TIP

# FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

AND FINANCIAL PLAN PROJECTS
WITH OBLIGATION AUTHORITY

US 181 HARBOR BRIDGE REPLACEMENT PROJECT
RENDERING, TXDOT - CORPUS CHRISTI DISTRICT

**APPROVED BY THE TRANSPORTATION POLICY COMMITTEE - MAY 5, 2016**
**FEDERAL APPROVAL - DECEMBER 22, 2016**

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# FY 2017-2020

## TRANSPORTATION IMPROVEMENT PROGRAM

AND FINANCIAL PLAN PROJECTS WITH OBLIGATION AUTHORITY

CORPUS CHRISTI MPO

METROPOLITAN PLANNING ORGANIZATION

**APPROVED BY THE TRANSPORTATION POLICY COMMITTEE - MAY 5, 2016**

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**Corpus Christi MPO**
**FY 2017 – 2020 Transportation Improvement Program**

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## I. INTRODUCTION

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, which encompasses portions of Nueces and San Patricio counties, is that entity for the greater Corpus Christi area. The primary objectives of the MPO and its member agencies are the preservation and efficient use of the existing transportation system.

The Transportation Improvement Program (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, a four-year fiscally constrained listing of transportation projects and strategies implementing the Corpus Christi Metropolitan Planning Organization's (MPO) Metropolitan Transportation Plan (MTP), is updated every two years cooperatively with local and state transportation entities within the MPO boundaries. Upon completion, the MPO Transportation Policy Committee (TPC) and Governor approve the plan for federal fiscal years October 2016 through September 2020.

The TIP planning process complies with a comprehensive, cooperative, and continuing (3-C) transportation planning framework for making transportation investment decisions and is a fiscally constrained short-range transportation capital improvement plan. To be eligible for any level of federal funding, a project must be in the MPO Metropolitan Transportation Plan (MTP) and the TIP. Once programmed into the TIP, these projects automatically become part of the Texas State Transportation Improvement Program (STIP).

## II. BACKGROUND

Since the 1962 Federal-aid Highway Act, federal authorizing legislation for expenditure of surface transportation funds has required metropolitan area transportation plans and programs to be developed through a 3-C planning process. After five short-term extensions, the passage of the five-year **Fixing America's Surface Transportation Act (FAST Act)** in 2015 was the first Federal law in over ten years to provide long-term funding certainty for surface transportation (for fiscal years 2016 through 2020). The FAST Act continues the Metropolitan Planning Program and authorizes $305 billion for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

Locally, formal transportation planning activities in the Corpus Christi Metropolitan Study Area began in the early 1960s. In (1962), the Texas Highway Department - Planning Survey Division, and the U.S. Department of Commerce - Bureau of Public Roads, in cooperation with the City of Corpus Christi (City) initiated the Corpus Christi Transportation Plan 1963-1964.

The cooperative efforts of the state and the City resulted in a long-term strategy for managing traffic associated with future urban development. The plan included a complete network of streets and highways, which, when completed, was expected to provide efficient movement of traffic. The City reaffirmed this plan in 1974, 1976, 1979, 1983-84, and revised it in 1987. In 1994, the MPO incorporated the Corpus Christi Transportation Plan in its long-range MTP. Priority projects are selected from the MTP to populate the TIP.

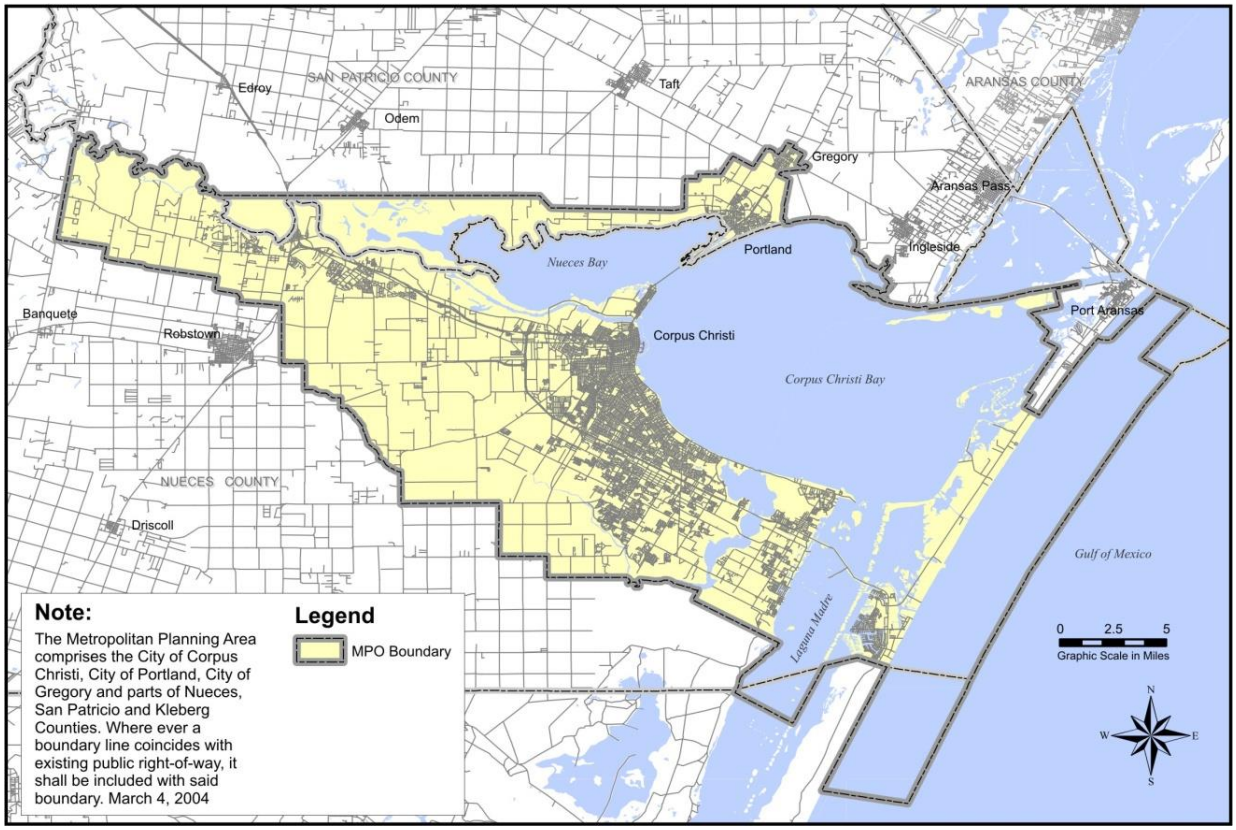
### Definition of Area:

In 1973, the State Governor designated the City 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) now constitute the MPO's member agencies. To promote a multi-modal transportation planning process, the MPO also includes the Corpus Christi Regional Transportation Authority (RTA) and the Port of Corpus Christi Authority.

Census 2000 expanded the Urbanized Area Boundary (UAB) as well as the Metropolitan Area Boundary (MAB) to include the City of Gregory. The San Patricio County delegates to the Transportation Policy Committee (TPC) and the Technical Advisory Committee (TAC) represent Gregory. The area map below shows the physical boundary of the MPO area. Results from the 2010 census created subtle changes within the existing boundary representation of our UAB and MAB.

**Boundary Map:**




Corpus Christi Metropolitan Planning Boundary

## III. ESSENTIAL ELEMENTS

**Engaging Public Participation:**

The MPO Public Participation Plan (PPP) is compliant with Limited English Proficiency (LEP) requirements. This plan, adopted by the TPC in 2012, meets the minimum standard for public participation in a transportation planning process that adheres to the principles of Environmental Justice and Title VI of the Civil Rights (Title VI) Act of 1964. The transportation planning process requires early and proactive public involvement by citizens and decision makers to allow them the opportunity and time to offer input and make informed decisions. MPO continuously reviews the PPP

in an effort to improve the effectiveness of public involvement and outreach. The FY 2016 review and update of the PPP and Title VI procedures created refinements to the MPO's ongoing obligations and strategies.

As defined by Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. The MPO's LEP Plan helps identify reasonable steps for providing language assistance to persons with limited English proficiency who wish to access services provided. The plan outlines how to identify a person who may need language assistance, and the ways in which assistance may be provided. Public meetings for MPO's short- and long-range plans are conducted in accordance to Title VI for low income and minority population's proactive participation. Locations selected for public meetings are Americans with Disability **(**ADA) Act accessible and have close proximity to public transportation.

**Supporting Environmental Justice:**

Environmental Justice (EJ) Orders strengthen support of Title VI regulations by providing that each federal agency must identify and address, as appropriate, disproportionately high adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. The department and MPOs are responsible for developing procedures to collect statistical data (race, color, religion, sex, and national origin) of participants in, and beneficiaries of state highway programs, i.e., relocatees, affected citizens and affected communities. Recipients of federally assisted programs shall keep documentation for federal review, demonstrating the extent to which members of target populations are beneficiaries of such programs.

Further, as a recipient of federal financial assistance under Title VI and related statutes, 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. These prohibitions extend from the MPO, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs. The MPO is committed to meeting the transportation needs of all and ensuring that no one-population group endures a disproportional share of the burdens in meeting those needs.

MPO staff collects and analyzes demographic data in a geospatial format for Title VI Civil Rights evaluation. The MPO's Title VI procedures establish a protocol under which persons 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.

Regional transit partners have procedures to uphold the requirements of the ADA. RTA operates complementary paratransit service in compliance with ADA and FTA regulations. All RTA fixed route and paratransit revenue vehicles and facilities are fully accessible by persons with disabilities. The RTA's paratransit service is provided for all areas within 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 RTA Committee on Accessible Transportation (RCAT) provides guidance and insight to RTA Board of Directors on the development and operation of public transportation services, which promote the inclusion, and

integration of persons with disabilities. RTA and the City work collaboratively on their 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.

**Embracing Performance-based Project Prioritization:**

The MPO has identified preliminary performance measures for each of five project categories defined in the 2015-2040 MTP: Safety, Congestion, Connectivity, Freight, and Energy. Quantitative evaluation of potential projects on the basis of established performance measures allows a direct comparison of project returns in terms of community benefit in priority program areas. The MPO is compliant with the following directives for performance-based planning:

- The MPO will establish and use a performance-based approach to transportation decision-making and plan development.
- Targets will address surface transportation performance measures and will coordinate with the State and public transportation providers to ensure consistency.
- Performance targets will be established no later than 180 days after the date that the State or public transportation provider establishes performance targets.
- The MPOs structure will include officials of public transportation systems.

Prioritization of transit projects is based on an estimation of need and demand for each proposed service or project. Prioritization of a transit project depends on the completion of necessary studies and the availability of necessary funds.

Active Transportation projects—construction of pedestrian and bicycle infrastructure—are evaluated and prioritized through the Transportation Alternatives Program.

**Maintaining Air Quality Conformity:**

The Clean Air Act (CAA) and associated amendments require areas to maintain compliance with the National Ambient Air Quality Standards (NAAQS) for listed priority pollutants. The goal of conformity is to ensure that FHWA and FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals and that such activities will not cause or contribute to any new violations of the NAAQS or increase the frequency or severity of NAAQS violations. The pollutant of primary concern for the Corpus Christi Urban Air Shed - CCUAS (Nueces and San Patricio Counties) is ozone.

Locally, conformity is achieved through vigilant and collaborative efforts in air quality and transportation planning (MTP and TIP). The Corpus Christi Air Quality Committee, local entities, Texas Commission on Environmental Quality (TCEQ), and various local entities work together with the U.S. Environmental Protection Agency (EPA) to plan and implement appropriate voluntary actions to improve air quality. A cooperative plan, initially formalized in 1996, is revised periodically to reflect the evolution of the program. The Pollution Prevention Partnership, an effort spearheaded by Texas A&M University-Corpus Christi, has been instrumental in providing public education and outreach services to small businesses and the public in the area of emissions reduction opportunities and techniques.

Metropolitan areas that meet NAAQS standards are in attainment and are not required to establish control measures to improve air quality. At the time of adoption for the FY 2017-2020 TIP, the MPO

was in attainment for all air pollutants regulated by the EPA. Because the Corpus Christi study area has maintained attainment status, despite the tightening of federal standards and significant ozone contributions from outside the CCUAS, the MPO is not obligated to provide air quality analysis for the area or additional information that identifies non-federally funded projects of regional significance.

**Conducting Financial Analysis:**

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 reflect use of Category 2, 7, 9, Prop 1, and/or Prop 7.

| *FUNDING CATEGORY* | | *PROJECT SELECTION CRITERIA* |
|---|---|---|
| **1** | Preventive Maintenance and Rehabilitation | Projects selected by districts. Commission allocates funds through a formula allocation program. |
| **2** | Metropolitan and Urban Area Corridor Projects | Projects selected by MPOs in consultation with TxDOT. Commission allocates funds through a formula allocation program. |
| **3** | Non-Traditionally Funded Transportation Projects | Determined by legislation, Commission approved Minute Order, and local government commitments. |
| **4** | Statewide Connectivity Corridor Projects | Project selections based on engineering analysis of projects on three corridor types:<br>• Mobility: based on congestion<br>• Connectivity: 2-lane roadways requiring upgrade to 4-lane divided<br>• Strategic Corridors: corridor additions to the state highway network i.e., the Ports-to-Plain Corridor. |
| **5** | Congestion Mitigation and Air Quality Improvement | Projects selected by MPOs in consultation with TxDOT. Commission allocates funds distributed by population weighted by air quality severity to non-attainment areas. Non-attainment areas designated by the Environmental Protection Agency (EPA). |
| **6** | Structures Replacement & Rehabilitation Bridge Program; Railroad Grade Separation Program | Projects selected by the Bridge Division (BRG) based on a listing of eligible bridges prioritized first by Deficiency Categorization (Structurally Deficient followed by Functionally Obsolete) & then by Sufficiency Ratings. Commission allocates funds through Statewide Allocation Program. In 2015, program increased to address maintenance and preservation related work. |
| **7** | Metropolitan Mobility/ Rehabilitation | Projects selected by MPOs operating in transportation management areas (TMA), in consultation with TxDOT. Commission allocates funds through Federal program distributed to MPOs with an urbanized area population of 200,000 or greater (TMAs). |

| | | |
|---|---|---|
| **8** | Safety Federal Highway Safety Improvement Program (HSIP), Federal Railway-Highway Crossing Program, Safety Bond Program | Projects selected by federally mandated safety indices & prioritized listing. Commission allocates funds through Statewide Allocation Program. In 2015, category includes System Widening Program. |
| **9** | Transportation Alternatives | Local entities host program calls & nominate projects. TxDOT (with FHWA) evaluates & makes recommendations to Commission. TAP allocations are to be used for bike/pedestrian related improvements. |
| **10** | Coordinated Border Infrastructure Program (CBI) & Congressional High Priority Projects | CBI projects selected by districts with FHWA review & approval. Discretionary funds are project specific based on legislation. |
| **10** | Supplemental Transportation Projects: State Park Roads, Railroad Grade Crossing Re-planking, Railroad Signal Maintenance, Landscape Incentive Awards, Green Ribbon Landscape Improvement, Curb Ramp Program | CBI projects selected by districts with FHWA review & approval. Discretionary funds are project specific based on legislation. |
| **11** | District Discretionary | Projects selected by Districts. Commission allocates funds through a formula allocation program. Minimum $2.5 million allocation to each district per legislative mandate. |
| **12** | Strategic Priority | Commission selects projects. |
| **PROPOSITION 1** | | Effective FY 2014, a portion of oil and gas tax revenues are deposited in the State Highway Fund; allocations available beginning FY 2015. |
| **PROPOSITION 7** | | Effective FY 2017, formula funds will be diverted from state general sales, use tax, vehicle sales, and rental tax to fund state highway fund. MPO allocations anticipated in FY 2018. |

The following Highway Financial Summary – Year of Expenditure cost table represents financial projections by Category for TIP fiscal years 2017 to 2020.

**Corpus Christi MPO / TxDOT - CRP District**
**FY 2017 - 2020 Transportation Improvement Program**
**Highway Financial Summary – Year of Expenditure**
**TPC APPROVED: 5/5/2016**

**Funding by Category**

| | | FY 2017 | | FY 2018 | | FY 2019 | | FY 2020 | | Total FY 2017 - 2020 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | Description | Programmed | Authorized | Programmed | Authorized | Programmed | Authorized | Programmed | Authorized | Programmed | Authorized |
| 1 | Preventive Maintenance and Rehabilitation | $13,524,000 | $13,524,000 | $0 | $0 | $0 | $0 | $0 | $0 | $13,524,000 | $13,524,000 |
| 2M or 2U | Urban Area (Non- TMA) Corridor Projects | $0 | $0 | $0 | $0 | $0 | $0 | | | $0 | $0 |
| 3 | Non-Traditionally Funded Transportation Project | $12,076,000 | $12,076,000 | $0 | $0 | $0 | $0 | $0 | $0 | $12,076,000 | $12,076,000 |
| 4 | Statewide Connectivity Corridor Projects | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 | CMAQ | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 5 Flex | Map21 Flex | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 6 | Structures | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 7 | Metro Mobility & Rehab | $5,130,000 | $5,130,000 | $0 | $0 | $0 | $0 | | | $5,130,000 | $5,130,000 |
| 8 | Safety | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 9 | Transportation Enhancements | $162,439 | $162,439 | $0 | $0 | $0 | $0 | $0 | $0 | $162,439 | $162,439 |
| 9 Flex | TAP | $2,278,878 | $2,278,878 | $510,626 | $510,626 | | $0 | | $0 | $2,789,504 | $2,789,504 |
| 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 |
| 12 | Strategic Priority | | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 12C | Strategic Priority RECON | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 12S | Strategic Priority RECON | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| SBPE | Strategy Budget PE | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| SB 102 | Strategy 102 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total** | | **$33,171,317** | **$33,171,317** | **$510,626** | **$510,626** | **$0** | **$0** | **$0** | **$0** | **$33,681,943** | **$33,681,943** |

**Funding Participation Source**

| Source | FY 2017 | FY 2018 | FY 2019 | FY 2020 | Total |
|---|---|---|---|---|---|
| Federal | $16,876,253 | $408,501 | $0 | $0 | $17,284,754 |
| State | $2,704,800 | $0 | $0 | $0 | $2,704,800 |
| Local Match | $1,514,264 | $102,125 | $0 | $0 | $1,616,389 |
| CAT 3 - Local Contributions (LC) | $1,600,000 | $0 | $0 | $0 | $1,600,000 |
| CAT 3 - Prop 1 | $10,476,000 | $0 | $0 | $0 | $10,476,000 |
| Other - Section 5306 | $0 | $0 | $0 | $0 | $0 |
| Other - Strategy PE Budget | $0 | $0 | $0 | $0 | $0 |
| Other - Stragegy 102 Budget | $0 | $0 | $0 | $0 | $0 |
| Total | $33,171,317 | $510,626 | $0 | $0 | $33,681,943 |

The following table documents projects funded, limits on project funding, and any special funding arrangements the transportation improvements programmed within the fiscal years 2017 through 2020. The highway project listings reflect projects to be built with MPO funds from Category 2, 7, 9, 12, and Prop 1. The MPO also participates in TxDOT's "Grouped Projects" (Control Section Jobs - CSJ) in the STIP. A complete list of all projects within the MPO planning area is available in the Appendix.

| | | | | | | | | PHASE | | | | | | | | | | | | | | | | FUNDING SOURCE 01 | | | | | FUNDING SOURCE 02 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CSJ | MPO PROJECT # | DISTRICT | COUNTY | MPO | HWY # | CITY | TIP FY | C | E | EN | EN | R | AC | UT | T | REVISION DATE | PROJECT SPONSOR | LIMITS FROM | LIMITS TO | DESCRIPTION | TPC | TPC:PE | :CONSTRUCTI | TPC:CE | :CONTINGENC | TPC:PCO | CAT | FEDERAL | STATE | LOCAL | L CONTRIBUT | CAT | FEDERAL | STATE | LOCAL | L CONTRIBUT |
| 0101-04-097 | S224P117 | CORPUS CHRISTI | SAN PATRICIO | CORPUS CHRISTI | US 181 | Portland | 2017 | Y | | | | | | | | 07/01/2016 | TxDOT-CRP | 0.6 mi SE of Spur 202 | FM 3239 (Buddy Ganem) | Construct Interchange facility | $29,159,579 | $1,220,483 | $24,907,815 | $1,168,177 | $744,744 | $1,118,361 | 1 | $10,819,200 | $2,704,800 | | | 3 | | $10,476,000 | | |
| 0916-28-066 | B-215-C9-16 | CORPUS CHRISTI | SAN PATRICIO | CORPUS CHRISTI | CS | Portland | 2017 | Y | | | | | | | | 07/01/2016 | Portland | On Akins Dr. from Lang Rd | Wildcat Dr | Hike and Bike Trail | $503,450 | $21,436 | $437,479 | $21,393 | $4,944 | $18,199 | 9TAP | $344,400 | | $86,100 | | | | | | |
| 0916-28-069 | B223C917 | CORPUS CHRISTI | SAN PATRICIO | CORPUS CHRISTI | VA | Portland | 2017 | Y | | | | | | | | 07/01/2016 | Portland | At Various Locations in Portland | | One way cycle track and buffered bicycle lanes | $433,425 | $18,455 | $376,629 | $18,417 | $4,256 | $15,668 | 9TAP | $287,902 | | $71,976 | | | | | | |
| 0916-35-170 | S049C0497 | CORPUS CHRISTI | NUECES | CORPUS CHRISTI | CS | Corpus Christi | 2017 | Y | | | | | | | | 07/01/2016 | Portland | On Holly Rd from SH 286 | Greenwood Dr | Construct Additional Travel Lanes with CLTL | $7,400,217 | $313,704 | $6,402,126 | $317,545 | $127,402 | $239,440 | 7 | $4,104,000 | | $1,026,000 | | 3LC | | | | $1,600,000 |
| 0916-35-174 | S049-01-CE-15 | CORPUS CHRISTI | NUECES | CORPUS CHRISTI | CS | Corpus Christi | 2017 | Y | | | | | | | | 07/01/2016 | Corpus Christi | Holly Rd from SH 286 | Greenwood Dr | Landscape Improvement | $224,666 | $9,302 | $189,832 | $12,111 | $2,449 | $10,972 | 9TE | $129,951 | | $32,488 | | | | | | |
| 0916-35-200 | B-218-C9-16 | CORPUS CHRISTI | NUECES | CORPUS CHRISTI | CS | Corpus Christi | 2017 | Y | | | | | | | | 07/01/2016 | Corpus Christi | Along Schanen Ditch Saratoga Blvd | Killarmet | Hike and Bike Trail | $739,121 | $31,471 | $642,267 | $31,407 | $7,258 | $26,718 | 9TAP | $508,800 | | $127,200 | | | | | | |
| 0916-35-201 | B-219-C9-16 | CORPUS CHRISTI | NUECES | CORPUS CHRISTI | CS | Corpus Christi | 2017 | Y | | | | | | | | 07/01/2016 | Corpus Christi | At Garcia Park on Greenwood Dr | | Hike and Bike Trail | $393,563 | $16,758 | $341,991 | $16,723 | $3,864 | $14,227 | 9TAP | $264,000 | | $66,000 | | | | | | |
| 0916-35-206 | B222C917 | CORPUS CHRISTI | NUECES | CORPUS CHRISTI | VA | Corpus Christi | 2017 | Y | | | | | | | | 07/01/2016 | Corpus Christi | At Various Locations in CC | | Standardized signage for Bike Mobility Network | $621,189 | $26,450 | $539,789 | $26,396 | $6,100 | $22,455 | 9TAP | $418,000 | | $104,500 | | | | | | |
| 0916-28-070 | B226C918 | CORPUS CHRISTI | SAN PATRICIO | CORPUS CHRISTI | CS | Portland | 2018 | Y | | | | | | | | 07/01/2016 | Portland | Wildcat Drive | Billy G. Webb Dr | Hike and Bike Trail | $420,180 | $17,891 | $365,120 | $17,854 | $4,126 | $15,189 | 9TAP | $273,685 | | $68,421 | | | | | | |
| 0916-35-207 | B225C918 | CORPUS CHRISTI | NUECES | CORPUS CHRISTI | CS | Corpus Christi | 2018 | Y | | | | | | | | 07/01/2016 | Corpus Christi | On Ocean Dr | At Del Mar Blvd | Hawk signal at Ocean Dr. and Del Mar | $204,960 | $8,727 | $178,102 | $8,709 | $2,013 | $7,409 | 9TAP | $134,816 | | $33,704 | | | | | | |

# IV. APPENDICES

**Appendix A: MPO Highway Project Summary List - FY 2017-2020 TIP**

Corpus Christi MPO Highway Project Summary List

# FY 2017 - 2020 Transportation Improvement Program

TPC Approved: 5/5/2016

| | CSJ# | MPO ID # | PROJECT NAME | FROM | TO | CATEGORY | PROJECT SPONSOR | YOE Cost |
|---|---|---|---|---|---|---|---|---|
| FY 2017 | 0101-04-097 | S-224-P1-17 | US 181 Overpass at Kay Bailey Hutchison Rd | 0.6 mi SE of Spur 202 | FM 3239 (Buddy Ganem Dr) | CAT 1, Prop 1 | TxDOT-CRP | $24,000,000 |
| | 0916-00-067 | S154OM0112 | Roadway Operation & Maintenance | Various Locations | | CAT 7 | TxDOT-CRP | $1,030,000 |
| | 0916-00-068 | S154C0112 | Pedestrian & Bike | Various Locations | | CAT 7 | Corpus Christi | $1,200,000 |
| | 0916-28-066 | B-215-C9-16 | Akins Dr. Pedestrian & Bike Facility | On Akins Dr. from Lang Rd. | Wildcat Dr. | CAT 9 -TAP | Portland | $400,000 |
| | 0916-28-069 | B-223-C9-17 | Portland Bicycle Lanes | Various Locations | | CAT 9 -TAP | Portland | $359,878 |
| | 0916-35-170 | S049C0497 | Holly Rd. Travel Lanes | Holly Rd. from SH 286 | Greenwood Dr. | CAT 7/3LC | Corpus Christi | $6,730,000 |
| | 0916-35-174 | S049-01-CE-15 | Holly Rd. Landscaping | Holly Rd. from SH 286 | Greenwood Dr. | CAT 9 - TE | Corpus Christi | $162,439 |
| | 0916-35-200 | B-218-C9-16 | Schanen Ditch Hike & Bike Trail | Along Schanen Ditch Saratoga Blvd. | Killarmet | CAT 9 - TAP | Corpus Christi | $636,000 |
| | 0916-35-201 | B-219-C9-16 | Dr. Hector P. Garcia Park Hike & Bike Trail | At Garcia Park on Greenwood Dr. | | CAT 9 - TAP | Corpus Christi | $330,000 |
| | 0916-35-206 | B-222-C9-17 | Region-wide Bike Blvd Wayfinding Initiative | Various Locations | | CAT 9 - TAP | Corpus Christi | $522,500 |
| | 0916-35-205 | F-214-C7-15 | Strategic Integration (Travel Demand Model) Feasibility Study | Various Locations | | CAT 7 | Corpus Christi | $460,000 |
| FY 2018 | 0916-28-070 | B-226-C9-18 | Memorial Pkwy Hike & Bike: Phase I | Wildcat Dr | Billy G. Webb Dr | CAT 9 - TAP | Portland | $342,106 |
| | 0916-35-207 | B-225-C9-18 | Safe Shelter and Crossing Program | On Ocean Dr | At Del Mar Blvd | CAT 9 - TAP | Corpus Christi | $168,520 |
| | | | | | | Prop 1 | | TBD |
| | | | | | | Prop 7 | | TBD |
| FY 2019 | 0916-35-196 | M-211-C7-16 | Harbor Bridge Park Improvements | Various Locations | | CAT 7 | Corpus Christi | $4,800,000 |
| | | | | | | Prop 1 | | TBD |
| | | | | | | Prop 7 | | TBD |
| | | | | | | CAT 9 - TAP | | $580,000 |
| FY 2020 | 0101-04-114 | S-227-C7-20 | US 181 Ramp Reversals | FM 3239 (Buddy Ganem Dr) | FM 2986 (Wildcat Dr) | CAT 7 | TxDOT-CRP | $4,000,000 |
| | 0617-01-177 | S-228-C2-20 | SH 358 Ramp Reversals | Nile Dr | Staples St | CAT 2 | TxDOT-CRP | $29,610,000 |
| | 0916-35-195 | P-212-C7-16 | Harbor Bridge Hike & Bike - Connectivity | Various Locations | | CAT 7 | Corpus Christi | $1,200,000 |
| | | | | | | Prop 1 | | TBD |
| | | | | | | Prop 7 | | TBD |
| | | | | | | CAT 9 - TAP | | $590,000 |

**NOTE: Shaded** areas denote a **GROUPED** Project Category

CORPUS CHRISTI MPO METROPOLITAN PLANNING ORGANIZATION

**Funding Category Types:**

**CAT 1:** Preventive Maintenance and Rehabilitation

**CAT 2:** Metro Corridor Projects

**CAT 7:** Metro Mobility & Rehabilitation Projects

**CAT 9:** Transportation Enhancement Program (TE) **and** Transportation Alternatives Program (TAP)

**Proposition 1 (PROP 1):** Effective in 2015, Highway Trust Fund allocations (from gas tax revenues) become available

**Proposition 7 (PROP 7):** MPO allocations (from formula funds diverted from state general sales, use tax, vehicle sales, and rental tax) become available in FY 2018

**Appendix B: Transit Project Summary List**

## 2017-2020 SP_Transit Projects

| CSJ | DISTRICT | MPO | RURAL TRANSIT DISTRICT | COUNTIES SERVED | TIP FY | PROJECT SPONSOR | MPO PROJECT NUMBER | MTP REFERENCE | FTA APPORTIONMENT | PROJECT TYPE: CAPITAL | PROJECT TYPE: OPERATING | PROJECT TYPE: ADMINISTRATION | PROJECT DESCRIPTION | SECTION 5309 ID |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2018 | Corpus Christi RTA | | | 2017 | Y | | | Preventive Maintenance | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2018 | Corpus Christi RTA | | | 2017 | Y | | | ADA Paratranist Service | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2018 | Corpus Christi RTA | | | 2017 | Y | | | Replace Buses | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2018 | Corpus Christi RTA | | | 2017 | Y | | | Transit Enhancements: Bus Shelters | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2018 | Corpus Christi RTA | | | 2017 | Y | | | Bus and Bus Facilities | 49 USC 5339 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2018 | Corpus Christi RTA | | | 2017 | Y | | | Seniors and People with Disabilities | 49 USC 5310 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2019 | Corpus Christi RTA | | | 2018 | Y | | | Preventive Maintenance | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2019 | Corpus Christi RTA | | | 2018 | Y | | | ADA Paratranist Service | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2019 | Corpus Christi RTA | | | 2018 | Y | | | Replace Buses | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2019 | Corpus Christi RTA | | | 2018 | Y | | | Transit Enhancements: Bus Shelters | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2019 | Corpus Christi RTA | | | 2018 | Y | | | Bus and Bus Facilities | 49 USC 5339 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2019 | Corpus Christi RTA | | | 2018 | Y | | | Seniors and People with Disabilities | 49 USC 5310 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2020 | Corpus Christi RTA | | | 2019 | Y | | | Preventive Maintenance | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2020 | Corpus Christi RTA | | | 2019 | Y | | | ADA Paratranist Service | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2020 | Corpus Christi RTA | | | 2019 | Y | | | Replace Buses | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2020 | Corpus Christi RTA | | | 2019 | Y | | | Transit Enhancements: Bus Shelters | 49 USC 5307 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2020 | Corpus Christi RTA | | | 2019 | Y | | | Bus and Bus Facilities | 49 USC 5339 |
| | CORPUS CHRISTI | CORPUS CHRISTI | | Nueces, San Patricio | 2020 | Corpus Christi RTA | | | 2019 | Y | | | Seniors and People with Disabilities | 49 USC 5310 |

| AMENDMENT DATE | REMARKS | FTA FUNDING CATEGORY | OTHER FTA SECTION | AREA TYPE | 5309 TYPE | FUNDING: FTA FUNDS | FUNDING: STATE FUNDS FROM TXDOT | FUNDING: OTHER STATE AGENCIES | FUNDING: OTHER SOURCES | FUNDING: REGIONALLY SIGNIFICANT | TOTAL PROJ COST | CREDITS REQUESTED | CREDITS AWARDED | CREDITS AWARDED DATE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5307 | | TMA | | $1,200,000 | | | $300,000 | | $1,500,000 | | | |
| | | 5307 | | TMA | | $1,200,000 | | | $300,000 | | $1,500,000 | | | |
| | | 5307 | | TMA | | $1,875,592 | | | $468,898 | | $2,344,490 | | | |
| | | 5307 | | TMA | | $800,000 | | | $200,000 | | $1,000,000 | | | |
| | | Other FTA | 39 | TMA | | $507,707 | | | $126,927 | | $634,634 | | | |
| | | 5310 | | TMA | | $300,650 | | | $75,163 | | $375,813 | | | |
| | | 5307 | | TMA | | $1,200,000 | | | $300,000 | | $1,500,000 | | | |
| | | 5307 | | TMA | | $1,200,000 | | | $300,000 | | $1,500,000 | | | |
| | | 5307 | | TMA | | $1,875,592 | | | $468,898 | | $2,344,490 | | | |
| | | 5307 | | TMA | | $800,000 | | | $200,000 | | $1,000,000 | | | |
| | | Other FTA | 39 | TMA | | $507,707 | | | $126,927 | | $634,634 | | | |
| | | 5310 | | TMA | | $300,650 | | | $75,163 | | $375,813 | | | |
| | | 5307 | | TMA | | $1,200,000 | | | $300,000 | | $1,500,000 | | | |
| | | 5307 | | TMA | | $1,200,000 | | | $300,000 | | $1,500,000 | | | |
| | | 5307 | | TMA | | $1,875,592 | | | $468,898 | | $2,344,490 | | | |
| | | 5307 | | TMA | | $800,000 | | | $200,000 | | $1,000,000 | | | |
| | | Other FTA | 39 | TMA | | $507,707 | | | $126,927 | | $634,634 | | | |
| | | 5310 | | TMA | | $300,650 | | | $75,163 | | $375,813 | | | |

**Appendix C: MPO Committee Members Contact List**

| Member Agencies | TPC Members | TAC Members |
|---|---|---|
| City of Corpus Christi | The Honorable Nelda Martinez<br>Mayor of City of Corpus Christi<br>**Vice Chair**<br>1201 Leopard Street<br>Corpus Christi, Texas 78401<br>Phone: (361) 826-3100 | Jeffrey Edmonds, P.E.<br>Director of Engineering Services<br>1201 Leopard Street<br>Corpus Christi, Texas 78401<br>Phone: (361) 826-3500 |
| City of Portland | The Honorable David R. Krebs<br>Mayor City of Portland<br>1902 Billy G. Webb Drive<br>Portland, Texas 78374<br>Phone: (361) 777-4513 | Brian DeLatte, P.E.<br>Portland Assistant City Manager<br>1902 Billy G. Webb Drive<br>Portland, Texas 78374<br>Phone: (361) 777-2913 |
| San Patricio County | The Honorable Terry A. Simpson<br>San Patricio County Judge<br>**Chair**<br>400 W. Sinton Street #109<br>Sinton, Texas 78387<br>Phone: (361) 364-9301 | Fred Nardini, **Vice Chair**<br>San Patricio Precinct 2 Commissioner<br>900 Austin Street<br>Portland, Texas 78374<br>Phone: (361) 643-1460 |
| Nueces County | The Honorable Loyd Neal, Jr.<br>Nueces County Judge<br>901 Leopard Street<br>Corpus Christi, Texas 78401<br>Phone: (361) 888-0444 | Glen R. Sullivan, P.E., **Chair**<br>Director of Public Works<br>901 Leopard Street<br>Corpus Christi, Texas 78401<br>Phone: (361) 888-0485 |
| Port of Corpus Christi Authority | Charles Zahn<br>Port Commission Chairman<br>222 Power Street<br>Corpus Christi, Texas 78401<br>Phone: (361) 882-5633 | David L. Krams, P.E.<br>Director of Engineering Services<br>222 Power Street<br>Corpus Christi, Texas 78401<br>Phone: (361) 885-6153 |
| Corpus Christi Regional Transportation Authority (RTA) | Curtis Rock, P.E.<br>RTA Board Chairman<br>5658 Bear Lane<br>Corpus Christi, Texas 78405<br>Phone: (361) 289-2712 | Gordon Robinson<br>Director of Planning Services & Development<br>5658 Bear Lane<br>Corpus Christi, Texas 78405<br>Phone: (361) 903-3483 |
| Texas Department of Transportation – Corpus Christi District | Chris D. Caron, P.E.<br>District Engineer<br>1701 S. Padre Island Drive<br>Corpus Christi, Texas 78416<br>Phone: (361) 808-2500 | Paula Sales-Evans, P.E.<br>Director of Transportation Planning & Development<br>1701 S. Padre Island Drive<br>Corpus Christi, Texas 78416<br>Phone: (361) 808-2500 |

**Appendix D: MPO Self-Certification**

# MPO SELF-CERTIFICATION

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Corpus Christi Metropolitan Planning Organization for the Corpus Christi urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;

2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

8) 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;

9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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

District Engineer
Title

May 5, 2016
Date

The Honorable Terry A. Simpson
Metropolitan Planning Organization (MPO)
Transportation Policy Committee
Chairperson

MPO Transportation Policy Committee – Chairperson
Title

May 5, 2016
Date

**Appendix E: Glossary of Terms**

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

**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.

**AMPO - Association of Metropolitan Planning Organization**s: 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.

**CAAA - Clean Air Act Amendments:** 1990 amendments to the federal Clean Air Act which classify non-attainment areas and provide for rules dealing with air pollution in such areas; specifically brought transportation decisions into the context of air quality control.

**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.

**CCUAS - Corpus Christi Urban Air Shed:** The Corpus Christi metropolitan statistical area, comprised of Nueces and San Patricio Counties are considered an urban airshed in which air emissions from sources in both counties interact to influence the level of ambient air pollution in the community.

**CIA - Community Impact Assessment:** "A process to evaluate the effects of a transportation action on a community and its quality of life." It is a way to incorporate community considerations into the planning and development of major transportation projects. From a policy perspective, it is a process for assessing the social and economic impacts of transportation projects as required by the National Environmental Policy Act (NEPA). The assessment may address a variety of important community issues such as land development, aesthetics, mobility, neighborhood cohesion, safety, relocation, and economic impacts.

**CITY:** City of Corpus Christi, TX

**CMAQ - Congestion Mitigation and Air Quality Improvement Program:** A categorical funding program under ISTEA, which directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

**CMP - Congestion Management Process:** A systematic process required for all TMAs that addresses congestion management through the metropolitan planning process that provides for effective management and operation, based on a cooperatively developed and applied metropolitan-wide strategy of new and existing transportation facilities eligible for funding under Title 23 and Chapter 53 of Title 49 through the use of travel demand reduction and operational management strategies. The CMP is required under 23 CFR 500.109 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.

**CSJ - Control Section Job Number -** TxDOT assigned number for projects entered into the Project Development Program (PDP).

**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.

**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.

**EPA:** U.S. Environmental Protection Agency

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

**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 administrating federal highway transportation programs under title 23 U.S.C.

**Fiscal Constraint:** A requirement, originally of ISTEA, that all plans be financially – constrained, balanced expenditures to 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 Classification:** Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

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

**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 required under SAFETEA-LU 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.

**ISTEA - Intermodal Surface Transportation Efficiency Act of 1991:** Federal law which restructured transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation.

**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 System:** Use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as "freeway management systems," "automated fare collection" and "transit information kiosks."

**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.

**MAB - Metropolitan Area Boundary:** 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.

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

**Mobility:** funding category of the UTP includes projects that add capacity to the transportation system. Categories are : **CAT 2:** Metropolitan and Urban Area Corridor Projects; **CAT 3:** Non-Traditionally Funded Transportation Projects; **CAT 4:** Statewide Connectivity Corridor Projects; **CAT 5:** Congestion Mitigation and Air Quality Improvement; **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 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

**NAAQS:** National Ambient Air Quality Standards

**NHS - National Highway System:** Specific major roads to be designated September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.

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

**PHASE:** Project phase for federal funding - **E:** Preliminary Engineering; **R:** Right of Way Acquisition**; C:** 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:** Safet**y**

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

**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.

**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.

**SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** - legislation enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

**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.

**STIP - State Transportation Improvement Program:** The TxDOT Five Year Work Program as prescribed by federal law.

**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

**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.

**TEA-21 - Transportation Equity Act for the 21st Century:** Federal Legislation authorizing funds for all modes of transportation and guidelines on the use of those funds. Successor to ISTEA, the landmark legislation that clarified the role of the MPOs in the local priority setting process. TEA-21 emphasizes increased public involvement, simplicity, flexibility, fairness, and higher funding levels for transportation.

**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 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:** Committee created for the purpose of serving as spokespersons for the citizens of the metropolitan area and is the designated MPO to prioritize and direct federal transportation funds to local projects. TPC is comprised of elected officials from the

cities and two counties in the urbanized area. TPC representatives include TXDOT, RTA, and Port Authority. TPC is responsible for creating policies regarding transportation planning issues. TPC meetings, open to the public, is where members of the public can address the MPO on transportation issues. TPC meets 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 Enhancements:** Specific activities which can be funded with Surface Transportation Program (STP) funds; activities include pedestrian/bicycle facilities, acquisition of scenic easements and scenic historic sites, scenic or historic highway programs, scenic beautification, historic preservation, rehabilitation/operation of historic transportation structures, railway corridor preservation, control/removal of outdoor advertising, archeological planning/research and mitigation of highway runoff water pollution.

**TSM - Transportation Systems Management:** 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, 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.

**UAB - Urbanized Area Boundary:** 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.

**VMT - Vehicle Miles Traveled:** This is an output of the travel demand model and is a measure of traffic flow over a highway segment. While 1000 vehicles traveling over a mile road and 1 vehicle traveling over 1000 miles are mathematically equal only the former 1000 vehicle mile means anything to the transportation planner.

# V. AMENDMENTS