

Cover page: Achieving the transportation vision identified in this plan will require new revenues for maintenance, operating, and capital from a variety of 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 – FINANCIAL PLAN AND FISCAL CONSTRAINT

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 2025 until 2045. This includes information on all types of funds that can reasonably be expected to fund transportation efforts during the next 20 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 IJJA/BIL.

Meeting the needs or achieving the transportation vision identified by the 2045 MTP Update 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 per year, then a project that costs \$1 million in 2025 will cost \$1.54 million in 2035, and over \$2.1 million in 2045.

REQUIREMENTS FOR A FINANCIAL PLAN

The Code of Federal Regulations outlines the elements required to develop a transportation financial plan. The IJJA/BIL 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 IJJA/BIL 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 IJJA/BIL requires a new focus on performance and accountability, establishing national performance standards. The development of performance standards in the IJJA/BIL 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

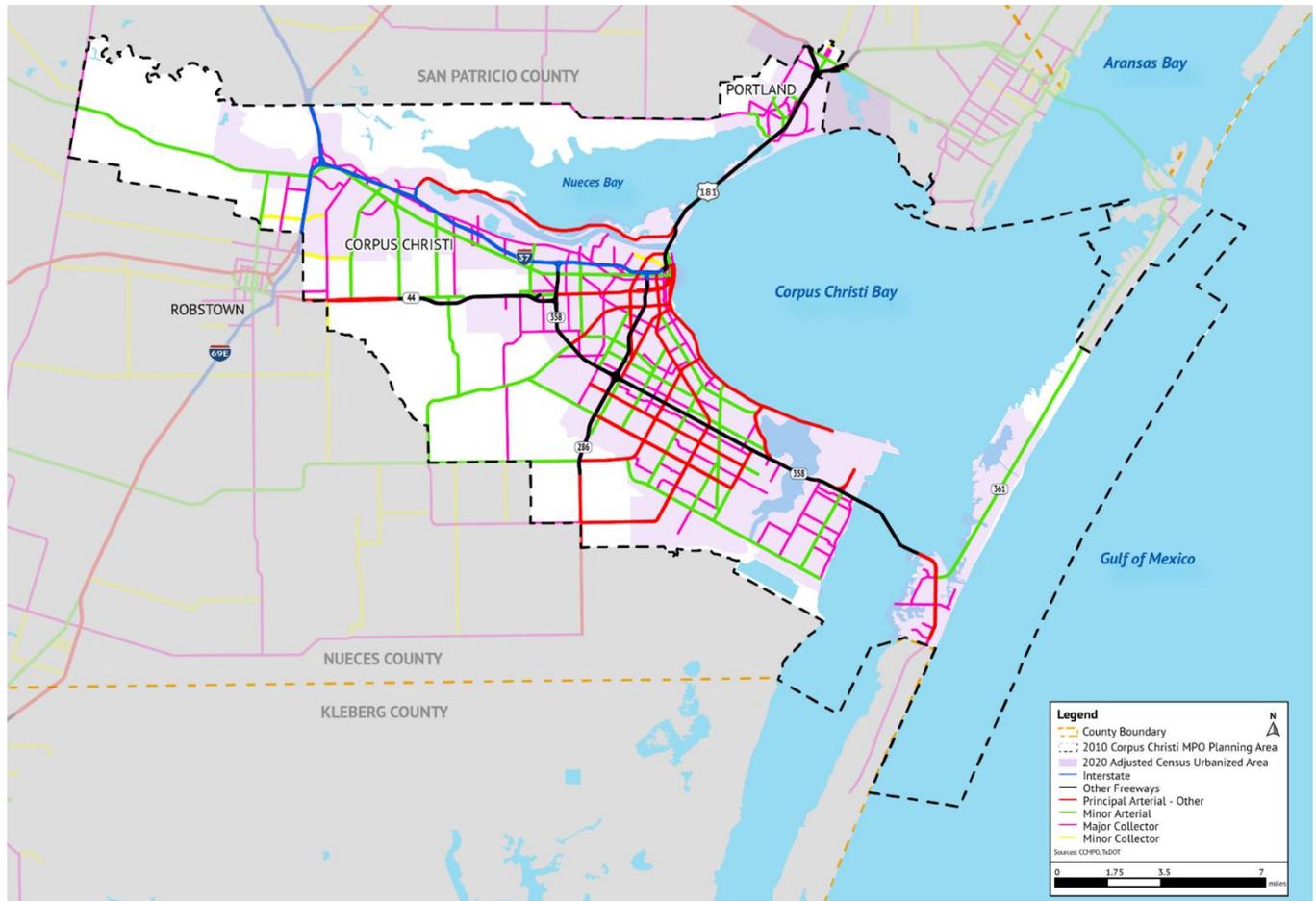
- A Statewide Transportation Improvement Program

Federal Highway Administration eligible roadways, as continued by the IIJA/BIL, 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.

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



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 2045 MTP Update identifies regional transportation projects and needs beginning in 2025 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. 2025 UTP Program Distribution Planning Estimates prepared by the Texas Department of Transportation (August 2024) were used for available state and federal funds. Appendix G contains the approved TxDOT 2025 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. The Corpus Christi MPO is currently in air quality attainment.

(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.

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 20 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

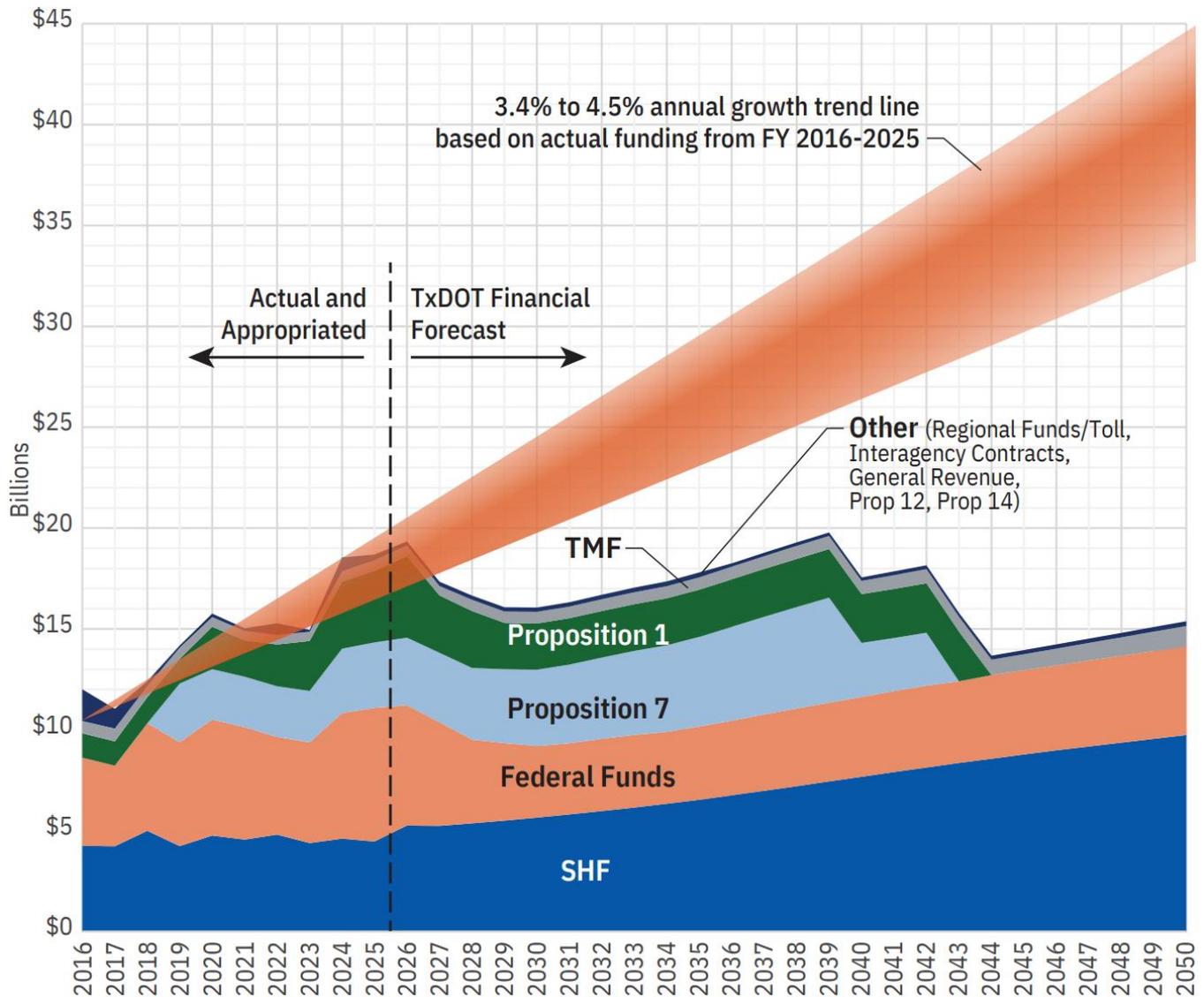
System Expansion

In a growing region such as Corpus Christi, there is large demand for system expansion. Funding available for regional transportation system expansion is approximately \$ 925 million over the 20-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, 9 and 10 CR. 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.

Exhibit 6-2. TxDOT 2024 Projection of State and Federal Sources of Funding



Federal funding is derived primarily from the federal gas tax, which is currently 18.4 cents per gallon for gas and 24.4 cents 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 IIJA/BIL. 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 IIJA/BIL 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 IIJA/BIL 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

Category 10 CR: Congestion Reduction

Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion using alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.

Federal Land 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 (POCCA), 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 nine participating cities and communities including the City of Corpus Christi, Agua Dulce, Banquete, Bishop, Driscoll, Gregory, Port Aransas, Robstown, San Patricio County, 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 2024 and is summarized in the Exhibit 6-3.

Exhibit 6-3. Table of the CCRTA Projected Five-Year Financial Plan (FY 2024-2028)

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY 5-YEAR FUNDING PLAN

SOURCES OF FUNDS:	Actual 2022	2023 Projected	FORECAST				
			2024	2025	2026	2027	2028
SOURCES OF FUNDS							
<u>Operating Revenues</u>							
Fare Box Revenue	\$ 991,329	\$ 1,059,083	\$ 1,105,459	\$ 1,150,184	\$ 1,197,499	\$ 1,247,509	\$ 1,306,141
Bus Advertising	176,907	213,251	213,251	213,251	213,251	213,251	213,251
Other Income	491,329	312,336	352,544	352,544	352,544	352,544	352,544
Total Operating Revenues	1,659,565	1,584,670	1,671,254	1,715,979	1,763,294	1,813,304	1,871,936
<u>Non-Operating Revenues</u>							
Sales Tax Revenue	38,482,167	\$ 33,912,489	35,456,113	37,509,003	40,134,633	42,141,365	42,141,365
Staples Street Center	445,436	487,686	488,886	493,434	499,568	505,764	510,822
Interest Income	912,351	181,431	50,212	45,094	45,094	45,094	45,094
Total Non-Operating Revenues	39,839,954	34,581,606	35,995,211	38,047,531	40,679,296	42,692,223	42,697,281
<u>Grants</u>							
Operating Grants 5307	1,173,527	800,000	800,000	800,000	800,000	800,000	800,000
Operating Grants - CARES	-	-	-	-	-	-	-
Operating Grants - CRRSSA	-	-	-	-	-	-	-
Operating Grants - American Rescue Plan	10,064,385	-	-	-	-	-	-
Sub-Recipients	302,809	381,452	400,152	-	-	-	-
Capital Grants	625,777	8,864,316	11,971,407	6,465,094	8,184,901	5,089,516	11,509,715
Total Grant Revenue	12,166,498	10,045,768	13,171,559	7,265,094	8,984,901	5,889,516	12,309,715
TOTAL SOURCES OF FUNDS	\$ 53,666,017	\$ 56,017,710	\$ 61,648,540	\$ 59,332,436	\$ 64,448,493	\$ 64,215,226	\$ 73,391,126
<u>Operating Expenses</u>							
Operating Expenses	\$ 39,030,129	\$ 39,664,877	\$ 43,960,640	\$ 44,576,089	\$ 48,142,176	\$ 51,512,128	\$ 53,057,492
Sub-Recipients	302,809	381,452	400,152	-	-	-	-
Special Projections - Shelter Maintenance	200,000	200,000	200,000	-	-	-	-
Street Maintenance Program	3,129,527	3,183,464	3,447,523	3,633,689	3,829,908	4,036,724	4,254,707
Total Operating & Non-Operating Expenses	42,662,465	43,429,793	48,008,315	48,209,778	51,972,084	55,548,851	57,312,199
<u>Capital Program Expenses 5307 & 5339</u>							
Capital Expenditures CARES	6,984,511	9,615,856	17,934,229	18,303,892	10,150,003	6,477,096	14,072,742
Capital Expenditures - CRRSAA	-	-	-	-	-	-	-
Total Capital Grant Expenditures	6,984,511	9,615,856	17,934,229	18,303,892	10,150,003	6,477,096	14,072,742
<u>Debt Service/Other Fiscal Expenses</u>							
Agency Fees	400	400	800	800	800	800	800
Bond Principal	890,000	905,000	930,000	950,000	970,000	990,000	1,020,000
Bond Interest	713,805	691,913	677,041	656,553	634,636	611,288	586,667
Total Debt Expenses	1,604,205	1,597,313	1,607,841	1,607,353	1,605,436	1,602,088	1,607,467
TOTAL USES OF FUNDS	\$ 51,251,181	\$ 54,642,962	\$ 66,550,385	\$ 68,121,023	\$ 63,727,523	\$ 63,628,036	\$ 72,992,408

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, 6-6 and 6-7. 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 2045 MTP Update. We are presenting their current CIP program and anticipate similar funding for transportation projects into the future. Link to Roadway Master Plan document here:

The table below details the expenditures by program area for FY 2025 and the total CIP from FY 2025 through FY 2034.

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

FY 2025 – FY 2034 Capital Program by Category (\$ in Millions)			
Program Category	FY 2025 Capital Budget Amount	FY 2025 - FY 2034 CIP Plan Amount	FY 2025 - FY 2034 % of Total
Water	\$517.2	\$2,302.7	28.7%
Wastewater	182.7	1,093.2	13.6%
Streets (Less Utility Support)	78.8	2,340.5	29.2%
Parks & Recreation	71.6	715.1	8.9%
Storm Water	52.1	368.4	4.6%
Economic Development	34.9	405.1	5.1%
Public Health & Safety	29.0	321.1	4.0%
Gas	26.9	128.7	1.6%
Public Facilities	12.1	304.9	3.8%
Airport	3.4	40.7	0.5%
Total Program Category	\$ 1,008.7	\$ 8,020.4	100.0%

Sources of transportation funds for the City of Corpus Christi in 2025 are shown in the following chart.

Exhibit 6-5. Streets Short-term CIP City of Corpus Christi

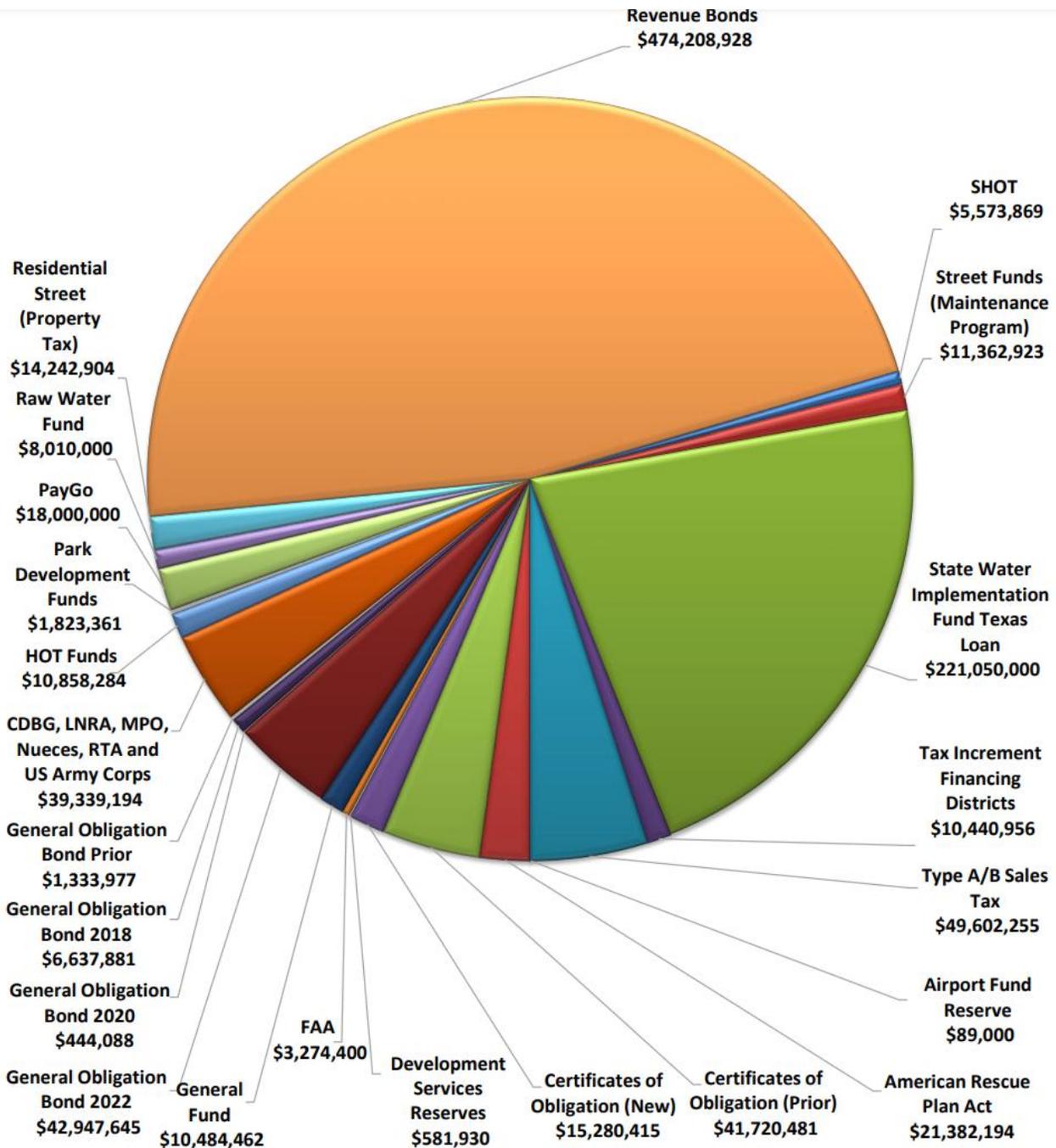


Exhibit 6-6. Streets FY 2025 CIP Revenue Sources for the City of Corpus Christi

FY 2025 CIP REVENUE SOURCES

Certificates of Obligation (New)	\$	11,500,000
G.O. Bond 2018	\$	5,830,412
G.O. Bond 2020	\$	444,088
G.O. Bond 2022	\$	26,779,173
General Fund	\$	1,174,633
Residential Street Property Tax	\$	14,242,904
Revenue Bonds	\$	42,918,771
Street Funds (Maintenance Program)	\$	11,362,923
Type A/B Sales Tax	\$	7,513,500
TOTAL PROGRAMMED FUNDS:	\$	121,766,404
Streets (Less Utility Support):	\$	78,847,633

Streets FY 2025 CIP: \$121,766,404

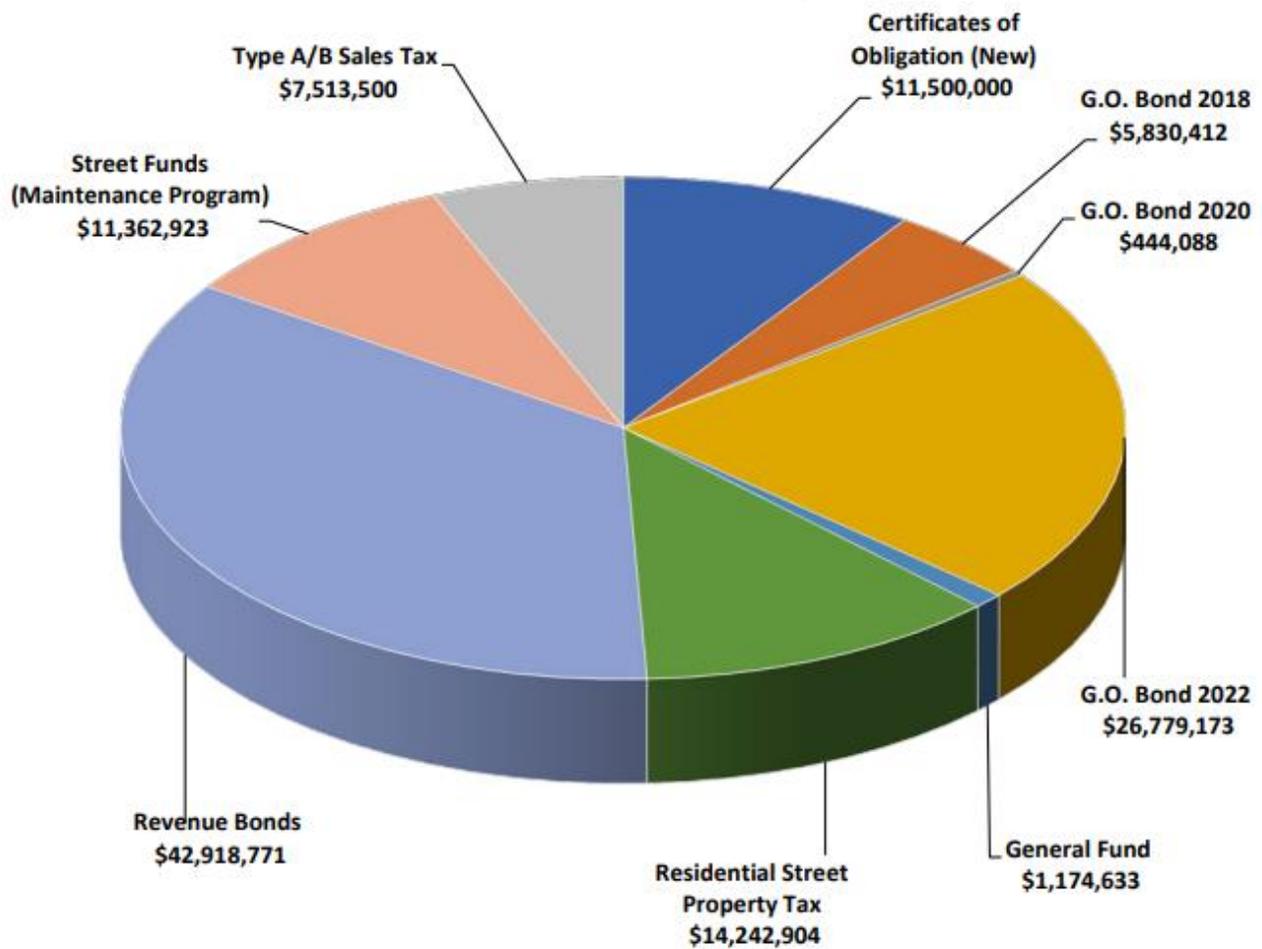
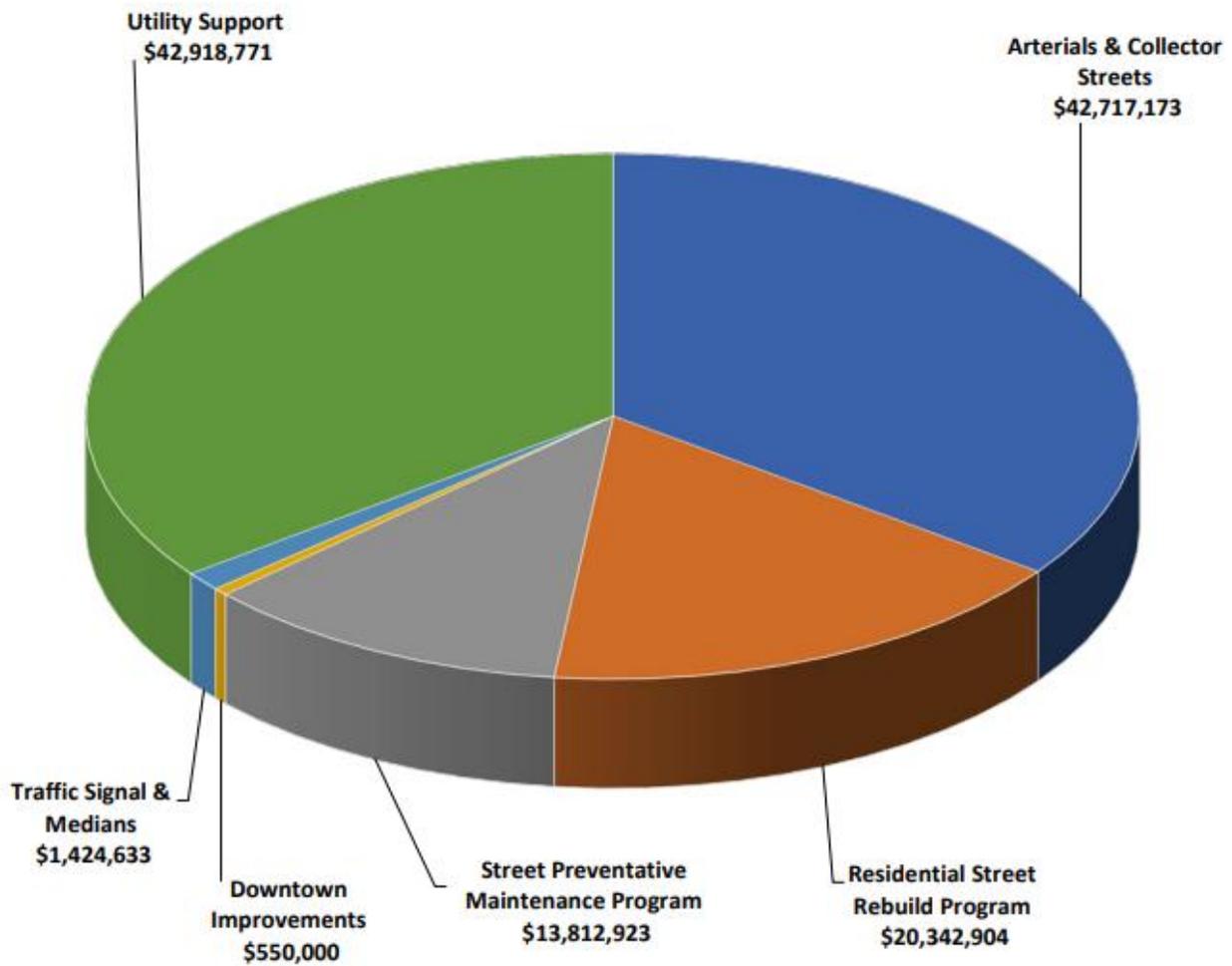


Exhibit 6-7. Streets FY 2025 CIP Expenditures of the City of Corpus Christi

FY 2025 CIP EXPENDITURES BY PROJECT TYPE

Arterials & Collector Streets	\$	42,717,173
Residential Street Rebuild Program	\$	20,342,904
Street Preventative Maintenance Program	\$	13,812,923
Downtown Improvements	\$	550,000
Traffic Signal & Medians	\$	1,424,633
Utility Support	\$	42,918,771
TOTAL PROGRAMMED FUNDS:	\$	121,766,404
Streets (Less Utility Support):	\$	78,847,633

Streets FY 2025 CIP: \$121,766,404



Corpus Christi International Airport

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 6-8. Table of Airport FY 2025 CIP Program Short-Range

AIRPORT FISCAL YEAR 2025 CIP PROGRAM SHORT-RANGE						
AIRPORT SHORT-RANGE CIP		Prior FYs	Funding Needed for FY 2025	Funding Needed for FY 2026	Funding Needed for FY 2027	Short-Range FY 2025-2027
Project #	Project Name	Prior Expenditures & Encumbrances	Year 1	Year 2	Year 3	TOTALS
26005	Airport Campus Project			460,000	5,040,000	5,500,000
26006	Airport Cargo and Business Park Facilities			4,000,000		4,000,000
25006	Airport Drainage Study		140,000			140,000
23121	Airport Master Plan	1,610,689				-
25003	International Drive Rehabilitation / Curbside Upgrades		750,000	6,250,000		7,000,000
22302	Terminal Bulding Rehabilitation (Phase 1&2)	18,991,901				-
23102	Terminal Bulding - TSA Equipment Relocation Phase 2	246,600	2,473,400			2,473,400
AIRPORT SHORT-RANGE CIP TOTAL:		20,849,190	3,363,400	10,710,000	5,040,000	19,113,400

Revenue Source	Revenue	Year 1	Year 2	Year 3	TOTALS
Airport Fund Reserves	3,157,620	89,000	1,085,000	-	1,174,000
Customer Facility Charge (CFC)	-	-	-	-	-
Grant - Federal Aviation Administration (FAA)	17,691,570	3,274,400	5,625,000	5,040,000	13,939,400
Revenue Bonds	-	-	4,000,000	-	4,000,000
AIRPORT FUNDING TOTAL:	20,849,190	3,363,400	10,710,000	5,040,000	19,113,400

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 6-9. Table of Airport FY 2025 CIP Program Long-Range

AIRPORT FISCAL YEAR 2025 CIP PROGRAM LONG-RANGE									
AIRPORT LONG-RANGE CIP		Funding Needed for FY 2028	Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Long-Range FY 2027-2033
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 1	West General Aviation Apron Expansion	500,000	5,500,000						6,000,000
To extend the West GA Apron footprint to the North. Placement of reinforced concrete, aircraft tie-downs, striping, upgrade of apron lighting. The apron is essential for development & maintaining service to General Aviation. Construction will take place subject to Federal grant appropriation and funding. The project will be phased accordingly due to funding.									
LR 2	Aircraft Rescue Fire Fighting Building Improvements		300,000	2,500,000					2,800,000
The ARFF Building was constructed in 1995 and portions of its infrastructure are now nearing the end of their useful life and FAA regulations have changed. An Assessment of the facility will be performed to determine the level of refurbishment that must be done.									
LR 3	Runway 18-36 Rehabilitation (Mill and Overlay)			500,000	8,300,000				8,800,000
This project includes the design and pavement rehabilitation of secondary runway, includes blast pad at each end of the runway and install pavement markings.									
LR 4	Quick-Turn-Around (QTA) Improvements					500,000			500,000
Project will consist of replacing current car wash equipment for rental cars, which will reach useful life. The new car wash will be configured and will use different methods to be more effective, quicker, and cheaper.									
LR 5	Parking Lot Improvements						3,500,000		3,500,000
Project will include repair and repaving of paid parking lots, expansion of parking lot footprints and canopies, striping and landscaping, and replacement of signage, lighting and canopies.									
AIRPORT LONG-RANGE CIP TOTAL:		500,000	5,800,000	3,000,000	8,300,000	500,000	3,500,000	-	21,600,000

Port of Corpus Christi

The Port of Corpus Christi derives income from a number of sources. Their expenditures are allocated in accord with their approved budgets. The funding categories are expected to be consistent in the foreseeable future. As economy and strategic direction changes, the information will be updated in subsequent MTP documents.

Exhibit 6-10. Port of Corpus Christi 2024 Budget

2024 Budget
Capital Breakdown by Category

Category	# of Projects		2024 Budget
Administration	8	4%	\$ 5,289,052
Bulk Materials Terminal	10	10%	\$ 13,330,000
Cargo Docks	1	<1%	\$ 200,000
Canals/Basins	4	1%	\$ 1,400,000
Channel Improvement	1	14%	\$ 19,180,984
Conference Center	4	5%	\$ 6,575,000
Oil Docks	13	12%	\$ 16,200,000
Property/Buildings	28	47%	\$ 63,663,117
Rail	1	<1%	\$ 500,000
Security	10	6%	\$ 8,245,567
TOTAL Capital Projects	79		\$ 134,583,720

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 IJJA/BIL.
- 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 2025-2045 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 \$147 billion for transportation projects in Texas for the 2025-2034 time period. The funding in Exhibit 6-11 details the nearly \$740 million estimate of transportation funds for the Corpus Christi MPO region for Categories 2,4,7, 9 and 10 CR. 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.

Exhibit 6-10. Table of Category Funding for Corpus Christi MPO

FUNDING CATEGORY 1 - Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p>Preventive Maintenance Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p>Rehabilitation Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p>	<p>Preventive Maintenance A Total Allocation Is Calculated Per District Using The Weighted Criteria Below. 98% Is Directed Toward Roadway Preventive Maintenance And 2% Is Directed Toward Bridge Preventive Maintenance. 65% On-System Lane Miles 33% Pavement Distress Score Factor 2% Square Footage Of On-System Bridge Deck Area</p> <p>Rehabilitation 32.5% Three-Year Average Lane Miles Of Pavement With Distress Scores <70 20% Vehicle Miles Traveled Per Lane Mile (On System) 32.5% Equivalent Single-Axle Load Miles (On And Off System And Interstate) 15% Pavement Distress Scores Pace Factor</p> <p>See Table Note Below.</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Table Note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.</p> </div>

FUNDING CATEGORY 2 - Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p>	<p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p>Category 2 Metropolitan (2M) Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). 30% Total vehicle miles traveled (on and off system) 17% Population 10% Lane miles (on system) 14% Truck vehicle miles traveled (on system) 7% Percentage of census population below the federal poverty level 15% Based on congestion 7% Fatal and incapacitating crashes</p> <p>Category 2 Urban (2U) Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). 20% Total vehicle miles traveled (on and off system) 25% Population 8% Lane miles (on system) 15% Truck vehicle miles traveled (on system) 4% Percentage of census population below the federal poverty levels 8% Centerline miles (on system) 10% Congestion 10% Fatal and incapacitating crashes</p>	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.</p>

FUNDING CATEGORY 3 – Non-Traditionally Funded Transportation Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see table note, page 20), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.</p>	<p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p>

FUNDING CATEGORY 4 – Statewide Connectivity Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> – Texas highway Trunk System – National Highway System (NHS) – Connections to major seaports or border crossings – national Freight network – hurricane evacuation routes <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> – Mobility corridors: high-traffic routes with potential need for additional roadway capacity – Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided – Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains 	<p>Category 4 Rural Connectivity Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p>Category 4 Urban Connectivity Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

FUNDING CATEGORY 5 - Non-Traditionally Funded Transportation Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 5 addresses attainment of national Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles. Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>TxDOT districts oversee the selection of MPO projects using a performance-based prioritization process that assesses mobility and air quality needs within a nonattainment area.</p>

FUNDING CATEGORY 6 – Structures Replacement and Rehabilitation (Bridge)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 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 functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p>Bridge Maintenance and Improvement Program For rehabilitation of eligible bridges on the state highway system.</p> <p>Bridge System Safety Program For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT’s Bridge Division, which selects projects statewide.</p>	<p>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 sufficiency ratings. 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>

FUNDING CATEGORY 7 – Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector. Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

FUNDING CATEGORY 8 – Safety

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p>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.</p> <p>Systemic Widening Program (SSW) Statewide program to fund the widening of high-risk narrow highways on the state highway system.</p> <p>Road to Zero (RTZ) Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT’s Traffic Safety Division, which selects projects statewide.</p>	<p>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> <p>Road to Zero Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>

FUNDING CATEGORY 9 – Transportation Alternatives Set-Aside Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities: Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT, MPOs, and FHWA. TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT. Funds allocated to statewide use, as well as small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT’s Public Transportation Division through a competitive process.</p>

FUNDING CATEGORY 10 – Supplemental Transportation Programs

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

FUNDING CATEGORY 11 – District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p>District Discretionary Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p>Energy Sector Safety and maintenance work on state highways impacted by the energy sector.</p> <p>Border State Infrastructure Funding Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p>District Safety District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors.</p> <p>Construction Cost Overruns/Change Order Provides additional funding for costs that are realized at letting and during construction.</p>	<p>District Discretionary Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used: 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>Energy Sector Allocation formula based on the following weighted factors: 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% number of well completions 10% volume of oil and gas waste injected</p> <p>Border State Infrastructure Funding Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state’s federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>District Safety 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate</p> <p>Construction Cost Overruns/Change Order Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.</p>	<p>TxDOT Districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p>The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p>Border State Infrastructure Funding Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> – number of land border ports of entry – number of incoming commercial trucks and railcars – number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks

FUNDING CATEGORY 12 – Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> – 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 <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p>Texas Clear Lanes This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state’s five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process. Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT’s current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT’s total budget for the current fiscal biennium.</p>

The table below is a guide to the funding restrictions associated with each of TxDOT’s state funding sources and financing tools. While some sources are allowable for non-highway transportation needs, such as aviation, ports, rail, and public transportation, a large majority of TxDOT’s funding is dedicated to improvement of the state highway system.

Table 6-1. TxDOT Authorized Users of State Funding Sources

PROJECT TYPE	Non-Tolled Highways	Tolled Highways	Rail - Passenger	Rail - Freight	Transit	Aviation	Ports
Proposition 1 Funds	●						
Proposition 7 Funds	●						
State Highway Fund - Dedicated ¹	●	●					
Proposition 14 Bonds	●	●					
Proposition 12 Bonds ²	●	●					
Texas Mobility Fund - Revenue ³	●		●		●		
Texas Mobility Fund - Bond Proceeds ⁴	●	●	●		●		
State Highway Fund - Non-Dedicated ⁵	●	●	●	●	●	●	●
Regional Subaccounts ⁶	●	●	●	●	●	●	●

TEXAS MOBILITY FUND, PROPOSITION 14 AND PROPOSITION 12 BOND PROGRAMS ARE UNAVAILABLE OR SUSPENDED.

1. State Highway Fund-Dedicated includes state motor fuel and lubricant taxes and motor vehicle registration fees. It also includes federal reimbursements that are not reflected in the above grid, as a small amount of them may at times be used for other modes of transportation.
2. Proposition 12 bond proceeds may be used to provide funding for highway improvement projects, with no distinction between tolled and non-tolled highways.
3. Texas Mobility Fund revenues in excess of funds required to pay Texas Mobility Fund debt service are prohibited to pay for toll expenditures as part of 2015 legislation.
4. The Texas Constitution allows Texas Mobility Fund bonds to be used to develop and construct state highways, “to provide participation by the state in the payment of a portion of the costs of constructing and providing publicly owned toll roads and other public transportation projects.” “Other public transportation projects” is undefined and therefore may be available for more types of transportation projects than what is listed here.
5. “State Highway Fund—Non-Dedicated” includes limited revenue sources. An annual transfer of approximately \$150 million goes to the Texas Emissions Reduction Program (TERP) Fund.
6. Regional Subaccount funds may only be used for transportation, highway and air quality projects as defined by Section 228.001 of the Transportation Code in the region where the project from which those funds were derived is located. The revenues are deposited to the State Highway Fund but are not dedicated by the Texas Constitution.

A. Revenue Projections

The following tables and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the 2025-2045 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this TIP. There is an estimated \$739,950,842 of available funding for all modes of transportation by our regional partners that were part of the development of the 2045 MTP Update.

Tables 6-3 and 6-4, below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urban area for the FY 2025-2045 time period.

Table 6-3. Category Funding for the Corpus Christi MPO FY 2045 MTP Update, 10-year UTP and FY 2025-2028 TIP

Funding Category	Statewide	TxDOT CRP District		Corpus Christi MPO		
	2025 UTP Funding Authorizations	2025 UTP Funding	20-Yr Projected Funding	10-Yr Funding	20-Yr MTP Projected Funding	FY 2025-2028 TIP
1. Preventive Maintenance and Rehabilitation	\$ 18,667,880,000	\$ 684,683,940	\$ 1,369,367,880	\$ TBD	\$ TBD	\$ TBD
2. Metro and Urban Area Corridor Projects	\$ 11,487,980,409	\$ 132,693,989	\$ 265,387,978	\$ 132,693,989	\$ 265,387,978	\$ 71,260,979
3. Non-Traditionally Funded Transportation Projects	\$ TBD	\$ TBD	\$ TBD	\$ TBD	\$ TBD	\$ TBD
4. Statewide Urban Connectivity	\$ 8,748,686,475	\$ 101,053,278	\$ 202,106,556	\$ 101,053,278	\$ 202,106,556	\$ 51,967,316
4. Statewide Regional Connectivity Corridor	\$ 11,318,177,679	\$ TBD				
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$ 2,322,790,000	-	-	-	-	-
6. Structures Replacement and Rehabilitation (Bridges)	\$ 4,681,612,746	\$ TBD	-	-	-	\$ TBD

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7. Metropolitan Mobility and Rehabilitation	\$ 6,041,345,275	-	-	\$ 110,920,569	\$ 221,841,138	\$ 44,840,277
8. Safety	\$ 3,747,421,009	-	-	-	-	-
9. Transportation Alternatives (Set-Aside) (Incl. State Awards for CAT 9)	\$ 1,769,509,408	-	-	\$ 12,895,674	\$ 25,791,348	\$ 5,207,894
10. Supplemental Transportation Projects (Includes NEVI)	\$ 1,534,275,585	-	-	\$ 3,007,000	\$ 6,014,000	\$ 1,202,800
10. Supplemental Carbon Reduction	\$ 1,077,417,167			\$ 12,411,911	\$ 24,823,822	\$ 4,939,200
11. District Discretionary Funding	\$ 2,240,000,000	\$ 45,723,943	\$ 91,447,886	-	-	\$ TBD
11. Safety Funding	\$ 1,191,932,030	\$ 35,669,950	\$ 71,339,900			\$ TBD
11. District Energy Sector Funding	\$ 2,714,115,000	\$ 137,926,107	\$ 275,852,214			
12. Strategic Priority	\$ 20,025,958,943	\$ TBD	\$ TBD	\$ TBD		\$ TBD
TOTAL	\$ 97,569,101,726	\$ 1,137,751,207	\$ 2,275,502,414	\$ 369,975,421	\$ 739,950,842	\$ 179,058,466

Table 6-4. Statewide Funding Levels TxDOT 2025 Unified Transportation Program (UTP) (10-Yr)

Funding Category	2025 UTP Statewide Funding Authorizations
1. Preventive Maintenance and Rehabilitation	\$ 18,667,880,000
2. Metro and Urban Area Corridor Projects	\$ 11,487,980,409
3. Non-Traditionally Funded Transportation Projects	\$ TBD
4. Statewide Urban Connectivity	\$ 8,748,686,475
4. Statewide Regional Connectivity Corridor	\$ 11,318,177,679
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$ 2,322,790,000
6. Structures Replacement and Rehabilitation (Bridges)	\$ 4,681,612,746
7. Metropolitan Mobility and Rehabilitation	\$ 6,041,345,275
8. Safety	\$ 3,747,421,009
9. Transportation Alternatives (Set-Aside)	\$ 1,769,509,408

10. Supplemental Transportation Projects (includes NEVI funds)	\$ 1,534,275,585
10. Supplemental Carbon Reduction	\$ 1,077,417,167
11. District Discretionary Funding	\$ 2,240,000,000
11. Safety Funding	\$ 1,191,932,030
11. District Energy Sector Funding	\$ 2,714,115,000
12. Strategic Priority	\$ 20,025,958,943
TOTAL UTP STATEWIDE FUNDING CATEGORIES 1-12	\$ 97,569,101,726

Additional funding estimates for non-construction activities, known here as both Development Costs and Routine Maintenance activities are shown below. These estimates are informative for local governments anticipating costs for the non-construction activities in their local budgets to advance projects to construction. Typical all non-construction costs are estimated at 30 percent of the construction value.

Sub-Total Distribution (Less Cat 3)	\$14,540,779,734	\$97,569,101,726
3 Non-traditional (SUBJECT TO CHANGE)		\$6,604,813,383
Total Estimated UTP Funding		\$104,173,915,109
Estimated Development Costs		\$34,700,000,000
Estimated Routine Maintenance Contracts		\$9,000,000,000
Total 10-Year Estimated Investment in Projects		\$147,873,915,109

The following table below describes the assumptions used to forecast the 20-year estimate of transportation funding sources.

Table 6-5. TxDOT Assumptions for Revenue Sources

Assumptions											
State Highway Fund											
Revenues											
Vehicle Registration Fee	Traditional (non-electric vehicle (Non-EV) Vehicle Registration Fees (VRF) are projected using 2.2% growth rates for FY2025-FY2027 then blend with TTI's TRENDS model in remaining years. SB 505, 88th Legislature, Regular Session, imposed an additional fee for registration of an electric vehicle (EV) with a gross vehicle weight of 10,000 pounds or less, effective September 1, 2023. EV estimates use a blend of Slow and Bloomberg NEF (BNEF) growth rate scenarios provided in the TRENDS model.										
State Motor Fuels Tax	State Motor Fuels Tax (MFT) utilizes a growth rate of 1.78% for FY2025-FY2027, which is based on a combined growth rate of 1.56% growth for gasoline and 2.40% for diesel. Projections beyond FY2027 incorporates the TRENDS model year over year rate of change. The TRENDS model uses vehicle miles traveled (VMT) for both personal and commercial vehicles divided by the projected average fleet wide miles per gallon (MPG). The estimated number of gallons is then multiplied by the fuel tax rate, then 75% of total revenue is apportioned to the state highway fund.										
Lubricant Sales Tax	The Comptroller's Certification Revenue Estimates (CRE) was used for Lubricant Sales Tax deposit for FY2024-2025 and then a 1% year over year growth rate was applied for subsequent years after FY2025.										

FHWA Reimbursement	Federal Obligation Authority (OA) is the portion of the National Highway Trust Fund (HTF) expected to be allocated to Texas for federally eligible roadway project. FY2024 actual and FY2025-FY2026 projected OA are based on the Infrastructure Investment and Jobs Act signed into law on November 15, 2021. From FY2027 and subsequent years, OA projections revert to 2020 Fixing America's Surface Transportation Act (FAST) funding levels which are then adjusted for growth. Actual federal reimbursements in a given year will not match the OA for that year because they are comprised of reimbursements for progress payments made on both existing and new projects. FHWA reimbursements also includes COVID funding appropriated to Texas for highway project development and delivery.
Local Reimbursements	Local reimbursements are projected at the amount of match typically required each year (\$40M), plus any remaining reimbursements on local projects that have already been awarded. Local funds beyond the required match in future years are added to the forecast at the time of the letting, and are not reflected here.
Certificate of Title Fees	Certificate of Title Fee revenue transferred to State Highway Fund per HB 4472, 87th Legislature for use in congestion mitigation and air quality improvement projects in nonattainment areas and affected counties.
Miscellaneous Revenue	Miscellaneous revenue includes a summarized total of all taxes and fee revenue deposited into the State Highway Fund estimates. The growth rate is assumed to be 1.0% per year.
Depository Interest	Interest is based on the projected cash balances of the State Highway Fund. Projected balances are determined through anticipated revenues and expenditures each year. If balances drop and become negative, interest for that month is assumed to be zero as TxDOT would issue short-term borrowing to cover negative cash balances.
Other Federal Funds	Other Federal Funds are reimbursement programs for Aviation, Public Transportation and Traffic Safety. Because those funds are tied to specific existing program levels, which are expected to remain constant the next few years, there is no assumption of growth. FY2024 Includes COVID funding directed towards public transportation and aviation services.
Other Agency Revenue	Since FY2016, most other agency revenue is no longer deposited to the State Highway Fund due to legislation from the 84th Legislative Session moving those agencies' appropriations to General Revenue and out of the State Highway Fund. The remaining dollar amounts are for Special Vehicle Permit fees and Motor Vehicle Certificates collected by the TxDMV as projected by the 2024-2025 CRE with a growth rate of 2% for future years.
Expenditures	
Other Agencies and Fund Transfers	Includes Cost Allocation Program (SWCAP) and SHF transfers to the Texas Mobility Fund beginning in FY 2022 pursuant to HB 4472, 87th Legislature in replacement of the Certificate of Title Fees.
TxDOT Non-Letting	Non-letting expenditures are engineering, right-of-way, public transportation, administration, aviation, existing non-traditional projects, and other programs for which TxDOT receives funding. The 2024-2025 General Appropriation Act expenditure levels were used as the base for the forecast. Non-letting expenditures also include State Highway Fund (Proposition 14) debt service.
TMF Taxes & Fees	
Revenues	
Taxes and Fees	Revenue projections were based on the 2024-2025 CRE and includes adjustments for Driver License Fees from the 86th Legislature, SB 616 fiscal impact. Certificate of Title Fees ended in FY2022 and pursuant to HB 4472, 87th Legislature, these are replaced with a transfer in from the State Highway Fund.

Build America Bonds	Determined by the debt service partial reimbursement agreement entered into with the Federal government as part of the Build America Bond Subsidy program.
Expenditures	
TxDOT Non-Letting	Estimates for project development were added to utilize TMF taxes and fees funds while maintaining sufficient balances to fulfill TMF bond debt service requirements. Also includes TMF debt service (which is determined by the debt service repayment schedules), public transportation, aviation, other existing non-traditional projects and grants to ports and county transportation infrastructure projects.
Proposition 1 Oil & Gas Severance	
Revenues	
Transfer In	The FY2025-FY2026 transfers are projected based on the 2024-2025 CRE. FY2027 – FY2043 transfers will depend upon future oil and gas production tax revenue levels along with future legislative action. Due to its volatility, for planning purposes, FY2027 - FY2029 are presented as a scenario based on a five year average of actual and potential transfers (FY2022-FY2026) and excludes highest/lowest transfers within that five year period. After FY2029, transfers are based on a ten year average of actual and projected transfers (FY2017-FY2026) and exclude highest/lowest transfers within that ten year period.. Proposition 1 transfers are set to expire in Dec. 31, 2042 (FY2043) per provisions in HB2230, 88th Legislature, RS.
Expenditures	
TxDOT Non-Letting	Assumes 20% of the total transfer amount is available for project development and 80% for letting. Also includes expenditures for existing non-traditional projects.
Proposition 7 Sales and Use Taxes	
Revenues	
Transfer In	Section 7-c(a) directs the Comptroller to deposit to the credit of the SHF \$2.5 billion of the net revenue derived from the state sales and use tax under Chapter 151 of the Tax Code in excess of \$28 billion. FY2025-FY2026 transfers were estimated according to the 2024-2025 CRE. FY2027 – FY2042 assume the full \$2.5 billion per year transfer from sales and use taxes. SCR2, 88th Legislature, RS extended the expiration date to Aug. 31, 2042 (FY2042). Section 7-c(b) directs the Comptroller to deposit to the credit of the SHF 35 percent of the revenues collected from the tax imposed on the sale, use, or rental of a motor vehicle under Chapter 152 of the Tax Code that exceed \$5 billion. FY2024 – FY2026 transfers were estimated according to the 2024-2025 CRE and assumes collection grow at a rate of 6% after that. SCR2, 88th Legislature, RS extended the expiration date to Aug. 31, 2039 (FY2039).
Expenditures	
TxDOT Non-Letting	Assumes 20% of the total transfer amount is available for project development and 80% for letting. Proposition 7 pays the Proposition 12 debt service for forecast purposes. It is assumed this will continue until the Proposition 7 expiration in 2042 and will revert to general revenue after that.

Other Revenue											
Interest	Interest is based on the projected cash balances of the various restricted funds. Projected balances are determined through anticipated revenues and expenditures each year. The timing and obligations of projects using bond proceeds will be adjusted to fully utilize them. SH 121, SH 161 and SH 130 project selection is on-going, and unless toll revenue sharing or loan repayments extend beyond FY2035, interest is not projected on balances past FY2035 (SH 121) and FY2024 (SH161), based on the likely event that most or all of the funds are utilized before then.										
Toll Revenue Sharing	Toll Revenue Sharing projections were based on estimates provided by the Region and/or outside entity associated with the program.										
Build America Bond Subsidies											
Prop 14	Determined by the debt service partial reimbursement agreement entered into with the Federal government as part of the Build America Bond Subsidy program; available only for debt service.										
Prop 12	Determined by the debt service partial reimbursement agreement entered into with the Federal government as part of the Build America Bond Subsidy program; available only for debt service.										
Total Project Awards	Annual letting volumes represent the total dollar amounts of contracts awarded or expected to be awarded, not the actual expenditure that fiscal year. Actual expenditures for those projects will occur over time, with typical project lives spanning from 1 – 5 years. The letting schedule is refined as necessary to maintain positive cash flows for all department funds. Therefore the amount that can be let in a particular fiscal year will differ from a simple sum of the revenues as the letting amount must consider several factors including existing cash balances, existing commitments, and projected payout curves for projects to be let. The amounts listed include estimates for all TxDOT fund sources, including Propositions 1 and 7.										
FHWA Obligation Authority	Federal Obligation Authority (OA) is the portion of the National Highway Trust Fund (HTF) expected to be allocated to Texas to obligate projects eligible for FHWA reimbursements. FY2024 actual and FY2025-FY2026 projected OA are based on the Infrastructure Investment and Jobs Act signed into law on November 15, 2021. From FY2027 and subsequent years projections revert to 2020 Fixing America's Surface Transportation Act (FAST) funding levels, which are then adjusted for growth. Actual federal reimbursements in a given year will not match the OA for that year because they are comprised of reimbursements for progress payments made on both existing and new projects.										