TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY, MARCH 21, 2024

9:00 A.M. REGULAR TAC MEETING (Boardroom 210)

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 FEBRUARY 15, 2024 REGULAR MEETING MINUTES**
4. **DISCUSSION AND POSSIBLE ACTION ITEMS**

   A. **FY 2023 - 2026 Transportation Improvement Program (TIP) Amendment 2**
   Action: Review, Discuss and Recommend Approval by the Transportation Policy Committee
5. **INFORMATION ITEMS**

   A. **2050 Metropolitan Transportation Plan (MTP) Update: Vision, Goals and Objectives Discussion**
   B. **Resiliency Plan Critical Infrastructure Review**
   C. **MPO Project Lists Discussion**
6. **TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**
7. **UPCOMING MEETINGS/EVENTS**

A. **Transportation Policy Committee:**	**Regular Meeting**	**April 4, 2024**
B. **Technical Advisory Committee**	**Regular Meeting**	**April 18, 2024**
C. **2050 MTP Public Meetings**		**April 23-25, 2024**

8. **ADJOURN REGULAR TAC MEETING**

- 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 METROPOLITAN TRANSPORTATION PLAN (MTP) WORKSHOP

THURSDAY, FEBRUARY 15, 2024

9:00 A.M. REGULAR TAC MEETING (Boardroom 210)

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

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

TAC Members Present:

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

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

2. NON AGENDA ITEMS PUBLIC COMMENTS:

None were made or offered.

3. APPROVAL OF THE TAC JANUARY 18, 2024 REGULAR MEETING MINUTES

Mr. Pollack made a motion to approve the January 18, 2024 TAC Regular Meeting Minutes.

Mr. Yardley seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT 2025 Unified Transportation Plan (UTP) Project List and Funding

Mr. MacDonald updated the TAC members on the 2025 UTP development process, mentioning the draft list of projects submitted to TxDOT in December and the funding estimates totaling $370 million over 10 years. Project scoring performed by TxDOT and the need to recommend a list for the second submittal was emphasized.

Ms. Sales-Evans raised concerns about the accuracy of the funding numbers, particularly for the $60 million cost of the Rodd Field project. Ms. Sales-Evans suggested verifying these numbers and adjusting project limits accordingly. There was a discussion about the Rodd Field Road project's scope, funding estimate, and the possibility of splitting funding between categories.

Mr. MacDonald suggested considering reallocating Cat 7 funding to balance the fiscal constraint of the UTP. Mr. MacDonald explained that the UTP is a TxDOT document, but Cat 7 reallocation and the need to revisit funding allocation would happen during the MPO's FY 2025-2028 TIP development process.

Ms. Sales-Evans suggested utilizing Cat 7 funds, potentially up to $14 million, to try to include both the FM 43 Interchange and Rodd Field projects in the 2025 UTP.

There was a discussion about the possibility of dropping one project if the funds are insufficient and the need to closely examine project limits and estimates. Ms. Sales-Evans mentioned the deadline for submitting the recommendation. Mr. MacDonald emphasized the importance of making a recommendation to meet 2025 UTP development deadlines.

Motion:

Ms. Sales-Evans made the motion to recommend to the TPC to approve the DRAFT TxDOT 2025 UTP project list, subject to checking the fiscal constraint and backfilling with a $14 million worth of category 7 funding and then also modifying limits the Rodd Field Road project and remove the I-37 Interchange Project.

Mr. Pollack Seconded, the motion passed unanimously.

5. INFORMATION ITEMS

A. FY 2023 - 2026 Transportation Improvement Program (TIP) Amendment 2 - Administrative

Mr. MacDonald informed the TAC about TxDOT's request to shift funds for the State Highway 358 and State Highway 286 projects. The proposal is to move federal dollars into state funding, with total project costs remaining the same. The attachments provided details showing the total amounts without differentiation between federal and state funds. The projects have been processed as administrative amendments.

B. 2050 Metropolitan Transportation Plan (MTP) Updates: Goals and Objectives

Mr. Casper presented the process for developing the 2050 MTP goals and objectives. During each MTP development cycle, the 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. MPO Staff is asking the committees, and will be asking the public, if the existing 2045 MTP Goals and Objectives are broad enough to address the region’s strategies, the state and national goals, and the concerns of the regional public.

Ms. Sales-Evans inquired about the necessity of SMART goals, and Mr. Casper clarified that while not required, they are the common practice for a performance-based planning and programming process.

Mr. Pollack shared an example of their strategic plan's structure, emphasizing the balance between open-ended goals and SMART objectives for flexibility and reasonable expectations.

C. Regional Safety Action Plan (RSAP) Review

Mr. Casper presented a preliminary draft of the Regional Safety Action Plan, stating that more outreach is needed to gather input from agencies, first responders, and the public. He stated that analysis using sophisticated tools and has identified 31 projects with high benefit-cost ratios for safety improvements. The Regional Safety Action Plan makes the region eligible for upcoming grants, such as the Safe Streets and Roads for All (SS4A) federal grant. Mr. Casper mentioned identifying roads in the region's High Injury Network, focusing on roads with the highest occurrence of severe crashes.

Ms. Sales-Evans raised concerns about the generalization of data and the need for more specific solutions based on crash types.

Mr. Casper mentioned that the tool can drill down to determine specific countermeasures for different crash types.

Mr. Robinson asked about a specific road, and Mr. Casper agreed to check its severity and frequency of crashes.

Mr. DeLatte mentioned concerns about the selection of certain road segments for analysis. Mr. Pollack suggested adding a legend to the map to clarify the data.

Mr. Casper agreed to supplement the map with pedestrian and other data for better clarity.

Ms. Sales-Evans expressed difficulty in understanding the map due to clutter and requested a legend.

Mr. Casper mentioned that the MPO's goal is to have a draft RSAP review in April.

D. Highway Economic Requirements System (HERS) Presentation

Mr. Richard Margiotta of Cambridge Systematics, Inc. serves as the consultant for the Corpus Christi MPO on the Highway Economic Requirements System.

Mr. Margiotta provided an update on a study regarding pavement conditions throughout the region and future modeling for necessary investments. He discussed the HERS (Highway Economic Requirements System) model used by FHWA to report on future investment needs, focusing on pavement conditions. The model simulates the impact of investments on pavement conditions using HPMS (Highway Performance Monitoring System) data. About 1,200 miles of pavement condition data were collected.

Ms. Sales-Evans raised questions about assumptions made for local roads and the importance of accurate data for modeling.

Mr. Pollack emphasized the need for granular data by typology and geography to inform effective maintenance.

Mr. DeLatte inquired about the inclusion of various roads and types of maintenance like reconstructions and preventive measures.

Mr. Margiotta explained the model's sensitivity to unit costs and presented cost estimates for maintaining pavement conditions.

Ms. Sales-Evans suggested the report should include a map identifying corridors with data and assumptions made.

Mr. Margiotta plans to produce a draft report by March 15th, with a final report and presentation to follow.

Mr. Robinson expressed appreciation for the model's results and discussed using the data to help select projects.

Mr. Casper highlighted the goal of maintaining infrastructure and discussed financial planning for future maintenance needs.

E. FY 2025–2028 TIP Development

Mr. Casper mentioned that the TIP process for the state is expiring, requiring all MPOs to update the TIP for 2025-2028. The plan is to retain the same projects from the previous Call for Projects and long-range plan, which are still eligible. Updates on this process will be forthcoming in the next few months.

F. FY 2025 and FY 2026 Unified Planning Work Program (UPWP) Development

Mr. MacDonald addressed the upcoming update of the UPWP for the next two years. He encouraged TAC members to provide input on their planning and transportation activities to be integrated into the work program. They will be collecting information from various sources, including agendas from local governments and MPO member websites. TAC members were asked to email MPO staff with any additional plans or programs they are developing. Drafts of the updated document are expected to be available starting next month.

6. <u>TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST</u>

Ms. Sales-Evans invited the TAC to TxDOT's Gregory Interchange Public Meeting.

Mr. DeLatte shared exciting news about a $35 million project breaking ground next week in Portland's leisure entertainment district. The project includes a multi-purpose venue, pavilion, concert venue, and restaurant. Additionally, roadways in the Old Town area will be reconstructed, connecting to the city's bike network. This project aims to revitalize the area with pedestrian-oriented and recreational elements.

7. <u>UPCOMING MEETINGS/EVENTS</u>

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 Planning Stakeholder Group		**March 21, 2024**

8. <u>TAC 2050 MTP WORKSHOP</u>

A. Consultant Update – Corpus Christi MPO Small Area Forecast Scenario Philosophies
B. Consultant Update – Federal Functional Classification/Congestion Management Process (CMP)

9. <u>ADJOURN REGULAR TAC MEETING</u>

The meeting adjourned at 10:16 a.m.

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: March 14, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through Robert MacDonald, Transportation Planning Director
Subject: Item 4A: FY 2023-2026 Transportation Improvement Program (TIP) Amendment 2
Action: Review, Discuss, Receive Public Comment, and Possible Action

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Summary

Amendment 2 to the FY 2023-2026 TIP was recommended by Corpus Christi MPO staff for release for the one-month public comment period to the Transportation Policy Committee (TPC). Due to the expedited timeline for these projects to be amended into the TIP as requested by TxDOT, the Corpus Christi MPO staff started the process with the TPC. Typically for TIP Amendments there is a change in scope of a project, the addition of a newly funded project or a change in funding. Public Notice #24-01 related to the DRAFT FY 2023-2026 TIP Amendment 2 is provided as Attachment 1.

For this proposed Amendment 2 to the FY 2023-2026 TIP, we have a variety of changes outlined below.

NEVI Charging Station New Project (MPO-077) (CSJ 5000-00-187) $1,202,800 CAT 10

The Texas EV Infrastructure Plan was developed in the spring of 2022, following the initial National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance from the Federal Highway Administration (FHWA). The EV network will give Electric Vehicle drivers confidence and flexibility when traveling for work, recreation, or exploration regardless of distance traveled or weather conditions. In accordance with guidance, the plan will focus on interstate routes then transition to off interstate routes and urban areas.

The plan was developed in cooperation with the Texas Commission on Environmental Quality, State Energy Conservation Office, Texas Parks and Wildlife, Texas Department of Transportation, the Electric Reliability Council of Texas, Public Utility Commission, Councils of Government, Counties, Metropolitan Planning Organizations (MPOs), utilities, energy service providers, and advocacy groups in Texas. The EV Plan supports the goals of Optimizing System Performance (economic development, connectivity, mobility, reliability) and Fostering Stewardship of the state's natural, historic, and cultural resources as outlined in the Texas Transportation Plan 2050.

The density, distribution, and power of the EV network outlined in the plan is targeted to support 1 million electric vehicles when built out. DC Fast charging stations will be 50 miles apart on the Electric Alternative Fuel Corridors and usually 70 miles apart anywhere else in the state. Drivers will have multiple options for EV Charging along their intended travel route. In the Corpus Christi MPO region, the following project was awarded funds:

Study Area	MPO	Sponsor	Ports	TxC Project ID	CSJ	Construction Cost	Federal	State
Corpus Christi	Corpus Christi	Equilion dba Shell	4	A00206762	5000-00-187	$ 1,202,800	$ 685,840	$ 516,960
						$ 1,202,800	$ 685,840	$ 516,960

Holly Rd. Train Trestle to Tourism Trail (MPO-049) (CSJ 0916-022-282) $13.034 million CAT 9

This is a new project for the City of Corpus Christi funded by TxDOT through the Texas Transportation Commission in their most recent multi-year statewide call-for-projects for TA funds. See Attachment 2 for the

Texas Transportation Commission Minute Order approving this project. This project will construct a 15-foot-wide shared use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared use paths.

Yorktown Boulevard Reconstruction Project (MPO-024) (CSJ 0916-35-252) $39.41 million CAT 7

Remove Project from FY 2023-2026 TIP.

The City of Corpus Christi is funding the Yorktown Boulevard Reconstruction Project from Rodd Field to the Oso Bridge. The City's 2022 Bond funded project for $20 million will reconstruction of existing 2-lane roadway with new 4-lane roadway (2-lanes in each direction), curb and gutter, sidewalk, install ADA compliant curb ramps, signage, pavement markings, storm drainage improvements, utility improvements and upgrade/add street illumination as needed. (See Attachment 3).

SH 286 Construct Phase I Freeway Extension by Upgrading Existing 2-LN Rdwy to 4-LN Divided Highway (MPO-05) (CSJ 0326-01-056) $41.58 CAT 2/CAT 4

Details for this project is still being finalized. Revised funding details in the TIP document will be incorporated in revised TIP document.

All the proposed project changes are shown on Attachment 4, the Excerpt of DRAFT FY 2023-2026 TIP Amendment 2 for Project Changes (Table 15a Illustrative Project List).

Changes to the FY 2023-2026 TIP with Amendment 2

- Title Page: Add proposed approval dates and text for Amendment 2
- Pages 15-18: Updated Financial Plan consistent with approve 2024 UTP estimates
- Pages 38-39 and 62-63, Revised the FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – April 4, 2024 table to illustrate the change to the TIP with Amendment 2
- Pages 41-45: Tables 16 and 17 will be updated during the one-month public comment period through the TxDOT eSTIP Portal
- Appendix C – PUBLIC NOTICE, added public notice #24-1 for Amendment 2
- Appendix D – CORPUS CHRISTI MPO COMMITTEE MEETING MINUTES, details to be added.
- Appendix F – Page 85: Revised the TPC and TAC membership lists to current individuals.
- Appendix H, Pages 94-95: Included the current Corpus Christi MPO self-certification statement, replacing prior TPC Resolution #20-1 with the new document.

Prior Actions for FY 2023-2026 TIP

- October 12, 2023: TPC Approved the FY 2023-2026 TIP with Amendment 1
- September 7, 2023: TPC releases the DRAFT FY 2023-2026 TIP with Amendment 1 for a one-month public comment period
- May 12, 2022: TPC approved the Corpus Christi MPO FY 2023-2026 TIP
- November 18, 2022 FHWA/FTA Approval of the FY 2023-2026 TIP

Recommendation

The Corpus Christi MPO staff recommends that the TAC review the DRAFT FY 2023-2026 TIP with Amendment 2 and recommend approval to the TPC.

Proposed Motion

Move to recommend that the TPC approve the DRAFT FY 2023-2023 TIP with Amendment 2.

Financial Impact

None for the Corpus Christi MPO at the present time. The Holly Road Train Trestle to Tourism project will not require local match from the City of Corpus Christi. The NEVI project has its local match from the private entity supporting the project.

Attachments:

1. Public Notice #24-1
2. Texas Transportation Commission Minute Order for the Holly Road Train Trestle to Tourism Project
3. Corpus Christi Bond 2022 Project Description for Yorktown Boulevard Project
4. Excerpt of DRAFT FY 2023-2026 TIP Amendment 2 for Project Changes (Table 15a Illustrative Project List)
5. DRAFT FY 2023-2026 TIP with Amendment 2 [**WEBLINK**]

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

PUBLIC NOTICE #24-1
March 1, 2024

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **FY 2023-2026 Transportation Improvement Program (TIP) Amendment 2.** Typically for TIP Amendments there is a change in scope of a project, the addition of a newly funded project or a change in funding.

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

The **FY 2023-2026 Transportation Improvement Program (TIP) Amendment 2** is being released to the public on March 7, 2024, and public input is invited through April 4, 2024, at the following public meetings:

March 7, 2024, 2:00 p.m.*

Corpus Christi MPO Transportation Policy Committee

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

March 21, 2024, 9:00 a.m.*

Corpus Christi MPO Technical Advisory Committee

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

April 4, 2024, 2:00 p.m.*

Corpus Christi MPO Transportation Policy Committee

Corpus Christi Regional Transportation Authority

602 N. Staples Street, 2nd Floor Board Room

Corpus Christi, TX 78401

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

www.corpuschristi-mpo.org

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

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties **MINUTE ORDER**

VARIOUS Districts

The Texas Transportation Commission (commission) desires to award federal funds and transportation development credits (TDC) to support a variety of bicycle and pedestrian planning and infrastructure projects throughout the state. A total of $345,110,072 in federal funds and up to 35,543,677 TDCs are awarded in this minute order.

The Transportation Alternatives Set-Aside (TA) Program is authorized under Section 11109 of Infrastructure Investment and Jobs (IIJA) Act and codified at 23 U.S.C. §133(h). The commission adopted administrative rules that establish the guidelines under which the TA Program is administered by the Texas Department of Transportation (department), located at Title 43, Texas Administrative Code (TAC), §§11.400 - 11.418. TA funds available for this action are associated with fiscal years 2022 - 2026 federal appropriations, anticipated future distributions of TA funds, and project underruns. An award of $345,110,072 of federal TA funds is shown in exhibit A.

This award distributes funds available for projects in nonurban areas, with a population of 5,000 or less, in small urban areas with a population of 5,001 to 50,000, and medium urban areas with a population of 50,001 to 200,000, located outside Transportation Management Areas. Additionally, this award distributes funds available for projects in communities of any size throughout Texas located inside or outside Transportation Management Areas, referred to as any area funds. Exhibit A lists the projects recommended for funding using suballocated TA funds for nonurban, small urban, and medium urban areas, as well as projects recommended for funding using TA funds available for any area. Suballocated or any area TA funds may be applied to any project on exhibit A, when eligible, depending on project readiness, cost underruns/overruns, and actual funds available.

The commission recognizes that federal legislation requires the state to have a competitive process to allow eligible entities to submit projects for funding. Pursuant to program rules, a Notice of Call for Projects for TA funds was published in the *Texas Register* on December 2, 2022. TA project applications were received by the department on or before June 5, 2023. Projects were evaluated for eligibility, technical standards, and specific selection criteria as set forth in the 2023 TA Program Guide. In accordance with 43 TAC §11.411, the commission will select TA projects for funding based on recommendations from the director of the division responsible for administering the TA Program, the potential benefit of the projects to the state, and their value as enhancements to the surface transportation system.

In making this award, the commission has considered the potential to expand the availability of funding for bicycle and pedestrian infrastructure projects and finds that the award of TDCs for eligible program expenditures meets the established program goals set forth in 43 TAC §5.102 to maximize the use of available federal funds, particularly in situations in which federal funds otherwise would be unused because of the inability of local governments to provide the non-federal share.

IT IS THEREFORE ORDERED by the commission that the projects listed in exhibit A are hereby selected and designated for funding under the TA Program, pending availability of funds, and that the executive director or the director's designee is authorized to proceed with the award and execution of local agreements, as required by the program rules.

IT IS FURTHER ORDERED that for the TA funds applied to the projects listed in exhibit A and subsequently verified as eligible for development, the total amount in federal funds must be locally matched by a minimum of 20 percent, unless the project is determined eligible for TDCs. For projects

eligible for TDCs, the amount of TA funds awarded represents 100 percent federal funds and no local match is required. Any required local match must be 100 percent in cash.

IT IS FURTHER ORDERED that should additional funding become available, the commission may select additional eligible projects for funding from among those project nominations submitted in the 2023 TA Call for Projects.

Submitted and reviewed by:

DocuSigned by:
Eric Gleason
C570CB3DE9C24B0...
Director, Public Transportation Division

Recommended by:

DocuSigned by:
0E1B35AE191749E...
Executive Director

116575 October 26, 2023

Minute Number	Date Passed

EXHIBIT A
TRANSPORTATION ALTERNATIVES SET-ASIDE (TA) PROGRAM AWARDS
FOR NONURBAN, SMALL URBAN, MEDIUM URBAN, AND ANY AREA FUNDS

TxDOT District	Project Sponsor	Project Name	Primary/ Secondary Facility	Project Category	TA Funding Source	Federal Funds Requested	Transportation Development Credits (TDC)
Abilene	Abilene, City of	Old Anson Road Walkability Project	Sidewalks	Community Based	Medium Urban	$1,896,406	--
Amarillo	Amarillo, City of	BI 40-D West Bicycle and Pedestrian Improvements	Shared Use Path	Large Scale	Any Area	$7,852,219	--
Atlanta	Texarkana, City of	Leopard Drive Shared Use Path and Pedestrian Improvements	Shared Use Path, Sidewalks	Community Based	Small Urban	$1,910,952	Yes
Atlanta, Paris	Northeast Texas Trails	NETT RAISE Grant Shared Use Path Supplement	Shared Use Path	Community Based	Non-urban	$4,422,078	Yes
Austin	Austin, City of	Metro Bike Bikeshare Program - Expansion	Other Safety Improvements	Network Enhancements	Any Area	$11,293,301	--
Austin	Dripping Springs, City of	Old Fitzhugh Road Sidewalk Project	Sidewalks	Community Based	Non-urban	$1,533,996	--
Austin	Florence, City of	FM 487 Sidewalks	Sidewalks	Community Based	Non-urban	$1,582,859	--
Austin	Giddings, City of	290 South-Side Sidewalk Corridor	Sidewalks	Community Based	Non-urban	$1,817,478	--

Austin	Pflugerville, City of	Intersections Improvements	Other Safety Improvements	Network Enhancements	Any Area	$2,660,866	--
Austin	Round Rock, City of	Heritage Trail SUP	Shared Use Path	Large Scale	Any Area	$6,302,417	--
Austin	San Marcos, City of	San Marcos Shared Use Pathway	Shared Use Path	Community Based	Medium Urban	$1,358,101	Yes
Austin	Wimberley, City of	Downtown Ranch Road 12 Sidewalks	Sidewalks	Community Based	Non-urban	$1,389,280	--
Austin & San Antonio	Great Springs Project	Great Springs Trail Corridor Planning Study	Active Transportation Plan	Non-Infrastructure	Any Area	$1,840,000	--
Beaumont	Mont Belvieu, City of	East West Connection Subdivision Connection	Shared Use Path	Community Based	Any Area (Small Urban)	$2,239,890	--
Beaumont	Woodville, City of	US69 Pedestrian Improvements - Segment A	Shared Use Path, Sidewalks	Community Based	Non-urban	$2,997,542	Yes
Brownwood	Coleman, City of	Pedestrian and Bicycle Protection	Sidewalks	Community Based	Non-urban	$4,936,255	Yes
Bryan	College Station, City of	FM 2818 Proposed Shared Use Path	Shared Use Path	Community Based	Any Area	$1,459,972	--
Bryan	Navasota, City of	FM3090 (Piedmont/Blackshear Street) Bike/Ped Improvements	Sidewalks, Buffered Bike Lane	Community Based	Any Area (Small Urban)	$4,994,008	Yes

Bryan	Thorndale, City of	Downtown Streetscape	Sidewalks	Community Based	Non-urban	$1,348,831	Yes
Corpus Christi	Corpus Christi, City of	Holly Rd. Train Trestle to Tourism Trail	Shared Use Path Bridge	Large Scale	Any Area	$13,034,457	Yes
Corpus Christi	Jim Wells County	HWY 281 Pedestrian Connectivity and Accessibility	Sidewalks	Community Based	Non-urban	$1,391,488	Yes
Corpus Christi	Kingsville, City of	City-wide Non-Motorized Transportation Plan	Safety Action Plan	Non-Infrastructure	Any Area	$1,000,500	Yes
Corpus Christi	Three Rivers, City of	2023 Connectivity and Accessibility Project	Sidewalks	Community Based	Non-urban	$1,645,217	Yes
Dallas	Dallas Area Rapid Transit	Cotton Belt / Silver Line Rail Trail	Shared Use Path, Separated Bike Lane	Large Scale	Any Area	$25,000,000	--
Dallas	Dallas, City of	Five Mile Creek Trail from Westmoreland Rd to S Hampton Rd	Shared Use Path, Sidewalks	Large Scale	Any Area	$6,660,324	--
Dallas	Denton, City of	Denton Pecan Creek Trail Shared Use Path	Shared Use Path	Large Scale	Any Area	$10,971,904	--
Dallas	Farmers Branch, City of	Valley View Lane & Mercer Pkwy Pedestrian Crossing	Safety improvements	Network Enhancements	Any Area	$223,215	–
El Paso	Alpine, City of	Alpine Mobility Plan	Active Transportation Plan	Non-Infrastructure	Any Area	$191,360	--

El Paso	El Paso County (Fabens & Tornillo)	Alamo Alto Segment of the PDN Trail (Alameda SUP - Phase III)	Shared Use Path, Sidewalks	Large Scale	Any Area	$10,116,919	Yes
El Paso	El Paso County (Homestead)	Homestead Meadows SUP	Shared Use Path	Large Scale	Any Area	$5,438,171	Yes
El Paso	El Paso, City of	Connected Bike Lanes - Pebble Hills - Montwood - Lomaland	Bike Lane	Network Enhancements	Any Area	$1,859,256	Yes
El Paso	Presidio County (Marfa)	Alamito Creek Bridge	Sidewalk, Shared Use Path	Community Based	Any Area (Non-urban)	$1,334,320	–
El Paso	Socorro, City of	Paso del Norte Trail - Socorro Active Transportation Network	Shared Use Path, Sidewalks	Large Scale	Any Area	$16,174,505	Yes
Fort Worth	Colleyville, City of	2024 Active Transportation Plan	Active Transportation Plan	Non-Infrastructure	Any Area	$118,680	--
Fort Worth	Weatherford, City of	Active Transportation Plan	Active Transportation Plan	Non-Infrastructure	Any Area	$966,000	--
Fort Worth	Keller, City of	Keller Pedestrian Facilities Master Plan	Pedestrian Plan	Non-Infrastructure	Any Area	$478,400	–
Houston	Texas Medical Center	Pedestrian and Bicycle Master Plan	Active Transportation Plan	Non-Infrastructure	Any Area	$368,000	--
Houston	Angleton, City of	Multi-modal Transportation Improvements for Downtown Angleton	Sidewalks, Bike Lane	Community Based	Any Area (Small Urban)	$4,273,830	--

Houston	Clute, City of	Active Transportation Plan	Active Transportation Plan	Non-Infrastructure	Any Area	$288,075	Yes
Houston	Dickinson, City of	SRTS Pedestrian and Traffic Signal Improvements	Sidewalks	Community Based	Small Urban	$2,811,281	--
Houston	Harris County Improvement District 1	West Loop Shared Use Path and Bayou Bridge	Shared Use Path	Large Scale	Any Area	$18,456,060	--
Houston	Harris County Metro	Bike and Ride Access to Transit Planning Study Update	Bike Plan	Non-Infrastructure	Any Area	$920,000	--
Houston	Harris County Municipal Utility District 62	University Asia Town Multimodal Path	Shared Use Path	Large Scale	Any Area	$8,874,963	--
Houston	Hitchcock, City of	Highway 6 Sidewalk Improvement Project	Sidewalks, Other Safety Improvements	Community Based	Small Urban	$2,459,126	Yes
Houston	La Marque, City of	Emancipation Trail Shared Use Path	Shared Use Path	Community Based	Small Urban	$4,506,471	Yes
Houston	Memorial Heights Redevelopment Authority	Planning Study for Improving Safety and Access to White Oak Bayou	Active Transportation Plan	Non-Infrastructure	Any Area	$460,000	--
Houston	The Woodlands Township	SH 242 SUP - Connecting The Woodlands through Active Transportation	Shared Use Path	Large Scale	Any Area	$7,471,861	--
Houston	West Columbia, City of	Safe Routes to School	Sidewalks	Community Based	Non-urban	$2,268,536	Yes

Laredo	Webb County (Rio Bravo)	Rio Bravo Sidewalk Improvements	Sidewalks	Community Based	Any Area (Non-urban)	$1,180,059	Yes
Lufkin	Coldspring, City of	SH150 West Pedestrian Improvements Project	Sidewalks	Community Based	Non-urban	$3,027,841	Yes
Lufkin	Huntington, City of	Bicycle and Pedestrian Master Plan	Active Transportation Plan	Non-Infrastructure	Any Area	$130,525	Yes
Lufkin	Lufkin, City of	Angelina Street and Atkinson Drive Sidewalk	Sidewalks	Community Based	Small Urban	$1,732,998	Yes
Odessa	Midland, City of	Multimodal Wildcatters Trail - Champions, Tradewinds, & Deauville	Shared Use Path	Community Based	Medium Urban	$3,697,495	--
Odessa	University of Texas Permian Basin	Sidewalk and Shared Use Path	Shared Use Path, Sidewalk	Community Based	Medium Urban	$6,377,697	Yes
Paris	Denison, City of	Katy Trail Phase Two	Bike Lane	Community Based	Any Area (Small Urban)	$2,822,653	Yes
Paris	Greenville, City of	Citywide Trails and Bikeways Master Plan	Active Transportation Plan	Non-Infrastructure	Any Area	$197,800	Yes
Paris	Paris, City of	1st Street SW Bike Lanes	Bike Lane	Community Based	Small Urban	$409,751	--
Paris	Quinlan, City of	Richmond-Clardy Sidewalk Improvements	Sidewalks	Community Based	Any Area (Non-urban)	$704,269	Yes

Paris	Van Alstyne, City of	Hwy 5 SUP	Shared Use Path	Community Based	Non-urban	$2,817,092	--
Pharr	Edinburg, City of	Freddy Gonzalez Dr. & Closner Blvd. Intersection Improvements	Other Safety Improvements	Network Enhancements	Any Area	$675,612	Yes
Pharr	Jim Hogg County (City of Hebbronville)	Pedestrian Improvements	Sidewalks	Community Based	Any Area (Non-urban)	$4,996,812	Yes
Pharr	Port Mansfield, City of	Active Transportation Plan	Active Transportation Plan	Non-Infrastructure	Any Area	$224,106	Yes
San Angelo	San Angelo, City of	Community Accessibility and Connectivity Project (CACP)	Sidewalks, Shared Use Path	Large Scale	Any Area	$18,875,004	--
San Antonio	Castroville, City of	Reconnecting Castroville's Alsatian History through Active Transportation	Active Transportation Plan	Non-Infrastructure	Any Area	$179,797	--
San Antonio	Alamo Heights, City of	Loop 368 SUP	Shared Use Path	Large Scale	Any Area	$10,916,591	Yes
San Antonio	Lytle, City of	SH 132 / FM 2790 Business District Sidewalks	Sidewalks	Community Based	Any Area (Non-urban)	$4,259,809	Yes
San Antonio	San Antonio, City of	Market Street/Dolorosa Street Cycle Track: Flores Street to IH 37	Separated Bike Lane	Large Scale	Any Area	$15,845,676	Yes
San Antonio	Seguin, City of	Joe Carrillo Blvd/Countryside Blvd	Shared Use Path	Community Based	Any Area (Small Urban)	$2,002,496	Yes

San Antonio	University of Texas at San Antonio	S Main Campus Safe, Dedicated Bike/Ped Facilities	Sidewalks, Separated Bike Lane	Large Scale	Any Area	$11,767,631	Yes
Waco	Hamilton, City of	Courtyard Square Sidewalk Improvements	Sidewalks	Community Based	Non-urban	$1,580,203	--
Waco	Holland, City of	Downtown Pedestrian Improvements	Sidewalks	Community Based	Non-urban	$1,663,070	Yes
Waco	Little River Academy, City of	School & Neighborhood Connector	Sidewalks	Community Based	Non-urban	$4,127,817	Yes
Waco	Mart, City of	School & Neighborhood Connector	Sidewalks	Community Based	Non-urban	$1,347,301	Yes
Waco	Morgan's Point Resort, City of	FM2483 SUP & SRTS	Shared Use Path	Community Based	Non-urban	$3,848,115	Yes
Waco	Salado, Village of	Mill Creek Dr. Downtown Connector	Sidewalk	Community Based	Any Area (Non-urban)	$1,080,172	Yes
Waco	Waco, City of	TA Waco Carver Neighborhood (Dallas Street) Bike and Pedestrian Project	Sidewalks, Bike Lane	Community Based	Medium Urban	$4,385,236	--
Waco	Woodway, City of	Neighborhood & Elementary School Sidewalk Connector	Sidewalks	Community Based	Any Area (Small Urban)	$1,048,233	--
Wichita Falls	Gainesville, City of	W California Street Sidewalk Improvements	Sidewalks	Community Based	Any Area (Small Urban)	$4,591,152	Yes

Wichita Falls	Wichita Falls, City of	Hike & Bike Trail West of Camp Fire Property to Lucy Park	Shared Use Path	Community Based	Medium Urban	$2,742,753	--
Yoakum	Edna, City of	Active Transportation Plan	Active Transportation Plan	Non-Infrastructure	Any Area	$207,230	--
Yoakum	El Campo, City of	Jackson St. Safe Routes Sidewalk Project	Sidewalks	Community Based	Any Area (Small Urban)	$3,726,013	Yes
Yoakum	Weimar, City of	Sidewalk Improvements: FM 155 and W. North St.	Sidewalks	Community Based	Non-urban	$3,378,933	Yes
Yoakum	Wharton, City of	Connectivity & Accessibility Project	Sidewalks	Community Based	Any Area (Small Urban)	$4,942,760	Yes
Total TA Fund Awarded						**$345,110,072**	

BOND 2022 PROGRAM

HOLLY ROAD (DESIGN ONLY) - $1.2M

Ennis Joslin to Paul Jones

Reconstruction of existing 2-lane roadway with new pavement, curb and gutters, sidewalk with ADA compliant curb ramps, signage, pavement markings, upgrade street illumination, utility improvements and drainage improvements as needed.

MARTIN STREET - $2.7M

Holly to Dorado

Reconstruction of existing 2-lane roadway with new pavement, curb and gutters, sidewalk with ADA compliant curb ramps, signage, pavement markings, upgrade street illumination, utility improvements and drainage improvements as needed.

MCCAMPBELL ROAD - $7.0M

Agnes to Leopard

Reconstruction of existing 2-lane asphalt roadway with new pavement, repair concrete pavement as needed, curb and gutter, sidewalk at least on one side of the roadway with ADA compliant curb ramps, signage, pavement markings, utility improvements, drainage improvements, and upgrade/add street illumination as needed.

STARLITE LANE - $8.1M

Violet to Leopard

Reconstruction of existing 2-lane asphalt roadway with new pavement, curb and gutter sidewalk at least on one side of the roadway with ADA compliant curb ramps, signage, pavement markings, upgrade/add street illumination, utility improvements and drainage improvements as needed.

Project scopes, locations and costs are estimates based on information currently available and are, therefore, subject to reasonable change on the basis of new and refined information up to the time of completion.

SURFSIDE BOULEVARD - $1.6M

Breakwater to Elm

Reconstruction of existing 2-lane asphalt roadway with new pavement, curb and gutter, sidewalk with ADA compliant curb ramps, signage, pavement markings, upgrade/add street illumination, utility improvements and drainage improvements as needed.

TIMBERGATE DRIVE - $3.5M

Snowgoose to Staples

Reconstruction of existing 2-lane roadway with new pavement, curb and gutters, sidewalk with ADA compliant curb ramps, signage, pavement markings, upgrade street illumination, utility improvements and drainage improvements as needed.

UPPER/MIDDLE/LOWER/ BROADWAY (DESIGN ONLY) - $2.6M

Coopers Alley to Twigg

Design of the existing 2-lane asphalt roadway with retaining wall stabilization investigation, slope stabilization design, new pavement, curb and gutter, sidewalk with ADA compliant curb ramps, signage, pavement markings, upgrade/add street illumination, utility improvements and drainage improvements as needed.

YORKTOWN BOULEVARD (CONSTRUCTION ONLY) - $20M

Rodd Field to The Oso Bridge

Reconstruction of existing 2-lane roadway with new 4-lane roadway (2-lanes in each direction), curb and gutter, sidewalk, install ADA compliant curb ramps, signage, pavement markings, storm drainage improvements, utility improvements and upgrade/add street illumination as needed.

Project scopes, locations and costs are estimates based on information currently available and are, therefore, subject to reasonable change on the basis of new and refined information up to the time of completion.

Excerpt of DRAFT FY 2023-2026 TIP Amendment 2 for Project Changes (Table 15a Illustrative Project List)

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM

(TIP) **FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – April 4, 2024**

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost ($, millions)	CAT2	CAT4	CAT7	CAT9	CAT10	Local/Other	Prior Funding	Total Project Cost ($, millions)
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway.	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	$7.90	$7.90							$10.26
2023	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	$1.20			$1.20					$1.56
2024	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge. +$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections and develop park to appropriate level of service based on community input.	At various city parks including	Ben Garza, TC Ayers, Hill Crest Park, and new location	City of Corpus Christi	Off	7	$4.80			$1.30			$3.50		$4.80
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc… Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	$3.18			$3.18					$3.18
2024	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Traffic operations improvements and safety counter-measures 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.	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	3. Implement TSMO strategies on Regionally 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

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost ($, millions)	CAT2	CAT4	CAT7	CAT9	CAT10	Local /Other	Prior Funding	Total Project Cost ($, millions)
2025	0989-02-057	MPO-033	FM 624 (Northwest Boulevard)	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	$21.28	$9.28	$10.00	$2.00					$25.54
~~2025~~	~~0916-35-252~~	~~MPO-024~~	~~Yorktown Boulevard~~	~~Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.~~	~~Rodd Field Road~~	~~Laguna Shores Road~~	~~City of Corpus Christi~~	~~Off~~	~~7~~	~~$39.41~~			~~$39.41~~					~~$47.29~~
2026	0916-022-282	MPO-049	Holly Rd. Train Trestle to Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Road across Oso Bay	Holly Road to Flour Bluff Drive	City of Corpus Christi	Off	9	$13.03				$13.03				$13.03
2024	5000-00-187	MPO-077	NEVI – TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilion dba Shell	Off	10	1.20					$1.20			1..20

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date:	March 14, 2024
To:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5A: 2050 Metropolitan Transportation Plan (MTP) Update: Vision, Goals and Objectives
Action:	Discussion Only

Summary

The Corpus Christi MPO staff is seeking input into the number and topic of goals for use in developing the 2050 Metropolitan Transportation Plan (MTP). During each 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. It is essential that the vision and policies advocated in the Regional Long Range Transportation Plan be consistent with the visions, goals, and transportation policies in subplans (safety plan, congestion management plan, etc.) and partner agencies' plans. These are found in Attachment 1. It is also useful to see previously adopted goals from earlier Metropolitan Transportation Plans. These are found in Attachment 2. The Corpus Christi MPO Transportation Policy Committee also provided guidance to develop a Vision Statement for the 2050 MTP. Partner agency vision statements are found in Attachment 3.

Background

The current federal transportation legislation, Infrastructure Investment and Jobs Act (IIJA), has 11 areas of emphasis to help guide development of goals and objectives. These are listed below.

- 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.

Attachments:

1. Partner Agency Plan Goals
2. Previous Corpus Christi MTP Goals
3. Partner or similar Agency Vision Statements

PARTNER AGENCY PLAN GOALS

Transportation Related Goals from Various Plans

Texas DOT Strategic Plan

- Promote Safety
- Deliver the Right Projects
- Focus on the Customer
- Foster Stewardship
- Optimize System Performance
- Preserve our Assets
- Value our Employees

Texas DOT Multimodal Freight Network Plan

- Improve the safety, efficiency and performance of the TMFN.
- Improve the performance of the TMFN to enhance the contribution of transportation infrastructure to economic competitiveness, productivity, and development throughout the state.
- Maintain, preserve and modernize assets on the TMFN to support multimodal movement of goods and people.
- Reduce congestion and improve system efficiency and performance on the TMFN.
- Improve urban and rural system connectivity between all freight modes and all industry sectors to regional, statewide, national and international markets.
- Develop and maintain a resilient and secure multimodal system that can withstand and respond to various sources of disruption.
- Encourage equitable distribution of the positive and negative impacts of freight movement across all Texans.
- Manage environmental and agency resources responsibly, and foster accountability and transparency in decision-making.
- Identify sustainable funding sources for all freight transportation modes.

Texas Transportation Asset Management Plan

- Deliver the Right Projects
- Foster Stewardship
- Optimize System Performance
- Preserve our Assets

Corpus Christi Regional Transportation Authority Goals from Various Plans

- The most recent CCRTA plan, the 2022 Fleet Forward Long Range System Plan, does not list goals. It references goals from long-term service found in the Vamonos! Long Range System Plan.

Texas DOT *Connecting Texas 2050* DRAFT Goals

Texas DOT Rail Plan

- Improve multimodal transportation safety especially with regard to safety at at-grade rail crossings
- Maintain and preserve infrastructure assets using cost-beneficial treatment especially on those assets owned by TxDOT
- Reduce congestion and improve system efficiency and performance including rail freight and passenger travel time reliability
- Provide transportation choices and improve system connectivity by providing both freight and passenger choices by improving the rail system and enhancing intermodal and multimodal connectivity
- Manage environmental and TxDOT resources responsibly and be accountable in decision making
- Understand and incorporate citizen feedback in decision-making processes and be transparent in all TxDOT communications
- Identify sustainable funding sources for all freight transportation modes
- Improve the contribution of the Texas freight transportation system to economic competitiveness, productivity, and development by selecting projects that strengthen Texas' position as a trade and logistics hub in the global transportation network, and those that support existing industries and attract new industries

Corpus Christi Regional Transportation Authority (CCRTA) 2012 Vamonos! Plan

Policy goal: The CCRTA operates a family of services that is designed to be consistent throughout the service area. While the service area is diverse in its needs and demand for transit services, the goal of this policy is to ensure equitable treatment throughout the service area. Decisions on services provided or modifications to services provided are to be based on conditions that exist relevant to the services provided. These standards address when, where, and how the RTA obligates itself to provide transit services to the community it serves.

- Implementing a systems approach with more emphasis on how all routes work together to increase mobility for customers, rather than simply evaluating route performance as independent units.
- Maintain current service coverage, but reduce service duplication and route complexity.
- Introduce flexible, or on call services in appropriate markets.
- Rationalize service structure, concentrating service in fewer corridors and reducing out-of direction deviations. To the extent possible, serve neighborhood areas via nearby arterials and collectors.

- Improve effectiveness of transit centers by connecting low frequency routes with high frequency and long-haul routes.
- Augment quality and reliability of service through better scheduling and on-time performance. This may require setting different route running times for peak times, particularly for routes that cross SPID where the heaviest peak traffic congestion is observed.
- Reduce passenger wait times and travel times by providing more effective connections at transit centers, improving frequencies, and reducing delays on traffic hot-spots to the extent possible.
- Reduce transfers as possible by reducing route segmentation and creating interlines of routes with high transfer exchange rates.

Coastal Bend Regional Coordination Plan

The current, still draft, version of the Regional Coordination Plan, does not list goals.

Coastal Bend Economic Development District Comprehensive Economic Development Strategy

- Catalyze Resilient Economic Development
- Strengthen Resilient Infrastructure Investments
- Promote Workforce Agility
- Support Community Well-Being

Texas General Land Office Coastal Bend Economic Resilience Action Plan

- Strengthen organizational capacity and regional partnerships that enhance resilience to climate hazards and economic disruptions and expand market access.
- Promote regional growth through strategic infrastructure projects which build on unique regional assets and competitive strengths.
- Sustain housing investment and support workforce growth by maintaining affordability, leveraging existing building stock, and mitigating climate risks and impacts.
- Foster regional resilience through strategies which encourage economic inclusion and diversification to provide stability during downturns and in response to natural disasters.
- Encourage quality of life improvements through placemaking and environmental enhancements in order to attract families to visit and reside within the region.

Texas Statewide Historic Preservation Plan

- Survey and Online Inventory – Texans undertake a comprehensive survey of the state's diverse historic and cultural resources resulting in a publicly accessible online inventory.
- Emphasize Cultural Landscapes – Communities are active in the identification, protection and interpretation of cultural landscapes.
- Implement Policies and Incentives – Cities, counties, the state, federal agencies and tribes implement preservation policies and incentives to effectively protect historic and cultural assets.
- Leverage Economic Development Tools for Preservation – Communities leverage preservation-based and traditional economic development tools to revitalize historic areas.
- Learn and Experience History Through Place – Texas residents and guests of all ages learn and experience the state's diverse history through formal education, recreation and everyday interactions with historic places.
- Connect Preservation to Related Fields – We connect and integrate preservation into related fields and activities, building a broader, stronger and more diverse community.
- Build Capacity of the Preservation Community – The existing preservation community develops its organizational capacity to strengthen and expand preservation skills.

City of Corpus Christi Historic Preservation Plan

- Build City Capacity for Historic Preservation
- Enable Community-Driven Historic Preservation
- Support Historic Preservation as an Economic Development Tool

Texas Wildlife Conservation Action Plan

- Practice, Encourage and Enable Science-Based Stewardship of Natural and Cultural Resources
- Increase Access to and Participation in the Outdoors
- Educate, Inform and Engage Texas Citizens in Support of Conservation and Recreation
- Employ Efficient, Sustainable and Sound Business Practices

PREVIOUS CORPUS CHRISTI MTP GOALS

Adopted Goals from the 2045, 2040 and 2030 Corpus Christi MPO Metropolitan Transportation Plans

From the 2045 MTP

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.

From the 2040 MTP

1) Reduce congestion by maximizing the capacity and efficiency of the existing major highways and streets.
2) Improve the safety of our transportation network through improved efficiency and effectiveness of major road and highway facilities.
3) Provide new facilities improved facilities and transportation services that expand the economic opportunities in the area.
4) Provide new facilities improved facilities and transportation services that will support the maintenance of our attainment status and improve air quality.
5) Provide new facilities improved facilities and transportation services that will increase the value of transportation assets.
6) Provide frequent, direct, efficient, reliable, and safe transportation services to residents and visitors.
7) Ensure financial resources are available to provide services and facilities to support mobility needs minimize vehicle impact on the metropolitan areas environment so that minimum acceptable air quality levels established by the NAAQS are maintained.
8) Coordinate with agencies to provide accessibility to jobs for economically disadvantaged residents.
9) Encourage private nonprofit agencies to meet mobility needs of the elderly and disabled citizens.
10) Explore innovative ways to encourage bicycling as a cost-effective and efficient transportation alternative by providing infrastructure in areas of employment schools enforcement of traffic laws to reduce the potential of bicycle accidents and promotional campaigns offering information and maps of current routes.
11) Ensure safe accessible and convenient mobility for pedestrians and bicycle riders.
12) Encourage residents and visitors to walk or bike for trips of reasonable length.
13) Provide adequate financial resources for the expansion and maintenance of pedestrian and bicycle facilities.
14) Provide for the safe and efficient movement of trucks within the region.
15) Assure that freight and trucking companies and other stakeholders are part of the regional coordination and planning efforts.
16) Identify and enhance routes and corridors that would provide connectivity for trucks particularly as it relates to critical freight facilities such as the La Quinta Trade Gateway, the Robstown Inland Port of the Americas, and the Joe Fulton International Trade Corridor.
17) Coordinate railway facilities with other transportation modes and adjoining land uses to encourage desirable development patterns.
18) Promote safe and efficient movement of hazardous cargo and general freight within the study area.
19) Coordinate the freight planning process with the Port of Corpus Christi particularly as it relates to the strategic deployment of military cargo and the La Quinta Trade Gateway

20) Improve access to MPO area attractions.
21) Increase collaboration with public and private sector decision makers to improve and establish intermodal connections for recreational travel needs.
22) Promote cooperation among regional state and local interest groups to integrate land use and transportation for providing attractive tourism environment.
23) Adopt and promote environmentally friendly design standards for roadways bikeways and walkways.

From the 2030 MTP

1) Reduce congestion by maximizing the capacity and efficiency of the existing major highways and streets to better handle traffic demands.
2) Improve the safety of our transportation network.
3) Improve the efficiency of major street and highway facilities to meet the needs of existing and projected vehicle traffic.
4) Provide for circulation to and from significant traffic generators into, out of, and within the metropolitan area.
5) Locate and design transportation facilities which will minimize traffic hazards.
6) Provide transportation facilities and services which foster desirable patterns of development and are compatible with surrounding land use patterns.
7) Develop and implement A phased program of low-cost improvements to enhance the efficiency of the system and encourage the conservation of energy.
8) Use intelligent transportation systems and other technologies to improve the effective use of the capacity of streets and highways.
9) Provide new facilities improved facilities and transportation services that expand the economic opportunities in the area.
10) Provide new facilities improve facilities and transportation services that will support the maintenance of our attainment status or improve air quality.
11) Provide new facilities improved facilities and transportation services that will increase the value of transportation assets.
12) Provide efficient reliable and safe transportation services to all the residents and visitors including those who are elderly and disabled.
13) Ensure that adequate financial resources are available to provide services and facilities to support mobility needs.
14) Minimize the impact of vehicles on the metropolitan areas environment so that minimum acceptable air quality levels established by the NAAQS are maintained.
15) Coordinate with other agencies in providing accessibility to all jobs especially to economically disadvantaged residents in the MPO area.
16) Encourage private nonprofit agencies to meet mobility needs of the elderly and disabled citizens.
17) Ensure safe accessible and convenient mobility for pedestrians.
18) Encourage residents and visitors to walk for trips of reasonable length.
19) Provide adequate financial resources for the expansion and maintenance of pedestrian facilities.
20) Encourage bicycling as a safe and viable mode of transportation.
21) Make bicycle use a more acceptable mode of transportation in the Corpus Christi metropolitan area.
22) Provide adequate financial resources for the expansion and maintenance of bicycle facilities.
23) Coordinate rebuy facilities with other transportation modes and adjoining land uses to encourage desirable development patterns.
24) Promote safe and efficient movement of hazardous cargo and general freight within the study area.
25) Coordinate the freight planning process with the Port of Corpus Christi authority particularly as it relates to the strategic deployment of military cargo and the La Quinta Intermodal Facility.

26) Provide for the safe and efficient movement of trucks in the metropolitan area.
27) Engage trucking companies and other stakeholders in regional coordination and planning efforts.
28) Identify and enhance routes and corridors that would provide connectivity for trucks particularly as it relates to the La Quinta intermodal facility the Robstown Inland Port of the Americas and the Joe Fulton International Trade Corridor.
29) Promote and encourage the diversification and further development of infrastructure improvements at the port of Corpus Christi to include the deepening widening and extension of select reaches of the Corpus Christi ship channel and the La Quinta channel along with the completion of the Joe Fulton International Trade Corridor.
30) Actively pursue the establishment of intermodal terminal facilities at the La Quinta trade gateway container terminal project site.
31) Encourage establishment of new water dependent manufacturing industries near the harbor.
32) Follow strategic planning principles and iterative approach to airport master planning.
33) Maximize the [*Corpus Christi International*] airport as a major regional economic asset in support of the continued growth in population and employment of the region both private and military.
34) Enhance the competitive advantage of the [*Corpus Christi International*] airport relative to other major airports that residents in the Corpus Christi region may be using by increasing jet service and identifying potentially profitable nonstop markets.
35) Improve [*Corpus Christi International*] airport passenger comfort and service by maintaining level of service criteria to use in identifying areas for improvement in passenger customer service.
36) Provide multimodal freight storage and transfer facilities for easy movement of freight to and from aircraft trucks railroad cars and ships.
37) Recommend and establish meaningful staff user and general public participation processes.
38) Move access to the MPO area attractions such as historic scenic and recreational sites.
39) Increase collaboration with public and private sector decision makers to improve and establish intermodal connections for recreational travel needs.
40) Promote cooperation among regional, state, and local interest groups to integrate land-use and transportation for providing attractive tourism environments.
41) Adopt and promote environmentally friendly design standards for roadways, bikeways, and walkways.

PARTNER OR SIMILAR AGENCY VISION STATEMENTS

Visions Related to the Corpus Christi MPO Metropolitan Transportation Plan

City of Portland Vision Statement: Portland is a dynamic and safe community, dedicated to maintaining and improving the quality of life for its citizens, supporting high moral values and ethical standards, and promoting excellence in education through high-quality economic development and orderly growth.

City of Corpus Christi Vision: In 2035…Corpus Christi is a thriving community with a strong, diversified economy, a high quality of life for individuals and families throughout the city, and a well-protected environment of natural beauty. Our unique combination of Gulf Coast bay and beach attractions, vibrant cultural life, economic opportunity, and a variety of housing choices supports long-established families and makes Corpus Christi a magnet for young professionals, entrepreneurs, retirees and visitors to the most distinctive destination on the Texas Gulf Coast.

Nueces County Public Works Vision: Support and enhance the area's economic development in an environmentally responsible manner and to protect the safety, health, and welfare of the citizens of Nueces County by managing and operating a progressive, proactive, effective and efficient Department of Public Works.

City of Corpus Christi Vision Zero Vision: Working together, we will take equitable and data driven actions that will eliminate deaths and serious injuries for all who share Corpus Christi streets and waterways by 2040.

TxDOTs *DRAFT* long range plan *Connecting Texas 2050* Vision: Create an innovative multimodal transportation system that safely and efficiently moves people and freight and supports future growth.

The (*Texas*) Statewide Multimodal Transit Plan will identify actions necessary to increase mobility and connectivity options for all Texans, support economic development, and address congestion in regional and intercity corridors through 2050. It will be inclusive of all current and emerging forms of public transportation, supporting technologies, and intersection with other modes.

Capital Area MPO Vision: Coordinate regional infrastructure and operations investments for better safety, connectivity, personal mobility and access that balances economic growth, stewardship of scarce resources and regional competitiveness.

El Paso MPO Vision: A seamless and reliable multimodal network which enables connectivity, promotes quality of life and economic wellbeing, and preserves the human environment.

Killeen MPO Vision: Preserve and enhance the KTMPO area by developing a fully-integrated, multi-modal transportation system focusing on moving people and freight.

Laredo MPO Vision: Develop a transportation system that offers safe, efficient, affordable travel choices for people and goods, while supporting economic development and long-term quality of life.

Permian Basin MPO Vision: Develop a sustainable multimodal transportation system that meets the future needs of all users.

San Angelo MPO Vision: Provide and manage a safe, well-maintained comprehensive and integrated transportation network that improves connectivity, equalizes transportation options and anticipates future demand to ensure all needs are met.

Texarkana MPO Vision: the Texarkana MPO planning area will be served by a reliable multimodal transportation system which ensures safety for all transportation system users, equitably enhances accessibility and connectivity within the region and beyond, preserves the environment, and promotes a high quality of life and economic well-being.

Tyler MPO Vision: Develop a safe, efficient, and economically feasible multimodal transportation system that will accommodate the mobility needs of all people and goods traveling within and through the Tyler Area over the next 25 years.

Wichita Falls MPO Vision: Work with area stakeholders, citizens, and other interested parties to build and maintain a safe and secure transportation system that promotes the unique character of its communities, neighborhoods and business districts, creates attractive and sustainable destinations, improves property values, preserves the environment, reduces traffic congestion and offers more transportation choices for everyone.

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: March 14, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: Resiliency Plan Critical Infrastructure Review
Action: Information Only

Summary

Technical memos describing the process to identify and classify critical transportation infrastructure and the threats to that infrastructure were distributed for review and comment as part of the November 2023 TAC packet. As part of the Regional Resiliency Plan, the Corpus Christi MPO staff is requesting feedback regarding how to parse among and between transportation infrastructure to determine which are the most critical and vulnerable.

Background

According to the Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, the nation's transportation system must be secure and resilient to a myriad of hazards. Resilience is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. This requirement was continued in the Infrastructure Investment and Jobs Act (IIJA). As an incentive, the IIJA makes grant funding available (PROTECT) when a region has completed a resiliency plan. Following passage of the FAST Act, the Federal Highway Administration and the Federal Transit Administration updated the metropolitan and statewide transportation planning regulations to reflect these new requirements. The transportation planning rule includes:

- A new planning factor for states and metropolitan planning organizations (MPOs) to consider and implement: improving the resiliency and reliability of the transportation system (23 CFR 450.206(a)(9) and 23 CFR 450.306(b)(9)).
- A recommendation for MPOs to consult with agencies and officials responsible for natural disaster risk reduction when developing a metropolitan transportation plan and the transportation improvement program (23 CFR 450.316(b)).
- A requirement that the metropolitan transportation plan assess capital investment and other strategies that reduce the vulnerability of the existing transportation infrastructure to natural disasters (23 CFR 450.324(f)(7)).

Attachment 1 is a technical memo describing the information and approach used. Attachment 2 is a link to an excel spreadsheet with 4 purple tabs. These purple sheets (roadways, bridges, culverts, and low water crossings) allow changes in relative weighting among the prioritization criteria. Attachment 3 is a link to an excel spreadsheet that has four orange tabs (roadways, bridges, culverts, and low water crossings.) These tabs are to aid prioritizing amongst exposure to different threats (flooding, expansive (plastic) soils, sea level rise, and extreme weather. Attachment 4 is a

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map showing the results of even weighting amongst the criteria for Criticality. Attachment 5 is a map showing the results of even weighting amongst the criteria for Exposure.

Attachments:

1. Technical Memo 3: Criticality Framework
2. Table of Asset Criticality [**EXCEL WEBLINK**]
3. Table of Asset Exposure [**EXCEL WEBLINK**]
4. Map of Critical Roadways
5. Map of Exposed Roadways

Technical Memo 3: Criticality Framework

Corpus Christi MPO Regional Resiliency Improvement Plan - Phase 1

Project Context

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) and its region face a unique combination of natural hazards including a dry, non-freeze southern Texas climate and its location in 'hurricane alley' along the Gulf Coast. The ability to continue and or quickly restore transportation operations in the face of such hazards can save lives and protect critical and costly infrastructure investments and is therefore of central concern to the Corpus Christi MPO. As evidenced Hurricane Harvey in 2017 - which destroyed or severely damaged 80 percent of homes and buildings in Rockport, Fulton, Bayside, Aransas Pass, and Port Aransas [Texas A&M Corpus Christi, 2018] – there is a critical need for more resilient infrastructure in the region.

To proactively make the system more resilient and mitigate potential consequences of known environmental risks and hazards, the Corpus Christi MPO has contracted with the High Street Consulting Group (High Street) to make progress toward developing a regional Resiliency Improvement Plan by completing a Phase 1 analysis. Phase 1 will identify and prioritize an initial set of assets based on existing data related to their vulnerability to hazards and criticality. This in turn will help position the Corpus Christi MPO and its partner agencies to tactically pursue federal PROTECT grants that can help fund identified improvements to its vulnerable assets. The PROTECT Formula and Discretionary Grant Programs (1) provides formula funding to states for resilience improvements, (2) distributes competitive planning grants to enable communities to assess vulnerabilities to current and future weather events, natural disasters and changing conditions, and plan transportation improvements and emergency response strategies to address those vulnerabilities, and (3) distributes competitive resilience improvement grants to protect surface transportation assets, coastal infrastructure, natural infrastructure, and communities.

Task Overview

This Technical Memo 3: Criticality Framework (TM3) builds on the previous two technical memos. Tech Memo 1: Network Definition (TM1) analyzed existing regional resiliency work to identify assets generally considered in resiliency analyses. Tech Memo 2: Hazard Definition (TM2) incorporated the relevant natural hazards which have been included in similar resiliency planning efforts. TM3 details the criticality criteria that will be employed to prioritize the transportation assets in the Corpus Christi MPO region. The TM3 outline is as follows: **Resource Review**

,

Asset Type	Transit Facilities	Oil & Gas Pipelines	Culverts	Low Water Crossings	Ferry Facilities	ITS/Ancillary Assets
Total	**5**	**3**	**2**	**2**	**1**	**1**
Texas SRP		x	x			x
Statewide Freight Resiliency Plan		x				
Central Texas Extreme Weather and Climate Report	x					
Climate Change/Extreme Weather Risk Assessment						
Gulf Coast Study	x					
TCRS	x	x		x	x	
TCRMP	x					
Resilient Houston	x					
Broward MPO Memo						
HMAP						
Nueces Regional Flood Plan			x	x		

Hazard Summary

All 11 sources considered in the literature review discussed relevant hazards. **Error! Reference source not found.** provides the literature review hazard reference counts. Flood was referenced the most frequently, with each source mentioning it as a hazard (this includes sources that mention storm surge or specific types of floods, like riverine). Heat Waves and Wildfires are mentioned in half the resources with the other hazards being mentioned in fewer than half. Dam/Levee Failure, Lightning, and Expansive Soils were each mentioned once. Tables 3 and 4 display the hazard references for each individual source.

Table 3: Hazard Type Literature Review Reference Summary Table

Asset Type	Flooding	Heat Wave	Wildfire	Drought	Coastal Erosion
Total	**13**	**8**	**6**	**6**	**5**
Texas SRP	X	X	X	X	
Statewide Freight Resiliency Plan	X		X		
Central Texas Extreme Weather and Climate Report	X	X	X	X	
Climate Change/Extreme Weather Risk Assessment	X	X	X		
Gulf Coast Study	X	X			
TCRS	X				X
TCRMP	X				X
Coastal Texas Study	X				X
Extreme Weather Assessment	X	X	X	X	X
Resilient Houston	X	X		X	
Broward MPO Memo	X	X		X	
HMAP	X	X	X	X	X
Nueces Regional Flood Plan	X				

Table 4: Hazard Type Literature Review Reference Summary Table (Continued)

Asset Type	Strong Wind	Sea Level Rise	Land Subsidence/ Landslides	Lightning	Dam/Levee Failure	Expansive Soils
Total	**5**	**5**	**3**	**3**	**1**	**1**
Texas SRP						
Statewide Freight Resiliency Plan	X		X			
Central Texas Extreme Weather and Climate Report						
Climate Change/Extreme Weather Risk Assessment						
Gulf Coast Study		X				
TCRS	X					
TCRMP		X				
Coastal Texas Study		X				
Extreme Weather Assessment	X			X		
Resilient Houston	X	X	X	X		
Broward MPO Memo		X				
HMAP	X		X	X	X	X
Nueces Regional Flood Plan						

Data Assessment, **Criticality Framework**, and **Implementation Recommendations**. **Appendix II: Additional Resources** summarizes other topical but not directly relevant resources (which may be used in future stages of the analysis).

Asset Definitions

The definitions of the assets identified in this resource review and therefore included in the technical memorandum are listed below:[1]

Roadways: physical infrastructure designed and built to accommodate passenger and freight vehicular, bicycle, and pedestrian traffic. Roadway assets review covers roads on and off system as well as evacuation routes.

Railways: networks of tracks and associated structures that enable the movement of trains, which can carry passengers, freight, or both.

Airports: aviation facilities designed to accommodate the arrival, departure, and maintenance of aircraft. The review encompasses various types of aviation facilities including public airports, private airports, and heliports.

Bridges: structures built to span physical obstacles, such as rivers, valleys, or roads, providing a passage for vehicles, pedestrians, and sometimes railways. Bridges included in this document research include bridges that are part of the National Bridge Inventory (NBI), which have spans over 20 ft, and non-NBI bridges.

Seaports: areas along coastlines or navigable waterways where ships can dock to load and unload cargo and passengers. Seaports review covers maritime facilities, waterways, and ports facilities including both shallow and deep draft ports.

Large and Small Culverts: tunnels or pipes that allow water to flow under roads, railways, or other structures. The literature review sections below do not consistently distinguish culverts based on their sizes, so they are referred to as merely culverts. However, the data assessment sections report data availability for the two culvert categories, large and small, which have span greater than and less than or equal to 20 feet, respectively.

Oil and Gas Pipelines: systems for transporting petroleum products, natural gas, and other fluids. Oil and gas pipelines review includes pipelines carrying various commodities such as crude oil, anhydrous ammonia, natural gas, and refined liquid products.

Transit Facilities: stations and routes of the public transportation system that are used to move people from one place to another. Transit facilities cover various modes such as buses, subways, trams, and light rail.

Low Water Crossings: low-elevation roadways traversing over a body of water that stays dry above the water when the flow is low and are designed to be submerged under high-flow conditions, such as floods.

[1] Asset type nomenclature varies among plans and resources; the High Street Team grouped similar or analogous asset names together as illustrated in **Appendix I: Asset Type Crosswalk**.

Ferry Facilities: stations where ferries, which are vessels that transport passengers and vehicles across bodies of water, dock and embark/disembark passengers and vehicles. The ferry facilities review includes terminals and routes.

ITS/Ancillary Assets: Intelligent Transportation Systems (ITS) and ancillary assets refer to technologies and equipment used to improve transportation safety, efficiency, and coordination. This includes traffic signals, cameras, electronic signs, sensors, communication systems, and data management tools.

Hazard Definitions

The following relevant hazards and definitions were identified through the literature review:

Coastal Erosion: the loss of land, marshes, wetlands, beaches, or other coastal features within the coastal zone because of the actions of wind, waves, tides, storm surges, subsidence, or other forces**.**

Dam and Levee Failure: A dam is a barrier that is constructed to hold back water. A dam failure is a systematic failure of a dam structure resulting in the uncontrolled release of water, often resulting in floods that could exceed the 100-year floodplain boundaries. A levee is an embankment built to prevent overflow from a body of water. A levee failure is when a levee embankment fails, or is intentionally breached, causing the previously contained water to flood the land behind the levee.

Drought: a natural reduction in the amount of precipitation expected over an extended period of time, usually a season or more in length.

Expansive Soil: soils and soft rock that tend to swell or shrink due to changes in moisture content.

Extreme Heat/Heat Wave: a combination of very high temperatures and, usually, exceptionally humid conditions. When persisting over a period of time (generally more than two days), it is called a heat wave.

Flooding: the accumulation of water within a water body and the overflow of excess water into adjacent floodplain lands. Types of floods include:

> **Coastal Flooding/Storm Surge**: areas at risk of flooding when sea water surges inland from tropical storm events/an abnormal rise of water generated by a storm over and above the predicted astronomical tide.
>
> **Riverine Flooding:** areas at risk of flooding when rivers and creeks come out of their banks.

Land subsidence/Landslides: the loss of surface elevation due to the removal of subsurface support. It can range from broad, regional lowering of the land surface to localized, full-blown collapses. Land subsidence occurs in different areas for different reasons. A sinkhole is a category of subsidence.

Lightning: a massive electrostatic discharge between electrically charged regions within clouds, or between a cloud and the Earth's surface.

Sea Level Rise: an increase in the level of the world’s oceans.

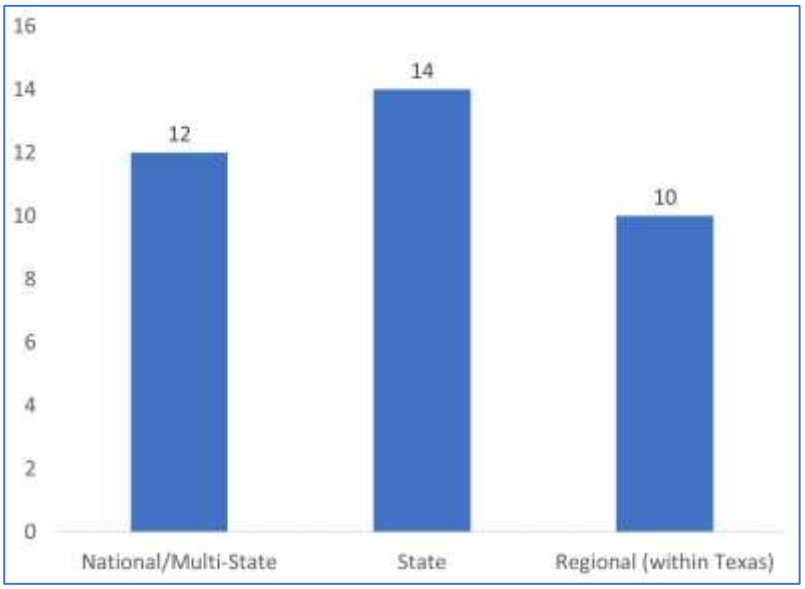
Strong Wind: a storm with high winds or violent gusts with little or no rain. The windstorm hazard excludes extreme wind events that occur with other wind-related natural hazards such as hurricanes, tropical storms, and tornados.

Wildfire: a sweeping and destructive conflagration and can be further categorized as wildland, interface, or intermix fires. Wildland fires are fueled almost exclusively by natural vegetation wildland/urban interface (WUI) fires include both vegetation and the built environment. The wildfire disaster cycle begins when homes are built adjacent to wildland areas.

Resource Review

Resiliency is an emerging and important topic that has garnered increased attention and has new funding programs associated with it (such as PROTECT); as a result, agencies from federal to regional and local have developed resiliency plans, studies, and programs, as well as provide databases and GIS files ("resources"). Therefore, to understand which transportation assets and hazards the Corpus Christi MPO should consider including in its inaugural Resiliency Improvement Plan, the project team documented which asset types have been considered most frequently and has available data. The High Street team reviewed a total of 36 resources covering a range of geographies, as illustrated **Error! Reference source not found.**.

Figure 1: Resources by Geographical Coverage



Literature Review

The literature review identifies which assets and hazards are considered in relevant plans, programs, and studies. There is sometimes overlap and agreement among resources, and they can often differ in their scope, methodology, terminology, and focus. The literature review covers the following:

- **resiliency plans and programs in Texas** such as the Regional Resilience Partnership for Coastal Bend regional counties, Texas Department of Transportation (TxDOT) Statewide Resiliency Plan, vulnerability assessment reports for the Austin and Dallas metropolitan areas; and
- **emergency plans** from Corpus Christi, Nueces County, and other research entities and government agencies.

The following section details the resources considered and summarizes the assets referenced. It also provides a foundation for further work on identifying hazard types and criticality criteria.

Resiliency Plans and Programs in Texas

TxDOT Statewide Resiliency Plan (SRP)

The Texas Statewide Resiliency Plan began in December 2022 and is slated to finish in the Summer of 2024. This ongoing effort aims to proactively manage and assess future transportation system disruptions due to extreme weather events. This includes identifying critical infrastructure and hazards, evaluating the vulnerability of these infrastructure assets to the hazards, and accordingly developing strategies to improve resilience. The SRP includes a balance of a science-based approach and stakeholder and public involvement. The SRP will satisfy Texas' Infrastructure Investment and Jobs Act PROTECT requirements and serve as a resource for state and local agencies to pursue further funding. The TxDOT SRP website lists the types of assets and hazards that will be analyzed in the plan.

Texas SRP	
Assets ❖ Roadways ❖ Railways ❖ Airports ❖ Bridges ❖ Seaports ❖ Oil & Gas Pipelines ❖ Culverts ❖ ITS/Ancillary Assets	Hazards ❖ Flooding ❖ Wildfire ❖ Heat Wave ❖ Drought

TxDOT Statewide Freight Resiliency Plan, Stage 1: Prepare the Freight System

TxDOT developed the Statewide Freight Resiliency Plan to prepare, detect, respond to, and recover from events, which include natural disasters, terrorist incidents, or infrastructure failure. Specifically, the purpose of this study is to "assess the resilience of the strategic freight system in Texas when an event of extended duration limits freight mobility, resulting in prioritized infrastructure enhancements to keep freight moving." Stage 1 of the Plan, released in 2011, focuses on understanding the existing system's preparedness. The report identifies relevant freight infrastructure and hazards before analyzing resiliency. Stage 2, also released in 2011, primarily focuses on the freight communication network. The Statewide Freight Resiliency Plan analyzes the assets relevant to Texas' Freight System, which are included in the call-out box. Additionally, the Plan provides a matrix of hazards considered.

Statewide Freight Resiliency Plan	
Assets ❖ Roadways ❖ Railways ❖ Airports ❖ Seaports ❖ Oil and Gas Pipelines	Hazards ❖ Flooding ❖ Wildfire ❖ Strong Wind ❖ Land Subsidence/ Landslides

Central Texas Extreme Weather and Climate Change Vulnerability Assessment of Regional Transportation Infrastructure

This 2015 report was part of a series of Federal Highway Administration (FHWA) grant pilot studies meant to establish best practices for assessing transportation infrastructure vulnerability to climate change and extreme weather, as well as determine strategies for improving resiliency. Specifically, the Capital Area Metropolitan Planning Organization (CAMPO) and the City of Austin Office of Sustainability assess the potential vulnerability of a limited number of critical transportation assets in the CAMPO region to the effects of extreme weather and climate. The report

Central Texas Extreme Weather and Climate Report	
Assets ❖ Roadways ❖ Railways ❖ Airports ❖ Bridges ❖ Transit Facilities	Hazards ❖ Flooding ❖ Wildfire ❖ Strong Wind ❖ Land Subsidence/ Landslides

discusses the transportation data considered before assessing criticality, sensitivity, and vulnerability to natural hazards.

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: The Gulf Coast Study, Phases 1 and 2 (Gulf Coast Study)

The Gulf Coast Study was produced by the U.S. Climate Change Science Program with funds from the U.S. Department of Transportation (DOT) in partnership with the U.S. Geological Survey. The Study Phases consider how changes in weather could affect the transportation infrastructure of the U.S. Gulf Coast between Galveston, Texas and Mobile, Alabama. The Phases aim to evaluate how changes in climate could impact design, construction, safety, operations, and maintenance of transportation infrastructure. Moreover, they focus on the decisions policy makers and managers can consider which increase safety and resiliency in the transportation system. Phase 1 (2008) takes a regional case study approach, while Phase 2 (2013) takes a more focused approach by analyzing specific infrastructure components and adaptation strategies. After elaborating on the importance of and risks to the Gulf Coast, the Phases analyze the potential climate impacts on different transportation modes, with Phase 1 analyzing the entire Gulf Coast and Phase 2 focusing on examples in Mobile, AL.

Gulf Coast Study	
Assets	Hazards
❖ Roadways	❖ Flooding
❖ Railroads	❖ Heat Wave
❖ Roadways	❖ Sea Level Rise
❖ Airports	
❖ Seaports	

Texas Coastal Resiliency Study (TCRS)

This report was created in 2016 for the Texas General Land Office to identify the critical coastal infrastructure assets that are most vulnerable to storms similar to Hurricanes Dolly and Ike. The report identified and ranked priority existing and future projects that could protect vulnerable assets. Through three phases, the report recommends the projects that would have the greatest impact on recovery and resiliency. The TCRS identifies the critical infrastructure considered, specifies the transportation assets, and then performs the risk analysis for identified hazards.

TCRS	
Assets	Hazards
❖ Roadways	❖ Flooding
❖ Railways	❖ Coastal Erosion
❖ Airports	❖ Strong Wind
❖ Bridges	
❖ Seaports	
❖ Transit Facilities	
❖ Oil & Gas Pipelines	
❖ Low Water Crossings	
❖ Ferry Facilities	

Texas Coastal Resiliency Master Plan (TCRMP)

The Texas Coastal Resiliency Master Plan (TCRMP), created by the Texas General Land Office (GLO), is a multi-part statewide plan to analyze and protect the natural environment and infrastructure along the Texas coast. The TCRMP outlines projects across four Gulf regions compiled by coastal and environmental experts that will help enhance resiliency along the state's coast. The most recent installment, TCRMP 2023, is an update to the 2019 report. Analysts were asked to assess the impact of eight vulnerabilities in 48 coastal subregions identified in the 2023 TCRMP through a Qualtrics Survey. The projects are ranked by economic and ecological measures to help communities determine which to implement. The report is accompanied by data and mapping resources, which are discussed in depth in the Data Assessment section. The TCRMP 2023 covers five hazards, which are most relevant to the coastal regions of Texas, and it distinguishes between riverine and coastal flooding.

TCRMP	
Assets	Hazards
❖ Roadways	❖ Flooding
❖ Railways	❖ Sea Level Rise
❖ Airports	❖ Coastal Erosion
❖ Bridges	❖ Land Subsidence/ Landslides
❖ Maritime	
❖ Seaports	
❖ Transit Facilities	

Coastal Texas Protection and Restoration Feasibility Study Final Report (Coastal Texas Study)

The Coastal Texas Study was a collaboration between the US Army Corps of Engineers and the Texas General Land Office completed in 2021. In recognition of the economic and ecological importance of Texas, the authors created the report to identify feasible projects that can address natural hazard risks to the economy and public health, as well as restore ecosystems and improve coastal resiliency. The report focuses on mechanisms for mitigating the impact of storm surges and protecting communities. It does not discuss specific transportation assets.

Coastal Texas Study
Hazards
❖ Flooding
❖ Sea Level Rise
❖ Coastal Erosion

Assessment of Historic and Future Trends of Extreme Weather in Texas, 1900-2036, 2021 Update (Extreme Weather Assessment)

The Extreme Weather Assessment was an update to a report created by the Texas A&M University, Office of the Texas State Climatologist. The report was sponsored by Texas 2036, a nonpartisan think tank. The report reviews historic trends in temperature, precipitation, and extreme weather in Texas to forecast trends out to 2036. The report acknowledges variation in the actual climate, but this provides scenarios that Texas can use to inform decision making. The report covers the entire state and hazards including coastal erosion, drought, flooding, wildfires, and a variety of storm types. The data employed in the report is not readily available but can provide methods for evaluating resiliency.

Extreme Weather Assessment
Hazards
❖ Flooding
❖ Heat Wave
❖ Wildfire
❖ Coastal erosion
❖ Strong Wind
❖ Drought
❖ Lightning

Climate Change/Extreme Weather Vulnerability and Risk Assessment for Transportation Infrastructure in Dallas and Tarrant Counties

The University of Texas Arlington created this report in 2015 for the North Central Texas Council of Government, a voluntary assortment of local governments and districts, and the MPO for the Dallas-Fort Worth metropolitan regions. The main objectives of this study are to assess how extreme weather events could affect the transportation infrastructure of North Central Texas, focusing on Dallas and Tarrant counties. It enables transportation planners to adapt and prepare future transportation infrastructure for extreme weather events. The assessment discusses the transportation infrastructure and hazards considered before assessing vulnerability. The assets and hazards considered are in the Climate Change/Extreme Weather Risk Assessment call-out box.

Climate Change/Extreme Weather Risk Assessment	
Assets ❖ Roadways ❖ Railways ❖ Airports ❖ Bridges	Hazards ❖ Flooding ❖ Wildfire ❖ Heat Wave

Resilient Houston

Resilient Houston is a review of Houston with a consideration for resilience. It takes a detailed look at the neighborhoods and people; water infrastructure, including bayous; and assesses relevant the lasting and acute hazards. It provides a framework that the city can follow to improve their city's resilience to extreme weather, of which the area is expected to experience in a greater degree over the coming decades. The report advocates for local, regional, and national partnerships to achieve the community centric goals. It also includes a component of individual ownership to facilitate citizen buy-in. The report clearly outlines the relevant regional hazards. Resilient Houston does not focus on transportation, but assets referenced in detail are listed here.

Resilient Houston	
Assets ❖ Roadways ❖ Transit Facilities	Hazards ❖ Flooding ❖ Heat Wave ❖ Sea Level Rise ❖ Drought ❖ Land Subsidence/ Landslides ❖ Strong Wind ❖ Lightning

Broward MPO Resilience Analysis Methodology Technical Memo (Broward MPO Memo)

The Broward MPO Memo builds on two prior reports, the 2015 FHWA South Florida Climate Change Vulnerability Assessment and Adaptation Pilot Project and the 2016 Extreme Weather and Climate Change Risk to the Transportation System in Broward County Florida. This memo takes the findings of the prior two reports to develop a framework for evaluating network vulnerabilities and plan for preparedness. While the framework provides an inclusive list of potential assets and hazards, it only applies the hazards listed here to 8 corridors.

Broward MPO Memo	
Assets ❖ Roadways ❖ Bridges	Hazards ❖ Flooding ❖ Heat Wave ❖ Drought ❖ Sea Level Rise

Local Hazard Resources and Emergency Plans

The Corpus Christi MPO identified a few regionally specific resources which provide important information for a local understanding of assets, hazards, and critical infrastructure. This subsection provides a summary of these resources.

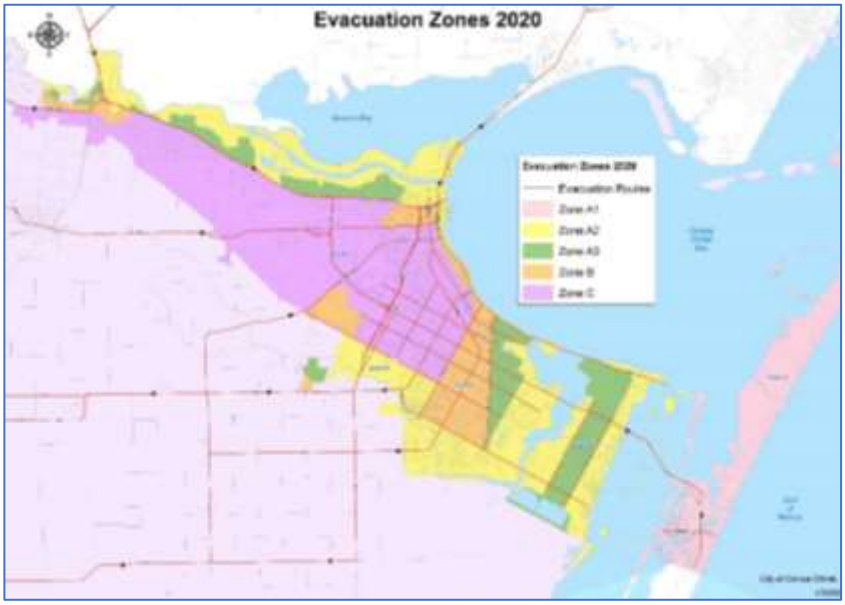
HMAP	
Assets ❖ Roadways ❖ Railways	Hazards ❖ Flooding ❖ Wildfire ❖ Heat Wave ❖ Coastal Erosion ❖ Drought ❖ Land Subsidence/ Landslides ❖ Strong Wind ❖ Expansive Soil ❖ Lightning ❖ Dam/Levee Failure

Nueces County Hazard Mitigation Action Plan (HMAP) Draft

The 2023 HMAP Draft is a 5-year update of the 2017 HMAP sponsored by the Coastal Bend Council of Governments. The goal of the Nueces County HMAP is to eliminate losses due to natural disasters and improve community resilience. The plan employs data analysis, stakeholder meetings, and public engagement to understand the assets and risks for the county and individual cities and districts. It provides valuable insights into the region's hazards and the public's perception towards their seriousness. For each identified hazard, the plan mentions the assets that could be harmed in the included parts of the county.

City of Corpus Christi Emergency Operations Center

Figure 2: City of Corpus Christi Evacuation Map



The City of Corpus Christi's website contains valuable information on emergency response, including resources for residents and information about the Emergency Operations Center (EOC). One such resource provided is an evacuation map with labeled routes (Figure 2). The city is separated into zones and the routes indicate which direction residents should evacuate. Operating as an evacuation route is an important criticality criterion for roadways. The EOC is assembled during an emergency to coordinate the efforts between local, regional, state, and national departments and agencies. Day-to-day EOC activities include receiving and communicating warnings and information, developing policies, and preparing for emergencies. During emergencies, the EOC leads the operations, analyzes information to recommend countermeasures, and communicates with residents, officials, and neighboring jurisdictions. The EOC operates in tandem with the City's Office of Emergency Management (OEM). Both the EOC and OEM contain experts on the City's assets, hazards, and critical infrastructure.

Corpus Christi Regional Transit Authority (CCRTA) Emergency Preparedness Policy

The CCRTA Emergency Preparedness Policy, updated 2023, outlines CCRTA employee responsibilities. During an emergency, CCRTA provides evacuation services for multiple cities and unincorporated areas in Nueces County. CCRTA receives instructions on evacuation procedures from the Nueces County Emergency Management Offices (EMO) when an emergency arises. CCRTA performs evacuation services while safety permits.

Nueces Regional Flood Plan

The Nueces Regional Flood Plan is updated by the Nueces Regional Flood Planning Group, one of 15 regions overseen by the Texas Water Development Board. The Nueces Regional Flood Plan focuses on determining hazards, exposure, and vulnerability to evaluate the current and future flood risk. This includes evaluating the region's susceptibility to flooding, determining what and who will be impacted, and identifying the most vulnerable communities and critical facilities. This Plan provides in-depth information pertaining specifically to flood risks and policy recommendations for mitigation. As part of the vulnerability analyses, it identifies roadways and roadway crossings (bridges, culverts, low water crossings), as well as hazards to the region.

Nueces Regional Flood Plan	
Assets ❖ Roadways ❖ Airports ❖ Bridges ❖ Culverts ❖ Low Water Crossings	Hazards ❖ Flooding ❖ Heat Wave ❖ Sea Level Rise

Summary of Findings

Asset Summary

Nine of the 10 sources in the literature review elaborated on asset types. **Error! Reference s ource not found.** provides the reference counts for each asset type; roadways, airports, and railways were mentioned most frequently. Table 1 and Table 2 provide the breakdown for which sources referenced which assets. For instance, the Texas Statewide Resilience Plan mentions eight of the 11 asset types.

Figure 3: Count of Asset Types References in the Literature Review

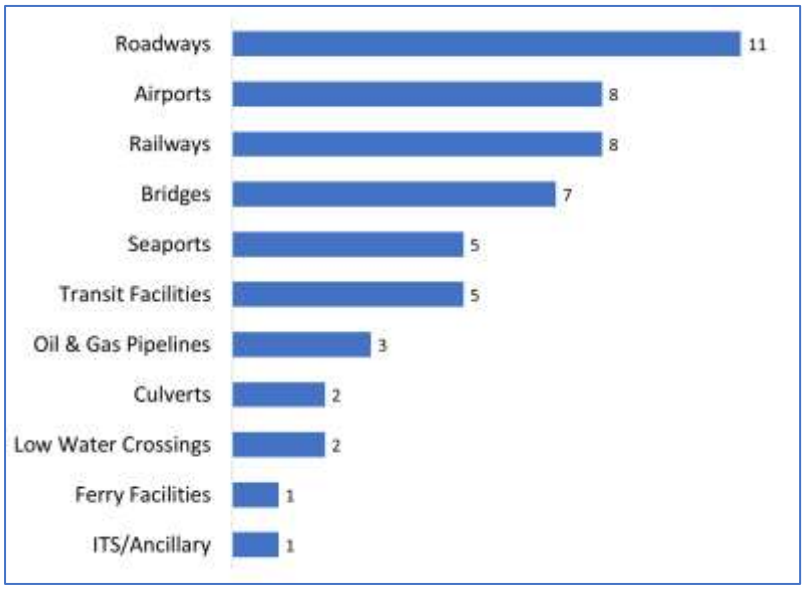


Table 1: Asset Type Literature Review Reference Summary Table

Asset Type	Roadways	Railways	Airports	Bridges	Seaports
Total	**11**	**8**	**8**	**7**	**5**
Texas SRP	x	x	x	x	x
Statewide Freight Resiliency Plan	x	x	x		x
Central Texas Extreme Weather and Climate Report	x	x	x	x	
Climate Change/Extreme Weather Risk Assessment	x	x	x	x	
Gulf Coast Study	x	x	x	x	x
TCRS	x	x	x		x
TCRMP	x	x	x	x	x
Resilient Houston	x				
Broward MPO Memo	x			x	
HMAP	x	x			
Nueces Regional Flood Plan	x		x	x	

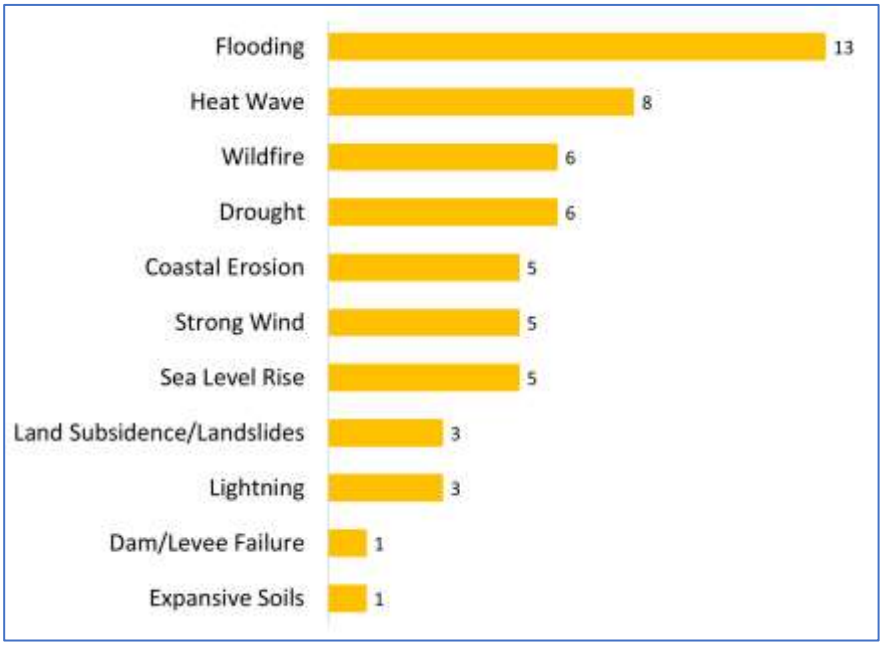
Table 2: Asset Type Literature Review Reference Summary Table (Continued)

Asset Type	Transit Facilities	Oil & Gas Pipelines	Culverts	Low Water Crossings	Ferry Facilities	ITS/Ancillary Assets
Total	**5**	**3**	**2**	**2**	**1**	**1**
Texas SRP		x	x			x
Statewide Freight Resiliency Plan		x				
Central Texas Extreme Weather and Climate Report	x					
Climate Change/Extreme Weather Risk Assessment						
Gulf Coast Study	x					
TCRS	x	x		x	x	
TCRMP	x					
Resilient Houston	x					
Broward MPO Memo						
HMAP						
Nueces Regional Flood Plan			x	x		

Hazard Summary

All 11 sources considered in the literature review discussed relevant hazards provides the literature review hazard reference counts. Flood was referenced the most frequently, with each source mentioning it as a hazard (this includes sources that mention storm surge or specific types of floods, like riverine). Heat Waves and Wildfires are mentioned in half the resources with the other hazards being mentioned in fewer than half. Dam/Levee Failure, Lightning, and Expansive

Figure 4: Count of Hazard Types References in the Literature Review



Soils were each mentioned once. Tables 3 and 4 display the hazard references for each individual source.

Table 3: Hazard Type Literature Review Reference Summary Table

Asset Type	Flooding	Heat Wave	Wildfire	Drought	Coastal Erosion
Total	**13**	**8**	**6**	**6**	**5**
Texas SRP	X	X	X	X	
Statewide Freight Resiliency Plan	X		X		
Central Texas Extreme Weather and Climate Report	X	X	X	X	
Climate Change/Extreme Weather Risk Assessment	X	X	X		
Gulf Coast Study	X	X			
TCRS	X				X
TCRMP	X				X
Coastal Texas Study	X				X
Extreme Weather Assessment	X	X	X	X	X
Resilient Houston	X	X		X	
Broward MPO Memo	X	X		X	
HMAP	X	X	X	X	X
Nueces Regional Flood Plan	X				

Table 4: Hazard Type Literature Review Reference Summary Table (Continued)

Asset Type	Strong Wind	Sea Level Rise	Land Subsidence/ Landslides	Lightning	Dam/Levee Failure	Expansive Soils
Total	**5**	**5**	**3**	**3**	**1**	**1**
Texas SRP						
Statewide Freight Resiliency Plan	X		X			
Central Texas Extreme Weather and Climate Report						
Climate Change/Extreme Weather Risk Assessment						
Gulf Coast Study		X				
TCRS	X					
TCRMP		X				
Coastal Texas Study		X				
Extreme Weather Assessment	X			X		
Resilient Houston	X	X	X	X		
Broward MPO Memo		X				
HMAP	X		X	X	X	X
Nueces Regional Flood Plan						

Data Assessment

To understand what data is currently available to locate and potentially assess the criticality of the various asset types and hazards in Corpus Christi MPO, the project team reviewed relevant ESRI maps, dashboards, and data hubs. These data sources fall into three groups:

- National-level data sources
  - Homeland Infrastructure Foundation-Level Data (HIFLD)
  - United States Army Corps of Engineers (USACE) National Inventory of Dams (NID)
  - United States Department of Agriculture (USDA) Web Soil Survey (WSS)
  - USACE National Levee Database (NLD)
- Statewide data sources
  - TxDOT Open Data Portal
  - TxDOT Planning Map
  - Texas Railroad Commission Data
  - Texas Water Development Board
- Regional data sources for Corpus Christi MPO and Nueces County:
  - GeoRED Hazard Impact and Planning Tool

- The Coastal Bend Hurricane Evacuation Study Planning Atlas

The project team reviewed each data source to assess the availability of location and criticality information including ridership, demand, and condition. The review covered the 11 asset types: roadways, railways, airports, bridges, seaports, oil and gas pipelines, transit facilities, culverts, ferry facilities, ITS/ ancillary assets, and low water crossings.

The team also considered whether spatial data was available for each hazard type identified through the literature review. The following subsections provide full details of the information each data source covered for each asset and hazard type.

Homeland Infrastructure Foundation-Level Data (HIFLD)

Homeland Infrastructure Foundation-Level Data (HIFLD) is a program within the United States Department of Homeland Security (DHS) that focuses on collecting, maintaining, and providing geospatial data related to critical infrastructure and key resources across the United States. The goal of HIFLD is to enhance the nation's understanding of its infrastructure and to support decision-making processes for emergency management, disaster response, and national security. HIFLD collects data from various federal, state, local, tribal, and private sector sources, and compiles this information into a comprehensive geospatial database. This database includes data about infrastructure such as transportation systems, energy facilities, communication networks, water resources, healthcare facilities, and more.

HIFLD	
Assets ❖ Roadways ❖ Railroads ❖ Airports ❖ Oil and Gas Pipelines ❖ Transit Facilities ❖ Railroads	Hazards ❖ Flooding ❖ Wildfire

HIFLD covers six main asset types: roadways, railroads, airports, ferry facilities, transit facilities, and oil and gas pipelines. For roadways, HIFLD provides information about the locations of primary, secondary, and local roads. HIFLD includes the Federal Aviation Administration's aviation facilities dataset, providing precise airport locations. Railroads are also covered, offering insights into their locations. Ferry facilities are comprehensively detailed, revealing essential information such as ferry route locations, lengths, trip durations, passenger numbers, vessel types, and trip types. In terms of transit, HIFLD supplies data on national transit routes and stops. Additionally, the program extends its coverage to oil and gas pipelines, disclosing the locations of major natural gas transmission pipelines, including both interstate and gathering pipelines, as sourced from the U.S. Energy Information Administration.

National Inventory of Dams (NID)

The National Inventory of Dams is a database provided by the U.S. Army Corps of Engineers. The focus of the NID is to provide dam location, type, size, purpose, uses and benefits, date of last inspection, other structural and geographical information. The NID also models dam flood inundation to demonstrate what could occur during a dam-related flood. The NID also provides data from the HIFLD for various public works and critical infrastructure, including nuclear power stations, fire stations, and railway lines.

NID
Hazards ❖ Dam and Levee Failure

Web Soil Survey (WSS)

The Web Soil Survey is a product provided by the US Department of Agriculture Natural Resources Conservation Service. The WSS provides soil information and data collected through the Cooperative Sil Survey. The soil data was collected to provide information for agriculture purposes but can also be used to assess susceptibility to erosion, land subsidence, and expansive soils.

WSS

Hazards
- Coastal Erosion
- Land Subsidence /Landslides
- Expansive Soils

National Levee Database (NLD)

The U.S. Army Corps of Engineers maintains the National Levee Database. The NLD displays a map of levees across the nation with the levees risk (if screened), the area protected by the levee, and an estimate for the damage if the levee fails. The NLD includes four levees in the three counties encompassing Corpus Christi: Nueces County, San Patricio County, and Jim Wells County. The NLD outlines the area that would be impacted if the levees failed, which can be used to determine impacted assets.

NID

Hazards
- Dam and Levee Failure

TxDOT Open Data Portal

The TxDOT Open Data Portal is TxDOT's platform for exploring and downloading GIS datasets. It serves as the primary location for state transportation inventory data. It has a wide variety of datasets that are referenced and used in other tools and dashboards. This data source is unique because it includes both on-system and off-system roadway inventory. It also has the location and type of seaports and railroads, including their classification such as business lead, industrial lead, main line, side-track, and spur line. Furthermore, the TxDOT Open Data Portal provides access to the statewide oil and gas pipelines data provided by the Texas Railroad Commission.

TxDOT Open Data Portal

Assets
- Roadways
- Railroads
- Airports
- Bridges
- Seaports
- Oil and Gas Pipelines
- Large Culverts

TxDOT Statewide Planning Map

The TxDOT Statewide Planning Map is an Esri application designed to present a variety of TxDOT transportation geospatial data to facilitate planning operations within the organization. The mapping tool includes the geographic positions and types of seaports and railroads assets. Additionally, the map offers comprehensive details regarding bridges as reported to the National Bridge Inventory (NBI), such as their locations, condition ratings, ages, deck geometries, waterway sufficiency ratings, and lengths.

TxDOT Planning Map

- Roadways
- Bridges
- Railroads
- Seaports

The map also includes a wealth of data about roadway assets including locations, Average Annual Daily Traffic (AADT), Vehicle Miles Traveled (VMT), percentage of truck traffic, geometric characteristics, anticipated future traffic and truck percentages, presence within the Strategic Highway Network, locations of evacuation routes, the top 100 congested roads, as well as both State and National freight networks including critical urban and rural freight corridors.

Texas Railroad Commission

Texas Railroad Commission
Assets ❖ Oil and Gas Pipelines

The Railroad Commission (RRC) of Texas is the state agency that regulates the oil and gas industry, gas utilities, pipeline safety, safety in the liquefied petroleum gas industry, and surface coal and uranium mining. RRC publishes Esri maps that have information about oil and gas pipelines (also included in the TxDOT Open Data Portal described above) and wells. Pipelines data include location, diameter, commodity types, and status (active or abandoned). The TRC does not address hazards.

Texas Water Development Board (TWDB)

TWDB	
Assets ❖ Low Water Crossing	Hazards ❖ Flooding ❖ Dam & Levee Failure

The Texas Water Development Board (TWDB) is a state agency in Texas responsible for collecting and disseminating water-related data; assisting with regional water supply and flood planning that contributes to preparing the state water plan and state flood plan; and administering cost-effective financial programs for constructing water supply, wastewater treatment, flood control, and agricultural water conservation projects. The TWDB has an open data hub that has data covering the state's hydrological assets and only one transportation asset, which is the low water crossing. TWDB open data hub has the location of the low water crossing assets without information about their criticality. TWDB open data hub also includes data related to flooding and dam or levee failure.

GeoRED - Hazard Impact and Planning Tool

GeoRED	
Assets ❖ Roadways ❖ Railroads ❖ Airports ❖ Oil and Gas Pipelines ❖ Railroads ❖ Ferry Facilities	Hazards ❖ Flooding ❖ Sea Level Rise

The Regional Resilience Partnership (RRP) developed a GIS platform called the Geospatial Resilient Economic Development (GeoRED), which is a tool for building resilience to disaster and economic risks. The GeoRED online platform has multiple tools for local officials and experts to analyze and share data with other interested stakeholders. One of these tools is the Hazard Impact and Planning Tool, which is an Esri tool that contains data layers focused on hazard planning and response, such as critical infrastructure and facilities, storm surge, and FEMA's National Flood Hazard Layer (NFHL) 1% and 0.2% flood zones. This tool includes the locations of roadways, evacuation routes, airports, railroads, ferry facilities, and transit facilities. It also has spatial files for subsets of these assets that are in FEMA 1% and 0.2% annual flood risk. For oil and gas pipelines, this tool has data showing pipelines locations, diameters, commodity types, and activity status.

The Coastal Bend Hurricane Evacuation Study Planning Atlas

The Coastal Bend Hurricane Evacuation Study Planning Atlas is an ESRI map that has multiple data layers for the coastal bend region and is published as part of the Coastal Bend Hurricane Evacuation Study. These data layers cover:

Hurricane Planning Atlas	
Assets ❖ Roadways ❖ Railroads ❖ Airports	Hazards ❖ Flooding ❖ Sea Level Rise

- Administrative unit layers, including counties, places, school districts, coastal management zones, and coastal zones.
- Physical risks layers covering:
    - Historic wind and storm tracks.
    - Three sea level rise scenarios.
    - Storm surge models for tropical storms, and storm categories 1 through 5.
- Built environment and critical facilities:
    - Population.
    - Critical facilities including police stations; fire stations, local EOC, EMS, Urgent care, nursing homes, and hospitals.
    - Built environment including hotels, schools, mobile home units, buildings, and infrastructure.
- Social risk layers:
    - Social vulnerability index.
    - Childcare need.
    - Eldercare need.
    - Transportation need.
    - Shelter need.
    - Housing types.
    - Poverty status.
    - Limited English proficiency.
    - Unemployment.
    - Civic capacity.
    - Low to moderate income.
    - Education level.
- Evacuation zones and routes layers.

The Coastal Bend Hurricane Evacuation Study Planning Atlas provides data layers encompassing three primary transportation asset types: roadways, airports, and railroads. Within each of these asset types, users can access two key pieces of information: their respective locations and types. The roadway category includes various types such as major highways, US and state highways, farm roads, and city/county roads. Notably, the Atlas includes layers dedicated to evacuation routes, each representing distinct route types, including major evacuation routes, potential contraflow routes, and evacuation lanes. Moreover, the Atlas features surge-affected routes categorized by storm category.

Texas Geographical Information Office (TxGIO, previously TNRIS)

The Texas Geographic Information Office, previously the Texas Natural Resources Information System, is a division of the Texas Water Development Board. It is a geographical information systems resource. It contains maps and data captured by LIDAR, sensors, and imagery. Some data is region specific while others span the entire state. While TxGIO has extensive data for hazards including increased temperature and extreme heat, wind, wildfires, winter storms, and more, only data related for floods and storm surges covering Corpus Christi has been identified by the project team. Regarding assets, only Low Water Crossing data is available.

TxGIO	
Assets ❖ Low Water Crossing	Hazards ❖ Flooding

Climate Toolbox

The Climate Toolbox is a collection of web tools that visualize past and forecasted climate and hydrology for the contiguous US. The applications cover agriculture, climate, fire, and water. One such tool is the Climate Mapper which maps real-time conditions, current forecasts, and future projections of climate information across the United States to assist with decisions related to agriculture, climate, fire conditions, and water. The data employed in the maps is also available for download. Partners for this project include the Climate Impacts Research Consortium, Regional Integrated Sciences and Assessments, the US Department of Agriculture's Northwest Climate Hub, and other regional and national organizations and agencies.

Climate Toolbox
Hazards ❖ Wildfire ❖ Heat Wave ❖ Drought ❖ Strong Wind

Texas Coastal Resiliency Master Plan (TCRMP) and the Gulf of Mexico Research Initiative Information and Data Cooperative (GRIIDC)

Both the TCRMP 2019 and 2023 installments provide data employed in the written reports. TCRMP 2019 provides an ESRI power map for Region 3, which covers Corpus Christi. The map includes data recording the potential impact of flooding from storm surges.

The data employed in the TCRMP 2023 is published on the GRIIDC. The Gulf of Mexico Research (GoMRI) Initiative is an independent research program funded by BP following the Deepwater Horizon spill to study the impacts of oil spills in the Gulf of Mexico. The GRIIDC is the data center that aims to provide data and information to promote and support research and awareness about the Gulf of Mexico ecosystem. The GRIIDC hosts data and reports from researchers studying the Gulf of Mexico. The GRIIDC satisfies the GoMRI requirement to ensure that relevant data from research is publicly available. The GRIIDC encourages researchers to use available data and share their own data to promote regional research.

TCRMP/GRIIDC
Assets ❖ Flooding ❖ Wildfire ❖ Heat Wave ❖ Drought

Data Assessment Summary

Asset Summary

Figure 5 summarizes the findings of the data assessment. Table 5 details the asset data available for each source. For location data availability, roadway and railroads assets are at the top of the list followed by airports and pipelines. On the other hand, no location data were found for small culverts and ITS/ ancillary assets.

If a data source reports asset condition and/or traffic levels/ridership, it is considered to have criticality data for that asset. Furthermore, data sources with evacuation routes information are considered to have criticality data for roadway assets only. With this initial definition of criticality, roadway assets are covered by the largest number of data sources as expected. Bridges come next in order as they are covered by two data sources. On the contrary, none of the data sources have criticality data for seaports, small culverts, airports, railroads, transit facilities, and ITS/ ancillary assets. It is also important to highlight that vulnerability to FEMA 1% and 0.2% annual flood risk is available for roadways, airports, railroads, ferry facilities, and transit facilities, which fit into the hazards data that will be investigated in later tasks.

Regarding low water crossings, TWDB includes point data for low water crossings. The point data can be joined to roadway data from the TxDOT Open Data Portal to determine the criticality of the low water crossing.

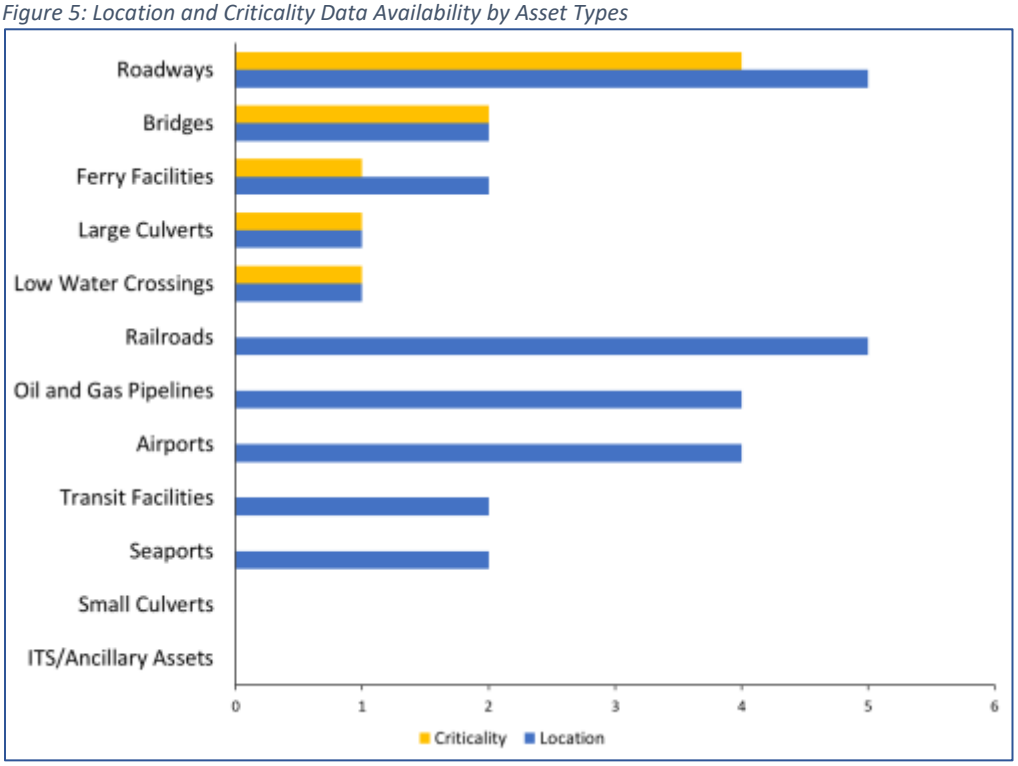
Table 5: Asset Data Assessment Reference Summary Table

Assets	HIFLD	TxDOT Open Data Portal	TxDOT Planning Map	Texas Railroad Commission	GeoRED	Hurricane Planning Atlas	TWDB
Roadways	📍	📍 !	📍 !		📍 !	📍 !	
Railroads	📍	📍	📍		📍	📍	
Airports	📍	📍			📍	📍	
Bridges		📍 !	📍 !				
Seaports		📍	📍				
Oil and Gas Pipelines	📍	📍		📍	📍		
Transit Facilities	📍				📍		
Large Culverts		📍 !					
Small Culverts							
Low Water Crossings		!					📍
Ferry Facilities	📍 !				📍		
ITS/Ancillary Assets							

📍 Asset Locations Available

! Some Criticality Information Available

Figure 5: Location and Criticality Data Availability by Asset Types



Hazard Summary

Summarizes the hazard data. Notably, each hazard type has at least o ne data source. Some data hubs reference data from the same resources, for example flood data from FEMA. In a later stage of this project, the asset inventory will be assessed for susceptibility to hazards.

Table 6: Hazard Type Data Review Reference Summary Table

	RAPT	HIFLD	TWDB	GeoRED	Hurricane Planning Atlas	TxGIO	Climate Toolbox	TCRMP/ GRIIDC	Web Soil Survey	NID	National Levee Database
Flooding	✓	✓	✓	✓	✓	✓		✓			
Wildfire	✓	✓					✓				
Heat Wave	✓						✓				
Sea Level Rise	✓			✓				✓			
Coastal Erosion									✓		
Drought	✓						✓				
Land Subsidence /Landslides									✓		
Strong Wind	✓						✓				
Expansive Soils									✓		
Lightning			✓								
Dam and Levee Failure			✓							✓	✓

Criticality Framework

Criticality measures how important each asset is to the overall community; they allow transportation assets to be prioritized based on the impact or consequence of failure or disruption. In this Phase 1 analysis, Corpus Christi MPO is objectively evaluating criticality based on criteria from available data sources; future analyses may include opportunities to elicit and add stakeholder input to the criticality framework.

FHWA's Vulnerability and Adaptation Framework cites the USDOT Gulf Coast Study and recommends including criticality measures in three categories[2]:

- Socio-Economic Criteria:
- Use/Operational Criteria
- Health and Safety Criteria

Socio-Economic Criteria

Socio-economic criteria capture information about the communities surrounding an asset and estimate each community's ability to adapt to and/or recover from nearby assets' disruption or failure.

2 https://www.fhwa.dot.gov/environment/sustainability/resilience/adaptation_framework/climate_adaptation.pdf

Social Vulnerability

More vulnerable communities may experience disproportionate negative impacts and may be less able to recover when hazards impact or disrupt nearby infrastructure assets. The Federal Emergency Management Agency's (FEMA) National Risk Index rates census tracts' social vulnerability from very low to very high based on the Social Vulnerability Index (SVI). The SVI is an estimate of the "susceptibility of social groups to the adverse impacts of natural hazards"[3] and comprises 16 factors measuring socioeconomic status, household characteristics, racial and ethnic minority status, and housing type and transportation. The SVI score indicates the relative level of social vulnerability in each census tract within Corpus Christ MPO. The SVI will be used to prioritize all assets; where an asset crosses more than one census tract, the weighted average SVI score will be applied to the asset.

Use/Operational Criteria

Use or operational criteria estimate how much each asset is used to transport people and/or freight. It is a measure of how important each asset is for mobility.

Average Annual Daily Traffic

Average annual daily traffic (AADT) provides a metric for determining the importance of roadway-related assets. AADT data is available through the TxDOT Open Data Portal and provides a continuous quantitative metric for establishing assets' importance based on average usage; high AADT indicates that an asset is used frequently and should therefore be prioritized above less heavily trafficked assets. AADT will be used to prioritize roadways, bridges, and low water crossing assets.

Ridership

Ridership counts, like AADT, provide quantitative count to determine the relative importance of ferry terminals. For each ferry terminal, a ridership count based on number of routes and average ridership for each route will be calculated and employed to prioritize ferry terminal assets. The HIFLD and GeoRED provide ferry station, ridership, and route data. Ridership will be used to prioritize ferry terminal assets.

Detour Length

The distance a user would need to travel to circumvent a closed bridge (detour length) is a useful indicator of how important each individual bridge is to the movement of people and goods. The National Bridge Inventory (NBI) includes an estimated detour length for each bridge. Detour length will be used to prioritize bridges; bridges with shorter detour lengths would be given lower priority than those with long detour lengths.

Health and Safety Criteria

Evacuation Routes

Evacuation routes are vital for emergency management during hazardous events to ensure that residents and visitors can safely leave the region if necessary. The evacuation route criterion offers a binary indicator to assess asset priority. Statewide evacuation route data is available on the TxDOT Statewide Planning Map.[4] Evacuation routes will be used to prioritize roadways, bridges, and low water crossing assets.

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[3] https://www.fema.gov/sites/default/files/documents/fema_national-risk-index_technical-documentation.pdf

[4] Corpus Christi MPO stakeholders indicated that additional routes may serve as "unofficial" evacuation routes in the region; when data becomes available, these routes could be included in future criticality analyses.

Vicinity to Critical Infrastructure

Each asset's vicinity to emergency facilities serves as a proxy for estimating the asset's importance for access to non-transportation infrastructure that officials or residents may need to access during a hazardous event. Assets will be prioritized based on the count of critical infrastructure points within a 0.1 mile buffer radius. Corpus Christi MPO and its stakeholders selected the following types of critical infrastructure (locations drawn from GeoRED) for initial analyses:

- Police Stations
- Fire Stations
- Emergency Medical Facilities
- Schools

Vicinity to critical infrastructure points will be used to prioritize all assets.

Criticality Summary

Table 7 summarizes the criticality prioritization criteria and the asset classes to which they will be applied.

Table 7: Criticality Framework

Asset Class	Social Vulnerability	AADT	Ridership	Detour Length	Evacuation Routes	Critical Infrastructure
Roadways	✓	✓			✓	✓
Bridges	✓	✓		✓	✓	✓
Large Culverts	✓	✓		✓	✓	✓
Ferry Facilities	✓		✓			✓
Low Water Crossings	✓	✓			✓	✓

Implementation Recommendations

Asset Recommendations

Based on the literature review and data assessment, the project team developed recommendations for which assets should continue to be considered in subsequent steps of the Phase 1 Corpus Christi MPO regional resiliency improvement plan. Recommendations are based on whether each asset type i) is included in existing resiliency plans; ii) has location data readily available; and iii) has at least some criticality data readily available (Table 8). The list of assets may be narrowed further if data limitations are identified.

The project team recommends focusing on the following assets for the subsequent stages of this Phase 1 analysis:

Roadways are referenced by each of the eight resources which included assets in the literature review and have numerous data sources for both location and potential criticality criteria, which indicates that they are an important and relevant asset and data is likely to be available to execute the initial prioritization. Moreover, roadways connect to most other transportation assets and serve multiple

modes of travel including passenger and freight vehicles, emergency response vehicles, pedestrians, transit, and bicyclists.

Bridges are explicitly referenced in five of eight resources considered in the literature review; in addition, some sources included bridges as part of their definition of "roadway". Bridge location and criticality data are available through multiple TxDOT sources. Similar to roadways, the region's bridges serve multiple modes of travel.

Large Culverts were referenced in the literature review and location and potential criticality data related to large culverts is readily available. In some instances, from the literature review, large culverts are classified as bridges or as part of roadways.

Table 8: Recommendation Summary Table

Asset Class	Recommended	Literature Review	Location	Criticality
Roadways	✓	✓	✓	✓
Bridges	✓	✓	✓	✓
Large Culverts	✓	✓	✓	✓
Ferry Facilities	✓	✓	✓	✓
Low Water Crossings	✓	✓	✓	✓
Railways		✓	✓	
Airports		✓	✓	
Seaports		✓	✓	
Oil & Gas Pipelines		✓	✓	
Transit Facilities		✓	✓	
Small Culverts		✓		
ITS/Ancillary Assets		✓		

Ferry Facilities are relatively unique; while slightly outside of the Corpus Christi MPO boundaries, the Port Aransas ferry is one of only two ferry systems in Texas and provides connection to locations within the MPO boundaries. Ferry facilities were mentioned in the literature review and there are both location and criticality data available, so if desired, ferry facilities could be included in future analysis stages.

Low Water Crossings are not mentioned often, only two times in the literature review. Yet, there is location data available, and since they are sections of roadway, the criticality roadway can be employed to determine the criticality of the low water crossing.

Hazard Recommendations

Considering the hazards mentioned in the literature review and with data available per the data assessment, each hazard could be eligible for analysis. Indeed, employing reference and data availability criteria for inclusion would not remove any hazards from the analysis. Therefore, the High Street team recommends that all hazards be considered going into the next phase of the project. Subsequently, the project team will identify the most relevant hazards based on the number of impacted assets and the potential impact severity on the transportation assets identified in TM1 and above.

Criticality Recommendations

The relevant criticality criteria will be applied to each asset and then combined to calculate an overall criticality score for each asset. Using the asset prioritization spreadsheet, Corpus Christi MPO will be able to modify individual criticality criteria weights based on local knowledge or stakeholder input.

Appendix I: Asset Type Crosswalk

The literature review and data assessment produced a list of 29 distinct asset names, many of which were analogous or overlapping. For the purposes of this memorandum, High Street Team distilled the 29 asset names into a set of 11 as shown.

Table A1: Asset Types and Assets Mentioned in Resources Crosswalk

Asset Types	Assets Mentioned in Resources
Airports	Airports Aviation
Bridges	Bridges Bridges and Culverts
Culverts, Large & Small	Bridges and Culverts Culverts
Ferry Facilities	Ferries Ferry Facilities
ITS/Ancillary	Intelligent Transportation Networks
Low Water Crossings	Low Water Crossings
Oil & Gas Pipelines	Oil and Gas Pipelines Pipelines
Railways	Rail Rail Transportation Railroad Lines Railroads Railway Facilities Railways
Roadways	Roads Roadways Evacuation Routes Streets
Seaport	Maritime Maritime Ports Ports Waterways Seaports
Transit Facilities	Transit Facilities Public Transportation

Appendix II: Additional Resources

The following resources and data sources did not discuss specific assets but may provide valuable hazard and criticality criteria that will be important for later analyses, technical memos, and reports.

Resilience and Disaster Recovery (RDR) Tool Suite

The Resilience and Disaster Recovery (RDR) Tool Suite was developed by the Volpe Center to help transportation agencies explore scenarios and evaluate the performance of resilience investments during long-range transportation planning. The tool suite utilizes established Robust Decision-Making concepts to address deeply uncertain future scenarios. Robust Decision-Making is a scenario-based decision-making tool that integrates with existing travel demand forecasting models. The RDR Tool Suite enables transportation agencies to assess transportation resilience return on investment (ROI) for specific transportation assets over a range of potential future conditions and hazard scenarios, which can then be considered during project prioritization processes The classic paradigm for transportation planning is to first, forecast what will happen in the future (e.g., trips in a region will increase 20%), and then act on that forecast (e.g., add transportation capacity). This paradigm breaks down when the future is highly uncertain, such as trying to predict storms, earthquakes, or other hazards. Under these conditions, the prediction of a single future is unlikely to be correct, and the resulting decisions may be grossly sub-optimal. An alternative approach is focusing on performance across a range of potential futures rather than selecting specific forecasts. With robust decision-making (RDM), the objective is not predicting the future, but rather, making decisions that produce good outcomes under a wide range of plausible futures. This alternative approach is especially appropriate for prioritizing which projects to include in long-range investment plans, as long-range investment planning tends to focus on which assets will be deployed or improved to provide the best return. The objective of the RDR Tool Suite is to help state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) make informed infrastructure investment decisions by evaluating the performance of potential resilience investments across the set of uncertain future events of interest. It supports long-range investment analyses where agencies need to decide which assets to improve using general information about the options and future conditions. The RDR Tool Suite can be used whether agencies already have proposed projects or are simply exploring what potential assets they could improve. The outputs of the RDR Tool Suite are focused on total and net benefits of the project in terms of investment cost, repair cost, and network performance.

FEMA Resilience Analysis and Planning Tool (RAPT)

RAPT is a free, publicly available geographic information systems (GIS) tool developed by Federal Emergency Management Agency (FEMA) to help emergency managers and community partners of all GIS skill levels visualize and assess potential challenges to community resilience. RAPT has over 100 data layers covering buildings and hazards. RAPT is designed to help decision-makers understand the population and infrastructure at risk for forecasted extreme weather, identify at-risk infrastructure assets, prioritize areas for evacuation, with estimates of nursing home and hospital beds.

Establish TxDOT Transportation Resilience Planning Scorecard and Best Practices: Technical Report

This report was developed by the Texas A&M Institute and sponsored by FHWA and TxDOT. It contains an analysis on policies TxDOT can implement to improve resilience and mitigate the impact of natural hazards. The report performs literature review then implements analytical methods on the Texas road network's vulnerability and resilience. Moreover, it aims to provide a scorecard of best practices that Texas can use to evaluate and improve transportation resiliency. The report outlines an in-depth methodology for determining criticality for roadways.

NCHRP Research Report 1014: Developing a Highway Framework to Conduct an All-Hazards Risk and Resilience Analysis

This report, completed in 2023, was conducted by the Transportation Research Board as part of the National Cooperative Highway Research Program (NCHRP). This report presents a framework for performing quantitative risk and resilience evaluations that satisfy recent federal requirements. It includes economic analyses, project prioritization, performance management, and risk and resilience evaluation. Specifically, the study focuses on protecting and reinforcing the highway system.

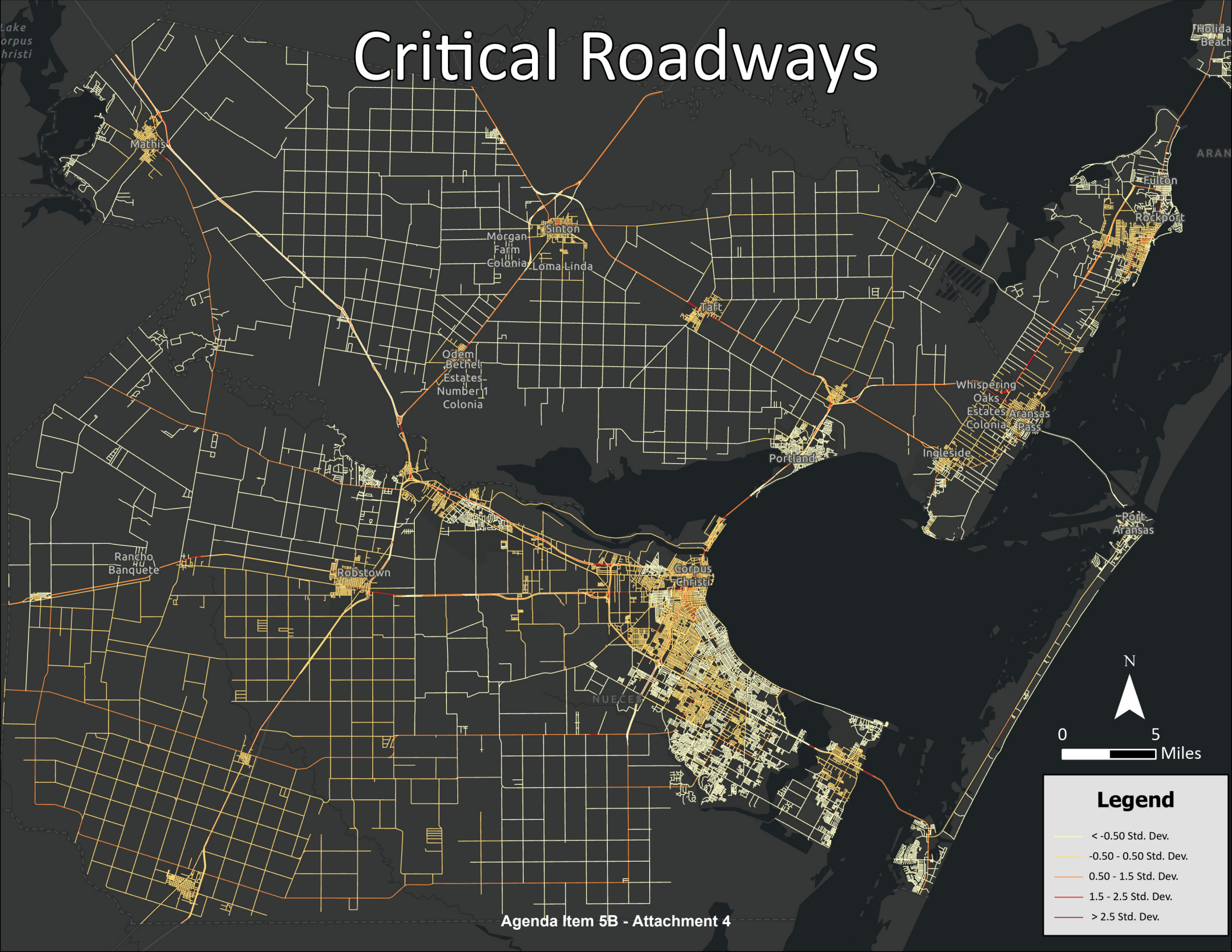
Vulnerability Assessment Scoring Tool (VAST)

VAST is a tool created by the USDOT to aid transportation organizations such as DOTs and MPOs in evaluating the vulnerability of their assets. VAST uses asset characteristics as indicators of exposure, sensitivity, and adaptive capacity which are used to calculate assets vulnerability scores. VAST covers various asset types like rail, seaports, airports, pipelines, bridges, and roads, along with climate stressors such as temperature changes, floods, sea level rise, storms, wind, drought, wildfires, freeze/thaw and permafrost thaw. VAST, operating in Microsoft Excel, helps users document asset vulnerability by determining the scope of the vulnerability assessment, selecting appropriate indicators, collecting data about those indicators, and devising an approach to convert raw data about indicators into scores. This process facilitates ranking assets by vulnerability and improving transportation planning and adaptation strategies.

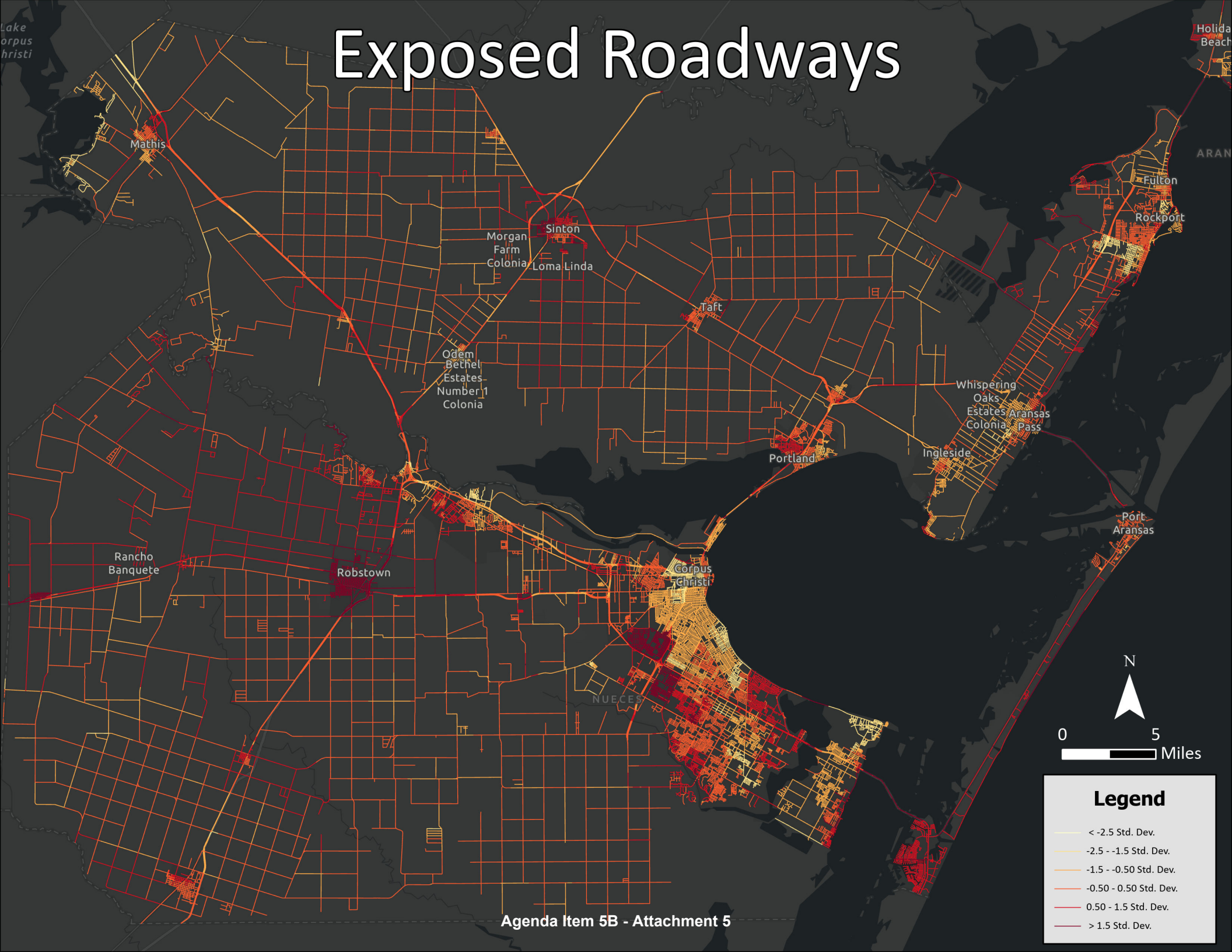
Texas Delivers 2050

Texas Delivers 2050 is an in depth TxDOT assessment of the Texas freight network. It covers many topics, from autonomous trucking to maritime and railway freight. The report includes a resilience section, but it does not cover resilience to natural hazards in depth. It discusses methods for creating a flexible network that can withstand a variety of changes, not specifically those related to the climate.

Critical Roadways



Exposed Roadways



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: March 14, 2024
To: Technical Advisory Committee (TAC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: MPO Project Lists Discussion
Action: Discussion Only

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 and discuss the current set of DRAFT 2025 UTP projects for possible updates for the upcoming FY 2025-2028 TIP (See schedule in Attachment 2). Changes to projects for the new FY 2025-2028 TIP document can include: cost estimate revisions, scope changes, delayed projects and possible "new projects".

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 as well as our FY 2025-2028 TIP 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 added into the new FY 2025-2028 TIP/STIP. However, the 2025 UTP process does NOT guarantee the projects will be included in the new 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.

The FY 2025-2028 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 2024 and DRAFT 2025 Unified Transportation Programs

TxDOT 2025 UTP and FY 2025-2028 TIP/STIP Funding for Corpus Christi MPO

In order to prioritize the projects, the process requires that the DRAFT 2025 UTP and FY 2025-2028 TIP is fiscally constrained. 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. The first four fiscal years are the FY 2025-2028 TIP years and are shaded 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**
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 carryover funds from previous years. These will be reported in the upcoming months as part of the FY 2025-2028 TIP development process.

Attachment 3 is TxDOT's summary description of all funding categories (CATs) from the DRAFT 2025 UTP. These descriptions will be used in the DRAFT FY 2025-2028 TIP document. Any changes to the funding category descriptions will be provided to the TAC and TPC in future meetings. Attachment 4 shows the current funding estimates for CAT 2 and CAT 4U. The Corpus Christi MPO staff is requesting the TAC members review the projects and funding estimates in the attached lists of projects. (See Attachments 5,6 and 7)

Eligible Projects List

The fiscally constrained list of projects shown in the 2045 MTP as Table 14 is provided as an attachment (see Attachment 5). This list of projects contains all the projects previously prioritized as part of the 2045 MTP approval. Projects from this list can be proposed for inclusion on the DRAFT FY 2025-2028 TIP list of projects. A new list of eligible projects, likely using updated scoring criteria, will be developed as part of the 2050 MTP in early 2025.

Fiscal Impact Considerations

The latest version of the DRAFT 2025 UTP Project List was approved by the TPC at the March 7th Regular meeting. This is shown as Attachment 6.

After the TAC meeting on February 15, 2024, the MPO staff and TxDOT-CRP District Staff met to review the funding allocations for the projects in the DRAFT 2025 UTP Project List. We agreed to allocate additional

Category (CAT) 7 funds in place of CAT 2 or CAT 4 funds on select projects to ensure approximately $63 million of CAT 7 funds are used within the MPO region in the next 4 years so as to not be at risk of lapsing or reallocation in accord with TxDOT's new policy adopted by the Texas Transportation Commission (See Attachment 8 and 9).

One local project, the Yorktown Boulevard from Rodd Field Road to Laguna Shores Road, had $39.4 million previously allocated from CAT 7 funds. This project is now funded with local funds from the City of Corpus Christi (Bond 2022). To ensure the MPO allocation of these previously allocated CAT 7 funds are used in the region, we propose the CAT 7 funds be allocated in the DRAFT 2025 UTP. Projects proposed to receive $50 million in CAT 7 funds through FY 2028 are:

- SH 286 Crosstown Extension: $35 million CAT 7 replacing some of CAT 2 funds
- FM 624 (Northwest Boulevard): $5 million CAT 7 added to the existing $2 million
- Gregory SPUI Interchange Projects: $10 million CAT 7 replacing CAT 2/CAT 4 funds

One additional project is moved out of the TIP years and into the later part of the 10-year UTP window.

- Rodd Field Road Traffic Safety and Operations Project: $11 million of CAT 7 with CAT 2/CAT 4 funds in years 2029-2034

In future TIPs and UTP development processes, the value of the CAT 7 funds is expected to be allocated as CAT 2/CAT 4 funds to the MPO regional projects eligible to use CAT 2 or CAT 4 funds.

Proposed Motion

None. Discussion only.

Attachments

1. TxDOT 2025 UTP Development Timeline
2. FY 2025-2028 TIP Development Process Timeline
3. TxDOT 2025 UTP Funding Category Descriptions with Scoring Processes
4. 2025 UTP Available Funding Balances for CAT 2 and 4U
5. 2045 MTP Fiscally Constrained Project List
6. TxDOT-CRP District 2025 UTP Candidate Project List Approved by TPC on March 2024
7. FY 2023-2026 TIP with Amendment 2 List of Projects
8. Texas Transportation Minute Order Excerpt for CAT 7 and CAT 2 Carryover Process Jan. 2024
9. Texas Transportation Commission Presentation Excerpt for the CAT 7 to CAT 2 TAC Rule Change Example

2025 UTP Development Process Timeline

We are here

Annual process involves many stakeholders and steps that include the forecast, funding distribution, scoring, and selection of projects and public outreach.

2023–SEP	OCT	NOV	DEC	2024–JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
Draft 2025 UTP Timeline	2025 UTP Timeline Review	Scenarios and UTP Distributions	Scenarios and UTP Distribution	Recommended Investment Scenario and UTP Distribution	Distribute Planning Targets and Review Mobility Project List Based on Priority Scores	Finalize Statewide Prioritization and Scoring of Mobility Projects	Candidate Mobility Project List**	Review Draft Candidate Mobility Project List and Process for Comments	Discussion on 2025 UTP	Post Draft 2025 UTP Publicly	Commission Votes on 2025 UTP
	Receive New 10-Year Forecast	1st Quarter Pre-Alignment Meeting	Scenarios and UTP Distributions	Scenarios and UTP Distribution	2nd Quarter Pre-Alignment Meeting	Project Review and Selection of Mobility Projects	**Final District Estimates for FY 2025 Projects**	Draft 2025 UTP Document (text) Review		Public Comment Period Opens	Consideration to Adopt the 2025 UTP
	2025 Mobility Project Call Open		District Project List Due	Scenarios and UTP Distributions	Final District Project List Due			Review Draft 2025 UTP Document (text) & Draft Candidate Mobility Project List**			Review Draft 2025 UTP
			District / Regional Prioritization and Scoring Due					3rd Quarter Pre-Alignment Meeting			Review of Draft 2025 UTP
											Public Comment Period Closes
											4th Quarter Pre-Alignment Meeting

UTP Timeline Key

- Commission Actions
- Commission Meeting
- Chairman & Commissioner Briefings
- ADM Briefing
- UTP Development

* Subject to change
** Staff recommendations

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 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 ` (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.

As of January 23, 2024

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:** a) using a performance-based prioritization process, assessing: district-wide maintenance and rehab needs 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	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

As of January 23, 2024

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.

As of January 23, 2024

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
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.	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.
Category 10 Carbon Reduction	**Addresses:** Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) 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 Transportation 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 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.

As of January 23, 2024

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
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.
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.

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2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
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.	PP-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 Energy 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 discretion. 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.

As of January 23, 2024

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 12 Texas Clear Lanes	**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
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	

As of January 23, 2024

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.
	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.

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2025 UTP Programming Approval Guidelines

Approvals Required for Project Changes

Category	New Project Authorization	Increase to Authorized Project Amount	Decrease to Authorized Project Amount	Moving Project to another 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.

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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

Cat 2M

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
				2025 UTP Planning Targets										
carryover	$ 65,832,085	$ 65,832,085	$ 96,908,508	$ 34,129,059	$ 33,615,579	$ 51,632,373	$ 17,489,821	$ (6,065,370)	$ 4,992,921	$ 13,577,372	$ 23,509,965	$ 31,881,976	$ 30,555,039	
UTP Target		$ 31,076,423	$ 17,220,551	$ 23,636,520	$ 18,016,794	$ 15,419,855	$ 14,187,810	$ 11,058,290	$ 8,584,451	$ 9,932,593	$ 8,372,011	$ 8,673,063	$ 14,812,602	$ 132,693,989
total available	$ 65,832,085	$ 96,908,508	$ 114,129,059	$ 57,765,579	$ 51,632,373	$ 67,052,228	$ 31,677,631	$ 4,992,921	$ 13,577,372	$ 23,509,965	$ 31,881,976	$ 40,555,039	$ 45,367,641	
Projects														
SH 286 xtnsn (1)			$ 30,000,000											
FM 624 (2)				$ 11,650,000										
SH 358 (3)			$ 50,000,000											
FM 893 (4)				$ 12,500,000										
SH 361 Gregory (5)						$ 46,862,407								
SP 202 Gregory (5)						$ 2,700,000								
PR 22 (6)													$ 17,920,000	
SH 286 NB lane PH I (7)							$ 29,243,000							
Rodd Field							$ 8,500,000							
FM 43												$ 10,000,000		
subtotal	$ -	$ -	$ 80,000,000	$ 24,150,000	$ -	$ 49,562,407	$ 37,743,000	$ -	$ -	$ -	$ -	$ 10,000,000	$ 17,920,000	
Running Balance	**$ 65,832,085**	**$ 96,908,508**	**$ 34,129,059**	**$ 33,615,579**	**$ 51,632,373**	**$ 17,489,821**	**$ (6,065,370)**	**$ 4,992,921**	**$ 13,577,372**	**$ 23,509,965**	**$ 31,881,976**	**$ 30,555,039**	**$ 27,447,641**	

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Cat 4U

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
				2025 UTP Planning Targets										
carryover	$ (16,221,994)	$ (16,221,994)	$ (772,710)	$ 1,788,288	$ 1,442,146	$ 17,398,250	$ (42,007,249)	$ (42,759,988)	$ (33,892,416)	$ (24,050,591)	$ (16,002,648)	$ (9,172,522)	$ (14,200,515)	
UTP Target		$ 15,449,284	$ 8,560,998	$ 15,653,858	$ 15,956,104	$ 11,510,093	$ 8,847,261	$ 8,867,572	$ 9,841,825	$ 8,047,943	$ 6,830,126	$ 7,372,007	$ 8,126,489	$ 101,053,278
total available	$ (16,221,994)	$ (772,710)	$ 7,788,288	$ 17,442,146	$ 17,398,250	$ 28,908,343	$ (33,159,988)	$ (33,892,416)	$ (24,050,591)	$ (16,002,648)	$ (9,172,522)	$ (1,800,515)	$ (6,074,026)	
Projects														
FM 624 (2)				$ 16,000,000										
SH 358 (3)			$ 6,000,000											
SH 35 Gregory (5)						$ 52,138,000								
SH 361 Gregory (5)						$ 18,777,592								
SH 286 NB lane PH I (7)							$ 5,600,000							
Rodd Field							$ 4,000,000							
FM 43												$ 12,400,000		
subtotal	$ -	$ -	$ 6,000,000	$ 16,000,000	$ -	$ 70,915,592	$ 9,600,000	$ -	$ -	$ -	$ -	$ 12,400,000	$ -	
Running Balance	**$ (16,221,994)**	**$ (772,710)**	**$ 1,788,288**	**$ 1,442,146**	**$ 17,398,250**	**$ (42,007,249)**	**$ (42,759,988)**	**$ (33,892,416)**	**$ (24,050,591)**	**$ (16,002,648)**	**$ (9,172,522)**	**$ (14,200,515)**	**$ (6,074,026)**	

Cat 7

	$ 35,000,000	$ 7,000,000	$ 5,640,000	$ 11,000,000		$ 22,400,000	DDA
			$ 4,400,000			*Requesting Statewide Connectivity Funding*	

this only includes Cat 7 funding associated with UTP projects

$ 63,040,000 Total Cat 7

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

TxDOT-CRP District and CCMPO 2025 UTP Candidate Project List

				AUTHORIZED IN THE 2024 UTP						2025 UTP CANDIDATES REQUESTED AMOUNTS			
CSJ	COUNTY	HWY	PROJECT DESCRIPTION	EST LET DATE RANGE	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	FUNDING APPROVED & AUTHORIZED IN THE 2024 UTP	TOTAL AUTHORIZED IN THE 2024 UTP (Previous Estimate)	UPDATED CONSTRUCTION ESTIMATE	% Increase	PROPOSED EST LET DATE RANGE	FUNDING CATEGORY REQUESTED	TOTAL REQUESTED AMOUNT IN DRAFT 25 UTP (including inflation)	COMMENTS
0617-01-177	Nueces	SH 358	RAMP REVERSAL PHASE II-B	FY 2024-2027	CAT 2M	$50,000,000	$50,000,000	$44,000,000	-12%				Project scheduled to bid in 2024 so no requested amount in 2025 UTP.
0326-01-056	Nueces	SH 286	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FY 2024-2027	CAT 2M	$60,000,000	$60,000,000	$70,000,000	17%				Project scheduled to bid in 2024 so no requested amount in 2025 UTP. Requested $35 million of Cat 7 to offset some of Cat 2 funding.
1209-01-030	San Patricio	FM 893	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	FY 2024-2027	CAT 2M	$12,500,000	$13,000,000	$12,500,000	-4%	FY 2025-2028	CAT 2 METRO	**$12,500,000**	Bid date pending City of Portland drainage project finalization.
					CAT 1	$500,000							
0989-02-057	Nueces	FM 624	CONSTRUCT ADDITIONAL 2 TRAVEL LANES TO UPGRADE TO 6 LN BLVD WITH RAISED MEDIAN	FY 2024-2027	CAT 2M	$11,640,000	$29,640,000	$34,650,000	17%	FY 2025-2028	CAT 2 METRO	**$11,650,000**	Updated to current bid prices and including additional pedestrian/cycling elements and updated drainage costs.
					CAT 4U	$16,000,000					CAT 4 URBAN	**$16,000,000**	
					CAT 7	$2,000,000					CAT 7	**$7,000,000**	
0180-06-118	San Patricio	SH 35	UPGRADE/ADD ELEVATED SPUI	FY 2024-2027	CAT 4U	$36,400,000	$36,400,000	$56,538,000	55%	FY 2025-2028	CAT 4 URBAN	**$36,400,000**	Updated to current bid prices and reallocated funding amongst the projects. High level of risk on accuracy of cost estimate due to complexity of the project. Previous Estimate Total = $112.5M Updated Estimate Total = $130.5M
											CAT 7	**$4,400,000**	
0180-10-082	San Patricio	SH 361	UPGRADE/ADD ELEVATED SPUI	FY 2024-2027	CAT 2M	$46,862,407	$59,360,000	$71,280,000	20%	FY 2025-2028	CAT 2 METRO	**$46,862,407**	
					CAT 4U	$12,497,593					CAT 4 URBAN	**$18,777,592**	
					--	--					CAT 7	**$5,640,000**	
0180-11-016	San Patricio	SP 202	UPGRADE/ADD ELEVATED SPUI	FY 2024-2027	CAT 2M	$16,800,000	$16,800,000	$2,700,000	-84%	FY 2025-2028	CAT 2 METRO	**$2,700,000**	
0326-03-103	Nueces	SH 286	CONSTRUCT 1 ADDITIONAL TRAVEL LANE NORTHBOUND	FY 2024-2027	CAT 2M	$28,000,000	$33,600,000	$34,843,000	4%	FY 2025-2028	CAT 2 METRO	**$29,243,000**	Updated to current bid prices and added 1 year (4%) of inflation.
					CAT 4U	$5,600,000					CAT 4 URBAN	**$5,600,000**	
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS _MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	FY 2028-2033	CAT 2M	$15,920,000	$17,920,000	$16,000,000	-11%	FY 2029-2034	CAT 2 METRO	**$17,920,000**	Requesting project to be entirely funded with Cat 2. Project is outside of the TIP years, so no inflation has been added.
					TBD	$2,000,000							
1069-01-042	Nueces	SH 357	IMPLEMENTATION OF TRAFFIC SAFETY AND OPERATIONAL IMPROVEMENTS ON RODD FIELD FROM SH 358 TO SARATOGA					$23,500,000		FY 2029-2034	CAT 2 METRO	**$8,500,000**	New Candidate Project request Project is outside of the TIP years, so no inflation has been added.
											CAT 4 URBAN	**$4,000,000**	
											CAT 7	**$11,000,000**	
1557-01-045	Nueces	FM 43	CONSTRUCT 2 ADDITIONAL TRAVEL LANES FOR 4 LN DIVIDED HIGHWAY					$44,800,000		FY 2029-2034	CAT 2 METRO	**$10,000,000**	New Candidate Project request Project is outside of the TIP years, so no inflation has been added.
											CAT 4 URBAN	**$12,400,000**	
											Statewide DA	**$22,400,000**	
0074-06-252	Nueces	IH 37	RECONSTRUCT INTERCHANGE AT IH 37/SH 358	*CANDIDATE PROJECT FOR FUTURE UTP REQUESTS*				$100,000,000					Defer project past 2034

2/28/2024

Excerpt of DRAFT FY 2023-2026 TIP Amendment 2 for Project Changes (Table 15a Illustrative Project List)

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM

(TIP) **FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – April 4, 2024**

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost ($, millions)	CAT2	CAT4	CAT7	CAT9	CAT10	Local/Other	Prior Funding	Total Project Cost ($, millions)
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway.	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	$7.90	$7.90							$10.26
2023	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	$1.20			$1.20					$1.56
2024	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge. +$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections and develop park to appropriate level of service based on community input.	At various city parks including	Ben Garza, TC Ayers, Hill Crest Park, and new location	City of Corpus Christi	Off	7	$4.80			$1.30			$3.50		$4.80
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc… Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	$3.18			$3.18					$3.18
2024	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Traffic operations improvements and safety counter-measures 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.	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	3. Implement TSMO strategies on Regionally 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

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost ($, millions)	CAT2	CAT4	CAT7	CAT9	CAT10	Local /Other	Prior Funding	Total Project Cost ($, millions)
2025	0989-02-057	MPO-033	FM 624 (Northwest Boulevard)	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	$21.28	$9.28	$10.00	$2.00					$25.54
~~2025~~	~~0916-35-252~~	~~MPO-024~~	~~Yorktown Boulevard~~	~~Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.~~	~~Rodd Field Road~~	~~Laguna Shores Road~~	~~City of Corpus Christi~~	~~Off~~	~~7~~	~~$39.41~~			~~$39.41~~					~~$47.29~~
2026	0916-022-282	MPO-049	Holly Rd. Train Trestle to Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Road across Oso Bay	Holly Road to Flour Bluff Drive	City of Corpus Christi	Off	9	$13.03				$13.03				$13.03
2024	5000-00-187	MPO-077	NEVI – TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilion dba Shell	Off	10	1.20					$1.20			1..20

TEXAS TRANSPORTATION COMMISSION

ALL Counties

MINUTE ORDER

ALL Districts

The Texas Transportation Commission (commission) finds it necessary to adopt amendments to §§16.105, Unified Transportation Program and 16.154, Transportation Allocation Funding Formulas, relating to Planning and Development of Transportation Projects to be codified under Title 43, Texas Administrative Code, Part 1.

The preamble and the adopted amendments, attached to this minute order as exhibits A, B, and C are incorporated by reference as though set forth verbatim in this minute order, except that they are subject to technical corrections and revisions, approved by the general counsel, necessary for compliance with state or federal law or for acceptance by the Secretary of State for filing and publication in the *Texas Register*.

IT IS THEREFORE ORDERED by the commission that the amendments to §§16.105 and 16.154 are adopted and are authorized for filing with the Office of the Secretary of State.

The executive director is directed to take the necessary steps to implement the actions as ordered in this minute order, pursuant to the requirements of the Administrative Procedure Act, Government Code, Chapter 2001.

Submitted and reviewed by:

DocuSigned by:
Humberto Gonzalez Jr, P.E.
F7C3A305BEEB4F2...
Director, Transportation Planning and Programming

Recommended by:

DocuSigned by:
Marc D Williams
0E1B35AE191749E...
Executive Director

116630	January 17, 2024
Minute Number	Date Passed

1 (k) Carryover in Category 2 Metropolitan and Urban Corridor
2 Projects. To ensure that the state does not lose the ability to
3 commit allocated funds and other federal funds, the department
4 annually will review the use and programming of Category 7
5 funds. If at the beginning of a fiscal year an MPO has a
6 carryover equal to more than 200 percent of the previous fiscal
7 year's Category 7 allocation, the department may decrease the
8 amount of the Category 2 carryover, if any, by an amount equal
9 to the difference between the amount of the Category 7 carryover
10 and 200 percent of the previous fiscal year's Category 7
11 allocation. The department may redistribute that amount from
12 Category 2 to the corresponding district's Category 11 District
13 Discretionary allocation for use on the district's safety
14 program. The department will report to the commission all
15 proposed redistributions and notify any impacted MPO before the
16 department makes a redistribution under this subsection.
17
18

Category 7: Implementing Cat 2 Carryover Provisions

Cat 7 (STP MM)

% Remaining	200%

	a			b	c	d = b - c	d/a	
MPO	**FY24 Allocation**	**FY23 Carryover**	**FTR adjs**	**FY24 Revised Allocation**	***Total Used***	**Remaining Allocation**	**Remaining Allocation as % of FY24 Allocation**	**Amount Subject to TAC Rule***
Alamo Area	60.82	133.84	0.00	194.66	*115.08*	79.58	**131%**	0.00
CAMPO	47.13	136.83	0.00	183.96	*152.90*	31.06	**66%**	0.00
Corpus Christi	11.07	24.83	0.00	35.90	*0.00*	35.90	**324%**	13.76
El Paso	26.72	41.38	0.00	68.10	*49.30*	18.80	**70%**	0.00
HGAC	179.34	420.45	0.00	599.79	*93.31*	506.48	**282%**	147.80
Killeen-Temple	7.53	14.95	0.00	22.48	*8.28*	14.20	**189%**	0.00
Laredo	8.15	55.46	0.00	63.61	*100.00*	(36.39)	**-447%**	0.00
Lubbock	8.21	(4.74)	0.00	3.47	*7.00*	(3.53)	**-43%**	0.00
NCTCOG	189.85	55.54	0.00	245.39	*150.95*	94.44	**50%**	0.00
RGVMPO	32.74	115.00	0.00	147.74	*25.14*	122.60	**374%**	57.12
Total	571.56	993.54	0.00	1,565.10	701.96	863.14		218.68

* Estimated impact of proposed TAC Rule change based on FY2024 allocation usage as of 1/3/2024

- Based on the 200% proposed TAC rule change, CRPMPO, HGAC and RGVMPO would be considered to potentially shift Category 2 funds to Category 11 Safety

Data as of 1/3/2024

Category 7: Proposed TAC Rule Change Impacts

MPO	Balance Remaining					Estimated Utilization (%)				
	2024	2025	2026	2027	4-Year Total	2024	2025	2026	2027	4-Year Total
Corpus Christi	46,972,350	3,073,811	6,509,582	(3,943,308)	52,612,435	0.0%	72.8%	43.5%	135.6%	34.9%
HGAC	590,686,827	1,192,695	83,583,876	111,713,259	787,176,656	13.9%	99.3%	55.2%	37.7%	36.2%
RGVMPO	130,197,178	(3,709,833)	(43,197,795)	(17,981,845)	65,307,704	16.2%	111.1%	226.8%	154.9%	74.4%
	767,856,354	556,673	46,895,662	89,788,106	927,893,898	49.1%	88.7%	117.2%	59.0%	70.9%

- Based on programming and an assessment of remaining balances:
  - CRPMPO: Potentially transfer $13.76M from Cat 2 to Cat 11 Safety
  - HGAC: Potentially transfer $147.80M from Cat 2 to Cat 11 Safety
  - RGVMPO: Potentially transfer $57.12M from Cat 2 to Cat 11 Safety

Data as of 1/3/2024