

Cover page: The Corpus Christi MPO region will invest in outcome- driven activities that specifically meet the goals and priorities established in the 2045 Metropolitan Transportation Plan (MTP) Update. The 2045 MTP Update utilized qualitative and quantitative data gathered through citizen input, partner agency participation, technical analysis and needs assessment to identify the highest priority needs in which to direct funding.

CHAPTER 7 – ANALYSIS AND PRIORITIZATION

Municipalities that own components of the transportation system will implement the vast majority of improvements to the regional transportation system in the next 25 years. To assure that the transportation system meets existing and future travel needs of the Corpus Christi MPO region, the 2045 MTP Update includes implementation guidance for maintenance, operational, safety, and capacity improvements; and for motorized, nonmotorized, transit, and ridesharing systems. The Fiscal Year 2019–2022 Transportation Improvement Program (TIP) (Appendix H) lists four years of federally and state-funded transportation projects to take place within the Corpus Christi MPO's boundaries. Since the TIP must be updated at least every four years, it is the ultimate implementation tool.

The chapter discusses:

- The recommended project list (Exhibit 7-2)
- Transportation system maintenance, management, and operations strategies
- Additional illustrative (unfunded) projects submitted for evaluation and scoring (Exhibit 7-3)

Project cost estimates were calculated by the sponsoring entity. Accurate costs help ensure a fiscally-constrained plan, which is a requirement of the IIJA/BIL. Typically, if a project is more expensive than the estimate then the sponsoring local government will pay the cost increase. Two other options are reducing the scope of the project to fit the funds available, which generally reduces the benefits from the project. Alternatively, other lower priority projects are delayed to redirect funds to complete the higher priority project. The IIJA/BIL also requires that the plan identify all funding that is reasonably available.

INFRASTRUCTURE MAINTENANCE AND PRESERVATION

Projected funding levels are not sufficient to adequately maintain existing functions or serve projected needs resulting from increased regional population and economic growth over the life of the plan. Funding preventive maintenance is crucial to maintaining a transportation system, including maintaining or rehabilitating road surface, and replacing or repairing bridges, as well as maintaining bicycle and pedestrian facilities and public transportation.

Even with a design life of 75 years, there are many bridges that currently, or will in the next 25 years, need rehabilitation. The infrastructure maintenance goal was established to improve all deficient structures as soon as possible and to provide adequate funding to inspect, maintain, rehabilitate, or replace all state and local bridges.

TxDOT funds bridges with Category 6 funds. This category includes bridges in the Highway Bridge, Railroad Grade Separation, and Bridge Maintenance programs. The Highway Bridge Program is for the 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.

The Railroad Grade Separation program improves safety by eliminating 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.

TxDOT's Bridge Division selects projects using a performance-based prioritization process. Highway Bridge projects are ranked first by deficiency categorization (e.g., structurally deficient) and then by sufficiency ratings. Railroad Grade Separation projects 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.

The Bridge Maintenance and Improvement Program (BMIP) is for the rehabilitation of eligible bridges on the state highway system. Projects in the BMIP are selected statewide based on identified bridge maintenance/ improvement needs.

In order to secure bicycle and pedestrian funding for local and regional needs, these needs must be communicated to state and federal officials. A proactive strategy identified by MPO staff and the Technical Advisory Committee (TAC) is the creation of a CAT 9/TAP funding pool designed to give Corpus Christi MPO's member governments an additional funding source for these projects. This funding pool can be seen in Exhibit 7-2 (MTP ID = MPO-030).

Recommended Maintenance and Preservation Strategies

- Continue resurfacing and reconstruction programs, with priority assigned to higher-volume routes.
- Standardize design and use of pavements that better absorb noise and drain water, such as the application of rubberized pavements.

TRANSPORTATION AND SYSTEM MANAGEMENT AND OPERATIONS (TSMO)

System management refers to programs and infrastructure that are used to operate roadways. The goal is to make the transportation system as effective and efficient as possible. Some of the most common features include signal synchronization, traffic monitoring, variable message signs, incident management, public information programs, and marked detours.

Recommended Management and Operations Strategies

Transportation System Management and Operations strategies from the congestion management program must be considered and analyzed in connection with all investments in the plan either as individual “stand-alone” projects or as part of another transportation project.

- Implement the TxDOT's Intelligent Transportation Systems Project Deployment Plan to enhance incident management program effectiveness.
- Continue development of coordinated traffic-responsive signal systems. Implement interconnected traffic-adaptive (responsive) signal systems along all major transportation corridors. Install uninterruptible power systems and other fail-safe systems for all major traffic signal locations.
- Implement an Incident Management System that includes an assistance patrol, electronic signage and centralized traffic control, along with camera monitoring equipment, to direct traffic. Traffic camera information and diversion information should be communicated to the public.
- Support real-time traveler-information systems, incident management, and information/communication/monitoring systems, including live video feed or internet access to traffic cameras.
- Develop and maintain a congestion/incident diversion route signal and signing capability. Obtain diversion route signs, barricades, and other support materials to deploy when incidents occur and diversions are necessary.
- Develop and implement an interoperable interagency communications system for incident management and emergency response. Support multi-agency and multimodal coordinated emergency preparedness response planning and training.
- Continue to install “pedestrian timing signals” that count down time remaining for pedestrians to cross at major pedestrian intersections. Continue to install audible pedestrian signal equipment at key locations as warranted. Use alternative pedestrian detection and pre-emption systems as appropriate.
- Maintain automatic vehicle location systems and related dispatching programs for emergency responders, transit, and other partners in incident management. Expand travel demand management programs to help reduce the number of peak-period single-occupant automobile trips.
- Institute a 0.1 milepost reference system and maintain it to better locate roadway crashes and needs.
- Plan for future installation of cameras for surveillance and security of rail lines and transit stops.
- Complete the Regional Concepts for Transportation Operations.
- Better link transportation planning and operations, which may include data or resource sharing, cooperative planning, or operations activities.

Public Transportation Strategies

Details about public transit are in the Strategic Plan section of the latest adopted CCRTA 2025 Operating & Capital Budget & 5-year Capital Improvements Plan in Chapter 5 and Appendix J.

Some strategies include:

- Explore service enhancements to smaller cities.
- Improve/maintain public image.
- Maintain transparency efforts.
- Maximize collaboration between private sector & academia.
- Enhance the customer service experience.

Nonmotorized and Mobility Transportation Strategies

Nonmotorized (bicycle and pedestrian) corridors identified in the Corpus Christi MPO's Active Transportation, Complete Streets and Micro-mobility Plan are recommended for implementation. Specific projects are included in the fiscally- constrained project list, Exhibit 7-2. Appendix F contains the complete document.

Specialized Transportation Implementation Strategies

Implementing the current Coastal Bend Regionally Coordinated Plan does not assume substantial changes to the existing level of service provided. The majority of services are provided by the CCRTA through their B-Line Paratransit service. This is a shared ride on public transportation for people whose disabilities prevent them from using regular accessible fixed-route service. B-Line is an origin-to-destination transportation service provided to riders who have been determined eligible using the Americans with Disabilities Act (ADA) guidelines.

The Coastal Bend Council of Governments, Area Agency on Aging provides finding for specialized transportation providers serving seniors and those with disabilities for areas within San Patricio County as well as Aransas County. In 2024, the providers included:

- Aransas County Rural Public Transportation.
- Community Action Corporation of South Texas.
- Kleberg County Human Services – Paisano Express, and
- R.E.A.L., Inc.

Additional funding is required in order to noticeably increase services provided. Additional details are provided in Chapter 5 and Appendix I.

Freight Implementation Strategies

The 2045 MTP Update includes planned improvements to the roadway network and designated freight corridors that will benefit freight traffic. Additionally, the Port of Corpus Christi Authority develops and implements strategies to enhance the delivery of freight within their facilities but also connected to the rail, roadway, and maritime routes in the MPO region, statewide and internationally.

Freight Projects in Corpus Christi TxDOT District or Corpus Christi MPO

A. Freight Projects in the 2023 Unified Transportation Program

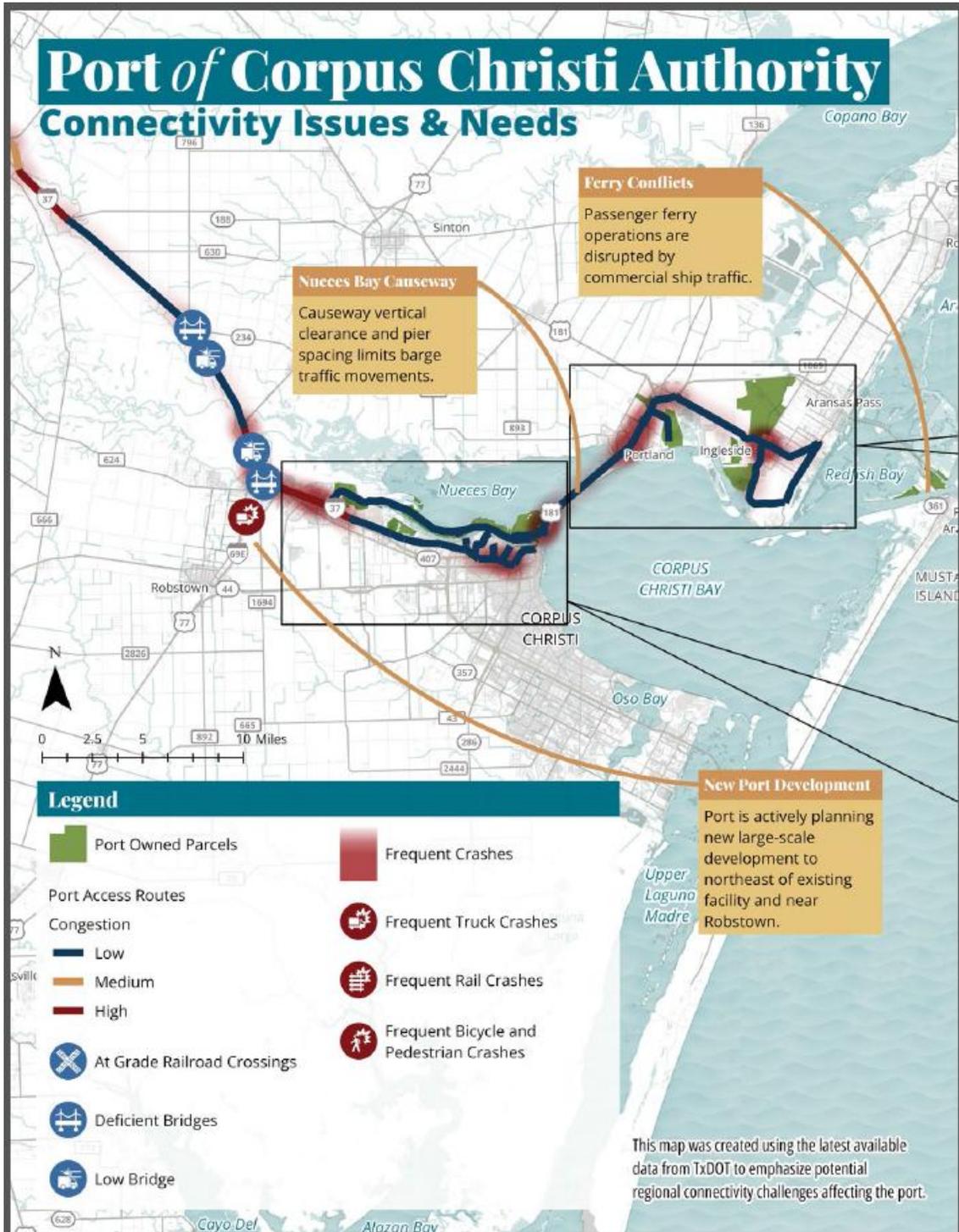
District	CSJ (Unique Identifier)	Fiscal Year	Highway	From	To	Project Class	MPO	Project Cost	Funding (Categories 1-12)	Funding Status	Project Grouping	Texas Delivers 2050 Priority	Within 8-Year FIP	Also Listed in Border Transportation Master Plan
Byran	0204-05-041	2025	US 79	0.86 Miles East of FM 461	Williamson County Line	Widen Non-Freeway		\$4,700,083	\$5,500,974 Fully Funded	Mobility	Medium	Yes	No	
Byran	0205-01-045	2023	US 79	0.5 MI W of Haines Lane	0.5 MI E of Haines Lane	Safety Improvement Projects		\$490,990	\$550,098 Fully Funded	Safety	High	Yes	No	
Byran	0204-07-069	2024	US 79	0.2 MI N of 5th Street		Safety Improvement Projects		\$382,176	\$437,766 Fully Funded	Safety	High	Yes	No	
Byran	0204-05-044	2023	US 79	0.2 MI W of FM 486	0.2 MI E of FM 486	Safety Improvement Projects		\$288,907	\$320,424 Fully Funded	Safety	Medium	Yes	No	
Byran	0205-04-053	2024	US 79	0.22 MI W of RH45 W Frontage Road	0.22 MI E of RH45 W Frontage Road	Safety Improvement Projects		\$86,043	\$98,659 Fully Funded	Safety	High	Yes	No	
Byran	0205-05-051	2025	US 79	0.1 MI E of SH 75	0.2 MI E of FM 1848	Safety Improvement Projects		\$1,049,232	\$1,217,872 Fully Funded	Safety	High	Yes	No	
Byran	0205-03-054	2025	US 79	0.5 MI W of CR 346	0.5 MI E of CR 346	Safety Improvement Projects		\$576,479	\$645,657 Fully Funded	Safety	High	Yes	No	
Byran	0205-02-070	2023	US 79	0.05 Miles West of Heame St	0.05 Miles West of Heame St	Safety Improvement Projects		\$636,294	\$651,850 Fully Funded	Safety	High	Yes	No	
Byran	0205-01-046	2025	US 79	0.2 Miles East of FM 2549	0.2 Miles West of FM 2549	Safety Improvement Projects		\$343,449	\$384,663 Fully Funded	Safety	High	Yes	No	
Byran	0204-09-062	2025	US 79	0.05 Miles West of Cypress	0.01 Miles East of Cedar	Safety Improvement Projects		\$424,516	\$471,324 Fully Funded	Safety	High	Yes	No	
Byran	0204-07-056	2024	US 79	0.3 MI W of US 180 N		Intersection & Operational Impr		\$620,000	\$620,000 Fully Funded	Mobility	Low	Yes	No	
Byran	0204-06-069	2024	US 79	Robertson County Line	2.8 MI E of SH 36	Traffic Control Devices		\$107,757	\$112,067 Fully Funded	Safety	Low	Yes	No	
Byran	0057-02-038	2024	US 84	0.2 MI W of FM 1366	0.2 MI E of FM 1366	Safety Improvement Projects		\$237,522	\$256,524 Fully Funded	Safety	High	Yes	No	
Byran	0057-03-045	2023	US 84	At Spur 113		Safety Improvement Projects		\$45,502	\$47,323 Fully Funded	Safety	High	Yes	No	
Byran	0057-05-031	2023	US 84	FM 1364	FM 489	Traffic Control Devices		\$46,265	\$46,265 Fully Funded	Safety	Medium	Yes	No	
Childress	0795-03-010	2024	FM 1260	At East Latta Lake Creek		Bridge Replacement		\$1,196,800	\$1,196,800 Fully Funded	Asset Management	Low	Yes	No	
Childress	0275-13-073	2023	HM 40	US 83, East	CR 18	Safety Improvement Projects		\$426,261	\$477,412 Fully Funded	Safety	High	Yes	No	
Childress	0275-13-074	2023	HM 40	CR 18, East	Oklahoma State Line	Safety Improvement Projects		\$2,900,000	\$2,900,000 Fully Funded	Safety	High	Yes	No	
Childress	0275-12-083	2023	HM 40	2000' West of FM 2474, East	US 83	Safety Improvement Projects		\$1,511,292	\$1,692,647 Fully Funded	Safety	High	Yes	No	
Childress	0397-02-041	2025	SH 152	Gray County Line, East	US 83	Super-2 Highway		\$13,500,000	\$14,560,000 Fully Funded	Safety	Medium	Yes	No	
Childress	0042-09-128	2028	US 287	Medical Dr (at Divided Section), S	FM 5547 (Existing Concrete Section)	Rehabilitation of Existing Road		\$9,360,000	\$0 Unfunded	Asset Management	Low	Yes	No	
Childress	0042-06-073	2030	US 287	0.1 Mile West of Bugbee Street, East	0.1 Mile East of Clarendon Ecl	Rehabilitation of Existing Road		\$16,512,000	\$0 Unfunded	Asset Management	Low	Yes	No	
Childress	0042-12-087	2025	US 287	SL 285, East	SH 6	Rehabilitation of Existing Road		\$8,800,000	\$9,856,001 Fully Funded	Asset Management	Low	Yes	No	
Childress	0042-12-088	2025	US 287	At FM 164 (SB)		Bridge Replacement		\$2,500,000	\$2,500,000 Fully Funded	Asset Management	Low	Yes	No	
Childress	0042-09-080	2024	US 287	At BNSF RR & LP 285		Bridge Replacement		\$19,100,000	\$19,100,000 Fully Funded	Asset Management	Low	Yes	No	
Childress	0042-12-089	2026	US 287	At BNSF Railroad		Bridge Replacement		\$1,932,000	\$1,932,000 Fully Funded	Asset Management	Low	Yes	No	
Childress	0381-01-017	2026	US 62	At Buck Creek		Bridge Replacement		\$9,105,000	\$9,105,000 Fully Funded	Asset Management	Low	Yes	No	
Childress	0133-01-055	2027	US 82	Guthrie Bypass, East	SH 222	Rehabilitation of Existing Road		\$7,800,000	\$8,736,000 Fully Funded	Asset Management	Low	Yes	No	
Childress	0031-01-026	2023	US 83	CR 15, South	Collegeworth County Line	Super-2 Highway		\$1,798,799	\$1,860,357 Fully Funded	Safety	Low	Yes	No	
Childress	0031-02-029	2023	US 83	Wheeler County Line, South	7.551 Miles	Super-2 Highway		\$6,100,000	\$6,344,001 Fully Funded	Safety	Medium	Yes	No	
Childress	0031-03-044	2023	US 83	7.551 Miles South of Wheeler County Line, S	FM 1439	Super-2 Highway		\$1,400,000	\$1,456,001 Fully Funded	Safety	Medium	Yes	No	
Childress	0031-01-024	2028	US 83	CR Se (CR 15), North	Bus 14 40	Rehabilitation of Existing Road		\$1,600,000	\$1,792,000 Fully Funded	Asset Management	Medium	Yes	No	
Childress	0030-06-038	2023	US 83	At Sweetwater Creek		Bridge Replacement		\$5,672,100	\$5,672,100 Fully Funded	Asset Management	Low	Yes	No	
Corpus Christi	0180-05-062	2028	BS 35L	E. 6th Street Inters.	E. Stapp St. Inters.	Transportation Non-Roadway		\$500,000	\$0 Unfunded	Asset Management	Low	Yes	No	
Corpus Christi	0180-05-072	2025	BS 35L	Bastardine Ln	Freeze Ln	Safety Improvement Projects		\$1,161,691	\$1,161,691 Fully Funded	Safety	High	Yes	No	
Corpus Christi	0102-01-122	2029	BS 44D	On 65440 From 25 MI W FM2292	US MI E FM2292	Traffic Control Devices		\$5,000,000	\$5,000,000 Fully Funded	Asset Management	Low	Yes	No	
Corpus Christi	0348-04-053	2029	BU 181E	BU 181D		Rehabilitation of Existing Road		\$9,500,000	\$10,640,000 Fully Funded	Asset Management	Low	Yes	No	
Corpus Christi	0372-03-009	2023	BU 777	On 777 From W 4th Street	Helm St	Safety Improvement Projects		\$165,000	\$168,888 Partially Funded	Safety	Medium	Yes	No	
Corpus Christi	0373-01-100	2028	BU 778	Wheeler Dr Crossing On BU 77U		Bridge Replacement		\$80,000	\$0 Unfunded	Asset Management	Low	Yes	No	
Corpus Christi	3553-02-098	2023	FM 1545	SH 72		Rehabilitation of Existing Road		\$6,000,000	\$6,000,000 Fully Funded	Asset Management	Low	Yes	No	
Corpus Christi	0089-01-031	2028	FM 624	Orange Grove	US 281	Super-2 Highway		\$22,000,000	\$0 Unfunded	Safety	Medium	Yes	No	
Corpus Christi	0089-02-051	2028	FM 624	CR 173	Wildeau Dr	Super-2 Highway	Corpus Christi M	\$18,700,000	\$21,280,000 Fully Funded	Safety	Medium	Yes	No	
Corpus Christi	2373-04-017	2024	FM 624	5 Mile W of US 59	SH 72	Safety Improvement Projects		\$116,348	\$125,656 Fully Funded	Safety	High	Yes	No	
Corpus Christi	3052-02-080	2029	FM 665	US 77	FM 43	Super-2 Highway		\$20,000,000	\$0 Unfunded	Safety	Medium	Yes	No	
Corpus Christi	1739-01-115	2023	FM 791	At Robertson County Line	2.5 Miles North of Atascosa County Line	Super-2 Highway		\$5,400,000 Fully Funded	\$5,400,000 Fully Funded	Asset Management	Low	Yes	No	
Corpus Christi	1122-03-033	2023	FM 791	On FM 791	Andrew-Samanthier/US&Carendog Creek	Bridge Maintenance		\$740,000	\$740,000 Fully Funded	Asset Management	Low	Yes	No	
Corpus Christi	1209-01-030	2024	FM 893	CR 3685 (Stark Rd)	2 MI W of CR 79 (dum Hollow)	Widen Non-Freeway	Corpus Christi M	\$7,300,000	\$8,216,000 Fully Funded	Mobility	Medium	Yes	No	
Corpus Christi	0384-11-039	2023	FM 99	700 FN of FM 1091	700 FN of FM 1091	Safety Improvement Projects		\$134,332	\$134,332 Fully Funded	Safety	High	Yes	No	
Corpus Christi	0074-06-247	2023	HM 37	At Inters. H37/SH 286		Traffic Control Devices		\$2,200,000	\$2,216,000 Fully Funded	Safety	High	Yes	No	
Corpus Christi	0074-06-254	2023	HM 37	SH 368	FM 2292	Safety Improvement Projects		\$359,880	\$359,880 Fully Funded	Safety	High	Yes	No	
Corpus Christi	0074-05-102	2024	HM 37	FM 630	CR 40	Rehabilitation of Existing Road		\$7,200,000	\$7,488,000 Fully Funded	Asset Management	Low	Yes	No	
Corpus Christi	0313-02-073	2028	SH 281	Aqueduct St	Whitbeck Blvd	Intersection & Operational Impr	Corpus Christi M	\$5,000,000	\$5,000,000 Fully Funded	Mobility	Low	Yes	No	
Corpus Christi	0383-03-024	2027	SH 141	US 281	Nieberg County Line	Super-2 Highway		\$5,000,000	\$5,600,000 Fully Funded	Safety	Medium	Yes	No	
Corpus Christi	0447-04-018	2024	SH 202	Bianco Creek Str 29 On SH 202	3.2 MI W of US 183	Bridge Replacement		\$3,000,000	\$3,120,000 Fully Funded	Asset Management	Low	Yes	No	
Corpus Christi	0326-01-122	2024	SH 143	South of FM 2414		Widen Non-Freeway To Freeway	Corpus Christi M	\$5,000,000	\$5,000,000 Fully Funded	Asset Management	Medium	Yes	No	
Corpus Christi	0326-01-061	2024	SH 286	FM 2444 South	South of CR 18	Super-2 Highway		\$3,000,000	\$3,120,000 Fully Funded	Safety	Medium	Yes	No	
Corpus Christi	0326-03-103	2027	SH 286	SH 358	Horne Rd	Super-2 Highway	Corpus Christi M	\$25,000,000	\$28,000,000 Fully Funded	Mobility	Medium	Yes	No	
Corpus Christi	0326-03-086	2028	SH 286	On SH286 From SSS44		Traffic Control Devices		\$268,858	\$268,858 Fully Funded	Safety	Medium	Yes	No	
Corpus Christi	0326-01-066	2023	SH 286	SH 358	5 MI S of FM 43	Traffic Control Devices		\$325,508	\$325,508 Fully Funded	Safety	Medium	Yes	No	
Corpus Christi	0326-01-067	2027	SH 286	South of CR 18	FM 70	Super-2 Highway		\$18,200,000	\$0 Unfunded	Safety	Medium	Yes	No	
Corpus Christi	0326-01-068	2024	SH 286	800 FN N of FM 70	CR 40 Intersection	Safety Improvement Projects		\$60,206	\$60,206 Fully Funded	Safety	High	Yes	No	
Corpus Christi	0180-06-120	2023	SH 35	On SH35 at Corpus Christi St. Inter	FM 70 Intersection	Safety Improvement Projects		\$22,000,000	\$22,900,001 Fully Funded	Safety	High	Yes	No	
Corpus Christi	0180-06-118	2024	SH 35	FM 3264	23 MI N of SH 361	Interchange (New or Reconstructed)		\$25,000,000	\$26,680,001 Fully Funded	Mobility	Medium	Yes	No	
Corpus Christi	0180-04-163	2024	SH 35	900 FN of Murphy Rd	300 FN S of Murphy Rd	Safety Improvement Projects		\$110,414	\$110,414 Fully Funded	Safety	Medium	Yes	No	
Corpus Christi	0611-01-177	2024	SH 358	New Drive	Staples Street	Widen Freeway	Corpus Christi M	\$36,400,000	\$39,460,001 Fully Funded	Mobility	Medium	Yes	No	
Corpus Christi	0611-01-209	2023	SH 358	Weber Rd	310 FN W of Claude St	Safety Improvement Projects		\$324,339	\$324,339 Fully Funded	Safety	High	Yes	No	
Corpus Christi	0087-01-110	2023	SH 359	On SH359 From 5 MI N of FM2044	5 MI S of FM 2044	Traffic Control Devices		\$214,444	\$214,444 Fully Funded	Safety	Medium	Yes	No	
Corpus Christi	0180-10-086	2023	SH 361	2.9 MI W of FM 1069	1.38 Miles North West of FM 631N	Safety Improvement Projects		\$9,900,000	\$0 Unfunded	Safety	High	Yes	No	
Corpus Christi	0180-10-082	2027	SH 361	At SH435 Interchange	15 MI Se On SH 361	Interchange (New or Reconstructed)	Corpus Christi M	\$39,000,000	\$44,800,001 Fully Funded	Mobility	Low	Yes	No	
Corpus Christi	0348-04-092	2029	SH 80	SH 123	BU 181E	Rehabilitation of Existing Road		\$3,500,000	\$3,920,000 Fully Funded	Asset Management	Low	Yes	No	
Corpus Christi	0348-04-055	2025	SH 80	5 MI N of FM 792	5 MI S of FM 792	Safety Improvement Projects		\$2,750,313	\$4,158,322 Fully Funded	Safety	High	Yes	No	
Corpus Christi	0101-08-006	2023	SH 89	US 181	SH 188	Safety Improvement Projects		\$628,763	\$628,763 Fully Funded	Safety	High	Yes	No	
Corpus Christi	0101-03-120	2024	US 181	On US 181 From 5 MI W of SH 188	5 MI E of Pirate Blvd	Traffic Control Devices		\$862,363	\$862,363 Fully Funded	Safety	Low	Yes	No	
Corpus Christi	0100-08-102	2023	US 181	On US 181 From 1.188 MI N of FM3355	1.268 S of FM 3355	Safety Improvement Projects		\$796,598	\$762,181 Partially Funded	Safety	High	Yes	No	
Corpus Christi	0101-04-130	2026	US 181	0.6 MI N of CR 1206	0.9 MI S of CR 1206	Bridge Replacement		\$1,300,000	\$1,300,000 Fully Funded	Asset Management	Low	Yes	No	

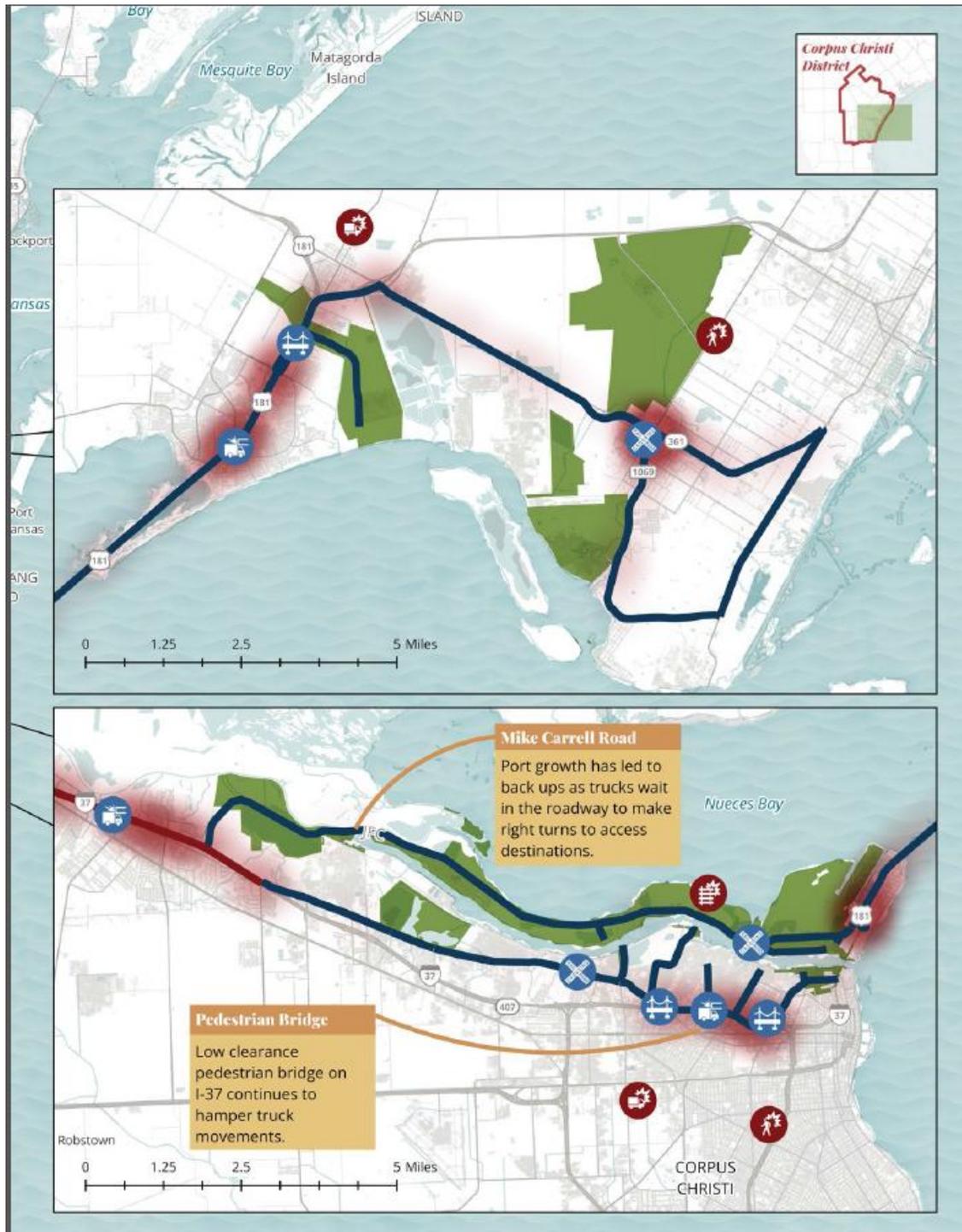
A. Freight Projects in the 2023 Unified Transportation Program

District	CSJ (Unique Identifier)	Fiscal Year	Highway	From	To	Project Class	MPO	Project Cost	Funding (Categories 1-12)	Funding Status	Project Grouping
----------	-------------------------	-------------	---------	------	----	---------------	-----	--------------	---------------------------	----------------	------------------

- Cultivate the Workforce and Tools of the Future.

Port Connectivity Issues and Needs:







PORT of CORPUS CHRISTI AUTHORITY

Kent Britton, CEO
www.portofcc.com



Navigation at the Port of Corpus Christi Authority (PCCA) can be traced back to 1839, when it served as a trading post. Today, PCCA is a major gateway to international and domestic maritime commerce through its deepwater access to the Gulf of Mexico. PCCA is also a strategic military port that provides waterborne resources to handle U.S. military cargo.

Port Priorities & Opportunities

PCCA is adapting to significant market shifts, focusing on expanding LNG and crude operations while exploring new markets in carbon neutrality and low-carbon hydrogen energy. Anticipating a crude market plateau in the late 2020s, PCCA is also expanding its LNG capacity and cultivating production of future fuels. PCCA has operated on 100% renewable electricity since 2017, has made strides in recycling and Carbon Capture and Storage (CCS) technology, and is transitioning to low-emission vehicles. These efforts, coupled with Green Marine and ISO-14001 certifications and beneficial use of dredge material, demonstrate PCCA's commitment to environmental responsibility alongside its growth.

Connectivity improvements are a priority for PCCA to address encumbrances like the I-37 walking bridge and the Nueces Bay Causeway. Projects are underway to enhance inland access, crucial for supporting PCCA's expanding operations and maintaining efficient transport routes.

ECONOMIC IMPACT



Port Projects

Project Name	Project Type	Total Project Cost
Ingleside Cargo Dock	Maritime Infrastructure	\$129 Million
Ingleside Low Carbon Energy Terminal	Maritime Infrastructure	\$288.5 Million
Inland Industrial Port Campus	Maritime Infrastructure	\$81.5 Million
Mike Carrell Road Access Improvements	Seaport Connectivity	\$4.6 Million
Corpus Christi Ship Channel Queuing Area Feasibility Study	Ship Channel	\$3.0 Million
Corpus Christi Ship Channel Dock Deepening Project	Ship Channel	\$330 Million
Corpus Christi Ship Channel Improvement Project	Ship Channel	\$681.6 Million
La Quinta Channel Expansion Feasibility Study	Ship Channel	\$4.5 Million

Costs provided by port/navigation district





INLAND PORT MULTI-MODAL RAIL TERMINAL AND INDUSTRIAL PORT CAMPUS

Port of Corpus Christi Authority

Project Category: County: Nueces | Project Status: 10% Design | Total Project Cost: \$81,500,000



Project Description

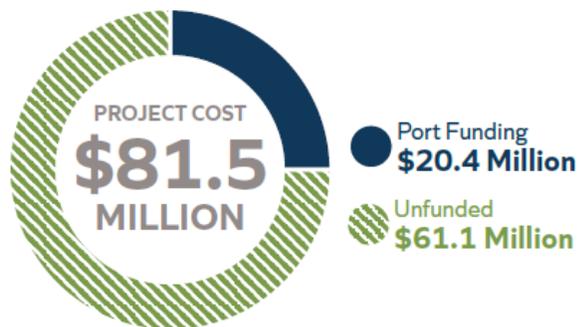
Rapid annual growth of rail movement has strained the Port of Corpus Christi Authority's (PCCA) existing short line system. There is a critical need for a storage-in-transit (SIT) yard capable of handling railcars and congestion in the regional and national Class I rail systems. Two customers completing production facilities on the north side of the port authority's Inner Harbor have expressed the need for storage in rail cars to facilitate their on-demand business models. Once these plants are in production, the need for railcar storage will further complicate vital rail operations at PCCA. Based on customer projections, by 2026, PCCA will move over 60,000 cars annually. This would be a 250% increase in 10 years.

PCCA's proposed Rail Terminal and Industrial Port Campus will be a roughly 2,000 acre multi-use industrial campus northeast of Robstown, Texas that will include approximately 24 miles of new rail line with turnouts, wye connections, and switches to connect to two existing Class I mainlines (used by three Class I railroads) and create a SIT yard capable of accommodating ~1,800 railcars. The development will also include rail support services infrastructure with a limestone service road and associated drainage culverts, parking area, building pad site, supporting utilities, and security fencing and lighting.

The project will add the largest rail yard in the region by connecting to two Class I railroad mainlines, Union Pacific (UP) and Canadian Pacific Kansas City (CPKC), and providing storage and connectivity for use by UP and CPKC as well as the third Class I railroad serving PCCA, BNSF. The project will enhance connectivity to the national rail network, facilitating high efficiency cargo movements without further burdening the national highway system, and it will provide essential incremental railcar storage capacity to alleviate congestion and restore fluidity to the port authority's short line system, which is an essential freight mobility modality for numerous existing and emerging industrial customers at the port authority.

The development of new rail capacity and connectivity is an essential dimension of the creation of the Inland Rail Port industrial campus, as it is an enabler of the manufacturing projects (such as decarbonized "green" steel) that are pending for this location. These manufacturing facilities are a key link in the fully integrated, low-carbon ecosystem that is emerging at this location.

Funding Status





Project Status

Preliminary engineering for the project was included in the 2024 PCCA Capital Budget. PCCA has been seeking funding for this project through all possible grant funding opportunities.

Property acquisition is underway. To date, PCCA has acquired just over half of the target 2,000 acres, including the parcels that are critical for construction of the planned rail infrastructure. Project design is approximately 10% complete.

PCCA is advancing preliminary engineering for this project and has identified funding for complete/detailed design in 2025 and 2026. This funding to complete engineering design will be reflected in PCCA’s respective annual budgets. This project will be ready to let within the 2026-2027 biennium.



PCCA locomotive

PROJECT BENEFITS



Economics

- The project is the central component to attracting 13 new commercial developments making more than \$9 billion in capital investments to build and operate new energy production and green steel facilities.



Operations

- This project will create the largest public rail yard in the region and create utility for the three Class I railroads serving the port authority, BNSF, CPKC, and Union Pacific, to move diverse commodities for a variety of other customers, both new and existing.



Connectivity

- Providing a public rail yard in the Coastal Bend will provide a much-needed SIT yard and a logistics thoroughfare for rail traffic in the region.



Safety

- Includes security features to ensure the safety of personnel working in the yard and goods moving through the inland port are secure.
- The design of the rail yard will include stormwater considerations with impacts to the neighboring properties and the City of Robstown.



Other

- Initial port revenue projections exceed \$10 million annually through lease revenues, railcar switching fees, and wharfage and dockage for maritime transport.

Additional details of their Plan are provided in Chapter 5 and Appendix K.

Rail Implementation Strategies

For many years, TxDOT and the three class-one railroads operating in Texas: the Burlington Northern Santa Fe (BNSF) Railway Company, and the Union Pacific (UP) Railroad and Kansas City Southern Railroad have participated in various discussions regarding the connectivity and additional service needs for the expanding industrial areas of the MPO region. Their strategies and projects are developed within their organizations and shared as appropriate with local and state transportation entities. Some of the projects are outside the Corpus Christi MPO boundary, however, we are listing those projects here as a piece of information connected to the transportation planning processes related to the MPO region and the 2024 State of Texas Rail Plan.

TxDOT District/Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Class I Railroad Improvements						
Overall	286K Upgrades	Track upgrades to accommodate heavier, industry standard freight railcars (286,000 pounds) and enhanced railroad access.			Infrastructure Improvement	
Overall	Capital Projects	Capacity expansion and track maintenance projects on Class I railroad lines in Texas for enhanced railroad access.			Class I Capacity/Infrastructure Improvement	Funded internally by Class I railroads
Beaumont	Neches River Rail Crossing	Construction of a second bridge for a rail crossing of the Neches River at Beaumont; the existing single track lift bridge is a significant capacity constraint on a major intercontinental rail line between Los Angeles and New Orleans. More than 30 trains per day cross the existing bridge at reduced speeds and are often delayed.	\$120M	TxDOT Rail Division	Class I Capacity/Port Related	
Corpus Christi	Sinton Grade Crossing Relief	Create northbound wye connection toward Houston from Gregory to support the Port of Corpus Christi's expansion out of Sinton (UP).	\$10M	TxDOT Rail Division/CCMPO	Class I Capacity	
Corpus Christi	Odem Wye connection on northeast quadrant	Streamlines train movements through Odem (UP).	\$10M	CCMPO	Class I Capacity	

Rail Intermodal/Terminal Facility Projects						
Brownwood	Brownwood and Camp Bowie Industrial Park Rail-Served Improvement	Add additional tracks at Camp Bowie Industrial Park to provide incremental storage and switching capabilities along with improved rail service (TXR).	\$2.39M	Texas Rockcrusher Railway Co. (TXR)	Short Line Infrastructure Improvement/Intermodal	
Brownwood	TXR Camp Bowie Industrial Park Track Lead Upgrades	Upgrade the main lead serving Camp Bowie Industrial Park to heavier rail to accommodate increased car volume (TXR).	\$3.5M	TXR	Short Line Infrastructure Improvement/Intermodal	
Corpus Christi	Bulk Terminal Crude Oil Transfer Station	Crude-by-rail transfer point consisting of 4,000-foot rail siding, supply pipelines, rail car loading station (Port of Corpus Christi).	\$15M	Texas Ports 2017-2018 Capital Program	Port Related	

Freight Rail/Port Projects						
Beaumont	Low Line Track Grade Separation	Rail-to-rail grade separation on the Low Line Track.	\$6M	Port Access Study (Rail)	Port Related	

TxDOT District/Location	Project Name	Project Description	Est. Cost	Source/Sponsor	Project Need	Notes
Brownsville	Palo Alto Yard Siding	Brownsville Subdivision – new siding near Olmito, Texas at Palo Alto Yard next to FM 511 (110-car capacity).	\$5M	Port Access Study (Rail)	Port Related	
Calhoun	Calhoun Rail Addition	Rail addition – add working and storage tracks to accommodate crude growth.	TBD	Port Access Study (Rail)	Port Related	
Corpus Christi	Ship Channel Double Track Extension	Ship channel – extend double track from bulk terminal to east end of the inner harbor.	TBD	Port Access Study (Rail)	Port Related	

Class III Railroad Improvements						
Beaumont	Sabine River Bridge Replacement	Replace the flood-damaged bridge crossing the Sabine River on the Timber Rock Railroad.	\$1.5M	TxDOT Rail Division	Short Line Infrastructure Improvement	
Freight Rail/Port Projects (port location in first column)						
Beaumont	Buford Rail Yard Interchange Track	Expansion of on-port rail to accommodate two additional unit trains; includes approximately 16,000 feet of new track and upgrades to 4,200 feet of existing track.	\$13.14M	2020-2021 Texas Ports Capital Program	Port-Related	
Beaumont	Siding Track Parallel to UP Main Line	Siding track parallel to UP main line to allow oil trains to get off the main line.	\$15.6M	Texas Ports 2015-2016 Capital Program	Port-Related	
Brownsville	Multimodal Dock and Rail Spur	Construct 2 miles of new rail on property to link to a new 112,500-square-foot multimodal dock, includes road construction, addition of a rail spur at the Palo Alto yard.	\$32.43M	Texas Ports 2017-2018 Capital Program	Port-Related	
Corpus Christi	Al Speight Yard Expansion	Construct two 2,500-foot rail storage tracks with yard improvements at Al Speight Yard.	\$1.5M	Texas Ports 2017-2018 Capital Program	Port Related	
Rail Intermodal/Terminal Facility Projects						
Brownwood	Brownwood and Camp Bowie Industrial Park Rail-Served Improvement	Add additional tracks at Camp Bowie Industrial Park to provide incremental storage and switching capabilities along with improved rail service (TXR).	\$2.39M	Texas Rockcrusher Railway Co. (TXR)	Short Line Infrastructure Improvement/Intermodal	
Brownwood	TXR Camp Bowie Industrial Park Track Lead Upgrades	Upgrade the main lead serving Camp Bowie Industrial Park to heavier rail to accommodate increased car volume (TXR).	\$3.5M	TXR	Short Line Infrastructure Improvement/Intermodal	
Corpus Christi	Bulk Terminal Crude Oil Transfer Station	Crude-by-rail transfer point consisting of 4,000-foot rail siding, supply pipelines, rail car loading station (Port of Corpus Christi).	\$15M	Texas Ports 2017-2018 Capital Program	Port Related	



Project Status

Preliminary engineering for the project was included in the 2024 PCCA Capital Budget. PCCA has been seeking funding for this project through all possible grant funding opportunities.

Property acquisition is underway. To date, PCCA has acquired just over half of the target 2,000 acres, including the parcels that are critical for construction of the planned rail infrastructure. Project design is approximately 10% complete.

PCCA is advancing preliminary engineering for this project and has identified funding for complete/detailed design in 2025 and 2026. This funding to complete engineering design will be reflected in PCCA's respective annual budgets. This project will be ready to let within the 2026-2027 biennium.



PCCA locomotive

PROJECT BENEFITS



Economics

- The project is the central component to attracting 13 new commercial developments making more than \$9 billion in capital investments to build and operate new energy production and green steel facilities.



Operations

- This project will create the largest public rail yard in the region and create utility for the three Class I railroads serving the port authority, BNSF, CPKC, and Union Pacific, to move diverse commodities for a variety of other customers, both new and existing.



Connectivity

- Providing a public rail yard in the Coastal Bend will provide a much-needed SIT yard and a logistics thoroughfare for rail traffic in the region.



Safety

- Includes security features to ensure the safety of personnel working in the yard and goods moving through the inland port are secure.
- The design of the rail yard will include stormwater considerations with impacts to the neighboring properties and the City of Robstown.



Other

- Initial port revenue projections exceed \$10 million annually through lease revenues, railcar switching fees, and wharfage and dockage for maritime transport.

Additional details are provided in Chapter 5.

Aviation Implementation Strategies

Improvements to aviation facilities are included in the 2045 MTP Update. These improvements are focused on ground access to aviation facilities, either roadway or public transportation. Additional projects are programmed for the on- airport/airside facilities to improve the operations of the Corpus Christi International Airport. These projects are also listed in the MPO list of transportation projects in Exhibit 7-2.

Short-range Airport Projects:

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 Airport Projects:

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

Safety Investment Strategies

- Establish effective data gathering programs to monitor and evaluate the transportation system.
- Conduct detailed studies to identify deficient locations.
- Support TxDOT's efforts to implement the strategies and achieve the goals set forth in the Texas Strategic Highway Safety Plan.
- Continue to participate in Texas Strategic Highway Safety Plan and provide direct input to its working groups.
- Install continuous traffic count stations on strategic regional roadways.
- Support education and training programs and regulations for truck safety, bicycles and pedestrians, older and younger drivers, and driving under the influence.
- Work cooperatively with TxDOT and local governments to develop Safe Routes to School plans and obtain grant funding from TxDOT's Safe Routes to School Grant Program.

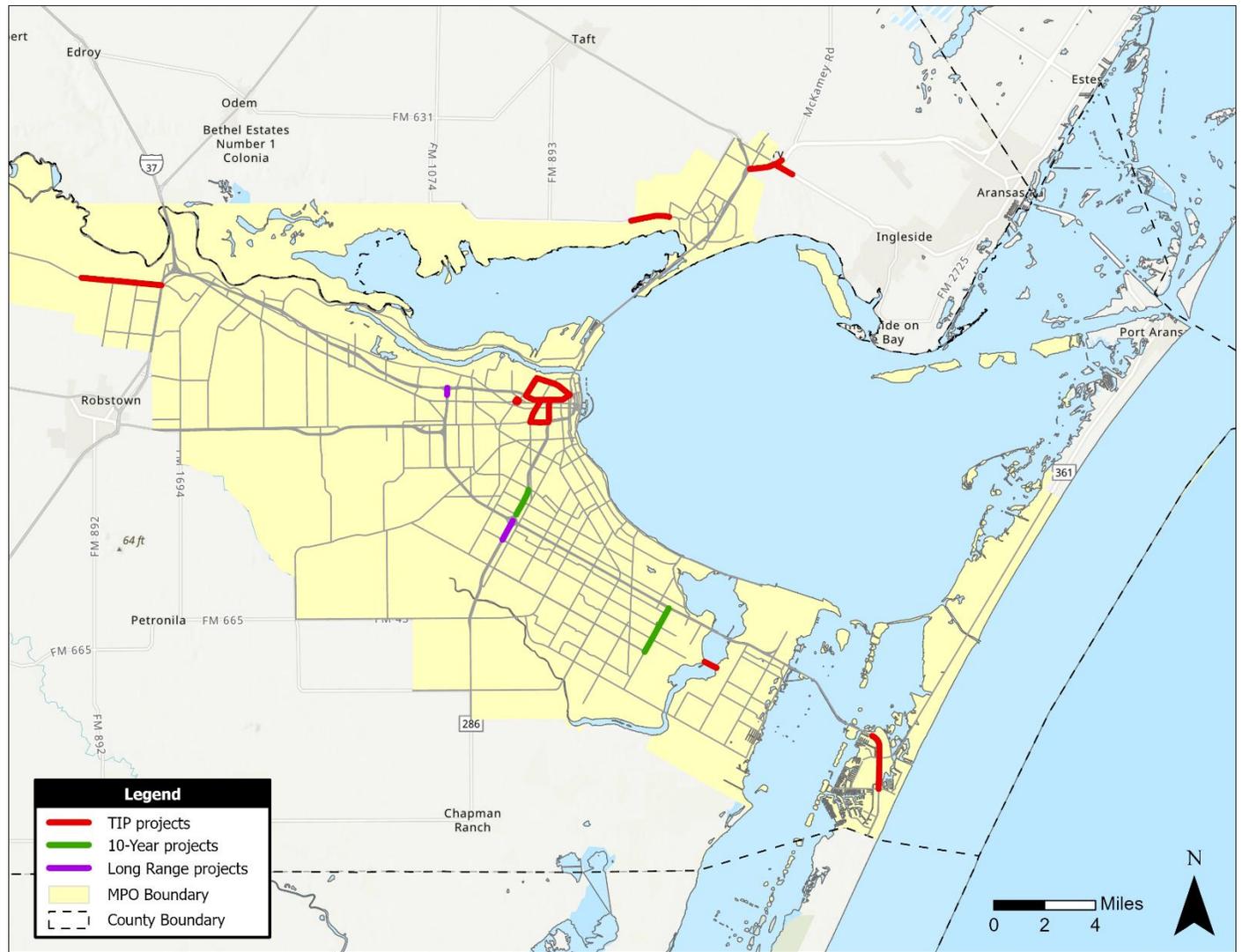
Road and Highway Projects

These are the types of transportation projects that the Corpus Christi MPO region and most Metropolitan Planning Organizations nationwide have focused on. The federal- and state-funded projects in this plan are primarily expansion and maintenance projects, not construction of new roads.

Fiscally Constrained Project List

Projects included in Exhibit 7-2 are recommended for implementation through 2045. These projects are funded through various sources – private, local, the CCRTA, state, and federal government. Projects were evaluated, scored, and prioritized according to the regional process identified in Chapter 7. Those projects included in Exhibit 7-2 represent the top-ranking projects that can be funded with available funding sources. Exhibit 7-1 illustrates MPO selected projects.

Exhibit 7-1. Map of Corpus Christi MPO Fiscally Constrained Projects



DRAFT 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE WITH AMENDMENT 2

Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List (For Illustration Purposes)

CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost (\$, millions)
1209-01-030	MPO-006	FM893 SanPat Stark Rd to W CR79 Add Lns	Upgrade to 5-Lane Urban Roadway by Constructing addtnl 2 Lanes and CLTL	CR 3685 (Stark Rd)	.2 MI W of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$17,000,000	\$17,000,000	\$5,950,000	\$22,950,000
0916-35-195	MPO-007	Harbor Bridge Hike and Bike-Connectivity	Construct Pedestrian and Bike Facilities	On various city streets from Coles HS	H.J. Williams Park	City of Corpus Christi	Off	7	\$1,480,000	\$1,480,000	\$518,000	\$1,998,000
0916-35-196	MPO-009	Corpus Christi HB Parks Mitigation Pt A	Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A).	at Various city parks including	Ben Garza, TC Ayers, HJ W & New Location	City of Corpus Christi	Off	7	\$4,800,000	\$15,980,000	\$5,593,000	\$21,573,000
							Local	\$11,180,000				
0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	\$17,920,000	\$17,920,000	\$6,272,000	\$24,192,000
0180-10-082	MPO-017	SH 361 SanPat @ SH 35 Interchange DCs	Construct interchange improvements to connect existing 4-lane SH 361 with existing 4-lane SS 202, including an elevated 4-lane signalized intersection, grade separations over two railroad crossings, connectors to SH 35, and entrance and exit ramps.	At SH35 Interchange	.15 MI SE on SH 361	TxDOT-CRP	On	2	\$49,840,000	\$77,480,000	\$27,118,000	\$104,598,000
							4	\$22,000,000				
							7	\$5,640,000				
0180-06-118	MPO-018	SH 35 SanPat FM 3284 to SH 361 DCs	Construct interchange improvements including upgrade of entrance and exit ramps to an elevated signalized intersection, reconstruction of existing 2-lane frontage roads in each direction, sidewalks, and driveways.	FM 3284	.23 MI N of SH 361	TxDOT-CRP	On	4	\$56,000,000	\$60,400,000	\$21,140,000	\$81,540,000
							7	\$4,400,000				
TBD	MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12,434,147	\$12,434,147	\$4,351,951	\$16,786,098
0989-02-057	MPO-033	FM 624 Nueces CR73 to Wildcat Add Lanes.	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median and bicycle/pedestrian improvements.	CR 73	Wildcat Dr.	TxDOT-CRP	On	2	\$11,650,000	\$34,650,000	\$12,127,500	\$46,777,500
							4	\$11,000,000				
							7	\$7,000,000				
							10CR	\$5,000,000				
0916-022-282	MPO-049	L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Rd. across Oso Bay	Flour Bluff Dr./Don Patricio Rd.	City of Corpus Christi	Off	9	\$13,030,000	\$13,030,000	\$4,560,500	\$17,590,500
0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Modes: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On/Off	7	\$3,180,000	\$3,180,000	\$0	\$3,180,000
0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Regional Traffic Operations Improvements and Safety Countermeasures (MPO-068)	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$6,400,000	\$10,200,000	\$3,570,000	\$13,770,000
							10CR	\$3,800,000				
TBD	MPO-069	FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC	Various	Various	City of Portland, City of Corpus Christi	Off	9	\$5,860,000	\$5,860,000	\$2,051,000	\$7,911,000
5000-00-187	MPO-077	NEVI - TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilon dba Shell	Off	10	\$1,200,000	\$1,200,000	\$420,000	\$1,620,000
0916-35-265	MPO-080	Corpus Christi HB Parks Mitigation Pt B	Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B).	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	TxDOT-CRP, City of Corpus Christi	Off	10	\$5,500,000	\$11,500,000	\$4,025,000	\$15,525,000
							Local	\$6,000,000				
0180-11-016	MPO-081	SS 202 at SH 35/SH 361 Interchange SPUI	Construct connection to elevated Single Point Urban Intersection (SPUI) by converting existing 5-lane roadway to 4-lane divided roadway.	Ave H in Gregory	SH 35 Northbound Frontage Rd.	TxDOT-CRP	On	2	\$2,700,000	\$2,700,000	\$945,000	\$3,645,000
1557-01-045	MPO-035	FM 43 Nueces FM 665 to SH 286 Add Lns	Construct 2 additional travel lanes for 4-lane divided highway	FM 665 Intersection	SH 286	TxDOT-CRP	On	2	\$32,400,000	\$44,800,000	\$15,680,000	\$60,480,000
							4U	\$12,400,000				
0326-03-103	MPO-078	SH 286 Nueces SH 358 to Horne Add Ln NB.	Construct 1 additional travel lane northbound.	SH 358	Horne Rd.	TxDOT-CRP	On	2	\$31,080,000	\$38,080,000	\$13,328,000	\$51,408,000
							4U	\$7,000,000				
1069-01-042	MPO-079	SH 357 Nueces Rodd Field medians	Construct raised medians and upgrade sidewalks	Saratoga Blvd.	SH 358	TxDOT-CRP	On	2	\$8,500,000	\$25,200,000	\$8,820,000	\$34,020,000
							4U	\$5,680,000				
							7	\$11,020,000				
0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	\$17,920,000	\$17,920,000	\$3,751,080	\$21,671,080
0074-06-252	MPO-034	IH37/SH 358 Nueces @Intrchn 2-In DCs	Reconstruct the interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37.	at IH 37/SH 358 Interchange	N/A	TxDOT-CRP	On	2	\$60,000,000	100,000,000	35,000,000	135,000,000
							4U	\$40,000,000				

DRAFT 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE WITH AMENDMENT 2

0326-01-065	MPO-036	SH 286 Nueces Holly to SH 358 Braid Ramp	Construct braided ramps northbound.	South of Holly Rd.	SH 358 (SPID)	TxDOT-CRP	On	2 4U	\$25,000,000 \$35,000,000	60,000,000	21,000,000	81,000,000
-------------	---------	--	-------------------------------------	--------------------	---------------	-----------	----	---------	------------------------------	------------	------------	------------

Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List (For Illustration Purposes) (continued)

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2025	CCRTA-097	Bear Lane UPS Replacement	Regionally Significant or Other	\$0	\$10,000,000	\$10,000,000
2025	CCRTA-098	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$4,363,898	\$770,100	\$5,133,998
2025	CCRTA-099	Bus Stop Shelter Amenities	FTA-5307	\$879,890	\$219,973	\$1,099,863
2025	CCRTA-100	Support/Relief Vehicles	FTA-5307	\$408,000	\$102,000	\$510,000
2025	CCRTA-101	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2025	CCRTA-102	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5307	\$397,305	\$99,326	\$496,631
2025	CCRTA-103	Destination Signage for Transit Stations	Regionally Significant or Other	\$0	\$420,000	\$420,000
2025	CCRTA-104	Fug (Moving Buses)	Regionally Significant or Other	\$0	\$48,000	\$48,000
2025	CCRTA-105	Bus DVR Replacement	Regionally Significant or Other	\$0	\$44,400	\$44,400
2025	CCRTA-106	Staff Computers Replacement	Regionally Significant or Other	\$0	\$31,000	\$31,000
2025	CCRTA-107	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5339	\$16,000	\$4,000	\$20,000
2025	CCRTA-108	Bus Stop Improvements (apportionment year 2020)	FTA-5307	\$1,200,000	\$300,000	\$1,500,000
2025	CCRTA-109	Support/Relief Vehicles (apportionment year 2021)	FTA-5307	\$608,400	\$152,100	\$760,500
2025	CCRTA-110	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2021)	FTA-5307	\$4,023,269	\$709,989	\$4,733,258
2025	CCRTA-111	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)	FTA-5307	\$523,022	\$130,756	\$653,778
2025	CCRTA-112	Preventative Maintenance (apportionment year 2021)	FTA-5307	\$800,000	\$200,000	\$1,000,000
2025	CCRTA-113	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)	FTA-5339	\$523,840	\$130,960	\$654,800
2025	CCRTA-114	5310 Sub-recipient (apportionment year 2022)	FTA-5310	\$320,000	\$80,000	\$400,000
2025	CCRTA-115	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2022)	FTA-5307	\$96,202	\$24,051	\$120,253
2025	CCRTA-116	Bus Stop Infrastructure Bus Pads (using apportionment year 2022)	FTA-5307	\$896,326	\$224,081	\$1,120,407
2025	CCRTA-117	Preventative Maintenance (apportionment year 2022)	FTA-5307	\$800,000	\$200,000	\$1,000,000
2025	CCRTA-118	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2022)	FTA-5339	\$266,965	\$66,741	\$333,706
2025	CCRTA-119	Construction of Bus Support/Equip/Facilities (apportionment year 2022)	FTA-5339	\$384,000	\$96,000	\$480,000
2025	CCRTA-120	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2023)	FTA-5339	\$327,760	\$81,940	\$409,700
2025	CCRTA-121	5310 Sub-recipients (apportionment year 2024)	FTA-5310	\$320,000	\$80,000	\$400,000
2025	CCRTA-150	Rolling Stock (All Variety of Rolling Stock)	Other FTA	\$5,888,040	\$1,053,110	\$6,958,550
2025	CCRTA-151	BUS STOP SHELTERS/AMENITIES (using apportionment year 2022)	FTA-5307	\$379,278	\$94,819	\$474,097
2025	CCRTA-152	ROLLING STOCK (ALL VARIETY OF ROLLING STOCK) (using apportionment year 2022)	FTA-5307	\$6,465,579 5,624,674	\$1,140,985 992,589	\$7,606,564 6,617,263
2025	CCRTA-153	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2023)	FTA-5307	\$5,276,520	\$931,151	\$6,207,671
2025	CCRTA-154	PREVENTIVE MAINTENANCE (using apportionment year 2023)	FTA-5307	\$800,000	\$400,000	\$1,000,000
2025	CCRTA-155	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2023)	FTA-5307	\$1,500,000	\$375,000	\$1,875,000

DRAFT 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE WITH AMENDMENT 2

2025	CCRTA-156	BUS STOP SHELTERS/AMENITIES (using apportionment year 2023)	FTA-5307	\$265,806	\$66,452	\$332,258
------	-----------	---	----------	-----------	----------	-----------

Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List (For Illustration Purposes) (continued)

2025	CCRTA-157	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2023)	FTA-5339	\$356,060	\$89,015	\$445,075
2025	CCRTA-158	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2024)	FTA-5307	\$6,000,000	\$1,058,824	\$7,058,824
2025	CCRTA-159	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2024)	FTA-5307	\$600,000	\$150,000	\$750,000
2025	CCRTA-160	PREVENTIVE MAINTENANCE (using apportionment year 2024)	FTA-5307	\$1,000,000	\$250,000	\$1,250,000
2025	CCRTA-161	BUS STOP SHELTERS/AMENITIES (using apportionment year 2024)	FTA-5307	\$522,472	\$130,618	\$653,090
2025	CCRTA-162	REHAB/RENOVATE BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2024)	FTA-5339	\$500,000	\$125,000	\$625,000
2025	CCRTA-163	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2024)	FTA-5339	\$217,754	\$54,439	\$272,193
2025	CCRTA-164	TRANSIT-RELATED ITS (apportionment year 2024)	FTA-5310	\$418,252	\$66,741	\$333,706
2025	CCRTA-165	A/E FOR REHAB/RENOVATION OF MAINTENANCE BUILDING	Other FTA	\$1,940,000	\$2,060,000	\$4,000,000
2025	CCRTA-167	PREVENTATIVE MAINTENANCE	FTA-5307	\$855,421	\$213,855	\$1,069,276
2025	CCRTA-168	PREVENTATIVE MAINTENANCE	FTA-5307	\$4,966,137	\$1,241,534	\$6,207,671
2026	CCRTA-122	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$6,884,166	\$1,214,853	\$8,099,019
2026	CCRTA-123	Bus Stop Shelter Amenities	FTA-5307	\$900,734	\$225,184	\$1,125,918
2026	CCRTA-124	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2026	CCRTA-125	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2026	CCRTA-126	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
2026	CCRTA-127	Genfare Bus Systems Phase I	Regionally Significant or Other	\$0	\$335,666	\$335,666
2026	CCRTA-128	Bus DVR Replacement	Regionally Significant or Other	\$0	\$44,400	\$44,400
2026	CCRTA-129	Bear Lane UPS Replacement	Regionally Significant or Other	\$0	\$25,000	\$25,000
2026	CCRTA-130	Video Surveillance Server (Bear LN Location)	Regionally Significant or Other	\$0	\$20,000	\$20,000
2027	CCRTA-131	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$3,977,516	\$701,915	\$4,679,430
2027	CCRTA-132	Support/Relief Vehicles	FTA-5307	\$432,000	\$108,000	\$540,000
2027	CCRTA-133	Bus Stop Improvements Shelter Amenities	FTA-5307	\$400,000	\$100,000	\$500,000
2027	CCRTA-134	Bus Stop Shelter Amenities Preventative Maintenance	FTA-5307	\$280,000	\$70,000	\$350,000
2027	CCRTA-135	Preventative Maintenance 5310 Sub-recipients	FTA-5307	\$800,000	\$200,000	\$1,000,000
2027	CCRTA-136	5310 Sub-recipients Genfare Bus Replacement Phase II	FTA-5310	\$320,000	\$80,000	\$400,000
2027	CCRTA-137	Genfare Bus Replacement Phase II Bus DVR Replacement	Regionally Significant or Other	\$0	\$335,666	\$335,666
2027	CCRTA-138	Bus DVR Replacement SSC UPS Replacement	Regionally Significant or Other	\$0	\$47,000	\$47,000
2027	CCRTA-139	SSC UPS Replacement Rolling Stock (All Variety of Rolling Stock)	Regionally Significant or Other	\$0	\$25,000	\$25,000
2027	CCRTA-166	CONSTRUCTION OF MAINTENANCE BUILDING	Other FTA	\$46,280,000	\$11,570,000	\$57,850,000
2028	CCRTA-140	Rolling Stock (All Variety of Rolling Stock) Bus Stop Improvements	FTA-5307	\$10,513,715	\$1,855,361	\$12,369,076
2028	CCRTA-141	Bus Stop Improvements Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5307	\$400,000	\$100,000	\$500,000
2028	CCRTA-142	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment Bus Stop	FTA-5307	\$316,000	\$79,000	\$395,000

DRAFT 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE WITH AMENDMENT 2

2028	CCRTA-143	Bus Stop Shelter Amenities Preventative Maintenance	FTA-5307	\$280,000	\$70,000	\$350,000
2028	CCRTA-144	Preventative Maintenance 5310 Sub-recipients	FTA-5307	\$800,000	\$200,000	\$1,000,000
2028	CCRTA-145	5310 Sub-recipients Genfare Bus Replacement Phase III	FTA-5310	\$320,000	\$80,000	\$400,000
2028	CCRTA-146	Genfare Bus Replacement Phase III Bus DVR Replacement	Regionally Significant or Other	\$0	\$335,666	\$335,666
2028	CCRTA-147	Bus DVR Replacement Security Camera Replacement	Regionally Significant or Other	\$0	\$47,000	\$47,000
2028	CCRTA-148	Security Camera Replacement Staff Computers Replacement	Regionally Significant or Other	\$0	\$45,000	\$45,000
2028	CCRTA-149	Staff Computers Replacement Bus Stop Improvements	Regionally Significant or Other	\$0	\$21,000	\$21,000

Exhibit 7-3. Table of the Corpus Christi MPO Additional Needs List

	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost
Beyond 20-Years	0617-02-076	MPO-015	PR 22/SH 361 Nueces CCMPO Inter. Upgrade	Intersection improvements at the intersection of PR 22 and SH 361 on Padre Island.	At PR 22/SH 361 Intersection	N/A	TBD	On	7	\$1,200,000
	0102-14-106	MPO-019	SS 544 Nueces SH286 to Coopers Op Improv	OPERATIONAL IMPROVEMENTS WITHOUT ADDING CAPACITY	SH 286	COOPERS ALLEY	City of Corpus Christi	Off	7	\$5,500,000
	0916-35-170	MPO-070	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	7	\$4,734,000
	TBD	MPO-021	Regional Parkway / Rodd Field Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$1,890,000
	TBD	MPO-025	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	7	\$20,000,000
	TBD	MPO-026	Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	7	\$17,000,000
	TBD	MPO-027	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5,917,500
	TBD	MPO-028	Joe Fulton International Trade Corridor (JFITC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	7	\$5,000,000
	0617-01-178	MPO-031	SH 358 Nueces Ramp Reversal PH II-C	RAMP REVERSAL PHASE II-C (BRAIDED RAMPS)	AIRLINE ROAD	EVERHART ROAD	TxDOT-CRP	On	2	\$35,000,000
	0326-03-098	MPO-032	SH 286 Nueces SS544 to SH358 Add Lane NB	Construct additional lane northbound.	SS 544 (Agnes)	SH 358	TxDOT-CRP	On	2	\$40,000,000