TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA AND 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) WORKSHOP

THURSDAY, FEBRUARY 15, 2024

9:00 A.M. REGULAR TAC MEETING (Boardroom 210)
10:30 A.M. 2050 MTP WORKSHOP (Multi-Purpose Room 324)

Venue: Corpus Christi Regional Transportation Authority (CCRTA) Staples Street Center, 602 N. Staples Street, Corpus Christi, Texas 78401

1. **CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION**
2. **NON AGENDA ITEMS PUBLIC COMMENTS:**

   Opportunity for public suggestions and comments for any items not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes, that you identify yourself, and give your address.
3. **APPROVAL OF THE TAC JANUARY 18, 2024 REGULAR MEETING MINUTES**
4. **DISCUSSION AND POSSIBLE ACTION ITEMS**
   - **A. DRAFT 2025 Unified Transportation Plan (UTP) Project List and Funding**
     Action: Review, Discuss and Recommend Approval by the Transportation Policy Committee
5. **INFORMATION ITEMS**
   - **A. FY 2023 - 2026 Transportation Improvement Program (TIP) Amendment 2 - Administrative**
   - **B. 2050 Metropolitan Transportation Plan (MTP) Updates: Goals and Objectives**
   - **C. Regional Safety Action Plan Review**
   - **D. Highway Economic Requirements System (HERS) Presentation**
   - **E. FY 2025–2028 TIP Development**
   - **F. FY 2025 and FY 2026 Unified Planning Work Program (UPWP) Development**
6. **TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**
7. **UPCOMING MEETINGS/EVENTS**

A. Transportation Policy Committee:	**Regular Meeting**	**March 7, 2024**
B. Joint Regional Traffic Safety Task Force:	**Regular Meeting**	**March 13, 2024**
C. Technical Advisory Committee	**Regular Meeting**	**March 21, 2024**
D. Active Transportation Plan Stakeholder Group		**March 21, 2024**

8. **ADJOURN REGULAR TAC MEETING**
9. **TAC 2050 MTP WORKSHOP**
   (Meets in Multi-Purpose Room 324 of the CCRTA Staples Street Center)
   - **A. Consultant Update - Corpus Christi MPO Small Area Forecast Scenario Philosophies**
   - **B. Consultant Update - Federal Functional Classification/Congestion Management Process (CMP)**

- Indicates attachment(s) for the agenda item. - Indicates a weblink for agenda item.

Public suggestions and comments may be provided before the meeting by emailing ccmpo@cctxmpo.us, by regular mail, or by hand-delivery to the Corpus Christi MPO Office at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401. Please limit written comments to 1,000 characters. Written comments should be provided at least 1 hour before the start of the TAC meeting.

All Corpus Christi MPO Committee meetings are public meetings and open to the public subject to the access policies of the building owner where the meeting is being held. 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 at least 48 hours in advance so that appropriate arrangements can be made.

MEETING LOCATION MAP

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA AND 2050 MTP WORKSHOP

THURSDAY, JANUARY 18, 2024
9:00 AM – TAC REGULAR MEETING

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

TAC Chairperson Brian DeLatte called the meeting to order at 9:00 a.m.

TAC Members Present:

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

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

2. ELECTION OF OFFICERS FOR THE TECHNICAL ADVISORY COMMITTEE

In accordance with the Corpus Christi MPO Bylaws, the Technical Advisory Committee shall elect a Chairperson and a Vice Chairperson from among its voting members during the first meeting of each calendar year.

Ms. Sales-Evans made a motion to re-elect Brian DeLatte as Chairperson. Mr. Yardley seconded; motion was passed unanimously.

Mr. DeLatte made a motion to elect Jeff Pollack as Vice-Chairperson. Ms. Sales-Evans seconded; motion was passed unanimously.

Brian DeLatte and Jeff Pollack are elected TAC Chairperson and Vice Chairperson for the Calendar Year 2024.

3. NON AGENDA ITEMS PUBLIC COMMENTS:

None were offered or provided to the Corpus Christi MPO staff before the meeting.

4. APPROVAL OF THE TAC NOVEMBER 16, 2023 REGULAR MEETING MINUTES

Mr. Robinson made a motion to approve the November 16, 2023 Regular Meeting Minutes. Mr. Pimentel seconded. Mr. Yardley abstained; motion was passed.

5. DISCUSSION AND POSSIBLE ACTION ITEMS

A. Safety Performance Measures and Targets (PM1)

Mr. Casper discussed the federal regulations requiring the use of performance-based planning by state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) during project selection. He outlined the seven national goals (The topics of those seven goals are safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, and reduced project delivery delays) framing the process, with a focus on the highway safety goal for this session. MPOs are given the option of either adopting their own set of goals to frame project selection or to support TxDOT's goals. Mr. Casper stated that the Corpus Christi MPO has always supported TxDOT's goals. Despite Texas adopting a goal to halve fatalities by 2035 and reach zero by 2050, recent data shows an increase in fatalities.

Motion:

Ms. Sales-Evans made a motion to recommend approval to the Transportation Policy Committee (TPC) of the DRAFT Resolution 24-02 supporting the Texas Department of Transportation (TxDOT) Safety (PM1) performance measures and targets.

Mr. Yardley seconded, motion was passed unanimously.

6. INFORMATION ITEMS

A. TxDOT Household and Establishments Surveys for Corpus Christi MPO Region

Ms. Sonya Solinsky, TxDOT's Program Manager for the Travel Survey Program, presented the on-going household and establishment surveys in the region, emphasizing the importance of data for population distribution and travel methods. Ms. Solinsky covered the recruitment process for household surveys, mentioning 1,750 households targeted with a 2.2% response rate. Establishment surveys focused on workplace and commercial vehicle data collection, involving invitational letters and intercept surveys. Ms. Solinsky highlighted engagement with businesses like the Corpus Christi International Airport and outlined plans for upcoming surveys at Texas A&M-Corpus Christi and Walmart Supercenter on Saratoga. Ms. Solinsky also stressed the need for awareness about the legitimacy of the surveys and expressed interest in collaboration with the MPO for promotion. The collected information contributes to the MPOs travel demand model, providing insights into trip production rates and travel patterns, with an update in the household survey portion of the travel demand model planned to begin in the autumn of 2024.

B. 2050 MTP Timeline Presentation

Mr. MacDonald provided an update on the 2050 Metropolitan Transportation Plan (2050 MTP) timeline, highlighting the Transportation Policy Committee's approval scheduled for February of 2025. He discussed the approach to approvals, public outreach events, and the engagement of consultant teams funded by TxDOT.

Ms. Sales-Evans raised concerns about potential loss of Category 2 funds due to rule changes, emphasizing the need for discussion on allocating funds swiftly.

Mr. Pollack expressed the importance of adhering to the project hierarchy and prioritization, suggesting that if a Category 7 project faces challenges, it should move down the list. He emphasized the need for a clear delineation of project milestones and suggested that the region should not reinvent prioritization. Mr. MacDonald acknowledged the point and discussed the process of reallocating funds if a project faces delays.

Mr. Pollack stressed the importance of upholding the plan laid out for the region. Mr. MacDonald acknowledged the issue, discussed options for reallocating funds, and mentioned a forthcoming workshop in February. The discussion also touched on the City of Corpus Christi's challenges with project funding and reimbursement.

Mr. Casper highlighted the need for discussions on funding large projects and improving cash flow for reimbursement.

C. Active Transportation Plan: Public Meeting Materials Review and Results

Mr. Kevin St. Jacques, from the consulting firm of Freese & Nichols, presented the program progress in collaborating with stakeholders and engaging the public. He outlined recent public meetings, noting the challenges of lightly attended sessions due to cold temperatures. Despite attendance, he considered the meetings productive, with valuable one-on-one conversations and the distribution of QR codes for the two current surveys.

Mr. Pollack contributed by highlighting the existing 2016 Strategic Plan for Active Mobility, expressing the need for refinement rather than adopting an entirely new strategy. He stressed the importance of recognizing the legacy plan's connectivity, emphasizing that the community needs to understand the ongoing enhancements rather than considering a complete overhaul.

Ms. Sales-Evans raised concerns about overlapping city projects, especially regarding FM 624 and the Northwest Boulevard area. She expressed the challenge of navigating community input when multiple initiatives are competing for the same resources. Additionally, she questioned the expectation for estimated costs once the plan is updated.

Mr. MacDonald shared insights on the Metropolitan Transportation Plan, mentioning the intention to eventually estimate long-range costs for implementing the entire system. He emphasized the importance of considering needs-based systems for elements like sidewalks and reiterated the significance of leveraging ongoing city projects for cost-efficient implementation.

Mr. DeLatte emphasized the importance of maintaining an opportunistic and strategic approach, drawing examples from Portland's experience. He noted the need to avoid leaving any plan segments stranded and highlighted the plan's flexibility to accommodate both opportunistic and strategic projects, ensuring a cohesive and connected network.

D. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update

Mr. MacDonald provided an update on federal transition grants, highlighting the ATTAIN grant for safety improvements.

Mr. Robinson explained the collision avoidance system planned for 50 buses to enhance safety for riders and pedestrians.

Mr. MacDonald discussed the allocation of $300,000 for the Safety Action Plan, emphasizing that federal grants are available for such Safety Action Plans. He presented examples of Texas cities receiving SS4A funding for projects derived from Safety Action Plans, encouraging members to consider eligible projects in their communities.

7. TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST

Mr. Yardley announced the upcoming State of the County (San Patricio) on January 24th and encouraged interested individuals to contact the Portland Chamber of Commerce.

Mr. Robinson discussed recent service improvements, including the extension of Route 24 to enhance connectivity with transportation and the extension of key Routes (19, 29, 27, and 37) until 10 pm on weekdays. He highlighted the efforts to address community needs and mentioned plans to gradually rebuild services post-COVID, with a focus on potential future frequency increases.

8. UPCOMING MEETINGS/EVENTS

A.	**Transportation Policy Committee:**	**Regular Meeting**	**February 1, 2024**
B.	**Joint Regional Traffic Safety Task Force:**	**Regular Meeting**	**February 14, 2024**
C.	**Technical Advisory Committee:**	**Regular Meeting**	**February 15, 2024**

9. ADJOURN REGULAR TAC MEETING

The meeting was adjourned at 10:19 am.

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: February 9, 2024
To: Technical Advisory Committee (TAC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: TxDOT DRAFT 2025 Unified Transportation Program (UTP) Project List and Funding
Action: Review, Discuss and Possible Action

Summary

TxDOT and the Corpus Christi MPO update the TxDOT 10-year Unified Transportation Program (UTP) each year on a similar schedule as the illustrated on the current 2025 UTP process (see Attachment 1). The approval process contains action milestones for both TxDOT and the Corpus Christi MPO to perform. The 2025 UTP lists projects to be constructed during the 10-years between FY 2025 and FY 2034. The TxDOT 2025 UTP Schedule illustrates that the most recent UTP Document was made available to MPOs in January for projects in fiscal years 2025-2034. We are asking the TAC members to review the current set of 2025 UTP projects for possible changes: cost estimate revisions, delayed projects, "new projects" as part of the MPO and public comment portion of the TxDOT 2025 UTP process. TxDOT headquarters is requesting the 2nd list of projects for the 2025 UTP in March 2024.

As part of the joint 2025 UTP planning effort, the Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for TxDOT Category 2, Category 7, Category 9 and the new CAT 10 CR for Carbon Reduction projects. As part of the annual reevaluation of projects, the Corpus Christi MPO may reevaluate the status of project priorities and selection and report any changes to TxDOT in the 2025 UTP development process. The reevaluation must be consistent with criteria applicable to the current 2020-2045 Metropolitan Transportation Plan (2045 MTP) and FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP) in accordance with federal requirements. The Corpus Christi MPO must also coordinate with TxDOT Corpus Christi District (TxDOT-CRP) on the state's scoring and selecting of projects for funding Category 4-Urban (CAT 4U).

The projects selected for the first 4 years during the 2025 TxDOT UTP are likely to be amended into the new FY 2025-2028 TIP/STIP. However, the 2025 UTP process does NOT guarantee the projects will be included in the amended FY 2025-2028 TIP/STIP that will be approved this summer by the Corpus Christi MPO, TxDOT, and FHWA/FTA. Additionally, the projects selected for funding with Category 2 and 4 funds must be authorized by the Texas Transportation Commission. The process of creating the Corpus Christi MPO FY 2025-2028 TIP is a separate process (see TAC Agenda Item 5E).

The TIP project selection continues to rely on prior Corpus Christi MPO performance-based selection processes for Categories 2, 4, 7, 9 and 10 CR. These processes were:

- The 2020-2045 Metropolitan Transportation Plan (2045 MTP)
- FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP)
- TxDOT 2023 and 2024 Unified Transportation Program

TxDOT 2025 UTP Funding for Corpus Christi MPO

In order to prioritize the projects, the process requires that the 2025 UTP is fiscally constrained using a modified version of federal procedures. The primary difference is the number of years that inflation is

continued for project costs. The current (January 30, 2024) estimate for 10 years of funding available for use in the Corpus Christi MPO area is shown in the table below.

	Category 2	Category 4	Category 7	Category 9	Category 10 CR[1]	
Agency Lead*	MPO	TxDOT	MPO	MPO	MPO	
Coordinated Agency	TxDOT	MPO	TxDOT	TxDOT	TxDOT	**Subtotal**
10-Years	***$132,693,989***	***$101,053,278***	***$110,920,569***	***$12,895,674***	***$12,411,911***	**$369,975,421**
2025	$23,636,520	$15,653,858	$11,293,811	$1,309,555	$1,211,830	$53,105,574
2026	$18,016,794	$15,956,104	$11,519,702	$1,335,747	$1,236,067	$48,064,414
2027	$15,419,855	$11,510,093	$11,013,382	$1,281,296	$1,245,851	$40,470,477
2028	$14,187,810	$8,847,261	$11,013,382	$1,281,296	$1,245,452	$36,575,201
2029	$11,058,290	$8,867,572	$11,013,382	$1,281,296	$1,245,452	$33,465,992
2030	$8,584,451	$9,841,825	$11,013,382	$1,281,296	$1,245,452	$31,966,406
2031	$9,932,593	$8,047,943	$11,013,382	$1,281,296	$1,245,452	$31,520,666
2032	$8,372,011	$6,830,126	$11,013,382	$1,281,296	$1,245,452	$28,742,267
2033	$8,673,063	$7,372,007	$11,013,382	$1,281,296	$1,245,452	$29,585,200
2034	$14,812,602	$8,126,489	$11,013,382	$1,281,296	$1,245,452	$36,479,221

**Per TxDOT's 2025 Unified Transportation Program and Corresponding TIP/STIP Years of 2025-2028.*

1 *Note: The Category 10 CR is new for the Corpus Christi MPO.* The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) (BIL § 11403).

Certain funding Categories (CATS) may have residual funds from previous years. These will be reported in the upcoming months as part of the 2025 UTP Review process.

Attachment 2 is TxDOTs summary description of all funding categories (CATs) from the 2025 UTP. Any changes to the funding category descriptions will be provided to the TAC and TPC in future meetings. Attachment 3 shows the current funding estimate for projects in CAT 2 ($ -44 million) and CAT 4U ($ -12 million) with the DRAFT 2025 UTP list submitted to TxDOT in December 2023 after TPC approval. The Corpus Christi MPO staff and TxDOT are asking TAC to review the projects and recommend to the TPC a list of the projects that are desired to be constructed within the MPO during the next 10 years.

Eligible Projects List

The fiscally constrained list of projects shown in the FY 2023-2026 TIP as Table 12 is provided as an attached and linked spreadsheet (see Attachment 4). This spreadsheet contains all the projects previously prioritized as part of the 2045 MTP and the FY 2023-2026 TIP. Furthermore, a distinct "tab" has been incorporated into the spreadsheet detailing the "Unfunded" Projects in the 2045 MTP, should there be considerations to advance any of the projects during the forthcoming 2025 UTP process or in the future FY 2025-2028 TIP.

This spreadsheet list is the proposed source of projects to be used for the selection process for the MPO's 2025 UTP proposed projects with TxDOT recommendations using funding Categories 2, 4 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to select in their process for CAT 4U.

Recommendation

The Corpus Christi MPO Staff recommends that the TAC review the list of 2025 UTP projects and recommend that the TPC approve a version of the revised list of the DRAFT 2025 UTP projects for the 2nd submittal to TxDOT.

Proposed Motion

Motion to recommend that the TPC approve the revised DRAFT 2025 UTP Project List for the 2nd submittal to TxDOT.

Background

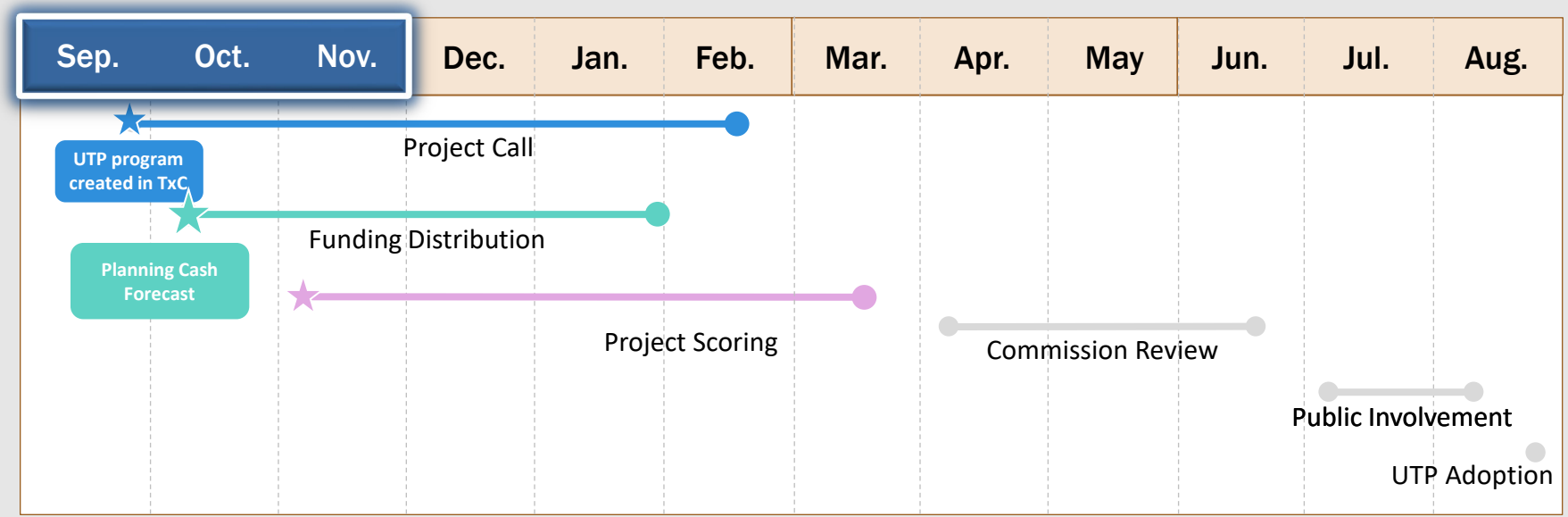
The outcome of the 2025 UTP process is a list of projects TxDOT intends to develop or begin constructing over the next 10 years in the Corpus Christi MPO region as well as the full CRP District area. Project development includes activities such as preliminary engineering work, environmental analysis, right-of-way acquisition and design. Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.

Attachments

1. TxDOT 2025 UTP Development Schedule
2. TxDOT 2025 UTP Funding Category Descriptions with Scoring Processes
3. 2025 UTP Available Funding Balances for CAT 2 and 4U
4. 2045 MTP Project Eligible List for DRAFT 2025 UTP Selection
5. TxDOT-CRP District 2025 UTP Candidate Project List December 2023 TPC Approved

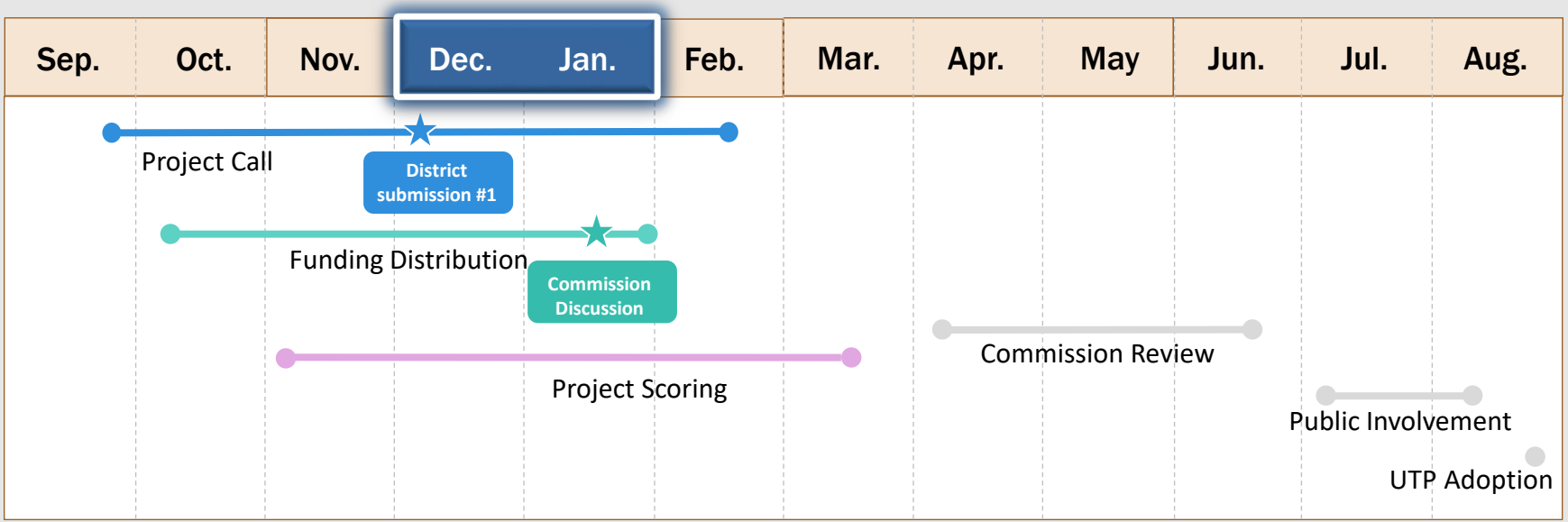
2025 UTP Development Schedule

Sep. 2023 – Aug. 2024



2025 UTP Development Schedule

Sep. 2023 – Aug. 2024



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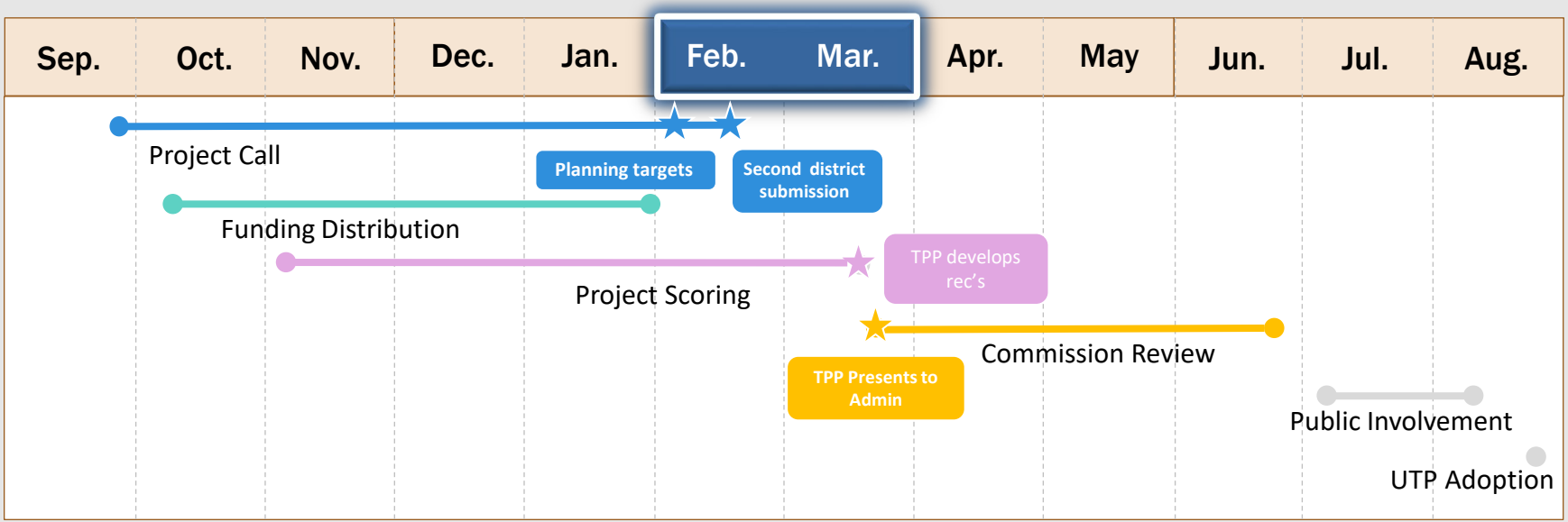

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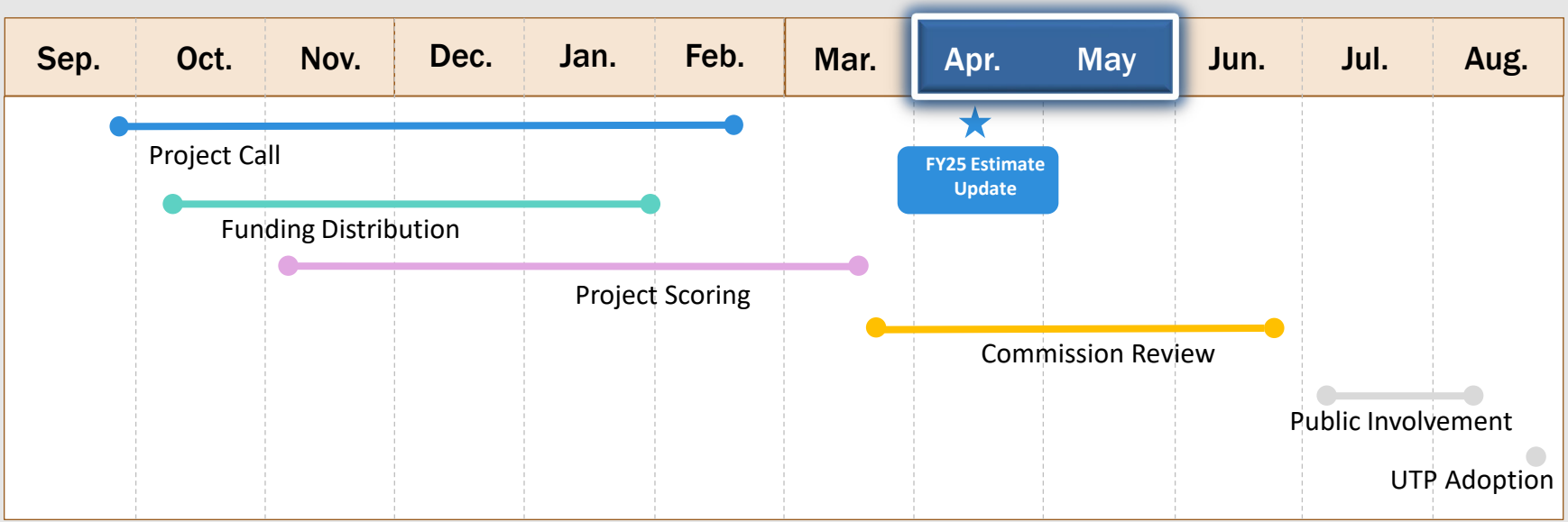
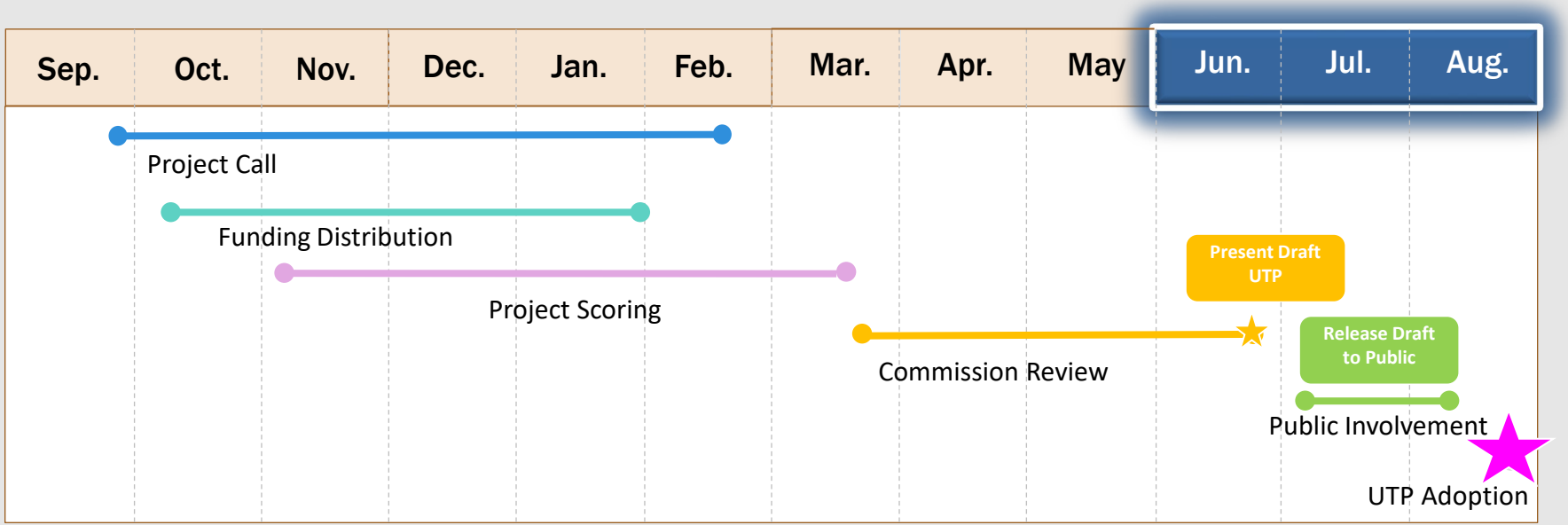
Sep. 2023 – Aug. 2024



2025 UTP Development Schedule

Sep. 2023 – Aug. 2024



TxDOT 2025 UTP Funding Category Descriptions with Scoring Processes

Allowable Development Activities by UTP Authority

	UTP Authority	Cost Estimate*	Preliminary Engineering[1]	Environmental[1]	Right of Way & Utilities[1]	Plans, Specification and Estimate	Other Approvals
OUTSIDE THE UTP	**Candidate** *CANDPA*	Initial cost estimate	X No activities	X No activities	X No activities	X No activities	Initial discussion with TxDOT Rail Division (new construction large scale projects)
OUTSIDE THE UTP	**Plan Authority** *PLAN*	Development of planning level estimate	Preliminary engineering for schematics (internal and external resources) (up to 100% schematic)	Begin preliminary environmental review *Environmental clearance[2, 3]*	Preliminary utility investigations & coordination preliminary ROW scoping *Rare Exception: ROW may be acquired with direct Commission authorization*	X No activities	Begin formal railroad coordination
INSIDE THE UTP	**Develop Authority** *DDA, SWDA, 6DA, 8DA and UTP Categories 1-12*	Refine and monitor cost estimate and update at significant milestones or project changes	Preliminary engineering, schematic approval	Environmental clearance[2, 3]	Right of way acquisition and Utility relocations *(ENV clearance and legal descriptions is a prerequisite)*	Develop PS&E[4]	Continue railroad coordination
INSIDE THE UTP	**Construct Authority** *UTP Categories 1-12*	Refine and monitor cost estimate and update at significant milestones or project changes	N/A	Environmental clearance[2, 3]	Right of way acquisition, Utility relocations *(ENV clearance and legal descriptions is a prerequisite)*	Final PS&E[4]	Finalize federal/state requirements (FPAA), Local agreements (AFA), Finalize railroad agreements, and receive permits (USACE and USCG)

Complete programming guidance is available on the UTP Crossroads Site.
Link to Crossroads here.
Link directly to programming guidance here
*Inflation is applied by TxDOTCONNECT. Cost estimates should be updated annually at a minimum.
1. In non-attainment areas, ROW and PE phases must be listed individually in the STIP. This is required for ROW or PE FPAA's to be processed in advance of the CST phase being listed in the TIP/STIP. The ROW and PE amounts listed do not impact the fiscal constraint tables in the STIP as that hits the District's ROW/PEPS budget.
2. MPO: (1) Individually listed for construction in MPO's MTP/RTP (unless the project will be grouped for STIP purposes) and (2) grouped or individually listed in STIP ("E," "R," or "C" are all ok), or if project is outside 4-year STIP window, listed in appendix of TIP for informational purposes.
3. Rural: Grouped or individually listed in STIP ("E," "R," or "C" are all ok). If a project is not fully funded in the 10-year UTP window, the project must be listed for informational purposes in statewide financials to the STIP (see "Rural Development Authority Project List").
4. Exception Design-Build (Alternative Delivery) projects where design is limited to 100% schematic.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 1 Preventive Maintenance & Rehabilitation	**Addresses:** Preventive maintenance and rehabilitation of the existing state highway system - Includes pavement, signs, traffic signals, and other infrastructure assets - Supports each district's Pavement Management Plan and Safety Plan - Can be used as an open funding line	Districts	**TxDOT districts, select projects:** - using a performance-based prioritization process, assessing: a) district-wide maintenance and rehab needs b) district-wide safety needs.	Districts	District scoring/ranking methodologies
Category 2 Metropolitan & Urban Area Corridor Projects	**Addresses:** Mobility and added capacity projects on urban corridors within MPO boundaries - Mitigates traffic congestion, traffic safety, and roadway maintenance or rehabilitation - Must be located on the state highway system	MPO/District Collaboration	**MPOs and TxDOT districts collaborate to select projects:** - using a performance-based process to determine priority projects deemed by the MPO - within category 10-year planning targets constraint Districts submit projects to TPP during the UTP Mobility Project Call.	Texas Transportation Commission via UTP Adoption	MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 3 Non-Traditionally Funded Transportation Projects	**Addresses:** transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund - state bond financing (such as Proposition 12 and Proposition 14) - Texas Mobility Fund - pass-through financing - regional revenue and concession funds - local funding Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.	Districts	Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.	Varies	Varies
Category 3 Design-Build	**Addresses:** Non-construction costs associated with Design-Build projects fully funded, approved for contract, and within the constraints of project development LAR approval. Costs include those associated with design, utilities and other development costs approved in the Design-Build Guidance Document. Design-Build development fund sources are approved through FIN-Forecasting.	FIN-Forecasting	Projects selected for Design-Build are evaluated by ALD, selected and recommended by Administration. Once a project has been designated for Design-Build and is listed on the approved 2-year Design-Build schedule, it is eligible for Cat 3 Design-Build funds.	FIN-Forecasting	Scored and ranked by ALD Design-Build selection criteria
Category 4 Urban Connectivity	**Addresses:** Mobility on major state highway system corridors, which provide connectivity in urban areas. Projects must be located within the MPO boundaries on the designated highway connectivity corridor network that includes: - The Texas Trunk System - National Highway System (NHS) - Connections to major sea ports or border crossings - National Freight Network - Hurricane evacuation routes	TPP-Unified Transportation Program	Districts select projects within the constraint of their category 10-year planning targets. Districts submit projects to TPP during the UTP Mobility Project Call.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors within MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 4 Regional Connectivity	**Addresses:** mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located outside of the MPO boundaries on the designated highway connectivity corridor network that includes: - The Texas Trunk System - National Highway System (NHS) - Connections to major sea ports or border crossings - National Freight Network - Hurricane evacuation routes	TPP-Unified Transportation Program	Districts submit candidate projects to TPP through the annual UTP Mobility Project Call. Projects are recommended by TPP leadership and approved by the Commission.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors outside MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 5 CMAQ	**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.	Districts/MPO Collaboration	MPOs select projects and must obtain District's concurrence on the project for which funds are to be used.	Districts	Local scoring/ranking methodologies

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 6 Structures Replacement and Rehabilitation (Bridge)	**Addresses:** Bridge improvements through the following sub-programs: **Highway Bridge Program:** For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered to be in poor condition or near poor condition. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges. **Bridge Maintenance and Improvement Program:** For rehabilitation and preservation of eligible bridges on the state highway system. **Bridge System Safety Program:** For the mitigation or elimination of higher risks on bridges such as deficient rails, documented scour or scour critical rating, documented history of debris, or steel or timber piling with advanced deterioration. Also 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.	Bridge Division	Districts submit candidate projects to BRG through the annual project call.	Bridge Division	**TxDOT's Bridge Division** selects projects using a performance based prioritization process. **Highway Bridge** projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by extent of deterioration. **Bridge Maintenance and Improvement projects** are selected statewide based on identified bridge maintenance/ improvement needs. **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.
Category 7 Metropolitan Mobility and Rehabilitation	**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 (FC) greater than a local road or rural minor collector (FC 6 or 7). Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.	Districts/MPO Collaboration	District and MPOs collaborate to select projects.	MPO Policy Board	Local scoring/ranking methodologies
Category 8 Safety	**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. **Systemic Widening Program (SSW):** Statewide program to fund the widening of high risk narrow highways on the state highway system. *Completed Programs with no additional project calls/selections under Category 8: High Risk Rural Roads (HRRR), Safety Bond Program, and Road to Zero.*	Traffic Division	**HSIP:** Districts submit project selections for on-system targeted, on-system systemic, and off-system projects meeting TxDOT's HSIP Guidance. TRF reviews and approves projects submitted through annual program calls. **SSW:** Project locations are prioritized statewide and selected based on high risk factors and cost.	Traffic Division	**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.
Category 8 Rail	**Rail-Highway Crossing Program** (Federal Railroad Set-Aside): Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and incidents at on and off-system public at-grade crossings. Funds may also be used to mitigate blocked at-grade crossings.	Rail Division	Rail Division manages the selection and management of projects in line with the latest Rail Highway Operations Manual. Project review is based on project calls and to supplement existing HSIP or other traffic signal projects impacted by a railroad crossing.	Rail Division	Projects are evaluated using the railroad crossing index. Projects are ranked and rated based on criteria in the latest Rail Highway Operations Manual. Emphasis is placed on traffic signal preemption.
Category 9 Transportation Alternatives Set-Aside Program (TASA)	**Addresses:** Projects under the federal Transportation Alternatives (TA) Set-Aside Program such as: - Design and construction of bicycle and pedestrian infrastructure - Active transportation network plans - Improved access for bicycle, pedestrian, and transit users along divided highways - Safe routes to schools non-infrastructure programs - Other eligible activities consistent with federal guidelines outlined in rules adopted by MPOs for their TA programs.	MPO/District Collaboration > 200k Areas --- Public Transportation Division - Statewide	TxDOT allocates 59% of Category 9 funds to subareas of the state based on population. The other 41% is designated for statewide use, a portion of which may be available to transfer to other federal programs if certain conditions are met. MPOs with a population over 200,000, which are designated as TMAs, administer competitive calls for projects for TA funds suballocated to their areas. For these funds, MPOs select projects in consultation with TxDOT districts. TxDOT's Public Transportation Division (PTN) administers a competitive calls for projects for TA funds suballocated to rural and urban areas (with a population of 200,000 or less) as well as funds designated for statewide use regardless of population size.	MPO Policy Boards - > 200k Areas --- Texas Transportation Commission - Statewide	Projects are evaluated against criteria developed by TxDOT and MPOs to advance regional and statewide transportation planning goals.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 10 Carbon Reduction	**Addresses:** Projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. Common types of projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.	TPP-Statewide Planning	TPP-Statewide Planning to coordinate use of non-MPO allocation.	TPP-Statewide Planning	*To be determined; additional guidance is forthcoming*
		MPO/District Collaboration	MPOs administer project selection for funds distributed based on population: urbanized area populations over 200,000 (known as Transporation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000.	District	Local scoring/ranking methodologies
Category 10 Ferry Boat Program	**Addresses:** The construction and capital maintenance and rehabilitation of ferry boat facilities along the Texas coast.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.
Category 10 Seaport Connectivity Program	Addresses: Projects that will improve connectivity, enhance safety, and relieve congestion in communities around the state's maritime ports. Formerly known as the Port Access Improvement Program.	Maritime Division	Projects are scored and and recommended, through a competitive call for projects, to the Port Authority Advisory Committee (PAAC), before being recommended to the Texas Transportation Commission for the approval of project awards.	Texas Transportation Commission	Seaport Connectivity projects are scored based on their ability to increase connectivity and safety, their economic impacts, and project readiness. Projects are selected by the Port Authority Advisory Committee and for recommendation to the Commission for their approval.
Category 10 Information Technology Systems (ITS)	**Addresses:** Improvements and upgrades to intelligent transportation systems across the state. Funding is distributed to the following divisions: **Information Technology Division (ITD):** - Provides ITS equipment directly on the roadway - Work that will be incorporated into a current/future construction project - Work that supports a specific roadway project development stage - Project provides statewide data/technology solutions for the life-cycle of the transportation network. **Strategic Initiatives and Innovations Division (STR):** - The Cooperative and Automated Transportation (CAT) program is an initiative established by TxDOT to integrate Connected Vehicles (CV), Automated Vehicles (AV) and related emerging transportation technologies into the state's transportation system. CAT offers numerous potential benefits and improvements for safety and to accommodate rapidly growing transportation demands by using technology to maximize the transportation infrastructure's performance.	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.
Category 10 Federal Lands Access Program	**Addresses:** Transportation facilities that are located on, are adjacent to, or provide access to federal lands.	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.
Category 10 Texas Parks and Wildlife Department	**Addresses:** The construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.
Category 10 Green Ribbon Program	**Addresses:** Projects that plant trees, plant material, and appurtenances that support the life of the plants to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.
Category 10 ADA Pedestrian Program	**Addresses:** Construction or replacement on system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.
Category 10 Landscape Incentive Award	**Addresses**: Joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 10 Railroad Grade Crossing and Replanking Program	**Addresses:** The replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).	Rail Division	TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.	Rail Division	TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.
Category 10 Railroad Signal Maintenance Program	**Addresses:** the financial contributions to each railroad company in the state for signal maintenance.	Rail Division	TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings	Rail Division	TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings
Category 11 Border State Infrastructure	**Addresses:** TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.	TPP-International Trade	TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.	TPP-International Trade	TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.
Category 11 District Discretionary	**Addresses:** District transportation needs at the discretion of each TxDOT District. - should not be used for right of way acquisition - common project types include roadway maintenance or rehab, added passing lanes (Super 2), and roadway widening (non-freeway) - can be used as an open funding line	Districts	Districts select projects.	Districts	District scoring/ranking methodologies
Category 11 Energy Sector	**Addresses:** Safety and rehabilitation work on state highways impacted by the energy sector. - generally programmed on roadways most impacted by energy sector activity, outside of MPO boundaries - program should be reviewed on a quarterly basis to ensure funding is programmed to meet the needs of each energy play	Districts	Districts select projects. Exceptions for projects outside the approved Engergy Sector counties must be submitted to the TPP-UTP Director for consideration prior to programming.	Districts	Scored and ranked by districts
Category 11 Safety	**Addresses:** Safety needs at the district's descretion. Intended to be used on proven engineering safety countermeasures. TxDOT will put these funds toward standalone safety countermeasures that have been proven on a national or state level.	Districts	Districts select projects. Traffic Division will provide technical support in developing projects but does not participate in the management of the program.	Districts	District scoring/ranking methodologies
Category 11 Cost Overruns / Change Orders	**Addresses:** Cost overruns and change orders that have historically been covered by Category 1 Allocation distributed in FY 2024-2025 will provide additional funding for costs that are realized at letting and during construction.	Governance committee	Districts submit candidate projects to the governance committee for approval.	Governance committee	Not applicable
Category 12 Strategic Priority	**Addresses:** Projects with specific importance to the state, as determined by the Texas Transportation Commission (TTC), including those that improve: - 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 Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	TPP-Unified Transportation Program	Districts submit candidate projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 12 TexasClearLanes	**Addresses:** Sub-program for large congestion projects in five TxDOT districts (AUS, DAL, FTW, HOU, SAT). These projects must be vetted through the Congestion Task Force and are selected at the Texas Transportation Commission's discretion.	TPP-Unified Transportation Program	Projects must be presented and vetted through the Congestion Task Force. Once vetted, districts submit projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.
CANDPA - Candidate Plan Authority	Candidate Plan Authority (CANDPA) projects must be programmed outside of the 10-year UTP development window. CANDPA projects are not eligible for development activities (non-chargeable).	Districts	Districts select CANDPA projects.	District	District scoring/ranking methodologies

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Feasibility Studies (FEAS)	A planning study for when a solution is unknown to evaluate possible alternatives and determine economical and environmental feasibility. Studies can be programmed within the 10-year UTP with the estimated let date as the study completion date and the associated costs representing the cost of the study.	TPP-Corridor Planning	Districts seek approval by submitting request through TxDOTConnect's Feasibility Study Request form. May be approved by TPP Corridor Planning Coordinator.	TPP-Corridor Planning	District scoring methodology and review/prioritization against statewide needs in coordination with TPP.
PLAN	Reserved for statewide initiatives and large, regionally impactful planning projects requiring long lead times for development and major funding commitments outside of the 10-year UTP window. It is prioritized for Interstate Highways, US routes, and State Highways. Refer to UTP authority programming for specific guidance on allowable development activities.	TPP-Corridor Planning	Districts seeks approval by submitting request through TxDOTConnect's Plan Authority Request form. May be approved by TPP Corridor Planning Coordinator.	TPP-Corridor Planning	District scoring methodology and review/prioritization against statewide needs in coordination with TPP.
DA - Develop Authority	**DA Target** = The amount of the district's non-programmed balance across allocated UTP categories **DA Balance** = The remainder of the UTP that has not yet been programmed on specific projects **Programming Window:** Within Years 5-10 of the UTP **Authorized Activities:** Early development activities, including schematic approval, environmental clearance, right of way acquisition, and the start of PS&E. **Sub-sets:** **DDA:** For mobility projects chosen by the district **SWDA:** For regionally significant projects likely to compete for statewide funding	TPP-Unified Transportation Program	**DDA** - District discretion subject to TPP review for constraint within set targets. DDA projects are eligible for eventual funding from any of the 12 categories but are primarily expected to be candidates for Categories 2 and 4U	TPP-Unified Transportation Program	District scoring methodology
			SWDA - Projects located on statewide connectivity corridors and are likely to compete for Category 4 Regional or Category 12 funding	TPP-Leadership	
	6DA: For potential Category 6 funding on bridge projects	Bridge Division	**6DA** - district submits request to Bridge	Bridge Division	
	8DA: For potential Category 8 funding on safety projects	Traffic Division	**8DA** - district submits request to Traffic	Traffic Division	

2025 UTP Authority Guidelines

UTP Authority	Work Program	Terminology	Approval	Estimated Let Date	Authorized Activities	End Point	Project Types/Comments
Plan	**CANDPA**	Candidate/Proposed Projects	District	Estimated let date outside the current UTP 10-year window	None. For planning purposes only. No resources can be assigned and no expenditures can be made. These projects were formerly classified as "900" CSJs in DCIS.	Project is prioritized to move to Develop Authority and initiate development activities	Any proposed project.
FS	**FEAS**	Feasibility Studies	TPP Corridor Planning Coordinator	Anticipated year of study completion	A planning study for when a solution is unknown that includes design concepts, general right-of-way requirements, alternative project solutions, traffic analysis, environmental fatal flaws, and planning-level cost estimates.	Completion of feasibility study	
Plan	**PLAN**	Planning Projects	TPP Corridor Planning Coordinator for statewide initiatives or large, regionally impactful planning projects	Estimated let date outside the current UTP 10-year window	Early-stage activities including corridor studies, route studies, preliminary engineering for schematics, preliminary environmental review, preliminary utility investigations and coordination, preliminary ROW scoping, and planning-level cost estimate for construction. Environmental clearance can occur once the planning project is listed in a regional MTP/RTP (20-year plan). Planning projects outside the MPO boundary will be handled on a case by case basis for consideration of PLAN Authority eligibility.	Project is prioritized for the UTP 10-year window to continue development activities	For future major projects requiring long-term development. Eligible candidates should be submitted through TPP.
Develop	**DDA**	District Develop Authority	TPP-UTP	Estimated let date within Years 5-10 of the current UTP	Preliminary engineering, schematic approval, environmental clearance, right of way acquisition, and the start of PS&E. Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.	Project is fully funded and ready to move to Construct Authority based on its stage of development. Once fully funded, projects can remain in Develop Authority if stage of development does not warrant a move into Construct Authority.	DA funds represent the balance of the UTP that has not yet been programmed on specific projects. Districts may collectively program DA up to the amount of the current UTP balance, which is subject to TPP-UTP review for constraint. DA targets, balances and programming levels can be viewed via the Tableau Engineering Operations DA Dashboard. This is updated twice every quarter. DA projects may be eligible for eventual funding from any UTP category but should not be maintenance projects. DA projects should be fully programmed to warrant development activities. Fully programmed means the combination of programming (category and DA funds) equals the current/latest construction estimate. Any DA projects no longer in active development should be moved to CANDPA.
	6DA	Bridge Develop Authority	Bridge Division				
	8DA	Safety Develop Authority	Traffic Division				
	SWDA	Statewide Develop Authority	TPP leadership, for large strategic projects and future statewide initiatives				
Construct	**UTP Categories 1-12**	Construct Authority	Commission authorization for Categories 2, 4, and 12. Districts and Divisions decide other category programming as outlined in the UTP Programming Guidance specific to each funding category.	Estimated let date within Years 1-4 of the current UTP	Completion of all project development activities needed for letting, including ENV clearance, ROW acquisition, utility adjustments, and PS&E activities. Under Construct Authority, projects are finalizing Federal/state requirements in anticipation of letting (CBI, CMAQ, FPAA, railroad agreements, AFA). Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.	All development activities are complete and project goes to letting	Includes all 12 UTP Categories. Must be fully funded. No DDA/SWDA/etc. or partially funded projects. Projects on the 2-year Letting Schedule must be ready to let (RTL) or projected to be RTL by the scheduled letting date. Projects with Construct authority must also be approved within the 4-year STIP.

Agenda Item 4A - Attachment 2

As of January 23, 2024

2025 UTP Programming Approval Guidelines

Approvals Required for Project Changes

Category	New Project Authorization or De-Authorization	Increase to Project Authorized Amount	Decrease to Project Authorized Amount	Moving Project to another Fiscal Year	Significant Project Scope or Limits Change	Division support
1	District	District	District	District	District	FIN
2	TTC	TTC*	TPP	ESC	TTC	TPP
3 LOCAL	District	District	District	District	District	FIN
3 PTF	TTC	TTC	TTC	FIN/PFD	TTC/PFD	PFD
3 TMF (PCI)	FIN	FIN	FIN	FIN	FIN	FIN
3 RTR	TTC	TTC	TTC	District	District	FIN/TPP
3 CONC	TTC	TTC	TTC	District	District	FIN/PFD
3 TOLREV	TTC	TTC	TTC	District	District	FIN/PFD
3 DB	FIN	FIN	District/FIN	ALD/ESC	ALD/ESC	ALD/FIN
4	TPP	TPP^	TPP	ESC	TPP	TPP
5	District	District	District	District	District	FIN/TPP
6	BRG	BRG	BRG	BRG	BRG	BRG
7	District	District	District	District	District	FIN/TPP
8	TRF	TRF	TRF	TRF	TRF	TRF
9**	Dist/PTN	Dist/PTN	Dist/PTN	Dist/PTN	Dist/PTN	FIN/PTN/TPP/MNT
10 Carbon	TPP/MPO	TPP/MPO	TPP/MPO	TPP/MPO	TPP/MPO	TPP
10 (CBI)	TPP/FHWA	TPP	TPP/District	TPP	TPP/FHWA	TPP
10 EARMARK	N/A	N/A	N/A	District	FIN/FHWA	FIN
10 TPW	TPW	TPW	TPW	District	TPW	FIN/DES/TPP
10 GR	DES	DES	DES	DES	DES	DES
10 LIA	DES	DES	DES	DES	DES	DES
10 RR	RAIL	RAIL	RAIL	RAIL	RAIL	RAIL
10 FLA	TPP	TPP	TPP	District	TPP	TPP
10 FB	MNT	MNT	MNT/District	District	MNT	MNT/TPP
10 BLD GRANT	FHWA	FHWA	FHWA	District	FHWA	FIN/FED
10 ADA	DES	DES	DES	DES	DES	DES
10 ITS	ITD/STR	ITD/STR	ITD/STR	ITD/STR	ITD/STR	ITD/STR
11	District	District	District	District	District	FIN/TPP
11 (ES)	ESP	ESP	District	TPP/ESP	ESP	TPP
11 (BSIF)	TPP/FHWA	TPP	TPP/District	TPP	TPP/FHWA	TPP
11 (Safety)	District	District	District	District	District	TRF/FIN/TPP
11 (CO/CO)	Committee	Committee	N/A	N/A	N/A	TPP
12	TTC	TTC	TPP	ESC	TTC	TPP
DDA	TPP	TPP	TPP	TPP	District/TPP	TPP
SWDA	TPP	TPP	TPP	TPP	TPP	TPP
6DA	BRG	BRG	BRG	BRG	BRG	BRG
8DA	TRF	TRF	TRF	TRF	TRF	TRF
CANDPA	District	District	District	District	District	FIN/TPP
PLAN	TPP	TPP	TPP	TPP	TPP	TPP

Additional Notes:

New funding allocations or distributions will be handled in the annual UTP update.

***Cat. 2:** TPP may approve an increase within 10% of the current authorized Cat. 2 amount or $500,000, whichever is greater.

^Cat. 4: Projects selected for Cat. 4 must be on the Connectivity Corridor Network. Changes to a district's overall Cat. 4 allocation require Commission action. With TPP approval, districts may shift allocated Cat. 4U funding between projects on the Connectivity Corridor Network within MPO boundaries or authorized Cat. 4R funding between projects on the same corridor within the same district. Districts may also increase authorized Cat. 4U project funding up to the district's Cat. 4U balance.

Cat. 2, 5, 7: Coordinate with MPOs for any changes to MPO-selected projects

****Cat. 9:** TMA projects - coordinate with MPOs for any changes to MPO-selected projects;
non-TMA projects - coordinate with PTN; TAP Flex Coordination with TPP/MNT

Cat. 11: Rider 11B projects require approval through the Freight and International Trade Section of TPP.

Cat. 12: Administrative revisions are restricted to: (1) splitting a project into multiple CSJs with the ultimate project (scope, description and limits) and funding remaining the same or (2) shifting between CSJs associated by the same CCSJ and indicated as such in the project listing in the UTP document.

As of January 23, 2024

ADA	Americans with Disabilities Act - Managed by DES (Pete Krause)
ALD	Alternative Delivery Division
BRG	Bridge Division
CBI	Coordinated Border Infrastructure (CBI) - Funds managed by TPP (Claudia Lagos) to coordinate FHWA approvals and programming with FIN.
CONC	SH 130 Concession Revenue (AUS/SAT) - Funds managed by FIN; District project selection/recommendation; Commission approval for use of funds coordinated through TPP-Systems Planning
DB	Design Build (PE/ROW/Developer Costs) - Funds managed by FIN; District/ALD project selection/recommendation; Commission procurement approvals coordinated through ALD
BLD Grant	Build Grant Program - District coordination with FIN-Letting Management
District	District Transportation Planning & Programming Director
ESP	Energy Sector Program Manager
ESC	Executive Steering Committee Business Sponsor must review and approve
FB	Ferry Program - Managed by MNT (James Stevenson)
FHWA	FHWA must approve new CBI projects and major scope changes.
FIN	Financial Management Division
FLA	Federal Land Access - Managed by TPP (Carlos Calle)
GR	Green Ribbon Program - Managed by DES (Pete Krause)
LIA	Land Incentive Program - Managed by DES (Pete Krause)
PFD	Project Finance, Debt and Strategic Contracts
PTN	Public Transportation Division
PTF	Pass Thru Finance - Managed in coordination with FIN-Letting Management and PFD (Dallas Teston)
RR	Railroad Grade Crossing and Replanking Program - Managed by RRD (Robert Travis)
RTR	SH 121/161 Surplus Toll Revenue (DAL/FTW) - Funds managed by FIN; District project selection/recommendation; Commission approval for use of funds coordinated through TPP-Systems Planning
TMF (PCI)	Texas Mobility Fund (Port Capital Improvements) - MRD coordination with FIN
TOLREV	Toll Revenue - Funds managed by FIN with District project selection/recommendation and Commission approval coordinated through TPP-Systems Planning
TPP	Transportation Planning and Programming Division
TPW	Texas Parks and Wildlife
TRF	Traffic Safety Division
TTC	Texas Transportation Commission annual UTP adoption

2025 UTP Available Funding Balances for CAT 2 and 4U

10-Year Available District Balances					
		A	B	C	A - (B + C)
District	Category	Total Draft 2025 UTP Target	Total Programmed	2025 UTP Current Request (Dec)	Available Balance
Corpus Christi	2	$ 141,877,556	$ 131,722,407	$ 54,000,000	$ (43,844,851)
Corpus Christi	4U	$ 108,394,758	$ 70,497,593	$ 54,000,000	$ (12,102,835)

2020-2045 Metropolitan Transportation Plan (MTP) DRAFT Fiscally Constrained Project List for MPO Funding

Plan Period	Rank	Rank Order	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost ($, millions)	Funding (Check Field)	CAT1	CAT2	CAT3	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost ($, millions)	Project Type	Notes
TIP/STIP	1	1	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	$35.00	$35.00		$35.00								$45.43	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	2	0074-06-241	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	$60.00		$12.00		$15.00			$33.00			$77.88	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	3		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	$14.00		$2.00		$12.00						$18.17	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	4	0101-04-114	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		$4.00								$5.19	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	6	0326-01-056	MPO-005	SH Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM Staples Street)	TxDOT-CRP	On	2	$40.00	$40.00		$40.00								$51.92	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	7	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	$7.00	$7.00		$7.00								$9.09	Highway	Funding allocation matches 2020 UTP
TIP/STIP	2	10	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 Mer[illegible]Park	City of Corpus Christi	Off	7	$1.42	$1.42					$1.42					$1.84	Bike/Ped	
TIP/STIP	2	11		MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7 ocal / ROW	$71.00	$71.00					$36.00			$20.00	$15.00	$92.15	Highway	Verify cost estimates.
TIP/STIP	2	12	0916-35-196	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					$4.80					$6.23	Highway	
TIP/STIP	3	13	0916-00-068	MPO-010	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	/ L7	$1.42	$1.42									$1.42	$1.84	Bike/Ped	Utilizes prior funding. erify if completed by September 2019.
TIP/STIP	4	14	0916-35-219	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				$0.39	Bike/Ped	
TIP/STIP	4	15	0916-35-206	MPO-012	Region-wide Bike Boulevard Wayfinding Initiative	Designation of bicycle boulevards with pavement markings and signage	Various Locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	9	$0.62	$0.62						$0.62				$0.62	Bike/Ped	AFA pending V
TIP/STIP	4	16		MPO-013	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Varioius Locations in Portland	N/A	City of Portland	On	9	$0.36	$0.36						$0.36				$0.36	Bike/Ped	
TIP/STIP	4	17		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				$0.70	Bike/Ped	
TIP/STIP	16	33		MPO-015	PR 22	Feasibility study: intersection improvements	At SH 361/PR ntersection	Zahn Road	TBD	On	7	$1.20	$1.20					$1.20					$1.56	Highway	Verify sponsor
10-Year	1	5	0617-02-073	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		$16.00								$19.20	Highway	Funding allocation matches 2020 UTP
10-Year	1	8	0180-10-082	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		$38.50								$46.20	Highway	Funding allocation matches 2020 UTP
10-Year	1	9	0180-06-118	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	$21.50	$21.50				$21.50						$25.80	Highway	Funding allocation matches 2020 UTP
10-Year	9	22		MPO-019	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH Crosstown)	Coopers Alley	City of Corpus Christi	Off	7	$5.50	$5.50					$5.50					$6.60	Highway	
10-Year	12	27	0916-35-170	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					$4.73					$5.68	Highway	
10-Year	13	28		MPO-021	Regional Parkway / Rodd Field Road Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field	Yorktown Boulevard	SH Crosstown)	City of Corpus Christi	Off	7	$1.89	$1.89					$1.89					$2.27	Highway	
10-Year	13	29		MPO-022	Regional Parkway	NEW location: Construct Phase I consisting of 4-lane roadway (Segment B)	Rodd Field Road	SH Crosstown)	City of Corpus Christi	Off	7	$45.00	$45.00					$45.00					$54.00	Highway	
10-Year	13	30		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 Creek)	City of Corpus Christi	Off	7	$25.00	$25.00					$25.00					$30.00	Highway	
10-Year	14	31		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					$39.41					$47.29	Highway	
10-Year	15	32		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					$20.00					$24.00	Bike/Ped	Consider North Beach plan impact. ossible use of remaining Category 7 funds.
10-Year	19	36		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					$17.00					$20.40	Highway	
10-Year	22	39		MPO-027	CR	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	$5.92	$5.92					$5.92					$7.10	Highway	P
10-Year	23	40		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					$5.00					$6.00	Highway	
10-Year	32	49	TBD	MPO-029	US 181 Companion Drainage Project	Construction of the campanion drainage project across the TxDOT right-of-way	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	2 ocal	$7.00	$7.00								$7.00		$8.40	Highway	
10-Year	35	52		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				$12.43	Bike/Ped	Remaining Cat 9 funding to be allocated in the future based on a call for projects and ultimate selection.
Long Range	5	18	0617-01-178	MPO-031	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	/ 7 /L	$35.00	$35.00		$35.00								$42.00	Highway	
Long Range	6	19		MPO-032	SH Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH SPID)	TxDOT-CRP	On	2	$80.00	$80.00		$80.00								$96.00	Highway	
Long Range	7	20		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 U	$18.00	$18.00		$6.00		$10.00	$2.00					$21.60	Highway	
10-Year	8	21	0074-06-252	MPO-034	I-37 nterchange	Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH nd WB SH o NB I-37	At I-37/SH 358 interchange	N/A 358 (	TxDOT-CRP	On	2 / 4U	$100.00	$100.00		$60.00		$40.00						$100.00	Highway	Project proposed by TAC and MPO staff for inclusion on 2025 UTP initial list in December 2023
Long Range	10	23		MPO-035	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	/ 4 / 7 2 / 4U	$40.00	$40.00		$15.00		$25.00						$40.00	Highway	Project proposed by TAC and MPO staff for inclusion on 2025 UTP initial list in December 2024
10-Year	11	24	0326-01-065	MPO-036	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH SPID)	TxDOT-CRP	On	2 / 4U	$60.00	$60.00		$25.00		$35.00						$60.00	Highway	Project proposed by TAC and MPO staff for inclusion on 2025 UTP initial list in December 2025
10-Year	NA	NA	TBD	MPO-###	Rodd Field Road	Implementation of Traffic Safety and Operational Improvements on Rodd Field Road	SPID	Yorktown Boulevard	TxDOT-CRP	On	2 / 4U	$60.00	$60.00		$30.00		$30.00						$60.00	Highway	Project proposed by TAC and MPO staff for inclusion on 2025 UTP initial list in December 2025

TxDOT-CRP District 2025 UTP Candidate Project List

				AUTHORIZED IN THE 2023 UTP			UPDATED CONSTRUCTION ESTIMATE	% INCREASE	FUNDING GAP IN TODAY'S DOLLARS	2024 UTP CANDIDATES REQUESTED AMOUNTS					
CSJ	COUNTY	HWY	PROJECT DESCRIPTION	EST LET DATE RANGE	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	FUNDING APPROVED & AUTHORIZED IN THE 2023 UTP				PROPOSED EST LET DATE RANGE	FUNDING CATEGORY REQUESTED	TOTAL REQUESTED CONSTRUCTION FUNDING	INCLUDING INFATION	DRAFT UTP AUTHORIZED CONSTRUCTION FUNDING	COMMENTS *(from 11/17/22)*
1209-01-030	San Patricio	FM 893	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	FY 2023-2026	CAT 2M	$7,904,000	$12,500,000	58%	$4,596,000	FY 2024-2027	CAT 2 METRO	$12,500,000	$12,500,000	$12,500,000	Updated to current bid prices. High cost for storm sewer and drainage items.
0617-01-177	Nueces	SH 358	RAMP REVERSAL PHASE II-B	FY 2023-2026	CAT 2M	$39,960,000	$55,000,000	38%	$15,040,000	FY 2024-2027	CAT 2 METRO	$50,000,000	$50,000,000	$50,000,000	Updated to current bid prices. Higher cost for retaining walls and confined construction space.
											CAT 4 URBAN	$5,000,000	$5,000,000	$6,000,000	
0326-01-056	Nueces	SH 286	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FY 2023-2026	CAT 2M	$52,000,000	$58,000,000	12%	$6,000,000	FY 2024-2027	CAT 2 METRO	$58,000,000	$58,000,000	$60,000,000	Updated to current bid prices.
0989-02-057	Nueces	FM 624	CONSTRUCT ADDITIONAL TWO TRAVEL LANES TO UPGRADE EXISTING FOUR LANE RURAL ROADWAY TO AN URBAN SIX LANE BOULEVARD WITH RAISED MEDIAN	FY 2023-2026	CAT 2M	$9,280,000	$27,500,000	29%	$6,220,000	FY 2024-2027	CAT 2 METRO	$9,500,000	$10,600,000	$11,640,000	Updated to current bid prices.
					CAT 4U	$10,000,000					CAT 4 URBAN	$16,000,000	$16,000,000	$16,000,000	
					CAT 7	$2,000,000					CAT 7	$2,000,000	$2,000,000	$2,000,000	
0180-06-118	San Patricio	SH 35	UPGRADE/ADD ELEVATED SPUI	FY 2027-2032	CAT 4U	$29,680,000	$32,000,000	8%	$2,320,000		CAT 4 URBAN	$32,000,000	$35,840,000	$36,400,000	
0180-10-082	San Patricio	SH 361	UPGRADE/ADD ELEVATED SPUI	FY 2027-2032	CAT 2M	$44,800,000	$52,000,000	16%	$7,200,000	FY 2024-2027	CAT 2 METRO	$52,000,000	$58,240,000	$46,862,407	Updated to current bid prices. High level of risk on accuracy of estimate until completion of the schematic/environmental process.
											CAT 4 URBAN	$0	$0	$12,497,593	
0180-11-016	San Patricio	SP 202	UPGRADE/ADD ELEVATED SPUI	FY 2027-2032		$0	$15,000,000	New	$15,000,000		CAT 2 METRO	$15,000,000	$16,800,000	$16,800,000	
0326-03-103	Nueces	SH 286	CONSTRUCT 1 ADDITIONAL TRAVEL LANE NORTHBOUND.	FY 2027-2032	CAT 2M	$24,000,000	$30,000,000	7%	$2,000,000	FY 2024-2027	CAT 2 METRO	$25,000,000	$28,000,000	$28,000,000	Updated to current bid prices and future inflation.
					CAT 4U	$4,000,000					CAT 4 URBAN	$5,000,000	$5,600,000	$5,600,000	
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	FY 2027-2032	CAT 2M	$17,920,000	$16,000,000	0%	--	FY 2028-2033	CAT 2 METRO			$15,920,000	
											TBD			$2,000,000	
0074-06-252	Nueces	IH 37	RECONSTRUCT I-37 / SH 358 INTERCHANGE TO PROVIDE 2 -LANE DIRECT CONNECTORS FROM SB I-37 TO EB SH 358 AND WB SH 358 TO NB I-37	FY 2027-2032	CAT 2	$60,000,000	$100,000,000			FY 2028-2033	CAT 2 METRO	$60,000,000			Project included in 2025 UTP initial list in December 2023.
					CAT 4U	$40,000,000					CAT 4 URBAN	$40,000,000			
0326-01-065	Nueces	SH 286	CONSTRUCT BRAIDED RAMPS NORTHBOUND FROM HOLLY TO SH 358.	FY 2027-2032	CAT 2	$25,000,000	$60,000,000			FY 2028-2033	CAT 2 METRO	$25,000,000			Project included in 2025 UTP initial list in December 2025.
					CAT 4U	$35,000,000					CAT 4 URBAN	$35,000,000			
TBD	Nueces	RODD FIELD RD.	IMPLEMENTATION OF TRAFFIC SAFETY AND OPERATIONAL IMPROVEMENTS ON RODD FIELD ROAD FROM SH 358 TO YORKTOWN BLVD.	FY 2027-2032	CAT 2	$30,000,000	$60,000,000			FY 2028-2033	CAT 2 METRO	$30,000,000			Project included in 2025 UTP initial list in December 2025.
					CAT 4U	$30,000,000					CAT 4 URBAN	$30,000,000			

December 2023

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: February 9, 2024

To: Technical Advisory Committee (TAC)

From: Robert MacDonald, Transportation Planning Director

Subject: Item 5A: FY 2023-FY 2026 Transportation Improvement Program (TIP) Amendment 2 - Administrative

Action: Information Only

Summary

TxDOT requested an Administrative Amendment to the FY 2023-2026 TIP. This project is eligible for an Administrative Amendment because the total funding is not changing. The change is from federal funds to state funds. TIP Amendment 2 is being reported as an information item to the Technical Advisory Committee (TAC). The federal funds are zeroed out and the value added to the state funding. The two projects are:

- SH 358 Ramp Reversal Phase II-B Nile Drive to Staples Street (MPO-01) (CSJ 0617-01-177) $39,960,000.
- SH 286 Construct Phase I Freeway Extension by Upgrading Existing 2-LN Rdwy to 4-LN Divided Highway (MPO-05) (CSJ 0326-01-056) $41,580,000.

To identify the changes to the FY 2023-2026 TIP, Attachment 1 shows the projects in Table 15 in the TIP document. The corresponding TIP project information has been uploaded to the TxDOT eSTIP system resulting in the report provided as Attachment 2. Finally, Attachment 3 provides the revised eSTIP Financial Summary for the FY 2023-2026 TIP funding by each Category.

Recommendation

None. Receive the FY 2023-2026 TIP Administrative Amendment 2 information.

Proposed Motion

None. Information Only.

Financial Impact

None. Funding totals are maintained, and the project will use 100 percent State Funds.

Attachments:

1. Excerpt of DRAFT FY 2023-2026 TIP Amendment 2 for SH 286 (CSJ 0326-01-056) and SH 358 (CSJ 0617-01-177) (STIP Table and Table 15a)
2. TxDOT eSTIP Report of Revised Project Funding for SH 286 (CSJ 0326-01-056) and SH 358 (CSJ 0617-01-177)
3. FY 2023-2026 TIP Administrative Amendment 2 – STIP Financial Summary Table (Highway)

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) **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
2023	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	$3.182.60			$3.182.60				$3.182.60
2023	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
2026	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

Statewide Transportation Improvement Program

Statewide Transportation Improvement Program

Corpus Christi MPO

Highway Projects

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
LIMITS TO STAPLES STREET
PROJECT DESCR RAMP REVERSAL PHASE II-B
REMARKS Corpus Christi MPO administrative TIP amendment. Changed Federal to State funds.
P7

PROJECT SPONSOR TXDOT-CRP
REVISION DATE 02/2024
MPO PROJ NUM MPO-001
FUNDING CAT(S) 2

PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 1,993,075
ROW PURCH	$ 0
CONSTR	$ 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

COST OF APPROVED PHASES $ 39,960,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 0	$ 39,960,000	$ 0	$ 0	$ 0	$ 39,960,000
TOTAL	$ 0	$ 39,960,000	$ 0	$ 0	$ 0	$ 39,960,000

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

CORPUS CHRISTI MPO - HIGHWAY PROJECTS

FY 2024

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
LIMITS TO SOUTH OF FM 2444
PROJECT SPONSOR TXDOT-CRP
REVISION DATE 02/2024
MPO PROJ NUM MPO-005
FUNDING CAT(S) 2

PROJECT DESCR CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2-LN RDWY TO 4-LN DIVIDED HIGHWAY

REMARKS P7 Corpus Christi MPO administrative TIP amendment. Changed Federal to State funds.

PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 2,692,795
ROW PURCH	$ 4,331,952
CONSTR	$ 41,580,001
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

COST OF APPROVED PHASES $ 41,580,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
2	$ 0	$ 41,580,000	$ 0	$ 0	$ 0	$ 41,580,000
TOTAL	$ 0	$ 41,580,000	$ 0	$ 0	$ 0	$ 41,580,000

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

Corpus Christi MPO Initial FY 2023 - 2026 Transportation Improvement Program

Funding by Category

TIP Highway Financial Summary - Year of Expenditure Cost

		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	$3,179,828	$3,179,828	$7,139,000	$7,139,000	$41,410,000	$41,410,000	$0	$0	$51,728,828	$51,728,828
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	**$11,083,828**	**$11,083,828**	**$92,179,000**	**$92,179,000**	**$60,690,000**	**$60,690,000**	**$0**	**$0**	**$163,952,828**	**$163,952,828**

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	$9,503,028	$5,711,200	$48,552,000	$0	$63,766,228
State	$1,580,800	$82,967,800	$12,138,000	$0	$96,686,600
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	**$11,083,828**	**$92,179,000**	**$60,690,000**	**$0**	**$163,952,828**

Agenda Item 5A - Attachment 3

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: February 9, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: 2050 Metropolitan Transportation Plan (MTP) Updates: Goals and Objectives
Action: Information Item

Summary

During each Metropolitan Transportation Plan (MTP) development cycle, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) reviews and can revise its Vision, and associated Goals, Objectives, and Performance Measures. As part of developing the 2050 MTP, the MPO is updating several sub-plans, such as Safety, Resiliency, Active Transportation and Micromobility. In a performance-based planning and programming (PBPP) system, the goals of these subplans and the MTP Goals must be consistent. Staff is asking the committees, and will be asking the public, if the existing Goals and Objectives are broad enough to address the regions strategies, the state and national goals, and the concerns of the regional public.

Staff requests that the TAC provide feedback as we begin the process to collect ideas for subsequent discussions, to develop revised MPO 2050 MTP Vision, Goals, and Objectives, and then seek TPC approval to release these for public review and comment. The existing Corpus Christi MPO 2045 MTP Goals are:

1. Significantly reduce traffic fatalities and serious injuries on all public roads.
2. Manage regional transportation assets into a state of good repair.
3. Reduce congestion on the regional significant corridors.
4. Efficiently operate, and invest in, the surface transportation system.
5. Improve regional freight transportation facility performance.
6. Use transportation investments to improve the regional economy.
7. Protect and enhance communities, the natural environment, and historic and cultural resources.
8. Provide an equitable transportation system for all, regardless of age, ability, race, ethnicity, or income.

Background

As stated in FHWAs Performance Based Planning and Programming Guidebook, "…*the transportation planning process begins with the development of a vision and broad goals that provide a strategic direction for investment and policy decisions.*" The guidebook later states "… *it is important to establish goals and objectives with careful thinking about how they will be used as a foundation for developing performance measures and targets for investment decision-making and for measuring performance. Goals and objectives should be developed in conjunction with both internal agency and external stakeholders*."

In the transportation planning process, goals stem from the values inherent in the community's vision for the future. These outcome-oriented goals set the strategic direction for a performance-based planning and programming process. Goals should reflect agreed-upon system-wide priorities and should relate to outcomes that matter to the public, not just to the agency members.

In FHWAs web resource called **PlanWorks**, the first step in long-range transportation planning is a broad assessment of the available data, previous decisions and interagency relationships within the metropolitan area. The second step is "Reviewing and Updating the Vision and Goals." Step 2 is the first opportunity for public

stakeholders to provide their input into the formal MTP process. Key questions found in the PlanWorks that can frame Step 2 are:

- How are the national goals reflected in the vision and goals?
- Do the MTP goals reflect short- and long-term outcomes?
- Do the vision and goals of the plan reflect a broader community-wide vision and goals?
- How do the MTP goals reflect previously established vision and goals?
- How does available funding inform the vision and goals?
- Do the vision and goals support a multimodal transportation system?
- Is transportation safety sufficiently reflected in the vision and goals of the plan?
- What stakeholder input was received about the draft vision and goals?
- What stakeholder groups were represented in this input?
- Are there stakeholder groups not represented that need to be engaged?
- What do stakeholders value and need?
- How does stakeholder input compare to the proposed vision and goals?
- How was stakeholder input reflected in the adopted vision and goals?
- Which stakeholders are interested in being active participants in developing the MTP?
- How does bicycle and pedestrian accessibility influence the vision and goals?
- Is there a state, regional, or local complete streets policy to inform setting the vision and goals?
- Do the vision and goals reflect the bicycle and pedestrian network principles and goals?
- What existing economic/investment goals should the MTP recognize?
- What are the needs and goals of freight users?
- What is the impact on existing and future goods movement operations?
- Is there an existing freight plan with vision and goals for the freight system?
- What type of GHG information is needed to inform the goal setting process?
- How is the current transportation system affecting health outcomes?
- Are there opportunities for transportation decisions to improve health in the region?
- What information is available to health and community stakeholders on transportation-related health needs and goals in the region? This may include health disparities among populations, access to community resources and jobs, or other needs.
- What baseline data, tools, studies, or assessments can health stakeholders provide to improve understanding of transportation's relationship to health in the region?
- Are there any identified transportation-related health risks or issues in the region, such as obesity, asthma, crash-risk, pollution-related illness, or inequities in the access to health-promoting resources?
- Are there specific interests or goals for the human environment?
- What information is available about stakeholders representing the community and individual populations?
- Do any goals relate to improving the quality of life or equity in the region?
- What goals does the region have for travel time reliability and/or system operations and performance?
- Do the MTP goals reflect short- and long-term outcomes related to system performance and operations?
- Are there priority areas for conservation/mitigation that should be considered in the vision and goals?

It is important to keep performance measures and evaluation criteria in mind when developing goals and objectives. This will allow post-investment analyses to determine if the investments accomplished what they were selected to do. One part of this is using a format known as the S.M.A.R.T. format. This format establishes objectives that are: Specific, Measurable, Action-Oriented, Reasonable, and Time Bound. These are briefly described below.

- An objective is not general; it identifies exactly what the MPO wants to happen.
- A measurable objective is quantifiable and can detect changes over time.
- An action-oriented objective can be counted or observed.
- A reasonable objective is realistic and reachable, versus what is simply desired.
- A time-bound objective establishes a deadline.

The national goals and performance measures, as stated in 23 USC 150(b) are:

(a) DECLARATION OF POLICY.—

Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming.

(b) NATIONAL GOALS.—

It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

1. **SAFETY** — To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **INFRASTRUCTURE CONDITION** — To maintain the highway infrastructure asset system in a state of good repair.
3. **CONGESTION REDUCTION** — To achieve a significant reduction in congestion on the National Highway System.
4. **SYSTEM RELIABILITY** — To improve the efficiency of the surface transportation system.
5. **FREIGHT MOVEMENT AND ECONOMIC VITALITY** — To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **ENVIRONMENTAL SUSTAINABILITY** — To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **REDUCED PROJECT DELIVERY DELAYS** — To 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.

U.S. Department of Transportation FY 2022- 2026 Strategic Plan Goals

Safety
Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.

Economic Strength and Global Competitiveness
Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.

Equity
Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

Climate and Sustainability
Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

Transformation
Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.

Organizational Excellence
Strengthen our world-class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

U.S. Federal Highway Administration 2022-2026 Strategic Plan Goals

In 2022 the Federal Highway Administration published the 2022-2026 Strategic Plan with goals derived from the US DOT Strategic Goals. These goals are:

- Safety: Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.
- Economic Strength and Global Competitiveness: Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good jobs.
- Equity: Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing disparities, adverse community impacts, and health effects.
- Climate and Sustainability: Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.
- Transformation: Design for the future. Invest in purpose-driven research and innovation to meet the challenge of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.
- Organizational Excellence: Strengthen our organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources

TxDOT Goals from the Texas Transportation Plan 2050 Plan

The TxDOT Objectives for the first 3 goals are listed below.

Promote Safety

- Work with stakeholders to identify and develop proven and data-driven strategies, countermeasures and programs [Evaluation]
- Reduce crashes and lessen crash severity by implementing engineering solutions [Engineering]
- Use education and outreach to promote safe driving, bicycling and pedestrian activities Encouragement/Education]
- Coordinate with first responders to improve incident response times [Enforcement]

Preserve Our Assets

- Preserve integrity of bridges and highway structure
- Provide roads that are smooth and structurally sound
- Keep other assets and technological devices operating
- Reduce long-term costs
- Mitigate asset risks

Optimize System Performance: Movement of People and Goods

- Reduce congestion through both traditional and alternative strategies
- Enable reliable travel times
- Increase travel options and connections
- Ensure freight can move efficiently
- Increase access to jobs, services and activity centers
- Leverage transportation assets to support economic growth and vitality

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: February 9, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: Regional Safety Action Plan Review
Action: Information Only

Summary

In the past 20 years crash safety planning has become more collaborative and integrated at all levels, and the collection of data and tools to analyze the data related to crashes are much more specific and detailed. The Regional Safety Action Plan, defined in Attachment 1 and shown in Attachment 2, is the culmination of over a one year effort using very rigorous evaluation tools. The Corpus Christi MPO Staff asks that the TAC review and comment on the Preliminary DRAFT RSAP.

For over a year, the Corpus Christi MPO has created and implemented a Regional Traffic Safety Task Force to address the many issues related to crashes. During the process, the TxDOT Wrong-way Driver (on the Harbor Bridge) Task force was integrated into the MPO's now Joint Task Force. Many of the components of the RSAP were first presented to the Joint Task Force as well as the TAC for review and comment. The Joint Task Force continues their efforts, and we will update the TAC with recommendations from the Joint Task Force.

Crashes are classified according to the highest degree of injury suffered by someone in the crash using the KABCO scale. The KABCO scale is: Fatal injury (K), Serious Injury (A), Minor Injury (B), Possible Injury (C) Property Damage Only (O). The current focus is on eliminating the KA crashes. Property Damage crashes, while inconvenient, are a congestion issue, not a safety issue. Since February 2023, the Corpus Christi MPO website has had an interactive Crash Data Dashboard that can be queried for information on crashes between 2017 and 2021. Crashes from Year 2022 and 2023 will be added to that Dashboard when resources permit.

Safety Planning at the Federal Level

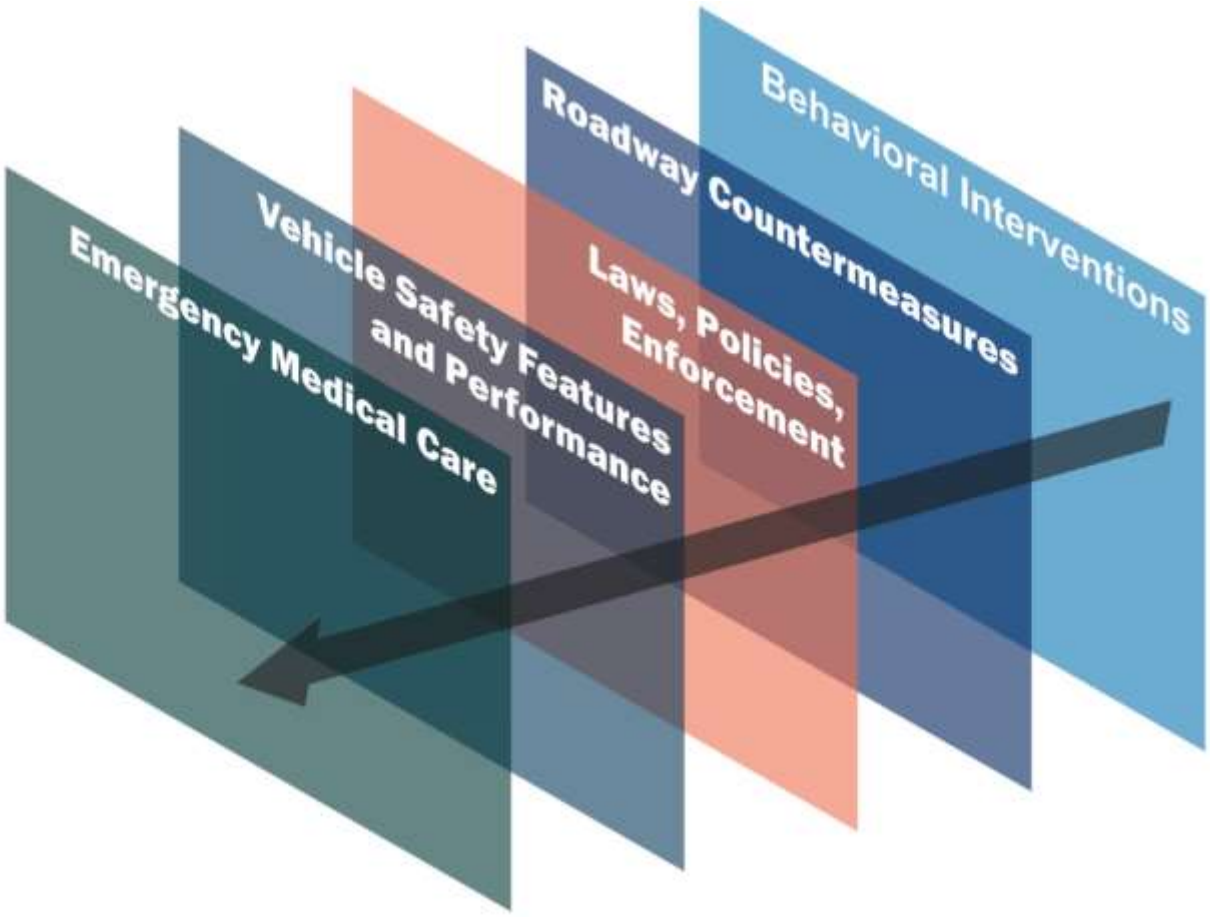
Safety is U.S. DOT's top priority, and the **National Roadway Safety Strategy** (NRSS) is the Department-wide approach to working with stakeholders across the country to achieve Zero Deaths. The NRSS describes the major actions the USDOT will take to make a meaningful difference over the next few years. At the core of this strategy is a Department-wide adoption of the *Safe System Approach*, which focuses on five key objectives: safer roads, safer speeds, safer people, safer vehicles, and post-crash care. FHWA has launched new programs, is better coordinating and improving existing programs, and has adopted a set of foundational principles to guide this strategy.

The NRSS specifically acknowledges that America's roadway network is a highly complex, de-centralized system with an array of entities responsible for specific aspects that influence safety outcomes. State, Tribal, regional, and local governments manage many elements of this system, with significant levels of autonomy and flexibility to make context-specific decisions, including on roadway location and design, how and where funds are spent to build, operate, and maintain road networks, what laws should be enacted within their jurisdiction, and how these laws are implemented.

As stated in a Letter from the Secretary of Transportation, "*While U.S. DOT has many tools at its disposal and will shoulder our responsibility, this must be a coordinated effort with our stakeholders across the public sector, private sector, advocacy, and research communities. It will take a sustained, urgent, yet lasting commitment from the people who build and manage our roads, construct our motor vehicles, and use vehicles as part of their businesses to support actions that protect people and prevent harm. The traveling public also has a role to play. Each of us uses our roads almost every day, whether as a motorist, a passenger, or someone walking, biking, or rolling. Our actions should prioritize safety first. Always.*"

The USDOT **Safe System Strategic Plan** provides a roadmap for the advancement of the Safe System Approach in the U.S. It describes the Safe System Approach, discusses the process involved in building the plan, outlines how to advance a Safe System mindset, and describes steps necessary to implement Safe System practices within the transportation community in the U.S. This plan focuses on the role of road system owners and operators in applying the Safe System Approach to design, build, and operate safer roads.

All layers of a Safe System Approach are critical.



Safety Planning at the State Level

As stated in the Texas Transportation Commission (TTC) Vision, TxDOT has focused on safety with engineering, education, and enforcement efforts. To end the unacceptable streak of deaths on Texas roadways, the state has increased the emphasis on safety during project prioritization, selection and design as well as continuing to address driver behavior through its driver education programs and enforcement. The TTC vision of zero deaths on Texas roadways is based on the belief that everyone, no matter how they travel, should be able to arrive at their destinations safely. Additionally, the state will address emergency response time and overall emphasis on post-crash care. This approach is the goal for the current (2022-2027) revision of the Strategic Highway Safety Plan.

In 2021 the TTC created a task force with representatives from TxDOT and the state's MPOs to identify and fund safety projects with a persistent focus on reducing the number of fatalities on Texas roadways. This task force will establish performance metrics to measure effectiveness and impact along with identifying incentives for the partnership based on the reduction of deaths on Texas roadways.

Texas Department of Transportation Strategic Highway Safety Plan (SHSP)

Since 2005, the Federal Highway Administration has required State DOTs to develop, implement, evaluate, and update a **Strategic Highway Safety Plan** (SHSP) that identifies and analyzes highway safety problems and opportunities on all public roads. The mission of Texas' SHSP is reducing fatalities and serious injuries on state and local roadways. The SHSP itself is a data-driven, multi-year comprehensive plan that establishes statewide targets, objectives, and key emphasis areas and integrates the three Es of highway safety (Engineering, Education, and Enforcement) to guide investment decisions toward strategies and countermeasures with the most potential to save lives and prevent injuries. A critical part of the SHSP development process is including diverse stakeholders as well as conducting detailed analyses of crash and other data sets. TxDOTs 150-page 2022-2027 SHSP is organized into sections to detail the history, analysis of data, development of overall plan, emphasis areas, implementation activities, setting of performance targets, and coordination with other TxDOT plans.

Texas Department of Transportation Highway Safety Plan (HSP)

The Texas Highway Safety Plan (HSP) is a National Highway Traffic Safety Administration (NHTSA) mandated plan that is often confused with the Strategic Highway Safety Plan (SHSP) or the Highway Safety Improvement Program (HSIP). In about a third of the states, both the Highway Safety Improvement Program (HSIP) and the Highway Safety Plan (HSP) are administered by the same state agency. In all states, the HSIP and HSP need to be consistent.

TxDOTs 395-page HSP works to achieve the main objective of reducing traffic fatalities in Texas by half by the year 2035 and to zero by the year 2050. This plan standardizes the statewide approach for identifying and reviewing specific traffic safety issues identified during data analyses. This standardization comes from the National Highway Traffic Safety Administration (NHTSA) includes 15 core Performance Measures with Targets. One set of these measures has been previously approved by the Texas Transportation Commission for PM1. Texas' HSP also identifies emphasis areas and strategies to focus NHTSA grant applicants' efforts to reduce fatal and serious injury crashes in Texas.

In order to be eligible for a traffic safety grant, interested parties must be a Texas state or local government, an educational institution, a non-profit, or an advertising agency. Grants are awarded based on score, merit/performance rating, project relevancy, significance of identified traffic safety problem and solution, and available funding.

Texas Department of Transportation Highway Safety Improvement Program (HSIP)

The Texas Highway Safety Improvement Program (HSIP) is also a federally mandated program managed by TxDOT. The HSIP, directed by Texas' Strategic Highway Safety Plan (SHSP), works to achieve the main

objective of significantly reducing traffic fatalities and serious injuries on all public roads by providing a standardized approach for identifying and reviewing specific traffic safety concerns throughout the state. Texas' SHSP specifies the emphasis areas and strategies to focus on to meet the state's objectives of reducing fatal and serious injury crashes.

TxDOTs HSIP requires Category 8 funding applicants use a data-driven, results-focused approach to improving highway safety on all public roads. The HSIP implements the priorities identified in the SHSP.

The HSIP lists eight emphasis areas which have the greatest potential for reducing fatalities and injuries. The emphasis areas are: roadway and lane departures, speed related crashes, intersection safety, occupant protection, impaired driving, distracted driving, vulnerable road users, and post-crash care.

HSIP funded projects are required to be evaluated for cost effectiveness. Completed projects are subject to benefit/cost analysis using traffic volumes and crash data from three to five years before the investment and correspondingly, three to five years after the investment in order to evaluate effectiveness. To maximize the success of a safety improvement planning and implementing HSIP projects requires partnering among stakeholders at state and local levels.

Regional Safe System Plan

The Corpus Christi MPO Regional Safe System Plan will be a sub-plan of, and integrated as, Chapter 10 in the ongoing 2050 MTP. A Safe System Plan contains the five elements of a safe transportation system—safe roads, safe speeds, safe road users, safe vehicles, and post-crash care. Achieving zero traffic deaths and serious injuries requires strengthening all five elements working in synergy. Within a Safe System Approach weaknesses in one element may be compensated for with solutions in other areas, creating layers of trauma protection. This plan will kick off immediately upon completion of the Regional Safety Action Plan, described below.

- **Safe Roads**—Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space and alerting users to hazards and other road users.
- **Safe Speeds**—Humans are less likely to survive high-speed crashes. Reducing speeds and treating kinetic energy as a pathogen can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improves visibility.
- **Safe Road Users**—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.
- **Safe Vehicles**—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.
- **Post-Crash Care**—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

Regional Safety Action Plan

The Corpus Christi MPO Preliminary DRAFT Regional Safety Action Plan (RSAP), (See Attachment 2), is the implementing document of the Regional Safe System Plan, and will result in a Plan that meets all requirements described in the Safe Streets For All (SS4A) grant requirements document. This will allow local municipalities to pursue federal grant funding for highly beneficial safety projects. The RSAP uses Texas specific Safety Performance Functions (SPF) that were recently completed by TxDOT and TTI to examine crash trends, identify regional emphasis areas, and identify a Targeted Road Network (TRN) that has an elevated history of severe (fatal and injury) crashes. This network is useful for focusing activities such as: intersection upgrades, shoulder widening, improved roadsides, barrier installation, etc. The initial plan will identify 31 locations, (20 initial locations, plus an additional 11 paid for by TxDOT, Attachment 3) that are highly susceptible to crash reduction and locations that are appropriate for implementing FHWA's Proven Safety Countermeasures. Detailed analyses of the corridors in the region, using the TTI Safety Performance Functions (SPF) shows arterials that are highly susceptible to safety enhancing investments.

Recommendation
None. Information Only.

Proposed Motion
None. Information Only.

Attachments:

1. Regional Safety Action Plan definition
2. Preliminary Draft Regional Safety Action Plan [**WEBLINK**]
3. Additional Project Locations
4. Regional High Injury Network

What is a Regional Safety Action Plan (RSAP)?

An RSAP identifies crash issues and describes implementable countermeasures to reduce and eliminate serious injury and fatal roadway crashes. The RSAP process involves safety experts, law enforcement, elected leadership and the public to characterize roadway safety problems and identify projects and strategies that cost-effectively address risks on public roads around the metropolitan area. An RSAP implements the *Safer Roads, Safer People,* and *Safer Speeds* parts of Safe Systems Approach. A Safe Systems Approach incorporates multiple layers of protection through infrastructure improvements and policy changes with the goal of Zero deaths by Year 2050.

Components

- Guiding vision and goals
- Existing conditions and historical trends
- Equity analysis
- Strategies and countermeasures
- Project recommendations and implementation

Planning Process

Existing Conditions Analysis → Network Screening → Policy and Program Review → Recommendations and Implementation

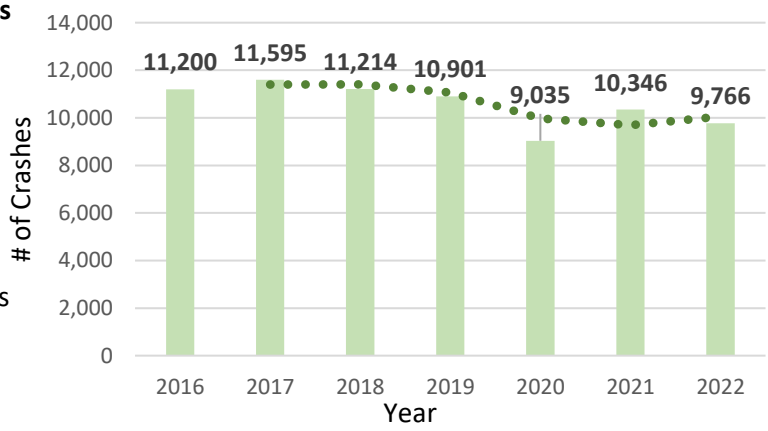
Nueces/San Patricio Counties Crash Characteristics

74,057 crashes on all roadways and interstates between 2016 and 2022 (12% reduction)

1,760 fatal and serious injury crashes

42% of crashes occurred at an intersection or were intersection related

306 pedestrian- or bicyclist-involved fatal or serious injury crashes



Network Screening

Project recommendations were selected based on an understanding that resources should be allocated where they achieve the greatest safety benefit. The cost-effectiveness is measured by the benefit-cost ratio which represents the ratio of the benefits derived from crash reduction expressed in dollars to the cost of construction and maintenance over the life cycle of the project. The approach began by choosing effective countermeasures and identifying locations where these countermeasures could be applied cost effectively, focusing on the most serious injury crash locations. **Project locations and recommendations** are presented on the next page.

ID	MAJOR STREET	MINOR STREET	IMPROVEMENT RECOMMENDATION
1	EVERHART RD	HOLLY RD	Retime FYA for Fully Protected Left Turns by Time of Day
1	EVERHART RD	HOLLY RD	Review and Revise Yellow & All Red Signal Timing
2	STAPLES ST	SH 358 EB FR	Review and Revise Yellow & All Red Signal Timing
2	STAPLES ST	SH 358 EB FR	Lane Line Extensions & Advance Lane Selection Signs
3	KOSTORYZ RD	SH 358 EB FR	Review and Revise Yellow and All Red Signal Timing
3	KOSTORYZ RD	SH 358 EB FR	Signal Modifications, Reposition Heads, Addtl. Signal Head
3	KOSTORYZ RD	SH 358 EB FR	Intersection Lighting
3	KOSTORYZ RD	SH 358 EB FR	Lane Line Extensions
4	RODD FIELD RD	SH 358 EB FR	Review and Revise Yellow and All Red Signal Timing
4	RODD FIELD RD	SH 358 EB FR	Signal Modifications, Addtl. Heads & Advance Signs
5	WEBER RD	HOLLY RD	Retime FYA for Fully Protected Left Turns by Time of Day
5	WEBER RD	HOLLY RD	Restrict Right Turn on Red
6	CIMMARON BLVD	SARATOGA BLVD	Retime FYA for Fully Protected Left Turns
7	AYERS ST	SH 358 EB FR	Review and Revise Yellow and All Red Signal Timing
7	AYERS ST	SH 358 EB FR	Modify Signal, Add Secondary Heads
8	STAPLES ST	YORKTOWN BLVD	Modify Signal for Fully Protected Left Turns and Add Backplates
8	STAPLES ST	YORKTOWN BLVD	Intersection Lighting
8	STAPLES ST	YORKTOWN BLVD	Retime Signal for Improved Coordination
9	BALDWIN BLVD	GREENWOOD DR	Review and Revise Yellow and All Red Signal Timing
9	BALDWIN BLVD	GREENWOOD DR	Modify Signals, Add Secondary Signal Heads
10	WALDRON RD	KNICKERBOCKER ST	Signal Retiming and Intersection Lighting
11	CALLICOATTE RD	LEOPARD ST	Add Signal Backplates
11	CALLICOATTE RD	LEOPARD ST	Modify Signal for Fully Protected Left Turns by Time of Day
12	SH 358	MP 4.5 - 11.0	Variable Speed Limit System
13	SYSTEM WIDE	16 LOCATIONS	Mid-block Crosswalks w/ Beacons
14	STAPLES ST	CURTIS CLARK DR	Minor Road Movement Restrictions (Right In, Right Out)
15	WEBER RD	YORKTOWN BLVD	Modify Signal for Fully Protected Left Turns by Time of Day
16	LEOPARD ST	STAPLES ST	Signal Retiming for Fully Protected Left Turns, Countdown Pedestrian Heads, Backplates
17	McKINZIE RD	UP RIVER RD	Minor Road Movement Restrictions (Right In, Right Out)
17	McKINZIE RD	UP RIVER RD	Signalize Intersection
18	HOLLY RD (BIKES)	CARROL LN to ENNIS JOSLIN RD	Improved Street Lighting, Signing and Markings for Bike Lanes
19	STAPLES ST	SARATOGA to McARDLE	Access Control - Raised Median
20	SANTA FE (BIKES)	OLEANDER AVE to SANTA MONICA PL	Street Lighting and Signs for Bikes
21	STAPLES ST	McARDLE RD	Modify Signal for Fully Protected Left Turns by Time of Day

Additional Project Locations

Arterial Corridors (Non-Intersection and Driveway)

Name	Route	Section	From	To	From MP	To MP	Length
Violet	24	155601	I-37	Starlite Ln	0	0.71	0.7
Weber	43	155701	Yorktown Blvd	SH 358	8.05	10.767	2.71
Ayers	260483	B00106	Ocean Dr	SH 358	17.1	20.696	3.59
Airline	260472	B00019	Ocean Dr	Cimarron Blvd	0	3.25	3.24
S Port	260628	B01584	Agnes St	Ayers St	0	2.796	2.79
Staples	260668	B01911	Weber Rd	McArdle Rd	3.61	5.87	2.25
Horne	260565	B00959	Greenwood Dr	Ayers St	1.244	2.25	1
Weber	260715	B02119	Staples St	SH 358	19.892	21.278	1.38
McArdle	260587	B01224	Ayers St	Ennis Joslin Rd	0	6.493	6.49
Rodd Field	357	106901	Saratoga Blvd	SH 358	9.291	11.059	1.76

Pedestrian Corridors (includes crashes at intersections)

Ped Crashes 2017-2021

Name	Route	Section	From	To	From MP	To MP	Length
S Port	260628	B01584	Agnes St	Ayers St	0	2.796	2.79
Leopard	407	7409	SH 358	Upper Broadway St	9.4	14.148	4.74
Ayers	260483	B00106	Ocean Dr	SH 358	17.1	20.696	3.59
Gollihar	260545	B00806	SH 286	Staples St	0.8	3.93	3.12
Waldron	260708	B02098	NAS Dr	Yorktown Blvd	0	3.891	3.89
Weber	43	155701	Yorktown Blvd	SH 358	8.05	10.767	2.71
Morgan	260600	B01382	Airport Rd	Shoreline Blvd	0	2.792	2.79

Intersections

Street 1	Street 2	AADT 1	AADT 2
Port	Ruth	9024	900
Port	Tarlton	14872	9892
Weber	McArdle	18539	7714
Saratoga	Airline	16170	10575
Staples	SH 358 Left FR	24763	4250
Staples	Laredo/Agnes	8854	4391
Airline	SH 358 Right FR	34910	5122
Horne	Port	20786	12161
Staples	Holly	37297	18918
Everhart	SH 358 Right FR	25436	8541

MEMORANDUM

To: Craig Casper, AICP, CTP CEP, Corpus Christi MPO

From: Jake Kononov, P.E., Ph.D., Principal, DiExSys, LLC

Date: 1/10/2024

Re: High Injury Network Development Methodology

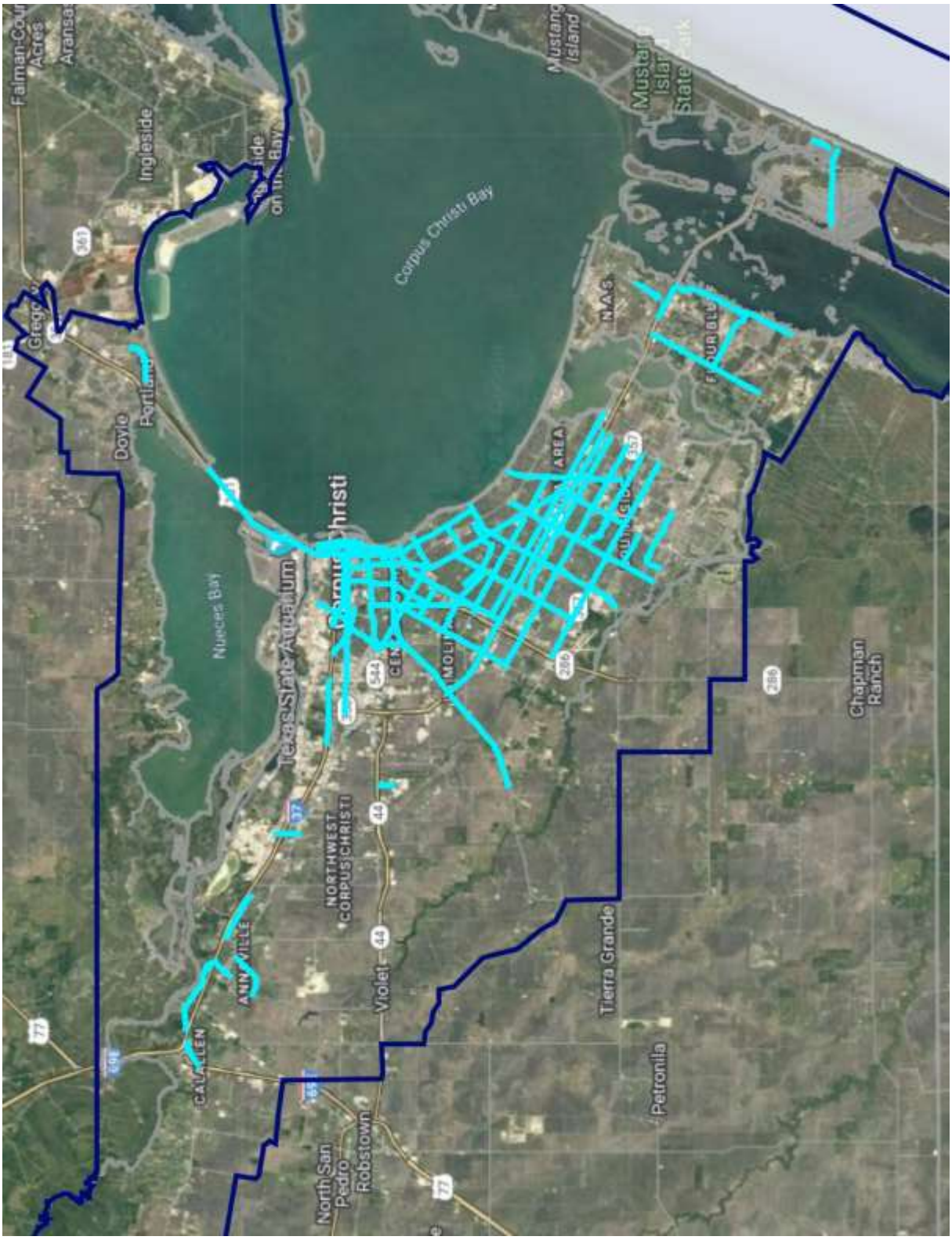
High Injury Networks have become a widely used tool intended to assist agencies charged with improving the safety of streets and highways. Their utility in prioritizing the application of finite resources may be limited in some cases when an individual site's magnitude of deviation from crash levels observed at similar sites is not accounted for. To address this issue, we propose development of a High Injury Network for the Corpus Christi MPO region using Texas-specific Safety Performance Functions (SPFs) in the evaluation of all arterial and freeway corridors within the MPO boundaries.

We have identified 198 roadway segments comprising the MPO region's roughly 440 centerline miles of arterial and freeway facilities. Each of these segments was analyzed using Texas statewide arterial and freeway SPFs and the most-recent five years of available crash data to determine its Level of Service of Safety (LOSS). Of these segments, 74 segments totaling 153 centerline miles have been identified as having severe (injury and fatal) crash frequencies greater than the crash frequencies of 80 percent of similar road segments in Texas (LOSS IV, high potential for crash correction). This road network comprises roughly 6 percent of the MPO region's total road network but contains nearly 60 percent of its injury and fatal crashes.

DiExSys
Road Safety Analytics

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

High Injury Network Map



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: February 9, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5D: Highway Economic Resource System (HERS) Presentation and Discussion
Action: Information Only

Summary

The Corpus Christi MPO retained the contractor that developed and is updating HERS for FHWA to customize the investment forecast tool for Corpus Christi MPO use. This includes incorporation of local vehicle operating costs and revisions to pavement condition data using locally acquired data. The model specifications and usage will reflect current USDOT economic infrastructure investment principles. The Contractor will present the current pavement (2022) and bridge (2023) conditions in the Corpus Christi metropolitan region. He will also provide initial results of applying the HERS model to locally-collected pavement data in terms of different investment levels and their impact on pavement condition for 2035 and 2050.

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: February 9, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5E: FY 2025-2028 Transportation Improvement Program (TIP) Development Process
Action: Information Only

Summary

The statewide FY 2025-2028 Transportation Improvement Program (STIP) development process is underway. Attachment 1 is the TxDOT schedule for developing the FY 2025-2028 Statewide Transportation Improvement Program (STIP). TxDOT-HQ must receive the final approved TIPs from all MPOs no later than June 18th, 2024. This means that the Corpus Christi MPO Draft TIP must be released by the TPC for public comment during their May 2nd meeting and the final Corpus Christi MPO DRAFT FY 2025-2028 TIP approved at the June 6th meeting.

During development of the DRAFT FY 2025-2028 TIP the Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for projects seeking funding from Categories (CAT) 2, 7, 9 and the new Category 10CR (Carbon Reduction). TxDOT is an active participant in the selection processes that receive final approval from the Corpus Christi MPO Transportation Policy Committee (TPC).

The Corpus Christi MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4 funding. Additionally, the Texas Transportation Commission must authorize the projects selected for Categories 2 and 4 funding before the funds are obligated. The Corpus Christi MPO, the Corpus Christi Regional Transportation Authority (CCRTA), and TxDOT Corpus Christi District also coordinate on other funding categories to ensure consistency of projects and any funding that contributes to the improvements to the regional transportation system. The projects listed by the Corpus Christi MPO and TxDOT for funding during the first four years of the DRAFT 2025 TxDOT UTP (see Attachment 2) must be included in the fiscally constrained portion of the 2045 Metropolitan Transportation Plan and are proposed to be evaluated for inclusion in the Corpus Christi MPO DRAFT FY 2025-2028 TIP. It must be emphasized that selection onto the 2025 UTP list of projects does not guarantee inclusion into the Corpus Christi MPO's FY 2025-2028 TIP.

Although the development of the TxDOT DRAFT 2025 UTP is concurrent with the Corpus Christi MPO DRAFT FY 2025-2028 TIP, it is a separate process that is linked through the coordinated performance-based programming process. The project submittals, reviews, prioritization and selection for the DRAFT FY 2025-2028 TIP/STIP is a collaborative process with TxDOT's development of the 2025 UTP. The Corpus Christi MPO DRAFT FY 2025-2028 TIP development process is framed by several previous efforts, including the 2045 MTP performance analyses, which was enhanced by the TxDOT Corpus Christi Districts 2024 and 2025 UTP project selection processes. Other performance-based analyses that were considered during the development of the current FY 2023-2026 TIP, the FY 2021-2024 Transportation Improvement Program (FY 2021-2024 TIP/STIP) and the FY 2021 STBG-SA/CAT 9 Call-for-Projects. The TxDOT 2025 UTP summary funding category descriptions are provided as Attachment 3.

DRAFT FY 2025-2028 TIP/STIP Funding Estimates for the Corpus Christi MPO

A major factor when prioritizing the projects is that the DRAFT FY 2025-2028 TIP will be fiscally constrained. The current estimate for the four years of funding available for use in the Corpus Christi MPO area, by year, is provided in the following table.

	Category 2	Category 4	Category 7	Category 9	Category 10 CR[1]	
Agency Lead*	MPO	TxDOT	MPO	MPO	MPO	
Coordinated Agency	TxDOT	MPO	TxDOT	TxDOT	TxDOT	**Subtotal**
4-Years	***$71,260,979***	***$51,967,316***	***$44,8940,277***	***$5,207,894***	***$ 4,939,200***	**$178,215,666**
2025	$23,636,520	$15,653,858	$11,293,811	$1,309,555	$1,211,830	$53,105,574
2026	$18,016,794	$15,956,104	$11,519,702	$1,335,747	$1,236,067	$48,064,414
2027	$15,419,855	$11,510,093	$11,013,382	$1,281,296	$1,245,851	$40,470,477
2028	$14,187,810	$8,847,261	$11,013,382	$1,281,296	$1,245,452	$36,575,201

**Per TxDOT's 2025 Unified Transportation Program and Corresponding TIP/STIP Years of 2025-2028.*

1 *Note: The Category 10 CR is new for the Corpus Christi MPO.* The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) (BIL § 11403).

As the DRAFT FY 2025-2028 TIP process proceeds, any changes to funding targets identified by TxDOT are provided to the Corpus Christi MPO staff, who will send them to the TPC and TAC. It should be noted that in a competitive performance-based selection process, after a project is programmed, the scope of work can not be reduced if costs escalate. The cost estimates that are developed are included in the Financial Plan being created for the DRAFT FY 2025-2028 TIP and the 2050 Metropolitan Transportation Plan.

Overview of the DRAFT FY 2025 – 2028 TIP Fiscally Constrained Project List

The TIP process uses the most current information, including the financial information from the UTP for years 2025-2028, to develop the document. Changes to inputs are provided to the TAC and the TPC as part of agenda items for the next few months and TAC Workshops. The Corpus Christi MPO staff will update inputs, such as performance measures (i.e. Safety – PM1) while writing the DRAFT FY 2025-2028 TIP document. Additional text updates to accommodate the new federal Infrastructure Law, the IIJA/BIL will be incorporated into the DRAFT TIP documents.

We invite the local governments to review the projects within the existing Fiscally Constrained Project List from the 2020-2045 MTP (2045 MTP). Additionally, we ask the member governments to review the list of projects proposed by the TxDOT-CRP District from the 2025 UTP using primarily CAT 2 and 4 with $2.0 million in CAT 7 funding for the Northwest Boulevard project.

In order to be consistent with the City of Corpus Christi's recent federal RAISE Grant submittal for discretionary funds through the IIJA/BIL, the MPO staff listed the City's Yorktown Boulevard project and advanced the project from the 10-year plan to the 4-year FY 2023-2026 TIP. Another proposed project included in the fiscally constrained list is a programmatic project that improves safety and operations at critical locations that

will be identified in the Corpus Christi MPO's Regional Safety Action Plan and in the Congestion Management Program. Projects of this type can use CAT 7 funds and are easier to get ready for construction funds.

Recommendation

None. Begin the local government process for TIP project review.

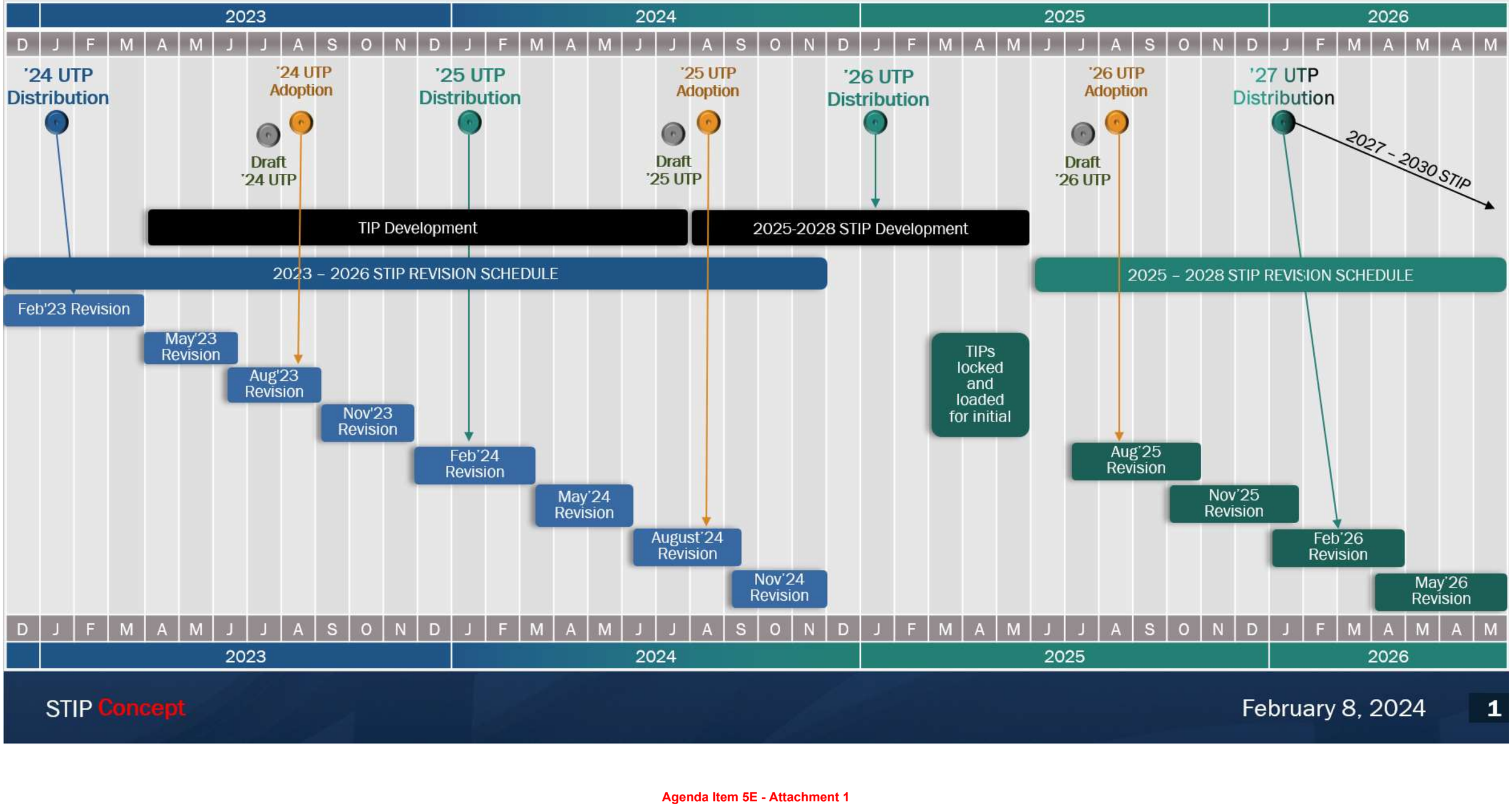
Proposed Motion

None. Information Only.

Attachments

1. TxDOT 2025-2028 STIP/TIP Development Timeline
2. TxDOT DRAFT 2025 UTP Project List from TxDOT-CRP District and Corpus Christi MPO
3. TxDOT DRAFT 2025 UTP Funding Category (CAT) Descriptions
4. Corpus Christi MPO FY 2023-2026 Fiscally Constrained Project List

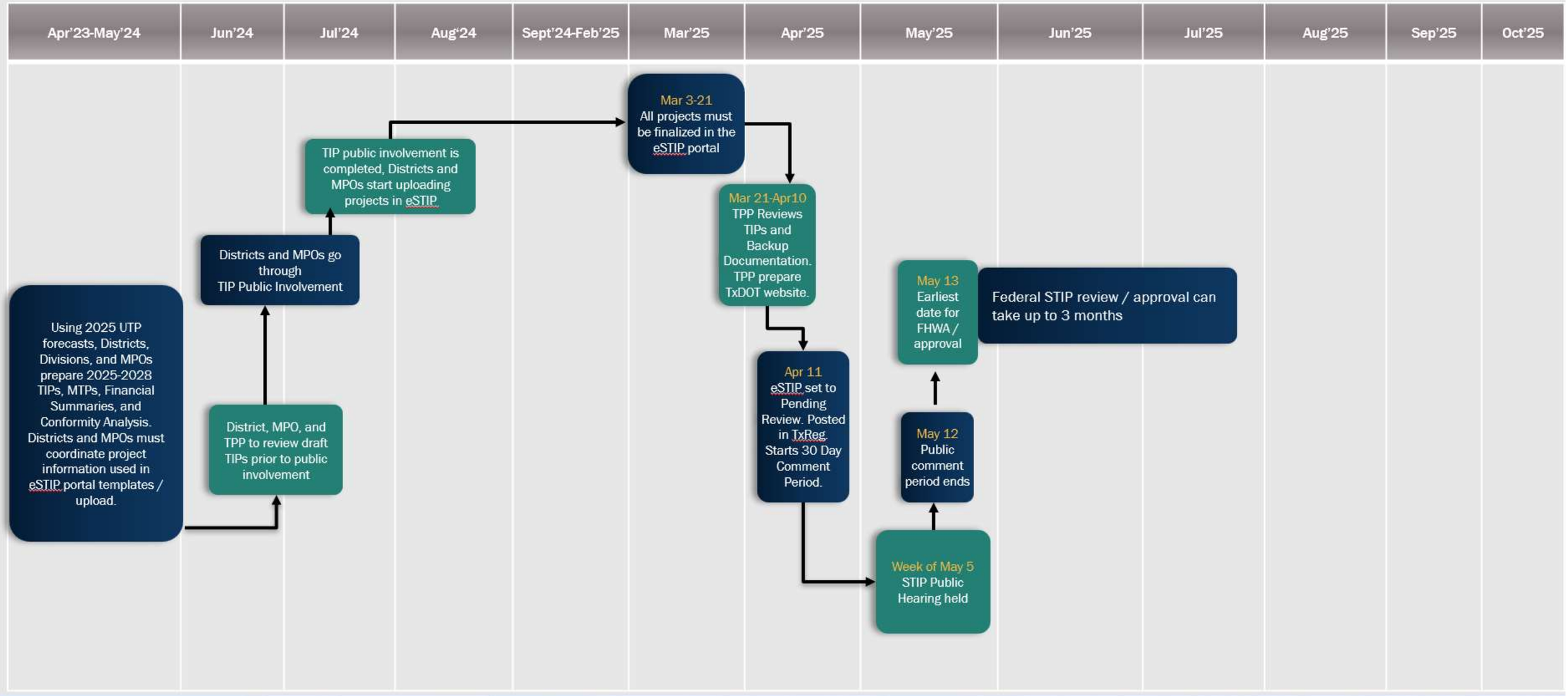
For Consideration - Early/Extended eSTIP Lock – July 1 STIP



STIP Concept

February 8, 2024

For Consideration - Early/Extended eSTIP Lock – July 1 Process Timeline



STIP Development: Current vs. Early STIP Lock

Current STIP Timeline	
Open TIP Instance	June 1, 2024
All projects must be finalized in the eSTIP portal	June 4- 18 2024
TPP check TIPs and prepare TxDOT website	June 18-July 11 2024
TX Register Notice posted	July 12, 2024
Public Hearing held week of	July 29, 2024
Public comment period ends week of	August 12, 2024
Earliest date for FHWA / FTA approval	August 13, 2024
Estimated FHWA Approval	October 1, 2024
For Consideration - Early/Extended eSTIP Lock – July 1 STIP	
Open TIP Instance	March 3, 2025
All projects must be finalized in the eSTIP portal	March 3 - 21 2025
TPP check TIPs and prepare TxDOT website	March 21- April 10 2025
TX Register Notice posted	April 11, 2025
Public Hearing held week of	May ,5, 2025
Public comment period ends week of	May 12, 2025
Earliest date for FHWA / FTA approval	May 13, 2025
Estimated FHWA Approval	July 11, 2025

TxDOT-CRP District 2025 UTP Candidate Project List

				AUTHORIZED IN THE 2023 UTP			UPDATED CONSTRUCTION ESTIMATE	% INCREASE	FUNDING GAP IN TODAY'S DOLLARS	2024 UTP CANDIDATES REQUESTED AMOUNTS					
CSJ	COUNTY	HWY	PROJECT DESCRIPTION	EST LET DATE RANGE	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	FUNDING APPROVED & AUTHORIZED IN THE 2023 UTP				PROPOSED EST LET DATE RANGE	FUNDING CATEGORY REQUESTED	TOTAL REQUESTED CONSTRUCTION FUNDING	INCLUDING INFATION	DRAFT UTP AUTHORIZED CONSTRUCTION FUNDING	COMMENTS *(from 11/17/22)*
1209-01-030	San Patricio	FM 893	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	FY 2023-2026	CAT 2M	$7,904,000	$12,500,000	58%	$4,596,000	FY 2024-2027	CAT 2 METRO	$12,500,000	$12,500,000	$12,500,000	Updated to current bid prices. High cost for storm sewer and drainage items.
0617-01-177	Nueces	SH 358	RAMP REVERSAL PHASE II-B	FY 2023-2026	CAT 2M	$39,960,000	$55,000,000	38%	$15,040,000	FY 2024-2027	CAT 2 METRO	$50,000,000	$50,000,000	$50,000,000	Updated to current bid prices. Higher cost for retaining walls and confined construction space.
											CAT 4 URBAN	$5,000,000	$5,000,000	$6,000,000	
0326-01-056	Nueces	SH 286	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FY 2023-2026	CAT 2M	$52,000,000	$58,000,000	12%	$6,000,000	FY 2024-2027	CAT 2 METRO	$58,000,000	$58,000,000	$60,000,000	Updated to current bid prices.
0989-02-057	Nueces	FM 624	CONSTRUCT ADDITIONAL TWO TRAVEL LANES TO UPGRADE EXISTING FOUR LANE RURAL ROADWAY TO AN URBAN SIX LANE BOULEVARD WITH RAISED MEDIAN	FY 2023-2026	CAT 2M	$9,280,000	$27,500,000	29%	$6,220,000	FY 2024-2027	CAT 2 METRO	$9,500,000	$10,600,000	$11,640,000	Updated to current bid prices.
					CAT 4U	$10,000,000					CAT 4 URBAN	$16,000,000	$16,000,000	$16,000,000	
					CAT 7	$2,000,000					CAT 7	$2,000,000	$2,000,000	$2,000,000	
0180-06-118	San Patricio	SH 35	UPGRADE/ADD ELEVATED SPUI	FY 2027-2032	CAT 4U	$29,680,000	$32,000,000	8%	$2,320,000		CAT 4 URBAN	$32,000,000	$35,840,000	$36,400,000	
0180-10-082	San Patricio	SH 361	UPGRADE/ADD ELEVATED SPUI	FY 2027-2032	CAT 2M	$44,800,000	$52,000,000	16%	$7,200,000	FY 2024-2027	CAT 2 METRO	$52,000,000	$58,240,000	$46,862,407	Updated to current bid prices. High level of risk on accuracy of estimate until completion of the schematic/environmental process.
											CAT 4 URBAN	$0	$0	$12,497,593	
0180-11-016	San Patricio	SP 202	UPGRADE/ADD ELEVATED SPUI	FY 2027-2032		$0	$15,000,000	New	$15,000,000		CAT 2 METRO	$15,000,000	$16,800,000	$16,800,000	
0326-03-103	Nueces	SH 286	CONSTRUCT 1 ADDITIONAL TRAVEL LANE NORTHBOUND.	FY 2027-2032	CAT 2M	$24,000,000	$30,000,000	7%	$2,000,000	FY 2024-2027	CAT 2 METRO	$25,000,000	$28,000,000	$28,000,000	Updated to current bid prices and future inflation.
					CAT 4U	$4,000,000					CAT 4 URBAN	$5,000,000	$5,600,000	$5,600,000	
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	FY 2027-2032	CAT 2M	$17,920,000	$16,000,000	0%	--	FY 2028-2033	CAT 2 METRO			$15,920,000	
											TBD			$2,000,000	
0074-06-252	Nueces	IH 37	RECONSTRUCT I-37 / SH 358 INTERCHANGE TO PROVIDE 2 -LANE DIRECT CONNECTORS FROM SB I-37 TO EB SH 358 AND WB SH 358 TO NB I-37	FY 2027-2032	CAT 2	$60,000,000	$100,000,000			FY 2028-2033	CAT 2 METRO	$60,000,000			Project included in 2025 UTP initial list in December 2023.
					CAT 4U	$40,000,000					CAT 4 URBAN	$40,000,000			
0326-01-065	Nueces	SH 286	CONSTRUCT BRAIDED RAMPS NORTHBOUND FROM HOLLY TO SH 358.	FY 2027-2032	CAT 2	$25,000,000	$60,000,000			FY 2028-2033	CAT 2 METRO	$25,000,000			Project included in 2025 UTP initial list in December 2025.
					CAT 4U	$35,000,000					CAT 4 URBAN	$35,000,000			
TBD	Nueces	RODD FIELD RD.	IMPLEMENTATION OF TRAFFIC SAFETY AND OPERATIONAL IMPROVEMENTS ON RODD FIELD ROAD FROM SH 358 TO YORKTOWN BLVD.	FY 2027-2032	CAT 2	$30,000,000	$60,000,000			FY 2028-2033	CAT 2 METRO	$30,000,000			Project included in 2025 UTP initial list in December 2025.
					CAT 4U	$30,000,000					CAT 4 URBAN	$30,000,000			

December 2023

TxDOT 2025 UTP Funding Category Descriptions with Scoring Processes

Allowable Development Activities by UTP Authority

	UTP Authority	Cost Estimate*	Preliminary Engineering[1]	Environmental[1]	Right of Way & Utilities[1]	Plans, Specification and Estimate	Other Approvals
OUTSIDE THE UTP	**Candidate** *CANDPA*	Initial cost estimate	X No activities	X No activities	X No activities	X No activities	Initial discussion with TxDOT Rail Division (new construction large scale projects)
OUTSIDE THE UTP	**Plan Authority** *PLAN*	Development of planning level estimate	Preliminary engineering for schematics (internal and external resources) (up to 100% schematic)	Begin preliminary environmental review *Environmental clearance[2, 3]*	Preliminary utility investigations & coordination preliminary ROW scoping *Rare Exception: ROW may be acquired with direct Commission authorization*	X No activities	Begin formal railroad coordination
INSIDE THE UTP	**Develop Authority** *DDA, SWDA, 6DA, 8DA and UTP Categories 1-12*	Refine and monitor cost estimate and update at significant milestones or project changes	Preliminary engineering, schematic approval	Environmental clearance[2, 3]	Right of way acquisition and Utility relocations *(ENV clearance and legal descriptions is a prerequisite)*	Develop PS&E[4]	Continue railroad coordination
INSIDE THE UTP	**Construct Authority** *UTP Categories 1-12*	Refine and monitor cost estimate and update at significant milestones or project changes	N/A	Environmental clearance[2, 3]	Right of way acquisition, Utility relocations *(ENV clearance and legal descriptions is a prerequisite)*	Final PS&E[4]	Finalize federal/state requirements (FPAA), Local agreements (AFA), Finalize railroad agreements, and receive permits (USACE and USCG)

Complete programming guidance is available on the UTP Crossroads Site.
Link to Crossroads here.
Link directly to programming guidance here
*Inflation is applied by TxDOTCONNECT. Cost estimates should be updated annually at a minimum.
1. In non-attainment areas, ROW and PE phases must be listed individually in the STIP. This is required for ROW or PE FPAA's to be processed in advance of the CST phase being listed in the TIP/STIP. The ROW and PE amounts listed do not impact the fiscal constraint tables in the STIP as that hits the District's ROW/PEPS budget.
2. MPO: (1) Individually listed for construction in MPO's MTP/RTP (unless the project will be grouped for STIP purposes) and (2) grouped or individually listed in STIP ("E," "R," or "C" are all ok), or if project is outside 4-year STIP window, listed in appendix of TIP for informational purposes.
3. Rural: Grouped or individually listed in STIP ("E," "R," or "C" are all ok). If a project is not fully funded in the 10-year UTP window, the project must be listed for informational purposes in statewide financials to the STIP (see "Rural Development Authority Project List").
4. Exception Design-Build (Alternative Delivery) projects where design is limited to 100% schematic.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 1 Preventive Maintenance & Rehabilitation	**Addresses:** Preventive maintenance and rehabilitation of the existing state highway system - Includes pavement, signs, traffic signals, and other infrastructure assets - Supports each district's Pavement Management Plan and Safety Plan - Can be used as an open funding line	Districts	**TxDOT districts, select projects:** - using a performance-based prioritization process, assessing: a) district-wide maintenance and rehab needs b) district-wide safety needs.	Districts	District scoring/ranking methodologies
Category 2 Metropolitan & Urban Area Corridor Projects	**Addresses:** Mobility and added capacity projects on urban corridors within MPO boundaries - Mitigates traffic congestion, traffic safety, and roadway maintenance or rehabilitation - Must be located on the state highway system	MPO/District Collaboration	**MPOs and TxDOT districts collaborate to select projects:** - using a performance-based process to determine priority projects deemed by the MPO - within category 10-year planning targets constraint Districts submit projects to TPP during the UTP Mobility Project Call.	Texas Transportation Commission via UTP Adoption	MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 3 Non-Traditionally Funded Transportation Projects	**Addresses:** transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund - state bond financing (such as Proposition 12 and Proposition 14) - Texas Mobility Fund - pass-through financing - regional revenue and concession funds - local funding Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.	Districts	Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.	Varies	Varies
Category 3 Design-Build	**Addresses:** Non-construction costs associated with Design-Build projects fully funded, approved for contract, and within the constraints of project development LAR approval. Costs include those associated with design, utilities and other development costs approved in the Design-Build Guidance Document. Design-Build development fund sources are approved through FIN-Forecasting.	FIN-Forecasting	Projects selected for Design-Build are evaluated by ALD, selected and recommended by Administration. Once a project has been designated for Design-Build and is listed on the approved 2-year Design-Build schedule, it is eligible for Cat 3 Design-Build funds.	FIN-Forecasting	Scored and ranked by ALD Design-Build selection criteria
Category 4 Urban Connectivity	**Addresses:** Mobility on major state highway system corridors, which provide connectivity in urban areas. Projects must be located within the MPO boundaries on the designated highway connectivity corridor network that includes: - The Texas Trunk System - National Highway System (NHS) - Connections to major sea ports or border crossings - National Freight Network - Hurricane evacuation routes	TPP-Unified Transportation Program	Districts select projects within the constraint of their category 10-year planning targets. Districts submit projects to TPP during the UTP Mobility Project Call.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors within MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 4 Regional Connectivity	**Addresses:** mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located outside of the MPO boundaries on the designated highway connectivity corridor network that includes: - The Texas Trunk System - National Highway System (NHS) - Connections to major sea ports or border crossings - National Freight Network - Hurricane evacuation routes	TPP-Unified Transportation Program	Districts submit candidate projects to TPP through the annual UTP Mobility Project Call. Projects are recommended by TPP leadership and approved by the Commission.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors outside MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 5 CMAQ	**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.	Districts/MPO Collaboration	MPOs select projects and must obtain District's concurrence on the project for which funds are to be used.	Districts	Local scoring/ranking methodologies

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 6 Structures Replacement and Rehabilitation (Bridge)	**Addresses:** Bridge improvements through the following sub-programs: **Highway Bridge Program:** For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered to be in poor condition or near poor condition. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges. **Bridge Maintenance and Improvement Program:** For rehabilitation and preservation of eligible bridges on the state highway system. **Bridge System Safety Program:** For the mitigation or elimination of higher risks on bridges such as deficient rails, documented scour or scour critical rating, documented history of debris, or steel or timber piling with advanced deterioration. Also 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.	Bridge Division	Districts submit candidate projects to BRG through the annual project call.	Bridge Division	**TxDOT's Bridge Division** selects projects using a performance based prioritization process. **Highway Bridge** projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by extent of deterioration. **Bridge Maintenance and Improvement projects** are selected statewide based on identified bridge maintenance/ improvement needs. **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.
Category 7 Metropolitan Mobility and Rehabilitation	**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 (FC) greater than a local road or rural minor collector (FC 6 or 7). Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.	Districts/MPO Collaboration	District and MPOs collaborate to select projects.	MPO Policy Board	Local scoring/ranking methodologies
Category 8 Safety	**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. **Systemic Widening Program (SSW):** Statewide program to fund the widening of high risk narrow highways on the state highway system. *Completed Programs with no additional project calls/selections under Category 8: High Risk Rural Roads (HRRR), Safety Bond Program, and Road to Zero.*	Traffic Division	**HSIP:** Districts submit project selections for on-system targeted, on-system systemic, and off-system projects meeting TxDOT's HSIP Guidance. TRF reviews and approves projects submitted through annual program calls. **SSW:** Project locations are prioritized statewide and selected based on high risk factors and cost.	Traffic Division	**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.
Category 8 Rail	**Rail-Highway Crossing Program** (Federal Railroad Set-Aside): Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and incidents at on and off-system public at-grade crossings. Funds may also be used to mitigate blocked at-grade crossings.	Rail Division	Rail Division manages the selection and management of projects in line with the latest Rail Highway Operations Manual. Project review is based on project calls and to supplement existing HSIP or other traffic signal projects impacted by a railroad crossing.	Rail Division	Projects are evaluated using the railroad crossing index. Projects are ranked and rated based on criteria in the latest Rail Highway Operations Manual. Emphasis is placed on traffic signal preemption.
Category 9 Transportation Alternatives Set-Aside Program (TASA)	**Addresses:** Projects under the federal Transportation Alternatives (TA) Set-Aside Program such as: - Design and construction of bicycle and pedestrian infrastructure - Active transportation network plans - Improved access for bicycle, pedestrian, and transit users along divided highways - Safe routes to schools non-infrastructure programs - Other eligible activities consistent with federal guidelines outlined in rules adopted by MPOs for their TA programs.	MPO/District Collaboration > 200k Areas --- Public Transportation Division - Statewide	TxDOT allocates 59% of Category 9 funds to subareas of the state based on population. The other 41% is designated for statewide use, a portion of which may be available to transfer to other federal programs if certain conditions are met. MPOs with a population over 200,000, which are designated as TMAs, administer competitive calls for projects for TA funds suballocated to their areas. For these funds, MPOs select projects in consultation with TxDOT districts. TxDOT's Public Transportation Division (PTN) administers a competitive calls for projects for TA funds suballocated to rural and urban areas (with a population of 200,000 or less) as well as funds designated for statewide use regardless of population size.	MPO Policy Boards - > 200k Areas --- Texas Transportation Commission - Statewide	Projects are evaluated against criteria developed by TxDOT and MPOs to advance regional and statewide transportation planning goals.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 10 Carbon Reduction	**Addresses:** Projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. Common types of projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.	TPP-Statewide Planning	TPP-Statewide Planning to coordinate use of non-MPO allocation.	TPP-Statewide Planning	*To be determined; additional guidance is forthcoming*
		MPO/District Collaboration	MPOs administer project selection for funds distributed based on population: urbanized area populations over 200,000 (known as Transporation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000.	District	Local scoring/ranking methodologies
Category 10 Ferry Boat Program	**Addresses:** The construction and capital maintenance and rehabilitation of ferry boat facilities along the Texas coast.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.
Category 10 Seaport Connectivity Program	Addresses: Projects that will improve connectivity, enhance safety, and relieve congestion in communities around the state's maritime ports. Formerly known as the Port Access Improvement Program.	Maritime Division	Projects are scored and and recommended, through a competitive call for projects, to the Port Authority Advisory Committee (PAAC), before being recommended to the Texas Transportation Commission for the approval of project awards.	Texas Transportation Commission	Seaport Connectivity projects are scored based on their ability to increase connectivity and safety, their economic impacts, and project readiness. Projects are selected by the Port Authority Advisory Committee and for recommendation to the Commission for their approval.
Category 10 Information Technology Systems (ITS)	**Addresses:** Improvements and upgrades to intelligent transportation systems across the state. Funding is distributed to the following divisions: **Information Technology Division (ITD):** - Provides ITS equipment directly on the roadway - Work that will be incorporated into a current/future construction project - Work that supports a specific roadway project development stage - Project provides statewide data/technology solutions for the life-cycle of the transportation network. **Strategic Initiatives and Innovations Division (STR):** - The Cooperative and Automated Transportation (CAT) program is an initiative established by TxDOT to integrate Connected Vehicles (CV), Automated Vehicles (AV) and related emerging transportation technologies into the state's transportation system. CAT offers numerous potential benefits and improvements for safety and to accommodate rapidly growing transportation demands by using technology to maximize the transportation infrastructure's performance.	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.
Category 10 Federal Lands Access Program	**Addresses:** Transportation facilities that are located on, are adjacent to, or provide access to federal lands.	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.
Category 10 Texas Parks and Wildlife Department	**Addresses:** The construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.
Category 10 Green Ribbon Program	**Addresses:** Projects that plant trees, plant material, and appurtenances that support the life of the plants to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.
Category 10 ADA Pedestrian Program	**Addresses:** Construction or replacement on system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.
Category 10 Landscape Incentive Award	**Addresses**: Joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 10 Railroad Grade Crossing and Replanking Program	**Addresses:** The replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).	Rail Division	TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.	Rail Division	TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.
Category 10 Railroad Signal Maintenance Program	**Addresses:** the financial contributions to each railroad company in the state for signal maintenance.	Rail Division	TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings	Rail Division	TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings
Category 11 Border State Infrastructure	**Addresses:** TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.	TPP-International Trade	TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.	TPP-International Trade	TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.
Category 11 District Discretionary	**Addresses:** District transportation needs at the discretion of each TxDOT District. - should not be used for right of way acquisition - common project types include roadway maintenance or rehab, added passing lanes (Super 2), and roadway widening (non-freeway) - can be used as an open funding line	Districts	Districts select projects.	Districts	District scoring/ranking methodologies
Category 11 Energy Sector	**Addresses:** Safety and rehabilitation work on state highways impacted by the energy sector. - generally programmed on roadways most impacted by energy sector activity, outside of MPO boundaries - program should be reviewed on a quarterly basis to ensure funding is programmed to meet the needs of each energy play	Districts	Districts select projects. Exceptions for projects outside the approved Engergy Sector counties must be submitted to the TPP-UTP Director for consideration prior to programming.	Districts	Scored and ranked by districts
Category 11 Safety	**Addresses:** Safety needs at the district's descretion. Intended to be used on proven engineering safety countermeasures. TxDOT will put these funds toward standalone safety countermeasures that have been proven on a national or state level.	Districts	Districts select projects. Traffic Division will provide technical support in developing projects but does not participate in the management of the program.	Districts	District scoring/ranking methodologies
Category 11 Cost Overruns / Change Orders	**Addresses:** Cost overruns and change orders that have historically been covered by Category 1 Allocation distributed in FY 2024-2025 will provide additional funding for costs that are realized at letting and during construction.	Governance committee	Districts submit candidate projects to the governance committee for approval.	Governance committee	Not applicable
Category 12 Strategic Priority	**Addresses:** Projects with specific importance to the state, as determined by the Texas Transportation Commission (TTC), including those that improve: - 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 Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	TPP-Unified Transportation Program	Districts submit candidate projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 12 TexasClearLanes	**Addresses:** Sub-program for large congestion projects in five TxDOT districts (AUS, DAL, FTW, HOU, SAT). These projects must be vetted through the Congestion Task Force and are selected at the Texas Transportation Commission's discretion.	TPP-Unified Transportation Program	Projects must be presented and vetted through the Congestion Task Force. Once vetted, districts submit projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.
CANDPA - Candidate Plan Authority	Candidate Plan Authority (CANDPA) projects must be programmed outside of the 10-year UTP development window. CANDPA projects are not eligible for development activities (non-chargeable).	Districts	Districts select CANDPA projects.	District	District scoring/ranking methodologies

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Feasibility Studies (FEAS)	A planning study for when a solution is unknown to evaluate possible alternatives and determine economical and environmental feasibility. Studies can be programmed within the 10-year UTP with the estimated let date as the study completion date and the associated costs representing the cost of the study.	TPP-Corridor Planning	Districts seek approval by submitting request through TxDOTConnect's Feasibility Study Request form. May be approved by TPP Corridor Planning Coordinator.	TPP-Corridor Planning	District scoring methodology and review/prioritization against statewide needs in coordination with TPP.
PLAN	Reserved for statewide initiatives and large, regionally impactful planning projects requiring long lead times for development and major funding commitments outside of the 10-year UTP window. It is prioritized for Interstate Highways, US routes, and State Highways. Refer to UTP authority programming for specific guidance on allowable development activities.	TPP-Corridor Planning	Districts seeks approval by submitting request through TxDOTConnect's Plan Authority Request form. May be approved by TPP Corridor Planning Coordinator.	TPP-Corridor Planning	District scoring methodology and review/prioritization against statewide needs in coordination with TPP.
DA - Develop Authority	**DA Target** = The amount of the district's non-programmed balance across allocated UTP categories **DA Balance** = The remainder of the UTP that has not yet been programmed on specific projects **Programming Window:** Within Years 5-10 of the UTP **Authorized Activities:** Early development activities, including schematic approval, environmental clearance, right of way acquisition, and the start of PS&E. **Sub-sets:** **DDA:** For mobility projects chosen by the district **SWDA:** For regionally significant projects likely to compete for statewide funding	TPP-Unified Transportation Program	**DDA** - District discretion subject to TPP review for constraint within set targets. DDA projects are eligible for eventual funding from any of the 12 categories but are primarily expected to be candidates for Categories 2 and 4U	TPP-Unified Transportation Program	District scoring methodology
			SWDA - Projects located on statewide connectivity corridors and are likely to compete for Category 4 Regional or Category 12 funding	TPP-Leadership	
	6DA: For potential Category 6 funding on bridge projects	Bridge Division	**6DA** - district submits request to Bridge	Bridge Division	
	8DA: For potential Category 8 funding on safety projects	Traffic Division	**8DA** - district submits request to Traffic	Traffic Division	

2025 UTP Authority Guidelines

UTP Authority	Work Program	Terminology	Approval	Estimated Let Date	Authorized Activities	End Point	Project Types/Comments
Plan	**CANDPA**	Candidate/Proposed Projects	District	Estimated let date outside the current UTP 10-year window	None. For planning purposes only. No resources can be assigned and no expenditures can be made. These projects were formerly classified as "900" CSJs in DCIS.	Project is prioritized to move to Develop Authority and initiate development activities	Any proposed project.
FS	**FEAS**	Feasibility Studies	TPP Corridor Planning Coordinator	Anticipated year of study completion	A planning study for when a solution is unknown that includes design concepts, general right-of-way requirements, alternative project solutions, traffic analysis, environmental fatal flaws, and planning-level cost estimates.	Completion of feasibility study	
Plan	**PLAN**	Planning Projects	TPP Corridor Planning Coordinator for statewide initiatives or large, regionally impactful planning projects	Estimated let date outside the current UTP 10-year window	Early-stage activities including corridor studies, route studies, preliminary engineering for schematics, preliminary environmental review, preliminary utility investigations and coordination, preliminary ROW scoping, and planning-level cost estimate for construction. Environmental clearance can occur once the planning project is listed in a regional MTP/RTP (20-year plan). Planning projects outside the MPO boundary will be handled on a case by case basis for consideration of PLAN Authority eligibility.	Project is prioritized for the UTP 10-year window to continue development activities	For future major projects requiring long-term development. Eligible candidates should be submitted through TPP.
Develop	**DDA**	District Develop Authority	TPP-UTP	Estimated let date within Years 5-10 of the current UTP	Preliminary engineering, schematic approval, environmental clearance, right of way acquisition, and the start of PS&E. Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.	Project is fully funded and ready to move to Construct Authority based on its stage of development. Once fully funded, projects can remain in Develop Authority if stage of development does not warrant a move into Construct Authority.	DA funds represent the balance of the UTP that has not yet been programmed on specific projects. Districts may collectively program DA up to the amount of the current UTP balance, which is subject to TPP-UTP review for constraint. DA targets, balances and programming levels can be viewed via the Tableau Engineering Operations DA Dashboard. This is updated twice every quarter. DA projects may be eligible for eventual funding from any UTP category but should not be maintenance projects. DA projects should be fully programmed to warrant development activities. Fully programmed means the combination of programming (category and DA funds) equals the current/latest construction estimate. Any DA projects no longer in active development should be moved to CANDPA.
	6DA	Bridge Develop Authority	Bridge Division				
	8DA	Safety Develop Authority	Traffic Division				
	SWDA	Statewide Develop Authority	TPP leadership, for large strategic projects and future statewide initiatives				
Construct	**UTP Categories 1-12**	Construct Authority	Commission authorization for Categories 2, 4, and 12. Districts and Divisions decide other category programming as outlined in the UTP Programming Guidance specific to each funding category.	Estimated let date within Years 1-4 of the current UTP	Completion of all project development activities needed for letting, including ENV clearance, ROW acquisition, utility adjustments, and PS&E activities. Under Construct Authority, projects are finalizing Federal/state requirements in anticipation of letting (CBI, CMAQ, FPAA, railroad agreements, AFA). Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.	All development activities are complete and project goes to letting	Includes all 12 UTP Categories. Must be fully funded. No DDA/SWDA/etc. or partially funded projects. Projects on the 2-year Letting Schedule must be ready to let (RTL) or projected to be RTL by the scheduled letting date. Projects with Construct authority must also be approved within the 4-year STIP.

Agenda Item 5E - Attachment 3

As of January 23, 2024

2025 UTP Programming Approval Guidelines

Approvals Required for Project Changes

Category	New Project Authorization or De-Authorization	Increase to Project Authorized Amount	Decrease to Project Authorized Amount	Moving Project to another Fiscal Year	Significant Project Scope or Limits Change	Division support
1	District	District	District	District	District	FIN
2	TTC	TTC*	TPP	ESC	TTC	TPP
3 LOCAL	District	District	District	District	District	FIN
3 PTF	TTC	TTC	TTC	FIN/PFD	TTC/PFD	PFD
3 TMF (PCI)	FIN	FIN	FIN	FIN	FIN	FIN
3 RTR	TTC	TTC	TTC	District	District	FIN/TPP
3 CONC	TTC	TTC	TTC	District	District	FIN/PFD
3 TOLREV	TTC	TTC	TTC	District	District	FIN/PFD
3 DB	FIN	FIN	District/FIN	ALD/ESC	ALD/ESC	ALD/FIN
4	TPP	TPP^	TPP	ESC	TPP	TPP
5	District	District	District	District	District	FIN/TPP
6	BRG	BRG	BRG	BRG	BRG	BRG
7	District	District	District	District	District	FIN/TPP
8	TRF	TRF	TRF	TRF	TRF	TRF
9**	Dist/PTN	Dist/PTN	Dist/PTN	Dist/PTN	Dist/PTN	FIN/PTN/TPP/MNT
10 Carbon	TPP/MPO	TPP/MPO	TPP/MPO	TPP/MPO	TPP/MPO	TPP
10 (CBI)	TPP/FHWA	TPP	TPP/District	TPP	TPP/FHWA	TPP
10 EARMARK	N/A	N/A	N/A	District	FIN/FHWA	FIN
10 TPW	TPW	TPW	TPW	District	TPW	FIN/DES/TPP
10 GR	DES	DES	DES	DES	DES	DES
10 LIA	DES	DES	DES	DES	DES	DES
10 RR	RAIL	RAIL	RAIL	RAIL	RAIL	RAIL
10 FLA	TPP	TPP	TPP	District	TPP	TPP
10 FB	MNT	MNT	MNT/District	District	MNT	MNT/TPP
10 BLD GRANT	FHWA	FHWA	FHWA	District	FHWA	FIN/FED
10 ADA	DES	DES	DES	DES	DES	DES
10 ITS	ITD/STR	ITD/STR	ITD/STR	ITD/STR	ITD/STR	ITD/STR
11	District	District	District	District	District	FIN/TPP
11 (ES)	ESP	ESP	District	TPP/ESP	ESP	TPP
11 (BSIF)	TPP/FHWA	TPP	TPP/District	TPP	TPP/FHWA	TPP
11 (Safety)	District	District	District	District	District	TRF/FIN/TPP
11 (CO/CO)	Committee	Committee	N/A	N/A	N/A	TPP
12	TTC	TTC	TPP	ESC	TTC	TPP
DDA	TPP	TPP	TPP	TPP	District/TPP	TPP
SWDA	TPP	TPP	TPP	TPP	TPP	TPP
6DA	BRG	BRG	BRG	BRG	BRG	BRG
8DA	TRF	TRF	TRF	TRF	TRF	TRF
CANDPA	District	District	District	District	District	FIN/TPP
PLAN	TPP	TPP	TPP	TPP	TPP	TPP

Additional Notes:

New funding allocations or distributions will be handled in the annual UTP update.

***Cat. 2:** TPP may approve an increase within 10% of the current authorized Cat. 2 amount or $500,000, whichever is greater.

^Cat. 4: Projects selected for Cat. 4 must be on the Connectivity Corridor Network. Changes to a district's overall Cat. 4 allocation require Commission action. With TPP approval, districts may shift allocated Cat. 4U funding between projects on the Connectivity Corridor Network within MPO boundaries or authorized Cat. 4R funding between projects on the same corridor within the same district. Districts may also increase authorized Cat. 4U project funding up to the district's Cat. 4U balance.

Cat. 2, 5, 7: Coordinate with MPOs for any changes to MPO-selected projects

****Cat. 9:** TMA projects - coordinate with MPOs for any changes to MPO-selected projects;
non-TMA projects - coordinate with PTN; TAP Flex Coordination with TPP/MNT

Cat. 11: Rider 11B projects require approval through the Freight and International Trade Section of TPP.

Cat. 12: Administrative revisions are restricted to: (1) splitting a project into multiple CSJs with the ultimate project (scope, description and limits) and funding remaining the same or (2) shifting between CSJs associated by the same CCSJ and indicated as such in the project listing in the UTP document.

As of January 23, 2024

ADA	Americans with Disabilities Act - Managed by DES (Pete Krause)
ALD	Alternative Delivery Division
BRG	Bridge Division
CBI	Coordinated Border Infrastructure (CBI) - Funds managed by TPP (Claudia Lagos) to coordinate FHWA approvals and programming with FIN.
CONC	SH 130 Concession Revenue (AUS/SAT) - Funds managed by FIN; District project selection/recommendation; Commission approval for use of funds coordinated through TPP-Systems Planning
DB	Design Build (PE/ROW/Developer Costs) - Funds managed by FIN; District/ALD project selection/recommendation; Commission procurement approvals coordinated through ALD
BLD Grant	Build Grant Program - District coordination with FIN-Letting Management
District	District Transportation Planning & Programming Director
ESP	Energy Sector Program Manager
ESC	Executive Steering Committee Business Sponsor must review and approve
FB	Ferry Program - Managed by MNT (James Stevenson)
FHWA	FHWA must approve new CBI projects and major scope changes.
FIN	Financial Management Division
FLA	Federal Land Access - Managed by TPP (Carlos Calle)
GR	Green Ribbon Program - Managed by DES (Pete Krause)
LIA	Land Incentive Program - Managed by DES (Pete Krause)
PFD	Project Finance, Debt and Strategic Contracts
PTN	Public Transportation Division
PTF	Pass Thru Finance - Managed in coordination with FIN-Letting Management and PFD (Dallas Teston)
RR	Railroad Grade Crossing and Replanking Program - Managed by RRD (Robert Travis)
RTR	SH 121/161 Surplus Toll Revenue (DAL/FTW) - Funds managed by FIN; District project selection/recommendation; Commission approval for use of funds coordinated through TPP-Systems Planning
TMF (PCI)	Texas Mobility Fund (Port Capital Improvements) - MRD coordination with FIN
TOLREV	Toll Revenue - Funds managed by FIN with District project selection/recommendation and Commission approval coordinated through TPP-Systems Planning
TPP	Transportation Planning and Programming Division
TPW	Texas Parks and Wildlife
TRF	Traffic Safety Division
TTC	Texas Transportation Commission annual UTP adoption

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) **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
2023	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	$3.182.60			$3.182.60				$3.182.60
2023	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
2026	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

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: February 9, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5F: FY 2025 and FY 2026 Unified Planning Work Program (UPWP) Development Process
Action: Information Only

Summary

Each Metropolitan Planning Organization (MPO) is required to develop a Unified Planning Work Program (UPWP). The guidance from the Federal agencies states: "At a minimum, an UPWP includes a description of the planning work and resulting products, whom will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds." (23 C.F.R. 450.308) The existing 2-year UPWP is found **here**. TxDOT provides a template for the document that has not changed from the current UPWP. They also provide a checklist of requirements, provided as Attachment 2. Key assumptions for the new 2-year UPWP for FY 2025 and FY 2026 are:

- Funding levels as shown in the DRAFT Budget Summary Table on page 2.
- The Fiscal Years of the upcoming 2-year UPWP (FY 2025 and FY 2026) correspond to appropriate years of a standard 4-year cycle of the metropolitan transportation planning process. The timing of the subtasks of the UPWP are reviewed to address planning priorities for the particular activities needed in that portion of the transportation planning cycle.
- Planning Emphasis Areas (PEAs) updates from FHWA that all MPOs are required to utilize in upcoming planning and programming efforts.

While the final level of PL-112 planning funds from the Federal Highway Administration and FTA 5303 planning funds from the Federal Transit Administration have not yet been determined, we will start the process using the funding levels of the current Fiscal Year (FY 2024).

Background

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), became law on November 15, 2021. The BIL includes 11 factors that the metropolitan planning process must explicitly consider and analyze. Specifically, and in alphabetical order as opposed to any implied priority, BIL compliant metropolitan (and statewide) planning processes must consider transportation projects and strategies that will:

- Emphasize the preservation of the existing transportation system.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Enhance travel and tourism.
- Improve transportation system resiliency and reliability.
- Increase accessibility and mobility of people and freight.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Promote efficient system management and operation.

- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Reduce (or mitigate) the stormwater impacts of surface transportation.
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

The Federal Planning Emphasis Areas (see Attachment 1) require the following:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement – Integrating Virtual Public Involvement
- Strategic Highway Network (STRAHNET)/US Department of Defense (DoD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Financial Impact

The following DRAFT Budget Summary Table provides an overview of the funding allocation by major Task.

UPWP Task	Description	FY 2025 TPF[1] Funds	FY 2026 TPF[1] Funds	CRRSAA Carryover for FY 2025	Other Funds	Total Funds
1.0	Administration-Management (with Direct Expenses and Consultant Services)	$400,000	$415,000	$ 500,000	$0	**$1,315,000**
2.0	Data Development and Maintenance	$150,000	$115,000	$ 0	$ 0	**$265,000**
3.0	Short Range Planning	$200,000	$170,000	$ 0	$ 0	**$370,000**
4.0	Metropolitan Transportation Plan	$100,000	$150,000	$ 0	$ 0	**$250,000**
5.0	Special Studies	$35,961	$35,961	$ 0	$ 0	**$71,922**
	TOTAL	**$ 885,961**	**$ 885,961**	**$ 500,000**	**$ 0**	**$2,271,922**

[1] TPF–This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.
[2] CRRSAA – estimated carryover funds from the previously approved separate funding in FY 2023 and FY 2024 of $3,179,828.

The MPO staff is providing a link to the existing FY 2023 and FY 2024 UPWP with Amendment 1 for TAC members to review the current work program Tasks and Subtasks as well as the description of the work effort currently underway.

TAC members are also asked to provide their preliminary transportation planning projects and programs for inclusion in **Section VIII** of the UPWP to document the local government's activities in the region in the next few years. Items like Master Plans, Area Development Plans, Roadway Master Plans, Long range plans, Development plans, etc.

Recommendation

None. Information Only.

Proposed Motion

None. Information Only.

Attachments

1. Federal Planning Emphasis Areas Letter
2. TxDOT UPWP Checklist

U.S. Department of Transportation
Federal Highway Administration

Federal Transit Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Deputy Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability Webpages for more information.

(See EO 14008 on *"Tackling the Climate Crisis at Home and Abroad," EO 13990 on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." EO 14030 on "Climate-Related Financial Risk," See also FHWA Order 5520 "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "Hazard Mitigation Cost Effectiveness Tool,"* FTA's *"Emergency Relief Manual," and "TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters")*

Equity and Justice40 in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (***Advancing Racial Equity and Support for Underserved Communities***) defines the term "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term "underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of "equity." In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available here.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available here.

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

TxDOT UPWP Checklist

MPO UPWP Checklist

2/10/20222

MARK ✓	I. COVER (Optional/Preferred)
	a. utilize the cover to illustrate/depict planning activities within their MPO boundaries ***(Optional)***
	b. Provide **MPO Name**
	c. Identify UPWP duration with either: **FY XXXX** - *or* - **FY XXXX & FY XXXX;** avoid using a dash between two FYs
MARK ✓	**II. TITLE PAGE**
	a. Identify UPWP duration with either: **FY XXXX** - *or* - **FY XXXX & FY XXXX**; avoid using a dash between two FYs
	b. Provide Document Name (Unified Planning Work Program), **MPO Name**
	c. Identify MPO status: **Transportation Management Area (TMA) -** *or* - **Non-Transportation Management Area (Non-TMA)**
	d. Indicate MPO Air Quality Status: **Attainment** -*or* - **Maintenance** -*or* - **Nonattainment**
	e. Include preparation disclaimer (see MPO UPWP Template)
	f. List MPO policy-making body's approval date
	g. Provide FHWA approval date when new; TMAs provide updates when revised; include State Planning Research (SPR) when money is added
	h. List contact information: **MPO name, address, mailing address, phone number, web address, email**
MARK ✓	**III. TABLE OF CONTENTS**
	a. Identify MPO by providing **MPO Name** in HEADER
	b. Provide page title: **TABLE OF CONTENTS**
	c. Link **Table of Contents** to TASK in body of document
	d. List Executive Summary **(OPTIONAL)**; place immediately after Table of Contents
	e. Create a footer to identify document pages as a set; may include: MPO Name, FY(s) of UPWP, TASK, Page Number, etc.
MARK ✓	**IV. BODY of DOCUMENT**
	a. Follow UPWP TEMPLATE directions for Tasks 1, 2, 3, 4, 5
	b. Provide Budget Summary by TASK and Funding Source; alleviate calculation errors by creating all funding tables in Excel and embedding in Word document
MARK ✓	**V. APPENDICES**
	a. Include policy-making body Membership, Technical Advisory Committee Membership, MPO Staff
	b. Include Metropolitan Area Boundary Map
	c. Include Debarment Certification
	d. Include Lobbying Certification
	e. Include Certification of Compliance
	f. Include Certification of Internal Ethics and Compliance Program
	The following are examples of optional items that may be included in support of TASKs outlined in the UPWP. Consider the use of links or direct the reader to the MPO's website for more information and context. Use caution when attaching large document files that may have an adverse effect on file size, downloading speed, and access.
	g. ***(OPTIONAL)*** UPWP Amendment Summary (list amendments in sequential order)
	h. ***(OPTIONAL)*** List of Acronyms
	i. ***(OPTIONAL)*** Relevant MPO Agreements, MPO/TxDOT/Transit MOU, other core MPO documents

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date:	February 9, 2024
To:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 9A: Corpus Christi MPO Small Area Forecast Scenario Philosophies
Action:	WORKSHOP – Review and Discuss

Summary

The 2050 Metropolitan Transportation Plan (2050 MTP) addresses transportation needs from now through the year 2050. Since we cannot know today what the region will look like in 2050, we identify factors and trends that are likely to affect transportation needs within that time frame and analyze different potential futures using sensitivity tests for those factors. This effort informs the types and locations of projects that are identified, evaluated, and prioritized for funding and implementation. Some factors that may be considered include, but are not limited to:

- Changes in the location of where people live and work (land use)
- Changes in travel habits (autonomous and connected vehicles)
- Changes in work habits (job sector, remote or hybrid work)
- Changes in shopping habits (online with home delivery)
- Changes in Socioeconomics (graying of the population, changes in relative wealth)

The Executive Summary of FHWAs *Scenario Planning Guidebook* states "The guidebook assists transportation agencies with using scenario planning to address transportation issues, land-use changes, population growth or declining growth, as well as other topics that are important to the state or region,"

The Corpus Christi MPO hired a consultant team to assist in the development of the 2050 MTP Small Area Forecast, including at least 3 different land-use futures. Part of that team included Urbansim to assist with developing and evaluating these alternative scenarios through their software platform. https://www.urbansim.com/scenario-modeling

Attachment 1 contains the control totals that the Transportation Policy Committee approved in September 2023 including the summary of the approval process through the Small Area Forecast Task Force and TAC.

Background

Since 2004, the Federal Highway Administration (FHWA) has encouraged transportation-focused scenario planning as an approach that enhances the traditional planning process. The key to the first use of scenario planning for the Corpus Christi MPO 2050 MTP is identifying several different land-use patterns to that could affect transportation networks, investments, and operations. Other variables might include demographic, economic, political, and environmental trends. Considering and analyzing alternative possibilities for each variable helps stakeholders to understand how a region might look and function in the future. The ultimate outcome for scenario planning is the creation of a framework for refining transportation priorities, goals, recommendations, and investments in order to reduce the risk of making inefficient investments. Comparing scenarios and discussing their possible outcomes allows participants to identify and challenge assumptions about the future, discuss tradeoffs, and make more rigorous decisions.

The Texas Department of Transportation (TxDOT) actively engages in scenario planning. The Texas Delivers 2050 Freight Mobility Plan explored different futures based on different economic and infrastructure investment scenarios. The 2050 Statewide Long-Range Plan is currently considering different futures based using economic trends, population growth, and technological advancements.

The Corpus Christi MPO prepares a socioeconomic forecast for each update of the Metropolitan Transportation Plan (MTP). The process of scenario planning in land usage is the analysis of existing development factors and developing a baseline land use. This effort is currently underway and the initial results should be available in mid-March. A concurrent step to this is identifying trends, points of contention, along with other preferences and priorities so that several alternative futures can be generated. This is what the Small Area Forecast team is asking for input into today. Identifying considerations that can be explored and discussed is needed. The creation of these alternative future land-use scenarios should highlight how sensitive future needs are to unknown actions and then how risk aversion can change investment priorities.

Attachment

1. September 2023 TPC Item 4B – Approval of the Regional Control Totals for the 2050 MTP

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date:	September 1, 2023
To:	Transportation Policy Committee (TPC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 4B: Small Area Forecast Task Force Recommended Population and Employment Control Totals for the 2050 MTP
Action:	Review, Discuss, Receive Public Comment and Possible Action

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Summary

The Corpus Christi MPO staff is seeking approval of the Control Totals for Population and Jobs that are inputs into the Small Area Forecast for Years 2020 through 2050. These estimates are vital components of transportation planning and a critical initial step in developing the 2050 Metropolitan Transportation Plan. Forecasting the amount, type and location of population and jobs for the time frame of the plan (Years 2025-2050) are used to identify locations, types and severity of transportation needs.

Attachment 1 has a graph showing the 1990-2022 Historic Population and the 2021 to 2050 Projected Population from the Texas State Demographic Center. The Texas State Demographic Center is the most respected source for this type of forecast and used by all 23 Texas MPOs. It also contains a table with both the exact numbers for the 0.5 and the 1.0 migration Projected Population numbers from 2023 to 2050. Attachment 2 is a dot-density map showing the 2020 population distributions in the region.

Attachment 3 shows historic employment data from the Quarterly Census of Employment and Wages (QCEW) along with forecast employment based on jobs to population ratios as recommended by the Texas State Demographic Center. Attachment 4 is a dot density map for employment based on 2021 Data Axle information. The Data Axle consumer database is compiled from data provided by more than 100 sources including real estate, tax assessments, voter registrations, utility connections, bill processors and more, giving businesses hundreds of data attributes that are updated in real-time.

Among discussion topics by the MPO staff, TAC and the Small Area Forecast Task Force is that the forecast of year-to-year employment levels by county will not be completed by the Texas State Demographic Center in time for the Corpus Christi MPO to use for the 2050 MTP. Also, jobs to population ratios fluctuate significantly based on seasonality and this assumption needs to be incorporated into our regional Small Area Forecast processes.

Recommendation

The Small Area Forecast Task Force unanimously recommended using the 0.5 version of the Texas State Demographic Center Forecast for the population and then use the Texas State Demographic Center Jobs to Population ratio for the employment control total. The MPO staff and the TAC recommend that the TPC approve the population and employment control totals for Nueces, San Patricio and Aransas counties, see Attachment 7.

Proposed Motion

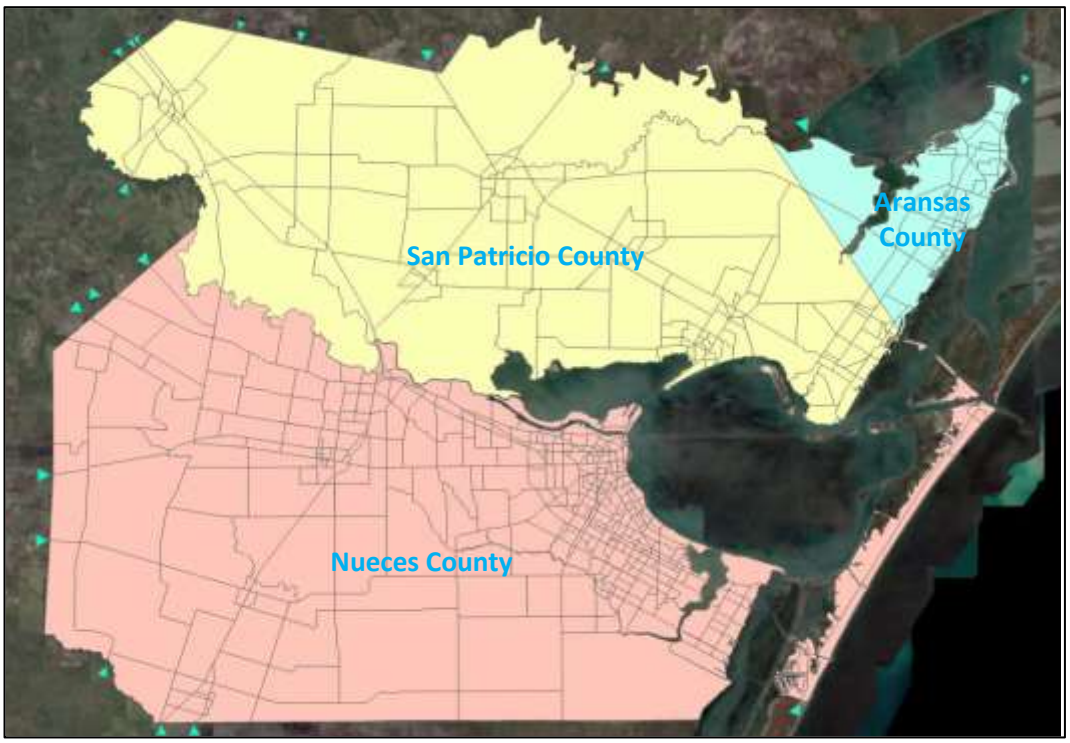
Recommend approval the TPC of the Countywide Control totals of population and employment for Nueces, San Patricio and Aransas Counties

Background

The Corpus Christi MPO prepares a socioeconomic forecast for each update of the Metropolitan Transportation Plan (MTP). Socioeconomic data are a vital component of Long-Range Transportation Planning and travel demand forecasting models. Development of a demographic forecast (i.e. the Small Area Forecast) is required by federal regulations to ensure that long-range Metropolitan Transportation Plans are based on **"*the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity*"** (23 CFR 450.324(e)). The 2020 population is shown as a density map in Attachment 2.

The total demand for transportation typically changes in proportion to changes in population, employment, and improved economic conditions. As an urban area expands, the numbers and lengths of individual trips increase, unless densities and mixed-use developments increase at an equal or greater rate. Expanding population, employment, and urban area size, along with improved economic conditions, result in an increased need for transportation facilities and services. These include freight, roadway, transit, bicycle, and pedestrian facilities, along with strategies intended to increase the efficient use of existing facilities. The Corpus Christi MPO uses macro-level forecasts from the Texas Demographic Center to create its future forecast, projecting where people might live and work so that transportation investments will address anticipated issues.

Under the direction of the State Demographer, the Texas Demographic Center's Texas Population Projections Program collects information to produce the population projections for the State of Texas as required by state law (Chapter 468 of Texas Government Code). The Texas Population Projections Program produces projections for the entire state of Texas and each individual county in the state by age, sex, and race/ethnicity. These projections use assumptions about future events that may or may not occur. The current forecast, released October 24, 2022, consists of the projections of the resident population of the State for each year from 2020 through 2060. This accommodates the 2050 planning horizon of the upcoming 2050 Corpus Christi MPO's Metropolitan Transportation Plan (2050 MTP) and satisfies the requirement of using the most recent information. One change from previous forecasts is providing two scenarios of migration to better fit differences between fast growing urban areas and slower growing or shrinking rural or urban areas. There are 438 small geographic areas known as Traffic Analysis Zones (TAZs) in Nueces County, 151 in San Patricio County and 46 in Aransas County. The following maps illustrate the TAZs and county boundaries.



To project future transportation needs and confirm that the 2050 MTP is consistent with anticipated growth patterns, the Corpus Christi MPO will create several scenarios that project the future location of both population and employment into the TAZs.

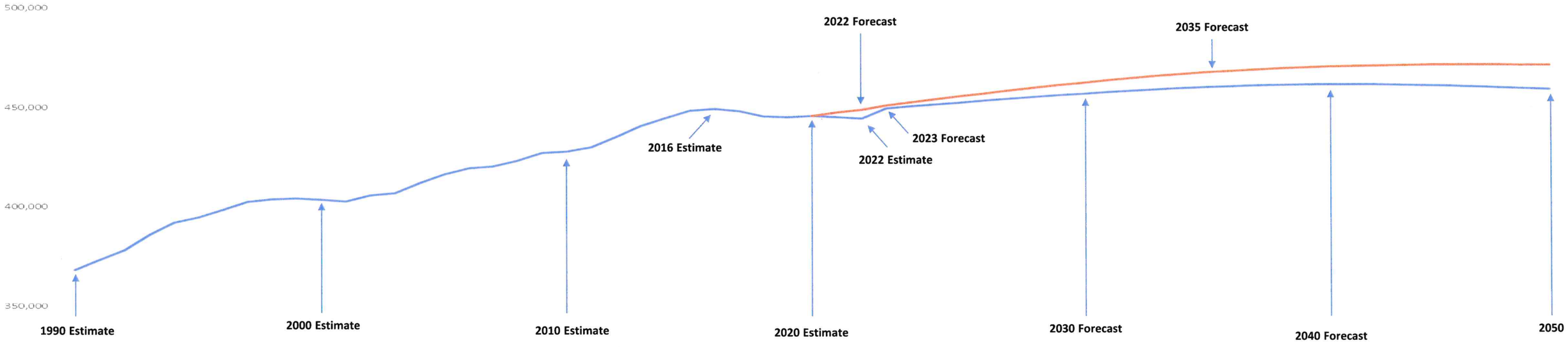
Disaggregation Methodology

The Corpus Christi MPO is in the process of using a cloud software named UrbanSim to suballocate households and jobs around the Corpus Christi MPO region between 2020 and 2050. UrbanSim is a microsimulation land use model, designed to help MPOs, cities, counties, and other organizations analyze the potential outcomes of policies and investments on the development and character of cities and regions. The modeling methodology is designed to reflect the interdependencies in dynamic urban systems, focusing on the real estate market and the transportation system. It considers the effects of combinations of interventions on patterns of development, travel demand, and household and firm location. The staff at UrbanSim will leverage national data and open-source libraries developed in the Urban Data Science Toolkit to accelerate the model development and calibration. The scope of services for the UrbanSim effort and schedule is shown in Attachment 5.

Attachments:

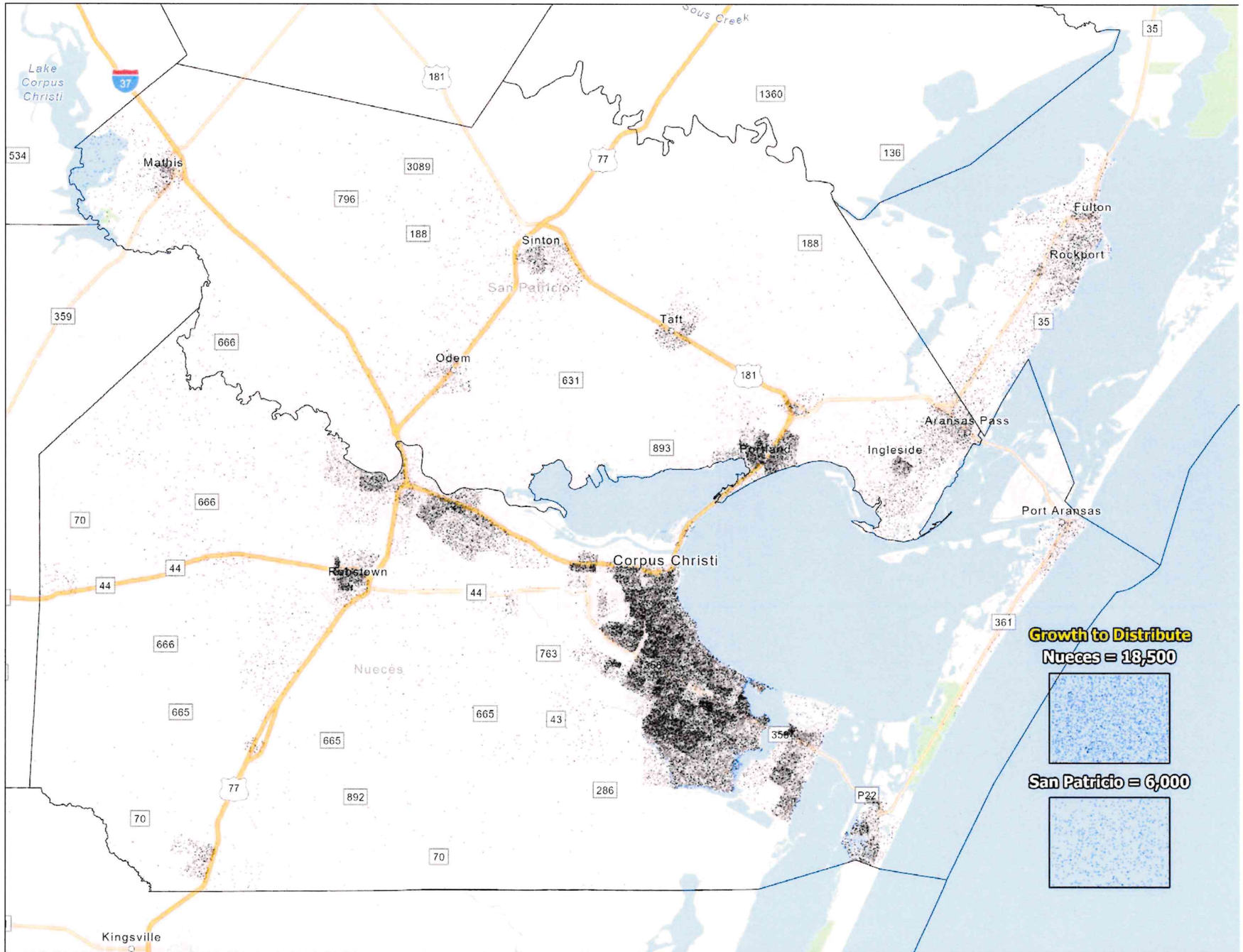
1. Historic and Projected Population Table
2. Dot Density Map of 2020 Population
3. Historic and Projected Employment Table
4. Dot Density Map of 2021 Data Axle Employment Locations
5. UrbanSim Scope and Schedule
6. Small Area Task Force Roster
7. Population and Employment Control Totals

2020 – 2050 Small Area Forecasting
Historic Population Data and Forecast Population Growth



County	TDC	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Aransas	.05	23,830	24,394	24,693	23,807	23,749	23,698	23,644	23,566	23,509	23,423	23,353	23,261	23,177	23,085	22,985	22,875	22,787	22,684	22,572	22,458	22,330	22,212	22,110	21,981	21,861	21,753	21,631	21,512	21,403	21,307	**21,201**
	.10	23,830	23,982	24,070	24,120	24,178	24,231	24,286	24,319	24,360	24,391	24,415	24,442	24,459	24,446	24,453	24,458	24,437	24,411	24,378	24,337	24,299	24,253	24,200	24,142	24,093	24,032	23,968	23,892	23,825	23,765	**23,708**
San Patricio	.05	68,755	69,122	69,282	69,590	69,876	70,136	70,427	70,697	70,978	71,230	71,476	71,727	71,982	72,229	72,442	72,673	72,890	73,108	73,316	73,510	73,658	73,833	73,978	74,116	74,250	74,357	74,445	74,529	74,585	74,638	**74,669**
	.10	68,755	69,092	69,413	69,759	70,082	70,400	70,727	71,048	71,380	71,661	71,973	72,284	72,573	72,868	73,130	73,391	73,641	73,897	74,145	74,357	74,569	74,771	74,953	75,131	75,272	75,402	75,524	75,619	75,715	75,769	**75,816**
Nueces	.05	353,178	351,484	350,472	357,156	358,322	359,466	360,551	361,642	362,693	363,699	364,690	365,623	366,503	367,343	368,110	368,796	369,460	369,981	370,450	370,824	371,130	371,358	371,529	371,671	371,752	371,797	371,796	371,754	371,693	371,584	**371,485**
	.10	353,178	354,369	355,255	356,066	356,842	357,612	358,342	359,083	359,785	360,483	361,162	361,853	362,467	363,060	363,606	364,086	364,473	364,812	365,053	365,220	365,303	365,312	365,264	365,179	365,020	364,795	364,552	364,248	363,899	363,484	**363,055**
3-County Total	**.05**	445,763	445,000	444,447	449,463	450,467	451,446	452,413	453,346	454,272	455,136	455,991	456,841	457,626	458,374	459,033	459,634	460,150	460,604	460,941	461,188	461,291	461,357	461,352	461,276	461,131	460,905	460,628	460,289	459,887	459,429	**458,925**
	.10	445,763	447,443	448,738	451,035	452,582	454,097	455,564	457,009	458,433	459,751	461,078	462,349	463,535	464,657	465,693	466,645	467,538	468,289	468,973	469,518	469,998	470,382	470,682	470,944	471,117	471,231	471,288	471,265	471,233	471,118	**471,009**

Source: US Census and Texas Demographic Center Population Projections Program Vintage 2022



1 Dot = 10 People

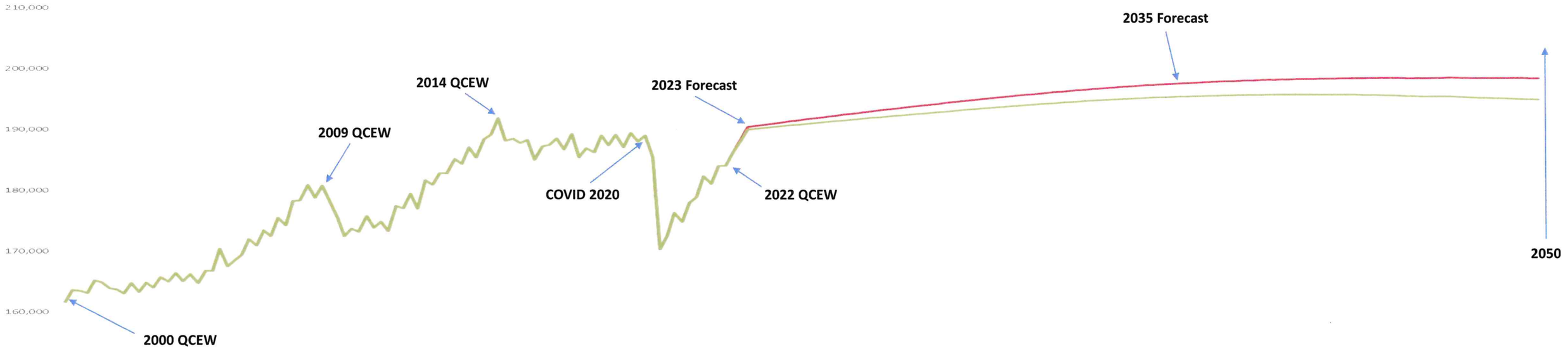
Source: US Census 2020

2020 Population Density Map

Agenda Item 4B - Attachment 2

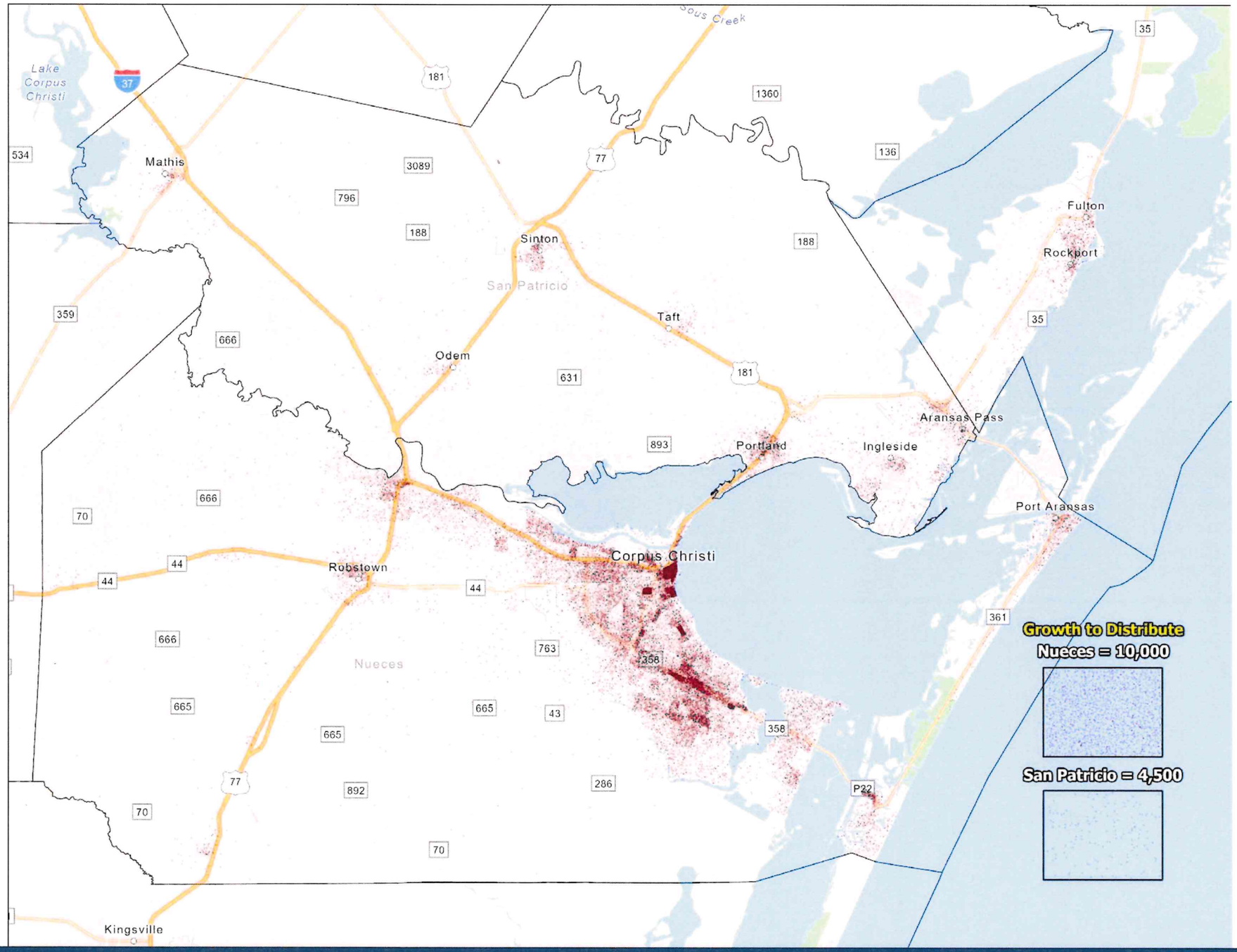
2050 SAF Development

2020 – 2050 Small Area Forecasting
Historic Employment Data and Forecast Employment Growth



County	TDC	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Aransas	.05	5,952	5,937	5,925	5,911	5,892	5,877	5,856	5,838	5,815	5,794	5,771	5,746	5,719	5,697	5,671	5,643	5,615	5,583	5,553	5,528	5,495	5,465	5,438	5,408	5,378	5,351	5,327	**5,300**
	.10	6,030	6,045	6,058	6,072	6,080	6,090	6,098	6,104	6,111	6,115	6,112	6,113	6,115	6,109	6,103	6,095	6,084	6,075	6,063	6,050	6,036	6,023	6,008	5,992	5,973	5,956	5,941	**5,927**
San Patricio	.05	20,181	20,264	20,339	20,424	20,502	20,584	20,657	20,728	20,801	20,875	20,946	21,008	21,075	21,138	21,201	21,262	21,318	21,361	21,412	21,454	21,494	21,533	21,564	21,589	21,613	21,630	21,645	**21,654**
	.10	20,230	20,324	20,416	20,511	20,604	20,700	20,782	20,872	20,962	21,046	21,132	21,208	21,283	21,356	21,430	21,502	21,564	21,625	21,684	21,736	21,788	21,829	21,867	21,902	21,930	21,957	21,973	**21,987**
Nueces	.05	164,292	164,828	165,354	165,853	166,355	166,839	167,302	167,757	168,187	168,591	168,978	169,331	169,646	169,952	170,191	170,407	170,579	170,720	170,825	170,903	170,969	171,006	171,027	171,026	171,007	170,979	170,929	**170,883**
	.10	163,790	164,147	164,502	164,837	165,178	165,501	165,822	166,135	166,452	166,735	167,008	167,259	167,480	167,658	167,814	167,924	168,001	168,039	168,044	168,021	167,982	167,909	167,806	167,694	167,554	167,394	167,203	**167,005**
3-County Total	**.05**	190,425	191,029	191,618	192,188	192,749	193,300	193,815	194,323	194,803	195,260	195,695	196,085	196,440	196,787	197,063	197,312	197,512	197,664	197,790	197,885	197,958	198,004	198,029	198,023	197,998	197,960	197,901	**197,837**
	.10	190,050	190,516	190,976	191,420	191,862	192,291	192,702	193,111	193,525	193,896	194,252	194,580	194,878	195,123	195,347	195,521	195,649	195,739	195,791	195,807	195,806	195,761	195,681	195,588	195,457	195,307	195,117	**194,919**

Source: Quarterly Census Employment and Wages (QCEW) and Calculations based on Jobs to Population Ratio as suggested by Texas Demographic Center



Source: Data Axle 2021

2021 Employment Density Map

Agenda Item 4B - Attachment 4

2050 SAF Development

EXHIBIT A

SCOPE OF WORK AND SCHEDULE FOR DEDICATED MODELER SUPPORT

UrbanSim, Inc. ("UrbanSim") will perform the following services for Corpus Christi Metropolitan Planning Organization (CCMPO) to set up the model for CCMPO, calibrate it, provide an interface to the CCMPO travel model, and develop a baseline forecast reflecting CCMPO feedback.

TASK 1: LAND-USE MODEL SETUP

A calibrated and validated land-use model system will be prepared by UrbanSim for the MPO area, running at a parcel level of detail, in a cloud platform with easy-to-use interface for scenario building, running, and evaluation. The platform will enable the forecast of future years' demographics at the TAZ level, being this the minimum zonal data resolution required for travel demand and emissions modeling. To achieve task 1, the following subtasks will be developed:

Subtask 1a) Research national database for MPO information

UrbanSim will leverage national data acquired to accelerate the land-use model development of the MPO area, enabling its rapid completion at the highest quality standards, and at parcel level of detail.
UrbanSim will make use of open-source libraries developed in the Urban Data Science Toolkit, using an updated parcel version of the model system.

Subtask 1b) Calibration and validation of base year 2020

UrbanSim will develop a fully calibrated and validated parcel-level land-use model of base year 2020 for the MPO region, to enable simulating the evolution in real estate development and disaggregate location of households and jobs over time. Such land-use model will integrate a set of configurable modules within the UrbanSim cloud platform and a graphical user interface (GUI) to enable users to efficiently conduct analyses of different scenarios.

The data inputs and outputs for operating the UrbanSim model are shown in **table 1**. Once the database is compiled, the model equations must be estimated using local data, and the full model system must be calibrated. A final step before actual use of the model is a validation process that tests the operation of the model over time and makes adjustments to the dynamic components of the model.

- **Deliverables under task 1**:
  - ✓ Kick-off meeting with MPO staff,
  - ✓ Calibrated and validated 2020 UrbanSIM land-use model for the MPO region, and

Table 1. Data Inputs and Outputs of UrbanSim software

UrbanSim Inputs	• Employment data, usually in the form of geocoded business establishments, but alternatively from zonal employment by sector • Household data, merged from multiple census sources • Parcel database, with acreage, land use, housing units, non-residential square footage, year built, land value, improvement value, city and county • City and County General Plans and zoning • Environmental features such as wetlands, floodways, steep slopes, or other sensitive or regulated lands • Traffic Analysis Zones • GIS Overlays for any other planning boundaries • Travel Model outputs • Development Costs
UrbanSim Outputs summarized by Parcel, Census Block, Traffic Analysis Zone, and Municipality	• Households by income, age, size, and presence of children • Employment by industry and land use type • Acreage by land use • Dwelling units by type • Square feet of nonresidential space by type • Real estate prices and rents
Travel Model Outputs (Zone-to-Zone) Used in UrbanSim	• Travel time by mode by time of day by purpose • Trips by mode by time of day by purpose • Composite utility of travel using all modes by purpose • Generalized costs (time + time equivalent of tolls) by purpose

TASK 2: SCENARIO MODELING/EVALUATION

The UrbanSim software is designed to simulate and evaluate the potential effects of multiple scenarios. The term scenario is used in the context of UrbanSim in a very specific way: a scenario is a combination of input data and assumptions to the model system, including macroeconomic assumptions regarding the growth of population and employment in the study area, the configuration of the transportation system assumed to be in place in specific future years, and general plans of local jurisdictions that will regulate the types of development allowed at each location. To achieve task 3, the following subtasks will be developed:

Subtask 2a) Develop Baseline Scenario

UrbanSim will be provided by the MPO access to municipal land use plans and zoning to accelerate the development of a baseline scenario. UrbanSim will generate a baseline simulation

for a target horizon of 2050, and will review the results with the MPO. Based on feedback from the MPO, up to three iterations will be made to improve the baseline forecast to address feedback.

Subtask 2b) Setup and coding of alternative scenarios

Depending on CCMPO interests, 3 or 4 alternative conceptual scenarios of land use policies and transportation infrastructure proposed by UrbanSim Inc in consultation with CCMPO will be coded using the UrbanSim Services and Software.

UrbanSim will do the coding of two of the scenarios, showcasing all procedures to the group of trained staff. The remaining scenarios will be coded by MPO staff under guidance and supervision of UrbanSim.

UrbanSim will proceed to run two scenarios. The trained MPO staff will proceed to run the rest of the scenarios under the supervision and guidance of UrbanSim. The setup for all scenarios should be programmed to have the runs model yearly conditions up to 2050.

UrbanSim will proceed to summarize demographic output at the TAZ level for years 2030, 2040 and 2050, for two of the scenarios. The output of these two scenarios will be used by UrbanSim to prepare density maps for review and comparison. Under the supervision of UrbanSim, MPO staff will do the same for the rest of the scenarios.

Subtask 2b) Develop interface with the MPO's Travel Demand Model

UrbanSim will implement effective interfaces between the land-use models in the UrbanSim Cloud Platform with the Travel Demand Model (TDM) used by MPO.

The land-use model is interfaced with a metropolitan travel model system to deal with the interactions of land-use and transportation. Access to opportunities, such as employment or shopping, are measured by the travel time or cost of accessing these opportunities via all available modes of travel.

Accessibility is the glue that connects land use and transportation. UrbanSim software coupled with MPO travel models, provide a powerful combination to support informed transportation planning, enabling multi-modal accessibility to inform household and firm location choices, rents and prices, and real estate development – all of which in turn influence multi-modal demand for travel within the region.

Subtask 2c) Training of local personnel and preparation of user guide

UrbanSim will train MPO staff, in consultation with local governments, in the use of UrbanSim Services and Software. Once the training is completed, the group should be able to code different scenarios and run them.

SCHEDULE AND BUDGET

Schedule is from the time of contract execution.

Dedicated Modeler Support over first 3 months: 144 hours, $36,000

- Months 1-2: data loaded, model calibration completed.
- Month 3: baseline forecast generated and refined with local

input Dedicated Modeler Support for Months 4-6: 144 hours,

$36,000

- Months 4-6: creation and refinement of alternative scenarios
- Assistance with the operation of the model and platform, support for

consultant use **Optional** – not needed if Freese and Nichols do not get involved in

running the model: Freese and Nichols User Account to run additional simulations:

- $1,500 per user per month (only needed during period actively running scenarios)

Small Area Task Force Roster

Entity	Name	Title	E-mail address	Remarks
City of Portland	Brian DeLatte	Deputy City Manager	brian.delatte@portlandtx.gov	TAC member
Corpus Christi Regional Transportation Authority	Gordon Robinson	Director of Planning	grobinson@ccrta.org	TAC member
City of Corpus Christi Planning Department	Dan McGinn	Director	DanielMc@cctexas.com	TAC member
Nueces County Public Works	Juan Pimentel	Director/County Engineer	juan.pimentel@nuecesco.com	TAC member
Port of Corpus Christi	Jeff Pollack	Chief Strategy & Sustainability Officer	jpollack@pocca.com	TAC member
San Patricio County	Howard Gillespie	Commissioner Percinct 4	hgillespie@sanpatriciocountytx.gov	TAC member
Texas Department of Transportation Corpus Christi	Paula Sales-Evans	Director of Transportation Planning & Development	paula.salesevans@txdot.gov	TAC member
Texas Department of Transportation Corpus Christi	Amanda Longoria	Transportation Planner	amanda.longoria@txdot.gov	TAC proxy
Coastal Bend Council of Government	Emily Martinez	Director of Economic Development	emily@coastalbendcog.org	Accepted 2/6/2023
CCISD	Dr. Roland Hernandez	Superintendent	Roland.Hernandez@ccisd.us	Accepted 1/10/2023
CCISD	Sulema Daniel	Senior Executive Administrative Assistant	sulema.daniel@ccisd.us	Copy her when send email to Dr. Hernandez
City of Corpus Christi Development Services	Al Raymond	Director	AlRaymond@cctexas.com	
City of Corpus Christi Planning Department	Keren Costanzo	Economic Development Manager	kerenc@cctexas.com	Accepted 1/18/2023
City of Corpus Christi Water Utilities	Michael Murphy	Chief Operating Officer	michaelmur@cctexas.com	Accepted 1/25/2023
City of Portland Development Services	Sarah Munoz	Director	sarah.munoz@portlandtx.gov	Accepted 1/27/2023
City of Portland Public Works	Dr. Kenneth Banks	Director	kenneth.banks@portlandtx.gov	Accepted 1/13/2023
City of Robstown Improvement Development Corp.	Beatriz Charo	Executive Director	bcharo@cityofrobstown.com	Accepted 1/10/23
Coastal Bend Industry Association	Bob Paulison	Executive Director	bobpaulison@gmail.com	Accepted 1/13/2023
Corpus Christi Convention and Visitors Bureau	Brett Oetting	President & CEO	brett@visitcorpuschristi.com	Accepted 1/24/2023
Corpus Christi Convention and Visitors Bureau	Meredith Darden	Vice President of Strategy	meredith@visitcorpuschristi.com	
Corpus Christi Hispanic Chamber of Commerce	Hope Rangel	Liaison of Hispanic Business Affairs	hope@unitedcorpuschristi.org	Accepted 1/12/2023
Del Mar Center of Economic Development	Ann Fierova	Director	afierova@delmar.edu	Accepted 2/2/2023
Gregory-Portland ISD	Dr. Michelle Cavazos	Superintendent		Accepted 1/11/2023
Gregory-Portland ISD	Amy Malone	Executive Assistant for Superintendent	amalone@g-pisd.org	Copy her when send email to Dr. Cavazos
Harte Research Institute Socio-Economic Group	Dr. Jim Lee	TAMU-CC Regents Professor of Economics	jim.lee@tamucc.edu	Accepted 1/11/2023
Ingleside ISD Board of Trustees City of Ingleside Development Corp.	Teresa Flores	President	t_flores1976@yahoo.com	Accepted 1/18/2023
San Patricio County	Desiree' L. Voth	Government Affairs	dvoth@sanpatriciocountytx.gov	Accepted 1/20/2023
San Patricio Economic Development Corporation	Adam Gawarecki	President & CEO	adam@sanpatricioedc.com	Accepted 1/27/2023
TAMU-CC Administration	Joseph Miller	Director of Research Engagement	joseph.miller@tamucc.edu	Accepted 1/27/2023
United Corpus Christi Chamber of Commerce	Kresten Cook	Executive Director, South Texas Military Task Force	kresten@unitedcorpuschristi.org	Accepted 1/10/2023
United Corpus Christi Chamber of Commerce	Ginny Gunderson Cross	Vice President, Government & Community Relations	ginny@unitedcorpuschristi.org	Accepted by email 1/6/2023
United Corpus Christi Chamber of Commerce	Al Arreola Jr.	President & CEO	al@unitedcorpuschristi.org	Accepted by phone call 1/9/23
Coastal Bend Home Builders Association	Ben Molina	Director of Government Affaris	ben@coastalbendhba.org	Accepted by e-mail 5/11/2023
City of Corpus Christi Neighborhood Services	Jennifer Buxton	Assistant Director	jenniferb9@cctexas.com	
City of Corpus Christi Public Works	Gabriel Hinojosa	Interim Director	GabrielH@cctexas.com	
City of Corpus Christi Downtown Management	Kristen Acock	Placemaking Manager	kristen@cctexasdmd.com	
City of Corpus Christi Downtown Management	Alyssa Mason	Executive Director	alyssa@cctexasdmd.com	
City of Corpus Christi Development Services	Dru Penland		DruP@cctexas.com	
City of Corpus Christi Development Services	Bria Whitmire		briaw@cctexas.com	
Corpus Christi ISD	John Dibala	Construction Project Manager	John.Dibala@ccisd.us	
City of Corpus Christi Development Services	Nina Nixon-Mendez	Assistant Director	NinaM@cctexas.com	
City of Corpus Christi Economic Development	Randy Almaguer	Director	randya@cctexas.com	
City of Corpus Christi Gas Department	Bill Mahaffey	Director of Gas Operations		
City of Corpus Christi Neighborhood Services	Tracey K. Cantu	Assistant Director	traceyc@cctexas.com	
City of Corpus Christi Planning Department	Annika G. Yankee	Planning Manager	AnnikaG@cctexas.com	

Small Area Task Force Roster

Entity	Name	Title	E-mail address	Remarks
City of Corpus Christi Public Works	Renee Couture	Interim Assistant Director	ReneeC@cctexas.com	
City of Corpus Christi Utilities Department	Neiman Young	Assistant City Manager	neimany@cctexas.com	
City of Corpus Christi Utilities Department	Reba George	Assistant Director of Support Services	RebaG@cctexas.com	
City of Ingleside Development Corporation	Rene Contreras	President		
City of Portland Utility Department	Joe Lopez Jr.	Utilities Superintendent	joe.lopez@portlandtx.gov	
City of Robstown Improvement Development Corp.	Balde Torres	President		
City of Robstown Improvement Development Corp.	John Marez	County Commissioner		
City of Robstown Improvement Development Corp.	Gilbert Gomez	Mayor		
City of Sinton	John Doria	Maintenance		
City of Sinton	John D. Hobson	City Manager		
Coastal Bend Center for Independent Living	Marisa Telgi-Masur	Executive Director		
Coastal Bend Home Builders Association	Bart Braselton	Executive Director		
Corpus Christi Association of Realtors	Triston Crossland	CEO		
Corpus Christi Black Chamber of Commrce	Coretta Graham	ESQ	cctxblackchamberoc@gmail.com	
Corpus Christi Downtown Management District	Jenny Bodwell	Economic Development Manager	jenny@cctexasdmd.com	
Corpus Christi International Airport	Kevin Smith	Director	kevins4@cctexas.com;	
Corpus Christi Regional Economic Development Corp.	Brittany Sotelo	Vice President	bsotelo@ccredc.com	
Corpus Christi Regional Economic Development Corp.	Mike Culbertson	Interim CEO	mculbertson@ccredc.com	
Corpus Christi Regional Economic Development Corp.	Sarah Tindall	Vice President	saraht@ccredc.com	
Corpus Christi Regional Economic Development Corp.	Pamela Lago	Information Manager	plago@ccredc.com	
Flour Bluff ISD	Kristen Bily	Executive Director of Communication		
Harte Research Institute Socio-Economic Group	Dr. Katya Wowk	HRI Chair for Community Resilience & Director of Texas One Gulf	katya.wowk@tamucc.edu	
London ISD	Noemi Avila			
Port of Corpus Christi	Nelda Olivo	Director of Government Affaris		
Portland Chamber of Commerce	Tammie Shelton	President & CEO	director@portlandtx.org	
San Patricio Economic Development Corporation	Becky Gallagher	Director of Administration	beckym@sanpatricioedc.com	
West Oso ISD	Diane Jackson			

Population and Employment Control Totals

Population			
County	**2020**	**2050 Texas Demographic Center .05**	**Control Total**
Nueces	353,178	371,485	**371,500**
San Patricio	68,755	74,669	**75,000**
Aransas	23,830	21,201	**22,500**
Total	445,763	467,355	**469,000**

Employment				
County	**Jobs to Population Ratio**	**2020**	**2050 Texas Demographic Center .05**	**Control Total**
Nueces	0.46	161,115	170,883	**171,000**
San Patricio	0.29	17,525	21,654	**22,000**
Aransas	0.25	5,133	5,300	**5,500**
Total	1.0		197,837	**198,500**

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date:	February 9, 2024
To:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 9B: Federal Functional Classification/Congestion Management Process (CMP)
Action:	WORKSHOP - Review and Discuss

Summary

As part of the preparation for the 2050 MTP it is necessary to verify and update the Federal Functional Classification of roadways within the Corpus Christi Adjusted Urban Area. MPOs request functional classifications according to how the roadway is functioning in the current year only. With regard to future routes, roads can be reclassified if they are included in the approved Transportation Improvement Program (TIP) and will be under construction within 4 years. Federal Functional Classification changes are triggered when:

1. The Decennial Census is released.
2. New roadways are built or extended.
3. Existing roadways are realigned or reconstructed (includes added capacity projects).
4. Traffic patterns or volumes change.
5. Land use patterns change.

Roadways serve two primary travel needs: access to/egress from specific locations and travel mobility. While these two functions lie at opposite ends of the continuum of roadway function, most roads provide some combination of each. Currently, Federal and State funding programs assign a substantial share of capital and operating resources to the Principal Arterial system, in comparison to lower functional classifications. Likewise, expectations for condition and performance tend to be higher for the higher functional classifications.

The process of classification is outlined in TxDOT's Federal Functional Classification System Change Request Standard Operating Procedure that was most recently revised on August 24, 2023. This process, combined with the FHWA guidance found in the Highway Functional Classification Concepts, Criteria and Procedures, 2023 Edition, determines which roads are eligible for federal funding such as the Federal Highway Administration's (FHWA's) emergency relief program. Changes to a roadway's federal functional class can be submitted FHWA for approval at any time. However, it is essential to provide required data that establish a roadway's eligibility for proposed reclassification. Roadway classes are determined based on the following factors:

- Traffic Volume
- Connectivity
- Function
- Land use
- Trip length
- Spacing
- Service to Urban Activity Centers
- VMT (vehicle miles of travel)
- Mileage ratio of each class