



CHAPTER 6

FINANCIAL PLAN

Achieving the transportation vision identified in this plan will require new revenues for maintenance, operating, and capital from as-yet-undefined revenue sources. This financial plan attempts to prepare an approximate but realistic estimate of both the total funds available and total program costs.

CHAPTER 6

This chapter describes all of the anticipated revenues and estimated costs to maintain, operate, and expand the Corpus Christi MPO region's transportation system from 2020 until 2045. This includes information on all types of funds that can reasonably be expected to fund transportation efforts during the next 25 years. General categories of funding include; all reasonable revenues from FHWA and FTA, Texas state government, regional and local sources, the private sector, and user charges. The transportation plan must demonstrate a balance between the expected revenue sources for transportation investments and the estimated costs of the projects and programs described in the plan. In other words, the plan must be fiscally (or financially) constrained. The projects and estimates identified in this plan will be reexamined several times prior to implementation to ensure that the financial resources are properly identified and available. The intent of this financial plan is to prepare an approximate but realistic estimate of both the total funds available and total program costs. The financial analysis presented in this chapter meets the federal requirements detailed in federal FAST Act.

Meeting the needs or achieving the transportation vision identified by the 2020-2045 MTP will require new revenues for maintenance, operating, and capital from as-yet-unidentified revenue sources. Projected funding levels are not sufficient to maintain existing functions or serve projected needs resulting from increased regional population and economic growth. Without additional revenues, regional accessibility and mobility will deteriorate and infrastructure will decline.

By 2045, the average vehicle on the road will get over 50 miles per gallon. Optimistically assuming that vehicle miles of travel per driver remain the same as today (the trend shows a continuing decrease) and that the Millennial generation begins driving at rates more in line with those generations before them (the data shows that they travel noticeably less), then funding generated by the gasoline excise tax will decline by approximately one-third. Assuming that the cost of maintenance, operations, and new construction continues to increase at the current 4% rate, then a project that cost \$1 million in 2020 will cost \$2,190,000 in year 2045.

REQUIREMENTS FOR A FINANCIAL PLAN

The Code of Federal Regulations outlines the elements required to develop a transportation financial plan. The FAST Act requires a financial plan include revenues and costs necessary to operate and maintain the roads and associated systems (signals, signage, striping, etc.) These costs enable a Metropolitan Planning Organization like the Corpus Christi MPO to estimate future transportation conditions and resources to make the fullest use of existing infrastructure. The FAST

Act also requires the financial plan include recommendations on the development of new financing strategies.

The last key requirement is the use of "year of expenditure" dollars for planning purposes. This change in methodology accents the reduction in the buying power of transportation revenue that have not previously been accounted for during the planning process.

The FAST Act requires a new focus on performance and accountability, establishing national performance standards. The development of performance standards in the FAST Act allows states to develop a risk-based asset management plan for the National Highway System.

Since 1991, the Federal Transportation Act has required a continuous, comprehensive and cooperative transportation planning process. This process involves:

- Transportation Management Areas' long-range transportation plans;
- The congestion management process;
- Metropolitan Planning Organization Transportation Improvement Program;
- A statewide long-range transportation plan; and
- A Statewide Transportation Improvement Program.

Federal Highway Administration eligible roadways, as continued by the FAST Act, are described below:

- The National Highway System
- The Interstate System
- Non-National Highway System routes which include all other functionally-classified routes (except rural minor collector and local access).

FHWA eligible roadways in the Corpus Christi MPO region are identified in Exhibit 6-1.

The National Highway System provides an interconnected system of principal arterials and other highways serving major population centers, international border crossings, ports, airports, public and intermodal transportation facilities, and other major travel destinations. The system meets national defense needs and serves interstate and interregional travel. Routes that must be included on the National Highway System are principal arterials, interstate highways, highways on the Strategic Highway Network, major Strategic Highway Network connectors, and congressional high-priority routes.

ASSUMPTIONS AND APPROACH TO FISCAL CONSTRAINT

The 2020-2045 MTP identifies regional transportation projects and needs beginning in 2020 and extending through 2045. Revenue and expenditures rely on historical revenues from local, state, and federal sources, and assumptions regarding future economic, social, and behavioral conditions. The Corpus Christi MPO incorporated the following basic principles in plan development:

- Integration of available local agency financial-planning documents.
- Consistency with state planning documents was ensured. 2020 UTP Program Distribution Planning Estimates prepared by the Texas Department of Transportation (August 2019) were used for available state and federal funds. Appendix G, contains the approved TxDOT 2020 UTP.
- Published data sources were used to evaluate historical trends and augment local information as needed.

An inflation rate of 4 percent per year, which is the average over both the past 10 years and the past 25 years, was used to estimate future project cost inflation. This was based on historic increases in construction cost as reported by the TxDOT.

CODE OF FEDERAL REGULATIONS 23 CFR 450.322 (10)

A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.

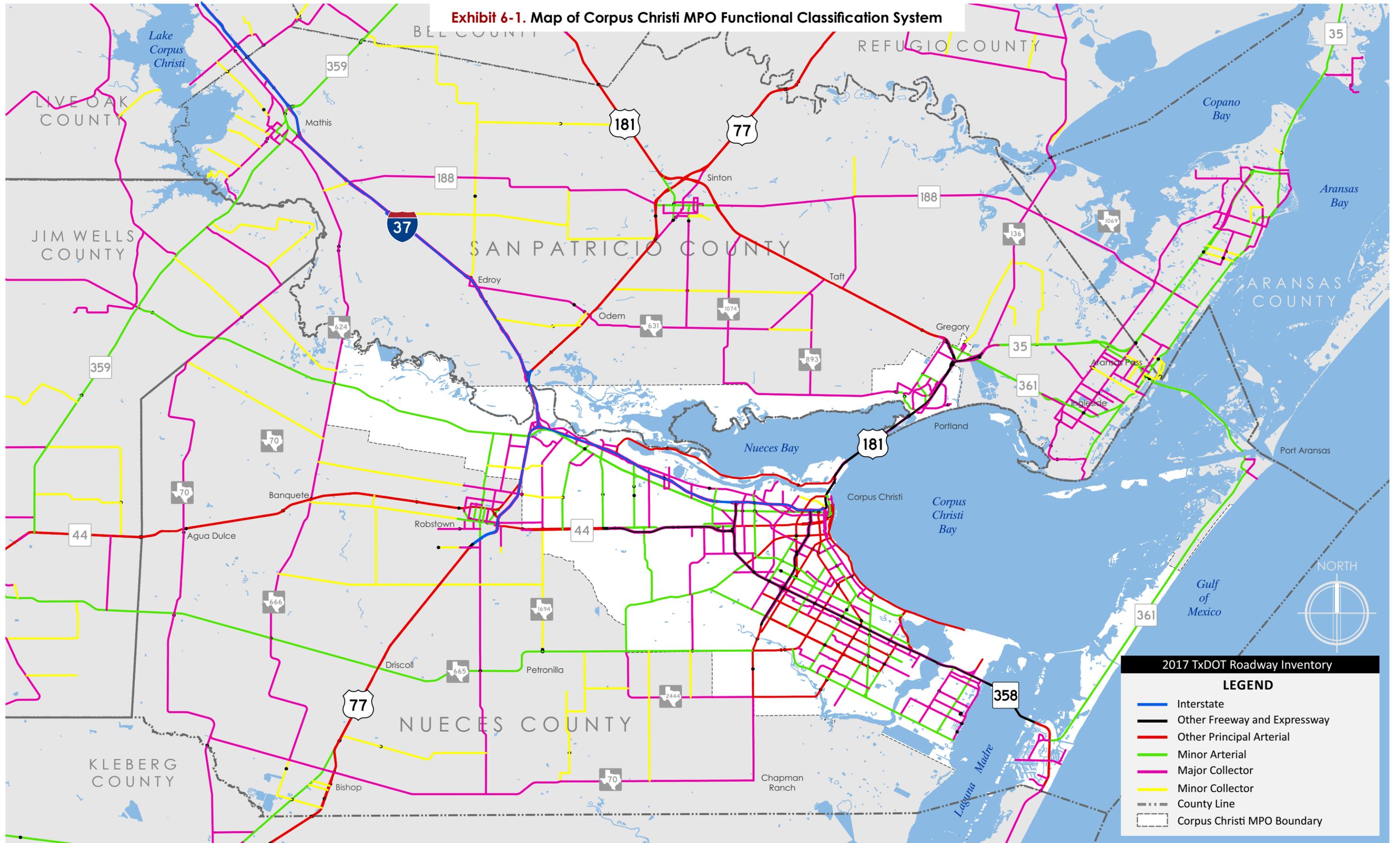
(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For non-attainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available. (viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally-constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

Exhibit 6-1. Map of Corpus Christi MPO Functional Classification System



Projected Funding Gap

The costs of maintaining, operating, and expanding the transportation system have risen dramatically, while the revenues created to maintain and operate the existing system have remained flat. Demands on the system have increased from a growing population and aging infrastructure that is approaching the end of its life cycle. The average age of roads and bridges means that there is an upcoming wave of replacement and rehabilitation that must be funded.

Federal- and state-generated fuel taxes are the primary revenue sources for roadway maintenance, construction and operations. The federal gas tax has been 18.4 cents per gallon since 1993. Approximately 15 percent of the funds generated by federal and state fuel taxes are applied to other federal transportation efforts, like public transportation. Fuel taxes are not indexed to inflation and have not been increased since they were implemented, in 1992. Furthermore, due to the steady increase in fuel-efficiency standards, drivers pay less in gas taxes per vehicle mile traveled than they did 10 or 20 years ago. With the increasing popularity of electric vehicles, additional revenue will be lost.

The funding assumptions were developed for planning purposes only, and do not suggest endorsement of any particular tax or transportation funding solution on part of the MPO or the MPO's Transportation Policy Committee. This effort is also not intended to craft optimal public taxing policy to fund transportation infrastructure. Rather, it is an attempt to develop a reasonable set of funding assumptions that are based, at least in part, on the past history of the federal government, state legislature, and local governments and how they fund transportation infrastructure. Over the next 25 years, the amount and identified funding mechanisms will be different than what is described in this plan.

SYSTEM COST PROJECTIONS

This plan considers the cost to expand, maintain, and operate the transportation system envisioned by the Corpus Christi MPO region, as required by law. Public comments received during the development of this plan indicated a preference for maintaining existing infrastructure and improving operations of existing infrastructure.

System Maintenance and Preservation

Preservation of our existing investments is vital to infrastructure integrity and important in promoting highway safety.

Maintenance protects existing infrastructure from deterioration through:

- Resurfacing
- Reconstruction
- Roadway patching and sealing
- Blading unpaved surfaces, shoulders, and ditches
- Cleaning drainage structures
- Repairing slopes due to washout or erosion
- Maintaining stream beds
- Sweeping
- Picking up litter and trash

- Controlling vegetation
- Maintaining Intelligent Transportation Services devices, roadway signs, and lighting
- Guardrail repair
- Bridge repair
- Painting bridges
- Rest-area maintenance

System Management and Operations

Operational and management activities enable more efficient travel and improve the reliability of the transportation system. They are intended to make the best use of the existing transportation facilities by managing and operating systems and improving traffic operations and safety.

Examples of operational strategies include:

- Intersection improvements
- Signal timing
- ITS deployment
- Ramp metering
- Incident management
- Access management

System Expansion

In a growing region such as Corpus Christi, there is large demand for system expansion. Funding available for regional transportation system expansion is approximately \$7.4 billion over the 25-year planning period.

REVENUE SOURCES

Transportation has traditionally been funded by user fees. Today, the major tax sources to fund transportation are state and federal fuel excise taxes, vehicle license fees, sales taxes, and transit fare box revenues. The Corpus Christi MPO allocates federal funding for Categories 2, 7, and 9. The remaining funding categories are allocated by the Texas Transportation Commission. Additional transportation funds are allocated by specific local governments, transit agency, Port Authority and airports.

Federal Sources of Funding

Federal funding is derived primarily from the federal gas tax, which is currently 18.4¢ per gallon for gas and 24.4¢ for diesel. Federal Highway Administration funds may be used to reimburse project costs for general transportation planning, preliminary engineering, right-of-way acquisition, construction, and audit. Federal Highway Administration funds may only be spent after authorization by TxDOT through Federal Highway Administration.

Federal Highway Administration Funding Programs – FHWA reimburse eligible transportation projects. The following are funding categories:

- National Highway Performance Program
- Surface Transportation Program
- Congestion Mitigation and Air Quality
- Highway Safety Improvement Program
- Railway Highway Crossing
- Transportation Alternatives Program
- Ferry Boat Program
- Emergency Relief Program

National Highway Performance Program

The National Highway Performance Program was created by the FAST Act. The program funds construction and preservation projects located on the newly expanded National Highway System, which includes the entire Interstate system and all other highways and roadways classified as principal arterials. See Exhibit 6-1.

Eligible projects/activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges
- Bridge and tunnel inspection and evaluation
- Training bridge inspectors
- Transit capital
- Environmental restoration and mitigation
- Safety
- Construction, rehabilitation, or replacement of ferry boats and facilities
- Intelligent Transportation Systems
- Bicycle and pedestrian infrastructure

The FAST Act eliminated dedicated funding for bridge repair. Therefore, a share of the National Highway Performance Program for local entities is dedicated to fund a portion of a competitive bridge program.

The National Highway System program funds improvements to rural and urban roads that are part of the National Highway System, including the Interstate System and designated connections to major intermodal terminals.

The 1991 ISTEA established the National Highway System, and MAP-21 and the FAST Act have refined the National Highway System to consist of major roads in the U.S., including:

- The federal interstate system;
- Routes identified for their strategic defense characteristics
- Routes that provide access to major ports, airports, public transportation, and intermodal transportation facilities
- Principal arterials that provide regional service

Funding in this category may be used for a wide variety of projects. In addition to roadway construction and operational and maintenance improvements, other eligible projects include:

- Start-up for traffic management and control
- Infrastructure-based intelligent transportation system capital improvements
- Fringe and corridor parking
- Carpool and vanpool projects
- Bicycle and pedestrian projects
- Wetlands and natural habitat mitigation

In certain circumstances, transit projects in the corridor are also allowed if they benefit the National Highway System. Publicly-owned intracity and intercity bus terminals are also eligible. State DOTs also have the option to shift 50 percent of the money to the Surface Transportation Block Grant (STBG) Program category, which provides greater project flexibility.

Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program provides flexible funding that may be used by TxDOT and local agencies for projects to preserve and improve conditions and performance on any federal-aid highway.

Projects eligible for Surface Transportation Block Grant Program funding include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.
- Capital costs for transit projects.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and Americans With Disabilities Act sidewalk modification.
- Highway and transit safety infrastructure improvements.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck-stop electrification.
- Surface transportation planning.
- Transportation alternatives (including bicycle, pedestrian and transit projects).
- Development and establishment of management systems.
- Environmental mitigation efforts (as under the National Highway Performance Program).
- Infrastructure-based Intelligent Transportation Systems capital improvements.
- Environmental restoration and pollution abatement.

- Recreational trails projects.
- Workforce development, training, and education activities.

Regions designated as Transportation Management Areas are not permitted to use Surface Transportation Block Grant Program funding for capacity-increasing projects (road widening) unless it is part of the Congestion Management Process. MPOs and DOTs must consider the relative importance of the route, roadway condition, and traffic impact on National Highway System routes as they prepare the investment program. Some portions of these funds are sub-allocated on an annual basis to the Corpus Christi MPO. This is the funding program known as “Category 7: Metropolitan Mobility and Rehabilitation”.

The following outlines the Surface Transportation Block Grant Program components that the Corpus Christi MPO programs:

Category 7: Metropolitan Mobility and Rehabilitation

The STBG Program is a formula allocation to the Corpus Christi Transportation Management Area based on the population of the Corpus Christi Urban Area. Eligible projects include:

- Planning studies
- Enhancement activities
- Road projects on a route functionally classified as an urban collector, rural arterial, or higher
- Transit projects, other than operations.
- Bicycle transportation and pedestrian walkways.

Projects in this subcategory of funding are selected by the Transportation Policy Committee (TPC) of the Corpus Christi MPO.

Highway Safety Improvement Program

The purpose of the program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads, including non-state-owned and roads on tribal lands. The program requires a performance-focused, data-driven, strategic approach to improving highway safety. Each state is required to develop and implement a strategic highway safety plan that is approved by the governor. As a condition of obligating Federal Highway Safety Improvement Program (HSIP) funds, a state is required to submit an annual report to the Federal Highway Administration (FHWA) that describes the progress on safety improvement projects and their contribution to reducing roadway fatalities, injuries, and crashes.

In Texas, the Highway Safety Improvement Program (HSIP) is for highway safety projects that eliminate or reduce the number of fatalities and serious injuries on all public roads. It is limited to improvements that address the crash types identified in the Texas Strategic Highway Safety Plan (SHSP). Funds are provided for construction and operational improvements both on and off the state highway system.

Category 9: Transportation Alternatives

The program funds programs and projects defined as transportation alternatives:

- On and off-road trails and paths
- Pedestrian and bicycle facilities
- Infrastructure projects for improving non-driver access to public transportation and enhanced mobility
- Community improvement activities
- Environmental mitigation
- Recreational trails
- Safe Routes to School projects

Federal Lands Highways

The Federal Lands Transportation Program provides funding for projects that improve access to the federal estate, such as national forests, military bases, and national recreation areas. Specifically, this program will provide funding for projects that improve access to federal lands using infrastructure owned by states and local governments.

Funds are distributed by formula based on recreational visitation, federal land area, federal public road mileage, and the number of federal public bridges. Programming decisions are made at the state level by representatives from Federal Highway Administration, state Department of Transportation, and local government, in consultation with applicable federal land management agencies. A new federal match is required for these funds.

Rail Highway Crossing

This program funds safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Funds are derived from a set-aside of amounts calculated for apportionment to the Highway Safety Improvement Program.

Emergency Relief Funds

The program funds emergency repairs and permanent repairs on federal-aid highways and roads on federal lands that the secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. This program is funded by a permanent authorization of \$100 million per year in contract authority from the Highway Account of the Transportation Trust Fund. These funds are available until expended and exempt from the federal-aid highway obligation limitation.

Federal Transit Revenues

Many federal funding programs are available for public transportation projects and services. For the Corpus Christi MPO region, we have only presented those funding sources below that are used by the Corpus Christi Regional Transportation Authority (CCRTA) and their subcontractors.

Federal Transit Authority – 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

Section 5310 funds are statutorily required to have a completed, coordinated public transit-human services transportation plan before they can be programmed. This program is intended to enhance mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent populations, beyond traditional public transportation and Americans with Disabilities Act (ADA) paratransit.

Federal Transit Authority – 5307: Urbanized Area Formula Program

Funds can be used for public-transportation-related capital and planning, specialized commute projects, as well as certain operating expenses. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. Section 5307 may be used for federal capital, operating, and planning assistance in Urbanized Areas, although operating assistance is not an eligible expense for urban areas with populations of 200,000 or more. The Corpus Christi Regional Transportation Authority is the designated recipient of funds apportioned to the Corpus Christi Urban Area. The funds are apportioned based on legislative formulas, with different formulas applying to Transportation Management Area Metropolitan Planning Organizations versus non-Transportation Management Area Metropolitan Planning Organizations. One percent of funds appropriated nationally for Section 5307 are set aside for Small Transit Intensive Cities.

Federal Transit Authority – 5309: Capital Investment Program

This program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10 percent in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years.

Federal Transit Authority – 5339: Capital Investment Program

This program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus facilities.

LOCAL FUNDING FOR TRANSPORTATION

Local governments and agencies such as the Corpus Christi Regional Transportation Authority (CCRTA) and the Corpus Christi Port Authority (PCCA), and providers of transportation have programmed their own funds to provide the local match to federally funded projects and programs as well as implement their agency-directed projects and programs. The MPO member agencies have also committed local bond funds to finance capital improvement programs that complement the transportation system.

Corpus Christi Regional Transportation Authority (CCRTA)

The CCRTA derives a large portion of its revenue from 0.5% local sales and use tax on certain transactions for transit purposes. The sales and use taxes are collected from ten participating cities and communities including the City of Corpus Christi, Agua Dulce, Banquete, Bishop, Driscoll, Gregory, Port Aransas, Robstown, Old San Patricio and the unincorporated portion of Nueces County.

These revenues are used for capital and operating expenses for the CCRTA. Additionally, the CCRTA collects fares from the riders to support their programs. More detailed discussions of their services are provided in Chapter 5. The most current estimate for the CCRTA Financial Plan was adopted in November 2019 and is summarized in Exhibit 6-2.

Exhibit 6-2. Table of the CCRTA Projected Five-Year Financial Plan

SOURCE OF FUNDS:	2018 Audited	2019 Projected	2020	2021	2022	2023	2024
Revenues							
Operating Revenues							
Fare Box Revenue	\$ 1,688,643	\$ 1,891,550	\$ 1,901,008	\$ 2,130,513	\$ 2,141,165	\$ 2,151,871	\$ 2,162,631
Bus Advertising	\$ 142,555	\$ 151,173	\$ 158,731	\$ 161,112	\$ 163,529	\$ 165,982	\$ 168,471
Other Income	\$ 614,707	\$ 630,628	\$ 561,041	\$ 561,322	\$ 561,602	\$ 561,883	\$ 562,164
Total Operating Revenues	2,445,905	2,673,351	2,620,780	2,852,946	2,866,296	2,879,736	2,893,266
Non-Operating Revenues							
Sales Tax Revenue	\$ 33,934,640	\$ 36,310,065	\$ 37,762,468	\$ 40,028,216	\$ 41,629,344	\$ 43,627,553	\$ 44,936,379
Staples Street Center	\$ 459,518	\$ 502,812	\$ 487,455	\$ 502,079	\$ 517,141	\$ 532,655	\$ 548,635
Transfer-in (From Unrestricted Reserves)	\$ -	\$ -	\$ 2,864,960	\$ -	\$ -	\$ -	\$ -
Interest Income	\$ 409,036	\$ 589,866	\$ 565,803	\$ 568,632	\$ 571,475	\$ 574,333	\$ 577,204
Total Operating Revenues	34,803,194	37,402,743	41,680,686	41,098,926	42,717,960	44,734,541	46,062,219
Grants							
Operating Related Grants	\$ 12,111	\$ 812,120	\$ 824,782	\$ 824,906	\$ 825,031	\$ 825,156	\$ 825,282
Sub-Recipients	\$ 46,299	\$ 28,890	\$ 49,694	\$ 49,942	\$ 50,192	\$ 50,443	\$ 50,695
Capital Grants	\$ 1,184,926	\$ 3,769,331	\$ 12,631,327	\$ 9,458,028	\$ 7,890,825	\$ 8,739,837	\$ 7,633,213
Total Grant Revenue	1,243,336	4,610,341	13,505,803	10,332,876	8,766,048	9,615,436	8,509,190
TOTAL REVENUES	\$ 38,492,435	\$ 44,686,435	\$ 57,807,269	\$ 54,284,749	\$ 54,350,304	\$ 57,229,713	\$ 57,464,674
Operating Expenses	\$ 30,660,806	\$ 31,249,455	\$ 34,409,881	\$ 35,786,276	\$ 37,217,727	\$ 38,706,436	\$ 40,254,693
Sub-Recipients	\$ 46,299	\$ 28,890	\$ 49,694	\$ 49,942	\$ 50,192	\$ 50,443	\$ 50,695
Street Maintenance Program	\$ 2,807,222	\$ 3,006,967	\$ 3,021,641	\$ 3,202,257	\$ 3,330,348	\$ 3,490,204	\$ 3,594,910
Total Operating & Non-Operating Expenses	\$ 33,514,327	\$ 34,285,312	\$ 37,481,216	\$ 39,038,475	\$ 40,598,266	\$ 42,247,083	\$ 43,900,299
Capital Program Expenses	\$ 1,681,599	\$ 6,671,951	\$ 17,604,320	\$ 12,463,480	\$ 10,903,327	\$ 12,152,202	\$ 10,435,203
Other Cost Centers							
Staples Street Center	\$ 686,797	\$ 629,795	\$ 996,766	\$ 1,016,701	\$ 1,037,035	\$ 1,057,776	\$ 1,078,932
Special Project	\$ -	\$ 545,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Port Ayers Cost Center	\$ -	\$ 8,400	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Cost Centers	\$ 686,797	\$ 1,183,195	\$ 1,196,766	\$ 1,216,701	\$ 1,237,035	\$ 1,257,776	\$ 1,278,932
Debt Service/Other Fiscal Expenses							
Cumulative Effect of Change in Account Principle	\$ 1,215,616	\$ 75,845.00	\$ -	\$ -	\$ -	\$ -	\$ -
Bond Principal	\$ 575,000	\$ -	\$ 840,000	\$ 905,000	\$ 930,000	\$ 945,000	\$ 975,000
Bond Interest	\$ 1,028,997	\$ 1,010,570	\$ 684,967	\$ 619,594	\$ 598,688	\$ 577,019	\$ 554,717
Total Debt Expenses	\$ 2,819,613	\$ 1,086,415	\$ 1,524,967	\$ 1,524,594	\$ 1,528,688	\$ 1,522,019	\$ 1,529,717
TOTAL EXPENSES EXCLUDING DEPRECIATION	\$ 38,702,336	\$ 43,226,873	\$ 57,807,269	\$ 54,243,250	\$ 54,267,317	\$ 57,179,080	\$ 57,144,151
REVENUES OVER EXPENSES (DEPRECIATION EXCLUDED)	\$ (209,901)	\$ 1,459,562	\$ -	\$ 41,499	\$ 82,988	\$ 50,632	\$ 320,524
UNRESTRICTED RESERVES COMPONENTS							
Assign for Operating Reserve	\$ 7,701,753	\$ 7,100,146	\$ 7,890,252	\$ 8,234,351	\$ 8,592,214	\$ 8,964,391	\$ 9,351,455
Assign for Health Care Cost Reserve	\$ 712,218	\$ 712,218	\$ 712,218	\$ 712,218	\$ 712,218	\$ 712,218	\$ 712,218
Assign for Capital Reserve	\$ 3,360,932	\$ 1,667,988	\$ 3,520,864	\$ 2,492,696	\$ 2,180,665	\$ 2,430,440	\$ 2,087,041
Assign for One-Time Pension Contribution	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Unrestricted Reserves (Available for Spending)	\$ 11,021,363	\$ 16,874,369	\$ 14,009,408	\$ 14,050,907	\$ 14,133,894	\$ 14,184,527	\$ 14,505,051
TOTAL UNRESTRICTED PORTION OF FUND BALANCE	\$ 25,296,266	\$ 26,354,720	\$ 26,132,742	\$ 25,490,172	\$ 25,618,991	\$ 26,291,576	\$ 26,655,764

Corpus Christi Regional Transportation Authority (CCRTA) Twenty-Year Financial Plan

The budget process is guided by a Twenty-Year Financial Plan that is updated annually. The plan reflects the dynamics of the region and identifies the current and future needs based on population projections and travel patterns. Projections include estimating operating revenues, funding, operating expenses, capital expenditures, and other financial information. Updating the plan annually allows management to identify the affordability levels required by system expansion and maintenance commitments, operating requirements, and debt repayment. The plan is an integral part of the strategic planning process that is necessary to successfully achieve the short term as well as the long-term goals of the CCRTA Board while maintaining the sustainability of a robust transit network.

Exhibit 6-3. Table of CCRTA Twenty-Year Financial Plan

Description	2018	2019	2020	2021	2022
Beginning Balance	\$ 25,605,598	\$ 21,330,039	\$ 27,131,108	\$ 28,242,928	\$ 33,426,343
Revenues	\$ 43,730,770	\$ 51,698,074	\$ 53,894,168	\$ 48,383,716	\$ 57,456,401
Debt Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -
Total Available Funds	\$ 69,336,368	\$ 73,028,113	\$ 81,025,276	\$ 76,626,644	\$ 90,882,744
Operating & Non-Expenses	\$ 39,729,026	\$ 35,631,601	\$ 37,662,333	\$ 39,573,188	\$ 42,721,493
Debt Service	\$ 1,604,908	\$ 1,604,770	\$ 1,607,565	\$ 1,606,343	\$ 1,606,837
Capital Expenditures	\$ 6,672,395	\$ 8,660,634	\$ 13,512,450	\$ 2,020,770	\$ 5,977,222
Total Spending Requirements	\$ 48,006,329	\$ 45,897,005	\$ 52,782,348	\$ 43,200,301	\$ 50,305,552
Surplus	\$ 21,330,039	\$ 27,131,108	\$ 28,242,928	\$ 33,426,343	\$ 40,577,192
Less: Reserves/Contingencies	\$ 14,794,850	\$ 14,087,497	\$ 15,056,865	\$ 16,509,497	\$ 14,985,410
Unrestricted Fund Balance	\$ 6,535,189	\$ 13,043,611	\$ 13,186,063	\$ 16,916,846	\$ 25,591,782

Description	2023	2024	2025	2026	2027
Beginning Balance	\$ 40,577,192	\$ 43,221,144	\$ 47,353,587	\$ 49,946,943	\$ 56,938,695
Revenues	\$ 57,698,599	\$ 61,743,197	\$ 63,701,226	\$ 65,598,612	\$ 68,189,633
Debt Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -
Total Available Funds	\$ 98,275,790	\$ 104,964,341	\$ 111,054,814	\$ 115,545,555	\$ 125,128,328
Operating & Non-Expenses	\$ 43,450,000	\$ 44,000,000	\$ 44,500,000	\$ 45,000,000	\$ 45,500,000
Debt Service	\$ 1,604,646	\$ 1,610,754	\$ 1,607,871	\$ 1,606,860	\$ 1,605,267
Capital Expenditures	\$ 10,000,000	\$ 12,000,000	\$ 15,000,000	\$ 12,000,000	\$ 10,000,000
Total Spending Requirements	\$ 55,054,646	\$ 57,610,754	\$ 61,107,871	\$ 58,606,860	\$ 57,105,267
Surplus	\$ 43,221,144	\$ 47,353,587	\$ 49,946,943	\$ 56,938,695	\$ 68,023,061
Less: Reserves/Contingencies	\$ 19,678,543	\$ 29,258,200	\$ 27,445,482	\$ 30,920,966	\$ 30,320,046
Unrestricted Fund Balance	\$ 35,376,103	\$ 28,352,554	\$ 33,662,389	\$ 27,685,894	\$ 26,785,221

Description	2028	2029	2030	2031	2032
Beginning Balance	\$ 68,023,061	\$ 81,337,896	\$ 94,174,165	\$ 105,624,062	\$ 117,921,981
Revenues	\$ 70,921,413	\$ 72,945,027	\$ 75,558,123	\$ 78,902,900	\$ 82,208,817
Debt Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -
Total Available Funds	\$ 138,944,474	\$ 154,282,923	\$ 169,732,288	\$ 184,526,962	\$ 200,130,798
Operating & Non-Expenses	\$ 46,000,000	\$ 46,500,000	\$ 47,500,000	\$ 48,500,000	\$ 49,000,000
Debt Service	\$ 1,606,578	\$ 1,608,758	\$ 1,608,226	\$ 1,604,981	\$ 1,603,348
Capital Expenditures	\$ 10,000,000	\$ 12,000,000	\$ 15,000,000	\$ 16,500,000	\$ 18,150,000
Total Spending Requirements	\$ 57,606,578	\$ 60,108,758	\$ 64,108,226	\$ 66,604,981	\$ 68,753,348
Surplus	\$ 81,337,896	\$ 94,174,165	\$ 105,624,062	\$ 117,921,981	\$ 131,377,450
Less: Reserves/Contingencies	\$ 24,282,159	\$ 23,384,642	\$ 21,983,060	\$ 23,017,170	\$ 26,602,482
Unrestricted Fund Balance	\$ 57,055,737	\$ 70,789,523	\$ 83,641,002	\$ 16,916,846	\$ 104,774,967

Description	2033	2034	2035	2036	2037
Beginning Balance	\$ 131,377,450	\$ 112,225,998	\$ 104,011,907	\$ 110,458,258	\$ 115,428,879
Revenues	\$ 81,694,914	\$ 84,149,563	\$ 86,744,702	\$ 89,594,123	\$ 92,729,917
Debt Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -
Total Available Funds	\$ 213,072,364	\$ 196,375,561	\$ 190,756,609	\$ 200,052,381	\$ 208,158,796
Operating & Non-Expenses	\$ 77,242,687	\$ 64,357,936	\$ 63,692,218	\$ 81,273,735	\$ 85,337,422
Debt Service	\$ 1,603,679	\$ 1,605,718	\$ 1,606,134	\$ 1,607,534	\$ 1,609,613
Capital Expenditures	\$ 22,000,000	\$ 26,400,000	\$ 15,000,000	\$ 12,000,000	\$ 15,000,000
Total Spending Requirements	\$ 100,846,366	\$ 92,363,654	\$ 80,298,352	\$ 94,881,269	\$ 101,947,034
Surplus	\$ 112,225,998	\$ 104,011,907	\$ 110,458,258	\$ 105,171,112	\$ 106,211,762
Less: Reserves/Contingencies	\$ 25,906,405	\$ 20,974,121	\$ 23,222,262	\$ 21,861,894	\$ 22,517,843
Unrestricted Fund Balance	\$ 86,319,593	\$ 83,037,786	\$ 87,235,996	\$ 83,309,218	\$ 83,693,919

The first step in planning long-term goals is to determine the amount of funds needed to cover the short-term expenses. Once this is accomplished the CCRTA will have the means to determine how much to invest in projects that take more than one year to complete. From this point steps are taken to update the 20-Year Financial Plan accordingly which provides the information needed for budget development.

Exhibit 6-3 list the CCRTA Twenty-Year Financial Plan projects that inflows are expected to be sufficient to cover the operational and capital needs of the Agency. The Plan also reflects a positive fund balance. In the first five years of the plan we anticipate funding approximately \$363,843,471 in capital projects and approximately \$257,893,471 through FY 2037. Through the year 2022 capital expenditures have no impact on the operating budget as they are either replacing or upgrading existing assets. The long-term financial estimates from the CCRTA was developed as part of their November 2018 5-year CIP Plan for 2019 and future years.

City of Corpus Christi

The City of Corpus Christi uses a variety of funding sources for their transportation projects, as detailed in Exhibits 6-4, 6-5 and 6-6. Key among these are General Obligation (G.O.) Bonds, Revenue Bonds, Property taxes and Sales taxes. The City is developing future long-range financial forecasts; however they are not available for this 2020-2045 MTP. We are presenting their current CIP program and anticipate similar funding for transportation projects into the future.

Exhibit 6-4. Table of City of Corpus Christi Total Programmed Expenditures

Streets FY 2020 CIP: \$ 160,688,687	YEAR ONE FY 2019 -2020	YEAR TWO FY 2020 -2021	YEAR THREE FY 2021- 2022
TOTAL PROGRAMMED EXPENDITURES	\$ 160,688,687	\$ 18,387,268	\$ -
SUBCATEGORIES			
G.O. Bond Prior	\$ 207,001	\$ -	\$ -
G.O. Bond 2012	\$ 914,079	\$ -	\$ -
G.O. Bond 2014	\$ 3,248,833	\$ -	\$ -
G.O. Bond 2018	\$ 64,280,000	\$ 7,233,000	\$ -
Revenue Bonds	\$ 67,583,559	\$ 8,951,200	\$ -
Texas Department of Transportation	\$ 2,165,554	\$ -	\$ -
Type A/B Sales Tax	\$ 8,289,661	\$ 2,203,068	\$ -
Residential Street (Property Tax)	\$ 14,000,000	\$ -	\$ -
TOTAL PROGRAMMED FUNDS:	\$ 160,688,687	\$ 18,387,268	\$ -
Streets (Less Utility Support):	\$ 93,105,128	\$ 9,436,068	\$ -
FY 2020 CIP EXPENDITURES BY PROJECT TYPE			
Arterials & Collector Streets	\$ 55,866,221		
Residential Streets	\$ 24,550,000		
Utility Support	\$ 67,583,559		
North Beach Improvements	\$ 3,550,254		
ADA & Mobility Improvements	\$ 2,600,000		
Downtown Improvements	\$ 1,574,266		
Traffic Signal & Street Lighting	\$ 1,548,833		
TxDOT Participation Projects	\$ 3,415,554		
TOTAL PROGRAMMED FUNDS:	\$ 160,688,687		

Corpus Christi International Airport (CCIA)

Capital improvements for the Corpus Christi International Airport (CCIA) are primarily developed in accordance with the Airport Master Plan and the Federal

Aviation Administration (FAA) grant funding process. The Master Plan establishes a program for improvement of existing facilities and the development of additional facilities over a twenty (20) year period. The current Airport Master Plan is scheduled for an overall update beginning in October 2020.

The Proposed FY 2019-20 Airport Capital Improvement Program reflects a continued focus on the on-going phasing of the East General Aviation Apron Rehabilitation and Air Carrier Ramp Reconstruction Projects. These two projects continue the directed commitment to airside-safety pavement improvements and rehabilitation of select terminal areas. Year 1 of the Capital Program also reflects the initial phase of work on airport terminal building rehabilitation program based on recommendations from the Terminal Building Assessment report. The airport is concurrently working with the FAA in hopes of securing Supplemental Appropriation funds for the rehabilitation of the Terminals Passenger Boarding Bridges, escalator and elevator. Other planned projects will focus on the parking areas for Transportation Network Company (TNC) staging and the Quick Turn Around (QTA) Facility which consolidates all on-airport rental car maintenance and servicing. The QTA has been in operations since 2011 and the improvements will rehabilitate the car wash and associated equipment.

Years 2 and 3 of the Airport Short-Range Capital Improvement Plan include projects that continue improvements to the airport pavement infrastructure. The East General Aviation Apron rehabilitation will continue as well as the reconstruction of the current air carrier ramp. Also included are plans for parking lot improvements, and replacement of an additional Aircraft Rescue Fire Fighting (ARFF) vehicle. Airport staff continues negotiations for several business development options including the construction and operation of general aviation facilities and other revenue generating ventures such as a convenience store and hotel development. Those potential projects will be reflected in future Capital Budgets as agreements are executed.

Exhibit 6-5. Table of Airport FY 2020 CIP Program Short-Range

AIRPORT SHORT-RANGE CIP		Prior FYs	Prior FYs	Funding Needed for FY 19-20	Funding Needed for FY 20-21	Funding Needed for FY 21-22	Short-Range FY20-22
Project #	Project Name	Expenditures & Encumbrances	Unspent Budget	Year 1	Year 2	Year 3	TOTALS
E12156	Rehabilitate East General Aviation (GA) Apron	9,696,700	4,295,000	2,600,000	2,600,000	2,600,000	7,800,000
E15223	Reconstruction Air Carrier Ramp (Terminal Apron)	3,711,000	3,238,800	4,444,400	4,444,400	4,444,400	13,333,200
F3254	Repair/ Rehabilitate Storage Bldg		39,000	81,000	-	-	81,000
18056A	Terminal Service Animal Relief Area (SARA)			100,000	-	-	100,000
20008A	Rehabilitate Passenger Boarding Bridges			350,000	5,000,000	5,000,000	10,350,000
20002A	Quick Turn Around Improvements			650,000	-	-	650,000
20009A	Terminal Building Assessment/Rehabilitation			220,000	725,000	-	945,000
20004A	Transportation Network Center Staging Area			350,000	-	-	350,000
20001A	Aircraft Rescue Fire Fighting Station Apron Improvements			30,000	350,000	-	380,000
20003A	Public Cell Phone Lot				850,000	-	850,000
20010A	Parking Lot Improvements				400,000	1,775,000	2,175,000
20011A	Car Rental Ready Return Parking Lot				75,000	500,000	575,000
20006A	CCIA Airfield Pavement Assessment					200,000	200,000
20012A	Airport Layout Plan					400,000	400,000
20007A	Airport Master Plan					625,000	625,000
20013A	Airport Land Acquisition					500,000	500,000
20005A	Acquire 1500 Gallon (HRET) ARFF Vehicle					1,100,000	1,100,000
AIRPORT SHORT-RANGE CIP TOTAL:		13,407,700	7,572,800	8,825,400	14,444,400	17,144,400	40,414,200

Exhibit 6-5. Table of Airport FY 2020 CIP Program Short-Range (continued)

Airport Short-Range CIP	Prior FYs	Prior FYs	Funding Needed for FY 19-20	Funding Needed for FY 20-21	Funding Needed for FY 21-22	Short-Range FY20-22
Revenue Source	Expenditures & Encumbrances	Unspent Budget	Year 1	Year 2	Year 3	TOTALS
Airport Fund Reserves	371,100	323,900	1,540,400	1,044,400	3,321,900	5,906,700
Certificates of Obligation	969,700	429,500	570,000	5,725,000	5,000,000	11,295,000
Customer Facility Charge			-	75,000	500,000	575,000
Grants FAA	12,066,900	6,780,400	6,715,000	6,750,000	8,322,500	21,787,500
Grants Other		39,000	-	-	-	-
Future Bond Election				850,000	-	850,000
AIRPORT SHORT-RANGE CIP TOTAL:	13,407,700	7,572,800	8,825,400	14,444,400	17,144,400	40,414,200

Long-range improvements reflect infrastructure maintenance and rehabilitation as required by existing conditions. Several revenue-generating projects are planned to make the airport a superior facility for traveler convenience and comfort. Timelines for many of these capital improvement projects are subject to Federal Aviation Administration entitlement grant levels and discretionary funding.

Exhibit 6-6. Table of Airport FY 2020 CIP Program Long-Range

Airport Long-Range CIP	Funding Needed for FY 22-23	Funding Needed for FY 23-24	Funding Needed for FY 24-25	Funding Needed for FY 25-26	Funding Needed for FY 26-27	Funding Needed for FY 27-28	Funding Needed for FY 28-29	Long-Range FY 23-29	
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 1	Rehabilitate East General Aviation (GA) Apron	2,600,000	2,600,000						5,200,000
	Reconstruct East General Aviation (GA) Apron to include removal of existing asphalt pavement and replace with reinforced concrete, aircraft tie-downs, striping and upgrades to apron lighting.								
LR 2	Reconstruction Air Carrier Ramp (Terminal Apron)	4,444,400							4,444,400
	Project will include pavement assessment and removal of existing asphaltic pavement and replace with reinforced concrete and rehabilitate areas of base failure.								
LR 3	Taxilane - Apron for T-Hanger Complex	1,000,000							1,000,000
	Project consists of adding a taxilane to T-Hanger complex.								
LR 4	Aircraft Gates and Passenger Hold Rooms	600,000	2,200,000						2,800,000
	Project consists of repair and update to the aircraft gate and passenger holding rooms.								
LR 5	Rehabilitate Runway and Taxiway Pavement			600,000	20,000,000			20,000,000	40,600,000
	Project will be the rehabilitation of runway and taxiway pavement as needed.								
	AIRPORT LONG-RANGE CIP TOTAL:	8,644,400	4,800,000	600,000	20,000,000	-	-	20,000,000	54,044,400



The Corpus Christi International Airport is a public-use, commercial service facility that serves the region's air transportation needs.

The Port of Corpus Christi

The Port of Corpus Christi derives income from a number of sources as illustrated in Exhibit 6-7 below. Their expenditures are illustrated in Exhibits 6-8, 6-9, and 6-10. The funding categories are anticipated to be consistent in the foreseeable future. As economy and strategic direction changes, the information will be updated in subsequent MTP documents.

Exhibit 6-7. Table of Port Operating Revenues

Port Operating Revenues	2017 Actual	Prior 12 Months	2018 Projected	2018 Budget	2019 Budget
Operating Revenues					
Wharfage	\$ 46,948,820	\$ 49,858,632	\$ 46,542,669	\$ 53,117,848	\$ 54,503,208
Dockage	13,548,520	14,620,267	14,339,548	13,513,588	14,698,562
Security	6,686,343	8,275,951	8,593,828	9,278,669	10,158,785
Freight Handling	3,055,156	3,064,912	2,746,887	2,525,080	2,557,414
Storage	837,505	869,158	905,260	1,423,481	749,733
Rail Charges	2,217,491	2,292,493	2,273,439	2,875,536	2,332,000
Dredging Revenue	1,961,011	-	-	-	2,000,000
Other Revenue	812,232	4,225,408	2,779,695	931,113	1,647,930
Conference Center Services	2,493,909	2,304,123	2,004,292	2,323,468	2,434,663
Building and Land Rentals	14,641,254	16,318,976	16,084,424	15,482,043	18,369,343
Foreign Trade Zone User Fees	225,000	236,250	243,333	224,000	237,000
Intergovernmental Revenues	225,000	367,236	130,399	-	-
Operating Revenues	93,805,191	102,433,406	99,643,773	101,694,826	109,688,638

Exhibit 6-8. Table of Port Operating Expenses

Port Operating Expenses	2017 Actual	Prior 12 Months	2018 Projected	2018 Budget	2019 Budget
Operating Expenses					
Employee Services	\$ 22,840,699	\$ 22,900,351	\$ 22,439,667	\$ 25,908,645	\$ 26,122,152
Maintenance	4,488,566	4,771,467	4,264,373	6,573,470	6,494,504
Utilities	1,110,347	1,033,048	1,064,399	1,105,231	1,100,484
Telephone Expense	187,692	195,669	202,789	185,859	195,980
Insurance	1,460,946	1,565,418	1,610,087	1,490,393	1,475,454
Professional Services	6,406,563	8,612,781	8,165,671	5,881,058	11,196,949
Police Expenses	31,518	69,275	74,492	55,600	65,813
Contracted Services	1,942,163	2,236,495	2,779,268	1,827,298	1,659,033
Office and Equipment Rental	332,044	349,396	350,521	298,070	249,220
Operator and Event Expenses	1,825,207	1,729,007	1,539,959	1,569,366	1,870,831
Administrative Expenses	2,907,400	3,257,643	3,118,693	2,765,854	4,274,797
Trade and Sales Development	427,244	495,642	422,713	407,516	612,713
Media Advertising	354,200	347,402	254,151	308,640	261,496
Production Expenses	39,581	56,048	57,485	36,923	68,460
Safety/Environmental Expenses	116,825	108,829	106,701	118,850	116,451
Other Expenses	225,066	268,798	353,251	207,206	305,517
Depreciation	13,377,640	13,951,810	13,320,559	12,581,831	16,273,211
Operating Expenses	58,073,701	61,949,079	59,594,779	61,301,810	72,343,065
Net Operating Income (Loss)	35,731,490	40,484,327	40,048,995	40,393,016	37,345,573

Exhibit 6-9 Table of Port Operating Budget Summary

Port Other Revenues	2017 Actual	Prior 12 Months	2018 Projected	2018 Budget	2019 Budget
Other Revenue (Expenses)					
Interest Income	\$ 2,417,837	\$ 3,212,837	\$ 4,396,695	\$ 1,369,114	\$ 5,513,950
Other Income	1,549,472	1,768,617	458,720	203,188	5,009
Gain (Loss) Sales of Assets	(431,844)	(416,139)	769	-	-
Interest/Bond Insurance Expenses	(3,650,349)	(7,115,590)	(8,742,075)	(4,063,293)	(13,795,391)
Other Expenses	(4,648,146)	(4,874,967)	(4,393,901)	(3,000,000)	(3,000,000)
Hillcrest Expenditures	(1,287,175)	(2,237,703)	(6,561,701)	(15,434,400)	(1,543,440)
Hillcrest Reimbursement - TxDOT	-	8,161,987	10,882,649	245,183,733	15,434,400
Other Revenue (Expenses)	(6,050,205)	(1,501,281)	(3,958,844)	3,258,342	2,614,527
Net Income (Loss) Before Contributions	\$ 29,681,285	\$ 38,983,046	\$ 36,090,151	\$ 43,651,358	\$ 39,960,100

Exhibit 6-10. Table of Port Capital Budget 2019

Port Project Title	2019 Budget
Total Capital Project Budget - 2019	\$ 179,736,839
Total Capital Project Budget - 2019 (Port Share Only)	\$ 160,301,144
Strategic Projects	\$ 63,621,067
Oil Docks	\$ 30,677,067
Dry Cargo Docks	\$ 12,244,000
La Quinta	\$ 9,600,000
Property and Buildings	\$ 6,100,000
Railroads	\$ 5,000,000
Channel Improvement Projects	\$ 40,661,954
Canals and Basins	\$ 40,661,954
Security Projects	\$ 2,502,645
Security	\$ 2,502,645
Supporting Infrastructure Projects	\$ 38,501,173
Oil Docks	\$ 1,225,000
Dry Cargo Docks	\$ 250,000
Bulk Terminals	\$ 14,550,000
Canals and Basins	\$ 4,100,000
Property and Buildings	\$ 18,276,173
Railroads	\$ 100,000
Strategic Projects	\$ 2,398,000
Conference Center	\$ 250,000
Administration	\$ 1,910,000
Port Operations	\$ 238,000
Land Acquisition	\$ 32,052,000



In 2018 the Port of Corpus Christi was the 3rd largest U.S. Port by Total Revenue Tonnage with more than 106.2 million tonnage/short tons.

TRANSPORTATION FUNDING FORECAST UNCERTAINTY

This financial plan or any financing forecast that is predicated on achieving results in the future contains a number of risks. Risk considerations frequently have both positive and negative elements. The major risk elements that have an influence on this financial plan are described below.

- Gasoline tax, fuel tax, and registration fee revenues are related to employment, population, and income growth. The future direction of measures will largely determine whether there are increases or decreases in revenues.
- Federal funding was assumed to correspond with the estimates related to the FAST Act.
- Traditionally, SUVs and light-duty trucks have been the fastest growing segment of the vehicle fleet. These vehicle types have below-average fuel economy, thus increasing gasoline tax revenues. Currently, hybrid and electric vehicles are attaining a market presence, and automobile manufacturers are developing models across categories (including SUVs) that will lead to fuel displacement and long-term decreases in gasoline tax revenues that are not included in these forecasts.
- Inflation forecasting has inherent risk. The costs of the needs identified in the plan are assumed to include inflation through 2045. Should inflation increase dramatically, there will be corresponding changes to funding needs.

REVENUE PROJECTIONS

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the 2020-2045 time period. These collective revenues will allow implementation of the fiscally-constrained project list identified in Chapter 7: Implementation Plan Exhibit 7-2. Exhibit 6-13 provides the 10-year estimate of funds from the TxDOT 2020 UTP. Statewide, the total categories of funds are expected to provide over \$77.5 billion for transportation projects in Texas for the 2020-2029 time period. The funding in Exhibit 6-11 details the nearly \$800 million estimate of transportation funds for the Corpus Christi MPO region for Categories 2,4,7 and 9. These are the Categories of funds that are determined by the Transportation Policy Committee (TPC) of the Corpus Christi MPO, in consultation with TxDOT and the regional partners. Finally, Exhibit 6-12 illustrates the \$7.3 Billion of total available funding for all modes of transportation by our regional partners that were part of the development of the 2020-2045 MTP.

Exhibit 6-11. Table of Category Funding for Corpus Christi MPO

Funding Category	2020 UTP Statewide Funding Authorizations	2020 UTP TxDOT CRP District Funding	TxDOT-CRP District 25-Yr Projected Funding	2020 UTP 10-Yr CCMPO Funding	CCMPO 25-Yr MTP Projected Funding
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000	\$616,880,000	\$1,542,200,000	\$0	\$0
2. Metro and Urban Area Corridor Projects	\$11,481,710,000	\$0	\$0	\$150,990,000	\$377,475,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000	\$0	\$0	\$0	\$0
4. Statewide Urban Connectivity	\$5,018,580,000	\$0	\$0	\$66,000,000	\$165,000,000
4 Statewide Regional Connectivity Corridor	\$6,201,970,000	\$624,500,000			
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000	-	-	-	-
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000	-	-	-	-
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000	-	-	\$88,880,000	\$222,200,000
8. Safety	\$4,031,750,000	-	-	-	-
9. Transportation Alternatives (Set-Aside)	\$910,500,000	-	-	\$5,800,000	\$14,500,000
10. Supplemental Transportation Projects	\$571,580,000	-	-	-	-
11. District Discretionary and Energy Sector Funding	\$3,233,380,000	\$168,640,000	\$94,125,000	-	-
12. Strategic Priority	\$15,740,000,000	\$33,000,000		\$33,000,000	
TOTAL	\$77,557,260,000	\$1,443,020,000	\$1,636,325,000	\$344,670,000	\$779,175,000

Exhibit 6-12. Table of MPO Financial Plan Summary by Mode and Entity

Mode	MPO	Corpus Christi ¹	CCRTA			Port ²	Portland ³	TxDOT	Mode Total	\$ in Millions
			Federal Operating	Local Operating	Capital					
Highway	\$986.15	\$1,811.09	-	-	-	-	\$105.00	\$1,052.30	\$3,954.54	
Freight	\$0.0	-	-	-	-	\$434.46	-	-	\$434.46	
Bike/Ped	\$42.19	\$88.57	-	-	-	-	\$2.16	-	\$132.91	
Transit	\$0.0	\$16.52	\$21.90	\$1,772.74	\$336.89	-	-	-	\$2,148.05	
Airport	\$0.0	\$472.29	-	-	-	-	-	-	\$472.29	
ENTITY TOTAL	\$1,028.34	\$2,388.48	\$21.90	\$1,772.74	\$336.89	\$434.46	\$107.16	\$1,052.30	\$7,142.25	
									MTP TOTAL	

- The City of Corpus Christi identified funding for 5-years was factored by 5 to provide the 25-year funding estimate.
- Estimated funding for the Port transportation projects are based on published information. Additional future projects within the next 25-years are not included in the expenditures above due to unknown private investments.
- The City of Portland identified funding for 5-years was factored by 5 to provide the 25-year funding estimate.

2020-2045 MTP Illustrative Project Funding by Mode		\$ in Millions
Mode	MPO	
Highway		\$791.05
Freight		\$0.0
Bike/Ped		\$7.50
Transit		\$0.0
Airport		\$0.0
ENTITY TOTAL		\$798.55

Exhibit 6-13. Table of Statewide Funding Levels TxDOT 2020 UTP (10-Yr)

Funding Category	2020 UTP Funding Authorizations
1 - Preventive Maintenance and Rehabilitation	\$13,926,300,000
2 - Metro and Urban Area Corridor Projects	\$11,481,710,000
3 - Non-Traditionally Funded Transportation Projects	\$6,053,290,000
4 - Statewide Connectivity Corridor Projects	\$11,220,550,000
5 - Congestion Mitigation and Air Quality Improvement	\$2,213,510,000
6 - Structures Replacement and Rehabilitation	\$3,586,560,000
7 - Metropolitan Mobility and Rehabilitation	\$4,588,130,000
8 - Safety	\$4,031,750,000
9 - Transportation Alternatives	\$910,500,000
10 - Supplemental Transportation Projects	\$571,580,000
11 - District Discretionary	\$3,233,380,000
12 - Strategic Priority	\$15,740,000,000
TOTAL UTP STATEWIDE FUNDING: CATEGORIES 1-12	\$77,557,260,000