



## **TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA**

**2:00 P.M., THURSDAY, DECEMBER 7, 2023**

**Location:** Corpus Christi Regional Transportation Authority (CCRTA) Staples Street Center,  
2<sup>nd</sup> Floor Boardroom, Suite 210, 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 TPC'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. Those persons addressing the TPC through a translator are given twice the amount of time, or six (6) minutes to provide their comments. All Public Comments submitted shall be placed into the record of the meeting.

**3. APPROVAL OF THE TPC OCTOBER 12, 2023 RESCHEDULED MEETING MINUTES** 

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

A. **TxDOT 2025 Unified Transportation Program (UTP) Projects Process and Discussion** 

**5. INFORMATION ITEMS**

A. **TxDOT End the Streak Campaign Presentation** 

B. **Coastal Bend Air Quality Partnership Annual Report** 

C. **New Harbor Bridge Update**

D. **Adjusted Urban Area Status Update and Urban Density Discussion** 



E. **Congestion Management Process (CMP) and Roadway Functional Classification Update** 

**6. TPC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**

**7. UPCOMING MEETINGS/EVENTS**

A. <b>Joint Regional Traffic Safety Task Force</b>	<b>Regular Meeting</b>	<b>December 13, 2023</b>
B. <b>Transportation Policy Committee:</b>	<b>Regular Meeting</b>	<b>January 4, 2024</b>
C. <b>Technical Advisory Committee:</b>	<b>Regular Meeting</b>	<b>January 18, 2024</b>

**8. ADJOURN**

 - 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](mailto: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



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)  
TRANSPORTATION POLICY COMMITTEE (TPC) RESCHEDULED MEETING MINUTES  
Thursday, October 12, 2023**

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

TPC Chair Judge Krebs called the meeting to order at 2:02 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County

Mayor Cathy Skurow, City of Portland

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

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

Ms. Veronica Toomey, Coastal Bend Council of Governments

Ms. Mary Esther Guerra, Nueces County Assistant County Attorney

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

**2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA:**

None were made or offered.

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

Mr. Leyendecker made a motion to approve the September 7, 2023 minutes. Mayor Skurow seconded; the motion passed unanimously.

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

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

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

**Discussion:**

None.

**Recommendation:**

The Corpus Christi MPO staff and TAC recommend that the TPC review, discuss, receive public comments, and approve the DRAFT FY 2023-2026 TIP with Amendment 1.

**Motion:**

Mr. Leyendecker made a motion to approve the DRAFT FY 2023-2026 TIP with Amendment 1. Mr. Olivarez seconded; the motion passed unanimously.

**B. FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1**

Mr. MacDonald gave a brief update on the proposed UPWP Amendment 1. This Amendment increases the 100% federal funds as part of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to \$3,179,828 for the MPO Planning Tools and Studies project. There have been no public comments received to date. This item is a companion document to Item 4B, the FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1.

**Discussion:**

None.

**Recommendation:**

The Corpus Christi MPO staff and TAC recommend that the TPC review, discuss, receive public comments, and approve the FY 2023 and FY 2024 Unified Planning Work Program with Amendment 1.

**Motion:**

Mayor Skurow made a motion to approve the FY 2023 and FY 2024 Unified Planning Work Program with Amendment 1. Mr. Olivarez seconded; the motion passed unanimously.

**C. 2020 Corpus Christi MPO Adjusted Urban Area Boundary**

Mr. Casper updated the TPC on the next steps for adjusting the Corpus Christi 2020 Census Urban Area. The Census Bureau released the map of Census Urban Areas on January 12, 2023. Attachment 1 depicts the new Census Designated Corpus Christi Census Urban Area, along with both the Robstown Census Urban Area and the Aransas Pass--Port Aransas--Ingleside Census Urban Area. Attachment 2 depicts the DRAFT Adjusted (smoothed) Urban Area that TxDOT has proposed. Mr. Casper informed the TPC that the MPO has had 2 meetings with TxDOT and an in-person meeting with representative with the Federal Highway Administration (FHWA). They have a tentative agreement on 24 of the 28 possible adjustments. He also mentioned that October 30, 2023, is the deadline to propose changes to the DRAFT Adjusted Urban Area.

**Discussion:**

Mr. Leyendecker inquired what the term for updating the urban area boundary was.

Mr. Casper stated that the urban area boundary is updated every 10 years.

Mr. Leyendecker asked if the boundary could be extended to the Nueces County boundary.

Mr. Casper relayed that discussions with FHWA made clear that this area was unnecessary and not to be included in the urban area.

**Recommendation:**

The Corpus Christi MPO staff and TAC recommend that the TPC approve the Adjustments to the 2020 Census Urban Area as shown in Attachment 1 and forward these to TxDOT and the Federal Highway Administration.

**Motion:**

Mr. Leyendecker made a motion to approve the Adjustments to the 2020 Census Urban Area. Mayor Skurow seconded; the motion passed unanimously.

**5. INFORMATION ITEMS**

**A. Corpus Christi MPO Regional Household Travel Survey**

Mr. Casper gave a brief update on the Household Travel Survey. He explained that the survey is underway at this time. TxDOT and the Corpus Christi MPO are conducting a Household Travel Survey in the two-county region. A consultant team is leading the effort under contract with TxDOT. The Household Travel Survey provides essential information on behavior characteristics that are used to develop travel demand models and in the overall transportation planning process. Those members of the public agreeing to participate are assigned a one-day travel period and asked to track all trips for each member of the household during that period. Participants use a smartphone app, website, or other methods to record where, when, how, and why they travel. The information is anonymized and used to calibrate the regional travel demand model. Results from the survey are expected to be available for development of the update of the travel demand model for the 2055 Metropolitan Transportation Plan.

**B. Corpus Christi MPO Regional Resiliency Plan Phase 1**

Mr. Casper provided an overview of Phase 1 of the MPO Regional Resiliency Plan, highlighting its alignment with the budget approved by the TPC. He emphasized the collaborative approach adopted by the MPO, avoiding redundant efforts by leveraging insights from resiliency plans of various local agencies.

**C. 2024 Corpus Christi MPO Functional Classification (FC) Update**

The Corpus Christi MPO staff is beginning to update the federal functional classification of roads in the region. As discussed in the Public Participation Program adopted in July 2021, the Corpus Christi MPO will create a Functional Class Working Group made up of City, County, and TxDOT staff to review the data and propose updates to the federal functional classification of regional roads. The Federal-Aid Highway Act of 1973 required the use of FC to update and modify the federal-aid highway system, a requirement that is still effective today. Under federal statutes and regulations, state transportation agencies have the primary responsibility for designating and updating public roadway FC in rural and urban areas to clearly define the role each element of the roadway network plays in serving various travel needs. The functional classification determines eligibility for federal funding, it influences roadway design and may impact the relative score of proposed projects on each roadway.

**6. REGIONAL GRANT COORDINATION TOPIC**

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

Mr. MacDonald conveyed that there has been limited federal-level grant activity. Additionally, he noted the CCRTA's proactive approach in seeking grants and extended his well-wishes for their success in securing these awards.

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

Mr. Olivarez provided a comprehensive update regarding the progress of the Harbor Bridge project. Notable highlights include the recent opening of Leopard Street bridge as part of the construction updates, with plans to open Breakwater Avenue within the forthcoming weeks. Additionally, it was conveyed that the completion of the interchange is scheduled for January. Furthermore, Mr. Olivarez discussed design concerns and the commitment exhibited by Flatiron & Dragados, culminating in the signing of a settlement agreement with these stakeholders, thereby ensuring that potential legal disputes are avoided. The allocated payments, while accounting for past obligations, are strategically earmarked for future project advancements.

Mr. Leyendecker updated TPC members on two resolutions that the RTA passed to apply for federal grants to add a new bus stop in the Robstown area that will help with balancing the urban and rural delivery of service and to support bus rapid transit services.

**8. UPCOMING MEETINGS/EVENTS**

<b>A. Small Area Forecast Task Force:</b>	<b>Meeting</b>	<b>October TBD, 2023</b>
<b>B. Technical Advisory Committee:</b>	<b>Regular Meeting</b>	<b>October 19, 2023</b>
<b>C. Transportation Policy Committee:</b>	<b>Regular Meeting</b>	<b>November 2, 2023</b>
<b>D. Regional Traffic Safety Task Force:</b>	<b>Meeting</b>	<b>November 8, 2023</b>

**9. ADJOURN**

The meeting was adjourned at 2:27 pm.



---

**Date:** November 29, 2023  
**To:** Transportation Policy Committee (TPC)  
**From:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4A: TxDOT 2025 Unified Transportation Program (UTP) Category 2 and 4U Project Initial Submittal  
**Action:** Review, Discuss and Possible Action

---

### **Summary**

TxDOT and the Corpus Christi MPO update the TxDOT 10-year Unified Transportation Program (UTP) each year on a similar schedule as the illustrated on the current 2025 UTP process (see Attachment 1). The approval process contains action milestones for both TxDOT and the Corpus Christi MPO to perform. The 2025 UTP covers the 10-years from FY 2025 through FY 2034. The TxDOT 2025 UTP Schedule illustrates that the most recent UTP Document was made available to the public in October 2023 for projects in fiscal years 2025-2034. We are asking the TPC members to review the current set of 2024 UTP projects for possible changes: cost estimate revisions, delayed projects, “new projects” as part of the public comment portion of the TxDOT 2025 UTP process. TxDOT headquarters is requesting the initial list of projects for the 2025 UTP on December 1, 2023. This schedule requires the TPC to approve and submit an initial list of projects for the TxDOT-CRP District to TxDOT HQ as a first step in the year-long process.

As part of the joint 2025 UTP planning effort, the Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for TxDOT Category 2, Category 7, Category 9 and the new CAT 10 CR for Carbon Reduction projects. As part of the annual reevaluation of projects, the Corpus Christi MPO may reevaluate the status of project priorities and selection and report any changes to TxDOT in the 2025 UTP development process. The reevaluation must be consistent with criteria applicable to the current 2020-2045 Metropolitan Transportation Plan (2045 MTP) and FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP) in accordance with federal requirements. The Corpus Christi MPO must also coordinate with TxDOT Corpus Christi District (TxDOT-CRP) on the state’s scoring and selecting of projects for funding Category 4-Urban (CAT 4U). During the 2024 UTP process there were no comments on the project list from the public nor the local government members of the Corpus Christi MPO.

The projects selected for the first 4 years during the 2025 TxDOT UTP are likely to be amended into the FY 2023-2026 TIP/STIP. However, the 2025 UTP process does NOT guarantee the projects will be included in the amended FY 2023-2026 TIP/STIP that will be approved 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 amending the Corpus Christi MPO FY 2023-2026 TIP is a separate process that is linked to the project submittals, review, prioritization, and selection for the 2025 UTP and requires meeting Federal fiscal constraint requirements that the UTP does not have to meet.

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

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

- TxDOT 2023 and 2024 Unified Transportation Program

**TxDOT 2025 UTP Funding for Corpus Christi MPO**

In order to select the prioritized projects, the process requires that the 2025 UTP be fiscally constrained using a modified version of federal procedures. The primary difference is the number of years that inflation is continued into the future for project costs. The current (July 7, 2023) estimate for 10 years of funding available for use in the Corpus Christi MPO area was developed during the 2024 UTP process. These are illustrated in the Table below. The new funding levels are still being developed by TxDOT with the MPOs for the 2025 UTP. When available, the TAC and TPC will be provided with the new numbers. For now, the 2024 UTP allocations are proposed for use in the discussions for project selection as part of the 2025 UTP.

	Category 10 CR <sup>1</sup>	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	MPO	MPO	TxDOT	MPO	MPO	
Coordinated Agency	TxDOT	TxDOT	MPO	TxDOT	TxDOT	<b>Subtotal</b>
<b>10-Years</b>	<b>\$15,917,085</b>	<b>\$144,813,899</b>	<b>\$97,717,479</b>	<b>\$111,422,709</b>	<b>\$12,919,830</b>	<b>\$382,791,001</b>
<b>2024</b>	\$3,900,223	\$22,275,059	\$13,114,190	\$11,072,350	\$1,283,875	\$51,645,697
<b>2025</b>	\$1,352,423	\$26,769,140	\$15,902,984	\$11,293,811	\$1,309,555	\$56,627,913
<b>2026</b>	\$1,379,474	\$14,364,039	\$12,851,275	\$11,519,702	\$1,335,747	\$41,450,237
<b>2027</b>	\$1,326,424	\$14,891,155	\$9,404,458	\$11,076,692	\$1,284,379	\$37,983,108
<b>2028</b>	\$1,326,424	\$15,221,350	\$8,389,263	\$11,076,692	\$1,284,379	\$37,298,108
<b>2029</b>	\$1,326,424	\$10,005,430	\$8,411,430	\$11,076,692	\$1,284,379	\$32,104,355
<b>2030</b>	\$1,326,424	\$11,878,750	\$8,214,100	\$11,076,692	\$1,284,379	\$33,780,345
<b>2031</b>	\$1,326,424	\$10,828,889	\$7,671,313	\$11,076,692	\$1,284,379	\$32,187,697
<b>2032</b>	\$1,326,424	\$9,125,769	\$6,783,253	\$11,076,692	\$1,284,379	\$29,596,517
<b>2033</b>	\$1,326,424	\$9,454,317	\$6,975,212	\$11,076,692	\$1,284,379	\$30,117,024
*Per TxDOT's 2024 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026.						
<sup>1</sup> Note: <u>The Category 10 CR is new for the Corpus Christi MPO.</u> 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).						

Included in the funding estimates is the new Category of CAT 10 CR for the Carbon Reduction Program. Information on this new federal program is provided as Attachment 6. There may also be some additional carryover funds from prior years for some of the funding Categories (CATs). Current carryover amounts are shown in the 2024 UTP List of Approved Projects (see Attachment 4).

The current TxDOT description of all funding categories (CATs) is from the 2024 UTP and is provided as Attachment 2. Any changes to the funding category descriptions will be provided to the TAC and TPC in future meetings.

**Eligible Projects List**

The fiscally constrained list of projects shown in the FY 2023-2026 TIP as Table 12 is provided as an attached and linked spreadsheet (see Attachment 3). This spreadsheet contains all the projects previously prioritized as part of the 2045 MTP and the FY 2023-2026 TIP. Additionally, we have included a separate "tab" on the spreadsheet that lists the "Unfunded" Projects in the 2045 MTP, just in case, there is a proposal to advance any of these projects in the upcoming 2025 UTP process or the FY 2023-2026 TIP Amendment process.

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

The TxDOT-Corpus Christi District (CRP) 2024 UTP approved projects are shown in Attachment 4 in the 2024 UTP Format and Attachment 5 as the proposed TxDOT-CRP District 2025 UTP initial list of projects. During development of the 2025 UTP process, the Corpus Christi MPO staff believes we will have new project analysis and selection tools for the future UTP, TIP and MTP development processes.

### **Recommendation**

The Corpus Christi MPO Technical Advisory Committee and Staff recommends that the TPC approve the Initial list of DRAFT 2025 UTP projects for submittal to TxDOT.


### **Proposed Motion**

Motion to approve the DRAFT 2025 UTP Project List for the initial submittal to TxDOT.

### **Background**

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

### **Attachments**

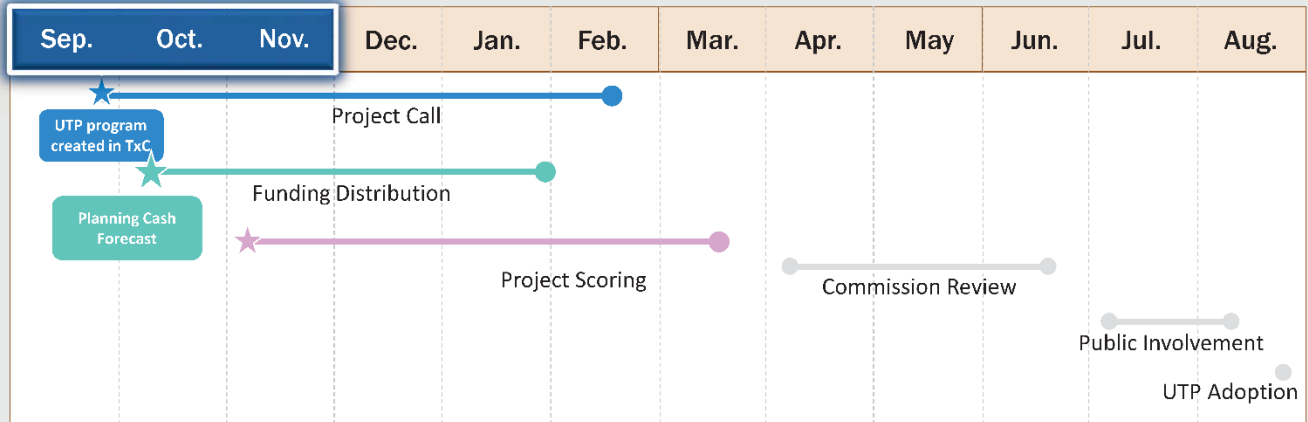
1. TxDOT 2025 UTP Development Schedule
2. TxDOT 2024 UTP Complete Category Funding Descriptions
3. Table 12: Project Eligible List for DRAFT 2025 UTP Selection  ([Excel Spreadsheet](#))
4. TxDOT-CRP District 2024 UTP Approved Project List
5. TxDOT-CRP District 2025 UTP Candidate Project List
6. Federal Carbon Reduction Program Description



## TxDOT 2025 UTP Development Schedule



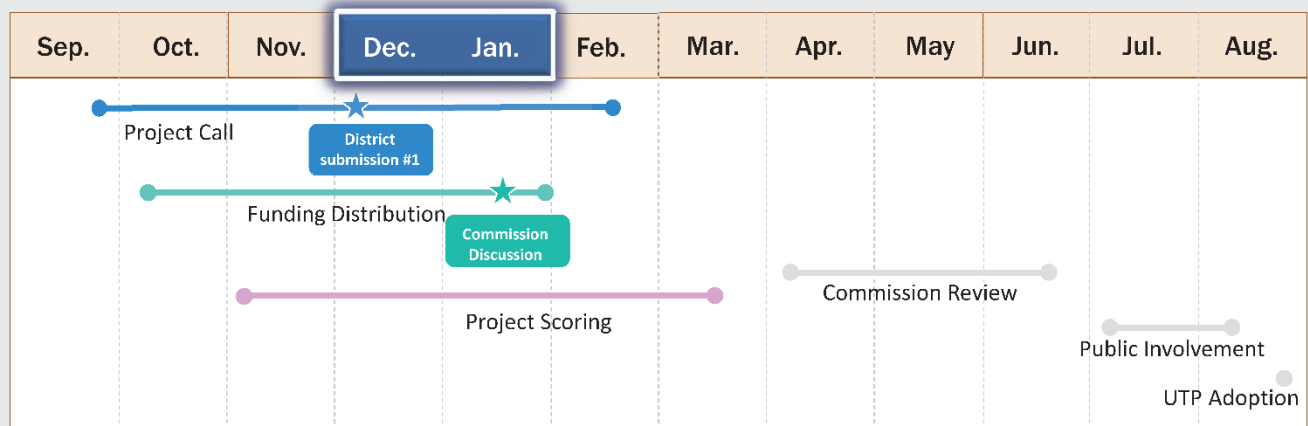
Sep. 2023 – Aug. 2024



## TxDOT 2025 UTP Development Schedule



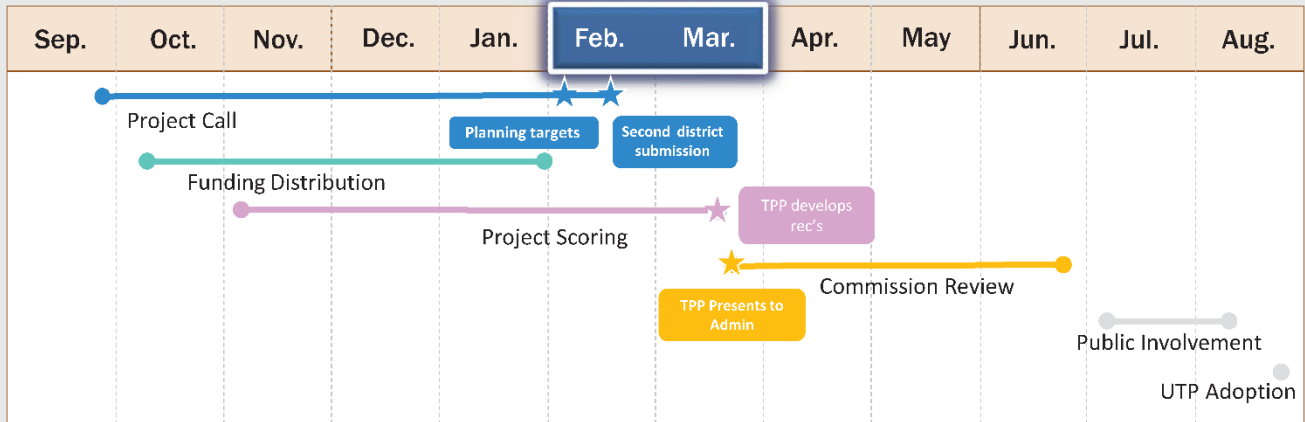
Sep. 2023 – Aug. 2024



## TxDOT 2025 UTP Development Schedule



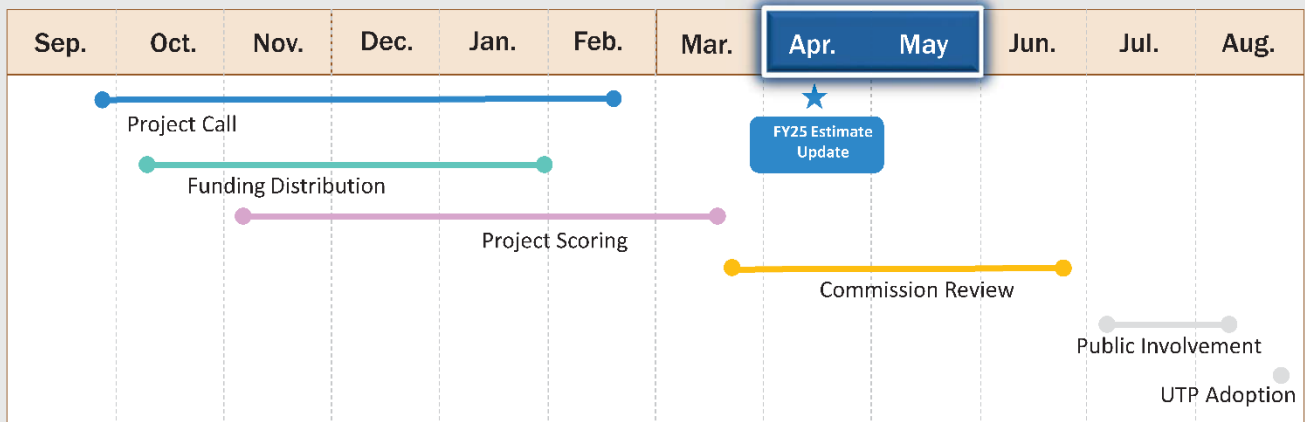
Sep. 2023 – Aug. 2024



## TxDOT 2025 UTP Development Schedule



Sep. 2023 – Aug. 2024



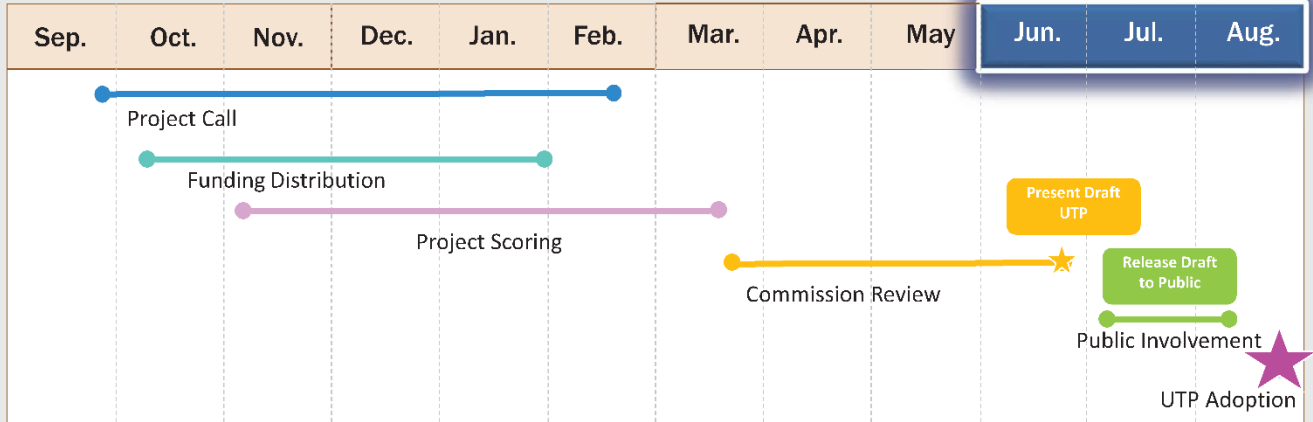


# TXDOT 2025 UTP DEVELOPMENT SCHEDULE

## TxDOT 2025 UTP Development Schedule

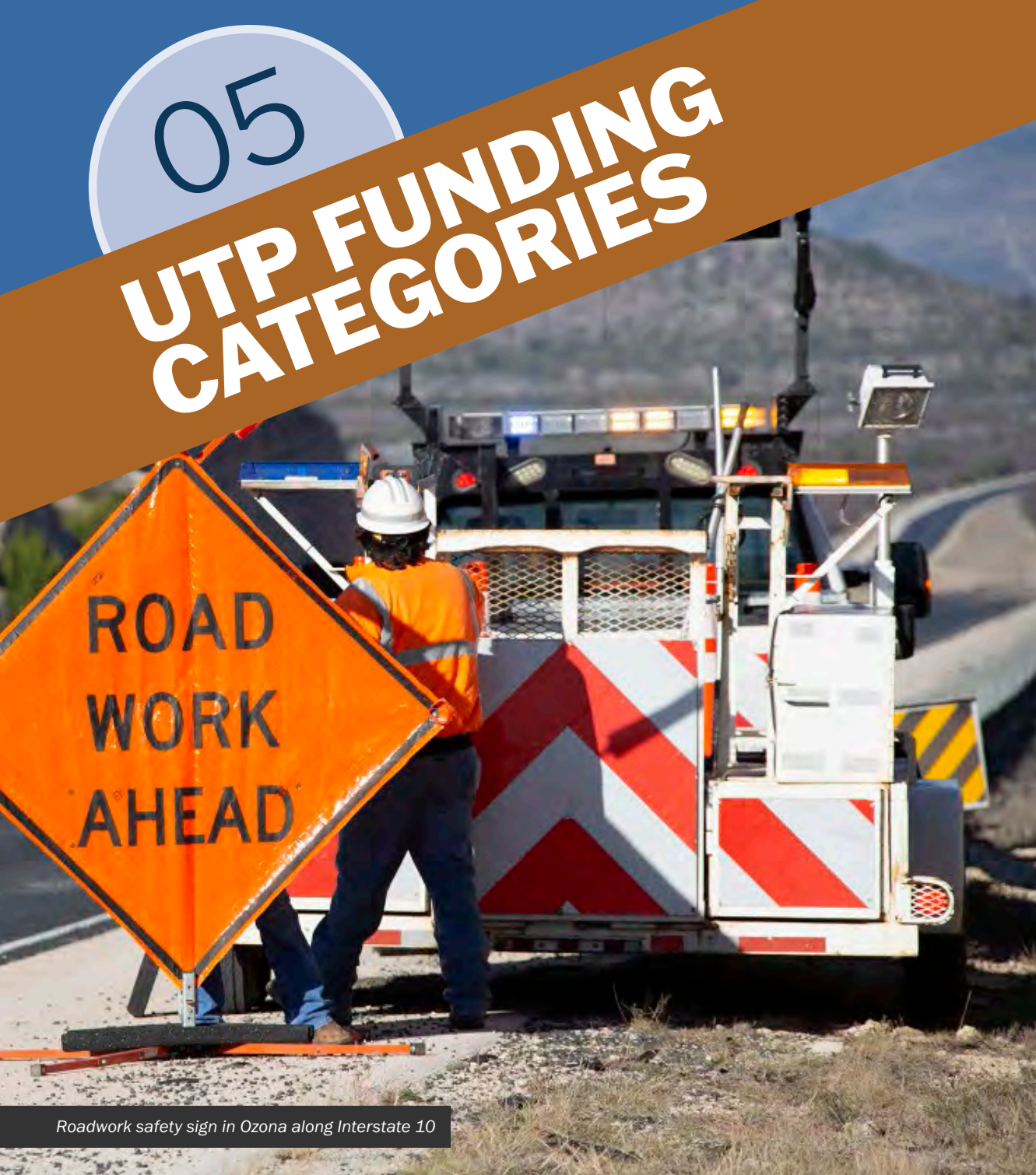


Sep. 2023 – Aug. 2024



05

# UTP FUNDING CATEGORIES



Roadwork safety sign in Ozona along Interstate 10

## TxDOT 2024 UTP Complete Category Funding Descriptions

As required by Texas Administrative Code, TxDOT organizes the Unified Transportation Program (UTP) into 12 prescribed funding categories that address specific project types or ranges of eligible activities. The UTP must also list certain projects TxDOT intends to develop or begin constructing during the 10-year UTP period and identify the categories through which each project is funded.

The Texas Transportation Commission sets broad investment levels for the UTP by determining how much funding goes into each category. Once the available funding is distributed across the categories, selected projects are matched to eligible funds. A single project may be funded from multiple categories, based on the type of project and its characteristics. Projects are selected by metropolitan planning organizations (MPOs), TxDOT districts, certain TxDOT divisions, or the Texas Transportation Commission, depending on the category. In addition, categories may be either project-specific or based on allocations. Funding in project-specific categories is awarded to individual projects around the state, while allocation categories are distributed by formula to TxDOT districts or divisions, which subsequently manage the project selection and programming. The following pages outline the rules for each category.

Funding for other programs, including the Public Transportation, Maritime, Aviation, Rail, and Freight Programs, are organized at the program level and are not distributed through the UTP's funding categories.

**TABLE 7**  
**COMMON PROJECT TYPES IN THE UTP FUNDING CATEGORIES**

The following tables list the most common project types funded through each category in the 2024 UTP and the statewide strategic goals that each project type addresses. All 12 UTP funding categories address all three strategic goals to varying degrees.

FUNDING CATEGORY	PROJECT TYPES	% OF PROGRAMMED FUNDS	STRATEGIC GOAL RANKING		
			PROMOTE SAFETY	PRESERVE OUR ASSETS	OPTIMIZE PERFORMANCE
Category 1: Preventive Maintenance and Rehab	Road surface treatment	31%		1	2
	Road rehab and restoration	30%		1	2
	Rural passing lanes (Super 2)	5%	2		1
	Traffic signals, lighting, signs	3%	1		2
	All other project types	31%			
Category 2: Metropolitan and Urban Corridors	Widening (freeway or non-freeway)	65%	2	2	1
	Freeway interchanges	18%	2		1
	Roadway operational improvements	9%	2		1
	All other project types	8%			
Category 4: Connectivity Corridors	Widening (freeway or non-freeway)	59%	2	2	1
	New-location highway	14%			1
	Roadway operational improvements	12%	2		1
	Freeway interchanges	10%	2		1
	All other project types	6%			
Category 5: Congestion Mitigation and Air Quality	Roadway operational improvements	28%	2		1
	Freeway interchanges	22%	2		1
	Bike and pedestrian infrastructure	20%	1		2
	Public transit, commute alternatives	18%			1
	Traffic mgmt. technology and signals	9%	2		1
All other project types	4%				
Category 6: Structures (Bridge)	Bridge replacement	91%	2	1	
	Bridge rehab or widening	4%	2	1	2
	Bridge maintenance	3%		1	
	All other project types	2%			
Category 7: Metropolitan Mobility and Rehab	Widening (freeway or non-freeway)	48%	2	2	1
	New-location urban roadway	12%			1
	Roadway operational improvements	11%	2		1
	Freeway interchanges	8%			1
	Road rehab and restoration	5%		1	2
	All other project types	16%			

FUNDING CATEGORY	PROJECT TYPES	% OF PROGRAMMED FUNDS	STRATEGIC GOAL RANKING		
			PROMOTE SAFETY	PRESERVE OUR ASSETS	OPTIMIZE PERFORMANCE
Category 8: Safety	Safety improvement projects:	100%			
	Medians and safety barriers		1		
	Intersections and rail crossings		1		2
	Turn lanes and shoulders		1	2	2
	Traffic signals, lighting, signs		1		2
	All other project types				
Category 9: Transportation Alternatives	Bike and pedestrian infrastructure	51%	1		2
	Safety rest areas	44%	1		
	All other project types	5%			
Category 10: Supplemental Transportation Programs	Coastal ferry facilities	29%		2	1
	Culverts and storm drainage	16%	2	1	
	Sidewalks and curb ramps	15%	1		
	Widening (freeway or non-freeway)	9%		1	
	State park roads and parking lots	6%		1	
	All other project types	25%			
Category 11: District Discretionary	Road rehab and restoration	23%		1	2
	Widening (freeway or non-freeway)	21%	2	2	1
	Rural passing lanes (Super 2)	17%	2		1
	Road surface treatment	14%		1	2
	New-location highway	9%			1
	All other project types	16%			
	Category 12: Strategic Priority	Widening (freeway or non-freeway)	76%	2	2
Freeway interchanges		9%	2		1
New-location highway		7%			1
All other project types		8%			

Note: 1 = Primary goal addressed; 2 = Secondary goal addressed

# 2024 UTP FUNDING CATEGORY DETAILS

## FUNDING CATEGORY

# 1

## Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p><b>Preventive Maintenance</b> Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p><b>Rehabilitation</b> Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p>	<p>Funding is allocated to each TxDOT district based on the following formulas:</p> <p><b>Preventive Maintenance</b> A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <ul style="list-style-type: none"> <li>65% On-system lane miles</li> <li>33% Pavement distress score factor</li> <li>2% Square footage of on-system bridge deck area</li> </ul> <p><b>Rehabilitation</b></p> <ul style="list-style-type: none"> <li>32.5% Three-year average lane miles of pavement with distress scores &lt;70</li> <li>20% Vehicle miles traveled per lane mile (on system)</li> <li>32.5% Equivalent single-axle load miles (on and off system and interstate)</li> <li>15% Pavement distress scores pace factor</li> </ul> <p>See note at end of section</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

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

FUNDING CATEGORY

2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.</p> <p>The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.</p> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p>	<p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p><b>Category 2 Metropolitan (2M)</b> Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs).</p> <ul style="list-style-type: none"> <li>30% Total vehicle miles traveled (on and off system)</li> <li>17% Population</li> <li>10% Lane miles (on system)</li> <li>14% Truck vehicle miles traveled (on system)</li> <li>7% Percentage of census population below the federal poverty level</li> <li>15% Based on congestion</li> <li>7% Fatal and incapacitating crashes</li> </ul> <p><b>Category 2 Urban (2U)</b> Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula:</p> <ul style="list-style-type: none"> <li>20% Total vehicle miles traveled (on and off system)</li> <li>25% Population</li> <li>8% Lane miles (on system)</li> <li>15% Truck vehicle miles traveled (on system)</li> <li>4% Percentage of census population below the federal poverty levels</li> <li>8% Centerline miles (on system)</li> <li>10% Congestion</li> <li>10% Fatal and incapacitating crashes</li> </ul>	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see <a href="#">pg. 29</a>), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.</p>	<p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p>

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

FUNDING CATEGORY

4

Statewide  
Connectivity  
Corridor  
Projects

FUNDING CATEGORY

5

Congestion  
Mitigation  
and Air Quality  
Improvement

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> <li>- Texas Highway Trunk System</li> <li>- National Highway System (NHS)</li> <li>- Connections to major seaports or border crossings</li> <li>- National Freight Network</li> <li>- Hurricane evacuation routes</li> </ul> <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> <li>- Mobility corridors: High-traffic routes with potential need for additional roadway capacity</li> <li>- Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided</li> <li>- Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains</li> </ul>	<p><b>Category 4 Rural Connectivity</b> Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p><b>Category 4 Urban Connectivity</b> Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select Category 4 Rural projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>TxDOT districts oversee the selection of MPO projects using a performance-based prioritization process that assesses mobility and air quality needs within a nonattainment area.</p>



FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p><b>Highway Bridge Program</b> For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p><b>Bridge Maintenance and Improvement Program</b> For rehabilitation of eligible bridges on the state highway system.</p> <p><b>Bridge System Safety Program</b> For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT’s Bridge Division, which selects projects statewide.</p>	<p><b>TxDOT’s Bridge Division</b> selects projects using a performance-based prioritization process.</p> <p><b>Highway Bridge</b> projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p><b>Bridge Maintenance and Improvement</b> projects are selected statewide based on identified bridge maintenance/ improvement needs.</p> <p><b>Bridge System Safety</b> projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

FUNDING CATEGORY

8

Safety

FUNDING CATEGORY

9

Transportation  
Alternatives  
Set-Aside  
Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p><b>Highway Safety Improvement Program (HSIP)</b> Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p><b>Systemic Widening Program (SSW)</b> Statewide program to fund the widening of high-risk narrow highways on the state highway system.</p> <p><b>Road to Zero (RTZ)</b> Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT’s Traffic Safety Division, which selects projects statewide.</p>	<p><b>HSIP</b> Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p><b>Road to Zero</b> Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT, MPOs, and FHWA.</p> <p>TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT. Funds allocated to statewide use, as well as small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT’s Public Transportation Division through a competitive process.</p>

FUNDING CATEGORY  
**10**

**Supplemental  
Transportation  
Programs**

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p><b>Supplemental Transportation Projects (Federal)</b> Federal discretionary and congressional high-priority projects.</p> <p><b>Carbon Reduction Program (CRP)</b> Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.</p> <p><b>Federal Lands Access Program (FLAP)</b> Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p><b>Texas Parks and Wildlife Department (TPWD)</b> Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p><b>Green Ribbon Program</b> Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p><b>Americans with Disabilities Act (ADA) Pedestrian Program</b> Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.</p> <p><b>Landscape Incentive Awards</b> Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor’s Community Achievement Awards Program. The awards recognize participating cities’ or communities’ efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p>	<p><b>Supplemental Transportation Projects (Federal)</b> Directed by federal legislation.</p> <p><b>Carbon Reduction Program</b> TxDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to MPOs by population.</p> <p><b>Federal Lands Access Program</b> Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p><b>Texas Parks and Wildlife Department (TPWD)</b> Per Rider 21(c), funding is distributed as a statewide allocation.</p> <p><b>Green Ribbon Program</b> Per Rider 15, allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p><b>Americans with Disabilities Act (ADA)</b> Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p><b>Landscape Incentive Awards</b> Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program.</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Condition of crossing’s riding surface and benefit to cost per vehicle using crossing.</p> <p><b>Railroad Signal Maintenance Program</b> Based on number of crossings and type of automatic devices present at each.</p>	<p>For <b>CRP</b>, statewide projects are administered by TxDOT’s Transportation Planning &amp; Programming Division whereas MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.</p> <p>For <b>FLAP</b>, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p><b>The Texas Parks and Wildlife Department (TPWD)</b> selects State Park Roads projects in coordination with TxDOT districts.</p> <p><b>Green Ribbon</b> allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p><b>ADA</b> projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division.</p> <p><b>Landscape Incentive Awards</b> are managed by the TxDOT Design Division.</p>

FUNDING CATEGORY  
**10**

**Supplemental  
Transportation  
Programs**  
(continued)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p><b>Railroad Signal Maintenance Program</b> Financial contributions to each railroad company in the state for signal maintenance.</p> <p><b>Safety Rest Area/Truck Parking</b> This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system.</p> <p><b>Intelligent Transportation Systems (ITS)</b> Improve Traffic Asset Management and Device Monitoring for better security controls.</p> <p><b>Category 10 Carbon Reduction</b> In accordance with the federal IIJA, a new Carbon Reduction subprogram has been added to Category 10. Carbon Reduction funding is allocated to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.</p> <p>Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion using alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.</p>	<p><b>Safety Rest Area/Truck Parking</b> Allocated to TxDOT's Maintenance Division, which selects projects statewide.</p> <p><b>Intelligent Transportation System</b> Allocated to various TxDOT Divisions, which selects projects statewide.</p>	<p>The TxDOT Rail Division in coordination with TxDOT districts selects <b>Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects</b>. All projects are selected using a performance-based prioritization process.</p> <p><b>Safety Rest Area/Truck Parking</b> projects are selected and managed by TxDOT's Maintenance Division.</p> <p><b>Intelligent Transportation System</b> projects are selected and managed by TxDOT's various divisions.</p>

FUNDING CATEGORY

11

District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p><b>District Discretionary</b> Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p><b>Energy Sector</b> Safety and maintenance work on state highways impacted by the energy sector.</p> <p><b>Border State Infrastructure Funding</b> Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p><b>District Safety</b> District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors.</p> <p><b>Construction Cost Overruns/Change Order</b> Provides additional funding for costs that are realized at letting and during construction.</p>	<p><b>District Discretionary</b> Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:                      70% On-system vehicle miles traveled                      20% On-system lane miles                      10% Annual truck vehicle miles traveled</p> <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p><b>Energy Sector</b> Allocation formula based on the following weighted factors:                      40% Three-year average pavement condition score                      25% Oil and gas production taxes collected                      25% Number of well completions                      10% Volume of oil and gas waste injected</p> <p><b>Border State Infrastructure Funding</b> Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state’s federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p><b>District Safety</b>                      10% On-system daily vehicle miles traveled                      10% On-system lane miles 2020                      40% On-system fatal and incapacitating crashes                      40% Fatal and incapacitating crash rate</p> <p><b>Construction Cost Overruns/Change Order</b> Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.</p>	<p><b>TxDOT Districts</b> select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p><b>The Texas Transportation Commission</b> allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p><b>Border State Infrastructure Funding</b> Project selection criteria include, but are not limited to:                      – Number of land border ports of entry                      – Number of incoming commercial trucks and railcars                      – Number of incoming personal motor vehicles and buses                      – Weight of incoming cargo by commercial trucks</p>

FUNDING CATEGORY

12

Strategic  
Priority

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

# TxDOT-CRP District 2024 UTP Approved Project List

CSJ	COUNTY	HWY	PROJECT DESCRIPTION	AUTHORIZED IN THE 2023 UTP			UPDATED CONSTRUCTION ESTIMATE	% Increase	FUNDING GAP IN TODAY'S DOLLARS	2024 UTP CANDIDATES REQUESTED AMOUNTS					COMMENTS <i>(from 11/17/22)</i>
				EST LET DATE RANGE	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	FUNDING APPROVED & AUTHORIZED IN THE 2023 UTP				PROPOSED EST LET DATE RANGE	FUNDING CATEGORY REQUESTED	TOTAL REQUESTED CONSTRUCTION FUNDING	INCLUDING INFATION	DRAFT UTP AUTHORIZED CONSTRUCTION FUNDING	
1209-01-030	San Patricio	FM 893	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	FY 2023-2026	CAT 2M	\$7,904,000	\$12,500,000	58%	\$4,596,000	FY 2024-2027	CAT 2 METRO	\$12,500,000	\$12,500,000	\$12,500,000	Updated to current bid prices. High cost for storm sewer and drainage items.
0617-01-177	Nueces	SH 358	RAMP REVERSAL PHASE II-B	FY 2023-2026	CAT 2M	\$39,960,000	\$55,000,000	38%	\$15,040,000	FY 2024-2027	CAT 2 METRO	\$50,000,000	\$50,000,000	\$50,000,000	Updated to current bid prices. Higher cost for retaining walls and confined construction space.
											CAT 4 URBAN	\$5,000,000	\$5,000,000	\$6,000,000	
0326-01-056	Nueces	SH 286	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FY 2023-2026	CAT 2M	\$52,000,000	\$58,000,000	12%	\$6,000,000	FY 2024-2027	CAT 2 METRO	\$58,000,000	\$58,000,000	\$60,000,000	Updated to current bid prices.
0989-02-057	Nueces	FM 624	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	FY 2023-2026	CAT 2M	\$9,280,000	\$27,500,000	29%	\$6,220,000	FY 2024-2027	CAT 2 METRO	\$9,500,000	\$10,600,000	\$11,640,000	Updated to current bid prices.
					CAT 4U	\$10,000,000					CAT 4 URBAN	\$16,000,000	\$16,000,000	\$16,000,000	
					CAT 7	\$2,000,000					CAT 7	\$2,000,000	\$2,000,000	\$2,000,000	
0180-06-118	San Patricio	SH 35	UPGRADE/ADD Elevated SPUI	FY 2027-2032	CAT 4U	\$29,680,000	\$32,000,000	8%	\$2,320,000	FY 2024-2027	CAT 4 URBAN	\$32,000,000	\$35,840,000	\$36,400,000	Updated to current bid prices. High level of risk on accuracy of estimate until completion of the schematic/environmental process.
0180-10-082	San Patricio	SH 361	UPGRADE/ADD Elevated SPUI	FY 2027-2032	CAT 2M	\$44,800,000	\$52,000,000	16%	\$7,200,000		CAT 2 METRO	\$52,000,000	\$58,240,000	\$46,862,407	
											CAT 4 URBAN	\$0	\$0	\$12,497,593	
0180-11-016	San Patricio	SP 202	UPGRADE/ADD Elevated SPUI	FY 2027-2032		\$0	\$15,000,000	New	\$15,000,000		CAT 2 METRO	\$15,000,000	\$16,800,000	\$16,800,000	
0326-03-103	Nueces	SH 286	Construct 1 additional travel lane northbound.	FY 2027-2032	CAT 2M	\$24,000,000	\$30,000,000	7%	\$2,000,000	FY 2024-2027	CAT 2 METRO	\$25,000,000	\$28,000,000	\$28,000,000	Updated to current bid prices and future inflation.
					CAT 4U	\$4,000,000					CAT 4 URBAN	\$5,000,000	\$5,600,000	\$5,600,000	
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS _MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	FY 2027-2032	CAT 2M	\$17,920,000	\$16,000,000	0%	-	FY 2028-2033	CAT 2 METRO			\$15,920,000	
											TBD			\$2,000,000	

Cat 2M 2024 UTP SUMMARY	
Draft 2024 UTP Cat 2M Allocation	\$144,813,899
Projected Carryover (FY 2023)	\$96,908,508
Total Adjusted Allocation	\$241,722,407
Draft Cat 2M Total Authorized Construction Funding	\$241,722,407
<b>Remaining Balance</b>	<b>\$0</b>

Cat 4U 2024 UTP SUMMARY	
Draft 2024 UTP Cat 4U Allocation	\$97,717,479
Projected Carryover (FY 2023)	-\$772,710
Total Adjusted Allocation	\$96,944,769
Draft Cat 4U Total Authorized Construction Funding	\$76,497,593
<b>Remaining Balance</b>	<b>\$20,447,176</b>

# TxDOT-CRP District 2025 UTP Candidate Project List

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



# Federal Carbon Reduction Program Description

U.S. Department of Transportation

## Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

# BIPARTISAN INFRASTRUCTURE LAW



Home

Overview

Funding

Assistance / Local Support

Fact Sheets

Guidance



## Carbon Reduction Program (CRP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	---	\$1.234 B*	\$1.258 B*	\$1.283 B*	\$1.309 B*	\$1.335 B*

\*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

### Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

### Statutory Citations

- § 11403; 23 U.S.C. 175

### Funding Features

#### Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

#### Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation)

#### Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

### Suballocation

- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
  - *Urbanized areas with an urbanized area population greater than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
  - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]
  - *Urban areas with population at least 5,000 and no more than 49,999*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
  - *Areas with population of less than 5,000*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]

## Federal Share

- In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [§ 11403; 23 U.S.C. 120 and 175(f)]

## Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to– [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
  - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
  - a public transportation project eligible under 23 U.S.C. 142;
  - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
  - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
  - deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
  - a project to replace street lighting and traffic control devices with energy-efficient alternatives;
  - development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
  - a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
  - efforts to reduce the environmental and community impacts of freight movement;
  - a project that supports deployment of alternative fuel vehicles, including–
    - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
    - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
  - a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
  - certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
  - a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
  - any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

## Coordination in Urbanized Areas Other Than Transportation Management Areas

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

## Consultation in Rural Areas

Before obligating CRP funds for an eligible project in a rural area, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]

## Program Features

## Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to– [§ 11403; 23 U.S.C. 175(d)]
  - develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and
  - update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]
- Requires the carbon reduction strategy to–
  - support efforts–and identify projects and strategies–to support the reduction of transportation emissions;
  - at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
  - be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]
- Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options to–
  - reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant MPO;
  - facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
  - facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]
- Requires FHWA to–
  - review the State's process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
  - at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

## Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements. [§ 11403; 23 U.S.C. 175(g)]

## Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical\\_support.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm)

Page last modified on April 20, 2022

## TxDOT's push to end 23 years of daily deaths on Texas roads

Roadway crashes have claimed at least one life every day for more than two decades



**AUSTIN** – It almost happened. The long and heartbreaking 23-year streak of daily deaths on Texas highways almost ended. Almost.

On one day in February, Texas experienced a single traffic fatality – well below the average of 12 roadway deaths that occur daily on roadways statewide.

While fewer fatalities is worth noting, the sad fact remains that the streak of daily deaths has continued since Nov. 7, 2000. But that momentary improvement illustrates that the push for engineering safety enhancements and public education can produce positive results. The harsh reality remains, however, that the deadly streak continues and more than 83,000 people have lost their lives on roadways since the streak began.

“Each life lost means a family, neighborhood and community are impacted for a lifetime, and we take safety very seriously as we work to end this horrible streak,” said TxDOT Executive Director Marc Williams. “But it’s going to take all of us working together to get this done.”

TxDOT has committed to enhancing safety on Texas roads, investing \$17 billion in safety improvements through the state's 10-year plan. TxDOT has also developed new changes that may seem small, but could have a major impact:

- Increasing the size of pavement striping from 4 inches to 6 inches. This enhances the visibility of striping on the roadways and encourages drivers to slow down.
- Providing a wider centerline buffer between double yellow stripes with rumble strips or raised pavement markers on undivided highways to alert drivers when they cross the centerline.
- Building innovative intersections like roundabouts, where appropriate, can decrease fatalities at intersections by 90%.
- Implementing a "Safer by Design" program to give roadway designers a way to model safety performance from most of the key design elements used in projects.

Engineering, education and enforcement will always be the key components of traffic safety programs.

While TxDOT builds engineering improvements, drivers can help keep themselves safe on the road. For example, 48% of deaths on Texas roads are from people not wearing their seatbelt inside a vehicle. That one click can have a major impact on fatalities. We all have a shared responsibility to keep our roads and fellow drivers safe.

TxDOT is asking all Texans to do any or all the following to raise awareness:

- Make the best and safest decisions behind the wheel, don't drive under the influence of alcohol and/or drugs; always obey traffic laws; always wear your seatbelt.
- Post pictures on social media with this [downloadable sign](#) displaying the hashtag #EndTheStreakTX.
- Share personal stories on social media of loved ones who have been lost in a crash and use the hashtag #EndTheStreakTX.
- Follow @txdot social media pages and share the content we post.

Together, we can save lives and end this streak of daily deaths

For media inquiries, contact TxDOT Media Relations at [MediaRelations@txdot.gov](mailto:MediaRelations@txdot.gov) or (512) 463-8700.



# CHANGE IS IN THE AIR

**COASTAL BEND AIR QUALITY PARTNERSHIP**  
2022 ANNUAL REPORT

# TABLE OF CONTENTS

07	Our Beliefs
09	A New Era
12	Results & Financials
14	Looking Forward
18	Leadership

A woman with her hair in a ponytail is running on a beach. She is wearing a black sports bra, grey patterned leggings, and red sneakers with green soles. The background shows the ocean with waves and a bright, hazy sky, suggesting a sunset or sunrise.

# OUR HISTORY

The CBAQP (formerly the Corpus Christi Air Quality Group) was initially established in 1995 as a task force to address a now well-known air pollutant called “ozone.” Dedicated stakeholders from local governing bodies, businesses, universities, corporations, community members, the media—and even the military—met and worked collaboratively to design and deliver effective strategies to reduce ozone levels in the Coastal Bend.

Since then, industry has expanded, vehicles on the road have multiplied, hundreds of neighborhoods have been built, and major construction activities are on the rise. All while the EPA has tightened the allowable ozone level three times between 1995 and 2015.

Despite these challenges, we remain within acceptable levels of ozone due to the commitment of our partnership.





# A LETTER FROM OUR PRESIDENT

## Greetings,

What an exciting year 2022 turned out to be for air quality in the Coastal Bend! It started with the official formation of the Coastal Bend Air Quality Partnership (CBAQP) as a non-profit and the hiring of our first-ever Executive Director – Ms. Sharon Bailey Murphy and ended with seating a well-established Board of Directors who meet monthly.

I am honored to be writing this to you as the first President of the Board for CBAQP. On behalf of the Board Directors, I commend you for your commitment and past involvement in helping ensure that air quality in our region is not just good, but great! Gretchen Arnold has entrusted her legacy for clean air to this community and it is our duty and honor to see that through. At the last Board Meeting in December 2022, the Board of Directors approved the development and support for the first-ever Coastal Bend – Community Air Action Plan, or CB-CAAP. This will be the communities' commitment and the path forward for clean air long into the future. I am hopeful for the support from each of you to serve on one of the many work groups that will endeavor to identify commitments, objectives, and initiatives that will collectively become the CB-CAAP.

I would be remiss if I didn't acknowledge the funding support from many organizations within the Coastal Bend airshed, funding that came with a commitment to ensure this organization's success and to serve on the Board of Directors. In the fall of 2022, the Board of Directors came together in a series of meetings that was a leadership retreat. During that retreat, we discovered the many ways

we can contribute as a community because of diverse perspectives, professional and personal motivations, and largely because of a love of this community and its people. I expect that will be the same in the working groups and help to build a solid, concise, and successful CB-CAAP.

While 2022 has been a fantastic year, there is still much need in the way of volunteers, participation, and funding of the initiatives to be considered in the coming years. If you aren't already participating in some way individually or as an organization, I invite you to consider how your support and participation could enhance the success of CBAQP. We would love to hear from you and discuss what is the right fit.

I wish us success in the coming year and look forward to pushing our sleeves up and brainstorming together, but most importantly, keeping air quality in our community great and our skies clear!

Sincerely,

**Sarah Garza**

**President of the Board**

**Coastal Bend Air Quality Partnership**



COASTAL BEND  
AIR QUALITY  
PARTNERSHIP

## GOING THE DISTANCE

“Do more than is required. What is the distance between someone who achieves their goals consistently and those who spend their lives and careers merely following?”

The extra mile.”



## A LETTER FROM OUR EXECUTIVE DIRECTOR

As I reflect on the past six months serving as the Executive Director for the Coastal Bend Air Quality Partnership, I cannot help but be so grateful for the opportunity afforded me to serve our wonderful community. From obtaining our non-profit status to seating our inaugural board of directors, we've seen our ad hoc voluntary group mature and be established into a formal organization. What a momentous milestone for our community, our public health, and our economy. Each moment collaborating with board members, partners, and supporters has been truly inspirational. You all bring such passion and knowledge to the organization and its mission.

It is through your commitment to our partnership that we have remained in attainment of the National Ambient Air Quality Standard for Ozone and have significantly reduced overall emissions in our airshed. Your solid commitment to working together ensures our community will enjoy healthy air for generations to come. I am encouraged by what lies ahead in 2023 with the development of the Coastal Bend Community Air Action Plan (CB-CAAP). This plan will allow us to enjoy economic and population growth without sacrificing our clean air and community health. You, our regional partners, will be crucial in providing input and participating in the development of the plan in order to assure a balance of environmental stewardship and economic competitiveness.

Thank you for being a part of the Coastal Bend Air Quality Partnership. Together we can ensure healthy air that benefits everyone. I look forward to much more in 2023!

For those who may not yet be a part of the exciting things the partnership is doing, please do not hesitate to contact me to discuss how, together, we can partner in keeping our community air quality healthy. Come see why we are the state and national benchmark organization for voluntary community collaboration.

Sincerely,

A handwritten signature in black ink that reads "Sharon Bailey Murphy". The signature is fluid and cursive.

**Sharon Bailey Murphy, MPA, CHMM, REM**  
Executive Director  
Coastal Bend Air Quality Partnership



**The Partnership believes that everyone wants to live, work and play in a community with healthy air.**

## **OUR MISSION**

Protect the Coastal Bend's air quality and inspire all emission sources to strive for performance targets beyond general compliance through research, education, and the development and distribution of guidance documents, recommendations, and tools for emission-reducing activities.

## **OUR BELIEFS**

The Partnership believes that with its leadership and commitment to protecting healthy air quality, the work of the Partnership and its stakeholders will provide the region with the tools and resources it needs to maintain and protect the future of its healthy air.

## CBAQP held a well-attended reception on July 28, 2022 to introduce the community to its newly formed Board of Directors.



New CBAQP President, Sarah Garza, chats with Port Commissioner Bryan Gulley, Valero Corpus Christi Refineries Vice President and General Manager Kevin Lassahn and Corpus Christi Regional Economic Development President and CEO Mike Culbertson.



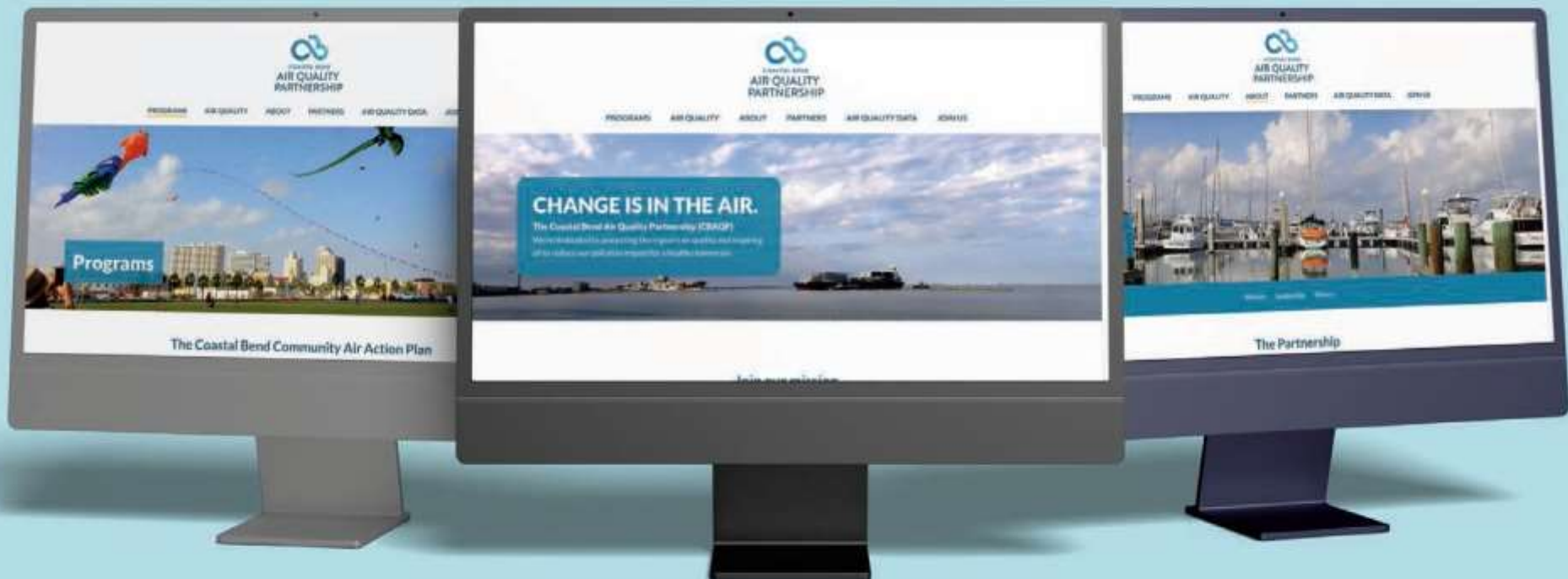
Community members gave a warm welcome to our newly appointed CBAQP Board of Directors in July.



Sarah Garza, elected first president of CBAQP, chats with interim board member Errol Summerlin.

## NON-PROFIT STATUS & BOARD ESTABLISHED

In 2022, the Coastal Bend Air Quality Partnership fully transitioned from an interim board and working group to a 501(c)(3) organizations with a seated board of directors and a full-time executive director with an established office.



## A NEW LOOK TO USHER IN A NEW ERA

A new brand identity, URL and website have been created to better showcase the great work we're doing for our region. Feel free to visit us at [cbairquality.org](http://cbairquality.org) and email us at [info@cbaqp.org](mailto:info@cbaqp.org).

# 2022 ACHIEVEMENTS

## Continuing 27 years of collaboration and emissions reductions

Over 20 stakeholders representing cities, counties, industry, regional planning and transportation agencies, and the military continued to perform voluntary emission reduction activities and implement emission-reduction programs.

A very impressive report of regional voluntary emission reductions was submitted to the U.S. EPA as part of their Ozone Advance program.





COASTAL BEND  
AIR QUALITY  
PARTNERSHIP

## A WORD FROM OUR COMMUNITY

### **Barbara Canales** Former Nueces County Judge (2018-2022)

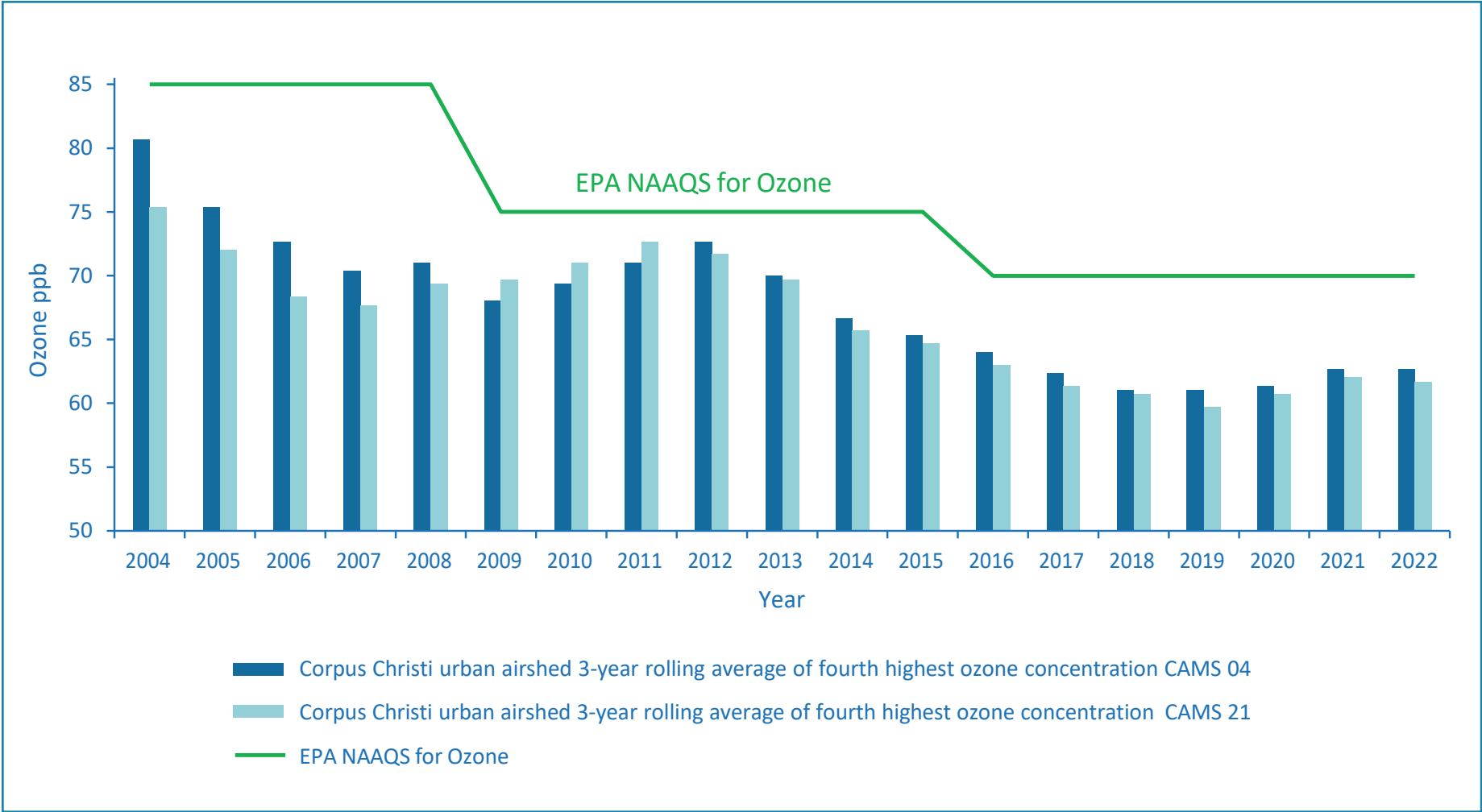
“Nueces County leadership has been a strong and proud supporter of the Coastal Bend Air Quality Partnership for many years. With the work of the Coastal Bend Air Quality Partnership and strong community support, we enjoy air that is compliant with health standards while also enjoying robust growth in business and construction activity.”

### **Errol S. Summerlin** Community Advocate

“This partnership has been a long time coming. We now have a Board of Directors that represents a broad range of interests and perspectives, from NGOs to local government to academia, business and industry, all with a focus on striving for the lowest achievable emissions from all sources to better protect public health and our quality of life in the Coastal Bend.”



# 2022 RESULTS: OUR AIR QUALITY REMAINS WELL WITHIN COMPLIANCE LEVELS OF OZONE



## 2022 FINANCIALS SIGNAL STRENGTH & STABILITY

### Assets

Computer and Printer	\$2,500.00
Cash (Beginning Balance on January 1, 2022 (carry over from 2020 and 2021))	\$153,300.00
Donor Contributions — Unrestricted	\$249,999.00
Donor Contributions — Restricted	\$14,628.00
Interest earned from Coastal Bend Community Foundation account	\$336.65
<b>Total Assets</b>	<b>\$420,763.65</b>

### Expenses

Administrative and Professional Services	\$114,200.00
Operating Expenses	\$15,377.00
Inaugural board meeting and welcome events fees (sponsored in restricted contributions)	\$14,628.00
Project Expenses	\$6,500.00
<b>Total Expenses</b>	<b>\$150,705.00</b>

<b>Net 2022</b>	<b>\$270,058.65</b>
-----------------	---------------------

## SUPPORT SHOWN THROUGH IN-KIND EXPENSES

Office rent and utilities	\$11,263.56
Legal fees	\$8,082.00
Marketing materials and development	\$28,000.00
<b>Total value of in-kind supported expenses</b>	<b>\$47,345.56</b>



## **Paulette Guajardo** **Mayor, City of Corpus Christi**

“The City of Corpus Christi has had the privilege to work with members of the community in establishing and working through the Coastal Bend Air Quality Partnership. Since it began in 1995, the City of Corpus Christi, the Coastal Bend Air Quality Partnership, and its supporters have joined efforts in successfully maintaining the National Ambient Air Quality Standard for Ozone. We have been a national example of the successes that can occur when an air quality organization and the community work together and support each other. The City of Corpus Christi looks forward to continuing the great work of the Partnership to guarantee the health and well-being of our citizens and the region.”



# LOOKING FORWARD

## A PLAN TO MEET OUR MISSION

We have a PLAN to meet our mission of ensuring our region can rely on healthy air quality in the future.

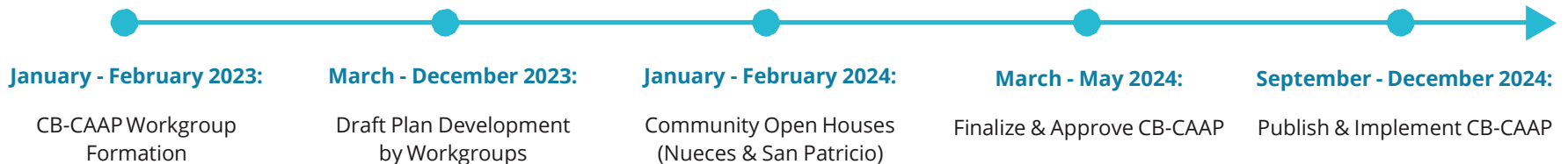
In early 2023, community partners and stakeholders began the work of creating a Coastal Bend Community Air Action Plan (CB-CAAP). Our goal in this process is to build strong commitments to air quality in the communities where we live and work.

The CB-CAAP will include air emission-reduction commitments, policy statements and measurable goals that will protect air quality and inspire all emission sources to strive for voluntary performance targets beyond general compliance.



## CB-CAAP DEVELOPMENT TIMELINE

**Full Year 2023:** Community Outreach, Education & Awareness



# Sean Strawbridge CEO, Port of Corpus Christi

“The Port of Corpus Christi is proud to be a founding partner for the Coastal Bend Air Quality Partnership. Protecting our air shed and positively impacting social determinants of health for our communities are core values of the Port of Corpus Christi and as the primary steward of the largest economic engine in the region, we must be bold in our efforts to improve air quality standards. This requires proactive engagement between community stakeholders, local governments, and industry partners. This Partnership has and will continue to play a strategic role in keeping that level of dialogue and cooperation fully transparent. Port of Corpus Christi leadership looks forward to expanding our role in protecting the regional economy and environment in tandem in the years ahead.”



## A TRUE PARTNERSHIP IN EVERY SENSE

The Partnership is a dependable and long-term, research, advisory, and action-oriented organization that the Coastal Bend community can rely on to protect its current and future healthy air quality and quality of life. Via mutually beneficial relationships with stakeholders, the Partnership is a regional and national success for voluntary reductions of air emissions and protection of air quality. This would not be possible without the extended commitment from our financial supporters.



Coastal  
Bend  
Industry  
Association



## **Cathy Skurow** **Mayor, City of Portland**

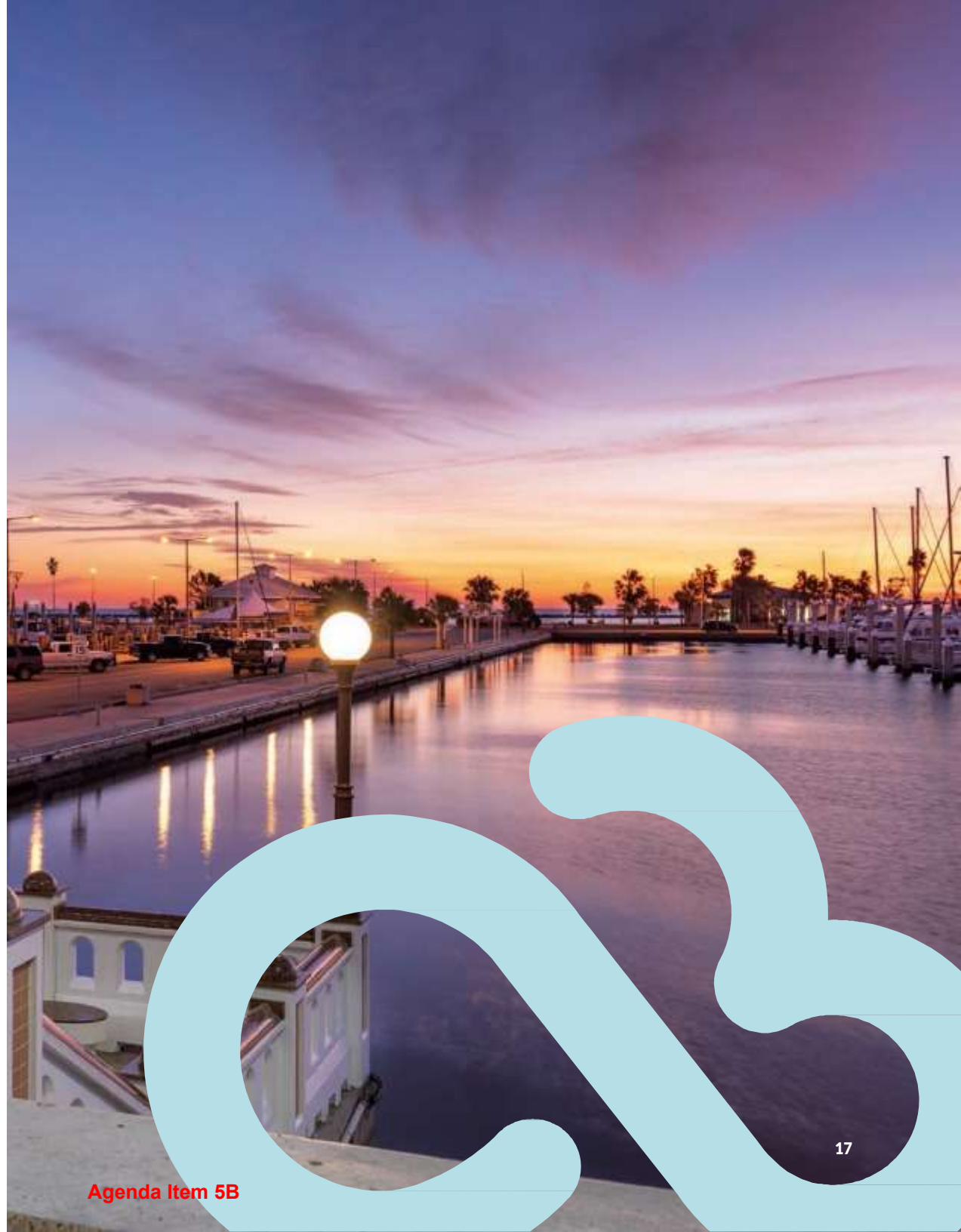
"I truly believe that if it were not for the efforts of the Coastal Bend Air Quality Partnership, we would not have been able to maintain EPA's ozone air quality standards. Since 1995, I have witnessed a small volunteer group evolve into the incredible organization it is today. Thank you to all the participants in the Coastal Bend Air Quality Partnership. When we all work together, we can achieve amazing results."

## **David Krebs** **Judge, San Patricio County**

"San Patricio County is appreciative of the work of the Coastal Bend Air Quality Partnership as we work together to maintain air quality that is healthy for our San Patricio County community. We are proud to support the ongoing efforts of the Coastal Bend Air Quality Partnership."

## **Bob Paulison** **Executive Director, Coastal Bend Industry Association**

"The Coastal Bend Air Quality Partnership has proven to be an essential element of the region's efforts over the past 25 years to keep air quality in attainment of EPA's ozone standards. Since the partnership's inception in 1995, Coastal Bend Industry Association member companies have been proud participants in this whole-of-community effort to improve local air quality, and we look forward to continuing to work together to achieve additional improvements in the years ahead."



# BOARD OF DIRECTORS



**Officer - Sarah Garza**

- Board President
- Port of Corpus Christi Appointee
- Port of Corpus Christi Director of Environmental Planning and Compliance



**Officer - Darcy Schroeder**

- Board Vice-President
- Coastal Bend Industry Association Appointee
- Valero Public Affairs Manager



**Officer - Barbara Canales**

- Board Treasurer
- Nueces County Appointee
- Former Nueces County Judge



**Officer - John Weber**

- Board Secretary
- Community Representative



**Sonia Lopez**

- San Patricio County Appointee
- San Patricio County Commissioner, Precinct 1



**Brady Fontenot**

- Business and Industry Representative
- Gulf Coast Growth Ventures, Environmental Supervisor



**Paulette Guajardo**

- City of Corpus Christi Appointee
- Mayor, City of Corpus Christi



**Travis Chaney**

- Business and Industry Representative
- Bay, Ltd., Director of Safety



**Zach Albrecht**

- City of Portland Appointee
- Portland City Council Member



**J. David Felix, Ph. D.**

- Academia Representative
- Associate Professor of Environmental Chemistry Texas A&M University — Corpus Christi



## SHARON BAILEY MURPHY

Sharon Bailey Murphy, MPA, CHMM, REM is a twenty-year environmental professional and has been an active partner with the Coastal Bend Air Quality Partnership (formerly the Corpus Christi Air Quality Group) for 13 years. Before joining CBAQP, Ms. Murphy served the City of Corpus Christi for thirteen years, managing internal and external Environmental Affairs, where she oversaw initiatives that promoted environmental stewardship and sustainability and was the City's point of contact for all federal, state, and local environmental initiatives. Sharon is a Texas A&M University-Corpus Christi graduate and holds a Bachelor of Science Degree in Biology with a minor in Chemistry and an MPA in Organizational Leadership from the University of Arizona in May 2021. She is a 2018 Water Environment Federation's Water Leadership Academy graduate, an international water and wastewater leadership training program.

### **Sharon Bailey Murphy presents a token of appreciation to Gretchen Arnold for 27 years of leadership, service, and dedication to protecting our community's air quality.**

Mrs. Murphy is active in the Corpus Christi community and currently serves (or served) on numerous boards and committees, holding leadership positions such as:

- Chairperson of the Board of Directors for the American Red Cross - Coast Bend Chapter
- Immediate Past-President on the Board of Directors of the YWCA-Corpus Christi
- President on the Board of Directors of The Coastal Bend Bays Foundation
- Secretary of the Board of Directors of the Coastal Bend Bays and Estuary Program
- Immediate Past -Chairperson of the World Affairs Council, South Texas Chapter
- Board of Directors of The Ark Assessment Center and Emergency Shelter for Youth

Sharon is especially proud of participating in the YWCA's Y-Teens program, where she encourages young girls to pursue careers in Science, Technology, Engineering, and Mathematics. She is also a Host City representative and program presenter for the US Department of State's International Visitor's Program where she has hosted environmental and other professionals from Israel, Singapore, Vietnam, Indonesia, South Africa, Russia, Albania, Bulgaria, Greece, Hungary, Macedonia, Moldova, Africa, Romania, Ukraine, and Serbia.

On a personal note, Sharon's husband Dr. Rich Murphy, a missionary to Mexico and pastor to pastors, is a technical writer and has authored over 200 books. They have four adult children, Jenni, Josh, Stephanie, and Rebekah, and are the overjoyed Mimi and Pawpaw to two granddaughters Anthem and Gemma, and grandson Ezra Jude. Sharon is an ordained minister and serves as a minister and teacher at Corpus Christi Christian Fellowship. Sharon loves her family, her church, her job, and Corpus Christi. She inspires people of all ages and backgrounds with her enthusiasm and genuine love for people as a motivational speaker, evangelist, and teacher.





# CONTACT US

**Office Address:** 1305 N. Shoreline Blvd. Suite 220, Corpus Christi, TX 78401

**Mailing Address:** P.O. Box 407, Corpus Christi, TX 78403

Visit us at [cbairquality.org](http://cbairquality.org) and email us at [info@cbaqp.org](mailto:info@cbaqp.org).

**Agenda Item 5B**



---

**Date:** November 29, 2023  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5D: Adjusted Urban Area Status Update and Urban Density Discussion  
**Action:** Information Only

---

### **Summary**

#### **TxDOT and FHWA approved the Adjusted Urban Areas shown in Attachment 1.**

As mentioned in previous memos, MPOs and TxDOT had until October 31 to adjust the Urban Area Boundary using the 9 factors listed in FHWA's *Highway Functional Classification Criteria and Procedures*. During September the Corpus Christi MPO staff participated in 2 online sessions with TxDOT and met in our offices with FHWA and TxDOT to discuss detailed areas for inclusion or exclusion. These discussions were summarized during discussions with the Technical Advisory Committee (TAC) and presented to the Transportation Policy Committee. After reviewing all of the proposed adjustments to urban areas statewide, FHWA gave final approval to the boundaries shown in Attachment 2. There are several differences that should be noted.

- The area south of Port Aransas on Mustang Island was placed into the Ingleside-Aransas Pass-Port Aransas Adjusted Urban Area and not into the Corpus Christi Urban Area.
- The area on the north side of Gregory that had previously been included within the MPO Planning boundary was not included in the Adjusted Urban Area.
- The area west of the Corpus Christi International Airport was not included in the Adjusted Urban Area.

The Adjusted Urban Area Boundary is important for several reasons:

- 1) The boundary of an MPO is determined by including the Adjusted Urban Area, plus all contiguous areas that will be urban within the timeframe of the Metropolitan Transportation Plan (MTP). Areas outside of an MPO boundary are under the TxDOT planning jurisdiction.
- 2) Federal transportation funds are allocated to MPOs based on several criteria; a fundamental criterion is the population of the urban area. Another funding consideration is the mileage of roads by each federal functional classification within the Adjusted Urban Area.
- 3) The federal functional classification of roads (this is occasionally different from what local jurisdictions have functionally classified roads as) determines eligibility for federal funds and the relative importance of each roadway when scored against performance measures. Federal functional classification is predicated on inclusion in an Adjusted Urban Area.

#### **Next Steps for MPO Boundary Determination**

As stated in CFR§ 450.312 Metropolitan Planning Area boundaries.

*(a) The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor.*

*(1) At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.*

*(2) The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.*

**Please note that both the Census Urban Area and the Adjusted Urban Area are different from the Metropolitan Planning Area boundary, which will be updated to incorporate the Adjusted Urban Area and the area that the Small Area Forecast shows is Urbanizing Area.**

**The following definitions are provided for the discussion:**

**Census Urban Area:** The area defined by the Census as Urban based on density of residential units.

**Adjusted Urban Area:** The area smoothed by local entities and TxDOT to create a single, contiguous boundary. It is approved by FHWA based on 9 factors and must include all of the Census Urban Area.

**Urbanizing Area:** The area that is currently rural according to the Census, but the Corpus Christi TPC adopted Small Area Forecast says will reach urban density. This can overlap with the areas that are added during the Adjusted Urban Area process.

**Metropolitan Planning Boundary:** The area that the Transportation Policy Committee is responsible for conducting the 3C Planning Process for. It includes the Corpus Christi Adjusted Urban Area plus all contiguous areas that will be Urban in the Metropolitan Plan year (2050).

**Urban Density:** having developed density equivalent to 200 housing units per square mile, generally at the Census Block level. Further discussion of the large Census Blocks on the perimeter of the region should take place.

During the September 7, 2023 TPC meeting the Corpus Christi MPO TPC approved the version of the Texas State Demographic Center forecast, (released October 24, 2022) which provides the largest growth in population to the Corpus Christi Metropolitan Area. Under the direction of the State Demographer, the Texas Demographic Center's Texas Population Projections Program collects information to produce both population estimates of current population and forecasts for future population for the State of Texas as required by state law (Chapter 468 of Texas Government Code). The Texas Population Projections Program produces the estimates and forecasts for the entire state of Texas and each individual county in the state by age, sex, and race/ethnicity.

The Corpus Christi MPO has contracted to use the software program [UrbanSim](#) to suballocate the forecast change in population into small geographic areas (hence the name Small Area Forecast). One advantage of using Urbansim is the ability to quickly adjust assumptions and create additional scenarios for where people will live and work over the next 25 years. Comparing the type, size and location of transportation needs depending on location and magnitude of growth can reduce the risk of inefficient transportation investments due to changing growth patterns. The TPC will select one growth scenario as the official forecast for the Corpus Christi MPO 2050 MTP.

The Corpus Christi MPO has contracted to review and update roadway functional classifications as part of the Update to the Congestion Management Program (CMP). This is agenda item 5E.

**Recommendation**

None

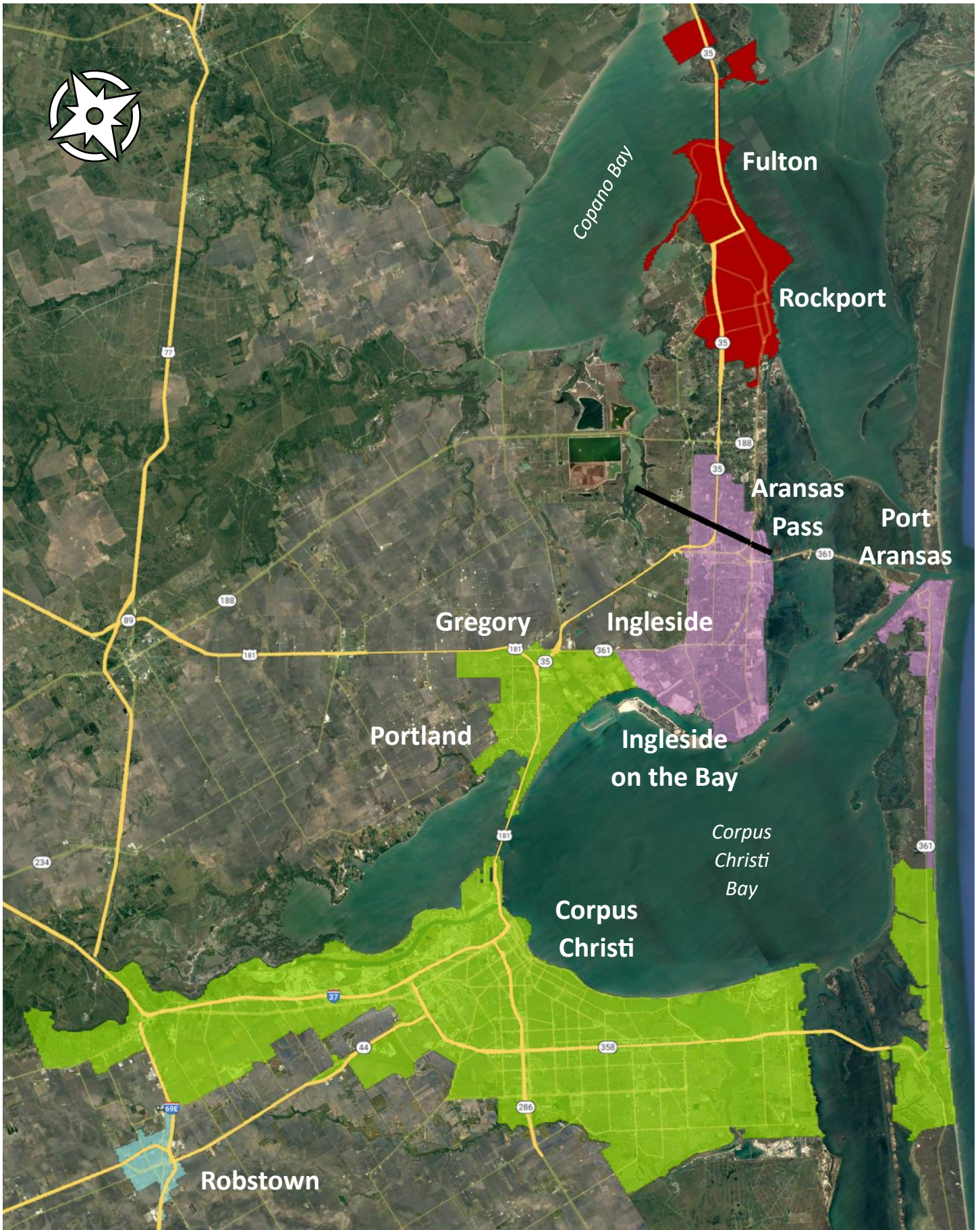
**Proposed Motion**

None

**Attachment:**

1. Map of the TxDOT and FHWA approved 2020 Census Adjusted Urbanized Areas

# Map of the TxDOT and FHWA approved 2020 Census Adjusted Urbanized Areas





---

**Date:** November 29, 2023  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5E: Congestion Management Process Update and Federal Functional Classification Discussion  
**Action:** Information Only

---

### **Summary**

The Corpus Christi MPO TPC adopted the 2020 CMP as part of the 2045 MTP development process. The Regionally Significant Corridors from the 2020 CMP are shown in Attachment 1, along with details about the current regional classifications.

As part of the 2025 Congestion Management Process, the Federal Functional Classification of roads will be verified and updated using TxDOT's 2023 Functional Classification SOP and the 2023 Highway Functional Classification Concepts, Criteria and Procedures 2023 guidance adopted by FHWA.

### **Background**

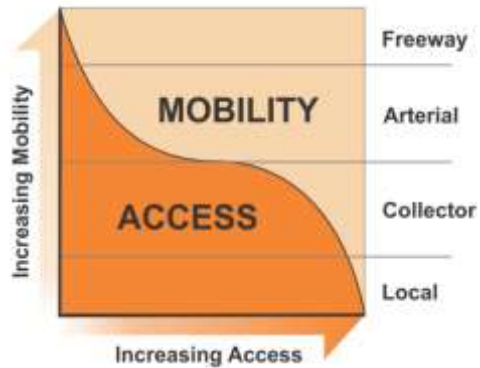
The Federal Highway Administration (FHWA) defines a CMP as: *"a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meets state and local needs."* A principal function of the CMP is guiding the selection of which projects to fund in the TIP. As federally required, any project proposed for federal funding in the TIP that adds general-purpose lanes must demonstrate demand and operational management strategies (such as access management or signal interconnection) are insufficient to satisfy the need for additional capacity. If a roadway expansion project is deemed necessary, the CMP must identify all the other regional demand and operational management strategies that will maintain the functional integrity and safety of the corridor into the future.

The CMP uses an 8-step process to identify regionally significant routes, determine what levels of congestion are acceptable and unacceptable, uses performance measures to prioritize congestion hotspots along the identified significant corridors, develops a set of policies or projects to improve travel within each identified significant corridor, and evaluates the set of interventions to determine the most efficient and effective investments that meet the adopted regional goals. Federal guidance requires that policies or projects that reduce congestion without building new or wider roads are used before the investment is made to build a new or wider road. This promotes efficient use of existing transportation infrastructure and allows limited funding to benefit a wider area.

Following the 2020 Census, as part of updating the Adjusted Urban Areas, State DOTs and MPOs are required to review the Federal Functional Classification of the roadway system and make any necessary changes due to urban boundary changes, addition of new roadways or changes in the roadways are functioning. As stated in the 2023 FHWA guidance "A primary objective of the functional classification system is to connect traffic generators (population centers, schools, shopping areas, etc.) with a roadway network that channelizes trips logically and efficiently. The federal functional classification process

(described [here](#)) groups roadways into classes (freeways, arterials, collectors, locals), based on the role they play in the overall roadway system. Roadway classes are determined based on the following factors:

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



The AASHTO **A Policy on Geometric Design of Highways and Streets**, “Green Book” recognizes the relationship between highway functional classification and design criteria. The current AASHTO Green Book (Version 7) states that, “*The first step in the design process is to define the function that the facility is to serve.*” The 8<sup>th</sup> version of the Green Book is currently in review and is a comprehensive update and shift in philosophy to incorporate multimodal performance-based designs that are sensitive to the context the route is passing through, such as rural, suburban, and urban. Many of these concepts will be presented in the Regional Complete Streets plan that the Corpus Christi MPO is currently developing.

#### **Recommendation**

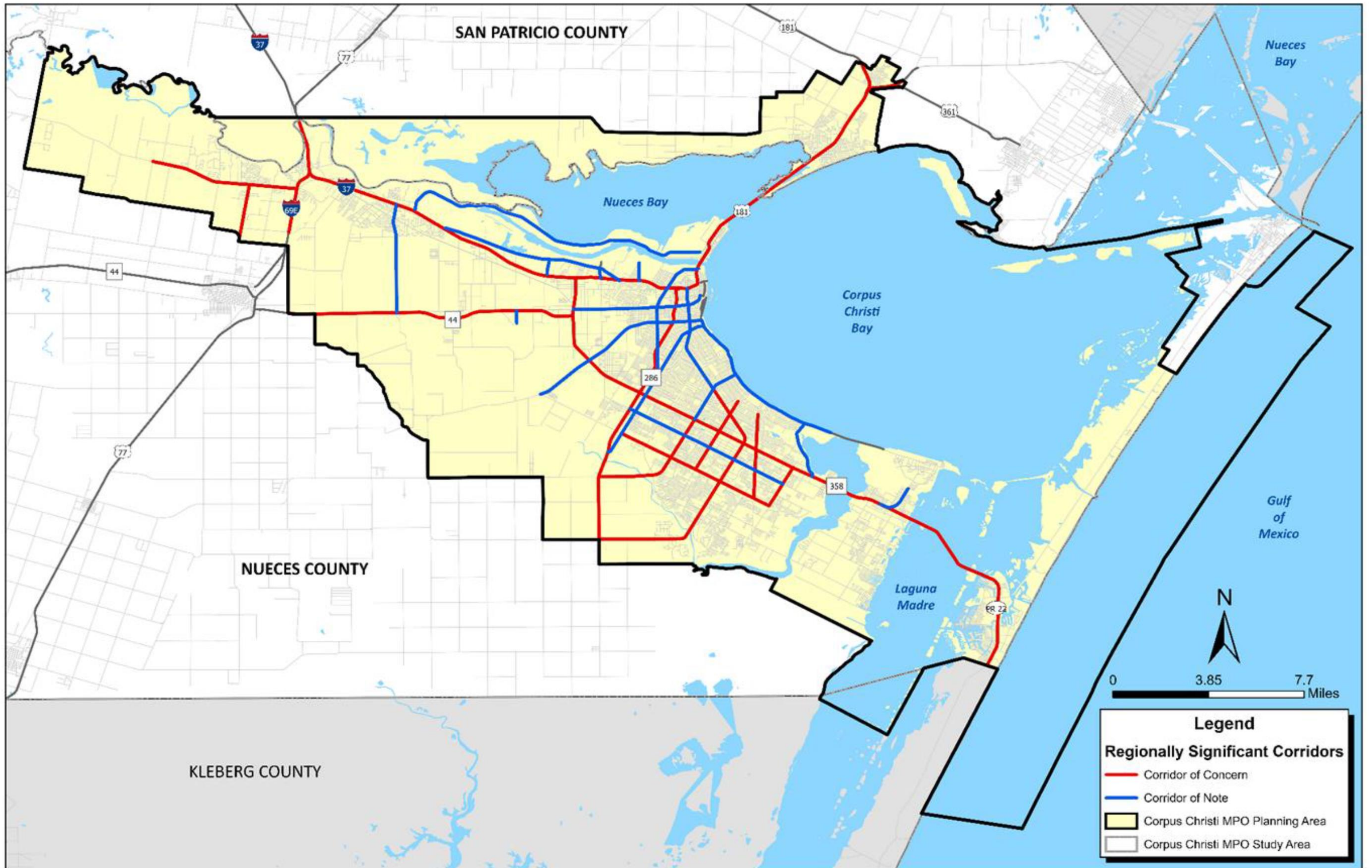
None

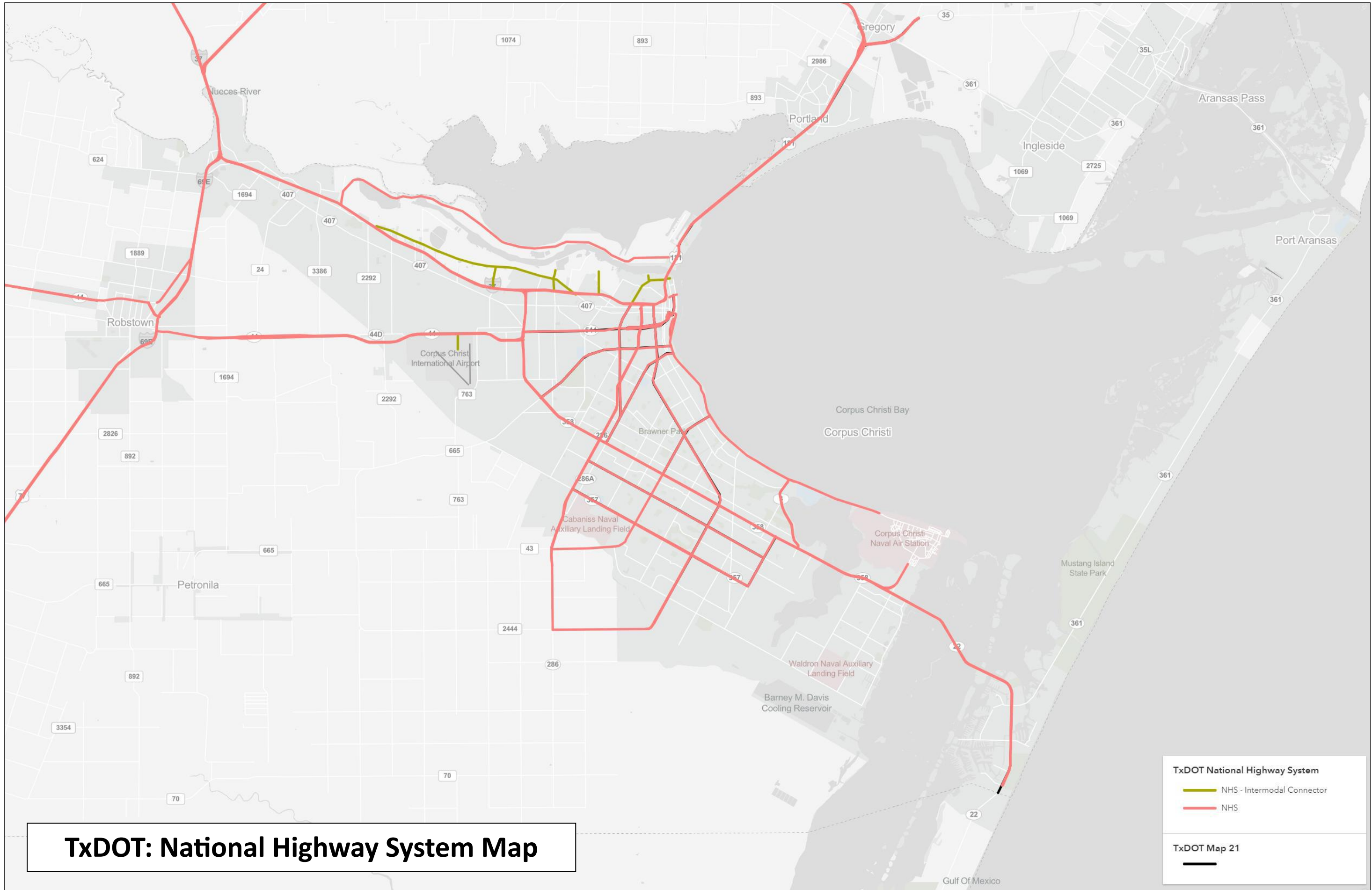
#### **Proposed Motion**

None

#### **Attachments:**

1. Key portions of the presentation from the November 16<sup>th</sup> TAC meeting and November 16<sup>th</sup> Workshop
2. Corpus Christi MPO 2020 Congestion Management Process (CMP) Document [🔗 \(PDF\)](#)





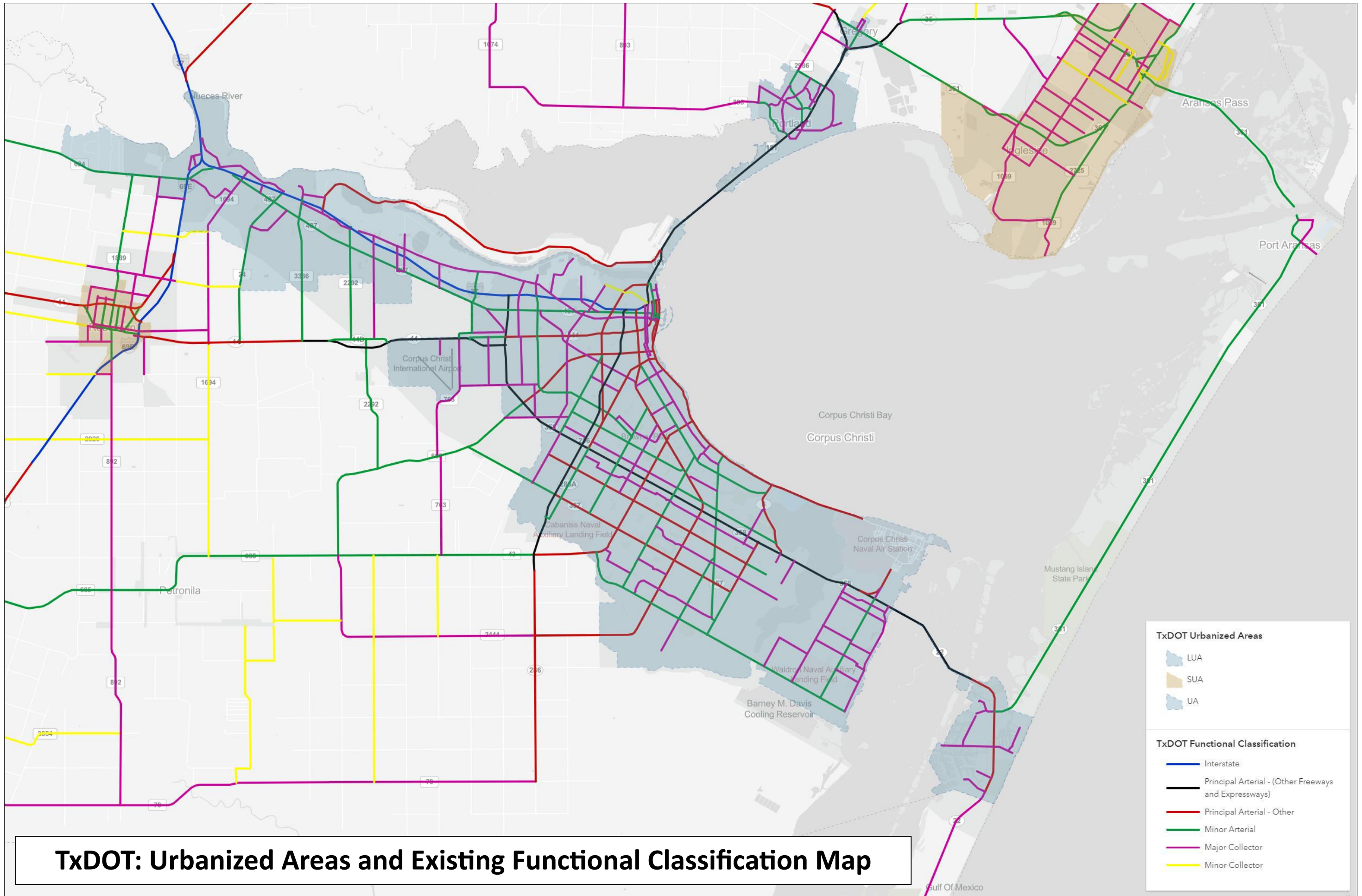
**TxDOT: National Highway System Map**

**TxDOT National Highway System**

- NHS - Intermodal Connector
- NHS

TxDOT Map 21



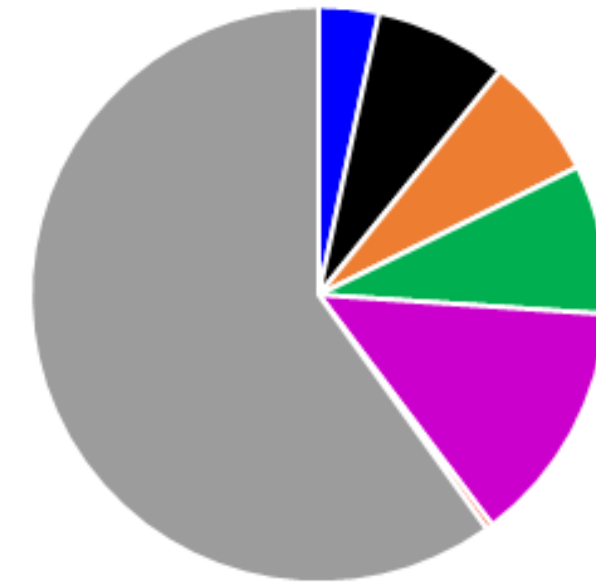


**TxDOT: Urbanized Areas and Existing Functional Classification Map**

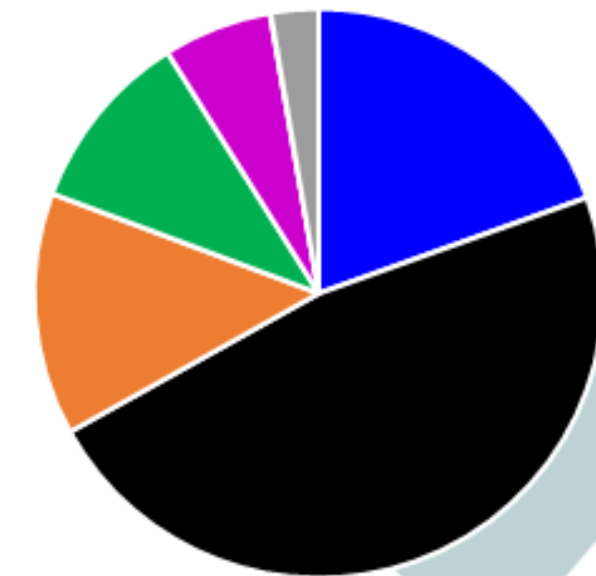
# Existing FC Network

Functional Classification	% of mileage	% of VMT
Interstate	3.3%	19.5%
Principal Arterial - Other Freeways and Expressways	7.5%	47.4%
Principal Arterial - Other	6.9%	13.8%
Minor Arterial	8.4%	10.4%
Major Collector	13.6%	6.2%
Minor Collector	0.4%	0.1%
Local	59.9%	2.7%

**By mileage: mostly local roads**

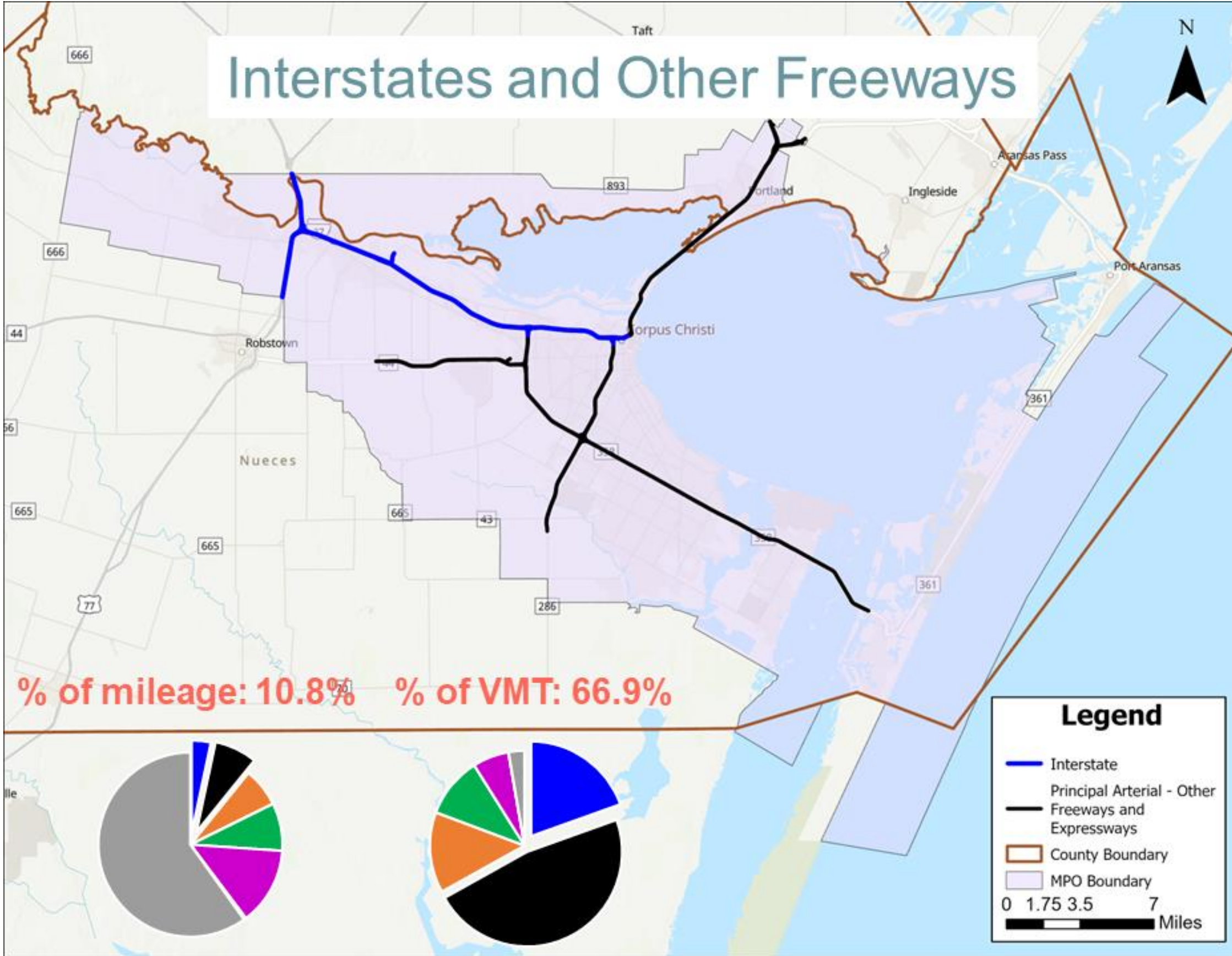


**By VMT: mostly freeways**

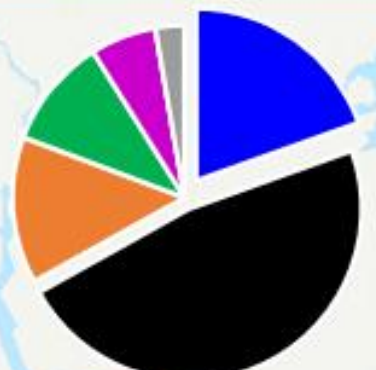
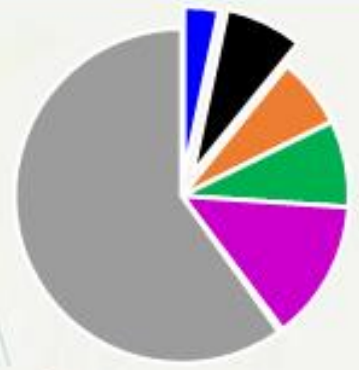


\*VMT based on ADT estimates x mileage from TxDOT Roadway Inventory

# Interstates and Other Freeways



**% of mileage: 10.8%    % of VMT: 66.9%**



**Controlled-Access  
and Divided**

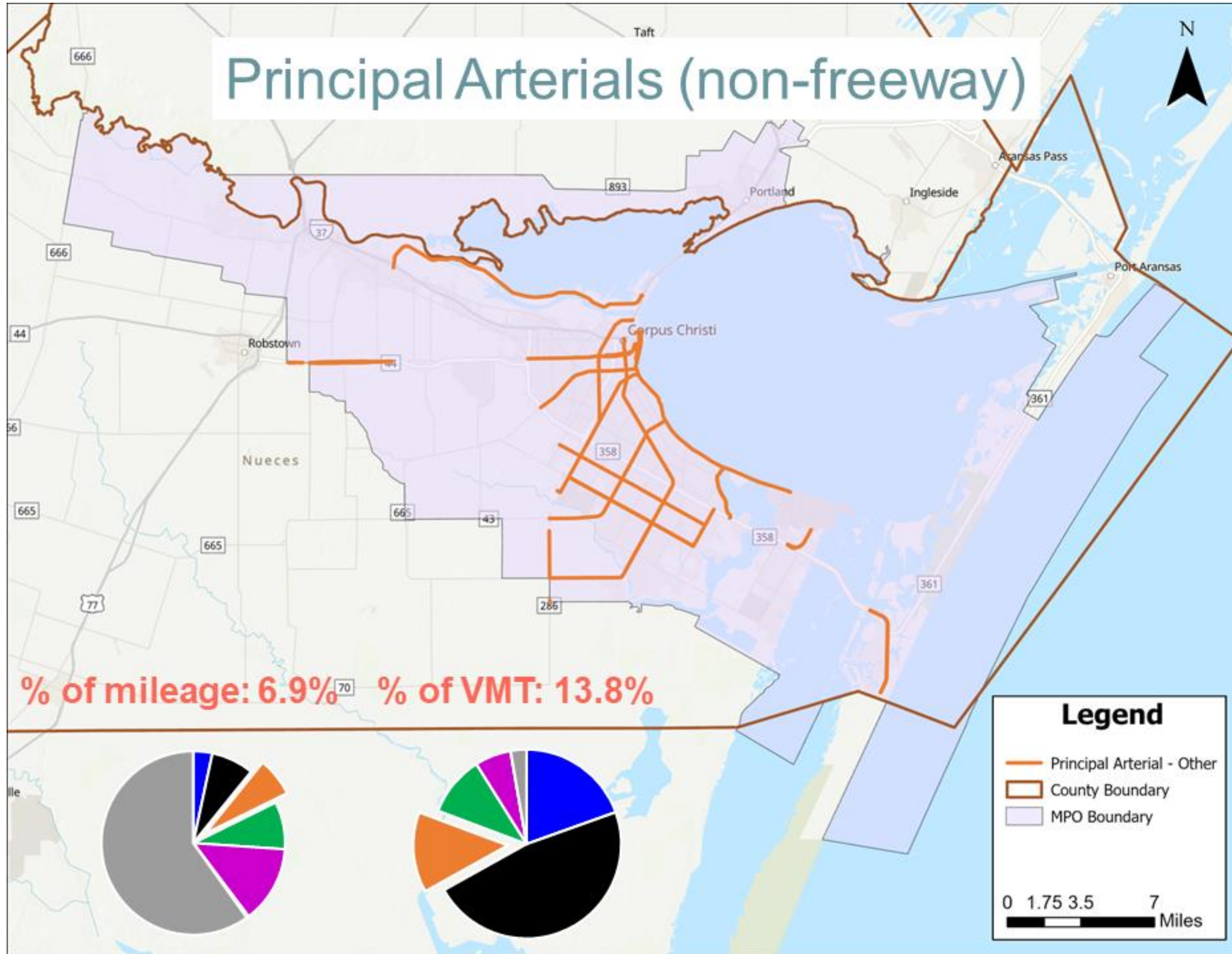
**High-Speed and  
High-Volume**

**Serve Long-  
Distance Travel**

**Highest Mobility,  
Lowest Land  
Access**

Source: TxDOT Roadway Network Inventory 2022

# Principal Arterials (non-freeway)



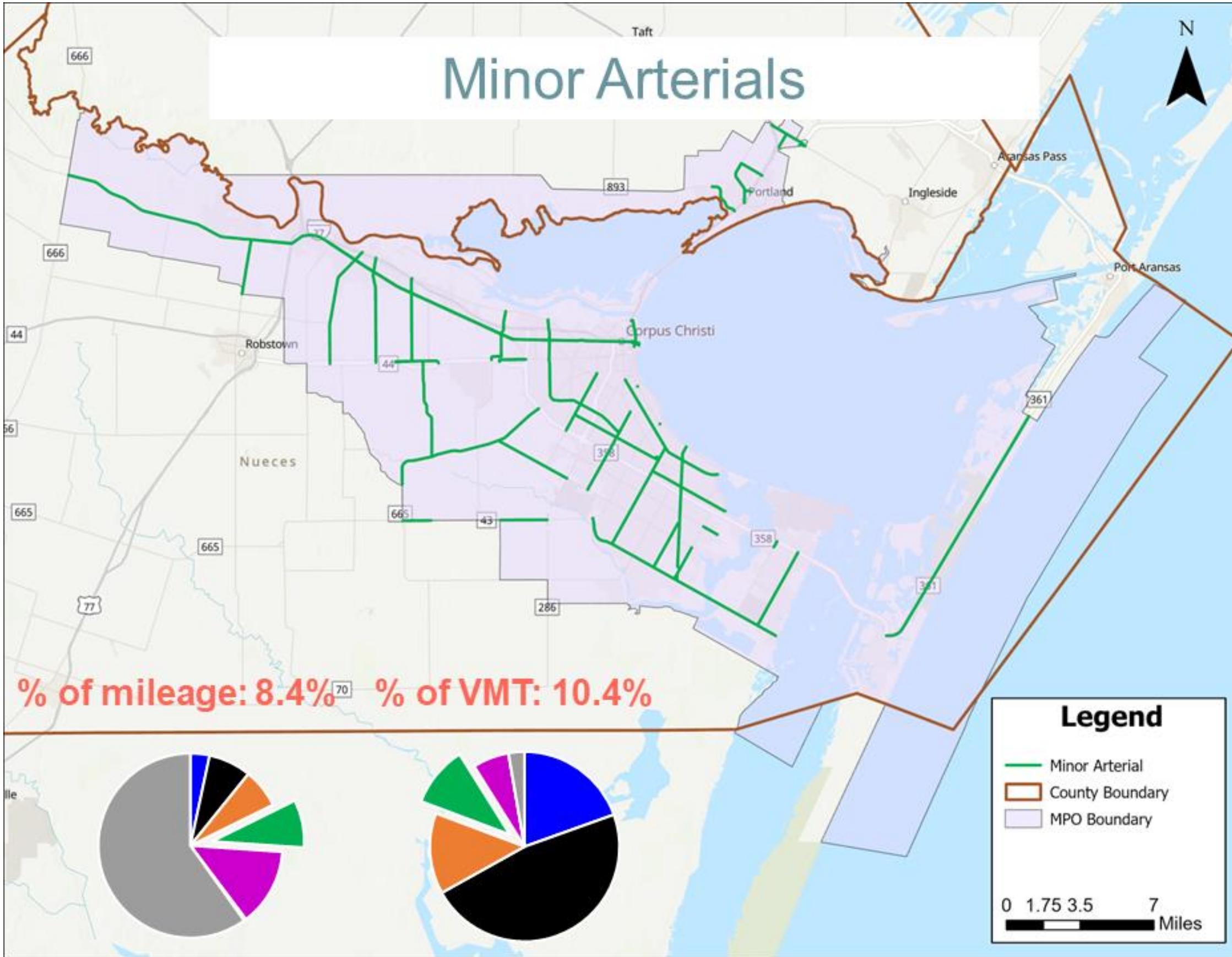
**Not Controlled-Access**

**Serve Regional Travel**

**Connect Major Activity Centers**

Source: TxDOT Roadway Network Inventory 2022

# Minor Arterials



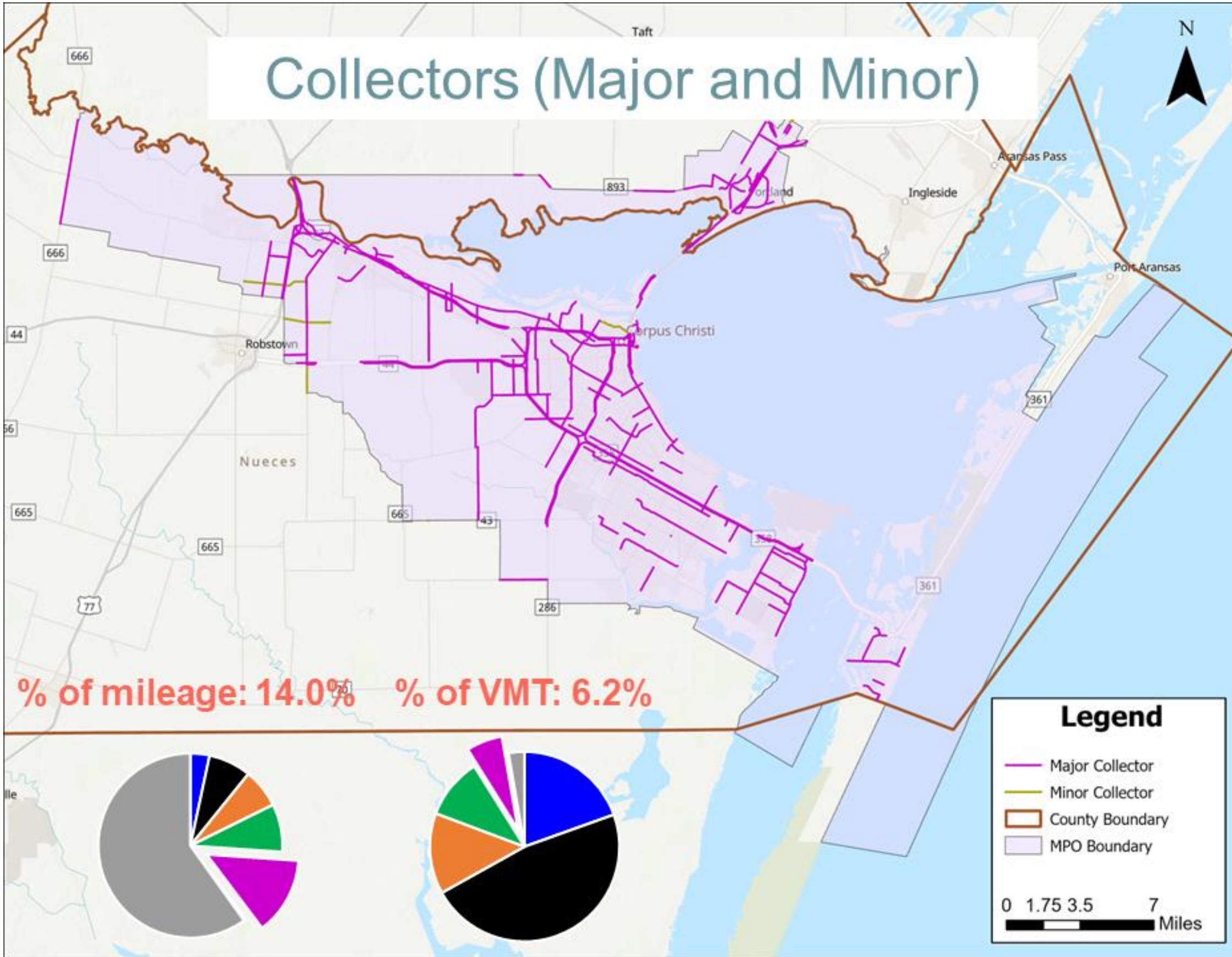
**Supplement and Connect Principal Arterials**

**Serve Moderate-Length Travel**

**Lower Speeds than Principal Arterials**

Source: TxDOT Roadway Network Inventory 2022

# Collectors (Major and Minor)



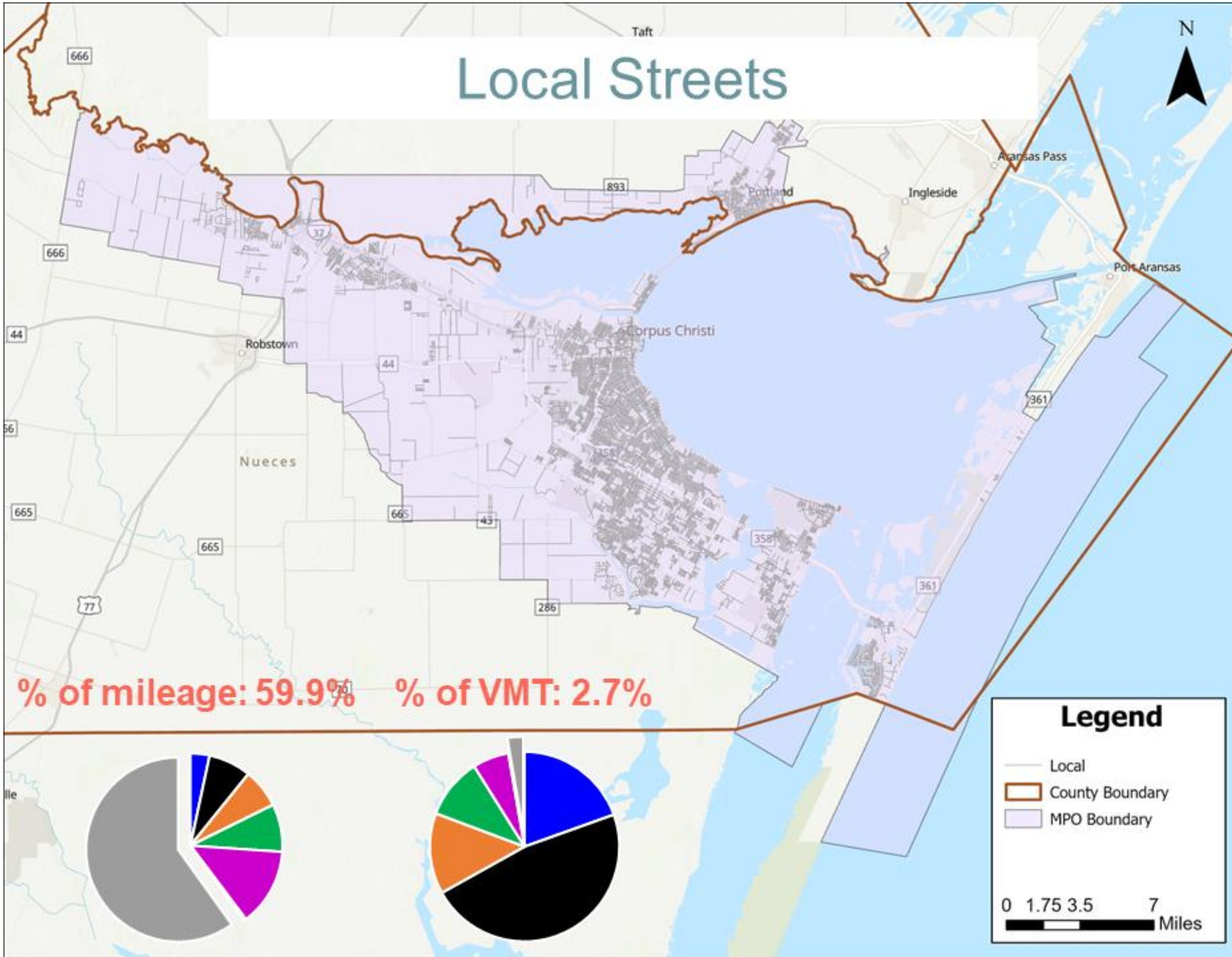
**Connect Local Roads to Larger Roads**

**Serve Short-Range Travel**

**Note: Frontage Roads are *Major Collectors***

Source: TxDOT Roadway Network Inventory 2022

# Local Streets



*Note: Not Part of CMP Network!*

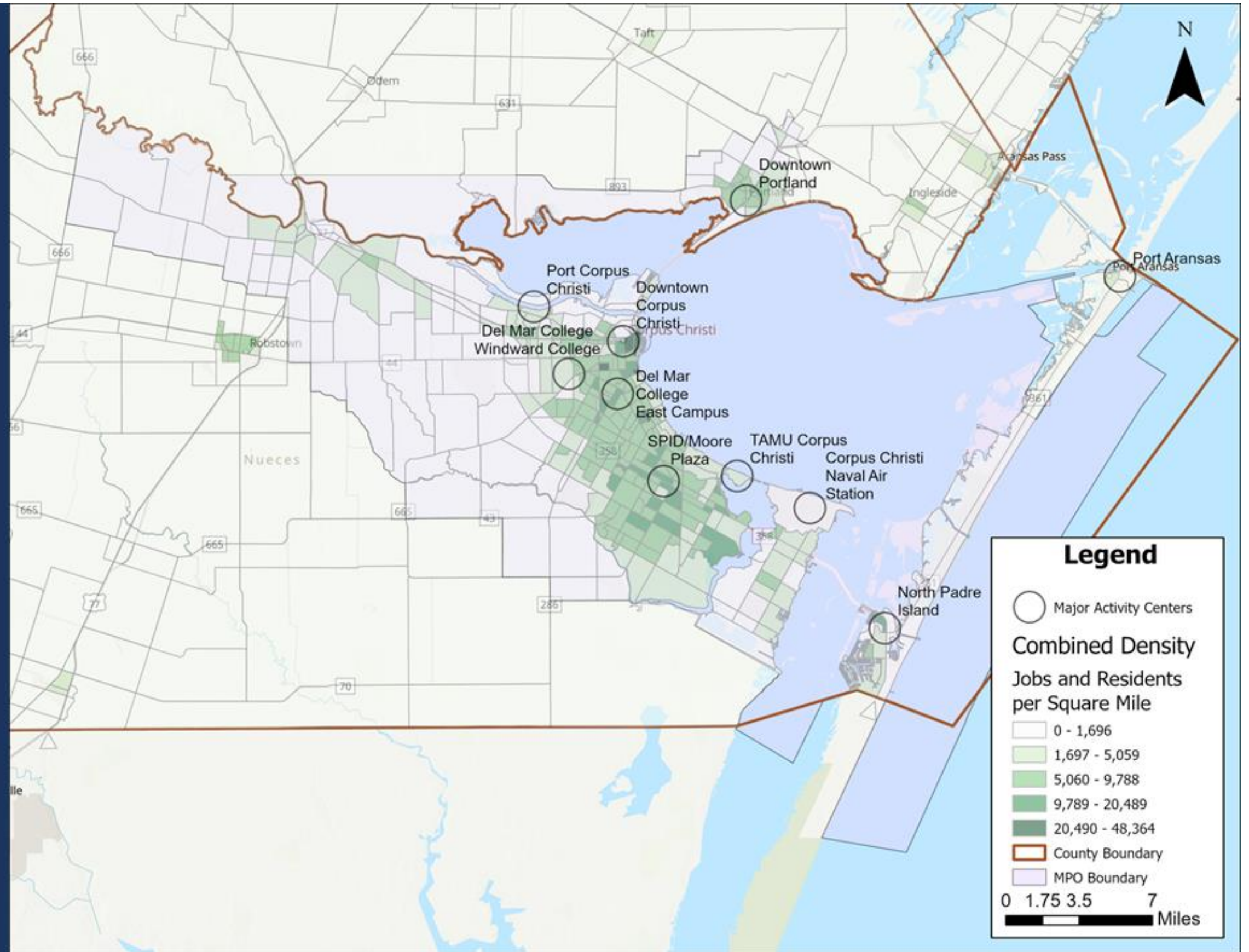
**Low-Speed and Low-Volume**

**Serve First- and Last-Mile (or Less); Through Traffic Discouraged**

**Lowest Mobility, Highest Land Access**

Source: TxDOT Roadway Network Inventory 2022

# Major Activity Centers



Source: Travel Demand Model 2022