

PREFACE:

This Transportation Improvement Program (TIP) is prepared in compliance with the Statewide Planning, Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613). This document is a multi-year listing of transportation improvements that are planned in the federal fiscal years from October 2010 through September 2014.

The **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, enacted August 10, 2005, as Public Law 109-59, authorized the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. To date, a replacement for this act has not been presented, in the interim, an extension – until December 2010 – has been issued.

SAFETEA-LU requires the metropolitan planning process establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint FHWA/FTA responsibility. SAFETEA-LU requires that the TIP:

- Will contain a priority list of projects and strategies for no more than four years (Texas MPO’s and Texas Department of Transportation (TxDOT) have agreed to maintain a three-year cycle); financial plan; and descriptions (type of work, termini, length, etc.) of each project in the TIP. [6001(j)]
- Investments in pedestrian walkways and bicycle transportation facilities are to be included in the published annual listing of projects. [6001(j)]

MPO’s in non-attainment areas are required to present additional information that identifies non-federally funded projects of regional significance as well as air quality analysis for the area. Because the Corpus Christi study area has been successful at maintaining their attainment status, the Corpus Christi Metropolitan Planning Organization (CCMPO) focuses on highway and transit projects in this TIP. The CCMPO’s Metropolitan Transportation Plan (MTP) which provides a long-range (25-year) comprehensive look at the total transportation network includes – TIP focus areas (highway/transit) as well as the Port of Corpus Christi and the Corpus Christi International Airport.

The TIP document is organized into the following sections, which are listed below.

1. Federally Funded Highway Projects
2. Federally Funded Transit Projects
3. Annual Self-Certification
4. MPO Study Area Map
5. Public Involvement Process

INTRODUCTION:

Since the 1962 Federal-aid Highway Act, federal authorizing legislation for expenditure of surface transportation funds has required metropolitan area transportation plans and programs to be developed through a continuing, cooperative, and comprehensive (3-C) planning process.

Over successive authorization cycles leading to the passage of SAFETEA-LU, Congress has added and revised the substantive content expected from the 3-C planning processes.

The formal transportation planning activities in the Corpus Christi Metropolitan Study Area began in the early '60's. The Texas Highway Department, Planning Survey Division, and the U.S. Department of Commerce, Bureau of Public Roads, in cooperation with the City of Corpus Christi initiated a transportation study.

The cooperative efforts of the state and the city resulted in the formation of the Corpus Christi Transportation Plan of 1963-1964. The main objective of this study was to find an adequate, long-term solution for future traffic in relation to comprehensive urban development. The plan included a complete network of streets and highways, which, when completed, would provide efficient movement of traffic. The City reaffirmed this plan in 1974, 1976, 1979, 1983-84, and revised it in 1987. In 1994, the CCMPO incorporated the Corpus Christi Transportation Plan in its long-range MTP. The MTP forms the basis of project selection for the short-term TIP.

Based on the Management and Monitoring System Final Rule, the CCMPO has prepared the Congestion Management Process (CMP), which grew from the Congestion Management System (CMS). The CMP is intended to serve as an organized and transparent method for our planning area to identify and manage congestion, connect performance measures to support funding for projects, and evaluate recommended strategies to ensure we are effectively addressing congestion. The CMP is part of the foundation that supports the TIP project selection process.

CCMPO, in cooperation with area agencies and with consultant support, continues to explore several specific areas of concern:

Traffic Signal Coordination Planning and Development: A comprehensive evaluation of existing coordinated traffic signal systems within the metropolitan areas of Nueces and San Patricio Counties was conducted. The study lists short-term and long-term plan recommendations to increase the mobility and reduce delay, travel time, and fuel consumption. Consequently, a Traffic Signal Warrant Study determined the need for traffic signal installations at various intersections in Corpus Christi and Portland.

Corpus Christi Major Freight Facilities Impact Study: This report describes and evaluates the Corpus Christi region's existing and planned logistics assets as they relate to the region's important role in North American freight transportation.

Southside Mobility Corridor: This is a concept to provide long-range relief to SH 358 (South Padre Island Drive) corridor and to serve growing areas of Nueces, Kleberg, and San Patricio Counties. As development progresses on the southside and the western portions of our area, corridor alternatives must be identified in anticipation of this growth while developing and maintaining the existing corridors in the already developed areas.

Until a more definitive legislative authorization is presented, the CCMPO will continue to use SAFETEA-LU Planning Factors as a means for guidance and planning.

SAFETEA-LU PLANNING FACTORS:

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**

Both the short and long range planning process and projects support the economic vitality of the CCMPO area by improving transportation infrastructure. FY 2011-2014 TIP has projects like FM 3239 (Buddy Ganem Drive) which includes the construction of additional lanes and a continuous turn lane and FM 3386 (McKinzie Road) from Haven Drive to 2.6 miles south of IH 37 at plant entrance.

- **Increase the safety of the transportation system for motorized and non-motorized users.**

Safety and security of the transportation system is one of the high priorities in the CCMPO area. The CCMPO has devised a project rating system for the TIP which includes factors, such as the impact of a project on safety. CCMPO actively collaborates with the City of Corpus Christi, Corpus Christi Regional Transportation Authority (CCRTA), and TxDOT to pool funds and coordinate street improvement projects that take into account the proper cross sections which include accessible curbs, sidewalks, and bus stops. As a member on the city's Bicycle and Pedestrian Subcommittee, CCMPO participates in efforts that address bicycle and pedestrian improvements. The ramp reversal project involving the purchase of Right of Way (ROW) on SH 358 (South Padre Island Drive) from Ayers Street to FM 2444 (Staples Street) will enhance motorized safety by eliminating long lines of exiting traffic onto access lanes.

- **Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.**

The Port of Corpus Christi Authority has significantly increased security utilizing over \$27 million in Department of Homeland Security grants. With the creation of their own police force and the installation of a state-of-the-art security system the Port has responded to the need to enhance their ability to detect and deter security threats.

Given the reality that all coastal communities must consider the public safety and security of residents – from the threat of a hurricane to the identification of evacuation routes - there are diverse and essential planning elements in our area. The efficient movement of residents and tourist out of harm's way is critical to individual security and public well being.

- **Increase the accessibility and mobility options available to people and freight.**

CCMPO actively participates in transit coordination efforts between urban, rural, and state accessibility projects. Consideration of improvements to the transportation network increases mobility for both individuals and commercial cargo carriers in the CCMPO area. A collaborative update to the current transportation coordination plan is underway.

- **Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**

The Corpus Christi Metropolitan Area remains an attainment area according to the Clean Air Act Amendments (CAAA) of 1990. The CCMPO participates and supports the voluntary activities of the City of Corpus Christi, the Port Industries, and the Pollution Prevention Partnership. A number of TxDOT, CCRTA service and city vehicles run on alternative fuel. With a majority of CCRTA's bus fleet retrofitted with bicycle racks, our community has begun the process of complementing the effort by installing bicycle racks along bus routes and other bicycle pathways. The City's Transportation Advisory Committee has reorganized its Bicycle and Pedestrian Subcommittee in order to effectively collect and respond to community input.

The CCMPO has also initiated a process to eliminate or minimize conflicts with other agency's plans that might impact transportation. The goal of this process is to assure that decision makers take into account potential environmental impacts when adopting long-range and short-range transportation plans or updates. Part of this process is to evaluate the impact of proposed projects and consider how any potential impact might be mitigated.

- **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**

The CCMPO member agencies evaluate the total transportation network and the needs of all users of the network. Intermodal facilities being planned for La Quinta and Robstown will integrate the efficiencies of several modes. Enhanced rail service to the Port has resulted in the Port playing a major role in the deployment of cargo that previously was being transported by trucks.

To promote further regional connectivity, the SH 286 (Crosstown) freeway extension from SH 357 (Saratoga Boulevard) to one mile south of FM 43 (Weber Road) will provide controlled access freeway from IH 37 to the developing southside.

- **Promote efficient system management and operation.**

The CCMPO supports a CMP by collecting traffic volume data on approximately 200 locations in the metropolitan area in addition to the traffic volume data collected by TxDOT and the City of Corpus Christi. These locations are on segments of the road that are considered congested either by TxDOT standards or by the perception of the citizens of the metropolitan area.

This TIP contains the addition of travel lanes on Williams Drive from Airline Road to FM 2444 (Staples Street) to enhance system efficiency and operation.

- **Emphasize the preservation of the existing transportation system.**

The preservation and efficient use of the existing transportation system are the leading goals of the CCMPO. The projects listed in the MTP are primarily improvements to the existing transportation system. While development and expansion are inevitable, the preservation of right-of-way for future expansions and new construction are generally required.

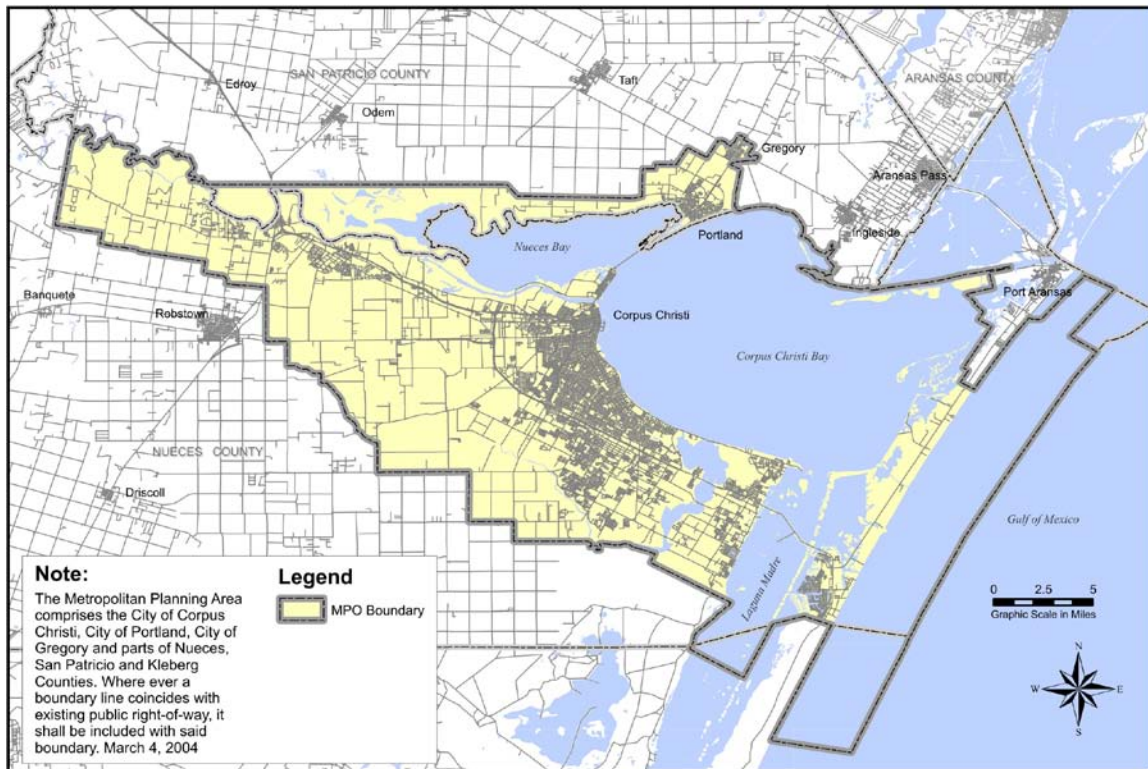
PURPOSE:

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (**SAFETEA-LU**) requires that the metropolitan transportation planning process include the

development of a TIP. The TIP is a short range transportation capital improvement plan. This document describes the schedule for obligating federal funds to state, and local governments to implement transportation projects within the metropolitan planning area. To be eligible for any level of federal funding, a project must be in the MTP and the TIP. In contrast to previous years, funding projections have been burdensome to forecast as state and local budgets facing the uncertainty of a new authorization bill could significantly impact proposed projects, and timelines.

DEFINITION OF AREA:

In 1973, the State Governor designated the City of Corpus Christi as the MPO to perform transportation planning for the metropolitan area. The MPO designation changed in June 2000. The Transportation Policy Committee is now the designated MPO. The Corpus Christi Transportation Plan was originally comprised of five signatories: the City of Corpus Christi, the City of Portland, the County of Nueces, the County of San Patricio and the Texas Department of Transportation. To be fully multi-modal, the MPO included CCRTA and the Port of Corpus Christi in the transportation planning process. Census 2000 changed the Urbanized Area Boundary (UAB) as well as the Metropolitan Area Boundary (MAB) which includes the City of Gregory. Gregory is represented by the San Patricio County Judge and County Commissioner on the Transportation Policy Committee and Technical Advisory Committee, respectively. The area map below shows the physical boundary of the CCMPO area. There is speculation that results from the 2010 census could impact changes to the representation of our UAB and MAB.



Corpus Christi Metropolitan Planning Organization Boundary Area.

PUBLIC INVOLVEMENT PROCESS:

The transportation planning process requires early and proactive public involvement to allow ample opportunity and time for the citizens and decision makers to offer input and make informed decisions. CCMPO continuously reviews the Public Participation Plan and is always looking for ways to improve the efforts to involve and reach the public effectively.

The Transportation Policy Committee adopted a formal Public Participation Plan that is SAFETEA-LU compliant. This policy meets the minimum standard required for public participation in the transportation planning process, it complies with the National Environmental Policy Act (NEPA), Americans with Disabilities Act (ADA), Clean Air Act Amendment (CAAA), and most importantly, the Title VI (Civil Rights Act) requirements. Public meetings for both short- and long-range plans are conducted in accordance to Title VI for low income and minority population segment's proactive participation. Locations selected for public meetings are ADA accessible and have close proximity to public transportation.

PROJECT SELECTION PROCESS:

Corpus Christi Metropolitan Planning Organization

RESOLUTION

WHEREAS, the Transportation Policy Committee is designated as the Metropolitan Planning Organization (MPO) serving as the Policy and Decision Making Forum for the Corpus Christi Urbanized Area; and

WHEREAS, the Corpus Christi Urbanized Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA), as provided in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and is therefore subject to special planning programming requirements regarding congestion management systems, project selection, certification; and

WHEREAS, the SAFETEA-LU assigns project-level programming responsibilities to MPOs for: (1) sub-allocated Surface Transportation Program (STP) funds in TMA's, (2) Congestion Mitigation and Air Quality (CMAQ) funds in non-attainment areas, and (3) the Federal Transit Administration (FTA) funds in TMAs; and

WHEREAS, the SAFETEA-LU Funding may be used for highway or transit projects as well as for transportation related projects; and excess FTA Section 5307 Urbanized Area Formula Program may be shifted to highway projects if approved by the MPO through the metropolitan planning and programming process; and

WHEREAS, the Corpus Christi Urbanized Area will receive an estimated Category 2 apportionment of \$0 for FY 2011, \$7,789,640 for FY 2012, and \$14,085,122 for FY 2013 and \$14,085,122 for FY 2014 from the Federal Highway Administration's Surface Transportation Program through the Texas Department of Transportation; and

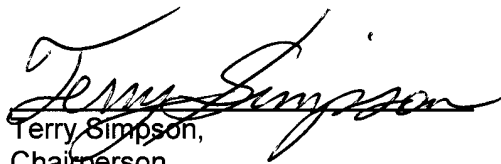
WHEREAS, the Corpus Christi Urbanized Area will receive an estimated Category 7 apportionment of \$1,797,722 for FY 2011, \$4,307,061 for FY 2012, and \$4,495,057 for FY 2013

and \$4,525,195 for FY 2014 from the Federal Highway Administration's Surface Transportation Program through the Texas Department of Transportation.

NOW, THEREFORE, BE IT HEREBY RESOLVED:

In accordance with Section 134(h) (2) of Title 23 U.S.C., as amended, the Corpus Christi Transportation Policy Committee, acting as the policy group for the above-named MPO, hereby approves the following procedures pertaining to project selection during FY 2011-FY 2014.

- The approved Transportation Improvement Program shall be utilized for programming projects within the metropolitan area.
- Any projects listed in the first year of the approved Transportation Improvement Program shall be considered in the first priority and may be implemented as soon as plans are completed and funds are appropriated.
- Should any project not be implemented from the first priority, then projects should be selected from the second year which shall be considered the second priority, and, those projects may be implemented as plans are completed and funds are appropriated.
- This procedure was developed in cooperation with the Texas Department of Transportation, C.C. Regional Transportation Authority and C.C. MPO, and is mutually agreeable, in accordance with SAFETEA-LU.


Terry Simpson,
Chairperson
Transportation Policy Committee


Julie Brown,
Interim District Engineer
Texas Department of Transportation

AIR QUALITY ISSUES:

The Clean Air Act Amendments (CAAA) requires areas to maintain compliance with the National Ambient Air Quality Standards (NAAQS) for listed priority pollutants. The pollutant of primary concern for the Corpus Christi area is ozone. Implications for non-attainment of the ozone NAAQS include mandatory measures to reduce emissions of identified precursors to the formation of ozone through an atmospheric photochemical reaction. Those are oxides of nitrogen (NOx) and volatile organic chemicals (VOCs). Mandatory measures would be contained in a State Implementation Plan or "SIP" for the area promulgated by the Texas Commission on Environmental Quality (TCEQ) and approved by the U.S. Environmental Protection Agency (EPA).

The Corpus Christi area was once designated as non-attainment for ozone from 1978 through 1985. In 1986, the EPA re-designated the area as compliant and eligible for attainment status. However, each of the area's two TCEQ compliance monitoring stations recorded exceedances of the one-hour NAAQS of 0.12 parts per million of ozone (September 1993 at C21, August 1994 at C04, and twice in September 1995 at C21). Four such exceedances recorded at the same monitor within a three-year time period would have resulted in a violation of the NAAQS

causing re-designation to non-attainment. If the Corpus Christi area should revert back to a non-attainment status, SIP mandated measures would affect, on a daily and long-term basis, citizens, municipalities, businesses, industries, and the economy in general.

Historically, an eight-hour standard of 0.08 parts per million (ppm) has been in place and EPA promulgated rules revoking the one-hour standard for all areas in compliance with it. The Corpus Christi area remains in compliance with the one-hour standard and was included in the revocation rule. However, the area is only marginally in attainment of the 8-hour standard.

Ozone Formation and Area Emissions:

Corpus Christi is classified as a near non-attainment area due to monitored ozone levels. Fortunately, prevailing meteorological conditions normally inhibit ozone formation. Ozone, harmful to people and crops, forms from an atmospheric chemical reaction between VOC and NO_x from natural, industrial, area, and mobile sources. When VOC and NO_x combine in sunlight with light winds and high temperatures, the resulting photochemical reaction forms ozone. If any of the three conditions are missing, ozone formation is inhibited. Corpus Christi's prevailing gulf wind normally dissipates the VOC and NO_x concentrations inhibiting ozone formation.

A second key factor – contributing to elevated ozone levels in the Corpus Christi area, identified through the development of a “conceptual model” for the area – is transport. Ozone and precursors are transported into the area when prevailing winds are from the northeast along the coast. EPA's recent proposed ozone standards between 0.060 ppm and 0.070 ppm has created a concern as these standards are unobtainable with current technologies. The consensus of the area is that in order for attainment to be achievable, EPA must sufficiently differentiate between transport and local sources of VOC and NO_x and provide the technology for a balancing credit acknowledging transport into our airshed.

NO_x and VOC have four major sources in the Corpus Christi area: large point sources, non-mobile area, on-road and off-road mobile, and biogenic sources. The major industrial sources include power plants, chemical plants, military facilities, and petroleum refineries. These sources produce approximately 58 percent of the NO_x and 39 percent of the VOC based on a 1999 emissions inventory. Area sources, such as dry cleaners, gas stations, print shops, and landfills account for a minimal amount of NO_x and approximately 10 percent of VOC based on data developed in a research project by Texas A&M University-Kingsville.

On-road vehicles include cars, trucks, buses, and motorcycles, and produce about 21 percent of VOC and 27 percent of NO_x. Off-road vehicles, such as agricultural and industrial equipment, miscellaneous small engines, aircraft, personal and commercial watercraft, and recreational vehicles, contribute the remaining 12 percent of NO_x and 11 percent of VOC per the 1999 inventory. With the possibility of violating the ozone NAAQS, the Port Industries of Corpus Christi (PICC) and area military facilities, in cooperation with the City of Corpus Christi, developed a plan for voluntary emission reductions resulting in a Flexible Attainment Region (FAR) agreement with US EPA and TCEQ in 1997. This was followed with an O3Flex Agreement in 2002. An 8-hour O3Flex agreement is under negotiation with EPA and TCEQ to address compliance with the 8-hour ozone standard.

Although the major industrial sources account for a significant portion of combined emissions, a historical trend analysis reveals that major industries have reduced their combined emissions considerably since 1973. Review of on- and off-road vehicular emissions show this source has not experienced a decrease. Photochemical modeling indicates that the combined on- and off-road mobile source emissions constitute the largest contributors to ozone production across the Corpus Christi airshed.

Currently, on Ozone Action Days, the major industrial and military sources are taking costly actions to restrict their individual emissions. These actions include the delay of marine loading, restricting certain operations, canceling VOC emitting maintenance, and postponing shutdowns, startups, and turnarounds. Additionally, the plants are taking continuing actions such as supplying low Reid Vapor Pressure (RVP) gasoline and ultra low sulfur diesel to area stations and improving personnel education. Likewise, the City of Corpus Christi developed and implemented an Ozone Action Plan that entails programs reduce emissions on advisory days. These steps include refueling vehicles on the evening preceding an Ozone Action Day, restricting vehicular use, and delaying asphalt construction/maintenance projects. Area service stations also participate through the voluntary utilization of Stage I Vapor Recovery equipment. Local interests, through an air quality committee, continue to investigate other immediate and long-term measures to reduce emissions.

The Pollution Prevention Partnership, an effort spearheaded by Texas A&M University-Corpus Christi, provides public education and outreach services to small business and the general public in the area of emissions reduction opportunities and techniques. Substantial progress has been achieved with a number of small business groups including gasoline retailers, dry cleaners, paint and body shops, and others. A recently instituted program, "AutoCheck", provides pollution checks for automobiles and offers financial incentives to the owners for repair of defective vehicles.

AMERICANS WITH DISABILITIES ACT (ADA):

CCRTA operates complementary paratransit service in compliance with ADA and FTA regulations. All RTA fixed route and paratransit revenue vehicles and facilities are fully accessible by persons with disabilities. A CCRTA Advisory Committee (RTAC) oversees CCRTA activities related to ADA issues, and provides regular reports to the CCRTA Board of Directors. CCRTA is in compliance with the Americans with Disabilities Act (ADA). The City of Corpus Christi is in the process of constructing curb-cuts with accessible ramps to improve pedestrian access and to comply with the Americans with Disabilities Act.

GLOSSARY:

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

PROJ ID **Project Identification** – Identification number assigned by the CCMPO for local tracking and identification. Used to relate projects to the Metropolitan Transportation Plan (MTP).

F. CLASS Federal Functional Class - Federal classification of streets and highways into functional operating characteristics. Categories are: Interstate; Other Urban Freeways and Expressways; Other Principal Arterials; Minor Arterials; Urban Collectors and Rural Collectors; Rural Minor Collectors; Urban and Rural Local Streets and Roads.

Funding Category - The Texas Transportation Commission (commission) and the Texas Department of Transportation (TxDOT) use the Unified Transportation Program (UTP) as TxDOT's ten year plan to guide transportation project development and construction. To align with the budget strategies outlined in the 2005 – 2009 Strategic Plan, the department approves the UTP in two volumes:

- The Statewide Preservation Program (SPP)
- The Statewide Mobility Program (SMP)

The SPP encompasses funding strategies to maintain the existing transportation system and is part of the TxDOT **Maintain It** budget strategy. It contains funding information on three highway construction programs:

- Category 1 - Preventive Maintenance and Rehabilitation
- Category 6 - Structures Replacement and Rehabilitation
- Category 8 – Safety

The SMP contains information regarding the TxDOT **Build It** operational category and contains the following highway construction categories:

- Category 2 – Metropolitan Area (TMA) Corridor Projects
- Category 3 – Urban Area (Non-TMA) Corridor Projects
- Category 4 – Statewide Connectivity Corridor Projects
- Category 5 – Congestion Mitigation and Air Quality Improvement
- Category 7 – Metropolitan Mobility and Rehabilitation
- Category 9 – Transportation Enhancements
- Category 10 – Supplemental Transportation Projects
- Category 11 – District Discretionary
- Category 12 – Strategic Priority

PHASE - Project Phase for Federal Funding

- E** Preliminary Engineering
- R** Right of Way Acquisition
- C** Construction
- T** Transfer