



TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

2:00 P.M., THURSDAY, MARCH 7, 2024

Location: Corpus Christi Regional Transportation Authority (CCRTA) Staples Street Center,
2nd 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.

3. APPROVAL OF THE TPC FEBRUARY 1, 2024 MEETING MINUTES

4. DISCUSSION AND POSSIBLE ACTION ITEMS

- A. TxDOT 2025 Unified Transportation Program (UTP) Project List Submittal** 
Proposed Action: Review, Discuss, Receive Public Comments and Possible Action
- B. Adoption of Revised 2024 Safety (PM1) Performance Measures and Targets** 
Proposed Action: Review, Discuss, Receive Public Comments and Possible Action
- C. FY 2023-2026 Transportation Improvement Program (TIP) Amendment 2** 
Proposed Action: Review, Discuss, Receive Public Comments and Possible Action

5. INFORMATION ITEMS

- A. 2050 MTP Goals and Objectives Discussion** 
- B. FY 2025–2028 TIP Development** 
- C. FY 2025 and FY 2026 Unified Planning Work Program (UPWP) Development** 

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

7. PROPOSED EXECUTIVE SESSION

EXECUTIVE SESSION: PUBLIC NOTICE is given that the Transportation Policy Committee may elect to go into an Executive Session anytime during the meeting to discuss matters listed on the Agenda, when authorized by the provisions of the Open Meetings Act, Chapter 551 of the Texas Government Code. In the event the Transportation Policy Committee elects to go into Executive Session regarding an agenda item, the section or sections of the Open Meetings Act authorizing the Executive Session will be publicly announced by the presiding officer. In accordance with the authority of the Government Code, Vernon's Texas Codes, Sections 551.071, 551.072, 551.073, 551.074, 551.076, 551.086, the Transportation Policy Committee will hold an Executive Session to consult with attorney(s) including matters related to litigation; deliberate regarding real property; prospective gift(s); personnel matters, including termination; security devices; and/or economic development negotiations and other matters that may be discussed in an Executive Session. Upon completion of the Executive Session, the Transportation Policy Committee may in an open session take such action as appropriate on items discussed in an Executive Session.

8. **POSSIBLE ACTIONS REGARDING THE EMPLOYMENT CONTRACT OF THE TRANSPORTATION PLANNING DIRECTOR**

9. **UPCOMING MEETINGS/EVENTS**

A. Joint Regional Traffic Safety Task Force	Meeting	March 13, 2024
B. Technical Advisory Committee	Regular Meeting	March 21, 2024
C. Active Transportation Plan Stakeholder Group	Meeting	March 21, 2024
D. Transportation Policy Committee:	Regular Meeting	April 4, 2024

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

Public suggestions and comments may be provided before the meeting by emailing ccmpo@cctxmpo.us, by regular mail, or by hand-delivery to the Corpus Christi MPO Office at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401. Please limit written comments to 1,000 characters. Written comments should be provided at least 1 hour before the start of the TPC 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) MEETING MINUTES
THURSDAY, FEBRUARY 1, 2024**

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

2. Judge David Krebs, Chairperson, San Patricio County, called the meeting to order at 2:01 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County, Chairperson
Judge Connie Scott, Nueces County, Vice Chairperson
Mayor Cathy Skurow, City of Portland
Valente Olivarez, Jr., P.E. Texas Department of Transportation
Art Granado, Corpus Christi Regional Transportation Authority
David Engel, Port of Corpus Christi Authority
Veronica Toomey, Coastal Bend Council of Governments

Mary Esther-Guerra, Nueces County Assistant Attorney

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

3. NON-AGENDA ITEMS PUBLIC COMMENTS:

None were made or offered.

4. APPROVAL OF THE TPC JANUARY 4, 2024 RESCHEDULED MEETING MINUTES

Mr. Granado made a motion to approve the January 4, 2024 minutes. Mayor Skurow seconded; the motion passed unanimously.

5. DISCUSSION AND POSSIBLE ACTION ITEMS

A. Resolution of Appreciation for Dan Leyendecker

Mr. Leyendecker was not present to accept the resolution.

Discussion:

None.

Motion:

Mr. Engel made a motion to approve the Resolution of Appreciation for Dan Leyendecker. Mr. Granado seconded; the motion passed unanimously.

B. Adoption of 2024 Safety (PM1) Performance Measures and Targets

Mr. Casper presented on the Adoption of 2024 Safety (PM1) Performance Measures and Targets. Federal Regulations direct MPOs and state Departments of Transportation to establish both performance measures to track, and targets to work towards for the national performance measures for Safety (PM1). MPOs are not evaluated directly on achieving the targets, therefore we have two options when setting targets for each measure; Establish our own Corpus Christi MPO numerical targets for each of the performance measures, or formally agree to support the TxDOT targets The Corpus Christi MPO has previously adopted resolutions supporting TxDOT's adopted Safety Targets for Performance Measure 1 (PM1). In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly.

Discussion:

None.

Motion:

Mayor Skurow made a motion to approve the Adoption of 2024 Safety (PM1) Performance Measures and Targets. Mr. Engel seconded; the motion passed unanimously.

6. INFORMATION ITEMS

A. Regional Traffic Safety Planning Update

Mr. Casper presented the Regional Safety Action Plan update. In the past 20 years, crash safety planning has become more collaborative and integrated at all levels, and the collection of data and tools to analyze the data related to crashes have become much more specific and detailed. The memo in the TPC packet describes several of the plans from each level that are considered during development of MPO safety plans. Crash data from 2023 has not yet been finalized but is available for individual queries. Crashes are classified according to the highest degree of injury suffered by someone in the crash using the KABCO scale.

Discussion:

Mayor Skurow asked Mr. Casper if the MPO had identified the high-injury network, and if they could provide a table with those start and end points. Mr. Casper confirmed that the MPO could share that information.

Mr. MacDonald highlighted the importance of leveraging federal, state, and local funds for safety projects, citing examples in Texas that allocated a total of \$40 million for Dallas, El Paso, and Houston in the last federal funding awards. He emphasized the collaboration between MPO, local governments, and TxDOT to access federal grant money. TxDOT's commitment to safety funding is reflected in their draft 2025 UTP document showing over \$17 billion in the 10-year UTP time period. The integration of this information into comprehensive local safety plans involves engineers, planners, and law enforcement.

Mr. Casper clarified that there are specific grants at federal and state levels to support safety initiatives, noting that the City of Corpus Christi and the Texas Department of Public Safety utilize such funds for non-infrastructure improvements, distinct from MPO funds.

B. TxDOT End the Streak Campaign Presentation

Mr. Olivarez introduced 4 TxDOT employees who were presenting to the TPC:

- Mr. Ernest Longoria, Corpus Christi's Area Engineer,
- Mr. Robert Isassi, Sinton's Area Engineer
- Mr. Juan Marfil, Director of Transportation Operations, and
- Mr. David Pallotti Traffic Safety Specialist

Mr. Longoria discussed the TxDOT "End the Streak" campaign, highlighting its aim to address the alarming number of road fatalities in Texas since November 7, 2000. He emphasized the importance of public awareness and community involvement in reducing fatalities. He presented statistics from 2022, including 4,407 fatalities and major contributing factors such as distracted driving.

Mr. Issasi emphasized the three E's of road safety: Engineering, Enforcement, and Education. He discussed presenting the message to various cities and counties in the Corpus Christi District, emphasizing the simplicity of life-saving choices like wearing seatbelts.

Mr. Issasi and Mr. Longoria both emphasized the goal of achieving zero fatalities on Texas roads by 2050.

Mr. Juan Marfil presented on the Corpus Christi District Safety Planning activities. Mr. Marfil introduced the purpose district's four-year safety plan, emphasizing its focus on improving roadway safety. He highlighted the critical role of data, stressing the need to transform numbers into actionable plans. The

safety plan is described as a dynamic document updated annually with comprehensive data. Quarterly reviews are conducted to track progress and ensure alignment with safety goals, with the district's approach being data-driven, utilizing insights from the City Division to pinpoint hotspots and trends. Mr. Marfil also discussed the significance of narratives in comprehending crash details and formulating effective solutions. He underlined the monthly review of each fatality's narrative to propose preventive measures. Additionally, Mr. Marfil mentioned collaborative efforts with various offices, designers, and engineers to analyze trends and project needs. Projects are prioritized based on safety considerations, employing a lens to evaluate safety scores. Engineers' feedback and available funding play pivotal roles in prioritizing projects and ensuring the implementation of safety measures.

Mr. David Pallotti outlined his activities for the District which primarily involve grant management and community outreach education for TxDOT. He discussed the different types of grants TxDOT awards, like general grants child passenger safety, and project celebration grants for high schools. Additionally, he highlighted various community outreach efforts aimed at promoting road safety through campaigns targeting speed, pedestrians, motorcycles, and more. The goal is to educate the public and raise awareness about safety topics to reduce road incidents.

Mayor Skurow raised concerns about engineering solutions to prevent accidents, suggesting that data collection should include information about vehicle technology to analyze trends.

Mr. Olivarez emphasized the importance of law enforcement's role in capturing such data, while Mr. Casper commended TxDOT's efforts to update crash forms to incorporate this information. The staggering number of lives lost on Texas roads was highlighted, surpassing casualties from the Vietnam War.

Mr. MacDonald discussed leveraging big data and technology to improve road safety, including apps that detect abrupt vehicle stops and congestion using smartphone data. The ongoing challenge lies in harnessing technology effectively to inform drivers and all road users for improved safety.

C. New Harbor Bridge Update

Mr. Olivarez provided an update on the Harbor Bridge project, highlighting the completion of the North Tower to its proposed height of 536 feet by the end of the month.

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

Mr. MacDonald briefly mentioned an update regarding federal transportation grants, noting the CCRTA's current application for an Advanced Transportation Technology and Innovation (ATTAIN) grant.

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

Mr. Olivarez discussed the progress of the Regional Parkway project, emphasizing its importance and the ongoing environmental study. The discussion touched on the timeline and public involvement in the Regional Parkway project, emphasizing its lengthy but promising nature.

8. ADJOURN

The meeting was adjourned at 2:57 p.m.



Date: March 1, 2024
To: Transportation Policy Committee (TPC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: TxDOT 2025 Unified Transportation Program (UTP): 2nd Project List 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 lists projects to be constructed during the 10-years between FY 2025 and FY 2034. The TxDOT 2025 UTP Schedule illustrates that the most recent UTP Document was made available to MPOs in January for projects in fiscal years 2025-2034. We are asking the TPC members to review the current set of DRAFT 2025 UTP projects for possible changes: cost estimate revisions, delayed projects, “new projects” as part of the MPO and public comment portion of the TxDOT 2025 UTP process. TxDOT headquarters is requesting the 2nd list of projects for the DRAFT 2025 UTP in March 2024.

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

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

The FY 2025-2028 TIP project selection continues to rely on prior Corpus Christi MPO performance-based selection processes for Categories 2, 4, 7, 9 and 10 CR. These processes were:

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

TxDOT 2025 UTP Funding for Corpus Christi MPO

In order to prioritize the projects, the process requires that the DRAFT 2025 UTP is fiscally constrained using a modified version of federal procedures. The current (January 30, 2024) estimate for 10 years of funding available for use in the Corpus Christi MPO area is shown in the table below.

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

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

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

Eligible Projects List

The fiscally constrained list of projects shown in the 2045 MTP as Table 14 is provided as an attachment (see Attachment 4). This list of projects contains all the projects previously prioritized as part of the 2045 MTP approval. Projects from this list can be proposed for inclusion on the DRAFT 2025 UTP list of projects.

Recommendation

The Corpus Christi MPO Staff and TAC recommend that the TPC approve a revised version of the DRAFT 2025 UTP list of projects for the 2nd submittal to TxDOT. The initial list of DRAFT 2025 UTP Projects was approved by the TPC at the December 7, 2023 Regular meeting. This is shown as Attachment 5. The revisions to this list are shown in Attachment 6.

After the TAC meeting on February 15, 2024, the MPO staff and TxDOT-CRP District Staff met to review the funding allocations for the projects in the DRAFT 2025 UTP Project List as shown on Attachment 6. We agreed to allocate additional Category (CAT) 7 funds in place of CAT 2 or CAT 4 funds on select projects to ensure approximately \$63 million of CAT 7 funds are used within the MPO region and not be at risk of

lapsing or reallocation in accord with TxDOT's new policy adopted by the Texas Transportation Commission (See Attachment 7).

One local project, the Yorktown Boulevard from Rodd Field Road to Laguna Shores Road, had \$39.4 million previously allocated from CAT 7 funds. This project is now funded with local funds from the City of Corpus Christi (Bond 2022). To ensure the MPO allocation of these previously allocated CAT 7 funds are used in the region, we propose the CAT 7 funds be allocated in the DRAFT 2025 UTP. Projects proposed to receive \$63 million of CAT 7 funds through FY 2028 are:

- SH 286 Crosstown Extension: \$35 million CAT 7 replacing some of CAT 2 funds
- FM 624 (Northwest Boulevard): \$5 million CAT 7 added to the existing \$2 million
- Gregory SPUI Interchange Projects: \$10 million CAT 7 replacing CAT 2/CAT 4 funds
- Rodd Field Road Traffic Safety and Operations Project: \$11 million of CAT 7 with CAT 2/CAT 4 funds in years 2029-2034

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

Proposed Motion

Motion to approve the revised DRAFT 2025 UTP Project List for the 2nd submittal to TxDOT as shown in Attachment 6 or a revised list as modified by the TPC.

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 Process Timeline
2. TxDOT 2025 UTP Funding Category Descriptions with Scoring Processes
3. 2025 UTP Available Funding Balances for CAT 2 and 4U
4. 2045 MTP Fiscally Constrained Project List
5. TxDOT-CRP District 2025 UTP Candidate Project List December 2023 TPC Approved
6. TxDOT-CRP District 2025 UTP Candidate Project List March 2024 Revised Candidate Project List
7. Texas Transportation Commission Presentation Excerpt for the CAT 7 to CAT 2 TAC Rule Change Example

2025 UTP Development Process Timeline



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

2023-SEP	OCT	NOV	DEC	2024-JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
<ul style="list-style-type: none"> Draft 2025 UTP Timeline 	<ul style="list-style-type: none"> 2025 UTP Timeline Review Receive New 10-Year Forecast 2025 Mobility Project Call Open 	<ul style="list-style-type: none"> Scenarios and UTP Distributions 1st Quarter Pre-Alignment Meeting 	<ul style="list-style-type: none"> Scenarios and UTP Distribution Scenarios and UTP Distributions District Project List Due District / Regional Prioritization and Scoring Due 	<ul style="list-style-type: none"> Recommended Investment Scenario and UTP Distribution Scenarios and UTP Distribution Scenarios and UTP Distributions 	<ul style="list-style-type: none"> Distribute Planning Targets and Review Mobility Project List Based on Priority Scores 2nd Quarter Pre-Alignment Meeting Final District Project List Due 	<ul style="list-style-type: none"> Finalize Statewide Prioritization and Scoring of Mobility Projects Project Review and Selection of Mobility Projects 	<ul style="list-style-type: none"> Candidate Mobility Project List** Final District Estimates for FY 2025 Projects 	<ul style="list-style-type: none"> Review Draft Candidate Mobility Project List and Process for Comments Draft 2025 UTP Document (text) Review Review Draft 2025 UTP Document (text) & Draft Candidate Mobility Project List** 3rd Quarter Pre-Alignment Meeting 	<ul style="list-style-type: none"> Discussion on 2025 UTP 	<ul style="list-style-type: none"> Post Draft 2025 UTP Publicly Public Comment Period Opens 	<ul style="list-style-type: none"> Commission Votes on 2025 UTP Consideration to Adopt the 2025 UTP Review Draft 2025 UTP Review of Draft 2025 UTP Public Comment Period Closes 4th Quarter Pre-Alignment Meeting

UTP Timeline Key

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

* Subject to change
** Staff recommendations

TxDOT 2025 UTP Funding Category Descriptions with Scoring Processes

Allowable Development Activities by UTP Authority



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

Complete programming guidance is available on the UTP

Crossroads Site. [Link to Crossroads here.](#)

[Link directly to programming guidance here](#)

*Inflation is applied by TxDOTCONNECT. Cost estimates should be updated annually at a minimum.

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

2025 UTP Programming Guidance

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

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
<p>Category 6 Structures Replacement and Rehabilitation (Bridge)</p>	<p>Addresses: Bridge improvements through the following sub-programs: Highway Bridge Program: For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered to be in poor condition or near poor condition. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges. Bridge Maintenance and Improvement Program: For rehabilitation and preservation of eligible bridges on the state highway system. Bridge System Safety Program: For the mitigation or elimination of higher risks on bridges such as deficient rails, documented scour or scour critical rating, documented history of debris, or steel or timber piling with advanced deterioration. Also for elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p>	<p>Bridge Division</p>	<p>Districts submit candidate projects to BRG through the annual project call.</p>	<p>Bridge Division</p>	<p>TxDOT’s Bridge Division selects projects using a performance based prioritization process. Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by extent of deterioration. Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/ improvement needs. Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
<p>Category 7 Metropolitan Mobility and Rehabilitation</p>	<p>Addresses: Transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification (FC) greater than a local road or rural minor collector (FC 6 or 7). Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>Districts/MPO Collaboration</p>	<p>District and MPOs collaborate to select projects.</p>	<p>MPO Policy Board</p>	<p>Local scoring/ranking methodologies</p>
<p>Category 8 Safety</p>	<p>Highway Safety Improvement Program (HSIP): Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF. Systemic Widening Program (SSW): Statewide program to fund the widening of high risk narrow highways on the state highway system. <i>Completed Programs with no additional project calls/selections under Category 8: High Risk Rural Roads (HRRR), Safety Bond Program, and Road to Zero.</i></p>	<p>Traffic Division</p>	<p>HSIP: Districts submit project selections for on-system targeted, on-system systemic, and off-system projects meeting TxDOT’s HSIP Guidance. TRF reviews and approves projects submitted through annual program calls. SSW: Project locations are prioritized statewide and selected based on high risk factors and cost.</p>	<p>Traffic Division</p>	<p>HSIP: Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW: Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p>

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 8 Rail	Rail-Highway Crossing Program (Federal Railroad Set-Aside): Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and incidents at on and off-system public at-grade crossings. Funds may also be used to mitigate blocked at-grade crossings.	Rail Division	Rail Division manages the selection and management of projects in line with the latest Rail Highway Operations Manual. Project review is based on project calls and to supplement existing HSIP or other traffic signal projects impacted by a railroad crossing.	Rail Division	Projects are evaluated using the railroad crossing index. Projects are ranked and rated based on criteria in the latest Rail Highway Operations Manual. Emphasis is placed on traffic signal preemption.
Category 9 Transportation Alternatives Set-Aside Program (TASA)	Addresses: Projects under the federal Transportation Alternatives (TA) Set-Aside Program such as: <ul style="list-style-type: none"> - Design and construction of bicycle and pedestrian infrastructure - Active transportation network plans - Improved access for bicycle, pedestrian, and transit users along divided highways - Safe routes to schools non-infrastructure programs - Other eligible activities consistent with federal guidelines outlined in rules adopted by MPOs for their TA programs. 	MPO/District Collaboration > 200k Areas ----- Public Transportation Division - Statewide	TxDOT allocates 59% of Category 9 funds to subareas of the state based on population. The other 41% is designated for statewide use, a portion of which may be available to transfer to other federal programs if certain conditions are met. MPOs with a population over 200,000, which are designated as TMAs, administer competitive calls for projects for TA funds suballocated to their areas. For these funds, MPOs select projects in consultation with TxDOT districts.	MPO Policy Boards -> 200k Areas ----- Texas Transportation Commission - Statewide	Projects are evaluated against criteria developed by TxDOT and MPOs to advance regional and statewide transportation planning goals.
Category 10 Carbon Reduction	Addresses: Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. Common types of projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.	TPP-Statewide Planning MPO/District Collaboration	TPP-Statewide Planning to coordinate use of non-MPO allocation. MPOs administer project selection for funds distributed based on population: urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000	TPP-Statewide Planning District	<i>To be determined; additional guidance is forthcoming</i> Local scoring/ranking methodologies
Category 10 Ferry Boat Program	Addresses: The construction and capital maintenance and rehabilitation of ferry boat facilities along the Texas coast.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.
Category 10 Seaport Connectivity Program	Addresses: Projects that will improve connectivity, enhance safety, and relieve congestion in communities around the state's maritime ports. Formerly known as the Port Access Improvement Program.	Maritime Division	Projects are scored and recommended, through a competitive call for projects, to the Port Authority Advisory Committee (PAAC), before being recommended to the Texas Transportation Commission for the approval of project awards.	Texas Transportation Commission	Seaport Connectivity projects are scored based on their ability to increase connectivity and safety, their economic impacts, and project readiness. Projects are selected by the Port Authority Advisory Committee and for recommendation to the Commission for their approval.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 10 Information Technology Systems (ITS)	<p>Addresses: Improvements and upgrades to intelligent transportation systems across the state. Funding is distributed to the following divisions:</p> <p>Information Technology Division (ITD): Provides ITS equipment directly on the roadway - Work that will be incorporated into a current/future construction project - Work that supports a specific roadway project development stage - Project provides statewide data/technology solutions for the life-cycle of the transportation network.</p> <p>Strategic Initiatives and Innovations Division (STR): - The Cooperative and Automated Transportation (CAT) program is an initiative established by TxDOT to integrate Connected Vehicles (CV), Automated Vehicles (AV) and related emerging transportation technologies into the state's transportation system. CAT offers numerous potential benefits and improvements for safety and to accommodate rapidly growing transportation demands by using technology to maximize the transportation infrastructure's performance.</p>	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.
Category 10 Federal Lands Access Program	<p>Addresses: Transportation facilities that are located on, are adjacent to, or provide access to federal lands.</p>	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.
Category 10 Texas Parks and Wildlife Department	<p>Addresses: The construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p>	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.
Category 10 Green Ribbon Program	<p>Addresses: Projects that plant trees, plant material, and appurtenances that support the life of the plants to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p>	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.
Category 10 ADA Pedestrian Program	<p>Addresses: Construction or replacement on system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.</p>	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.
Category 10 Landscape Incentive Award	<p>Addresses: Joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.</p>	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.
Category 10 Railroad Grade Crossing and Replanking Program	<p>Addresses: The replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p>	Rail Division	TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.	Rail Division	TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 10 Railroad Signal Maintenance Program	Addresses: the financial contributions to each railroad company in the state for signal maintenance.	Rail Division	TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings	Rail Division	TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings
Category 11 Border State Infrastructure	Addresses: TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.	TPP-International Trade	TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.	TPP-International Trade	TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.
Category 11 District Discretionary	Addresses: District transportation needs at the discretion of each TxDOT District. - should not be used for right of way acquisition - common project types include roadway maintenance or rehab, added passing lanes (Super 2), and roadway widening (non-freeway) - can be used as an open funding line	Districts	Districts select projects.	Districts	District scoring/ranking methodologies
Category 11 Energy Sector	Addresses: Safety and rehabilitation work on state highways impacted by the energy sector. - generally programmed on roadways most impacted by energy sector activity, outside of MPO boundaries - program should be reviewed on a quarterly basis to ensure funding is programmed to meet the needs of each energy play.	Districts	Districts select projects. Exceptions for projects outside the approved Energy Sector counties must be submitted to the TPP-UTP Director for consideration prior to programming.	Districts	Scored and ranked by districts
Category 11 Safety	Addresses: Safety needs at the district's discretion. Intended to be used on proven engineering safety countermeasures. TxDOT will put these funds toward standalone safety countermeasures that have been proven on a national or state level.	Districts	Districts select projects. Traffic Division will provide technical support in developing projects but does not participate in the management of the program.	Districts	District scoring/ranking methodologies
Category 11 Cost Overruns / Change Orders	Addresses: Cost overruns and change orders that have historically been covered by Category 1 Allocation distributed in FY 2024-2025 will provide additional funding for costs that are realized at letting and during construction.	Governance committee	Districts submit candidate projects to the governance committee for approval.	Governance committee	Not applicable
Category 12 Strategic Priority	Addresses: Projects with specific importance to the state, as determined by the Texas Transportation Commission (TTC), including those that improve: - Congestion and connectivity - Economic opportunity - Energy sector access - Border and port connectivity - Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report - The ability to respond to both man-made and natural emergencies Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	TPP-Unified Transportation Program	Districts submit candidate projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 12 Texas Clear Lanes	Addresses: Sub-program for large congestion projects in five TxDOT districts (AUS, DAL, FTW, HOU, SAT). These projects must be vetted through the Congestion Task Force and are selected at the Texas Transportation Commission's discretion.	TPP-Unified Transportation Program	Projects must be presented and vetted through the Congestion Task Force. Once vetted, districts submit projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.
CANDPA - Candidate Plan Authority	Candidate Plan Authority (CANDPA) projects must be programmed outside of the 10-year UTP development window. CANDPA projects are not eligible for development activities (non-chargeable).	Districts	Districts select CANDPA projects.	District	District scoring/ranking methodologies
Feasibility Studies (FEAS)	A planning study for when a solution is unknown to evaluate possible alternatives and determine economical and environmental feasibility. Studies can be programmed within the 10-year UTP with the estimated let date as the study completion date and the associated costs representing the cost of the study.	TPP-Corridor Planning	Districts seek approval by submitting request through TxDOTConnect's Feasibility Study Request form. May be approved by TPP Corridor Planning Coordinator.	TPP-Corridor Planning	District scoring methodology and review/prioritization against statewide needs in coordination with TPP.
PLAN	Reserved for statewide initiatives and large, regionally impactful planning projects requiring long lead times for development and major funding commitments outside of the 10-year UTP window. It is prioritized for Interstate Highways, US routes, and State Highways. Refer to UTP authority programming for specific guidance on allowable development activities.	TPP-Corridor Planning	Districts seeks approval by submitting request through TxDOTConnect's Plan Authority Request form. May be approved by TPP Corridor Planning Coordinator.	TPP-Corridor Planning	District scoring methodology and review/prioritization against statewide needs in coordination with TPP.
DA - Develop Authority	DA Target = The amount of the district's non-programmed balance across allocated UTP categories DA Balance = The remainder of the UTP that has not yet been programmed on specific projects Programming Window: Within Years 5-10 of the UTP	TPP-Unified Transportation Program	DDA - District discretion subject to TPP review for constraint within set targets. DDA projects are eligible for eventual funding from any of the 12 categories but are primarily expected to be candidates for Categories 2 and 4U	TPP-Unified Transportation Program	District scoring methodology
	Authorized Activities: Early development activities, including schematic approval, environmental clearance, right of way acquisition, and the start of PS&E.		SWDA - Projects located on statewide connectivity corridors and are likely to compete for Category 4 Regional or Category 12 funding	TPP-Leadership	
	Sub-sets: DDA: For mobility projects chosen by the district SWDA: For regionally significant projects likely to compete for statewide funding				
	6DA: For potential Category 6 funding on bridge projects	Bridge Division	6DA - district submits request to Bridge	Bridge Division	
8DA: For potential Category 8 funding on safety projects	Traffic Division	8DA - district submits request to Traffic	Traffic Division		

2025 UTP Authority Guidelines							
UTP Authority	Work Program	Terminology	Approval	Estimated Let Date	Authorized Activities	End Point	Project Types/Comments
Plan	CANDPA	Candidate/Proposed Projects	District	Estimated let date outside the current UTP 10-year window	None. For planning purposes only. No resources can be assigned and no expenditures can be made. These projects were formerly classified as "900" CSJs in DCIS.	Project is prioritized to move to Develop Authority and initiate development activities	Any proposed project.
FS	FEAS	Feasibility Studies	TPP Corridor Planning Coordinator	Anticipated year of study completion	A planning study for when a solution is unknown that includes design concepts, general right-of-way requirements, alternative project solutions, traffic analysis, environmental fatal flaws, and planning-level cost estimates.	Completion of feasibility study	
Plan	PLAN	Planning Projects	TPP Corridor Planning Coordinator for statewide initiatives or large, regionally impactful planning projects	Estimated let date outside the current UTP 10-year window	<p>Early-stage activities including corridor studies, route studies, preliminary engineering for schematics, preliminary environmental review, preliminary utility investigations and coordination, preliminary ROW scoping, and planning-level cost estimate for construction.</p> <p>Environmental clearance can occur once the planning project is listed in a regional MTP/RTP (20-year plan). Planning projects outside the MPO boundary will be handled on a case by case basis for consideration of PLAN Authority eligibility.</p>	Project is prioritized for the UTP 10-year window to continue development activities	For future major projects requiring long-term development. Eligible candidates should be submitted through TPP.
Develop	DDA	District Develop Authority	TPP-UTP	Estimated let date within Years 5-10 of the current UTP	Preliminary engineering, schematic approval, environmental clearance, right of way acquisition, and the start of PS&E. Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.	Project is fully funded and ready to move to Construct Authority based on its stage of development. Once fully funded, projects can remain in Develop Authority if stage of development does not warrant a move into Construct Authority.	<p>DA funds represent the balance of the UTP that has not yet been programmed on specific projects. Districts may collectively program DA up to the amount of the current UTP balance, which is subject to TPP-UTP review for <u>constraint</u>. DA targets, balances and programming levels can be viewed via the Tableau Engineering Operations DA Dashboard. This is updated twice every quarter.</p> <p>DA projects may be eligible for eventual funding from any UTP category but should not be maintenance projects.</p> <p>DA projects should be fully programmed to warrant development activities. Fully programmed means the combination of programming (category and DA funds) equals the current/latest construction estimate.</p>
	6DA	Bridge Develop Authority	Bridge Division				
	8DA	Safety Develop Authority	Traffic Division				
	SWDA	Statewide Develop Authority	TPP leadership, for large strategic projects and future statewide initiatives				
Construct	UTP Categories 1-12	Construct Authority	Commission authorization for Categories 2, 4, and 12. Districts and Divisions decide other category programming as outlined in the UTP Programming Guidance specific to each funding category.	Estimated let date within Years 1-4 of the current UTP	<p>Completion of all project development activities needed for letting, including ENV clearance, ROW acquisition, utility adjustments, and PS&E activities. Under Construct Authority, projects are finalizing Federal/state requirements in anticipation of letting (CBI, CMAQ, FPAA, railroad agreements, AFA).</p> <p>Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.</p>	All development activities are complete and project goes to letting	<p>Includes all 12 UTP Categories. Must be fully funded. No DDA/SWDA/etc. or partially funded projects.</p> <p>Projects on the 2-year Letting Schedule must be ready to let (RTL) or projected to be RTL by the scheduled letting date.</p> <p>Projects with Construct authority must also be approved within the 4-year STIP.</p>

2025 UTP Programming Approval Guidelines

Approvals Required for Project Changes

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

Additional Notes:

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

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

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

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

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

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

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

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

2025 UTP Available Funding Balances for CAT 2 and 4U

Cat 2M

2025 UTP Planning Targets

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

\$ 132,693,989

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Cat 4U

2025 UTP Planning Targets

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

\$ 101,053,278

Cat 7

	\$ 35,000,000	\$ 7,000,000	\$ 5,640,000	\$ 11,000,000
			\$ 4,400,000	

\$ 22,400,000 DDA
Requesting Statewide Connectivity Funding

this only includes Cat 7 funding associated with UTP projects

\$ 63,040,000

Total Cat 7

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

TxDOT-CRP District 2025 UTP Candidate Project List December 2023 TPC Approved

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 included in 2025 UTP initial list in December 2023.
					CAT 4U	\$40,000,000					CAT 4 URBAN	\$40,000,000			
TBD	Nueces	FM 43	UPGRADE TO 5-LANE ROADWAY BY CONSTRUCTING ADDITIONAL 2 LANES AND CLTL	FY 2027-2032	CAT 2	\$15,000,000	\$40,000,000			FY 2028-2033	CAT 2 METRO	\$15,000,000			Project included in 2025 UTP initial list in December 2024
					CAT 4U	\$25,000,000					CAT 4 URBAN	\$25,000,000			
TBD	Nueces	RODD FIELD RD.	IMPLEMENTATION OF TRAFFIC SAFETY AND OPERATIONAL IMPROVEMENTS ON RODD FIELD ROAD FROM SH 358 TO SARATOGA BLVD.	FY 2027-2032	CAT 2	\$30,000,000	\$60,000,000			FY 2028-2033	CAT 2 METRO	\$30,000,000			Project included in 2025 UTP initial list in December 2025.
					CAT 4U	\$30,000,000					CAT 4 URBAN	\$30,000,000			

TxDOT-CRP District 2025 UTP Candidate Project List March 2024 Revised Candidate Project List

TxDOT-CRP District and CCMPO 2025 UTP Candidate Project List

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

2/28/2024



Date: March 1, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: Adoption of Revised 2024 Safety (PM1) Performance Measures and Targets
Action: Review, Discuss, Possible Approval

Summary

During the February 1, 2024 meeting, the Corpus Christi Transportation Policy Committee adopted Resolution 24-02, supporting the TxDOT PM1 targets for the performance measures and agreeing that the Corpus Christi MPO Transportation Policy Committee will plan and program projects that contribute to the accomplishment of the Safety (PM1) Targets. There was some confusion regarding which of the 2024 numbers were the specific targets being supported. The table below shows, in the far-right column, highlighted, the targets that the Corpus Christi MPO Transportation Policy Committee is expressly supporting.

TxDOT Established Safety (PM1) Performance Measures and Targets					
Performance Measure	2020*	2021*	2022*	2023**	2024
Number of Fatalities	3,874	4,486	3,272	3,159	3,046
Rate of Fatalities per 100 million VMT	1.49	1.70	1.25	1.20	1.14
Number of Serious Injuries	14,659	19,434	17,539	17,819	17,062
Rate of Serious Injuries per 100 million VMT	5.63	7.35	6.70	6.77	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,206	2,628	2,321	2,340	2,357

*Actual Data, **Target Data

Target Source: Texas FY 2024 Strategic Highway Safety Plan (SHSP)

Recommendation

Re-approve

Proposed Motion

Move to approve the Revised DRAFT Resolution 24-02 supporting the Texas Department of Transportation (TxDOT) Safety (PM1) performance measures and targets as presented.

Attachments:

1. February 1, 2024 TPC Memo Item 4B Revised Resolution 24-02 Supporting TxDOT PM-1 Safety Targets
2. Revised DRAFT Resolution 24-03: Readopting 2024 Safety (PM1) Performance Measures and Targets



Date: January 25, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: 2024 Safety Performance Measures and Targets (PM1)
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

Car crashes are now the leading cause of death in the United States for people ages 1 to 54. As part of performance-based planning, Federal Regulations direct MPOs and state Departments of Transportation to establish both performance measures to track, and targets to work towards for the national performance measures for Safety (PM1). MPOs are not evaluated directly on achieving the targets, therefore we have two options when setting targets for each measure:

- 1) Formally agree to support the TxDOT targets, or
- 2) Establish our own Corpus Christi MPO numerical targets for each of the performance measures.

The Corpus Christi MPO has previously adopted resolutions supporting TxDOT’s adopted Safety Targets (PM1). In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly. The proposed Resolution 24-02 stating that the Corpus Christi MPO continues to formally support the TxDOT’s targets for PM1 is attached.

The Safety Performance Measures (PM1) include the following targets that were adopted as part of the TxDOT 2023 Highway Safety Plan:

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2020*	2021*	2022*	2023**	2024**	2024***
Number of Fatalities	3,874	4,486	3,272	3,159	3,046	3,567
Rate of Fatalities per 100 million VMT	1.49	1.70	1.25	1.20	1.14	1.36
Number of Serious Injuries	14,659	19,434	17,539	17,819	18,242	17,062
Rate of Serious Injuries per 100 million VMT	5.63	7.35	6.70	6.77	6.77	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,206	2,628	2,321	2,340	2,360	2,357

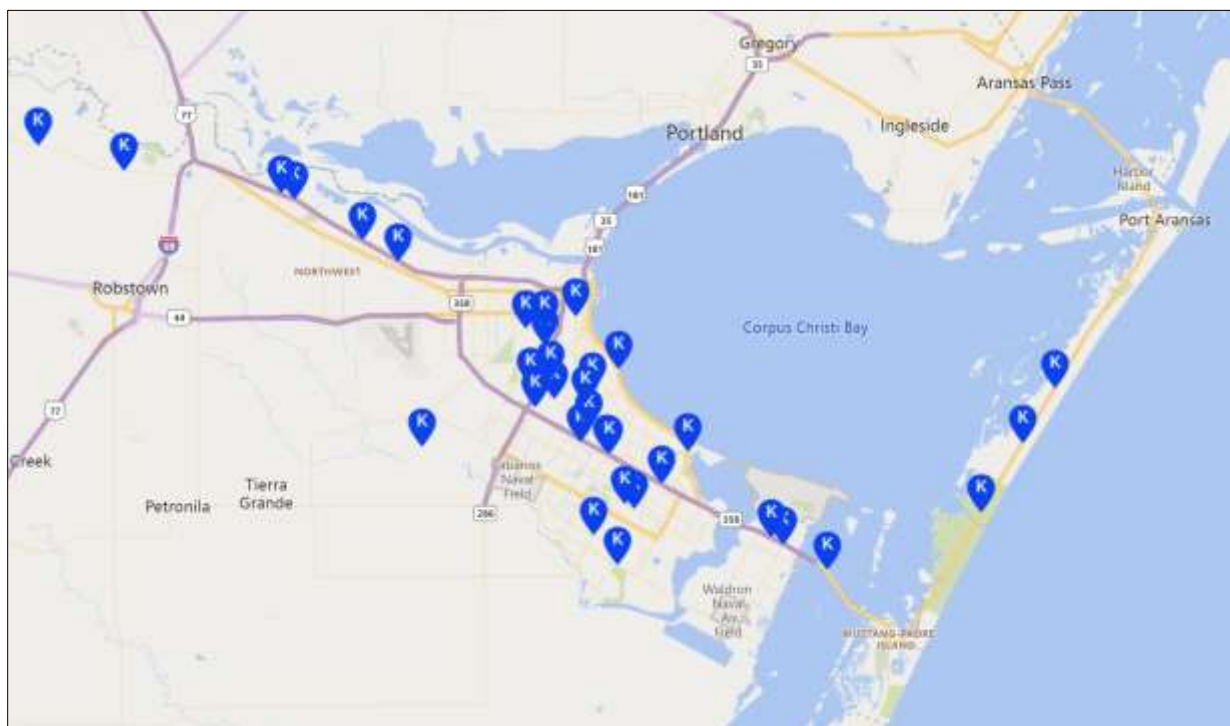
*Actual Data, **Target Data, ***Target as a 5-Year Average
 Target Source: Texas FY 2024 Strategic Highway Safety Plan (SHSP)

While 2023 data has not yet been incorporated into the analyses performed within the MPO, there are some summary statistics available. In the State of Texas in 2023, there were 558,169 crashes, including 3,839 fatal crashes that killed 4,251 people and maimed an additional 2,749 people. A total of 249,795 crashes in Texas in 2023 were injury crashes. Closer examination of statewide data reveals 237,239 of the crashes occurred at intersections, including 1,001 of the fatal crashes. It should also be noted that 161,393 of the crashes in the state involved excessive speed, including 1,284 of the fatal crashes.

Within the 2-county region, Nueces County experienced 8,101 crashes, including 39 fatal crashes and 3,236 injury crashes. While San Patricio County had 1,397 total crashes, including 14 fatal crashes and 500 injury crashes. Within the Corpus Christi MPO in 2023, there were 7,871 crashes, including the 34 fatal crashes shown below in Figure 1 that killed 36 people and maimed an additional 23 people. There were also 2,491 injury crashes in 2023 within the Corpus Christi MPO boundary*.

*As of January 22, 2024 access to the CRIS database.

Figure 1: Fatal Crash Locations within the Copus Christi MPO in 2023



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

For the past several years the Corpus Christi MPO has supported the TxDOT safety performance measures and targets adopted by TxDOT. By supporting the TxDOT safety targets, the Corpus Christi MPO agrees to plan and program projects which contribute to achieving the TxDOT state targets and to report regional performance.

Corpus Christi MPO Proportionally Relevant Safety Measures and Targets (For Illustration Purposes Only)						
Performance Measure	2020*	2021*	2022*	2023**	2024**	2024***
Number of Fatal Crashes	32	45	29	28	27	32.2
Rate of Fatal Crashes per 100 million VMT	1.18	1.43	0.96	0.93	0.89	1.08
Number of Serious Injury Crashes	123	128	135	130	125	128
Rate of Serious Injury Crashes per 100 million VMT	4.21	4.08	4.48	4.32	4.16	4.25
Number of Non-Motorized Fatal and Serious Injury Crashes	38	36	35	34	33	35

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

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

Recommendation

The MPO staff recommends that the TPC review and approve the DRAFT Resolution 24-02 and PM1 information. The attached Resolution 24-02 reports the region’s performance and lists the performance measures and targets for Safety (PM1).

Proposed Motion

Move to approve the DRAFT Resolution 24-02 supporting the Texas Department of Transportation (TxDOT) Safety (PM1) performance measures and targets as presented.

Attachments:

1. FY 2024 Strategic Highway Safety Plan (SHSP) Performance Targets
2. DRAFT Resolution 24-02: 2024 Adoption of Safety Performance Measures and Targets (PM1)



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

REVISED RESOLUTION 24-02

2024 SAFETY (PM1) PERFORMANCE MEASURES AND TARGETS

WHEREAS, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) was established to identify and support the implementation of regionally significant transportation projects to address future mobility needs; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires the Texas Department of Transportation (TxDOT) to establish Safety (PM1) targets based on five year rolling averages for the following measures:

- Safety (PM1)
 - Number of Fatalities,
 - Rate of Fatalities per 100 million Vehicles Miles Traveled (VMT),
 - Number of Serious Injuries,
 - Rate of Serious Injuries per 100 million VMT,
 - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

WHEREAS, the IIJA also requires each MPO to either support the PM1 targets established by the state DOT (TxDOT) or adopt a separate set of targets no later than 180 days after TxDOT adoption;

NOW, THEREFORE, BE IT RESOLVED that the Corpus Christi MPO Transportation Policy Committee hereby supports the TxDOT PM1 targets for the performance measures and adopts these within this Resolution; and

BE IT FURTHER RESOLVED that the Corpus Christi MPO Transportation Policy Committee will plan and program projects that contribute to the accomplishment of the Safety (PM1) Targets:

TxDOT Established Safety (PM1) Performance Measures and Targets					
Performance Measure	2020*	2021*	2022*	2023**	2024
Number of Fatalities	3,874	4,486	3,272	3,159	3,046
Rate of Fatalities per 100 million VMT	1.49	1.70	1.25	1.20	1.14
Number of Serious Injuries	14,659	19,434	17,539	17,819	17,062
Rate of Serious Injuries per 100 million VMT	5.63	7.35	6.70	6.77	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,206	2,628	2,321	2,340	2,357

*Actual Data, **Target Data

Source: Texas FY 2024 Strategic Highway Safety Plan (SHSP)

That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place, and purpose of said meeting was given as required by law.

That all public participation requirements identified within the Corpus Christi MPO Public Participation Plan related to this action by the Transportation Policy Committee were met and completed.

ADOPTED AND PASSED this the 7th day of March 2024.

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

ATTEST:

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



Date: March 1, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4C: FY 2023-2026 Transportation Improvement Program (TIP) Amendment 2
Action: Review, Discuss, Receive Public Comment, and Possible Action

Summary

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

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

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

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

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

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

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

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

This is a new project for the City of Corpus Christi funded by TxDOT through the Texas Transportation Commission in their most recent multi-year statewide call-for-projects for TA funds. See Attachment 2 for the Texas Transportation Commission Minute Order approving this project. This project will construct a 15-foot-

wide shared use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared use paths.

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

Remove Project from FY 2023-2028 TIP.

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

SH 358 Ramp Reversal Phase II-B Nile Drive to Staples Street (MPO-01) (CSJ 0617-01-177) \$39.96 million CAT 2

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

Details for these two projects are still being finalized. Revised funding details in the TIP document will be incorporated in the one-month public comment period.

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

Changes to the FY 2023-2026 TIP with Amendment 2

- Title Page: Add proposed approval dates and text for Amendment 2
- Pages 40-44: Tables 16 and 17 will be updated during the one-month public comment period through the TxDOT eSTIP Portal
- Pages 37-38 and 61-62, Revised the FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – June 2, 2022 table to illustrate the change to the TIP with Amendment 2
- Page 84: Revised the TPC and TAC membership lists to current individuals.
- Appendix C – PUBLIC NOTICE, added public notice for Amendment 2
- Appendix D – CORPUS CHRISTI MPO COMMITTEE MEETING MINUTES, details to be added.
- Appendix H, Pages 92-93: Included the current Corpus Christi MPO self-certification statement, replacing prior TPC Resolution #20-1 with the new document.

Prior Actions for FY 2023-2026 TIP

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

Recommendation

The Corpus Christi MPO staff recommends that the TPC release for a one-month public comment period the DRAFT FY 2023-2026 TIP with Amendment 2. The Technical Advisory Committee (TAC) has not reviewed the details of Amendment 2 given the clarification on the timing of the TIP Amendment 2 items was not received before their last meeting. The TAC will review and recommend to the TPC at the TAC's next meeting on March 21st. This is within the one-month public comment period.

Proposed Motion

Move to release the DRAFT FY 2023-2023 TIP with Amendment 2 for the one-month public comment period.

Financial Impact

None for the Corpus Christi MPO at the present time. The Holly Road Train Trestle to Tourism project will require local match from the City of Corpus Christi. The NEVI project has its local match from the private entity supporting the project.

Attachments:

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



PUBLIC NOTICE #24-1
March 1, 2024

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

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

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

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

Corpus Christi MPO Transportation Policy Committee

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

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

Corpus Christi MPO Technical Advisory Committee

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

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

Corpus Christi MPO Transportation Policy Committee

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

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

www.corpuschristi-mpo.org

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

Texas Transportation Commission Minute Order for the Holly Road Train Trestle to Tourism Project

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 1 of 2

VARIOUS Districts

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

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

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

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

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

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

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

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 2 of 2

VARIOUS Districts

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

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

Submitted and reviewed by:

Recommended by:

DocuSigned by:
Eric Gleason
CS70CB3DE9C2280
Director, Public Transportation Division

DocuSigned by:
Ma D Willis
0E1B35AE191749E...
Executive Director

116575 October 26, 2023

Minute	Date
Number	Passed

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

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

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

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

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

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

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

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

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

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

BOND 2022 PROGRAM



HOLLY ROAD (DESIGN ONLY) - \$1.2M

Ennis Joslin to Paul Jones

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



MCCAMPBELL ROAD - \$7.0M

Agnes to Leopard

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



MARTIN STREET - \$2.7M

Holly to Dorado

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



STARLITE LANE - \$8.1M

Violet to Leopard

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





SURFSIDE BOULEVARD - \$1.6M

Breakwater to Elm

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



TIMBERGATE DRIVE - \$3.5M

Snowgoose to Staples

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



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

Coopers Alley to Twigg

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



YORKTOWN BOULEVARD (CONSTRUCTION ONLY) - \$20M

Rodd Field to The Oso Bridge

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



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

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT10	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway.	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.90	\$7.90							\$10.26
2023	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.20			\$1.20					\$1.56
2024	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge. +\$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections and develop park to appropriate level of service based on community input.	At various city parks including	Ben Garza, TC Ayers, Hill Crest Park, and new location	City of Corpus Christi	Off	7	\$4.80			\$1.30			\$3.50		\$4.80
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc... Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	\$3.18			\$3.18					\$3.18
2024	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Traffic operations improvements and safety counter-measures including but not limited to the following: 1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite. 2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$4.14			\$4.14					\$5.37
2023	5000-00-916	MPO-069	FY 2022 - FY 2025 STBG-SA/CAT 9 Awarded Projects	3. Implement TSMO strategies on Regionally STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86				\$5.86				\$7.03
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B. Reconstruct eastbound entrance and exit ramps. Widen and construct new auxiliary lanes. Improve lighting and reconstruct existing merge lane. Construct new sidewalks to improve safety and access for bicyclists and pedestrians.	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$39.96	\$39.96							\$51.86
2024	0326-01-056	MPO-005	SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$41.58	\$41.58							\$53.97

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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



Date: March 1, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: 2050 MTP Goals and Objectives
Action: Information Only

Summary

During each Metropolitan Transportation Plan (MTP) development cycle, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) reviews and can revise its Vision, and associated Goals, Objectives, and Performance Measures. As part of developing the 2050 MTP, the Corpus Christi MPO is updating multiple sub-plans, such as Safety, Congestion Management Process, and Active Transportation/Complete Streets/Micromobility Plans. In a performance-based planning and programming (PBPP) system, the goals of these subplans and the MTP Goals must be consistent. Staff has asked the Technical Advisory Committee (TAC) to begin considering, and will be asking the public, if the existing Goals and Objectives are broad enough to address the regions strategies, the state and national goals, and the concerns of the regional public.

Staff requests guidance as we begin the process to collect ideas for subsequent discussions, to develop revised MPO 2050 MTP Vision, Goals, and Objectives, and then seek eventual TPC approval to release these for public review and comment. Specific areas of requested guidance include:

- Should we develop a regional transportation vision statement?
- Should goals be reduced, match, or extend beyond the 8 areas found in the 2045 MTP? This may include the areas of emphasis from the federal Infrastructure Investment and Jobs Act (IIJA), listed below.
 - Emphasize the preservation of the existing transportation system.
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 - Enhance travel and tourism.
 - Improve transportation system resiliency and reliability.
 - Increase accessibility and mobility of people and freight.
 - Increase the safety of the transportation system for motorized and non-motorized users.
 - Increase the security of the transportation system for motorized and non-motorized users.
 - Promote efficient system management and operation.
 - Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - Reduce (or mitigate) the stormwater impacts of surface transportation.
 - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Attachment 1 is Chapter 3 of the current regional transportation plan – the 2045 MTP. It describes the planning framework used during the previous process, including the adopted goals, which are listed below:

1. Significantly reduce traffic fatalities and serious injuries on all public roads.

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

Background

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

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

It can be very informative to examine the evolution of Goals adopted within previous Metropolitan Transportation Plans (MTPs). In addition to the 2045 MTP Goals listed above, Attachment 2 contains adopted Goals from the 2030 and 2040 MTPs. These both predate the FAST Act transportation bill that adjusted the federal approach to planning and programming, which had the net effect of reducing the number of goals but increased the use of objectives.

The requirement for MPOs and state DOTs to use Performance Based Planning and Project selection means that it is important to keep performance measures and evaluation criteria in mind when finalizing goals and objectives. This will allow post-investment analyses to determine if the investments accomplished what they were selected to do. One part of this is using the format known as the S.M.A.R.T. format. This format establishes statements that are: **S**pecific, **M**easurable, **A**ction-Oriented, **R**easonable, and **T**ime Bound. These are briefly described below.

- A specific statement that identifies exactly what the MPO wants to happen.
- The measurement is quantifiable and will show changes over time.
- An action-oriented statement can be counted not qualitatively observed.
- A reasonable statement is reachable within funding constraints, versus what is simply desired.
- A time-bound statement has deadlines, generally tied to future updates or project selection.

An example of a Safety Goal in this S.M.A.R.T. format is

- By 2027, (2025-2027): Achieve a 5% reduction in fatalities and serious injuries compared to the 2023 baseline.
- By 2029 (2025-2029): Achieve a 15% reduction in fatalities and serious injuries compared to the 2023 baseline.
- By 2050 (2025-2050): Eliminate all traffic fatalities and reduce serious injuries by 50% compared to the 2023 baseline.

In FHWA's web resource called [PlanWorks](#), the first step in long-range transportation planning is a broad assessment of the available data, previous decisions and interagency relationships within the metropolitan area. The second step is "Reviewing and Updating the Vision and Goals." Step 2 is the first opportunity for public stakeholders to provide their input into the formal MTP process. Key questions found in the PlanWorks that can frame Step 2 are:

- How are the national goals reflected in the MTP vision and goals?
- Do the vision and goals of the plan reflect a broader region-wide visions and goals?
- How do the MTP goals reflect previously established vision and goals?

- How does available funding inform the vision and goals?
- Do the vision and goals support a multimodal transportation system?
- Is transportation safety sufficiently reflected in the vision and goals of the plan?
- What stakeholder input was received about the draft vision and goals?
- Are there stakeholder groups not represented that need to be engaged?
- Which stakeholders are interested in being active participants in developing the MTP?
- How does bicycle and pedestrian accessibility influence the vision and goals?
- Is there a state, regional, or local complete streets policy to inform setting the vision and goals?
- Do the vision and goals reflect the bicycle and pedestrian network principles and goals?
- What existing economic/investment goals should the MTP recognize?
- What is the impact on existing and future goods movement operations?
- Is there an existing freight plan with vision and goals for the freight system?
- What type of GHG information is needed to inform the goal setting process?
- How is the current transportation system affecting health outcomes?
- What information is available about health disparities among populations, access to community resources and jobs, or other needs.
- Are there any identified transportation-related health risks or issues in the region, such as obesity, asthma, crash-risk, pollution-related illness, or inequities in the access to health-promoting resources?
- Do any goals relate to improving the quality of life or equity in the region?
- What goals does the region have for travel time reliability and/or system operations and performance?
- Do the MTP goals reflect short- and long-term outcomes related to system performance and operations?
- What are the priority areas for conservation/mitigation that should be considered in the vision and goals?

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

(a) DECLARATION OF POLICY.—

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

(b) NATIONAL GOALS.—

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

1. **SAFETY** — To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **INFRASTRUCTURE CONDITION** — To maintain the highway infrastructure asset system in a state of good repair.
3. **CONGESTION REDUCTION** — To achieve a significant reduction in congestion on the National Highway System.
4. **SYSTEM RELIABILITY** — To improve the efficiency of the surface transportation system.
5. **FREIGHT MOVEMENT AND ECONOMIC VITALITY** — To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **ENVIRONMENTAL SUSTAINABILITY** — To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **REDUCED PROJECT DELIVERY DELAYS** — To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

Safety

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

Economic Strength and Global Competitiveness

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

Equity

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

Climate and Sustainability

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

Transformation

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

Organizational Excellence

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

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

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

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

TxDOT Goals from the Texas Transportation Plan 2050 Plan



The TxDOT Objectives for the first 3 goals are listed below. The last 3 goals do not have additional objectives provided in the TxDOT 2050 Plan.

Promote Safety

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

Preserve Our Assets

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

Optimize System Performance: Movement of People and Goods

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

Attachments:

1. Adopted 2045 MTP Chapter 3; Planning Framework ([WEBLINK](#))
2. Adopted Goals from the 2040 and 2030 Corpus Christi MPO Metropolitan Transportation Plans

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

From the 2040 MTP

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

From the 2030 MTP

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

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



Date: March 1, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: FY 2025-2028 Transportation Improvement Program (TIP) Development Process
Action: Information Only

Summary

The 2025-2028 Statewide Transportation Improvement Program (STIP) development process is underway. Attachment 1 is the TxDOT schedule for developing the 2025-2028 Statewide Transportation Improvement Program (STIP). TxDOT-HQ must receive the final approved TIPs from all MPOs no later than June 18th, 2024. This means that the Corpus Christi MPO TPC must release the Draft TIP for public comment during the May 2nd meeting. It also means that the final Corpus Christi MPO DRAFT FY 2025-2028 TIP approval must happen during the June 6th meeting. Special meetings of the TAC or TPC can also achieve the required schedule.

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

The Corpus Christi MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4 funding. Additionally, the Texas Transportation Commission must authorize the projects selected for Categories 2 and 4 funding before the funds are obligated. The Corpus Christi MPO, the Corpus Christi Regional Transportation Authority (CCRTA), and TxDOT Corpus Christi District also coordinate on other funding categories to ensure consistency of projects and any funding that contributes to the improvements to the regional transportation system. The projects listed by the Corpus Christi MPO and TxDOT for funding during the first four years of the DRAFT 2025 TxDOT UTP (see Attachment 2) must be included in the fiscally constrained portion of the 2045 Metropolitan Transportation Plan (MTP) and are proposed to be evaluated for inclusion in the Corpus Christi MPO DRAFT FY 2025-2028 TIP. The upcoming 2050 MTP will result in a new list of fiscally constrained projects based on funding in the soon-to-begin 2050 MTP Financial Plan. It must be emphasized that selection onto the TxDOT 2025 Unified Transportation Program (UTP) list of projects does not guarantee inclusion into the Corpus Christi MPO's FY 2025-2028 TIP.

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

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

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

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

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

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

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

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

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

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

In order to be consistent with the City of Corpus Christi’s recent federal RAISE Grant submittal for discretionary funds through the IIJA/BIL, the MPO staff listed the City’s Yorktown Boulevard project and advanced the project from the 10-year plan to the 4-year FY 2023-2026 TIP. Another proposed project included in the fiscally constrained list is a programmatic project that improves safety and operations at critical locations that will be identified in the Corpus Christi MPO’s Regional Safety Action Plan and in the Congestion Management Program. Projects of this type can use CAT 7 funds and are easier to get ready for construction funds.

Recommendation

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

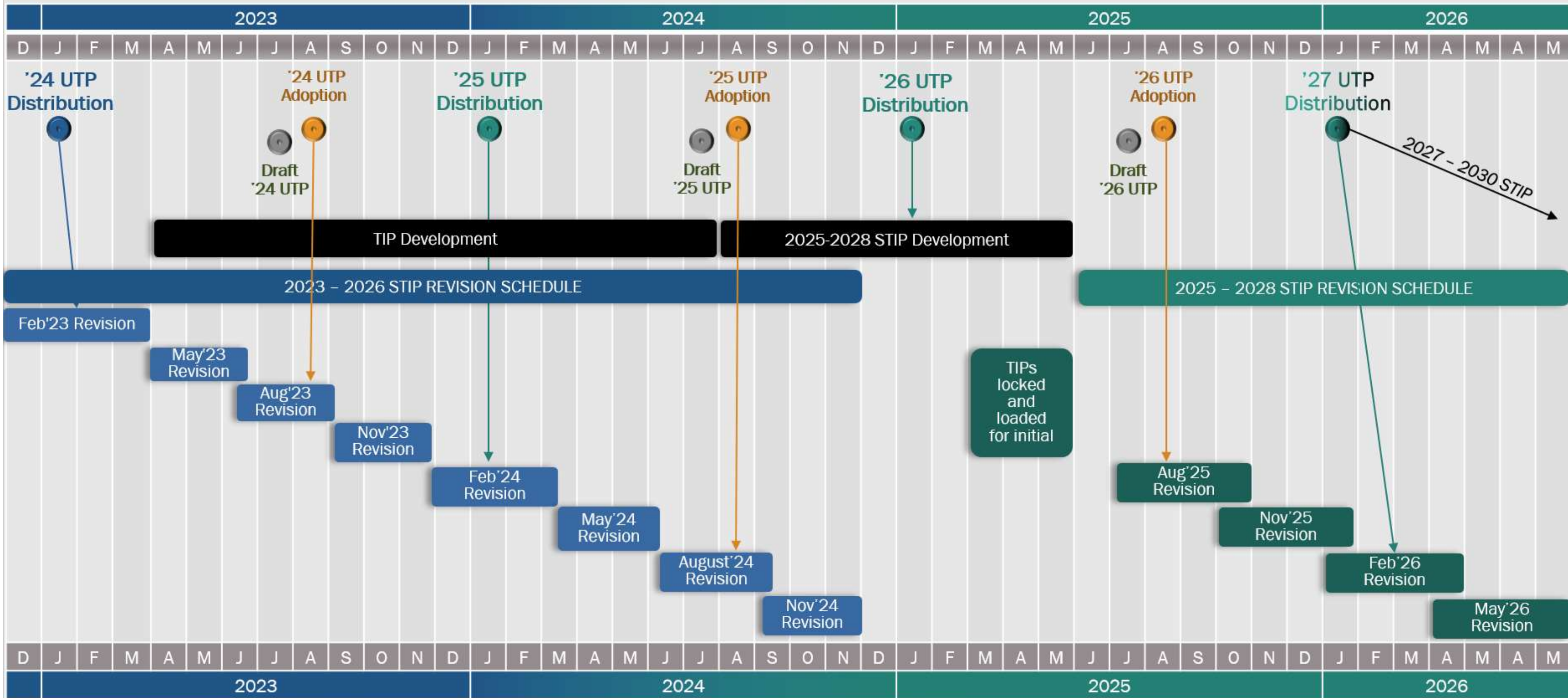
Proposed Motion

None. Information Only.

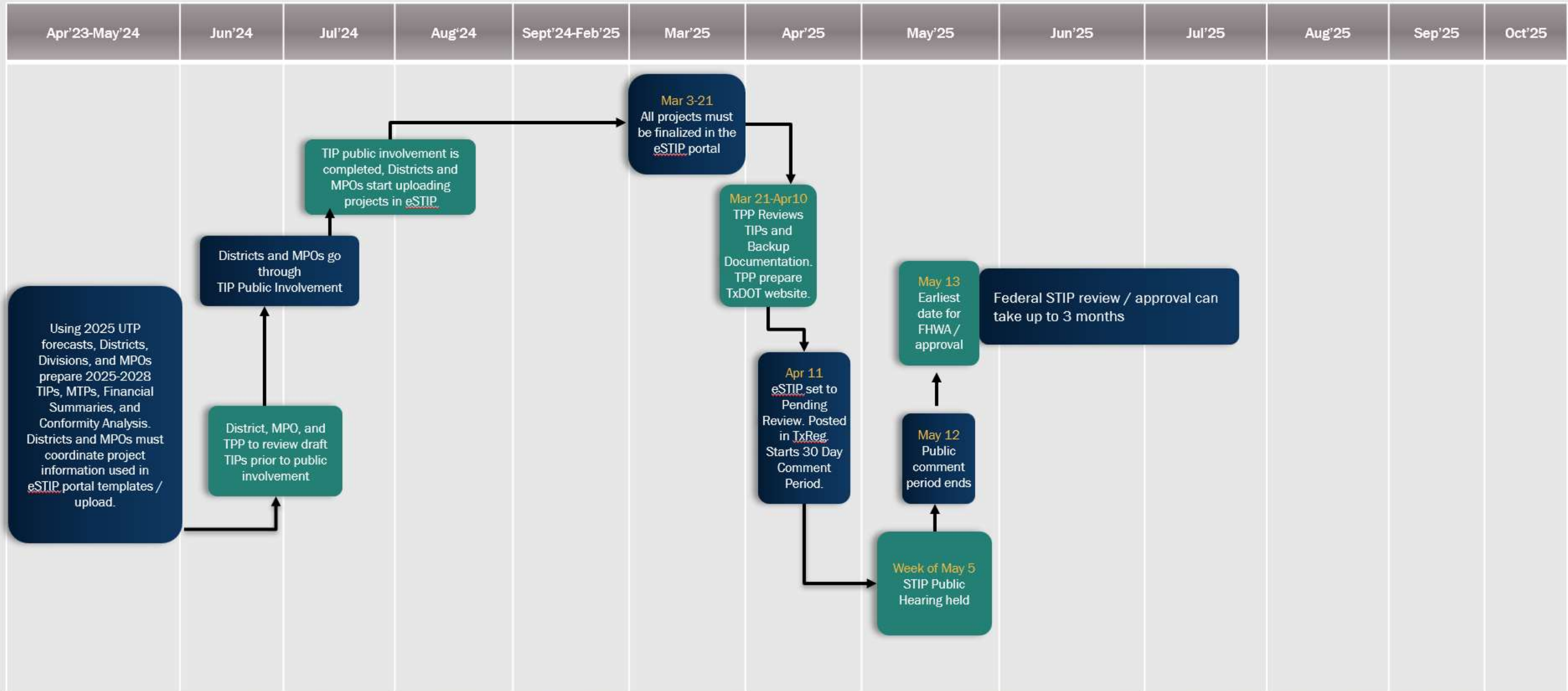
Attachments

1. TxDOT 2025-2028 STIP/TIP Development Timeline
2. TxDOT DRAFT 2025 UTP Project List from TxDOT-CRP District and Corpus Christi MPO
3. TxDOT DRAFT 2025 UTP Funding Category (CAT) Descriptions
4. Excerpt of DRAFT FY 2023-2026 TIP Amendment 2 for Project Changes (Table 15a Illustrative Project List)

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



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



STIP Development: Current vs. Early STIP Lock



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

TxDOT-CRP District 2025 UTP Candidate Project List March 2024 Revised Candidate Project List

TxDOT-CRP District and CCMPO 2025 UTP Candidate Project List

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

2/28/2024

TxDOT DRAFT 2025 UTP Funding Category (CAT) Descriptions

Allowable Development Activities by UTP Authority



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

Complete programming guidance is available on the UTP Crossroads Site.

[Link to Crossroads here.](#)

[Link directly to programming guidance here](#)

*Inflation is applied by TxDOTCONNECT. Cost estimates should be updated annually at a minimum.

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

2025 UTP Programming Guidance

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

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 6 Structures Replacement and Rehabilitation (Bridge)	<p>Addresses: Bridge improvements through the following sub-programs:</p> <p>Highway Bridge Program: For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered to be in poor condition or near poor condition. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p>Bridge Maintenance and Improvement Program: For rehabilitation and preservation of eligible bridges on the state highway system.</p> <p>Bridge System Safety Program: For the mitigation or elimination of higher risks on bridges such as deficient rails, documented scour or scour critical rating, documented history of debris, or steel or timber piling with advanced deterioration. Also for elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p>	Bridge Division	Districts submit candidate projects to BRG through the annual project call.	Bridge Division	<p>TxDOT's Bridge Division selects projects using a performance based prioritization process.</p> <p>Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by extent of deterioration.</p> <p>Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/ improvement needs.</p> <p>Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
Category 7 Metropolitan Mobility and Rehabilitation	<p>Addresses: Transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification (FC) greater than a local road or rural minor collector (FC 6 or 7).</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	Districts/MPO Collaboration	District and MPOs collaborate to select projects.	MPO Policy Board	Local scoring/ranking methodologies
Category 8 Safety	<p>Highway Safety Improvement Program (HSIP): Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety.</p> <p>TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p>Systemic Widening Program (SSW): Statewide program to fund the widening of high risk narrow highways on the state highway system.</p> <p><i>Completed Programs with no additional project calls/selections under Category 8: High Risk Rural Roads (HRRR), Safety Bond Program, and Road to Zero.</i></p>	Traffic Division	<p>HSIP: Districts submit project selections for on-system targeted, on-system systemic, and off-system projects meeting TxDOT's HSIP Guidance. TRF reviews and approves projects submitted through annual program calls.</p> <p>SSW: Project locations are prioritized statewide and selected based on high risk factors and cost.</p>	Traffic Division	<p>HSIP: Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance.</p> <p>SSW: Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p>
Category 8 Rail	<p>Rail-Highway Crossing Program (Federal Railroad Set-Aside): Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and incidents at on and off-system public at-grade crossings. Funds may also be used to mitigate blocked at-grade crossings.</p>	Rail Division	Rail Division manages the selection and management of projects in line with the latest Rail Highway Operations Manual. Project review is based on project calls and to supplement existing HSIP or other traffic signal projects impacted by a railroad crossing.	Rail Division	Projects are evaluated using the railroad crossing index. Projects are ranked and rated based on criteria in the latest Rail Highway Operations Manual. Emphasis is placed on traffic signal preemption.
Category 9 Transportation Alternatives Set-Aside Program (TASA)	<p>Addresses: Projects under the federal Transportation Alternatives (TA) Set-Aside Program such as:</p> <ul style="list-style-type: none"> - Design and construction of bicycle and pedestrian infrastructure - Active transportation network plans - Improved access for bicycle, pedestrian, and transit users along divided highways - Safe routes to schools non-infrastructure programs - Other eligible activities consistent with federal guidelines outlined in rules adopted by MPOs for their TA programs. 	MPO/District Collaboration > 200k Areas Public Transportation Division - Statewide	<p>TxDOT allocates 59% of Category 9 funds to subareas of the state based on population. The other 41% is designated for statewide use, a portion of which may be available to transfer to other federal programs if certain conditions are met.</p> <p>MPOs with a population over 200,000, which are designated as TMAs, administer competitive calls for projects for TA funds suballocated to their areas. For these funds, MPOs select projects in consultation with TxDOT districts.</p> <p>TxDOT's Public Transportation Division (PTN) administers a competitive calls for projects for TA funds suballocated to rural and urban areas (with a population of 200,000 or less) as well as funds designated for statewide use regardless of population size.</p>	MPO Policy Boards - > 200k Areas Texas Transportation Commission - Statewide	Projects are evaluated against criteria developed by TxDOT and MPOs to advance regional and statewide transportation planning goals.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 10 Carbon Reduction	Addresses: Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. Common types of projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.	TPP-Statewide Planning	TPP-Statewide Planning to coordinate use of non-MPO allocation.	TPP-Statewide Planning	<i>To be determined; additional guidance is forthcoming</i>
		MPO/District Collaboration	MPOs administer project selection for funds distributed based on population: urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000.	District	Localscoring/ranking methodologies
Category 10 Ferry Boat Program	Addresses: The construction and capital maintenance and rehabilitation of ferry boat facilities along the Texas coast.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.
Category 10 Seaport Connectivity Program	Addresses: Projects that will improve connectivity, enhance safety, and relieve congestion in communities around the state's maritime ports. Formerly known as the Port Access Improvement Program.	Maritime Division	Projects are scored and recommended, through a competitive call for projects, to the Port Authority Advisory Committee (PAAC), before being recommended to the Texas Transportation Commission for the approval of project awards.	Texas Transportation Commission	Seaport Connectivity projects are scored based on their ability to increase connectivity and safety, their economic impacts, and project readiness. Projects are selected by the Port Authority Advisory Committee and for recommendation to the Commission for their approval.
Category 10 Information Technology Systems (ITS)	Addresses: Improvements and upgrades to intelligent transportation systems across the state. Funding is distributed to the following divisions: Information Technology Division (ITD): - Provides ITS equipment directly on the roadway - Work that will be incorporated into a current/future construction project - Work that supports a specific roadway project development stage - Project provides statewide data/technology solutions for the life-cycle of the transportation network. Strategic Initiatives and Innovations Division (STR): - The Cooperative and Automated Transportation (CAT) program is an initiative established by TxDOT to integrate Connected Vehicles (CV), Automated Vehicles (AV) and related emerging transportation technologies into the state's transportation system. CAT offers numerous potential benefits and improvements for safety and to accommodate rapidly growing transportation demands by using technology to maximize the transportation infrastructure's performance.	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.
Category 10 Federal Lands Access Program	Addresses: Transportation facilities that are located on, are adjacent to, or provide access to federal lands.	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.
Category 10 Texas Parks and Wildlife Department	Addresses: The construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.
Category 10 Green Ribbon Program	Addresses: Projects that plant trees, plant material, and appurtenances that support the life of the plants to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.
Category 10 ADA Pedestrian Program	Addresses: Construction or replacement on system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.
Category 10 Landscape Incentive Award	Addresses: Joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.

2025 UTP Programming Guidance

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

2025 UTP Programming Guidance

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

2025 UTP Authority Guidelines							
UTP Authority	Work Program	Terminology	Approval	Estimated Let Date	Authorized Activities	End Point	Project Types/Comments
Plan	CANDPA	Candidate/Proposed Projects	District	Estimated let date outside the current UTP 10-year window	None. For planning purposes only. No resources can be assigned and no expenditures can be made. These projects were formerly classified as "900" CSJs in DCIS.	Project is prioritized to move to Develop Authority and initiate development activities	Any proposed project.
FS	FEAS	Feasibility Studies	TPP Corridor Planning Coordinator	Anticipated year of study completion	A planning study for when a solution is unknown that includes design concepts, general right-of-way requirements, alternative project solutions, traffic analysis, environmental fatal flaws, and planning-level cost estimates.	Completion of feasibility study	
Plan	PLAN	Planning Projects	TPP Corridor Planning Coordinator for statewide initiatives or large, regionally impactful planning projects	Estimated let date outside the current UTP 10-year window	<p>Early-stage activities including corridor studies, route studies, preliminary engineering for schematics, preliminary environmental review, preliminary utility investigations and coordination, preliminary ROW scoping, and planning-level cost estimate for construction.</p> <p>Environmental clearance can occur once the planning project is listed in a regional MTP/RTP (20-year plan). Planning projects outside the MPO boundary will be handled on a case by case basis for consideration of PLAN Authority eligibility.</p>	Project is prioritized for the UTP 10-year window to continue development activities	For future major projects requiring long-term development. Eligible candidates should be submitted through TPP.
Develop	DDA	District Develop Authority	TPP-UTP	Estimated let date within Years 5-10 of the current UTP	<p>Preliminary engineering, schematic approval, environmental clearance, right of way acquisition, and the start of PS&E.</p> <p>Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.</p>	Project is fully funded and ready to move to Construct Authority based on its stage of development. Once fully funded, projects can remain in Develop Authority if stage of development does not warrant a move into Construct Authority.	<p>DA funds represent the balance of the UTP that has not yet been programmed on specific projects. Districts may collectively program DA up to the amount of the current UTP balance, which is subject to TPP-UTP review for <u>constraint</u>. DA targets, balances and programming levels can be viewed via the Tableau Engineering Operations DA Dashboard. This is updated twice every quarter.</p> <p>DA projects may be eligible for eventual funding from any UTP category but should not be maintenance projects.</p> <p>DA projects should be fully programmed to warrant development activities. Fully programmed means the combination of programming (category and DA funds) equals the current/latest construction estimate.</p> <p>Any DA projects no longer in active development should be moved to CANDPA.</p>
	6DA	Bridge Develop Authority	Bridge Division				
	8DA	Safety Develop Authority	Traffic Division				
	SWDA	Statewide Develop Authority	TPP leadership, for large strategic projects and future statewide initiatives				
Construct	UTP Categories 1-12	Construct Authority	Commission authorization for Categories 2, 4, and 12. Districts and Divisions decide other category programming as outlined in the UTP Programming Guidance specific to each funding category.	Estimated let date within Years 1-4 of the current UTP	<p>Completion of all project development activities needed for letting, including ENV clearance, ROW acquisition, utility adjustments, and PS&E activities. Under Construct Authority, projects are finalizing Federal/state requirements in anticipation of letting (CBI, CMAQ, FPA, railroad agreements, AFA).</p> <p>Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.</p>	All development activities are complete and project goes to letting	<p>Includes all 12 UTP Categories. Must be fully funded. No DDA/SWDA/etc. or partially funded projects.</p> <p>Projects on the 2-year Letting Schedule must be ready to let (RTL) or projected to be RTL by the scheduled letting date.</p> <p>Projects with Construct authority must also be approved within the 4-year STIP.</p>

2025 UTP Programming Approval Guidelines

Approvals Required for Project Changes

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

Additional Notes:

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

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

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

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

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

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

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

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

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

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT10	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway.	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.90	\$7.90							\$10.26
2023	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.20			\$1.20					\$1.56
2024	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge. +\$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections and develop park to appropriate level of service based on community input.	At various city parks including	Ben Garza, TC Ayers, Hill Crest Park, and new location	City of Corpus Christi	Off	7	\$4.80			\$1.30			\$3.50		\$4.80
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc... Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	\$3.18			\$3.18					\$3.18
2024	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Traffic operations improvements and safety counter-measures including but not limited to the following: 1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite. 2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$4.14			\$4.14					\$5.37
2023	5000-00-916	MPO-069	FY 2022 - FY 2025 STBG-SA/CAT 9 Awarded Projects	3. Implement TSMO strategies on Regionally STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86				\$5.86				\$7.03
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B. Reconstruct eastbound entrance and exit ramps. Widen and construct new auxiliary lanes. Improve lighting and reconstruct existing merge lane. Construct new sidewalks to improve safety and access for bicyclists and pedestrians.	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$39.96	\$39.96							\$51.86
2024	0326-01-056	MPO-005	SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$41.58	\$41.58							\$53.97

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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



Date: March 1, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: FY 2025 and FY 2026 Unified Planning Work Program (UPWP) Development Process
Action: Information Only

Summary

Each Metropolitan Planning Organization (MPO) is required to develop a Unified Planning Work Program (UPWP). The guidance from the Federal agencies states: "At a minimum, an UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds." (23 C.F.R. 450.308) The existing 2-year FY 2023 and FY 2024 UPWP is found [here](#). TxDOT provides a template for the document that has not changed from the current UPWP. They also provide a checklist of requirements, provided as Attachment 2. Key assumptions for the new 2-year UPWP for FY 2025 and FY 2026 are:

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

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

Background

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

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

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

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

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

Financial Impact

The following DRAFT Budget Summary Table for FY 2025 and FY 2026 provides an overview of the funding allocation by major UPWP Task.

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

¹ TPF—This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

² CRRSAA – estimated carryover funds from the previously approved separate funding in FY 2023 and FY 2024 of \$3,179,828.

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

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

Recommendation

None. Information Only.

Proposed Motion

None. Information Only.

Attachments

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



U.S. Department
of Transportation
**Federal Highway
Administration**

Federal Planning Emphasis Areas Letter

Office of the Administrator

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

Federal Transit
Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

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

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

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

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Deputy Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

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

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

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

Equity and Justice⁴⁰ in Transportation Planning

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

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

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

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

Complete Streets

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

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

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

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

Public Involvement

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

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

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

Federal Land Management Agency (FLMA) Coordination

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

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

Planning and Environment Linkages (PEL)

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

Data in Transportation Planning

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

TxDOT UPWP Checklist

MPO UPWP Checklist

2/10/20222

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