occupancy: The ratio of person trips to vehicle trips; often used as a criteria in judging the success of trip reduction programs.

AVR - Average Vehicle Ridership: The number of employees scheduled to start work during specified period divided by the number of vehicles arriving at the site during that same period.

CCRTA - Corpus Christi Regional Transportation Authority: "The B" as it is locally known, is the urban public transportation service provider. Operations began in January 1986 with services to the citizens of the Coastal Bend, including the cities of Agua Dulce, Banquete, Bishop, Corpus Christi, Driscoll, Gregory, Port Aransas, Robstown, and San Patricio City.

CMP - Congestion Management Process: A systematic process that addresses congestion in the metropolitan area. It emphasizes effective management and operations and shall include methods to monitor and evaluate the performance of the multi-modal transportation systems, identify causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implementation actions.

Consultation: Means that one party confers with another identified party and, prior to taking action(s), considers that party's views.

Cooperation: Means that the parties involved in carrying out the planning, programming and management systems processes work together to achieve a common goal or objective.

Coordination: Means the comparison of the transportation plans, programs, and schedules of one agency with related plans, programs, and schedules of other agencies or entities with legal standing, and adjustment of plans, programs, and schedules to achieve general consistency.

CSJ - Control Section Job Number: TxDOT assigned number for projects entered into the Project Development Program (PDP). This number is unique to each individual project.

DOT - Department of Transportation: Agency responsible for transportation at the local, state, or federal level. For title 23 U.S.C. federal-aid highway actions, this would mean the Federal Highway Administration and for federal-aid transit actions under title 49 U.S.C, this would mean the Federal Transit Administration.

EIS - Environmental Impact Statement: A National Environmental Policy Act (NEPA) document that explains the purpose and need for a project, presents project alternatives, analyzes the likely impact of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative.

EJ - Environmental Justice: Describes the impact of transportation plans or projects, either positive or negative, on a particular community or population. Derived from Title VI of the Civil Rights Act of 1964. Environmental Justice strives to

ensure public involvement of low income and minority groups in decision making, to prevent disproportionately high and adverse impacts on low income and minority groups, and to assure that these groups receive equal benefits from transportation improvements.

ETJ - Extraterritorial Jurisdiction: Geographic area subject to urban municipality ordinance and platting requirements.

Equality: Is an even or equal distribution of resources; each individual is provided to without any consideration of their attributes; people with different or less attributes are treated the same as those with more or differing attributes.

Equity: Adjusts the level and type of resources distributed so that solutions are appropriate to each groups' unique needs and preferences. It means that social and economic benefits are equitable only if they result in equally desirable outcomes for everyone, particularly the least advantaged members of society.

FAST ACT – Fixing America's Surface Transportation: The federal law passed in 2015 to provide long-term funding for surface transportation infrastructure, planning and investment. It expires on September 30, 2020. It is likely that continuing resolutions will be necessary to extend past this expiration date.

Federal Aid Highway: Those highways eligible for assistance under Title 23 of the United States Code (U.S.C), which does not include those functionally classified as local streets or rural minor collectors.

FHPP - Federal High Priority Projects: Discretionary projects earmarked by the U.S. Congress as high priorities at the federal level during the Congressional appropriations and reauthorization process. This amounts to roughly 5% of the total transportation budget.

FHWA - Federal Highway Administration: U.S. Department of Transportation Division responsible for administering federal highway transportation programs under title 23 U.S.C.

Fiscal Constraint: A requirement, that all plans be financially – constrained, balanced programmed expenditures are not more than the reasonably expected sources of funding over the period of the TIP or Long-Range Transportation Plan.

FTA - Federal Transit Administration: Federal entity responsible for transit planning and programs under title 49 U.S.C.

Funding Category: The Texas Transportation Commission (Commission) and TxDOT use the UTP as TxDOT's ten-year plan to guide transportation project development and construction. The UTP has two major components: Preservation & Safety and Mobility.

F. CLASS – Functional Class: Categorizes streets and highways according to their ability to 1) move traffic, and 2) provide access to adjacent properties. It also determines eligibility for federal funds. There are three main functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local. In addition to mobility and access, other factors can help determine the proper category to which a particular roadway belongs - such as trip length, speed limit, volume, and vehicle mix.

FY - Fiscal Year: A federal fiscal or budget year; runs from October 1 through September 30 for the MPO and the federal government.

Goals: The description of a desired outcomes. The purpose toward which funding is directed. (e.g., provide safe and secure transportation across modes.)

Grouped Projects: As described on Table 20: TxDOT Definition of Grouped Projects for Use in the TIP/STIP, pages 54-54 of this document.

HOV - High Occupancy Vehicle: In Texas, vehicles carrying two (2) or more people receive this designation and may travel on freeways, expressways and other large volume roads in lanes designated for high occupancy vehicles.

IMS - Incident Management System: A systematic process first required under SAFETEA-LU, and continued under the FAST Act to provide information on accidents and identify causes and improvements to the Transportation system to increase safety of all users.

Intergovernmental Agreement: Legal instrument describing tasks to be accomplished and/or funds to be paid between government agencies.

Indicator: A performance measure that is used to identify relevant background conditions and trends.

ITE - Institute of Transportation Engineers: An international society of professionals in transportation and traffic engineering; publishes Trip Generation (a manual of trip generation rates by land use type).

ITS - Intelligent Transportation Systems: A range of advanced computer and communications technologies that improve mobility, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects.

Justice40: A whole-of-government approach which aims to deliver 40 percent of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities.

LCA – Lifecycle Cost Analysis: A methodology for assessing the sum of project costs for all stages of the lifespan of a transportation project. This includes planning, design, construction, environmental impact mitigation, operations, preventive maintenance, and reconstruction.

LEP - Limited English Proficiency: Clarifies the responsibilities of recipients of federal financial assistance and assist them in fulfilling their responsibilities to LEP persons, pursuant to Title VI of the Civil Rights Act of 1964 and its implementing regulations.

LOS - Level of Service: A qualitative assessment of a road's operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).

MAP-21 - Moving Ahead for Progress in the 21st Century Act: Enacted July 6, 2012, the federal law creates a streamlined and performance-based surface transportation program and builds on highway, transit, bike, and pedestrian programs and policies established in 1991.

MPA - Metropolitan Planning Area: Encompass the entire existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

Maintenance: Activities undertaken to keep transportation infrastructure and equipment operating as intended, to eliminate deficiencies, and to extend or achieve the expected life of facilities before reconstruction is needed. These include routine or day-to-day activities (e.g., pothole patching, mowing, litter removal, guardrail repair and striping, routine bus inspection and maintenance, and periodic dredging of channels) and periodic major projects (e.g., resurfacing roadways and runways and rehabilitating bridges).

Measures: Indicators of how well the transportation system or specific transportation projects will improve transportation conditions. Used in assessing relevant background conditions and trends to aid identifying projects for funding and trajectory toward desired future conditions.

MG - Minimum Guarantee: A funding category created in TEA-21 that guarantees a 90% return of contributions on formula funds to every state.

Mobility: The ability to move or be moved freely and easily. It is typically used in conjunction with accessibility. This term is also used by TxDOT for one of the major groups of transportation funds. funds.CAT 7: Metropolitan Mobility and Rehabilitation; CAT 9: Transportation Enhancements; CAT 10: Supplemental Transportation Projects; CAT 11: District Discretionary; CAT 12: Strategic Priority.

MPO - Metropolitan Planning Organization: The forum of local elected officials responsible for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

MTP - Metropolitan Transportation Plan: 25-year forecast required of MPOs and state planning agencies; considers a range of social, environmental, energy, and economic factors in determining overall regional goals and how transportation can best meet these goals.

NHS - The National Highway System: Consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the following subsystems of roadways:

- **Interstate:** The Eisenhower Interstate System of highways retains its separate identity within the NHS.
- **Other Principal Arterials:** These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.

- **Strategic Highway Network (STRAHNET):** This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity, and emergency capabilities for defense purposes.
- **Major Strategic Highway Network Connectors:** These are highways which provide access between major military installations and highways which are part of the Strategic Highway Network.
- **Intermodal Connectors:** These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System. A listing of all official NHS Intermodal Connectors is available.

Operations: The implementation of policies, projects, and technologies to improve road performance. The overriding objectives of operations programs include minimizing congestion (and its side effects), improving safety, and enhancing overall mobility.

Performance Based Planning and Programming: The process developed to evaluate and select transportation projects. This includes monitoring progress toward achieving goals and objectives at the agency strategic, decision-making and project delivery levels.

PEL - Planning and Environment Linkages: The regulatory authority to use planning information developed at the corridor or subarea level, directly or by reference during NEPA.

Officials: Are people who have governmental decision-making, planning or administrative responsibilities that relate to MPO activities.

Phase: Project phase for federal funding - PE: Preliminary Engineering; ROW: Right of Way Acquisition; CON: Construction; T: Transfer.

PMS - Pavement Management System: A systematic process utilized by state agencies and MPOs to analyze and summarize pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs; required for roads in the National Highway System as a part of ISTEA; the extent to which the remaining public roads are included in the process is left to the discretion of state and local officials; criteria found in 23 CFR 500.021-209.

Preservation & Safety: funding category of the UTP includes maintenance and rehabilitation projects to maintain the existing transportation system and to improve certain safety aspects. Categories are: CAT 1: Preventive Maintenance and Rehabilitation; CAT 6: Structures Replacement and Rehabilitation (Bridges); CAT 8: Safety.

PROJ ID - Project Identification: Identification number assigned by the MPO for local tracking and identification. Used to relate projects to the MTP.

PTMS - Public Transportation Facilities and Equipment Management System: A systematic process utilized by state agencies and MPOs to collect and analyze information on the condition and cost of transit assets on a continual basis; data is to be used to help people choose cost effective strategies for providing and keeping transit facilities and equipment in good condition; process must be developed in Transportation Management Areas (TMAs); the use of CMS in non-TMAs is left to the discretion of state and local officials.

PPP - Public Participation Plan: Is an integral part of a planning or major decision-making process. It provides opportunities for the public to be involved with the MPO in an exchange of data and ideas. Citizen participation offers an open process in which the rights of the community, to be informed to provide comments to the Government and to receive a response from the Government, are met through a full opportunity to be involved and to express needs and goals.

Public: Includes citizens, public agencies, advocacy groups and the private sectors that have an interest in or may be affected by MPO activities.

RCAT - CCRTA Committee on Accessible Transportation: Members act as ambassadors on transportation ridership issues related to transportation disadvantaged riders and services.

Resurfacing: Projects that are intended to preserve the structural integrity of highway pavements by rehabilitation, minor reconstruction, and pavement milling and recycling.

ROW - Right-of-Way: Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.

Routine Maintenance: Operations that may be predicted and planned in advance. These operations (e.g.: cleaning and debris removals, regular inspections, mowing, preventive maintenance, etc.), which may be preventive or corrective in nature, should be conducted on a regularly scheduled basis using standard procedures.

RTDM - Regional Travel Demand Model: This is a tool for forecasting impacts of urban developments on travel patterns as well as testing various transportation alternative solutions to traffic patterns. The travel patterns are determined from US census results and in simple terms tell where residents live and where they go to work or school on a regional wide basis.

Safety Analysis: A comprehensive assessment of safety outcomes with and without a specific project under consideration, including a general analysis of historical crash data on the facility under consideration, a detailed review of fatal crashes and their causes.

SHSP – Strategic Highway Safety Plan: A Federally required plan to reduce crashes on all public roads adopted by TxDOT in 2019. The current plan includes 7 emphasis areas.

SIB - State Infrastructure Bank: Method of financing large capital projects by taking advantage of borrowing against future state revenues.

SMP - Statewide Mobility Plan: TxDOT's 10-year plan for adding capacity to the system by using the Mobility Category Funds of Federal and State Transportation funding.

Sponsoring Agencies: Organizations or governmental units, which enter into agreements with the MPO to undertake transportation related activities.

SPP - Statewide Preservation Plan: TxDOT's 10-year plan for maintaining the system using the preservation categories of Federal and State Transportation funding. It is one half of the overall 10-year Unified Transportation Plan.

Stakeholders: Individuals and groups with an interest in the outcomes of policy decisions and actions.

STIP - State Transportation Improvement Program: The TxDOT Five Year Work Program as prescribed by federal law. It incorporates the TIPs from all MPO in the state without modification. Projects included in the STIP must be consistent with the regional and state long-range transportation plan.

TAC - Technical Advisory Committee: A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers, and other staff members (not general citizens).

TCEQ - Texas Commission on Environmental Quality: The TCEQ is the environmental agency for the state.

TCI - Texas Congestion Index: An index to measure the magnitude of congestion in a single performance measure across the state. The index measures the mobility of people and goods in each Texas metropolitan area, with attention to the delay time experienced by drivers.

TIP - Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans.

Title VI - Civil Rights Act: As a recipient of federal funds, the MPO ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities.

TMA - Transportation Management Area: An area designated by the U.S. Department of Transportation given to all urbanized areas with a population over 200,000 (or other area when requested by the Governor and MPO); these areas

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must comply with special transportation planning requirements regarding congestion management systems, project selection and certification; requirements identified in 23 CFR - 450.300-33.6.

TMMP - Texas Metropolitan Mobility Plan: This is a state-based requirement intended to serve as a framework for identifying unmet transportation needs in the state's larger metropolitan areas. The TMMP is a needs-based plan which quantifies transportation needs beyond the fiscal constraint barrier.

TPC - Transportation Policy Committee: The decision-making body for the MPO. This committee was created to serve as spokespersons for the citizens of the metropolitan area and to prioritize and direct federal transportation funds to local projects. The TPC is comprised of elected officials from the cities and two counties in the urbanized area, along with TXDOT, RTA, and Port Authority. TPC meetings are open to the public on the first Thursday of each month at 1:30 P.M. at the Corpus Christi City Hall, City Council Chambers.

Transportation Disadvantaged: People who are unable to transport themselves or to purchase transportation due to disability, income status or age.

Transportation Alternatives Program: A funding program that includes the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities: Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act Construction of infrastructure-related projects that provide safe routes for non-drivers. Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users. Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school.

TSMO - Transportation Systems Management and Operations: Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc.

TTI - Texas Transportation Institute: A legislatively created research center, located at Texas A&M University in College Station, Texas, whose purpose is to conduct and facilitate research and serve as an information exchange on issues related to urban transportation problems in Texas.

TxDOT - Texas Department of Transportation: State agency responsible for transportation issues in Texas.

UZA - Urbanized Area: A Census-designated area consisting of a central core and adjacent densely settled territory with populations of 50,000 residents or more.

UPWP - Unified Planning Work Program: Developed by MPOs to identify transportation and planning activities anticipated within the next one to two years, including a schedule for the completion of the identified tasks and activities.

UTP - Unified Transportation Plan: This is the state's 10-year Transportation Plan with the first 10 years programmed and the second 15 years of projects under design. This document has two parts. The two parts are: The SMP and SPP, respectively.

V/C Ratio Volume over Capacity Ratio: This is a roadway performance measure to show how a highway volume compares with a highway's capacity.

APPENDIX H

SELF-CERTIFICATION TRANSPORTATION POLICY COMMITTEE RESOLUTION 20-1



TRANSPORTATION POLICY COMMITTEE (TPC)

RESOLUTION 20-01

Approving the 2020-2045 Metropolitan Transportation Plan (MTP) and the Congestion Management Process (CMP) for the Corpus Christi Metropolitan Area

WHEREAS, the Corpus Christi Metropolitan Planning Organization (MPO) is the designated MPO for the Corpus Christi Metropolitan Area with responsibilities to perform regional transportation planning and programming, in cooperation with the Texas Department of Transportation (TxDOT) and the Corpus Christi Regional Transportation Authority (CCRTA), the major transit operator; and

WHEREAS, Corpus Christi Urbanized Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA), and is therefore subject to special planning programming requirements regarding congestion management systems, project selection, certification; and

WHEREAS, one of the primary responsibilities of the Corpus Christi MPO is to prepare and approve a long-range regional transportation plan in accordance with the Fixing America's Surface Transportation (FAST) Act (23 U.S.C. 104, 134) and implementing U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

WHEREAS, the regional transportation plan is a multi-modal transportation systems plan that defines the goals for the region and specifies the policies, projects, and strategies to help achieve these goals, and also ties the goals to performance measures to be used to track the region's progress in meeting plan goals over time; and

WHEREAS, in preparing the 2020-2045 MTP, the Corpus Christi MPO followed federal guidance as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. 450, including consideration of the federal planning factors, identification of performance measures, and preparation of financial, environmental, and environmental justice analyses of the plan and also utilized an extensive public involvement process; and

WHEREAS, the regional transportation plan is intended to guide implementing agencies in development of projects and implementation of other recommendation and supporting actions to guide improvements for all modes of transportation; and

WHEREAS, the Texas Transportation Commission uses the Unified Transportation Program (UTP) as a 10-year guide for transportation project development within their 24-year Statewide Long-Range Transportation Plan (SLRTP) for statewide projects, and the 2020 – 2029 UTP was adopted in August 29, 2019; and

WHEREAS, the MPO is required to provide a Congestion Management Process (CMP) to address regulations set forth in 23 C.F.R. 450.322 and 23 C.F.R. 500.109; and

NOW, THEREFORE, BE IT HEREBY RESOLVED, The Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the 2020-2045 Metropolitan Transportation Plan (MTP) for the Corpus Christi Area effective February 6, 2020;

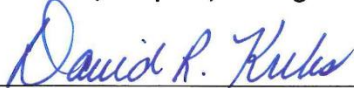
BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the Congestion Management Process (CMP) for the Corpus Christi Area effective February 6, 2020;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies the plan meets the financial constraint requirements for long-range regional transportation plans;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities.

Witnessed, adopted, and signed on this 6th of February 2020 by:



The Honorable David R. Krebs, TPC Chair
Corpus Christi Metropolitan Planning Organization
County Judge, San Patricio County

David R. Krebs

Print Name

ATTEST:



Robert F. MacDonald, MPA, P.E.
Transportation Planning Director
Corpus Christi Metropolitan Planning Organization