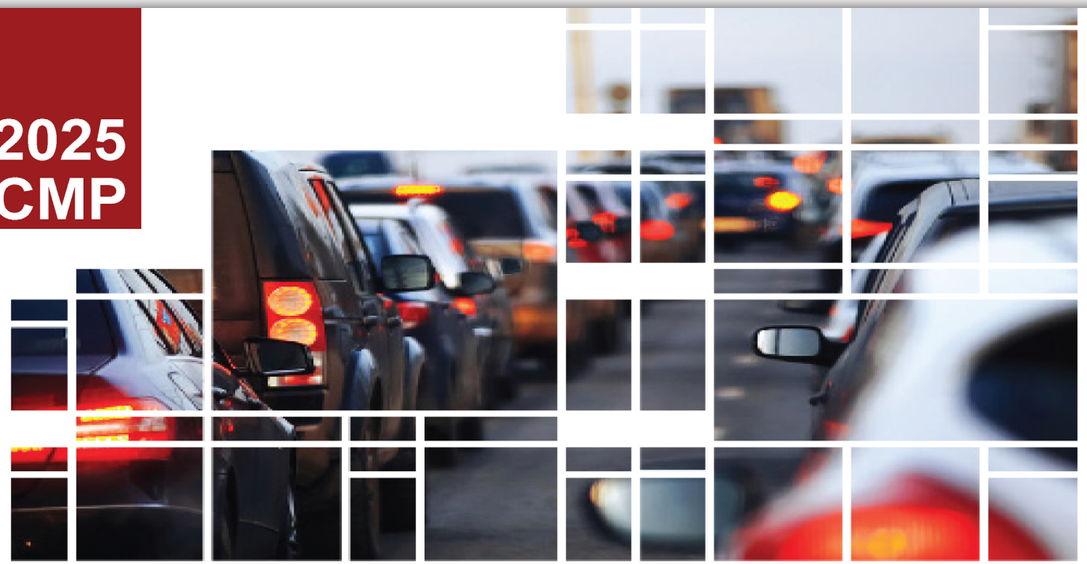
APPENDIX E

E

2025 CONGESTION MANAGEMENT PROCESS

2025 CMP



CONGESTION MANAGEMENT PROCESS

APPROVED BY THE TRANSPORTATION POLICY COMMITTEE - APRIL 2, 2026
PENDING FEDERAL APPROVAL

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

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Preparation of this report has been financed in part through grants from the Federal Transit Administration and the Federal Highway Administration of the U. S. Department of Transportation.

Table of Contents

Table of Contents TOC-1
List of Exhibits TOC-1
Executive Summary ES-1
What is the Congestion Management Process (CMP)? ES-1
What is the Corpus Christi Metropolitan Planning Organization? ES-1
How does the Congestion Management Process Work? ES-2
Federal and State Requirements ES-2
Summary of the Corpus Christi MPO Congestion Management Process (CMP) ES-2
Section 1: Develop Regional Objectives for Congestion Management 1-1
Metropolitan Transportation Plan Goals 1-1
Relevant Adopted Objectives from the Corpus Christi MPO 2045 MTP Update 1-1
TxDOT Corpus Christi District ITS Architecture Objectives 1-1
Corpus Christi MPO Goals and Objectives 1-2
Section 2: Define the CMP Network 2-1
Geographic Boundary 2-1
System Components 2-1
Section 3: Develop Multimodal Performance Measures 3-1
Recurring (i.e. Reliable) vs Non-Recurring (i.e. Unreliable) Congestion 3-1
Performance Measures 3-1
Section 4: Collect Data / Monitor System Performance 4-1
Data Collection, Monitoring, and Systemic Reporting 4-1
Data Sources 4-1
Regional Performance Baseline Conditions 4-4
Section 5: Analyze Congestion Problems and Needs 5-1
National V2X Deployment 5-7
Safety Needs 5-7
Section 6: Identify and Assess CMP Strategies 6-1
Tier 1 – Demand Management 6-1
Tier 2 – Traffic Operations 6-1
Tier 3 – Public Transportation 6-1
Tier 4 – Roadway Improvements 6-1
Identifying Strategies 6-2
Existing and Prior Traffic Signal Plans 6-3
Transit Traffic Signal Priority Planning 6-6
Emergency Signal Preemption 6-6
Section 7: Program and Implement CMP Strategies 7-1
Potential Sources of Funding 7-1
Regionally Significant Corridor Network Prioritization 7-5
Section 8: Evaluate Strategy Effectiveness 8-1
Section 9: Regionally Significant Corridor Profiles 9-1
Section 10: Summary and Conclusion 10-1
Appendicies
Appendix A: CMP Toolkit of Strategies A-1
Appendix B: Transportation Lexicon and Glossary B-1

List of Exhibits

Exhibit ES-1. Map of the Corpus Christi MPO Planning Area ES-1
Exhibit 1-1. Chart of the Rate of Crashes 1-3
Exhibit 1-2. Chart of the Effects of Pavement Condition on Vehicle Speeds 1-3
Exhibit 1-3. Table of TxDOT PM3 Peformance Measures and Targets 1-4
Exhibit 2-1. Map of the Strategic Highway Network 2-1
Exhibit 2-2. Map of the National Highway System 2-2
Exhibit 2-3. Map of the National Highway Freight Network 2-3
Exhibit 2-4. Map of the Texas Highway Freight Network 2-4
Exhibit 2-5. Map of Hurricane Evacuation Routes 2-5
Exhibit 2-6. Map of TxDOT Statewide Connectivity Corridors 2-6
Exhibit 2-7. Map of Traffic Signal Locations 2-7
Exhibit 2-8. Map of CCRTA Bus Routes 2-8
Exhibit 2-9. Table of CCRTA Performance Trends 2-8
Exhibit 2-10. Map of Regionally Significant Corridors (CMP Network) 2-9
Exhibit 3-1. Chart of Nationwide Recurring vs Non-Recurring Congestion Breakdown 3-1
Exhibit 3-2. Table of Travel Time Index Severity Descriptions 3-2
Exhibit 3-3. Table of COMPAT Performance Measures 3-2
Exhibit 3-4. Map of June 6, 2024 Road Closures and Crashes 3-3
Exhibit 4-1. Map of TxDOT STARS II Traffic Count Sites 4-2
Exhibit 4-2. Map of Yearly Change in Annual Average Daily Traffic 4-3
Exhibit 4-3. Map of INRIX IQ Contracted Intersections 4-3
Exhibit 4-4. Chart of Average Travel Time to Work 4-4
Exhibit 4-5. Infographic of When Congestion Occurs in the Corpus Christi Urban Area (2017) 4-4
Exhibit 4-6. Infographic of When Congestion Occurs in the Corpus Christi Urban Area (2022) 4-4
Exhibit 4-7. Infographic of When Congestion Occurs in the Corpus Christi Urban Area (2024) 4-4
Exhibit 4-8. Infographic of When Congestion Occurs in Select Texas Urban Areas (2024) 4-5
Exhibit 4-9. Chart of Travel Times in Texas Urban Areas 4-5
Exhibit 4-10. Charts of Travel Trends in the Corpus Christi Urban Area (2024) 4-6
Exhibit 4-11. Pie Chart of Travel Delay Split in the Corpus Christi Urban Area (2024) 4-7
Exhibit 4-12. Chart of National Traffic Signal Performance 4-7
Exhibit 5-1. Table of TxDOT's Most Congested Roadways in the Corpus Christi District (2023) 5-1
Exhibit 5-2. Map of TxDOT Congested Corridors within the Corpus Christi MPO 5-2
Exhibit 5-3. Map of Regionally Significant Corridors by Travel Time Index (2023) 5-3
Exhibit 5-4. Map of Weekday AM Peak Period LOS in October 2025 5-4
Exhibit 5-5. Map of Weekday MIDDAY Peak Period LOS in October 2025 5-5
Exhibit 5-6. Map of Weekday PM Peak Period LOS in October 2025 5-5
Exhibit 5-7. Infographic of Weekday PM Peak Period Movements in October 2025 at Saratoga Blvd and S Staples St 5-6
Exhibit 5-8. Infographic of Weekday PM Peak Period Movements in October 2025 at Saratoga Blvd and Weber Rd 5-6
Exhibit 5-9. Chart of Level of Safety Services for Signalized Intersections with Elevated Crash Levels 5-7
Exhibit 5-10. Map of Non-Recurring Congested Locations with LOSS III and LOSS IV 5-8
Exhibit 5-11. Map of the Regional Safety Action Plan High Injury Network 5-9
Exhibit 5-12. Table of 2024-2027 TxDOT Corpus Christi District Safety Plan Projects 5-10
Exhibit 6-1. Table of Strategies to Reduce Congestion 6-1
Exhibit 6-2. Map of 2009 Signal Improvements by Phase 6-3
Exhibit 6-3. Map of Corpus Christi Traffic Signal Improvement Projects for 2026 and 2027 6-4
Exhibit 6-4. Map of Planned Transit Traffic Signal Priorities 6-6
Exhibit 6-5. Map of An Example of Emergency Signal Preemptions 6-7
Exhibit 6-6. Map of Traffic Signals on the National Highway System fo V2X Deployment 6-8
Exhibit 6-7. Infographic of TxDOT Corpus Christi District TSMO Strategy 6-9
Exhibit 6-8. Map of TxDOT CCTV Plan 6-9
Exhibit 6-9. Map of TxDOT Fiber Optic Deployment Plan 6-10
Exhibit 7-1. Tables of Funding for Installation, Upgrade, Operations and Maintenance of Traffic Signals 7-1
Exhibit 7-2. Map of Regionally Significant Corridors by Tier 7-6
Exhibit 7-3. Table of Regionally Significant Corridors by Tier 7-7
Exhibit 8-1. Chart of CMP in Transportation Planning – Evaluating Strategy Effectiveness 8-1

Executive Summary

WHAT IS THE CONGESTION MANAGEMENT PROCESS (CMP)?

Although the 2025 Urban Mobility Report ranked the Corpus Christi Urban area 98th most congested out of 101 Urban Areas in the nation, the Corpus Christi MPO is still required to develop and use a Congestion Management Process (CMP). A CMP is federally required effort for all metropolitan areas designated as Transportation Management Areas (TMAs). A TMA is a Census Bureau designated urban area with more than 200,000 residents. A sound, effective CMP integrates with the entire metropolitan planning process to achieve the goals and objectives outlined in the long-range transportation plan and influencing the prioritization and programming of projects for the short- and medium-term. CMPs provide transparent structure and information to decision-makers by analyzing system performance and assessing alternative strategies to improve performance. Strategies are attainable policies or projects that are tailored to local, state, and regional needs. The 2022 Transportation System Management and Operations Plan from Corpus Christi District of TxDOT states:

> *"To address the growing capacity and funding constraints, TxDOT recommends transitioning a portion of funding and resources from the more expensive, long-range capacity expansion projects to cheaper, near-term TSMO deployments that focus on the management and operation of the existing transportation system. This new TSMO approach also leverages resources among regional partner agencies and the private sector to improve regional mobility at a higher BCR compared to capacity improvement projects."*

The Corpus Christi Metropolitan Planning Organization (MPO) CMP:

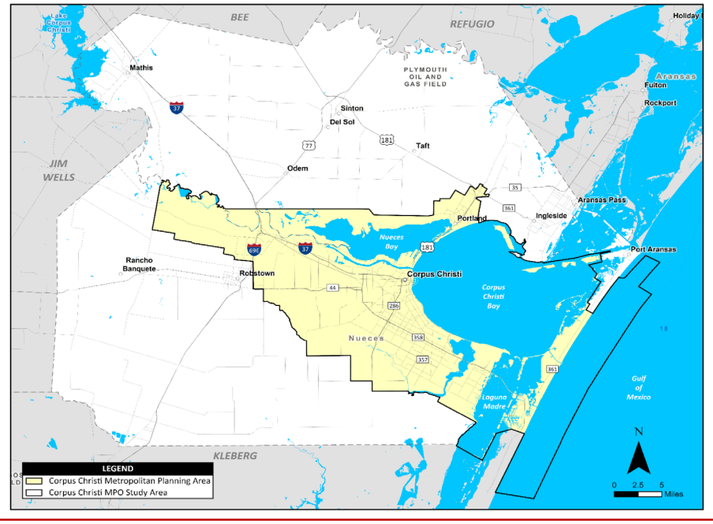
- Identifies Regionally Significant Corridors (RSC);
- Defines congestion;
- Identifies congested locations;
- Determines the causes of recurring and nonrecurring congestion;
- Provides a toolbox of policies and projects to manage the congestion;
- Evaluates the potential of these policies and projects for each identified corridor;
- Lists performance measures and adopts specific targets to assess the effectiveness of policies and projects against;
- Establishes a program for data collection to measure system performance; and
- Sets priorities among projects for incorporation into both the 25-year Metropolitan Transportation Plan (MTP) and the 4-year Transportation Improvement Program (TIP).

A periodic CMP performance report is published describing the change in performance measures. The performance report will identify effective strategies for congestion management, enabling the region to methodically improve system performance.

WHAT IS THE CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION?

Every urban area with a population of more than 50,000 people has a designated Metropolitan Planning Organization (MPO) to ensure that highway and transit projects that use federal funds come from a credible planning process and meet local priorities. Unites States Department of Transportation will not approve federal funding for urban highway and transit projects unless they are on the MPO's MTP or TIP list. The MPO's role is developing and maintaining the necessary documents to assure that federal funds support regional needs. The Corpus Christi Metropolitan Planning Organization covers the urban portions of Nueces and San Patricio counties shown in Exhibit 1-1.

Exhibit ES-1. Map of the Corpus Christi MPO Planning Area



HOW DOES THE CONGESTION MANAGEMENT PROCESS WORK?

The CMP identifies key routes, determines what is acceptable and unacceptable congestion, and then uses goals and performance measures to identify congestion hotspots along the corridors of concern, and a toolbox of possible policies or projects to improve travel within each corridor. This toolbox of policies and projects is not prescriptive and should be customized to each individual corridor and the surrounding community. The CMP also identifies emerging / regionally significant issues that may impact regional travel during the next 25 years that merit proactive consideration, such as autonomous vehicles or developments that will significantly increase freight or personal travel.

FEDERAL AND STATE REQUIREMENTS

The CMP requires that policies or projects that reduce congestion without building new or wider roads are used **before** the decision is made to build a new or wider road. This promotes efficient use of existing transportation infrastructure and allows limited funding to benefit a wider area. Federal regulations specify an effective CMP should include:

- Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;
- The regional definition of congestion management with objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods;
- A description of the coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented strategies;
- Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures;
- Identification of an implementation schedule, responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed; and
- Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision-makers and the public to provide guidance on selection of effective strategies for future implementation.

The CMP is intended to maximize benefits from capital investments in transportation. The alternative strategies may include transportation demand management strategies, traffic operational improvements, public transportation improvements and ITS technologies.

Projects that add physical lanes must result from the CMP unless it is a necessary safety improvement. Per 23 CFR §450.322 of the federal regulations governing metropolitan transportation planning, a CMP is required to include:

- Regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
- A list of existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region; and
- A list of proposed projects and programs to reduce congestion and increase job access opportunities.

A primary function of the CMP is guiding the selection of which projects to fund in the TIP. As federally required, any project proposed for federal funding in the TIP that adds general-purpose lanes must demonstrate demand and operational management strategies are insufficient to satisfy the need for additional capacity; unless the project addresses an established bottleneck or is a safety improvement. If a roadway expansion projects is deemed necessary, the CMP must identify all the other regional demand and operational management strategies to maintain the functional integrity and safety of the project into the future.

MPOs are the regional repository of data that illustrate the relationship between land use, transportation and quality of life. CMP results are best displayed in graphical format that is easy for non-transportation audiences to understand. The information in the CMP should help MPO member agencies, partner agencies, and the public understand effective solutions to congestion at each location.

SUMMARY OF THE CORPUS CHRISTI MPO CONGESTION MANAGEMENT PROCESS (CMP)

The Corpus Christi MPO is required to update the CMP every 5 years. The last compliant Congestion Management Process was adopted by the Transportation Policy Committee (TPC) in 2019. The 2019 submittal used the following 8 steps in order to refine the regional congestion management process. This 2025 submittal has been updated to reflect current federal standards and data.

Step 1: Develop Regional Objectives for Congestion Management
Although MPOs are largely enabled to establish their own goals and objectives, a standard set of National Goals to harmonize planning among regions and between States was adopted in 2012. Performance-based planning and programming to select projects has been required since 2015. Under this unified framework, States and MPOs invest resources in projects that collectively make progress toward the achieving the following National Goals:

1. **Safety**: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition**: To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction**: To achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability**: To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality**: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability**: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays**: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

With these as a foundation, the effort must establish clear, measurable, and multimodal objectives for system performance, addressing the fundamental question: "*What specific transportation outcomes—related to factors such as extent, duration, and reliability—do we aim to achieve through congestion management?*" These objectives must be derived from the current or co-developed MTP vision and goals, and translate these generalized planning desires into tangible targets against which future performance is rigorously measured. The adopted 2045 MTP Update Objectives are shown on page 1-1 of Section 1.

Step 2: Define the CMP Network
This step answers the question, "What components (roads, transit routes, freight routes, etc) of the transportation system are the focus?" and involves defining the corridors and elements within the corridors that are analyzed. The Corpus Christi MPO CMP Network is comprised of the Strategic Highway Network (STRAHNET), the National Freight Network, the remaining National Highway System, TxDOT Statewide Connectivity Corridors, and designated Evacuation Routes. The adopted Congested Management Network (Regionally Significant Corridors) is shown on page 2-9 in Exhibit 2-10.

Step 3: Develop Multimodal Performance Measures

In this step, the CMP addresses the questions, "How will we measure, track, and report transportation system performance relative to the established congestion objectives?" This step involves developing quantifiable performance measures that evaluate congestion on both a regional and corridor scale.

These measures must reflect multimodal system performance and align directly with federally mandated performance targets, such as the reliability measures required under the FAST Act, and are outcome-oriented and supported by readily available data. While traditional metrics like Level of Service (LOS) or Volume-to-Capacity (V/C) ratios (e.g., V/C 1.0) were originally used, modern CMPs emphasize reliability metrics, such as the Travel Time Index (TTI) or the Planning Time Index (PTI), with specific quantitative thresholds that define the severity of congestion, delay, and predictability. Forecasting future conditions, including travel times and speeds, based on potential interventions necessitates development of corridor-level mesoscopic traffic models. The Corpus Christi MPO is nearly finished with this model.

Step 4: Collect Data / Monitor System Performance

After performance measures are defined, the next step in the process is to collect and analyze data to determine "What are the baseline conditions? What is the severity of the difference between the baseline and the desired conditions?" and "Where are the locations that need intervention?". Data collection is continuous and involves a range of data sources from various planning partners. Identifying existing data collection efforts is necessary to efficiently collect data on system performance. The Corpus Christi MPO utilizes data from the Texas A&M Transportation Institute, including both the Urban Mobility Report data and the Congestion Management Process Assessment Tool (COMPAT), along with the TxDOT-maintained Roadway-Highway Inventory Network (RHiNO) data sets. FHWA provides the National Performance Management Research Data Set (NPMRDS), and the national Freight Performance Measures (FPM). The TXDOT provides the Statewide Traffic Analysis Reporting System (STARS II), the Highway Performance Monitoring System (HPMS), and the Crash Records Information System (CRIS). The Corpus Christi MPO has contracted with the Inrix corporation to get highly detailed information at 72 intersections. CCRTA is the designated recipient of Federal Transit Authority funds for the Corpus Christi metropolitan area, and reports system-wide performance measures to the National Transit Database (NTD). Local governments in the region data that are valuable to the regional system. The Corpus Christi MPO is working with these agencies to maximize use of data.

Step 5: Analyze Congestion Problems and Needs

Using data and analysis techniques from COMPAT and Inrix IQ, in the next step in the process the CMP answers the questions, "What congestion problems are present in the region? Where are future congestion problems forecast?" and "What are the causes of unacceptable congestion?" Studies from the Texas Transportation Institute reveal that in 2022 the Corpus Christi Urban Area has the second worst functioning traffic signals in the United States and that 95% of the delay in the Corpus Christi Urban Area is on surface streets and primarily attributable to the independent and uncoordinated functioning of traffic signals regionwide.

Over 50% of total delay and most of the system's unreliability result from *non-recurring* congestion caused by traffic incidents, adverse weather, special events, and work zones. These unpredictable events create frustration, cost our economy billions in lost time, and, most critically, contribute to unsafe conditions on our roadways.

Step 6: Identify and Assess CMP Strategies

For decades, the primary response to congestion has been to build new capacity, a strategy that is increasingly difficult to execute and only addresses recurring congestion—the predictable delays caused by sheer volume. However, data from the Federal Highway Administration shows that this addresses less than half of the problem.

Working together with the MPO's planning partners, the CMP addresses the question, "What strategies are appropriate to mitigate congestion BEFORE constructing new capacity?" TSMO and associated ITS efforts address both non-recurring and recurring congestion, and more critically, are an effective response to the TxDOTs "Road to Zero" goal of eliminating fatalities on our roadways by 2050.

Step 7: Program and Implement CMP Strategies

This action answers the question, "How and when will solutions be implemented?" The strategies listed here are included in the MTP, along with determining funding sources, matching and prioritizing strategies to corridors, allocating funding in the TIP, and ultimately, implementing these strategies.

Step 8: Evaluate Strategy Effectiveness

Finally, efforts should be undertaken to assess, "What have we learned about implemented strategies?" This action may be tied closely to monitoring system performance under Step 4 (above) and is designed to inform future decision making about the effectiveness of transportation strategies.

Section 1: Develop Regional Objectives for Congestion Management

This first step of the congestion management process develops fundamental principles, defines goals and associated measurable objectives that align with other relevant plans, such as the TxDOT Statewide TSMO and Safety Plans, the TxDOT Corpus Christi District TSMO and Safety Plans, etc. To complete this task appropriately the Corpus Christi MPO staff identified national, statewide, regional, and local goals pertaining to traffic operations. This step answers the question: "What outcome is desired from investing transportation resources?" It is not feasible or desirable to try to eliminate all congestion, and so in this step it is important to define the outcomes from managing congestion management.

METROPOLITAN TRANSPORTATION PLAN GOALS

The adopted Regional Objectives were developed in parallel with the long-range 2045 Metropolitan Transportation Plan Update and are shown below. The Corpus Christi MPO staff and the TAC discussed the multimodal performance measures that are used to: identify locations currently experiencing congestion problems, to support assessment and prioritization of congestion mitigation projects, and to conduct post implementation evaluation of implemented projects. The application of performance measures means that the performance measures selected for monitoring system-level congestion and tracking regional objectives must be tailored to be applicable at a regional, segment, or intersection scale. A metric or definition of unacceptable performance may be different at the regional level versus the local level. For instance, the region may define excess delay as the average travel time in excess of a free flow travel time, and then identify locations that exceed a certain threshold of delay as congested. It is important for these to be appropriate (e.g., road segment, transit route, individual intersection) measures of congestion and linkable to regional performance measures so that congestion problems and solutions are specific and connect directly to the attainment of the regional objectives.

The National Goal for using federal funds is "To achieve a significant reduction in congestion on the National Highway System." The National Highway System is the Tier 1 portions of the Congestion Management Process (CMP) Network, described in Step 2, below. The Corpus Christi MPO performance measures were distilled from required state and federal measures. Targets are statewide targets that the Corpus Christi MPO supported. If there were no applicable state performance measures, then other national information was used.

RELEVANT ADOPTED OBJECTIVES FROM THE CORPUS CHRISTI MPO 2045 MTP UPDATE

Objective C: By 2034, reduce the lane closure duration due to crashes by 10% compared to the 2023 baseline. This can be accomplished both by reducing the number of crashes and reducing the average time each crash closes lanes (This is incident management).

Objective I: By 2045, achieve a 10% reduction in travel time index during peak commute hours on the congestion management corridors designated in the 2025 CMP.

Objective J: By 2034, construct 5 miles of connected and protected bicycle facilities within the Corpus Christi Metropolitan Planning Area.

Objective K: By 2034, construct 5 miles of connected ADA compliant sidewalks within the Corpus Christi Metropolitan Planning Area.

Objective L: By 2034, increase the percentage of trips within the metropolitan planning area that utilize a multimodal combination (walking, biking, transit, carpooling) by 10%.

Objective M: By 2034, increase the total annual vehicle revenue hours operated by CCRTA to 350,000.

Objective O: By 2034, achieve a 10% increase in Reliable Truck Travel Times throughout the Corpus Christi Metropolitan Planning Area.

Objective T: Beginning in 2028, at least 5 traffic signals per year on designated congestion corridors will be interconnected or upgraded using equivalent technology to actively coordinate and dynamically control signal operations.

Objective U: Beginning in 2028, ensure average trip travel time for residents in disadvantaged population tracts is comparable to, or better than, the average for the entire Metropolitan Planning Area.

Objective W: By 2034, all investments into roads federally classified as Principal Arterials and above will modernize infrastructure to support the implementation of emerging transportation technologies.

TXDOT CORPUS CHRISTI DISTRICT ITS ARCHITECTURE OBJECTIVES

The TxDOT Corpus Christi District has, during planning document updates, identified the following Objectives. These framed the updates to the Corpus Christi MPO area ITS Architecture:

Traffic Management

- Continue deployment of freeway management infrastructure in the Region.
- Integrate freeways and arterials to provide improved corridor management.
- Locate Traffic Management Center for improved traffic management capabilities on major corridors.
- Share information between TMCs in the Region and develop a system to allow agencies to share traffic video.

Improved signal coordination on arterials and across city boundaries

- Improved traffic management systems, such as closed loop signal systems, throughout the Region.
- Improved data collection systems, such as detectors, throughout the Region.
- Improved monitoring capabilities, such as CCTV cameras, on major routes throughout the Region.
- Monitor the road network using infrastructure devices, and information from connected vehicles in order to detect and verify incidents and support implementation of traffic operational strategies.
- Detect and verify incidents on roadways using CCTV and field sensors and share incident information with other ITS centers in order to coordinate incident response.
- Dynamically warn drivers approaching hazards on a roadway in order to increase the safety of a roadway.
- Be able to close roadways to vehicular traffic and notify drivers when driving conditions are unsafe, maintenance must be performed or other scenarios where access to the roadway must be prohibited.
- Detect and warn wrong way vehicles and notify public safety centers and other drivers of the wrong way entry.

Traveler Information

- Add roadside traveler information systems throughout the Region, including DMS on major routes.
- Continue to provide additional real time information on websites for travelers.
- Consider technologies that can provide updates and alerts directly to mobile device.
- Link TMCs and the media to get real-time traffic information to the public.

Vehicle Safety

- Detect and predict queues using infrastructure and connected vehicle data, generating response strategies.
- Offer information on speed reductions, lane closures, and roadway changes to Connected Vehicles; issue alerts to drivers about exceeding speed limits, altered configurations, or approaching reduced speed zones.
- Determine if a vehicle exceeds the height or weight restrictions of a tunnel, bridge, overpass, or section of roadway in order to provide warning to the vehicle or driver.
- Alert connected vehicles to potential crossings; warn pedestrians about vehicle presence and offer intersection status and time information to pedestrians; and enable drivers to receive warnings regarding pedestrians.

Weather

- Collect and process weather data and disseminate road weather advisories and warnings at specific points on the downstream roadway to connected vehicles or on-roadway signs.

Public Safety

- Increase disaster coordination capabilities for floods, hurricanes, homeland security, etc.
- Continue deployment of traffic signal priority for emergency vehicles.
- Improve incident management coordination capabilities between agencies and cities.
- Provide real-time information of the incident scene to arriving responders and other information assets.
- Provide remote monitoring of incident scene safety devices that detect vehicle intrusions at the incident scene.
- Broadcast emergency information to traffic agencies, transit agencies, and others that operate ITS systems.

Data Management

- Store and process vehicle data, transit data, weather data and other transportation-related data to support traffic data analysis, transportation network performance monitoring, transportation planning, safety analyses and research.
- Integrate data sources and develop agreements for sharing data between agencies.

Parking Management

- Manage parking space availability to optimize utilization and travel efficiency.
- Collect parking fees electronically for the convenience of the public.
- Monitor and communicate available parking spaces to travelers, transit systems, and traveler information providers to support informed decision-making and efficient utilization of parking and transit options.

Public Transportation

- Continue to provide on-demand vehicles for paratransit operations.
- Continue to equip transit vehicles with ITS technologies such as cameras, microphones, and panic buttons.
- Provide real-time bus location information to transit users via phone, email, website, and mobile apps.
- Improve overall traffic flow in the Region which will benefit all transit vehicles.
- Continued deployment of traffic signal pre-emption for transit vehicles.
- Coordination with parking agencies in the Region, including payment and traveler card readers.

Maintenance and Construction

- Manage inventory, track locations, and provide warnings regarding maintenance and construction assets to ensure efficient and safe operations.

CORPUS CHRISTI MPO GOALS AND OBJECTIVES

Using these National Goals as a foundation, the Corpus Christi MPO developed Goals as part of the Metropolitan Transportation Plan (MTP) framework. This helps to guide the planning and programming of projects within the planning boundary. The CMP is part of the performance-based planning and programming framework focused on congestion and safety. The Corpus Christi MPO Goals for the adopted 2045 MTP Update are:

1) Safety and Security Goal (PM1): Eliminate fatalities, reduce serious injuries, and improve security of the transportation system using proven countermeasures, technology applications, education and other reasonable measures.
2) Asset Management Goal (PM2): Maintain, preserve, and modernize transportation infrastructure throughout its lifecycle through targeted rehabilitation, modernization, and replacement.
3) System Performance Goal (PM3): Improve multimodal and intermodal connectivity and mobility for both goods and people by improving efficiency, reliability, and resiliency.
4) Stewardship Goal: Protect and enhance the human and natural environment while ensuring efficient use of taxpayer dollars.

Economic Goal: Build, Operate, and Maintain modern transportation systems that promote regional and personal economic growth, competitiveness, and quality of life.

The desired outcomes from Corpus Christi District of TxDOT Transportation System Management and Operations (TSMO) Plan that are harmonious to the MPO Goals are:

- Identify ways to incorporate TSMO priorities into existing and planned projects within the District's annual budget.
- Formalize the process of collaboration with partner agencies including the CCMPO.
- Pilot-test technologies to improve traffic signal operations (automated traffic signal performance measures [ATSPM], traffic responsive signals, adaptive systems, connected vehicles).
- Develop a Traffic Signal Management (TSM) plan that identifies needs and strategies to operate, maintain, and upgrade the traffic signal system.
- Provide communications to 100 percent of District signals and acquire traffic signal central management system licenses to monitor and control all District signals.
- Utilize INRIX/probe data to obtain traffic signal performance measures and conduct before/after performance measure comparison.
- Monitor ongoing system developments and update the Regional ITS Architecture to reflect changing needs.
- Continuously analyze mobility (speeds and travel times) and safety data (crashes) to develop mobility- and safety-based performance measures.

The desired outcomes from Corpus Christi District of TxDOT Transportation System Management and Operations (TSMO) Plan that are harmonious to the MPO Goals are:

- Identify ways to incorporate TSMO priorities into existing and planned projects within the District's annual budget.
- Evaluate Road Weather Management needs, and establish multi-year RWM funding to address those needs. Collaborate with CCMPO to identify funding streams available to support RWM-related operational and maintenance activities.
- Utilize an ATSPM pilot to develop ATSPM-based reporting for regionally significant corridors, and track performance measures for continuous improvement of signal operations.
- TxDOTs Project Development Process Manual (July 2019) requires consideration of Traffic Incident Management (TIM) as a TSMO strategy. As stated in the CRP TSMO Plan. Develop a District TIM handbook.
- Utilize probe data sources (such as RITIS/INRIX) for incident detection, tracking, and reporting.
- Develop a process to coordinate lane closures among multiple projects and agencies to achieve WZM objectives.

At the core of the CMP are its objectives and the performance measures to achieve them. Measurable metrics are used to evaluate the effectiveness of specific functions of the regional transportation system. Performance measure objectives should have "SMART" characteristics as defined here:

- **Specific** – The objective provides sufficient specificity to guide formulation of viable approaches to achieve the objective without dictating the approach.
- **Measureable** – The objective facilitates quantitative evaluation, saying how many or how much should be accomplished. Tracking progress against the objective enables an assessment of effectiveness of actions.
- **Agreed** – Planners, operators, and relevant planning participants come to a consensus on a common objective. This is most effective when the planning process involves a wide-range of stakeholders to facilitate regional collaboration and coordination.
- **Realistic** – The objective can reasonably be accomplished within the limitations of resources and other demands. The objective may require substantial coordination, collaboration, and investment to achieve. Factors such as population growth, economic development, and land use may also have an impact on the feasibility of the objective and should be taken into account. Based on data on system performance and analysis, the objective may need to be adjusted to be achieveable.
- **Time-bound** – The objective identifies a timeframe within which it will be achieved (e.g., "by 2050").

Performance measures are used at two levels of analysis:

- **Regional scale** performance measures are used to evaluate the functionality of the regional metropolitan transportation system and to assess progress towards regional goals and objectives. Data for individual regional measures (or for multiple measures in a composite index) can be compared to state or national benchmarks and to region-specific performance targets to track progress over time.
- **Corridor scale** performance measures are used to evaluate effectiveness and rank the projected return on investment (toward regional goals) among individual projects for the Corpus Christi MPO's 20-year MTP and 4-year TIP.

The following objectives from the TxDOT Corpus Christi District TSMO plan were used to develop the MPO objectives and have a direct impact on managing congestion in the Corpus Christi MPO area.

Safety Objectives

- Reduce incident frequency and severity
- Continually develop and track safety performance measures for the transportation system.
- Improve work zone safety
- Periodically review safety data to develop systemwide safety improvements, and package the improvements for implementation.
- Reduce Work Zone-related crashes.

Reliability Objectives

- Reduce corridor level delay.
- Continually measure travel times for on-system roadways, and develop performance measures related to travel-time reliability (travel-time index, planning-time index).
- Reduce delay caused by Work Zones.
- Improve emergency evacuation operations.

Efficiency Objectives

- Periodically review operational data to develop systemwide operational improvements, and package the improvements for implementation.
- Continually review traffic signal performance for operations and maintenance deficiencies, and proactively address deficiencies for improved customer service.
- Prioritize the use of systems and technology-based solutions over capacity building to improve system performance.
- Increase asset uptime.
- Improve asset inventory accuracy.
- Consider all modes of transportation in the PDP.

Customer Service Objectives

- Improve traveler information dissemination.
- Identify opportunities for third-party partnerships to enhance traveler information services.
- Accommodate the needs of all road users, including pedestrians, bicyclists, transit, and commercial vehicles.

Collaboration Objectives

- Develop interagency coordination and communications plan across agencies.
- Explore data sharing agreements with RTA.
- Provide real time ITS data to RTA.
- Promote data sharing across Corpus Christi MPO technical and policy committees and stakeholder groups.
- Participate in periodic meetings with stakeholders to collaborate on CMP initiatives.

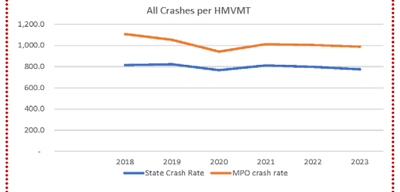
Integration Objectives

- Integrate the CMP within the existing Corpus Christi MPO policies, plans, and procedures.

Non-Recurring Congestion considerations

The crash rate in the Corpus Christi MPO area is consistently around 25% higher than the overall crash rate in the State of Texas. Crashes are the single largest cause of non-recurring congestion in the Corpus Christi MPO region. It is necessary to reduce the number of ALL crashes, Fatal, Serious Injury and Property Damage Only (PDO) crashes and the amount of time these crashes individually impact travel on the roads. Incident management is an essential component of congestion management. The general perception is that crash frequency increases with increasing congestion levels while injury severity declines because traffic is moving slower. Generally, the most intense congestion occurs when crashes happen in locations that are congested on a recurring basis, magnifying the experienced congestion.

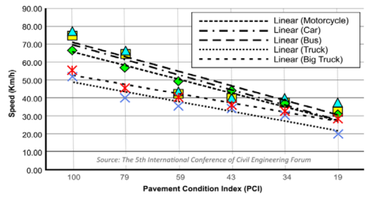
Exhibit 1-1. Chart of the Rate of Crashes



Pavement and Bridge Condition

Transportation assets impact congestion in two distinct ways. The first, roads in poor condition generally lead to slower traffic as drivers seek to avoid potholes and other roadway impediments. A corollary to this is that the capacity of road decreases when road roughness increases. *"Significant congestion and delays can be attributed to vehicles slowing down to avoid potholes or rough pavement. An increasing frequency of crashes also can be caused by unexpected changes in surface conditions because of reduction of road friction which affects the stopping ability and maneuverability of vehicles."*

Exhibit 1-2. Chart of The Effects of Pavement Condition on Vehicle Speeds



Operational System Performance

In the Corpus Christi MPO, traffic congestion and travel time reliability metrics are relatively stable. Two key metrics that are monitored are delay per capita and the duration of the congested period. Regional performance for PM3 is assessed and reported over a four-year performance period. For the PM3 measures, the first performance period covered January 1, 2022 through December 31, 2025. TxDOT reported baseline PM3 performance and targets to FHWA and will report updated performance information at the midpoint and end of the performance period. The next four-year performance period will cover January 1, 2026, to December 31, 2029, with additional performance periods following every four years. The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. TxDOT established targets as follows:

Exhibit 1-3. Table of TxDOT PM3 Performance Measures and Targets

TxDOT Established PM3 Performance Measures and Targets					
Federal Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	80.1%	70.0%	70.00%	--
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.3%	86.1%	70.0%	70.0%	--
Truck Travel Time Reliability (TTTR) Index	1.39	1.42	1.55	1.55	--

The adopted National Goal to "...achieve a significant reduction in congestion on the National Highway System." has two primary performance measures:

- Annual hours of peak-hour excessive delay per capita
- Percent of non-single-occupant vehicle travel

Improve regional freight transportation facility performance.

The efficient movement of goods greatly influences the economic competitiveness of a region. This is especially true in the Corpus Christi MPO region where the regional economy is centered on transportation, distribution, and logistics. Growing international trade markets, expanding trade through the Panama Canal and diversifying and growing employment are directly impacting travel within the region. The Texas Priority Freight Network (TPFN) identifies key freight movement corridors and gateways. Establishing this integrated and multimodal freight transportation system is a critical to facilitating efficient freight mobility in Texas. The TPFN is a statewide network of high priority highway, rail, and waterway transportation corridors connecting the Port of Corpus Christi (POCCA) to inland ports such as Laredo and San Antonio. Texas' ability to maintain its position as a leader in the global economy depends on the strength of its multimodal freight transportation system.

Stewardship of the Transportation System

Efficient transportation systems enable people to access destinations while reducing overall transportation costs, reducing traffic congestion, reducing vehicle miles traveled, saving time for drivers, enabling the use of more efficient vehicles, reducing vehicle wear and tear, and decreasing vehicle emissions.

The Corpus Christi MPO performance measures were distilled from required state and federal measures. Targets are statewide targets that the Corpus Christi MPO supported. If there were no applicable state performance measures, then other national information was used. The following objectives have a direct impact on managing congestion.

Section 2: Define CMP Network

The CMP network includes the physical infrastructure which supports multiple modes of mobility, including personal and freight vehicles, transit, and other active (bicycle and pedestrian) travel. This integrated consideration of all modes is critical to identifying and employing strategies to reduce demand for single occupancy vehicle (SOV) travel.

GEOGRAPHIC BOUNDARY

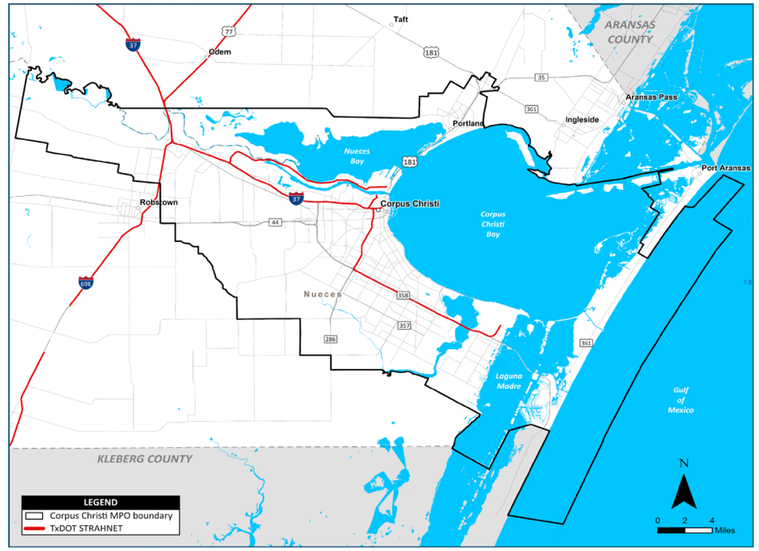
The CMP focuses on all Regionally Significant Corridors (RSC) identified within the Corpus Christi MPO planning area boundary for the 2050 MTP. The RSC designation allows the Corpus Christi MPO to focus the very limited transportation funding on projects that most efficiently improve regional travel. In general, congestion in the region occurs on the designated corridors, and more specifically, at the intersections along the CMP RSCs. The CMP RSCs are important links in the statewide multi-modal network comprised of existing or new transportation corridors that connect communities and/or activity centers by facilitating the timely and safe movement of people, goods, information, and services. The following criteria were used to identify the Corpus Christi MPO CMP RSCs.

SYSTEM COMPONENTS

TxDOT Strategic Highway Network (STRAHNET)

This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.

Exhibit 2-1. Map of the Strategic Highway Network

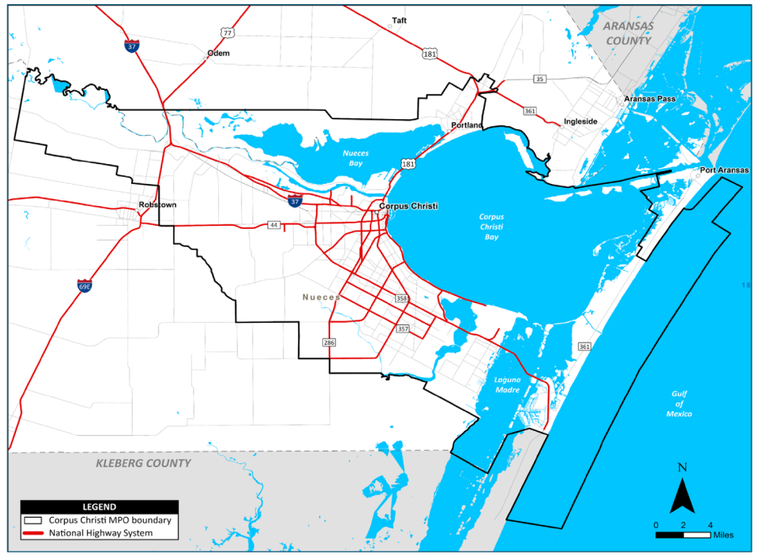


National Highway System (NHS)

The National Highway System consists of roadways important to the nation's economy, defense, and mobility. The National Highway System (NHS) includes the following subsystems of roadways (note that a specific highway route may be on more than one subsystem):

- Interstate: The Eisenhower Interstate System of highways retains its separate identity within the NHS.
- Other Principal Arterials: These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- Major Strategic Highway Network Connectors: These are highways which provide access between major military installations and highways which are part of the Strategic Highway Network.
- Intermodal Connectors: These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System.

Exhibit 2-2. Map of National Highway System



National Highway Freight Network / State Highway Freight Network

The movement of freight is integral to the regional economy and is changing rapidly with ever-increasing home deliveries, new technologies that affect manufacturing processes, and more. The Corpus Christi MPO works with the Freight Advisory Committee to identify critical freight corridors (interstate, state highway, and arterials), deficiencies, and needs that are key to selecting and prioritizing transportation projects and informing land use development decisions adjacent to freight corridors and industrial areas. The freight network enables efficient urban deliveries, supports rural economies, and strengthens global connections.

Exhibit 2-3. Map of National Highway Freight Network

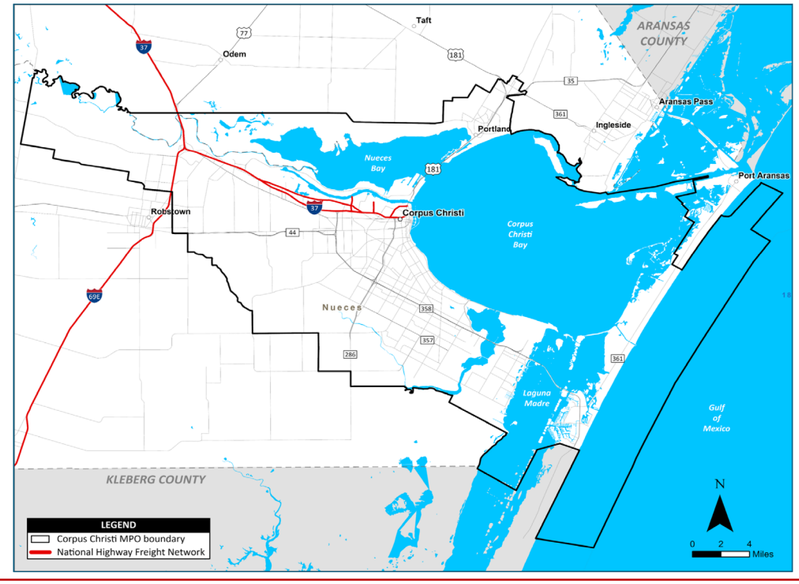
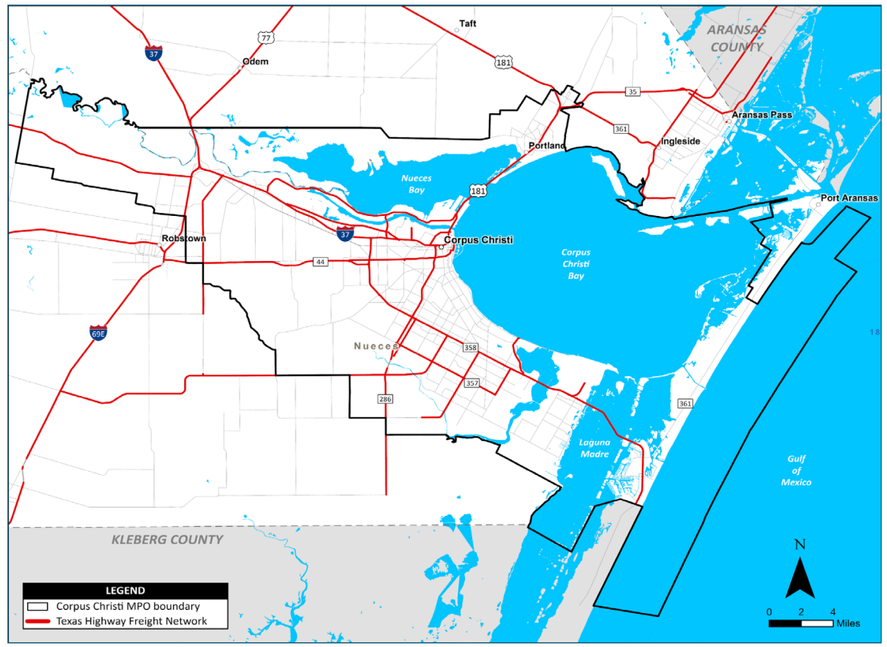


Exhibit 2-4. Map of the Texas Highway Freight Network

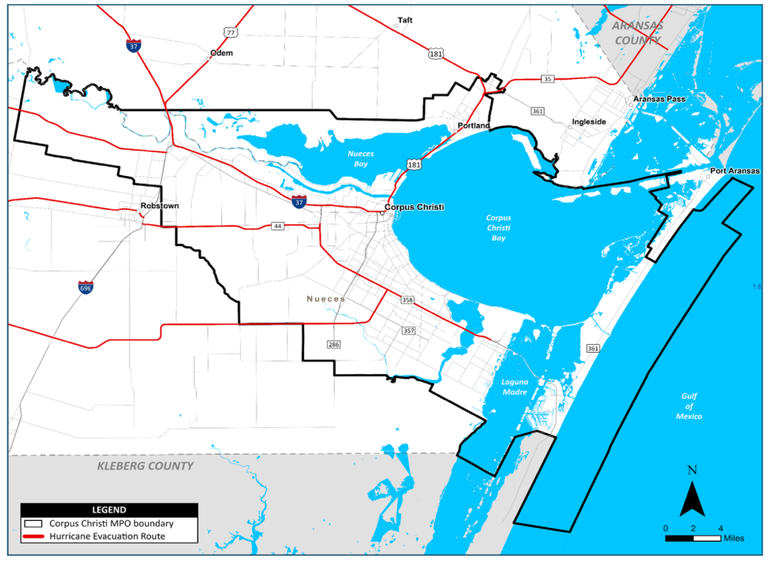


Hurricane Evacuation Routes

This data contains the public facing, statewide Texas hurricane evacuation routes. Hurricane evacuation routes are specifically designated roadways used to provide the safest and most timely evacuation of coastal areas and determine the best allocation of resources during a hurricane threat.

Two options that may be activated to help speed up the evacuation process are Contraflow and Evaculanes. Contraflow reverses some or all inbound lanes into outbound lanes on a designated roadway. Activated Evaculanes allows the use of the road's shoulder as a transportation lane during an evacuation.

Exhibit 2-5. Map of Hurricane Evacuation Routes



TxDOT Statewide Connectivity Corridors

The Statewide Connectivity Corridors represent the Texas Transportation Commission approved corridors under the Unified Transportation Program's Category 4 funding category. Category 4 provides funding for mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors.

Exhibit 2-6. Map of TxDOT Connectivity Corridors

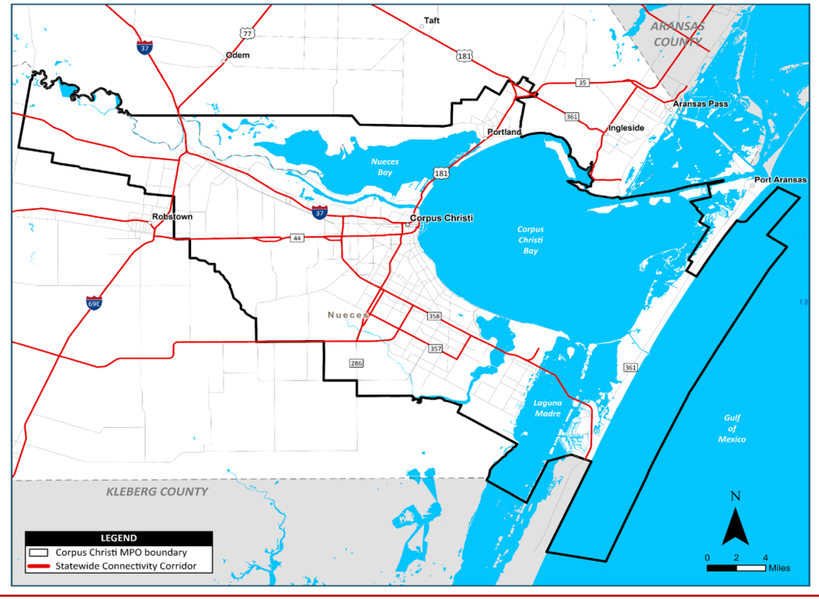
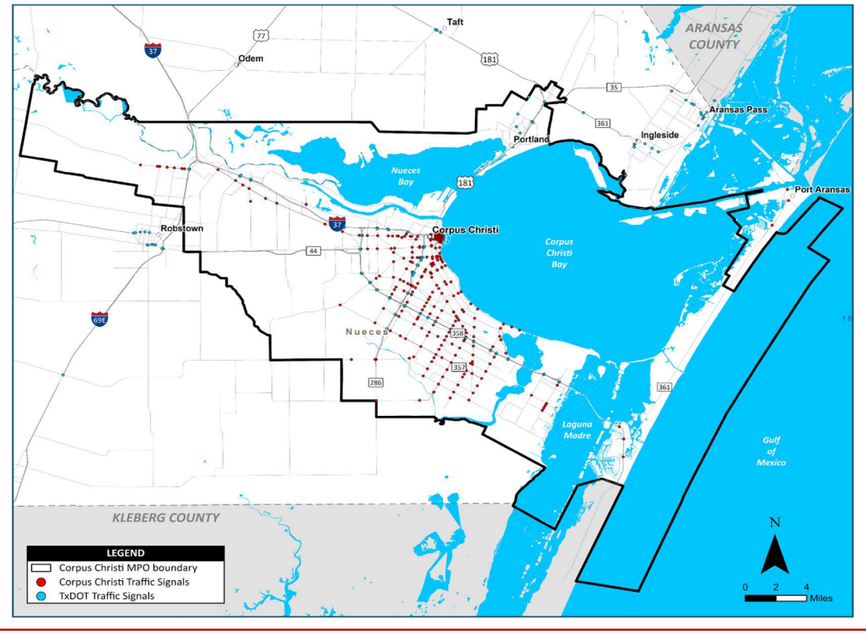


Exhibit 2-7 shows the regional traffic signals. The City of Corpus owned and operated signals are in red, while the TxDOT owned and operated signals are in blue. As of 2025, none of the signals are coordinated and/or interconnected.

Exhibit 2-7. Map of Traffic Signal Locations



Corpus Christi Regional Transportation Regional Authority (CCRTA)

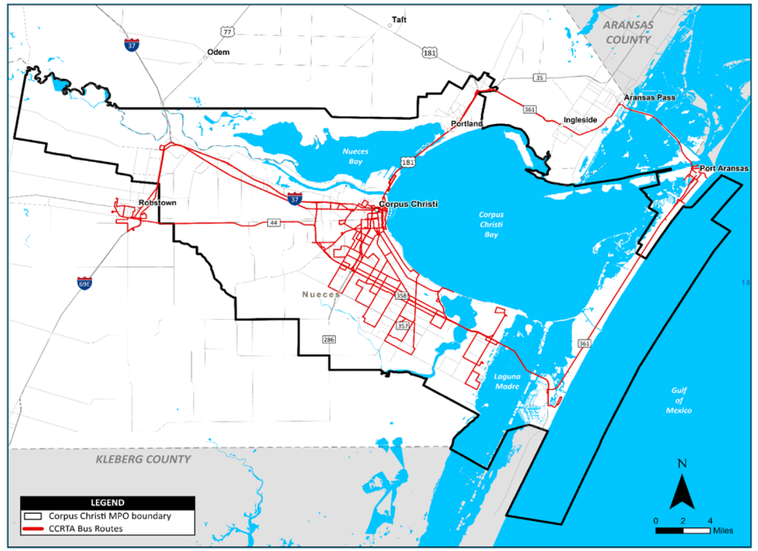
CCRTA is the designated recipient of Federal Transit Authority funds for the Corpus Christi metropolitan area. The fixed route bus system is shown below in Exhibit 2-8. CCRTA's annual report system-wide performance report is summarized in Exhibit 2-9. There are no bus routes that match CMP corridors for the length of the corridor. There are several that are on the CMP corridors for short periods of time, making direct comparison of trips unrealistic.

Exhibit 2-9. Table of CCRTA Performance Trends

	Passenger Trips	Route Hours	Operating Expenses
2016	5,456,925	359,996	$29,846,260
2017	5,373,324	347,994	$30,996,167
2018	5,366,985	355,786	$30,955,423
2019	5,249,776	362,916	$31,573,706
2020	2,984,594	294,841	$31,500,326
2021	2,382,393	274,209	$33,138,012
2022	2,814,240	286,652	$40,320,186
2023	3,303,048	297,689	$42,407,765

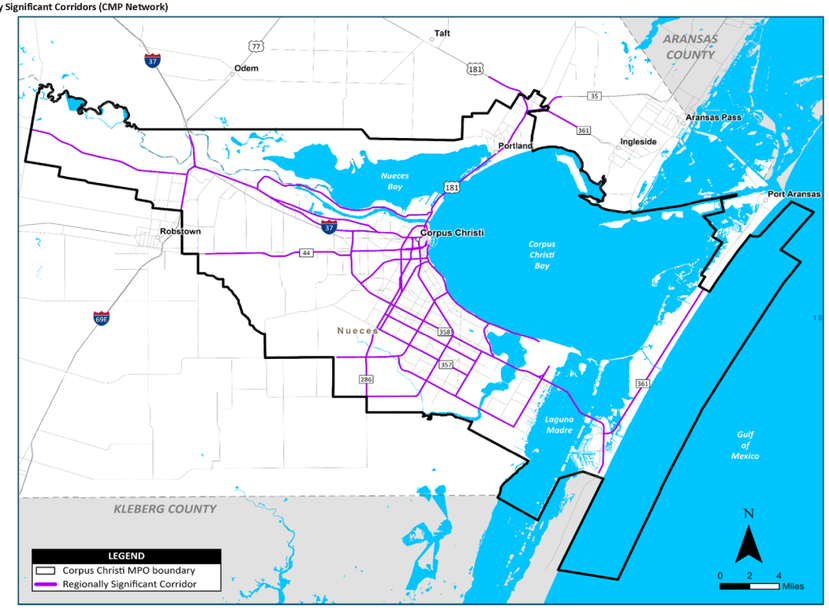
Source: https://www.transit.dot.gov/ntd/ntd-data?field_product_type_target_id=1016&year=2023&combindatae=

Exhibit 2-8. Map of CCRTA Bus Routes



Regionally Significant Corridors (RSCs) are the major transportation arteries—freeways, highways, and principal arterials—that are critical to the mobility, economic health, and safety of the metropolitan planning area. These corridors are not just busy roads; they are the specific routes that were formally designated because they carry the highest volumes of regional traffic, move the most goods, and connect major regional activity centers like downtowns, employment hubs, hospitals, airports, and ports. The Regionally Significant Corridors form the Congestion Management Process Network.

Exhibit 2-10. Map of Regionally Significant Corridors (CMP Network)



Section 3: Develop Multimodal Performance Measures

A critical and complex task of the Congestion Management Process is defining congestion. Studies show that congestion is a relative rather than an absolute condition. People "feel" roads are congested differently depending on many factors. Traffic congestion is generally explained as experienced as slower speeds, longer trip times, vehicular queueing, travel time uncertainty, and increased traffic collisions. The Corpus Christi MPO uses the TxDOT's **C**ongestion **M**anagement **P**rocess **A**ssessment **T**ool (COMPAT) to analyze and identify congestion.

> *"Continuously analyze mobility (speeds and travel times) and safety data (crashes) to develop mobility- and safety-based performance measures."*
> CRP District TxDOT, 2022 TSMO Plan

The performance measures that COMPAT provides are shown and explained below in Exhibit 3-2. The Travel Time Index (TTI) is the ratio of actual measured travel time over the free-flow travel time. A TTI of 1.5 means that a 10-minute trip takes 15 minutes, or a 30-minute trip takes 45 minutes. A TTI of 2.0 means a 20-minute trip takes 40 minutes, or a 45-minute trip takes an hour and a half. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Measures of the level of congestion using TTI are shown below. Morning and afternoon peak travel periods in the Corpus Christi MPO area are noticeably shorter than these average time periods. Looking at data from a private source, the morning peak hour is 7 am to 8 am, while the afternoon and single highest peak hour in the Corpus Christi MPO region is between 4:30 pm and 5:30pm.

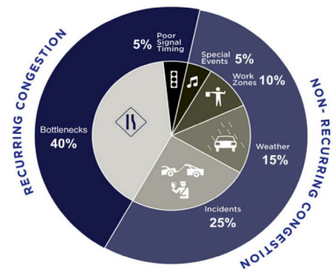
While it is difficult to use a single value to describe all individuals' concerns about congestion, there are four components that interact in a congested roadway or system. These components are duration, extent, intensity and reliability. These components vary among and within urban areas – smaller urban areas like the Corpus Christi MPO have shorter durations of congestion than larger areas.

- **Duration –** this is how many hours of a day congestion affects the travel system.
- **Extent** – this is an estimate of how many miles of roads are congested at specific times of day.
- **Intensity –** this is how much congestion slows down travel. It is typically used to differentiate between levels of congestion on transportation systems and to define the total amount of congestion.
- **Reliability** –Reliability measures how "normal" it is for a road segment to be congested at various times of day or week. For example, is it typical for a road to be congested during school drop off?

RECURRING (i.e. RELIABLE) VS NON-RECURRING (i.e. UNRELIABLE) CONGESTION

Recurring congestion is repetitive and predictable, generally associated with peak travel times. Recurring congestion is congestion that occurs repeatedly at predictable times and locations, e.g. at bottlenecks or on corridors with poorly coordinated traffic signals, usually during the peak hour periods. Simply put, recurring congestion occurs because travel demand exceeds system capacity. There are many strategies available to mitigate this type of congestion through demand management, operational improvements, and multimodal strategies. Integration of land-use and transportation decisions enables agencies to coordinate efforts to address this demand side of congestion. Elimination of all recurring congestion may not be either feasible (due to physical and financial constraints) or desirable (in terms of the implications to community of unfettered vehicular travel). Recurring congestion is generally considered less frustrating because its effects are easier to take into account when trip planning. Research shows that predictable travel times are a primary concern for travelers and directly impacts choices of route, departure time, and mode.

Exhibit 3-1. Chart of Nationwide Recurring vs Non-Recurring Congestion Breakdown



In contrast, non-recurring congestion incidents can occur at any time, including during non-peak travel times, and is often associated with traffic crashes, weather events, special events, work zones, and emergencies. Non-recurring congestion is difficult to address without proper prior plan and procedure development.

Since non-recurring congestion is event based it is less tolerated by travelers. It is especially bad when a non-recurring incident magnifies the magnitude and extent of "normal" recurring congestion. The most intense congestion occurs when and where these two types of congestion overlap, such as a crash during peak travel times, or traffic lanes closed for maintenance work. Exhibit 3-1 illustrates the distribution of the various types of congestion on U.S. transportation networks. The Federal Highway Administration states that:

> *"Drivers are used to congestion and they expect and plan for some delay, but most travelers are less tolerant of unexpected delays. Travel time reliability measures the extent of this unexpected delay."*

Travelers and firms may account for the variability in their trips and transport of goods by building in time-buffers as insurance against late arrival. This implies that the consequences of late arrivals are costly. Not only are these buffers inefficient, the productivity lost represent a cost that travelers and firms absorb due to unreliability, but also stress, late arrivals, missed connections, missed appointments and early arrivals are costly. Thus, congestion is broadly categorized as either recurring (predictable) or non-recurring (unpredictable) congestion. Congestion, both recurring and non-recurring, vary significantly depending on the season, day of the week, and even time of day. Furthermore, both recurring and nonrecurring congestion may occur at the same time, exacerbating any event.

PERFORMANCE MEASURES

COMPAT contains multiple sources of data that are derived using INRIX, along with detailed traffic volume and infrastructure data from the Texas Department of Transportation's (TxDOT) roadway inventory file (RIF). INRIX data are vehicle probe-based speed and travel time data for the National Highway System that is also referred to as the Tier 1 network. The data are procured in five-minute intervals for segments of roads and collected from millions of cell phones, connected vehicles, trucks, or other mobile devices that supply location and movement data. These data are anonymized and consolidated to develop corridor-level and intersection level analyses of average speeds, traffic volumes, and causes of congestion. The full list of COMPAT performance measures can be seen in Exhibit 3-3 (page 3-2).

Congestion itself is the delay between free flow conditions and the additional time it takes to travel along a corridor during other times of the day. This extra time is caused by either an event such as construction or a crash, or because the amount of vehicles on the road exceed the capacity of an intersection or the number of lanes on the road to let them pass freely. The measures of the severity of congestion or delay are shown in Exhibit 3-2 (page 3-2).

An example of the locations of non-recurring congestion on a single day from construction and crashes in the region is shown below, in Exhibit 3-4 (page 22).

Travel Time Index (TTI) – Also known as Travel Congestion Index (TCI) this is the ratio of average peak travel time to an off-peak (free-flow) standard. A value of 1.5 indicates that the average peak travel time is 50% longer than off-peak travel times. However, while averaging the conditions for both directions in both peaks provides an accurate measure of congestion, it generally does not match the perception of the majority of commuters.

Planning Time Index (PTI) - According to the Texas Transportation Institute, PTI represents the total travel time that should be planned for including sufficient buffer time to account for anticipated congestion. In this way, the PTI compares near-worst case travel time to a travel time in light or free-flow traffic. A PTI of 1.50 means that, for a 20-minute trip in light traffic, the total time that should be planned for the trip under congested conditions is approximately 30 minutes (20 minutes x 1.50 = 30 minutes). The PTI can be directly compared to the TTI (a measure of average congestion) on a similar numeric scale, as the PTI is computed as the 95th percentile travel time divided by the free-flow time. The PTI is a particularly useful metric in that it reflects the impact of congestion on drivers' real-world experience.

Exhibit 3-2. Table of Travel Time Index Severity Descriptions

Description	No Congestion	Approaching Congestion	Congested
Travel Time Index	1.0-1.29	1.3-1.49 Flag for Operational Improvements	1.5+ Flag as a Bottleneck
Planning Time Index	1.0-1.39	1.4-1.59 Flag as Reliability Concern	1.6+ Flag for freight mitigation or capital investment

Travel Time Reliability (TTR) - Measures non-recurring delay for all vehicles by comparing the 80th percentile travel time to the average (50th percentile) travel time. This planning time measures how much extra time (1.2 = + 20%, 1.3 = +30%, and so on) to add into an average travel time across the selected corridor to make it to the destination on time 80% of the time, (i.e., being late only 1 time per week). A value of 1.5 or higher indicates that the segment is not reliable. A corridor or location may be congested, but reliable, if the congestion recurs on a daily basis.

Truck Travel Time Reliability (TTTR) - Measures non-recurring delay for trucks by comparing the 95th percentile travel time to the average (50th percentile) travel time. A value of 1.5 or higher is considered unreliable.

Exhibit 3-3. Table of COMPAT Performance Measures

Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Peak Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment in the peak period over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 80	80th percentile Planning Time Index (PTI) is the ratio of the 80th percentile travel time as compared to the free- flow travel time.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 80	80th percentile Truck Planning Time Index (PTI) is the ratio of the 80th percentile truck travel time as compared to the truck free-flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.
Other Measures	
Miles of Highway	The total miles of highway for the roadways being analyzed.
Lane Miles of Highway	The total lanes*miles of highway for the roadways being analyzed.

Exhibit 3-4. Map of June 6, 2024 Road Closures and Crashes

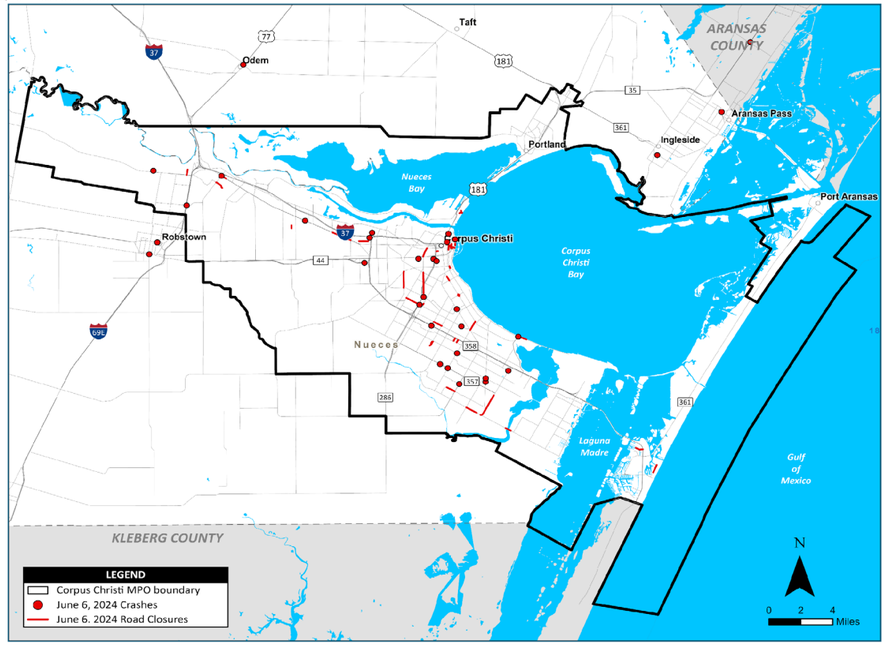
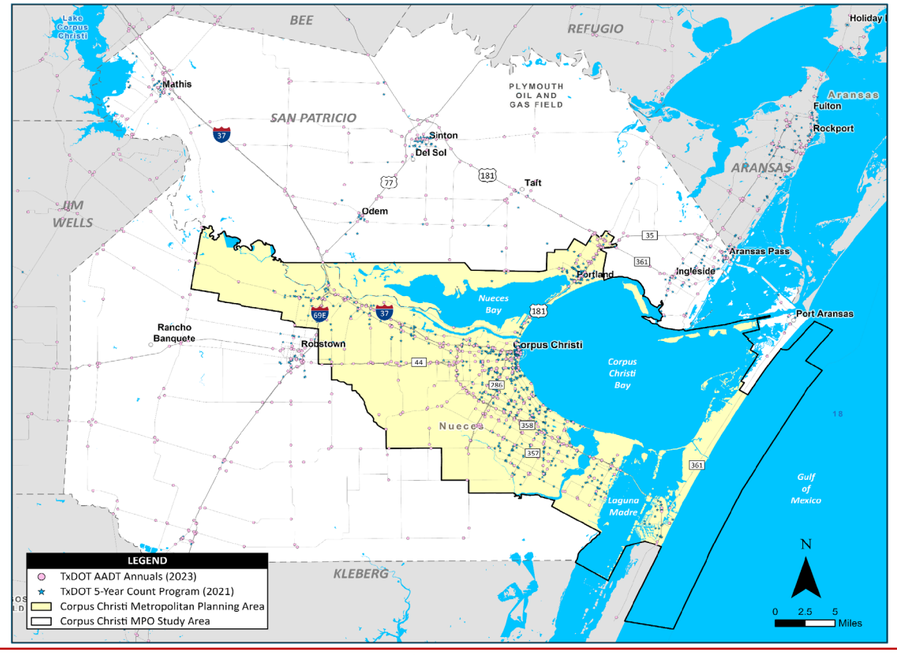


Exhibit 4-1. Map of TxDOT STARS II Traffic Count Sites



Section 4: Collect Data / Monitor System Performance

Collecting data on traffic conditions, roadway conditions, and system users is a vital component of an efficient and effective transportation planning process. Data helps leaders make informed decisions regarding roadway maintenance and investment priorities and can even feed into other technologies to provide real-time feedback to help maximize performance. Data can also keep travelers informed and safe. Examples of data used every day in transportation planning include cellular and Bluetooth data, which can record travel times, travel direction and provide information about trip origin/destination. Inductive loop detection, video vehicle detection, and Bluetooth detection can provide accurate counts of vehicles and bicycles using a facility. These technologies can also assist signal timing, alerting signals when users are approaching or at an intersection. More recently, communities have begun investing in fiber-optic networks to help connect the data driven components of the transportation network.

The Corpus Christi MPO is committed to monitoring performance of the transportation system at both the regional scale and corridor scale and using our findings to inform and prioritize both capital investments and implementation of policies that impact transportation.

Data for state and national performance measures are collected and updated annually. Data for regional performance measures (i.e. measures used to evaluate the performance of the metropolitan transportation system overall) will also be collected and updated annually. Project scale performance measures (i.e. those used to prioritize capital investments on individual corridor segments) are updated at a minimum of every two years to inform project selection in conjunction with updates to the TIP, or as needed to guide regional decision-making. There are efficiencies that will be gained by coordinating this data collection.

DATA COLLECTION, MONITORING, AND SYSTEMATIC REPORTING

A key effort to improving project investments within the Corpus Christi MPO is upgrading both the regional and corridor modelling capabilities is to efficiently and effectively take advantage of new technologies and data sources. This will also facilitate data visualization and improve the resolution of analyses. To describe congestion conditions and trends systemwide, the collected data are analyzed, and the outputs are summarized using informative graphics, including pictograms, maps, tables, and other charts.

The performance measurement in the area of pedestrian & bicycle, transit, freight, and security are analyzed independently. It is preferable that a single report for all measures is developed.

In 2022, the Corpus Christi MPO began developing sources and processes for the ***System Performance Report,*** which is a report on the national performance measures and the performance measures extracted from COMPAT for each regionally significant corridor on the CMP network.

The Congestion Management Process is a tool for tracking progress towards the region's congestion management goals, which requires the following actions:

- The CMP will have a formal reevaluation and updated at a minimum on a five-year cycle in conjunction with the MTP update. Additionally, updates to the CMP will occur when there are significant changes to the CMP network.
- An evaluation of system performance and strategy effectiveness should be done annually. The Corpus Christi MPO, in cooperation with member agencies, will evaluate the effect of completed projects or effectiveness of adopted policies toward maintaining flow of traffic in conjunction with updates to the TIP.
- The Corpus Christi MPO will review and revise, as necessary, the adopted performance measures as part of each update to the Metropolitan Transportation Plan.

The Corpus Christi MPO will collect data primarily using a collaborative partnership with member agencies, including; local governments, TxDOT, CCRTA, and other partner agencies. The list below identifies the data for each Corpus Christi MPO performance measure.

DATA SOURCES

Identifying and exploiting existing data collection efforts is necessary to efficiently monitor the adopted performance measures. Collecting data on system performance is generally a responsibility of the jurisdiction responsible for operating and maintaining the infrastructure, with the Corpus Christi MPO supplementing efforts when needed.

Texas Transportation Institute Urban Mobility Report

The Texas A&M Transportation Institute Mobility Division has published the national Urban Mobility Report since 1987. The most recent report was sponsored by the Texas Department of Transportation in 2025 using 2024 data. The 2025 report revealed that in 2024 the Corpus Christi Urban Area was 98th most congested out of 101 Urban Areas in the nation. There are only 3 urban areas that are less congested than the Corpus Christi Urban Area.

Congestion Management Process Assessment Tool (COMPAT)

The Texas A&M Transportation Institute maintains the Congestion Management Process Assessment Tool (COMPAT) for use by MPOs and stakeholders during both CMP development and monitoring, also for corridor study planning. The assembled volume and speed data are from an INRIX speed data set procured by TxDOT to compute the Texas 100 Most Congested Road Section report, and the TxDOT-maintained Roadway Highway Inventory Network (RHiNO) data sets. The Corpus Christi MPO uses the data to identify needs along all CMP corridor segments and it is also very useful for before and after analyses.

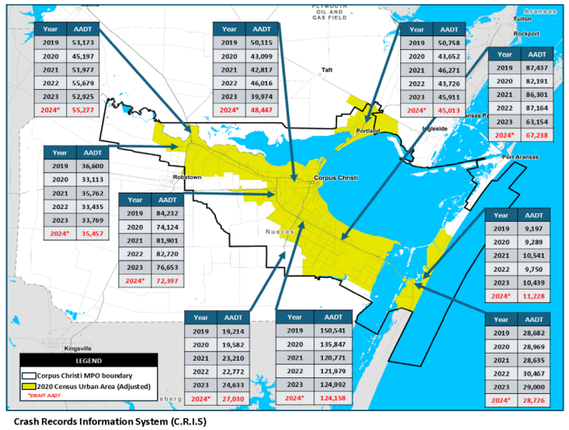
National Performance Management Research Data Set (NPMRDS / RITIS)

FHWA provides the National Performance Management Research Data Set (NPMRDS) to MPOs to assist with the required performance measurement efforts. NPMRDS is a data set acquired by FHWA specifically to support the agency's national Freight Performance Measures (FPM) and the Urban Congestion Report (UCR) program for the largest 54 Metropolitan areas in the nation. The data includes average travel times by calendar day in 5-minute increments covering the National Highway System (NHS), and travel times for passenger and freight vehicles by road direction. Corpus Christi MPO uses the travel time data to evaluate strategies for specific corridor segments and before and after analysis.

Statewide Traffic Analysis Reporting System (STARS II)

The Corpus Christi MPO is also reliant on TXDOT for the Statewide Traffic Analysis Reporting System (STARS II). STARS II is an annually updated data analysis and reporting database with on average 82,000 short term traffic counts, 1,000 manual traffic counts and more than 300 long-term counts. It contains the traffic data submitted for Highway Performance Monitoring System (HPMS) reporting and is collected and reported according to Federal requirements for Traffic Monitoring System and HPMS data collection. These federal requirements mean that it may be calculated differently from other data from TxDOT which are also used to evaluate transportation system use. The AADTs in the Corpus Christi MPO have generally tracked with changes in population, which fell from 2016 through 2024. In addition to the annual counts, TxDOT's five-year count program (previously called urban saturation count program) provides traffic count information on TxDOT maintained roads and select county roads and city streets. The count sites in the Corpus Christi MPO are shown below in Exhibit 4-1 (page 4-2).

Exhibit 4-2. Map of Yearly Change in Annual Average Daily Traffic



Year	AADT
2019	53,173
2020	45,197
2021	51,977
2022	55,679
2023	52,925
2024*	55,277

Year	AADT
2019	50,115
2020	43,099
2021	42,817
2022	46,016
2023	39,974
2024*	48,447

Year	AADT
2019	50,758
2020	43,652
2021	46,271
2022	43,726
2023	45,911
2024*	45,013

Year	AADT
2019	87,437
2020	82,191
2021	86,301
2022	87,164
2023	63,154
2024*	67,238

Year	AADT
2019	36,600
2020	33,113
2021	35,762
2022	33,435
2023	33,769
2024*	35,457

Year	AADT
2019	84,232
2020	74,124
2021	81,901
2022	82,720
2023	76,653
2024*	72,397

Year	AADT
2019	9,197
2020	9,289
2021	10,541
2022	9,750
2023	10,439
2024*	11,228

Year	AADT
2019	19,214
2020	19,582
2021	23,210
2022	22,772
2023	24,633
2024*	27,030

Year	AADT
2019	150,541
2020	135,847
2021	120,771
2022	121,979
2023	124,992
2024*	124,158

Year	AADT
2019	28,682
2020	28,969
2021	28,635
2022	30,467
2023	29,000
2024*	28,726

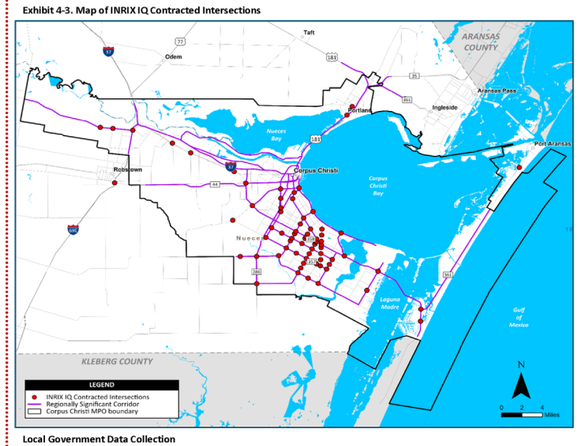
Crash Records Information System (C.R.I.S)

TxDOT's Crash Records Information System is an automated database maintained by the state and available to the public via their query tool or annual summary reports. The database goes back to 2009 and provides information about the location of reported crashes, as well as different attributes that provide more detail about who was involved and the outcome of each crash (e.g. property damage, injury, or fatality). As shown in Exhibit 1-3, crashes in the Corpus Christi MPO area occur at a rate that is higher than the statewide average rate of crashes. A measurable portion of this differential is traceable to crashes at intersections.

INRIX IQ (real-time and historical data on traffic flow, speed, travel times, and congestion)

The Corpus Christi MPO has contracted with the Inrix Corporation to get highly detailed information at 72 signalized intersections. This web of data integrates historical and real-time data to provide tools for analyzing traffic patterns, monitoring congestion, and understanding mobility trends that can inform decision making.

Exhibit 4-3. Map of INRIX IQ Contracted Intersections



Local Government Data Collection

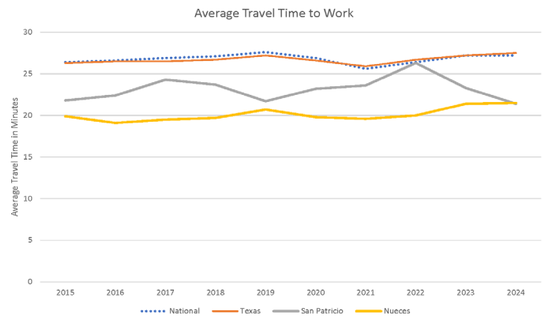
Local governments in the region possess data that are valuable to the regional system. The Corpus Christi MPO is working with these agencies to maximize use of data. The CMP development is integrated into the Metropolitan Planning and Programming processes. This ensures that it meets federal requirements, is iterative, flexible, and uses regionally preferred performance measures.

- Regional scale performance measures evaluate the functionality of the entire regional metropolitan transportation system and assess progress towards regional goals and objectives. Data for each individual regional measure (or for multiple measures in a composite index) can be compared to state or national benchmarks and to region-specific performance targets to track progress over time.
- Corridor scale performance measures evaluate and compare the projected return on investment (in terms of helping to meet regional transportation objectives) for individual projects in the Corpus Christi MPO's 25-year MTP and 4-year TIP.

REGIONAL PERFORMANCE BASELINE CONDITIONS

The measured travel time to work in the Corpus Christi MPO area is faster than either the average travel time to work for the state of Texas or for the Nation as a whole. Each of the two counties of residence has their own average travel time, with Nueces County having the quickest average time to work.

Exhibit 4-4. Chart of Average Travel Time to Work



Exhibits 4-5, 4-6, and 4-7 uses data from the Texas Transportation Institutes Urban Mobility Report to show the average delay of trips by hour of the week in 2017, 2022, and in 2024, within the Corpus Christi Urban Area. Comparing these data reveals that the peak hour for congestion in the Corpus Christi MPO Urban Area is both declining in severity and moving earlier into the day. The peak hour now occurs between 4pm and 5pm Monday-Friday. There is no defined peak period or notable recurring congestion on weekends.

Exhibit 4-5. Infographic of When Congestion Occurs in the Corpus Christi Urban Area (2017)

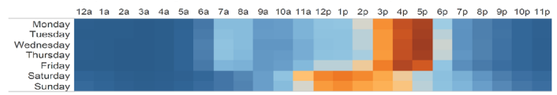


Exhibit 4-6. Infographic of When Congestion Occurs in the Corpus Christi Urban Area (2022)

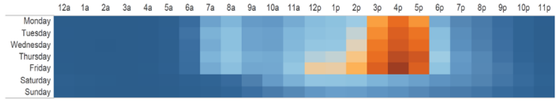
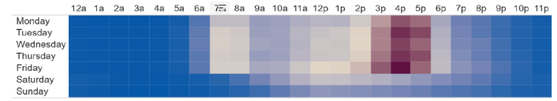


Exhibit 4-7. Infographic of When Congestion Occurs in the Corpus Christi Urban Area (2024)

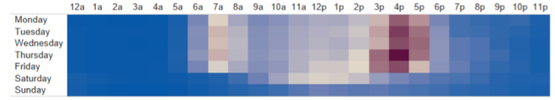


Between **0.0% to 2.4%** of **Corpus Christi**'s weekly delay occurs during each hour of each day. The heat map represents the average congestion that occurs as a percentage of each hour during the entire week.

Exhibit 4-8 (page 4-5) shows when congestion occurs for four other Urban Areas in Texas. These charts reveal that congestion in the Corpus Christi Urban Area is declining when looking at its history, and in relation to other Urban Areas in the state. The number of trips in the region are happening earlier during the week and travel on weekends is becoming less congested, on average. There are still peak periods on specific days but averaged across the year these at noticeably less severe.

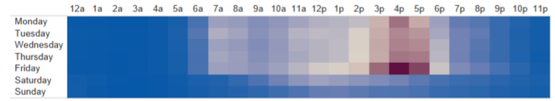
Exhibit 4-8. Infographics of When Congestion Occurs in Select Texas Urban Areas (2024)

Beaumont



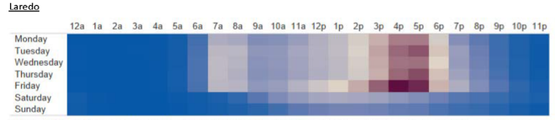
Between **0.0% to 2.7%** of **Beaumont**'s weekly delay occurs during each hour of each day. The heat map represents the average congestion that occurs as a percentage of each hour during the entire week.

Brownsville



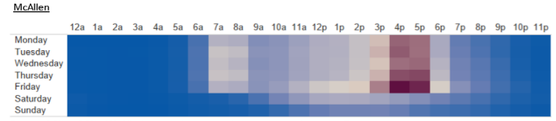
Between **0.0% to 2.9%** of **Brownsville**'s weekly delay occurs during each hour of each day. The heat map represents the average congestion that occurs as a percentage of each hour during the entire week.

Laredo



Between **0.0% to 2.6%** of **Laredo**'s weekly delay occurs during each hour of each day. The heat map represents the average congestion that occurs as a percentage of each hour during the entire week.

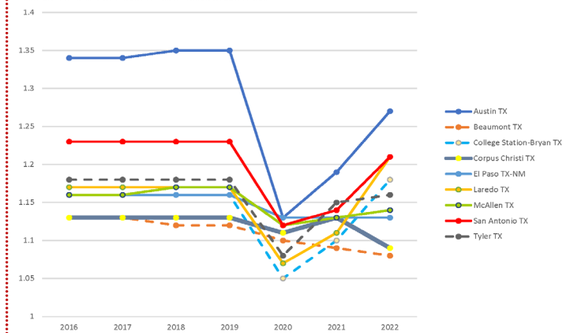
McAllen



Between **0.0% to 2.8%** of **McAllen**'s weekly delay occurs during each hour of each day. The heat map represents the average congestion that occurs as a percentage of each hour during the entire week.

Exhibit 4-9, below, uses data from the Texas Transportation Institutes Urban Mobility Report to show 10-year retrospective of regional Travel Time Indices for Urban Areas in Texas. In 2024, the Corpus Christi Urban Area generally had less delay than other Urban Areas in Texas that are approximately its size. The delay experienced in 2024, in the Corpus Urban Area is nearly identical to the delay experienced in the Amarillo Urban Area and less than the delay experienced in the following Urban Areas: Tyler, College Station, Laredo, and McAllen. However, Corpus Christi did experience slightly more delay than did Abilene, Beaumont, Port Arthur, and Victoria.

Exhibit 4-9. Chart of Travel Times in Texas Urban Areas

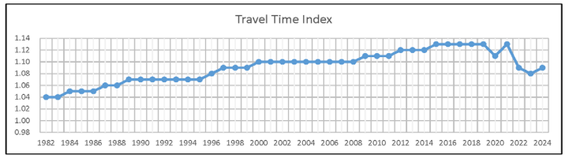


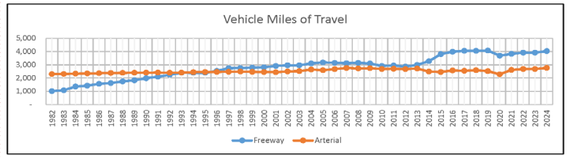
The data below in Exhibit 4-10 (page 4-6) is from the 2025 Urban Mobility Report (2024 data) and shows 40 years of regional trend data for the Corpus Christi Urban Area. A summary of this report is that of the 101 Urban Areas in the United States, the Corpus Christi Urban Area is the 98th most congested, with only 3 Urban Areas experiencing less congestion than the Corpus Christi Area.

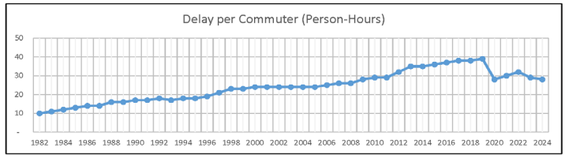
Exhibit 4-10 shows that the vehicle miles traveled in the Corpus Christi MPO area were relatively stable between 1997 and 2013; and then there was a jump between 2014 and 2016. Between 2016 and 2019 the VMT was again stable, followed by the dramatic drop due to COVID in 2020. From 2021 to 2024, the VMT gradually increased again. The amount of excess fuel consumed in the Corpus Christi MPO area due to congestion and delay peaked in 2019.

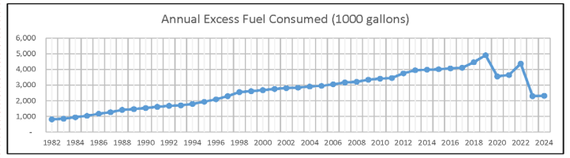
The last 2 charts in Exhibit 4-10 are specific to truck traffic. The increase in home delivery of goods, in place of shopping trips to a store, has increased the amount of delay per truck in the Corpus Christi Region, to its highest levels recorded. This is primarily due to the time of day that the trucks are traveling. With the increase in home delivery more truck trips occur during congested times. Total regional Vehicle Miles of Travel has been essentially stable since 2016.

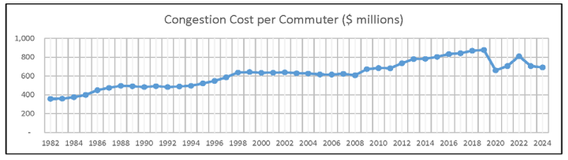
Exhibit 4-10. Charts of Travel Trends in the Corpus Christi Urban Area (2024)

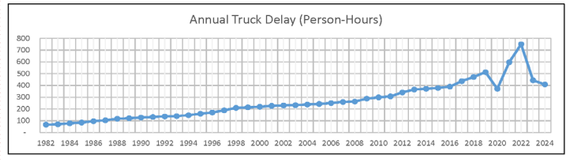


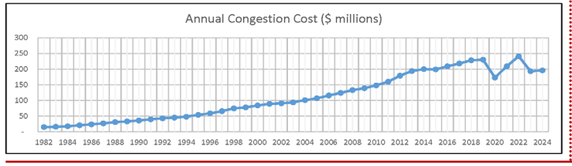












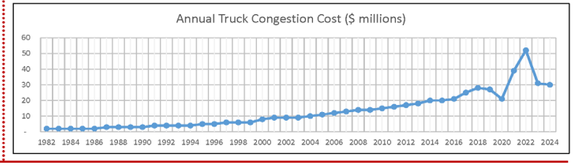
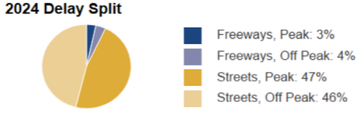


Exhibit 4-11 below, looks deeper into 2024 data and reveals that only three percent (3%) of delay in the Corpus Christi region occurred on freeways during peak travel times, while four-percent (4%) of delay in the region occurred on freeways during off-peak travel times. This contrasts sharply with forty-seven percent (47%), of delay that happened on streets during peak travel periods and forty-six percent (46%) of delay that happened on streets during off-peak travel periods. Generally, delay on streets correlates directly with poor traffic signal interconnections and outdated operations plans.

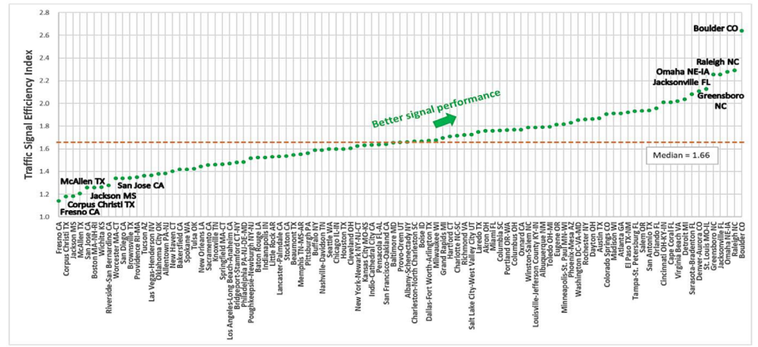
Exhibit 4-11. Pie Chart of Travel Delay Split in the Corpus Christi Urban Area (2024)



A trip that should take 20-minutes in Corpus Christi in 2024 would take 22 minutes with traffic.

One item to note is that although the Corpus Christi Urban Area is among the least congested Urban Areas in the nation, when the Texas Transportation Institute (TTI) investigated national Traffic Signal Performance by urban areas for the United States Department of Transportation they found, in their report titled "Evaluating Regional Traffic Signal Performance Measures Using Crowd-Sourced Data", shown in Exhibit 4-12, that of the 101 Urban Areas studied there is only one Metropolitan Area in the United States with traffic signals that perform worse than those in the Corpus Christi Urban Area. This traffic signal functioning explains why the congestion summary, shown in Exhibit 4-11 above, is disproportionately found on streets in the Corpus Christi Urban Area. This information greatly simplifies the analyses and reduces the location and type of congestion interventions that are needed.

Exhibit 4-12. Chart of National Traffic Signal Performance



Section 5: Analyze Congestion Conditions and Needs

The Fifth Step in the Congestion Management Process involves a comprehensive analysis to pinpoint congestion issues and associated needs. These analyses leverage both raw and refined data to generate meaningful insights and context to provide a data-based narrative supported by repeatable evidence. Exhibits 5-1 shows and 5-2 (page 5-2) lists the thirteen corridors within the Corpus Christi MPO area that are in the 2023 Texas Department of Transportation Most Congested Corridors in the State. Restated, the Corpus Christi MPO has only 13 of the top 1,000 Congested Corridors in Texas, and corridors with the most delay (ranked #247 and #271) do not meet the definition of congestion. Instead, the TCI shown in Exhibit 5-2, results in them listed as "Approaching Congestion". In the entire Corpus Christi MPO area there is only 1 small segment of Weber Road, between McArdle and SPID that is classified as "congested". This congestion is almost certainly due to intersection signal function. The main corridor through the Corpus Christi MPO Area, South Padre Island Drive between the Crosstown Expressway and Waldron Road in Flour Bluff, is ranked 1,560th most congested in the state, with a Travel Time Index of 1.02.

TxDOT's 2023 congestion analysis found that the most congested corridor in the Corpus Christi MPO (ranked 247th statewide) is Kostoryz Road between Holly Road and Brawner Parkway. Using Travel Time Index (TTI), the most congested roadway in the Corpus Christi region (Airline Road between Rodd Field Road and Ocean Drive) is NOT included in the list of Regionally Significant Corridors for reasons discussed in Section 2 above. The study also found when using Annual Congestion Cost as the measure, the most congested corridor in the region is the combination of Saratoga Boulevard from Greenwood Drive, east under the Crosstown Expressway, through the Kostoryz, Weber, Everhart, Staples, Cimarron, and Airline intersections, and then north on Rodd Field Road to SPID. As this corridor passes through 4 of the 5 most congested intersections in the region, the congestion is likely cause by prioritizing north south movement on those north-south cross streets. Further study is warranted, including suitability for deploying Adaptive Traffic Signals on Saratoga.

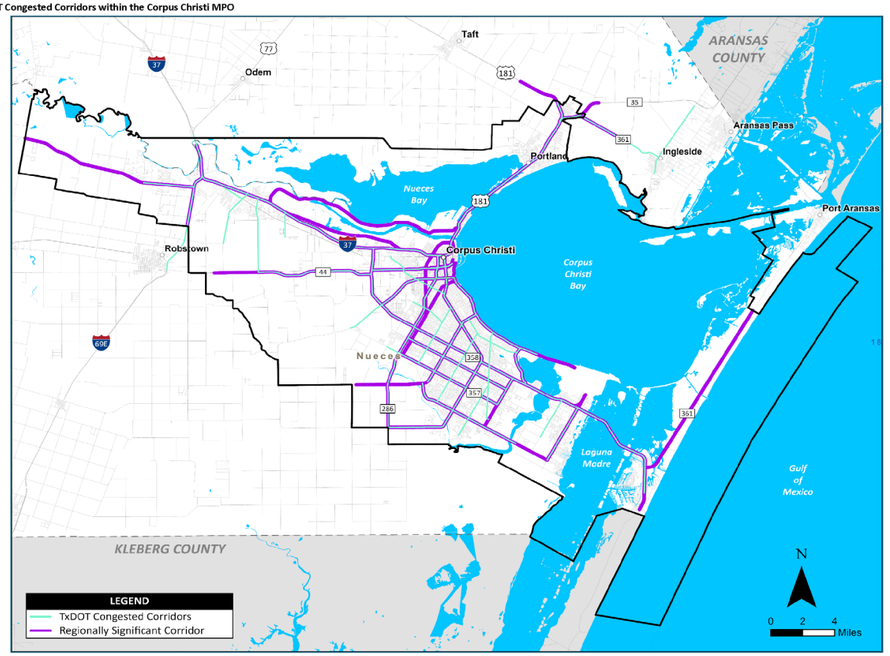
Exhibit 5-1. Table of TxDOT's Most Congested Roadways in the Corpus Christi District (2023)

MPO CMP Network*	Rank	Road Name	From	To	Delay/ Mile	TCI	PTI (95th%)	Annual Congestion Cost
No	247	Kostoryz Rd	Brawner Pkwy	Holly Rd	86,128	1.33	1.50	$4,122,070
No	269	Airline Rd	Ocean Dr	Rodd Field Rd	81,493	1.35	1.56	$11,036,886
Yes*	270	Saratoga Blvd / Rodd Field Rd	Greenwood Dr	S Padre Island Dr	81,361	1.31	1.48	$18,226,618
Yes*	276	S Staples St	S Padre Island Dr / SH 358	Yorktown Blvd	80,459	1.17	1.32	$6,965,536
No	278	Everhart Rd	S Alameda St	Yorktown Blvd	80,180	1.26	1.42	$9,703,151
Yes*	299	Weber Rd / FM 43	Ocean Dr	Aaron Dr	74,917	1.32	1.50	$9,577,428
Yes*	326	Northwest Rd	Ware Rd	US 77	71,765	1.25	1.38	$5,247,485
No	370	Cimarron Blvd	Airline Rd	Lens Dr	66,455	1.30	1.47	$5,604,106
Yes*	450	N Staples St / S Staples St	IH 37	S Padre Island Dr / SH 358	58,957	1.26	1.44	$10,354,927
No	674	Horne Rd	Greenwood Dr	Kostoryz Rd	42,721	1.22	1.34	$2,213,144
Yes*	717	Waldron Rd	SH 22	Yorktown Blvd	40,128	1.27	1.48	$3,791,853
No	860	Baldwin Blvd	Leopard St	S Staples St	33,253	1.21	1.38	$3,546,602
Yes*	964	Holly Rd	SH 286	SH 357	29,085	1.15	1.23	$4,843,181
Yes*	1157	Yorktown Blvd	FM 43	Roscher Rd	21,891	1.13	1.21	$3,824,960
No	1180	S Alameda St	Doddridge St	SH 3 Spur	21,243	1.14	1.24	$2,179,931
Yes*	1247	Ennis Josline Rd	Sand Dollar Dr	SH 358	19,059	1.07	1.15	$1,748,003
No	1312	Leopard St	FM 1694	FM 24	16,285	1.07	1.14	$595,295
Yes*	1330	US 181 / SH 35 / Harbor Bridge	Carrizo St	Moore Ave	15,560	1.03	1.06	$3,039,778
No	1416	Violet Rd	IH 37	CR 44	12,995	1.08	1.18	$1,355,401
Yes*	1423	SH 361	SH 35	Main St	12,868	1.12	1.21	$1,766,205
Yes**	1444	Old Brownsville Rd / Morgan Ave	Saratoga Blvd / SH 357	Ocean Dr	12,294	1.08	1.15	$2,416,647
Yes*	1485	Agent St / SS 544	N Padre Island Dr / SH 358	Kinney St	11,202	1.08	1.15	$1,599,374
Yes*	1500	Ocean Dr	Morgan Ave	Ennis Joslin Rd	10,810	1.05	1.08	$1,854,087
No	1538	Flour Bluff Dr	SH 358	Caribbean Dr	9,687	1.07	1.14	$653,256
No	1556	Road Morgan Rd	IH 37	McNorton Rd	9,219	1.10	1.23	$359,738
Yes*	1560	S Padre Island Dr / SH 358	Crosstown Expy / SH 286	Waldron Rd	9,048	1.02	1.03	$2,629,758
Yes*	1570	S Padre Island Dr	Waldron Rd	Viento del Mar Dr	8,822	1.03	1.05	$1,697,403
No	1576	Main St	Business SH 35	8th St	8,741	1.10	1.18	$1,156,367
Yes*	1589	US 181 / SH 35	E 4th St / SH 202	Moore Ave	8,397	1.03	1.05	$1,276,589
Yes*	1615	Crosstown Expy / SH 286	IH 37	Greenwood Dr	7,733	1.01	1.02	$1,476,346
Yes*	1658	IH 37	N Padre Island Dr / SH 358	Carrizo St	6,718	1.02	1.04	$839,526
No	1686	McKinzie Rd / FM 3386	IH 37	SH 44	6,157	1.09	1.18	$804,186
Yes*	1694	S Staples St	Chapman Ranch Rd	Yorktown Blvd	5,981	1.04	1.08	$719,412
Yes*	1751	Padre Island Dr / SH 358	IH 37	Crosstown Expy / SH 286	4,601	1.01	1.03	$840,559
Yes*	1899	Chapman Ranch Rd	Ayers St	S Staples St	1,795	1.02	1.06	$175,110
Yes*	1905	IH 37	Rand Morgan Rd / FM 2292	N Padre Island Dr / SH 358	1,736	1.01	1.02	$294,439
Yes*	1923	Agnes St / SH 44	FM 3386	Padre Island Dr / SH 358	1,467	1.00	1.01	$300,674
Yes*	1958	IH 37	US 77	Rand Morgan Rd / FM 2292	1,031	1.00	1.01	$325,257
Yes**	2015	IH 69E / US 77	IH 37	SH 44	395	1.00	1.01	$123,363

**Indicates that TxDOT Congested Roadway is Fully on the Corpus Christi MPO CMP Network*

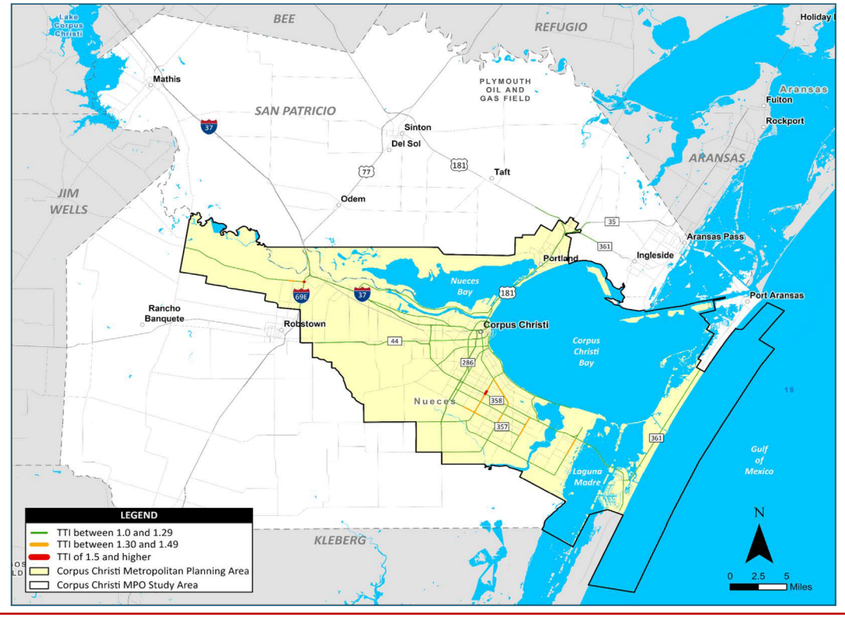
***Indicates that TxDOT Congested Roadway is Partially on the Corpus Christi MPO CMP Network.*

Exhibit 5-2. Map of TxDOT Congested Corridors within the Corpus Christi MPO



The Travel Time Index of the CMP corridors that are included in Exhibit 5-3, below, confirm that none of the corridors in the Corpus Christi MPO meet the definition of congested (TTI of 1.5 or greater) developed during Step 3 and as shown in Exhibit 3-2, above; and only 5 corridors meet the definition of approaching congestion (TTI of 1.3 or greater). Individual corridor details are shown in Section 9.

Exhibit 5-3. Map of Regionally Significant Corridors by Travel Time Index (2023)



The congestion experienced at signalized intersections is measured in terms of both control delay, which also indicates driver discomfort or frustration, and increased travel time. The actual travel time experienced by the motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that results during base conditions in the absence of traffic control, geometric delay, any incidents and any other vehicles. Delay is a complex measure and depends on a number of variables, including the quality of the progression, the cycle length, the green ratio and the ratio of actual traffic passing through the intersection divided by the estimated capacity of the number of lanes in the intersection. The following exhibits shows the average Level of Service for select intersections during 3 time periods, the AM Peak Period (Exhibit 5-4), the Midday Period (Exhibit 5-5, page 5-5), and the PM Peak Period (Exhibit 5-6, page 5-5). An important item to note is that for the AM and PM Peak Periods, the time the congestion is averaged over is three hours, while the actual peak travel conditions occur during approximately one hour of time.

Exhibit 5-4. Map of Weekday AM Peak Period LOS for October 2025

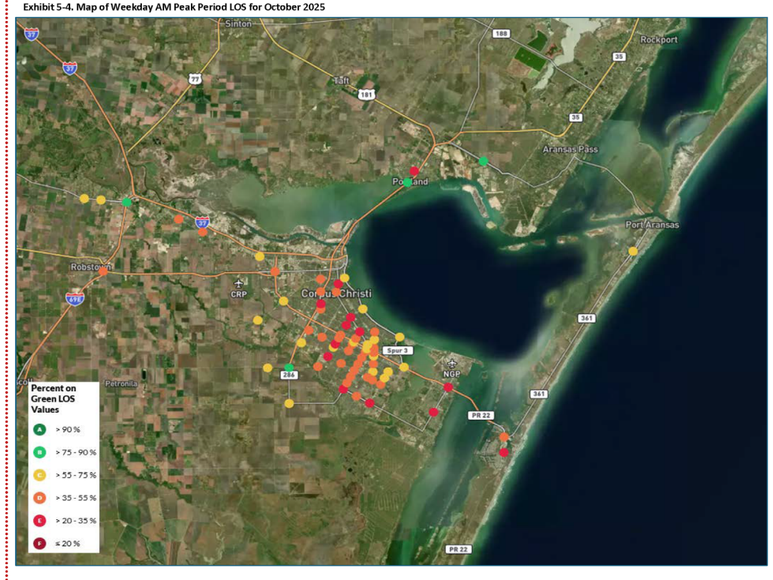


Exhibit 5-5. Map of Weekday MIDDAY Peak Period LOS for October 2025



Exhibit 5-6. Map of Weekday PM Peak Period LOS for October 2025



In Exhibits 5-7 and 5-8 are the delay analyses for 2 locations along Saratoga Boulevard for the Weekday PM Peak Period in October 2025. These show that although the overall performance of the intersection is generally satisfactory, there are specific movements, such as left turns, that are failing to provide efficient throughput.

Exhibit 5-7. Infographic of Weekday PM Peak Period Movements in October 2025 at Saratoga Blvd & S Staples St

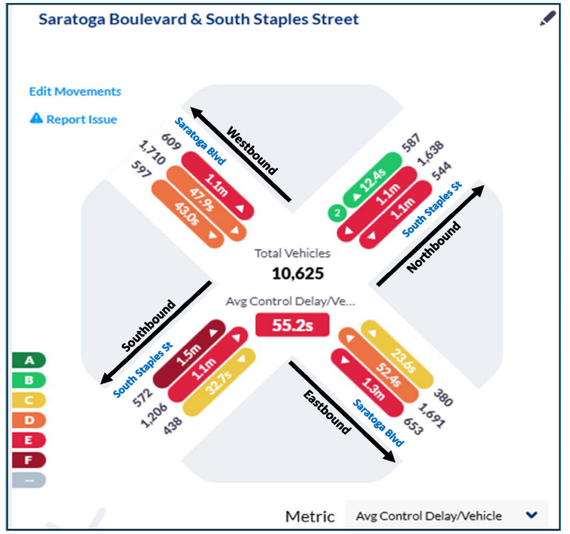
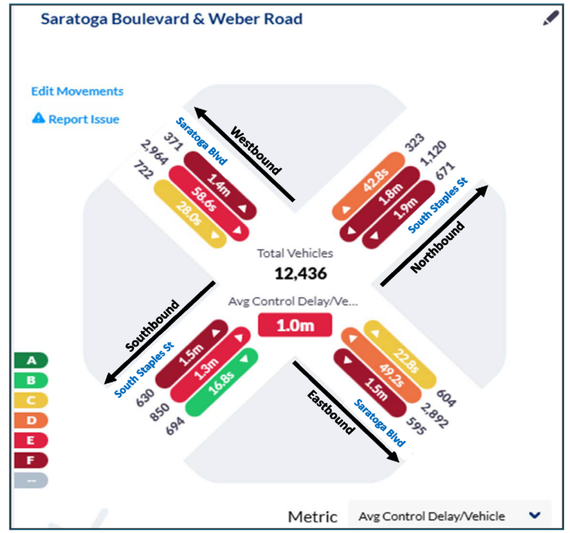


Exhibit 5-8. Infographic of Weekday PM Peak Period Movements in October 2025 at Saratoga Blvd & Weber Rd



NATIONAL V2X DEPLOYMENT

V2X systems, often referred to as 'connected vehicle technology' includes the ability of vehicles to exchange messages wirelessly and very quickly with other vehicles, roadside infrastructure, and other travelers – like bicyclists or pedestrians. These messages contain key information about the location and actions of vehicles and other travelers, traffic conditions – including the state of traffic signals and prevailing roadway conditions – such as weather, pavement conditions, work zones, and other disruptions. The ability of vehicles to communicate with each other and with the roadside infrastructure, presents a formidable opportunity to add efficiency, prevent crashes, and save lives on the national highway system. Texas A&M University is one of three entities to receive significant federal resources to begin deployment of these systems, with a stated target in the National V2X Plan being "By 2034 have V2X fully deployed on the National Highway System."

SAFETY NEEDS

It is necessary to note that there is a strong correlation between a traffic signal's traffic flow performance and its safety performance. Signals that are poorly timed or not interconnected have a highly correlated relationship with an elevated occurrence of crashes. While the relationship is not always straightforward, the underlying principle is that poorly functioning traffic signals create confusion and violate driver expectancy, which directly leads to an increase in crashes. When signals are out of sync, drivers on a main arterial expecting a "green wave" are forced to make sudden stops, causing a spike in rear-end collisions. A corridor that isn't synchronized breeds impatience, encouraging drivers to take risks and run the light. More critically, improperly timed yellow change intervals and all-red clearance times create a hazardous "dilemma zone." In this zone, a driver is too close to stop safely when the light turns yellow but too far to clear the intersection before the signal turns red. This indecision forces drivers to either slam on their brakes (risking a rear-end crash) or accelerate through the intersection, dramatically increasing the likelihood of severe right-angle (T-bone) collisions as cross-traffic is given a green light.

The TxDOT CRP District 2024-2027 Annual Safety Plan relays:

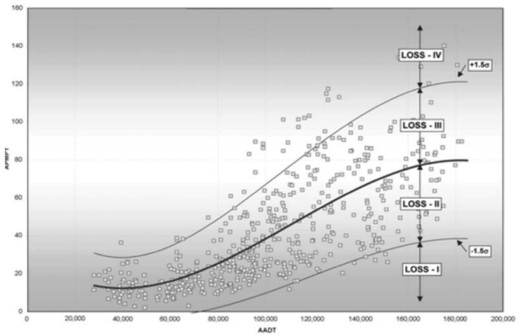
> *"The Corpus Christi District has adopted the statewide Transportation Systems Management and Operations (TSMO) vision, mission, and goals and has developed specific objectives to address District-specific mobility and safety challenges. Corpus Christi District TSMO Program Plan was completed in February 2023. Corpus Christi District will implement many of the TSMO solutions listed on Figure 4 below. However, TSMO is more than the implementations of isolated, champion-driven Intelligent Transportation Systems (ITS) solutions. TSMO involves a mindset change to determine the best way to optimize the safety, mobility, and reliability of the existing transportation system with limited resources through projects during planning, design, construction, and maintenance. Corpus Christi District will be implementing TSMO strategies in upcoming projects."*

The Texas Department of Transportation (TxDOT) has programs and policies that can reduce or eliminate the local match requirement for certain safety projects by using toll credits to satisfy the non-federal match requirement. This policy is often applied to safety-focused federal funding programs, such as the Highway Safety Improvement Program (HSIP) which are administered by TxDOT, but can also be used by Category 7 funds based on a review by TxDOT Headquarters. It allows a local government, such as a city or county, to meet the typical 10% to 20% local match requirement without having to use its own funds. This is a critical tool for promoting safety projects in communities that may have limited financial resources. The project must be included in both the MPO TIP and the TxDOT Statewide Transportation Improvement Program (STIP) and must be aligned with the goals of the funding source (in this case, HSIP).

Exhibit 5-9 explains Level of Safety Service (LOSS) at signalized intersections and Exhibit 5-10 (page 5-8) shows the locations which are LOSS 3 and LOSS 4. The darker line is the mean (expected performance) crash occurrence at intersections. The top and bottom lines are located 1.5 standard deviations from the mean, reflecting a Negative Binomial error structure. The four LOSS categories are:

- **LOSS-I** - Indicates low potential for crash reduction;
- **LOSS-II** - Indicates low to moderate potential for crash reduction;
- **LOSS-III** - Indicates moderate to high potential for crash reduction;
- **LOSS-IV** - Indicates high potential for crash reduction.

Exhibit 5-9. Chart of Level of Safety Service for Signalized Intersections with Elevated Crash Levels



As discussed in Section 3 above, and reaffirmed below in , non-recurring (unpredictable) congestion is doubly impactful when it occurs in conjunction with a location that is already experiencing delay, such as an intersection with a poorly performing traffic signal. As previously discussed, travel delay in the Corpus Christi MPO region is primarily on arterials and attributable to intersections and related to signal functioning. It is also necessary to note that there is a strong correlation between a traffic signal's traffic flow performance and its safety performance. Poorly timed or interconnected signals have a relationship with a higher number of crashes. While the relationship is not always straightforward, the underlying principle is that when a signal doesn't operate efficiently, it creates situations where drivers are more likely to make errors or be put in a position where they have a collision. The solution to achieving both the safest and most efficient traffic flow possible intertwines these two objectives.

Exhibit 5-10. Map of Non-Recurring Congested Locations with LOSS III and LOSS IV

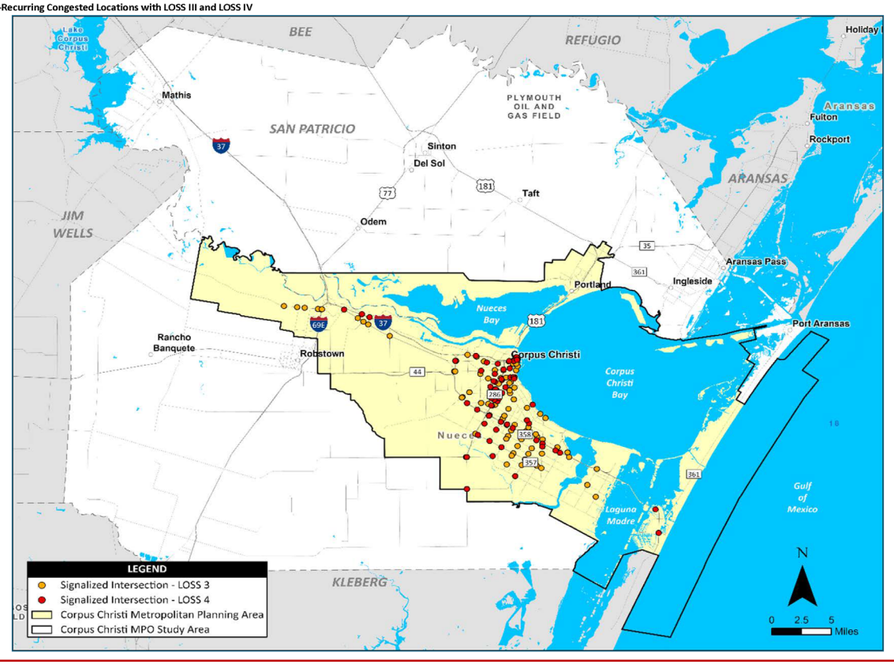
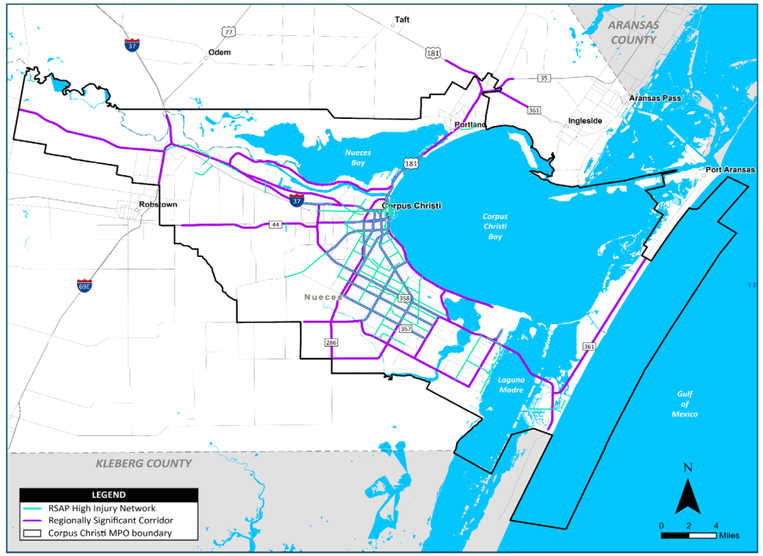


Exhibit 5-11 depicts the "doubly-critical" corridors, where the two primary federal mandates: safety and mobility overlap. This overlap pinpoints where driver frustration can create a volatile environment for all users and mandates using an integrated design approach that balances safety and efficiency, consistent with a "Safe Systems" or "Complete Streets" philosophy. Instead of just moving cars, the three primary investment types into these corridors that will move people safely and reliably are:

- Adaptive Signal Control Technology (ASCT): This is the single most effective tool for this scenario. ASCT uses real-time traffic detection to continuously adjust signal timing. This smooths traffic flow, reducing the stops, delays, and queues. Simultaneously, this can minimizing abrupt stops and driver frustration, and directly mitigate the rear-end and red-light-running crashes that plague a High Injury Network route.
- Transit Signal Priority (TSP): Congestion is a vehicle problem; moving people is the solution. TSP gives buses (a high-capacity mode) a slight advantage at signals, making transit faster and more reliable. This makes it a viable alternative to driving, reducing overall vehicle demand on the corridor.
- Dynamic Message Signs (DMS) & Speed Feedback: These systems manage driver expectations and behavior. DMS can provide real-time incident alerts and travel times, reducing the frustration that leads to aggressive driving. Speed feedback signs are a proven countermeasure to calm traffic and address the high-speed crashes characteristic of an HIN.

Exhibit 5-11. Map of the Regional Safety Action Plan High Injury Network



As listed below in Exhibit 5-12, the 2024-2027 TxDOT Corpus Christi District Safety Plan includes traffic operations needs in the Corpus Christi MPO area.

Exhibit 5-12. Table of 2024-2027 TxDOT Corpus Christi District Safety Plan Projects

Traffic		
System Safey Measure	**Proposed Treatment**	**Description**
Traffic Signals	Traffic Signal Safety Improvements	Verify pole location provides unobstructed visibility, include black plates, review unprotected Left turns for Flashing Yellow Arrow
Traffic ADA Improvements	Review Crosswalk Signals	Upgrade push buttons to APS and pole location
Illumination	Upgrade Lighting to LED	Review lighting fixtures to upgrade from HPS to LED fixtures (Continuous & High Mast). Coordinate with Traffic Section.
	Add Intersection Safety Lighting	Review intersection crashes for safety lighting need
	Continuous Lighting	Review possibility to add continuous lighting
	Existing Illumination Condition	Check if existing lighting is in operational condition. Coordinate with Traffic.
ITS	CCTV	Install closed-circuit television (CCTV) cameras for remote monitoring of roadways and traffic signal intersections
	DMS	Install dynamic message signs (DMS) to proactively communicate with the traveling public, provide effective traffic information on-road, and online.
	Fiber Optic	Install fiber optic cable on Tier 1 roadways to connect ITS devices (DMSs and CCTVs).
Signage	Verify SHSD Compliance	Verify all signs are SHSD compliant; appropriate bases, location, reflectivity at night, size, spacing, regulatory/guide/warning/cultural type, and advance warning.
	Intersection Advance Warning	Review Advance warning to intersection approach and departure, lane assignement signage.
	Wrong Way Driver (Controlled Access Fatality)	Coordinate with Traffic Section for Wrong Way Driver treatments.
Barrier Reflectors	GF2 for MBGF; CTB Reflectors for CTB	Apply GF2 barrier reflectors for MBGF installation; Apply CTP reflectors for Concrete Traffic Barrier as per updated D&OM Standard sheets.
Curve Warning Devices	Advance Warning Signs	Verify existing advance curve warning signs or if any are needed as per TMUTCD, D&OM Standard Sheets, and Sign Crew Handbook. Consider transverse Rumble Strips for dense speed related crash incidents at curves.
	Add/Modify/Remove Delineators	Verify if delineators are needed, need replacement or need to be escalated to next treatment as per TMUTCD, D&OM Standard Sheets and Sign Crew Handbook.
	Add/Modify/Remove Object Markers	Verify if object markers are needed, need replacement or need to be escalated to next treatment as per TMUTCD, D&OM Standard Sheets and Sign Crew Handbook.

Construction – Work Zone		
System Safey Measure	**Proposed Treatment**	**Description**
Work Zone ITS	Temporary Queue Detection System Type 1 & 2	Smart Work Zone System Go/No-Go Decision Tool
Enforcement Lanes	Construction WZ	Provide lanes for lawn enforcement to use in construction work zones
Speed Reduction	Form 1204	Request for Regulatory Construction Speed Zone
	Form 1204M	Request for Maintenance Work Zone Speed Limits
Construction Phasing	Traffic Control Construction Phasing	If construction phasing is required, reviewed the construction phasing of the project in order to carefully reduce the impact on traffic operations during the construction as much possible.
Safety Contigency	Work Zone Safety	Improve work zone traffic controls as needed

There is a need, where traffic signal spacing supports platoon progression. In most cases, signals in the Corpus Christi Metropolitan Planning Area are running in free mode, which interrupts progression along a corridor. There have been discussions between the City and TxDOT regarding a Traffic Signal Maintenance Agreement, which would allow the City of Corpus Christi to operate and maintain TxDOT-owned traffic signals.

Section 6: Identify and Assess CMP Strategies

This CMP looks at performance from a systems perspective, not just one strategy, project or corridor. This means that these strategies are coordinated with others across multiple jurisdictions, agencies, and modes. The Corpus Christi MPO views the surface transportation network as a unified whole, making the various transportation modes and facilities work together and ultimately perform better. Some of these strategies involve coordination and collaboration among multiple stakeholders, such as federal, state, and local agencies, the first responder community, and the private sector to achieve interoperability. Other future strategies will involve AI, as described in TxDOTs 2025-2027 Artificial Intelligence Strategic Plan. Future use cases include "Smarter Signals, Smoother Journeys: TxDOT's AI-Powered Approach to Traffic Flow Management", "Building for Tomorrow's Needs: AI-Driven Traffic Analysis Guides TxDOT's Efficient Infrastructure Investments", "Data-Driven Routes, Reduced Delays: TxDOT Embraces AI to Enhance Traveler Experience and Efficiency", and "Minimizing Risks Through Real Time Data: TxDOT Optimizes Road Safety with AI-Powered Incident Analysis".

After the locations of congestion are identified and evaluated, specific improvement strategies are examined for relevance to each location. During the identification of appropriate improvement strategies, the following factors that affect the feasibility of the strategies are assessed: estimated cost, projected effectiveness, responsible agency, public and political response, and social, economic, and environmental constraints. For recurring congestion problems, improvement strategies are focused on decreasing the travel time index, V/C, and control delay. Strategies for non-recurring congestion problems are evaluated in terms of their ability to decrease crash rates, incident severity, or information available to travelers. Strategies are categorized into the four tiers shown in Exhibit 6-1. An overview of each Tier is described below and a more thorough look into each strategy is in Appendix A – CMP Toolbox of Strategies.

Exhibit 6-1. Table of Strategies to Reduce Congestion

Tier 1: Demand Management
Alternative work schedules
Carsharing programs
Parking cash-out programs
Parking management
Pedestrian & bicycle improvements
Policies/strategies for land use, zoning, or development
Ridesharing programs
Shuttle programs
Telework programs

Tier 2: Traffic Operations
AI-Powered Traffic Flow Management
Emergency management
Freight management
ITS technologies
Managed lanes
Ramp metering
Road weather management
Special event management
Traffic control devices
Traffic Incident Management (TIM)
Traffic management centers
Traveler information systems
Work zone management

Tier 3: Public Transportation
Dedicated transit rights-of-way
Enhanced access to transit
Fare pricing strategies
Improved transit services/amenities
Integrated Payment Systems
New transit services/amenities
Real-time transit information
Transit benefit programs
Transit signal priority

Tier 4: Roadway Improvements
Acceleration/deceleration lanes
Access management
Complete Streets
Construction of a new roadway
Geometric improvements
Innovative Intersection Improvements
Interchange improvements
Overpasses and underpasses
Road diets
Roadway widening
Traffic calming

TIER 1 – DEMAND MANAGEMENT

These strategies aim to reduce the amount of single occupancy vehicles using transportation infrastructure during the AM and PM peak hours. This strategy relies on policy changes to encourage behavior modifications among commuters, minimizing the need for additional infrastructure construction. Demand management is a relatively low-cost option that includes options such as telecommuting and flexible work hours to alter how and when commuters travel instead of changing the built environment. A limitation is that it is not implementable by the Corpus Christi MPO or Local Governments, it can only be encouraged and suggested to employers.

TxDOT's commitment to flexible work schedules is a model for other organizations. By reducing the number of vehicles on the road during peak hours, this program demonstrates a proactive approach to congestion management.

TIER 2 – TRAFFIC OPERATIONS

These strategies focus on improving the efficiency, safety, and reliability of the existing transportation system without adding new capacity. These operational improvements are aimed at both recurring and non-recurring congestion. A key non-recurring congestion strategy is implementing Transportation Incident Management (TIM). TIM is a planned and coordinated, multi-disciplinary process to detect, respond to, and clear traffic incidents as safely and quickly as possible. In These strategies optimize how traffic flows through infrastructure using technology, design, and coordination. They enhance the performance of roadways and intersections by managing traffic flow, reducing delays, and improving safety through operational improvements.

- A priority is updating the 2009 Traffic Signal Management (TSM) plan identified as a need in TxDOT Corpus Christi Districts' 2024 TSMO plan, and developing responses specific to the location of needs and strategies identified in this 2025 CMP, the 2025 Regional Safe System Plan, and other planning efforts. This TSM Plan will describe who is responsible for the operation, maintenance, and upgrade the traffic signal system. The TSM shall follow the guidelines established in:
  - the Texas Statewide TSMO,
  - and USDOT V2X
  - Corpus Christi District Regional ITS Architecture
  - Corpus Christi District TSMO
- A second priority is developing the Traffic Incident Management Plan discussed in TxDOTs documents and using the information gathered for the Corpus Christi MPO Regional Safety Action Plan and Regional Safe System Plan.

Install the bus signal preemption technology as identified in the Corpus Christi Regional Transportation Authority operations plan adopted in 2022 and refined during the update of the 2009 TSM.

TIER 3 – PUBLIC TRANSPORTATION

These strategies focuses on enhancing transit services to reduce reliance on sinle-occupant vehicles and improve overall system efficiency. They aim to improve the availability, reliability, accessibility, and attractiveness of transit services – such as buses, trains, ferries, and demand-responsive transit – to shift travel demand away from congested roadways.

TIER 4 – ROADWAY IMPROVEMENTS

These strategies are aimed at enhancing capacity, safety, and efficiency. These strategies are more capital-intensive and utilized only after operational or demand-side approaches have been shown to not work. They involve the construction, expansion, or redesign of road infrastructure to alleviate congestion, improve traffic flow, and accommodate future travel demand.

Each congested area has specific characteristics that benefit from certain improvements. While every category of strategies is not applicable for every situation, it is important to consider the alternatives when they are applicable. The goal of these strategies is to get the most performance out of the transportation infrastructure that exists. This requires knowledge, skills, and techniques to administer comprehensive solutions that can be quickly implemented at relatively low cost. This may enable transportation agencies to "stretch" their funding to benefit more areas and customers. Transportation System Management and Operations (TSMO) strategies also helps agencies balance supply and demand and provide flexible solutions to match changing conditions.

Effectively managing congestion over time requires a multi-faceted approach. Though roadway expansion increases capacity in the short term, this strategy induces Single Occupant Vehicle (SOV) travel demand for the treated corridor in the long-term and therefore should not be considered as a stand-alone solution. Longer-term congestion-management strategies include reducing transportation demand, often referred to as transportation demand management, and improving how the existing system operates using concepts from Transportation System Management and Operations (TSMO) planning.

IDENTIFYING STRATEGIES

The Regionally Significant Corridors in the Corpus Christi MPO area exhibit crash types, rates and densities that are primary candidates for integrated corridor management strategies, where a combination of enhanced monitoring, active traffic management, and targeted safety countermeasures can yield the highest return on investment. Interconnecting signals along a corridor will improve both the safety and efficiency of traffic flow. Modern systems use sensors and real-time data to adjust signal timing based on current traffic conditions, can preempt signals for emergency vehicles, prioritize movements with transit buses, and improve the safety of road crossings for Vulnerable Road Users (VRU). There are 3 considerations when interconnecting signals at the intersection of two Principal Arterials, specifically, determining which traffic flow should take precedence and at which times of day along and across corridors:

- First, and most critical, is setting the duration of green, yellow, and all-red phases for traffic traveling both along and across the corridors.
- Second, coordinating signals along and across corridors should allow for a "green wave," which improves traffic flow and reduces the number of unnecessary stops, thereby minimizing the potential for rear-end collisions.
- Third, using adaptive signal control technology (ASCT) and other intelligent transportation systems (ITS) is critical. These systems use sensors and real-time data to adjust signal timing based on current traffic conditions, which both mitigates congestion and improves safety.

Signals should be timed using optimization models that analyze factors including traffic volume and speed to safely get as many vehicles as possible through intersections. The improvements for adjusting the signals at intersections in bad weather estimate delays are reduced by up to 20 percent.

According to the Federal Highway Administration (FHWA), simply improving signal timing and phasing can lead to a significant reduction in crashes. In combination with signal backplates (the black border around the signal heads) and outlining them with retroreflective tape makes the signal more visible, day or night, and can reduce total crashes by 15-25%. Providing a protected-only left-turn phase (a green arrow) where conflicting left-turns are a problem is one of the most effective strategies, capable of reducing left-turn crashes by over 90%. For high-speed intersections, advanced dilemma zone detection systems have been shown to reduce red-light violations by over 50% and severe crashes by nearly 40%, proving their value in mitigating the most dangerous types of signal-related collisions.

ITS are most effective when supported by proven countermeasures that permanently remove risk from the roadway. The following FHWA Proven Safety Countermeasures are highly effective for these overlapping corridor:

- Access Management: This is critical. Constructing raised medians and consolidating driveways is the most effective way to improve both safety and mobility. Medians eliminate high-risk, angle-crash-causing left turns (addressing the HIN) while simultaneously reducing traffic "friction" and preserving flow (addressing the CMC).
- Innovative Intersections: At key intersections along the corridors, replace or enhance signals with one of the eight innovative intersections described in Chapter 14 of TxDOTs Roadway Design Manual. Innovative intersections use non-traditional methods to improve traffic flow at crossroads, leading to enhanced safety and operational performance. By reducing conflict points, innovative intersections typically improve operations by allowing traffic to flow more efficiently, improving Level of Service (LOS), travel time, and total vehicle throughput.

TxDOT have both statewide and district plans describing how they will utilize TSMO solutions. TSMO is a set of strategies that focus on operational improvements that can maintain and restore the performance of the existing transportation system before additional capacity is needed. The goal of TSMO is to maximize the performance of the existing transportation system, allowing transportation funding to benefit more areas and customers. However, TSMO is more than implementing Intelligent Transportation Systems (ITS) solutions. TSMO is a change in mindset on how to best optimize the safety, mobility, and reliability of the existing transportation system with limited resources. In 2022, the Executive Director of TxDOT issued a memo, highlighted below, stating the importance of traffic management systems (TMS) as cost-effective and efficient means to address safety, mobility, connectivity, maintenance, and emergency response across the state.

"…it is imperative that Traffic Management Systems (TMS) and operational improvements complement construction and maintenance program efforts. This includes ensuring that TMS is considered throughout the project lifecycle from inception through construction. Each district will be expected to ensure (1) TMS is included in each project's planning, development, design, construction, maintenance and operation, and (2) provide specific TMS projects where gaps exist between typical road and bridge projects."

The four program areas selected in the Corpus Christi District TSMO Plan for development of TSMO actions are: traffic signal management (TSM), traffic incident management (TIM), road weather management (RWM), and work zone (WZ) management (WZM).

"Studies around the country have shown that TSMO deployments provide benefit-cost ratio (BCR) between 10:1 to 22:1. The business case summary presented here illustrates the impacts and costs associated with congestion, safety, and the environment within the Corpus Christi region and highlights the potential benefits from TSMO deployments….hypothetical TSMO investments of $1 to $5 million would result in benefits to congestion and safety of $10 to $110 million.

Intelligent Transportation Systems

The Intelligent Transportation System (ITS) is the combination of technology, communications, data sharing, and partnerships to both operate roads more efficiently and to improve safety. Integrating technology and connectivity approach requires that technology works with many devices, users, vehicles, and infrastructure. Known as 'interoperable connectivity,' there are a diverse range of mobile, in-vehicle, and roadside technologies that must communicate among themselves. The Corpus Christi District adopted the TxDOT statewide Transportation Systems Management and Operations (TSMO) vision, mission, and goals and has developed specific objectives to address District-specific mobility and safety challenges. However, the District acknowledges that TSMO is more than the implementations of isolated, Intelligent Transportation Systems (ITS) solutions. TSMO is a mindset change in how to optimize the safety, mobility, and reliability of the existing transportation system with limited resources.

Corpus Christi District TSMO Program Plan was completed in February 2023. Corpus Christi District will implement the TSMO solutions listed in Exhibit 6-2 below. The Corpus Christi District also completed ITS Master Plan in April 2023, and currently working in conjunction with Corpus Christi MPO on the Corpus Christi District ITS Regional Architecture. Strategies included in the ITS Master Plan includes expansion of Traffic monitoring and coverage, traveler information, wrong way driver warning systems, and expanding the ITS communication network coverage. The ITS Gap Map in Appendix I has future projects for closing the gap along IH37 with eight DMSs and eight CCTVs for traffic monitoring.

EXISTING AND PRIOR TRAFFIC SIGNAL PLANS

The 2009 Traffic Signal Coordination Plan (2009 TSCP) shown below in Exhibit 6-2, was collaboratively developed by the Corpus Christi MPO, TxDOT CRP, and the City of Corpus Christi. It listed as recommendations to: complete a ring of fiber connections, upgrade traffic signal controllers and communications software, install additional video cameras, install systemwide traffic count locations, and install a centralized management software. The purpose of these were to "*...allow operators to access and quickly manipulate signal timings during incidents, hurricane evacuations, and/or high congestion periods.*" While these recommendations have not yet been implemented, in 2025 the City of Corpus Christi has taken steps to begin implementing a portion of the TSCP recommendations, as shown below in Exhibit 6-3. The 2009 TSCP also recommended that since "*...Many of the TxDOT traffic signals bisect existing City signal corridors. Therefore, it makes sense to incorporate these traffic signals into City signal corridors through a Signal Maintenance Agreement (SMA)... The funding transferred to the City through the SMA would provide these additional resources.*" While many of the traffic signals suggested for transfer in the 2009 TSCP have been incorporated into the City signal corridors, it is unclear if the additional resources mentioned have been provided, especially as they relate to the National Highway System corridors and the on-going Federal Highway funding available for these routes.

The Corpus Christi District of TxDOT adopted the District TSMO Program Plan in February 2023. This Plan states that "*TSMO is more than the implementations of isolated, champion-driven Intelligent Transportation Systems (ITS) solutions. TSMO involves a mindset change to determine the best way to optimize the safety, mobility, and reliability of the existing transportation system with limited resources through projects during planning, design, construction, and maintenance.*" Due to cell modem configuration changes, many of TxDOT CRP Districts 195 signals are not yet configured for remote communications are not currently able to communicate. AT&T is working on a solution in coordination with TXDOT. While the location of improvements within the Corpus Christi MPO area is not clear, the CRP District TSMO Plan went on to identify as a priority, obtaining iCloud based Centracs for communicating with 165 traffic signals using cell modems to connect with field Econolite's Cobalt controllers with EOS firmware. Approximately 100 traffic signals in the CRP District are currently undergoing cell router reconfiguration script (upgrade) to be integrated with Centracs for: remote monitoring, accessing controller for optimizing timing and troubleshooting cellular communication systems. An additional 75 traffic signals are ready to be integrated with Centracs for remote monitoring, accessing controller for optimizing timing and troubleshooting via cellular communication. In the CRP District TxDOT operates; 10 traffic signals that are connected with fiber optic cable and an additional 15 are programmed to be connected as part of current projects. The CRP District ITS network includes 16 miles of single-mode fiber optic cable that is used to communicate with ITS field devices. Some of this cable is within the Corpus Christi MPO area. The CRP District has four miles of single mode fiber optic cable are currently under construction and 12 miles which will be installed with the Driscoll Relief Route Construction project.

The Corpus Christi District also has a 5.5 mile project programmed in the UTP that Let in November 2024 that may be in the Corpus Christi MPO area.

Exhibit 6-2 depicts the locations of traffic signals in the Corpus Christi Metropolitan Area, and Exhibit 6-3 (page 6-4) shows the location of the initial signals that the City of Corpus Christi will upgrade as part of implementing a version of the recommendations in the 2009 Traffic Signal Coordination Plan. This 2-phase process has sixty-one (61) intersections funded in 2026, and sixteen (16) funded in 2027.

Exhibit 6-2. Map of 2009 Signal Improvements by Phase

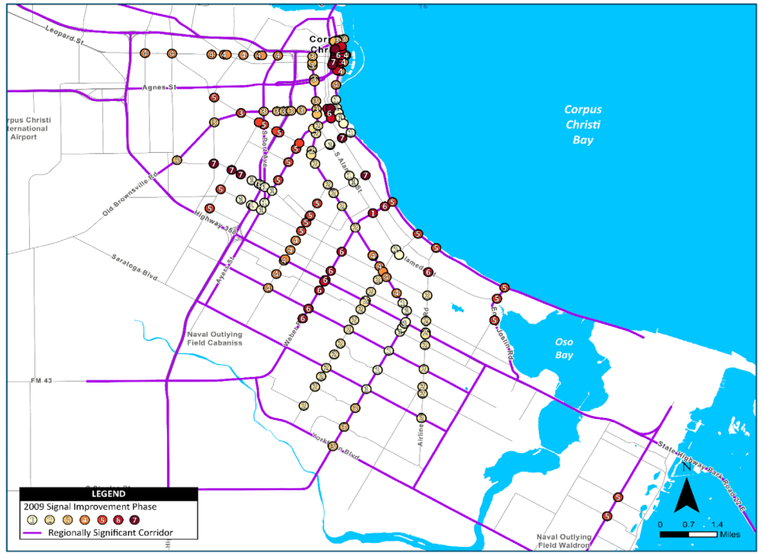
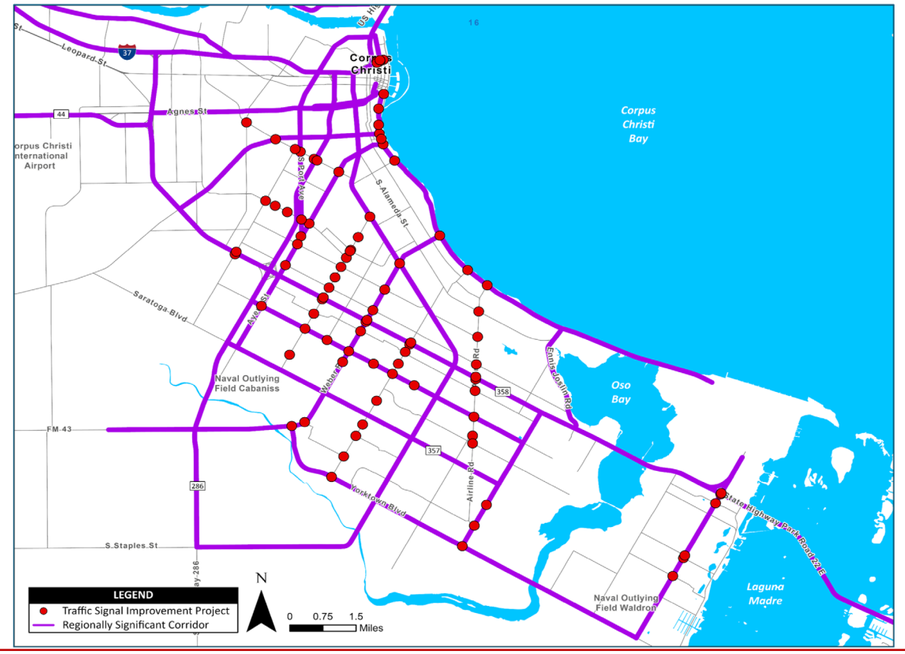


Exhibit 6-3. Map of Corpus Christi Traffic Signal Improvement Projects for 2026 and 2027



The Corpus Christi District of TxDOT has some ITS equipment within the Corpus Christi MPO area. This includes existing fiber optic cable. Fiber optic cable is the preferred and most reliable method of communicating among ITS equipment. There are 10 signals currently operating using fiber, with an additional 15 planned. It is unknown how many of these are within the Corpus Christi MPO area. The Corpus Christi District Safety Plan states that fiber will be installed along all Tier 1 Roads to connect ITS devices (DMSs and CCTVs).

In addition to fiber, the Corpus Christi District uses 185 cell modem devices, although 100 signals are getting reconfigured into Centracs, and an additional 75 are ready to be added, but have not been. It is anticipated that these will be completed so that remote monitoring and accessing the controller for optimizing timing and troubleshooting cellular communications can occur, although there is no timeframe for this available.

There are approximately 20 CCTV cameras that are operational in the region, with a similar amount proposed or inoperative due to construction. CRP District of TxDOT is planning to add a Digital Message Sign to PR 22, SH 286, and SH 358 at SH 44.

TRANSIT TRAFFIC SIGNAL PRIORITY PLANNING

The key advantage of Transit Signal Priority (TSP) is its ability to significantly enhance public transit efficiency and reliability. By operates within the signal's existing cycle structure, TSP grants priority to buses at signalized intersections—either by extending a green light or shortening a red light—TSP directly reduces transit vehicle delay. This improves speed and consistency, lowers operating costs, improves on-time performance, and makes public transit a more attractive and competitive travel option for commuters.

The most effective TSP involves actively detecting a transit vehicle (via GPS/AVL systems and roadside receivers) and altering the signal timing based on real-time conditions (like whether the bus is running late). The two most common active strategies are Green Extension (Holding a Green Light) and Red Truncation (Shortening a Red Light). Exhibit 6-4 (page 6-6) shows the traffic signals recommended for Transit Signal Priority upgrades, the CMP Corridors in light blue, and the congested, but non-CMP Corridors in dark blue.

EMERGENCY SIGNAL PREEMPTION

Emergency Vehicle Preemption (EVP) is a specialized traffic management strategy that suspends and replaces the normal operation of signalized intersections to grant immediate, guaranteed passage to an approaching emergency response vehicle (e.g., fire, ambulance, or police). This is typically achieved through communication between a transmitter or On-Board Unit (OBU) in the emergency vehicle and a receiver at the traffic signal controller. GPS based systems are the most advanced and can communicate location, speed, and direction to either a central or intersection-based traffic management system. A centralized traffic management system overcomes line-of-sight issues and allows for more intelligent, dynamic signal changes that can be routed across multiple intersections.

Upon receiving an authenticated preemption request, the traffic signal controller rapidly executes a preemption sequence: safely terminating the conflicting traffic phases (yellow, all-red clearance intervals maintained) and immediately displaying a green light for the emergency vehicle's direction of travel. Once the emergency vehicle clears the intersection, the signal then safely transitions out of preemption and returns to its normal timing plan, including any coordination with adjacent signals, through a recovery period.

Implementing Emergency Vehicle Preemption provides critical advantages for public safety and traffic flow. The primary benefit is a significant reduction in emergency response times, as it eliminates the need for emergency vehicles to slow down or stop at congested intersections, thus facilitating a faster route to the incident scene—a factor that can be lifesaving. Furthermore, EVP dramatically enhances safety by minimizing the risk of severe collisions at intersections, which are statistically the most dangerous locations for emergency vehicle operations, protecting both first responders and the general public. By clearing the path, it reduces confusion and forces conflicting traffic to safely stop, thereby improving the overall efficiency and reliability of the emergency response infrastructure.

Deploying Emergency Signal Preemption is significantly more effective when deployed at every signal. A phased approach is often needed for fiscal reasons, and in these cases, deployment around trauma centers, as shown below in Exhibit 6-5 (page 6-7), is recommended.

National V2X Deployment Locations

The V2X Plan will "Deploy interoperable V2X connectivity using the dedicated 5.9 GHz spectrum and other available spectrum through collaboration and coordination across federal government, the public sector, and private industry." The implementation targets of the V2X Plan is by 2034 include having V2X fully deployed on the National Highway System. Signalized intersections on the National Highway System in the Corpus Christi MPO are shown below in Exhibit 6-6 (page 6-8). These locations overlap with several intersections that the City of Corpus Christi will upgrade in 2026 and 2027. Further collaboration is warranted.

Exhibit 6-4. Map of Planned Transit Traffic Signal Priorities

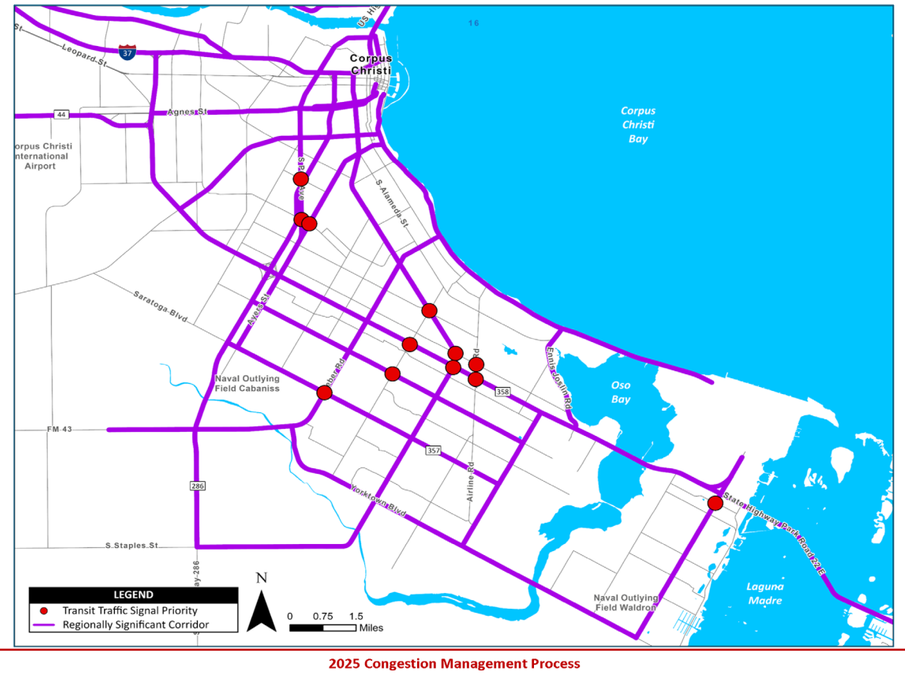


Exhibit 6-5. Map of An Example of Possible Emergency Signal Preemptions

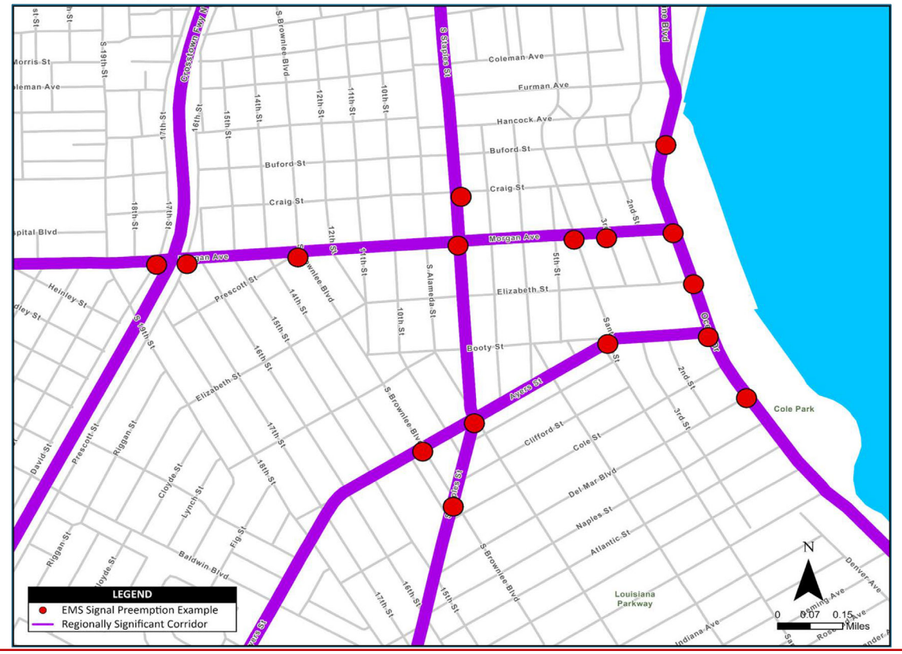
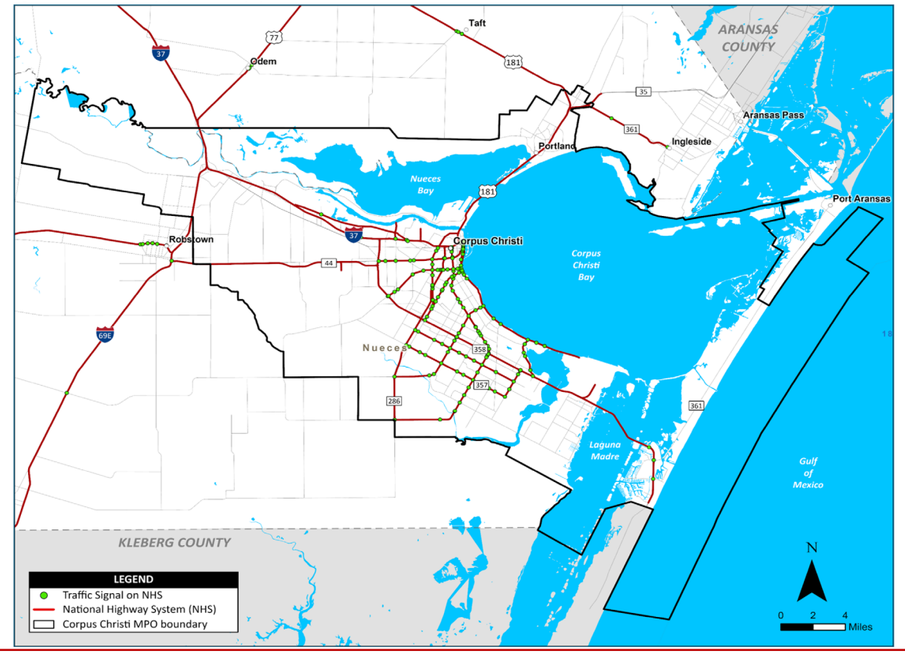


Exhibit 6-6. Map of Traffic Signals on the National Highway System for V2X Deployment



TxDOT TSMO Plan Programs and Projects

The Corpus Christi District of TxDOT operates and maintains a host of ITS devices within its rights-of-way. The primary function of these systems is to help operate system safety for traveling public and assist the district during any weather event. The Corpus Christi District is currently about 70% complete in terms of an estimated ITS build-out. The TxDOT statewide and District TSMO and ITS plans approach these strategies as highly cost-effective and efficient alternative to traditional infrastructure implementation, explicitly stating that traffic signal coordination, incident management, and deploying smart technology—are "*relatively low in cost, can be implemented faster, and have higher benefit-cost ratios compared to projects adding roadway capacity.*" The business case for optimizing the existing transportation network is very strong, because simply "*adding capacity alone does not solve*" modern safety and mobility challenges. TSMO is a way to improve performance "*at a lower cost compared to more expensive capacity building projects.*" Implementing the Corpus Christi District TSMO Plan will require dedicating some revenues that have traditional been used for roadway construction into operations. However, based on numerous studies these investments are both more cost efficient and cost effective, with benefits spread to a much greater number of travelers.

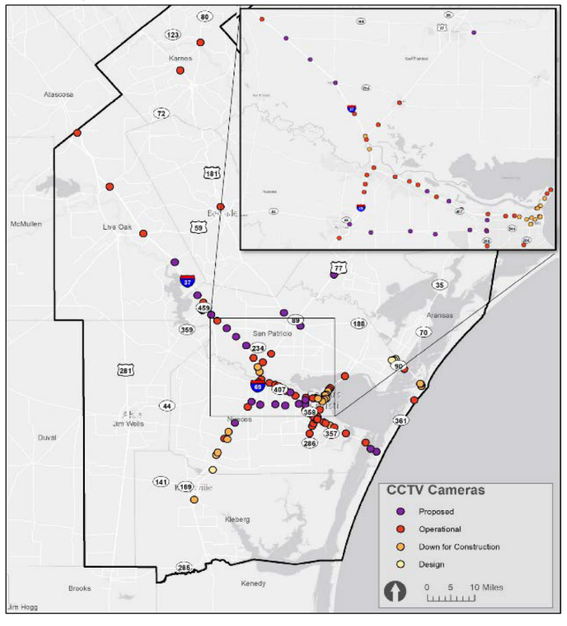
Exhibit 6-7. Infographic of TxDOT Corpus Christi District TSMO Strategy



Expand Traffic Information, Monitoring & CCTV Camera Coverage

This program will improve camera coverage for traffic operations, including incident verification, response preparation, traffic management awareness, special events monitoring, and weather conditions monitoring. Current locations of CCTV camera sites were influenced from the lessons learned from Hurricane Harvey, especially those along I-37 towards San Antonio. In addition, the District will install PTZ cameras at each traffic signal on a TxDOT roadway within a year through the RMC project and the Division Traffic Signal Upgrade project. However, there are still locations that are outside of CCTV camera coverage. Expanding coverage would give the District better situational awareness when managing traffic during regular or emergency conditions. According to the 2022 CRP TSMO Plan, the three-year implementation schedule means that the approximate timeframe for deploying these cameras is 2026 or 2027.

Exhibit 6-8. Map of TxDOT CCTV Plan

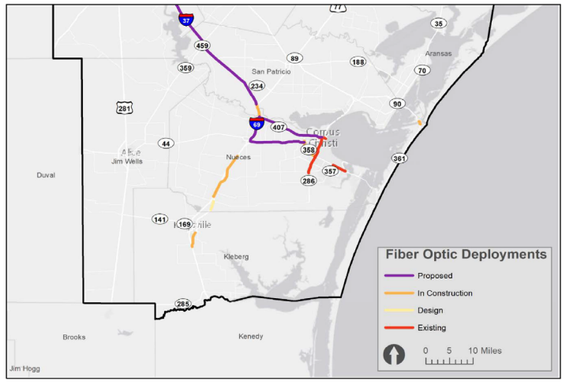


Investing in Dynamic Message Signs (DMSs) coverage will enable display of valuable information about traffic conditions, travel times, detours, special events, construction, and road incidents. DMSs are used to inform drivers of a wide range of information. This includes incidents, travel restrictions, detours, special events, road conditions, emergency alerts, and other driver advisories or travel information. DMSs are essential for traffic operations due to their ability to quickly alert motorists of a problem ahead and provide an alternate route. While the District has DMSs deployed at 37 locations, expanding coverage would allow CRP to post messages in more locations and reach more drivers. According to the 2022 CRP TSMO Plan, the three-year implementation schedule means that the approximate timeframe for deploying these cameras is 2026 or 2027.

Expand ITS Communications Network Coverage

Among various types of communication mediums, fiber optic cable provides the highest bandwidth among current communications technologies and is extremely useful for ITS applications where large amounts of data are transmitted, such as traffic video. This technology also offers low attenuation, meaning cable runs can be quite long (up to 40+ miles) before amplification is required. While the district already has several miles of fiber optic cable deployed and a vision of the coverage of the fiber network, connecting these separate deployments would provide further benefits to the District's ITS communication network. According to the 2022 CRP TSMO Plan, the three-year implementation schedule means that the approximate timeframe for deploying these cameras is 2026 or 2027.

Exhibit 6-9. Map of TxDOT Fiber Optic Deployment Plan



Expand Wrong Way Driver (WWD) Warning Systems

According to FHWA, WWD crashes tend are more severe than other types of crashes because they typically involve both high speeds and head-on collisions. According to the Central Texas Regional Mobility Authority's 2020 Innovation Brief report "Tackling Wrong Way Driving", there are approximately 30 people killed each year in Texas due to WWD crashes. The TxDOT CRIS data shows that between 2017 to 2019 in the Corpus Christi District there were 38 wrong-way driving crashes and about 6 of these resulted in fatalities. Wrong-way driver detection and warning systems are typically comprised of three components: 1) detectors (which may include video image, thermal cameras, microwave radar units, or inductive loops), 2) notification methods (which may be optional depending on the communications capabilities of the system), and 3) warning methods. According to the 2022 Corpus Christi District TSMO Plan, the four-year implementation schedule means that the approximate timeframe for deploying these cameras is 2027 or 2028.

Implement Roadway Flood Warning System

Texas leads the nation in flood-related deaths, with the majority of those deaths caused by motorists driving through moving water. In addition, flash flooding is the leading cause of weather-related deaths in Texas. It is important to note that 18-24 inches of moving water can sweep away truck, while 6 inches can sweep a small car. Since it is impractical to raise/remove all low water crossings in the District, there is a need for low-cost and effective traveler information systems to warn drivers of these risks. all designed to achieve two primary goals: to warn motorists they are approaching hazardous road flooding conditions by activating warning beacons, and to notify TMC staff of the flooded roadway condition so action can be taken. The roadside equipment of a typical system is composed of a water level and velocity sensor connected to an ITS cabinet (also called a flood gauge), and warning equipment upstream of the crossing. The ITS cabinet houses electronic components such as communications equipment, a measurement processing unit, flashing beacon actuators, and a solar controller and batteries. The warning equipment is typically a solar powered flashing beacon activated by the water sensor through wireless communications. The WX03 – Spot Weather Impact Warning ARC-IT Service Package will alert drivers to unsafe conditions or road closure at specific points on the downstream roadway as a result of flood conditions. The service packages is designed to use standalone weather systems to warn drivers about inclement weather conditions that may impact travel conditions. Real time weather information is collected from fixed environmental sensor stations and processed to determine the nature of the warning to be delivered to drivers via roadway signage or any other traveler information system such as public websites. According to the 2022 CRP TSMO Plan, the three-year implementation schedule means that the approximate timeframe for deploying these cameras is 2026 or 2027.

CONNECTED ROADWAY CLASSIFICATION SYSTEM

The Connected Roadway Classification System (CRCS) is a framework developed by the American Association of State Highway and Transportation Officials (AASHTO) through the National Cooperative Highway Research Program (NCHRP) to help state DOTs and MPOs prepare for connected and automated vehicles (CAVs). The TxDOT TSMO Strategic Plan lists "Conduct Connected Roadway Classification System (CRCS) Analysis to Prepare for CAT" as a formal strategy. This strategy identifies corridors where deployments of "smart" signals will have the most impact. The Corpus Christi MPO's regional TSMO and Congestion Management Process is cognizant of, and aligned with, the TxDOT TSMO Strategic Plan and CAT Strategic Plan. Conducting a Connected Roadway Classification will provide a consistent, Texas-specific, methodology to assess infrastructure readiness and ensure regional CAT/CAV (Connected and Automated Vehicle) planning efforts are complementary to, and integrated with, state-level initiatives.

Conducting a CRCS will determine why corridors are, or are not, ready to support next-generation TSMO investments. The CRCS framework will rank corridors based on their readiness and potential to support CAT applications, allowing deployment of the limited funds to corridors where they will yield the highest operational benefits. The CRCS process will identify how the condition and capabilities of specific assets (e.g., pavement markings, roadway signs, type and condition of communications hardware) directly impact future operational, reliability, and safety performance targets in a partially automated environment.

Section 7: Program and Implement CMP Strategies

This Section answers the question, "How and when will solutions be implemented?" The strategies listed here are included in the MTP. It is during the UTP and TIP processes that the funding sources and prioritizing investments to corridors, and ultimately, implementing these strategies will occur. Effectively managing and even mitigating congestion in Corpus Christi Metropolitan Planning area requires a multilevel, multi-jurisdictional approach. Though the recommendations highlighted in the Congested Corridor profiles fall generally to the parties identified as responsible for each Corridor, the Corpus Christi MPO must still play an active role in ensuring the 2025 CMP is fully incorporated into: the region's 25-year Metropolitan Transportation Plan, the TxDOT 10-year Unified Transportation Plan, and the Corpus Christi 4-year Transportation Investment Program. Additionally, some strategies fall outside of the purview of the either the Corpus Christi MPO or the Corpus Christi MPO's planning partners. For instance, efficient land-use and development planning were not included as part of corridor recommendations. However, effective congestion mitigation must include these Tier 1 Strategies. Finally, many strategies fall to private organizations, including telecommuting policies and the provision of incentives for using alternative transportation modes. This CMP Implementation Plan enumerates recommended action steps for ensuring the 2025 CMP is implemented to the fullest extent practicable, providing the greatest possibility for an efficient and effective transportation network for the region now and into the future.

Given that the region's need for transportation investments is greater than available funding, it is important to prioritize investments that provide the most benefit to the region in terms of regional goals and objectives. This analysis provides a systematic methodology for evaluating and ranking individual projects in the development of a financially reasonable MTP and a fiscally constrained UTP and 4-year TIP. Identifying the recommended set of strategies to address congestion is federally mandated and is an integral part of the CMP. A well-rounded suite of strategies must include:

- Strategies to preserve the condition of the existing transportation system
- Strategies to improve system performance through operation and management
- Strategies to promote non-vehicular mode
- As a last resort, strategies to add roadway capacity
- Public transportation strategies that enhance access to and the effectiveness of transit.

Exhibit 7-1. Tables of Funding for Installation, Upgrade, Operations and Maintenance of Traffic Signals

POTENTIAL SOURCES OF FUNDING

Examples include: Transit operations strategies, capacity strategies such as reserved transit travel lanes and strategies to facilitate first and last mile access to transit by active modes (bicycling and walking). Currently, ITS and traffic signal projects in the Corpus Christi District are funded using Categories 1, 4, 8, 11, and District Maintenance (13023 and 13045). The Corpus Christi MPO will evaluate these projects for use of Category 2 and Category 7 funding. These funding categories are described below. TxDOT Appendix F – "September 2023 Traffic Management System Status Report" has a list of Corpus Christi District projects in the UTP that includes ITS related elements to "Closing the Gap" projects and expenditures to improve system safety in our district.

FUNDING CATEGORY 1 - Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. **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. **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.	Funding is allocated to each TxDOT district based on the following formulas: **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 **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 **See Table Note below.**	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.

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 Texas Transportation Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion or any other relevant factors.

FUNDING CATEGORY 2 - Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
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.	Each MPO shall receive an allocation of Category 2 based on the following formula: **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 **Category 2 Urban (2U)** Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). **Distribution Formula:** 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	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

FUNDING CATEGORY 3 – Non-Traditionally Funded Transportation Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, 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). Common project types include new-location roadways, roadway widening (both freeway and non-freeway) and interchange improvements.	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 Texas Transportation Commission action. These funds are not part of the Planning Cash Forecast 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.	Projects are determined by state legislation, Texas Transportation Commission-approved minute order or local government commitments.

FUNDING CATEGORY 4 – Statewide Connectivity Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
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: • Texas highway Trunk System • National Highway System (NHS) • Connections to major seaports or border crossings • National Freight network • Hurricane evacuation routes The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types: • 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	**Category 4 Rural Connectivity** Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis. **Category 4 Urban Connectivity** Funds distributed using the same formula as Category 2	TxDOT districts select rural projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select urban projects in consultation with MPOs using a similart prioritization process.. All Category 4 funding must be authorized by the Texas Transportation Commission.

FUNDING CATEGORY 7 – Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as 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.	TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.	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.

FUNDING CATEGORY 8 – Safety

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
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. The Highway Safety Improvement Program (HSIP) is a federal aid program administered by the TxDOT 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, 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. **Railway-Highway Crossings Program (RHCP)** The Railway-Highway Crossings Program provides funds for the elimination of hazards at public railway-highway at-grade crossings. **Systemic Widening Program (SSW)** Statewide program to fund the widening of high-risk narrow highways on the state highway system.	Category 8 funding is allocated to TxDOT's Traffic Safety Division, which distributes the funds proportionally to the districts using a set of formulas that consider crash frequency, among other factors. **RHCP** funding is allocated to TxDOT's Rail Division, which selects projects statewide.	**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. **RHCP** Project selection is based on formula derived under a research project completed in 2013. This formula evaluates passive and active crossings separately, and analyzes approximately 10-15 data points for every open, public, railway-highway at-grade crossings statewide.

FUNDING CATEGORY 9 – Transportation Alternatives Set-Aside Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 9 handles the federal Transportation Alternatives (TA) set-aside program. These funds may be awarded for the following activities: Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including 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.	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. Regarding fund distribution, 41% of these funds are designated for statewide flexible use and the other 59% are distributed by population. TA project eligibility is determined by TxDOT, MPOs and Federal Highway Administration (FHWA). All TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.	Funds allocated to statewide use, as well as communities with populations below 200,000, are administered by TxDOT's Public Transportation Division through a competitive process. In addition, for urbanized areas with population over 200,000 (TMAs), MPOs also select projects through independent competitive calls for projects, in consultation with TxDOT.

FUNDING CATEGORY 10 – Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 10 addresses a variety of transportation improvements through the following sub-programs: **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. **Carbon Reduction Program (CBN)** Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. Eligible projects include traffic management operations, congestion reduction technology, truck parking, energy efficient streetlights, and options to reduce congestion using alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared or pooled vehicle trips. **Federal Lands Access Program (FLAP)** Addresses transportation facilities located on, are adjacent to or provide access to federal lands. **Ferry Program** Projects address the construction and capital maintenance and rehabilitation of ferry boat facilities along the Texas coast **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. **Intelligent Transportation Systems** Improve Traffic Asset Management and Device Monitoring for better security controls.	**ADA** Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps. **CBN** Carbon Reduction funding is allocated to urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as urban areas) and small area populations under 50,000. A portion of the funds is designated for statewide use while the remainder is allocated to the different population areas above. **FLAP** 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. **Ferry Program** Allocated to TxDOT's Maintenance Division, which selects projects in the Houston and Corpus Christi districts. **Green Ribbon Program** Per Rider 15, 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. **Intelligent Transportation Systems** Allocated to various TxDOT divisions, which select projects statewide. **Landscape Incentive Awards** Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful awards program.	**ADA** projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division. For **CBN**, statewide funds, along with funds distributed to areas with populations of between 5,000 and 49,999, and areas with populations of less than 5,000 are administered by TxDOT's Transportation Planning and Programming Division. Districts and MPOs are responsible for administering project selection for funds distributed to urbanized areas with populations of over 200,000 and areas with populations of between 50,000 and 200,000. For **FLAP**, project applications are scored and ranked by the PDC. Projects selected under FLAP are managed by TPP. **Ferry Program** projects are ranked based on level of need and selected by TxDOT's Maintenance Division in coordination with the districts. **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. **Intelligent Transportation Systems** projects are selected and managed by TxDOT's various divisions.

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
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. **Railroad Grade Crossing Replanking Program** Replacement of rough public railway-highway at-grade crossing surfaces on the state highway system. **Railroad Signal Maintenance Program** Financial contributions to each railroad company in the state for signal maintenance. **Safety Rest Area/Truck Parking** This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system. **Seaport Connectivity** Improves connectivity, enhances safety and relieves congestion in communities around the state's maritime ports. **Supplemental Transportation Projects (Federal)** Federal discretionary and congressional high-priority projects. **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.	**Railroad Grade Crossing and Replanking Program** Condition of crossing's riding surface and benefit to cost per vehicle using crossing. **Railroad Grade Crossing Replanking Program** Allocated to TxDOT's Rail Division, which selects projects statewide. **Railroad Signal Maintenance Program** Allocated to TxDOT's Rail Division, which distributes to railroads statewide. **Safety Rest Area/Truck Parking** Allocated to TxDOT's Maintenance Division, which selects projects statewide. **Seaport Connectivity** Allocated to the TxDOT's Maritime Division, which coordinates a competitive project call process. **Supplemental Transportation Projects (Federal)** Directed by federal legislation. **TPWD** Per Rider 21(c), funding is distributed as a statewide allocation.	**Landscape Incentive Awards** are managed by the TxDOT Design Division. **Railroad Grade Crossing Replanking Program** Projects are identified and prioritized by each district. All projects are selected based on condition of railway-highway at-grade crossing's riding surface. In addition, projects other than district's first priority are selected based on benefit to cost per vehicle using crossing. **Railroad Signal Maintenance Program** Distributions are determined based on number of active public at-grade railway-highway crossings on the state highway system and type of active devices present at each crossing. **Safety Rest Area/Truck Parking** projects are selected and managed by TxDOT's Maintenance Division. **Seaport Connectivity** projects are scored and recommended through a competitive call for projects managed by TxDOT's Maritime Division. Selection is made by the Port Authority Advisory Committee before being recommended to the Texas Transportation Commission for approval. The **TPWD** selects State Park Road projects in coordination with TxDOT districts.

FUNDING CATEGORY 11 – District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
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 (nonfreeway). **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. **District Safety** District discretionary funds for stand-alone 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. **Energy Sector** Safety and maintenance work on state highways impacted by the energy sector. **Border State Infrastructure Funding** Rider 11(b) funding is distributed to the three TxDOT districts with international land port of entry (Pharr, Laredo, and El Paso) for projects that facilitate traffic, improve efficiency of border inspection and security processes at land 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. Rider 11(C) funding is distributed to three TxDOT districts with international border crossings (Pharr, Laredo and El Paso). Projects must be located within 60 miles of an international border crossing and recommended to the Texas Transportation Commission by the Border Trade Advisory Commission. **Construction Cost Overruns/Change Order** Provides additional funding for costs that are realized at letting and during construction.	**District Discretionary** A minimum of $2.5 million is allocated to each TxDOT district, per legislative mandate. The following formula is used to distribute additional funds beyond this amount as applicable: 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. **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 **Energy Sector** Allocation formula based on the following weighted factors: 40% Average (3-year period) pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% volume of oil and gas waste injected **Border State Infrastructure Funding** Rider 11(b) and Rider 11(c): Under a provision in the Fixing America's Surface Transportation Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo and El Paso. **Construction Cost Overruns/Change Order** Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety or mobility needs. The Texas Transportation Commission allocates funds through a formula allocation program. The Texas Transportation 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. **Border State Infrastructure Funding Project** TxDOT districts (Pharr, Laredo and El Paso) identify projects that fulfill Rider 11(b) or Rider 11(c) and are approved by the TxDOT Transportation Planning and Programming Division. **Construction Cost Overruns/Change Order** TxDOT districts identify projects and a governance committee provides approval.

FUNDING CATEGORY 12 – Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 12 addresses projects with specific importance to the state, including those that improve: • Congestion and connectivity • Economic opportunity • Energy sector access • Border and port connectivity • Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report • The ability to respond to both man-made and natural emergencies Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	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. **Texas Clear Lanes** Texas Clear Lanes is a subset of Category 12 projects that are prioritized by TxDOT (in collaboration with the MPOs) in the state's five largest 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).	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.

REGIONALLY SIGNIFICANT CORRIDOR NETWORK PRIORITIZATION

Roadways are the backbone of the transportation system in the Corpus Christi MPO. Buses, freight vehicles, and individuals in private cars all rely on the roadway network. In addition, bike lanes and sidewalks along roadways provide a significant majority of the regional bicycle and pedestrian infrastructure. For the roadway component of the CMP, the Corpus Christi MPO prioritized the regionally significant corridor network into two tiers:

Tier 1 -- The highest priority are the Interstates and other roadways designated as the Strategic Highway Network, the National Freight Network, and other National Highway System (NHS) routes. All of these facilities are included in the National Performance Management Research Data Set (NPMRDS) and TxDOTs Congestion Management Process Assessment Tool (COMPAT). These data sets are provided to MPOs without cost and used to report on the federal performance measures.

Tier 2 -- The second tier includes additional state highways, arterials, and collector roads that are outside the scope of the NPMRDS and NHS. Data regarding this set of roadways are purchased from third party vendors.

Exhibit 7-2 (page 7-7) shows the Regionally Significant Corridors (CMP network) as classified by the prioritized tiers described above.

Exhibit 7-3 (page 7-8) lists a table of all Regionally Significant Corridors and their corridor limits.

Exhibit 7-2. Map of Regionally Significant Corridors by Tier

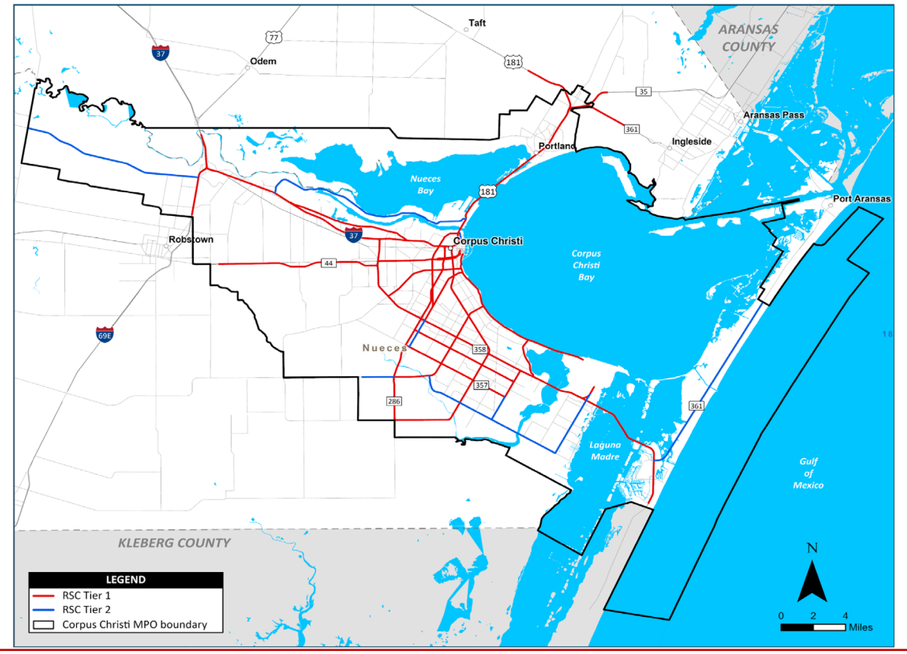


Exhibit 7-3. Table of Regionally Significant Corridors by Tier

Tier 1 Corridors			
RSC ID	**Road**	**From Limit**	**To Limit**
RSC-001	I-69E	CR 48 Exit	I-37
RSC-002	I-37	I-69E	Nueces River
RSC-003	I-37	I-69E	Exit 9 Sign
RSC-004	I-37	Exit 9 Sign	SH 358
RSC-005	I-37	SH 358	US 181
RSC-006	US 181	I-37	US 181 / E Causeway Blvd Ramp
RSC-007	US 181	US 181 / E Causeway Blvd Ramp	Houston St.
RSC-008	US 181	Houston St.	CR 3667
RSC-009	SH 35	US 181	4th St.
RSC-010	Up River Rd.	I-37	I-37
RSC-011	SH 358	I-37	SH 286
RSC-012	SH 358	SH 286	S. Staples St.
RSC-013	SH 358	S Staples St.	NAS Ramp
RSC-014	PR 22	NAS Ramp	Aquarius St.
RSC-015	SH 358 / NAS Dr.	NAS-CAD Ramp	NAS Gate
RSC-016	Holly Rd.	SH 286	Weber Rd.
RSC-017	Holly Rd.	Weber Rd.	S. Staples St.
RSC-018	Holly Rd.	S. Staples St.	Rodd Field Rd.
RSC-019	Saratoga Blvd.	SH 286	Weber Rd.
RSC-020	Saratoga Blvd.	Weber Rd.	S. Staples St.
RSC-021	Saratoga Blvd.	S. Staples St.	Rodd Field Rd.
RSC-023	FM 43	SH 286	Yorktown Blvd.
RSC-024	Weber Rd.	Yorktown Blvd.	Saratoga Blvd.
RSC-025	Weber Rd.	Saratoga Blvd.	Holly Rd.
RSC-026	Weber Rd.	Holly Rd.	SH 358
RSC-027	Weber Rd.	SH 358	S Staples St.
RSC-028	Doddridge Rd.	S. Staples St.	Ocean Dr.
RSC-029	Rodd Field Rd.	Saratoga Blvd.	Holly Rd.
RSC-030	Rodd Field Rd.	Holly Rd.	SH 358
RSC-031	Ennis Joslin Rd.	SH 358	Ocean Dr.
RSC-032	PR 22	Aquarius St.	Commodore St.
RSC-033	PR 22	Commodore St.	Whitecap Blvd.
RSC-034	PR 22	Whitecap Blvd.	Sea Pines Dr.
RSC-035	N. Staples St.	Antelope St.	Agnes St.
RSC-036	S. Staples St	Laredo St.	Morgan Ave.
RSC-037	S. Staples St	Morgan Ave.	Six Points
RSC-038	S. Staples St	Six Points	Baldwin Blvd.
RSC-039	S. Staples St	Baldwin Blvd.	Weber Rd.
RSC-040	S. Staples St	Weber Rd.	SH 358
RSC-041	S. Staples St	SH 358	Holly Rd.
RSC-042	S. Staples St	Holly Rd.	Saratoga Blvd.
RSC-043	S. Staples St	Saratoga Blvd.	Yorktown Blvd.
RSC-044	S. Staples St	Yorktown Blvd.	Kitty Hawk Dr.
RSC-045	S. Staples St	Kitty Hawk Dr.	SH 286
RSC-046	Old Brownsville Rd.	SH 358	Airport Rd.
RSC-047	Morgan Ave	Airport Rd.	S Port Ave.
RSC-048	Morgan Ave	S Port Ave	SH 286
RSC-049	Morgan Ave	SH 286	S Staples St
RSC-050	Morgan Ave	S Staples St	Ocean Dr
RSC-053	Ayers St	SH 358	Six Points
RSC-054	Ayers St	Six Points	Ocean Dr
RSC-057	SH 44	CR 24	SH 358
RSC-058	Agnes St	SH 358	S Port Ave
RSC-059A*	Agnes St	S Port Ave	SH 286 Frontage SB
RSC-059B*	Laredo St	SH 286 Frontage SB	S Port Ave
RSC-060A*	Agnes St	SH 286 Frontage NB	S Staples St
RSC-060B*	Laredo St	S Staples St	SH 286 Frontage NB
RSC-061	SH 286	FM 2444	SH 286 On Ramp
RSC-062	SH 286	SH 286 On Ramp	SH 358
RSC-063	SH 286	SH 358	I-37
RSC-065	S Port Ave	Ayers St	SH 286
RSC-066	S Port Ave	SH 286	Morgan Ave
RSC-067	S Port Ave	Morgan Ave	Agnes St
RSC-068	N Port Ave	Agnes St	Hirsch St
RSC-070	Ocean Dr	Morgan Ave	Doddridge St
RSC-071	Ocean Dr	Doddridge St	Ennis Joslin Rd
RSC-072	Ocean Dr	Ennis Joslin Rd	Sand Dollar Blvd
RSC-073	Ocean Dr	Sand Dollar Blvd	NAS Gate
RSC-074	I-37	US 181	N Shoreline Blvd
RSC-075A*	Agnes St / N Chaparral St	S Staples St	Coopers Alley
RSC-075B*	N Mesquites St / Laredo St	Lomax St	S Staples St
Tier 2 Corridors			
RSC ID	**Road**	**From Limit**	**To Limit**
RSC-022	FM 43	Loxley Dr.	SH 286
RSC-051	Ayers St	Saratoga Blvd	Holly Rd
RSC-052	Ayers St	Holly Rd	SH 358
RSC-064	FM 624	CR 73	I-69E
RSC-069	Joe Fulton International Trade Corridor	I-37	US 181
RSC-080	FM 624	FM 666	CR 73
RSC-081	Yorktown Blvd	Weber Rd	S Staples St
RSC-082	Yorktown Blvd	S Staples St	Rodd Field Rd
RSC-083	Yorktown Blvd	Rodd Field Rd	Waldron Rd
RSC-084	Waldron Rd	Yorktown Blvd	Purdue Rd
RSC-085	Waldron Rd	Purdue Rd	SH 358 Frontage EB
RSC-086*	Waldron Rd	SH 358 Frontage WB	Claride St
RSC-087A*	Waldron Rd	Claride St	NAS Dr / Scotland Dr
RSC-088	SH 361	PR 22	Access Road 2
RSC-089	SH 361	Access Road 2	Mariners Dr
RSC-091	N Chaparral St	I-37	Hirsch St
RSC-093	Rodd Field Rd	Yorktown Blvd	Saratoga Blvd

**In the corridor profile maps and charts, these corridors are represented as one corridor since COMPAT data is extracted from a centerline that represents multiple corridors and are noted as such within the corridor profile.*

Section 8: Evaluate Strategy Effectiveness

A critical step in maintaining the Congestion Management Process is the development of a performance report based on the measures used to select the projects. The report is part of other monitoring programs that present a yearly snapshot of transportation system performance and progress towards the region's policy goals and objectives. Performance monitoring is not a one-time event, but rather an ongoing activity that must be matched to the existing and future resources of each participating agency. This is how the Corpus Christi MPO will monitor not only the ongoing performance of the region's transportation system, but also the effectiveness of the strategies and projects that are put in place. By evaluating congestion in the area, the Corpus Christi MPO and its member agencies can determine which strategies worked the best in mitigating specific types of congestion, and which had the least impact. This will in turn identify the best actions in subsequent CMP, MTP, UTP, and TIP updates. Through the biannual reports, the Corpus Christi MPO will disseminate information about the congestion related issues in the region.

This CMP provides a framework for weighing congestion relief projects against one another in terms of effectiveness but does not establish priorities for the region. To effectively monitor the performance of the system, access to good, reliable and consistent data is pertinent. In some areas, there have been longstanding data collection efforts, such as pavement conditions and crashes, but there are issues related to standardization of data, as data collection methodology varies by different agencies and software used. The Corpus Christi MPO relies heavily on the data collection efforts of our partner agencies and project implementers. The MPO is committed to an effective regional transportation monitoring system. It is important for the Corpus Christi MPO and the participating agencies to engage in a cooperative process to ensure the data collection efforts are coordinated to facilitate meaningful and efficient analysis.

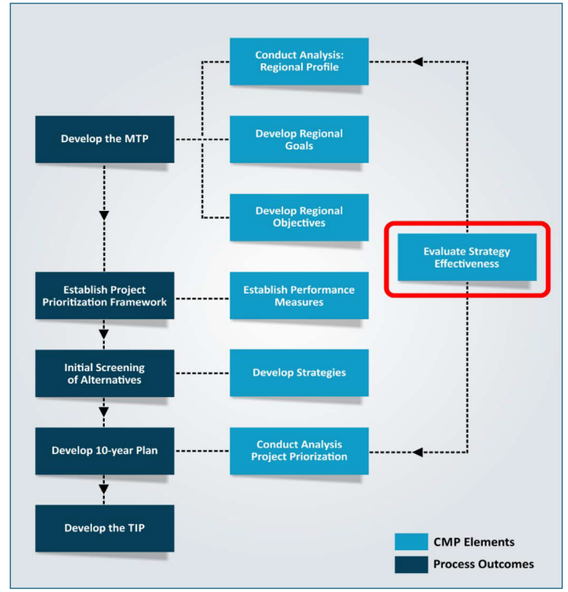
The Corpus Christi MPO's Performance Based Planning and Programming processes, which integrate the CMP, are inherently iterative and continuous. The performance measures are applied at multiple dimensions within the MPO transportation planning process and includes evaluation of strategies at every stage in the process (Exhibit 8-1):

- Regional Analysis of Performance Measures (Annual)
- Project-level Analysis of Performance Measures (PBPP process)
- Determination of progress towards regional goals and objectives

The implemented strategies will be monitored to assess their effectiveness. Monitoring techniques and schedules will be dependent on the type of improvement that is implemented, and the data availability. It may take years to assess the benefits of safety-type improvements that are intended to reduce crash rates, crash severity, or incidents. Conversely, the benefits of capacity improvements are relatively easy to measure and assess. The purpose of this step is to determine if the implemented CMP strategies are impacting congestion as desire.

The benefits of the implemented strategies will be documented in the annual report. For the improvements that may not be accurately measured in a two-year time frame, results will be presented with a description of the limitations of monitoring. Capacity projects and other improvements that are implemented through non-CMP methods will still be monitored to determine their benefits. Based upon the monitoring results, the learned facts will feedback for the CMP to verify and update the used performance measures, the applied data analysis techniques, and the considered strategies. If necessary, the CMP objectives and the CMP itself will be adjusted.

Exhibit 8-1. Chart of CMP in Transportation Planning – Evaluating Strategy Effectiveness



The evaluation completed in this step of the process will help guide decisions regarding future congestion management goals, objectives, and strategies.

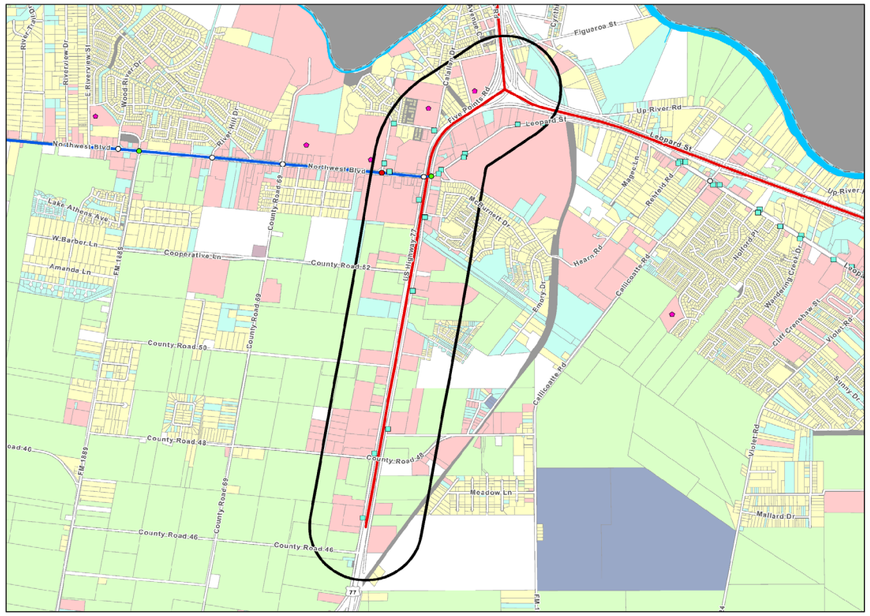
Section 9: Regionally Significant Corridor Profiles

The Regionally Significant Corridor Profiles consist of maps and charts for each corridor.

Each corridor map page shows the Regionally Significant Corridor network (also known as the CMP network) by prioritized network tier. The Tier 1 corridors will become more congested during the next 25 years without intervention. The Tier 2 corridors are important corridors that currently function and need monitoring to avoid unacceptable congestion. Corridor profiles show the travel corridor, surrounding land uses, and areas of need.

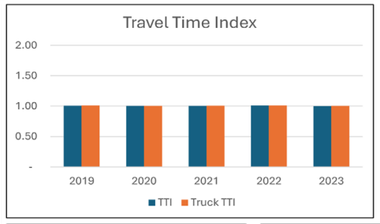
Each corridor chart page shows the most current available COMPAT data for the following performance measures: Travel Time Index, Planning Time Index, Speed, Truck Speed, AADT, Hours of Delay , Congested Costs, and Vehicle Miles of Travel.

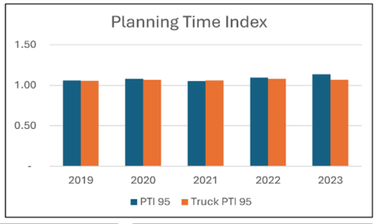
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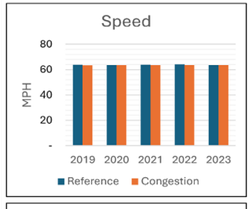


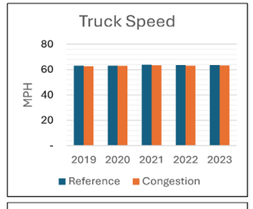
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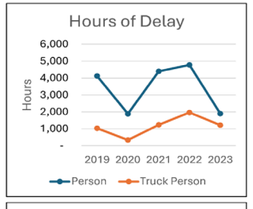
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

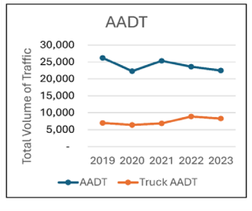


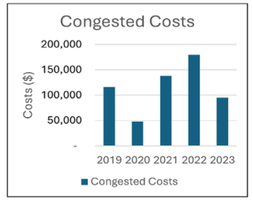


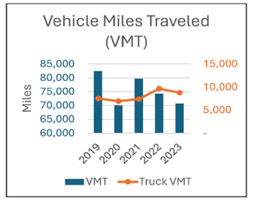




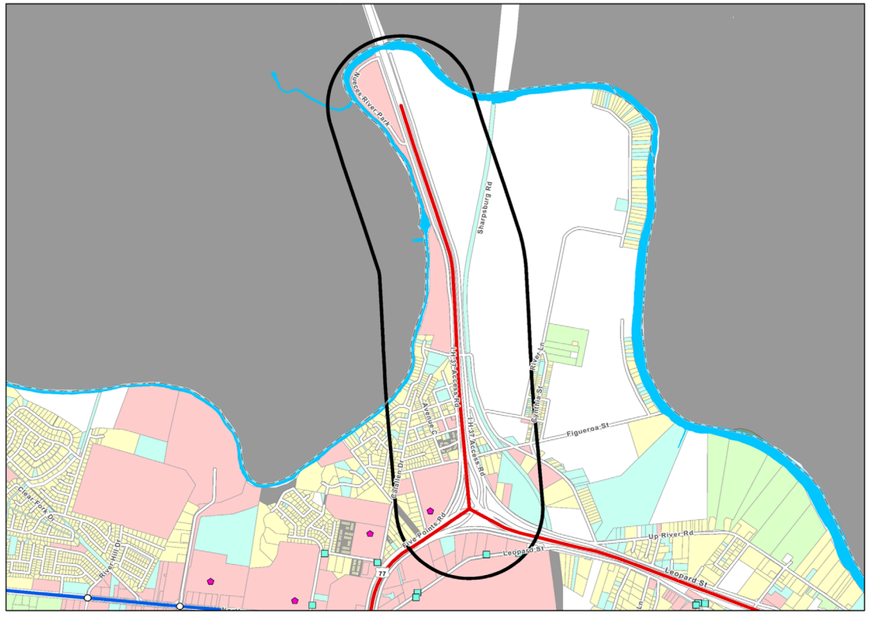






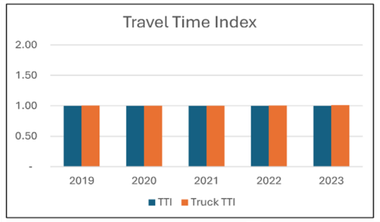


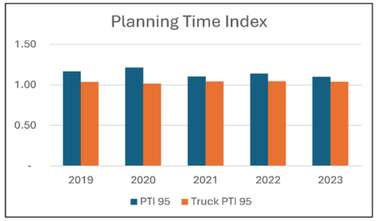
RSC-002 I-37 (I-69E to Nueces River)



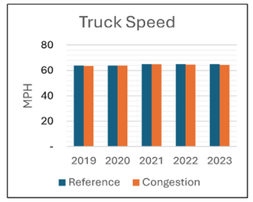
RSC-002 — I-37 (I-69E to Nueces River)

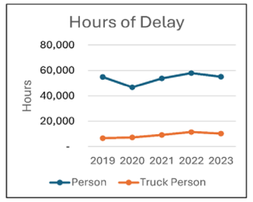
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
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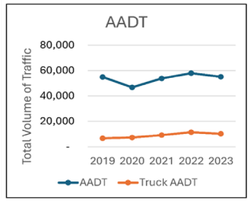


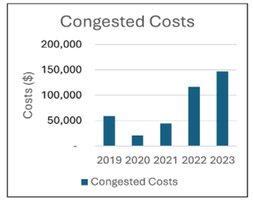


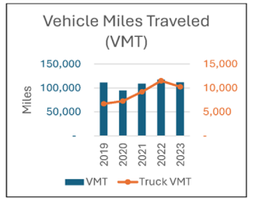






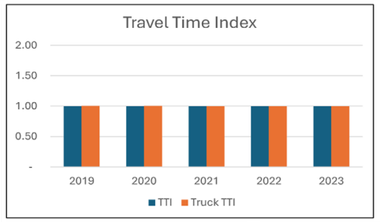


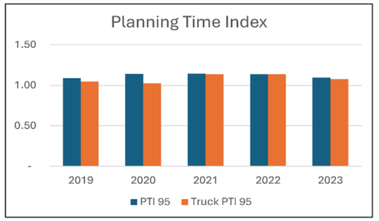




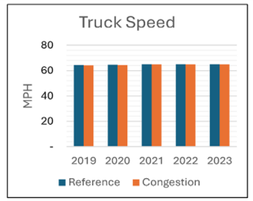
RSC-003 — I-37 (I-69E to Exit 9 Sign)

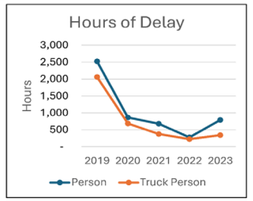
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
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Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
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Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
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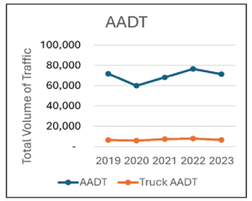


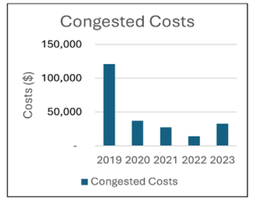


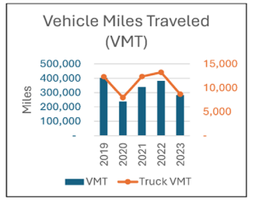




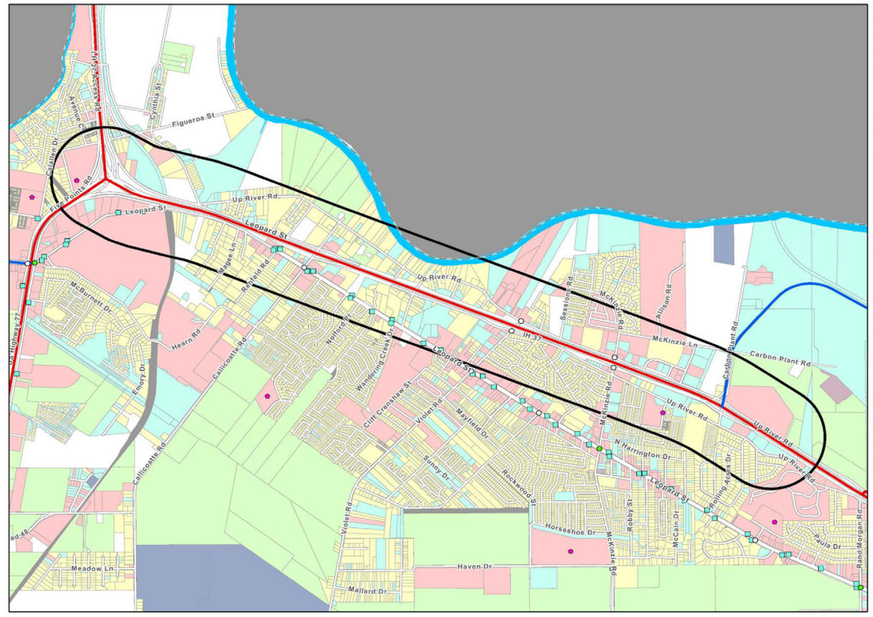








RSC-003 — I-37 (I-69E to Exit 9 Sign)



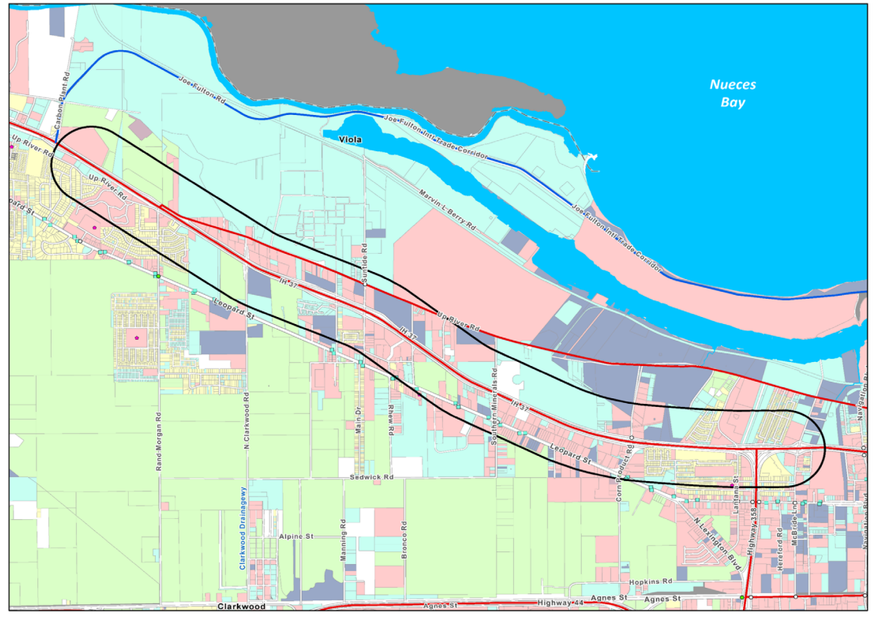
LEGEND

Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-004 — I-37 (Exit 9 Sign to SH 358)



LEGEND

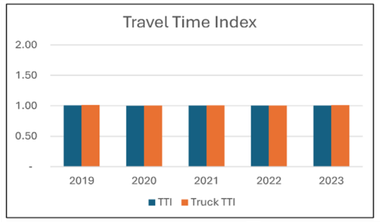
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
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Traffic Signal	
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	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

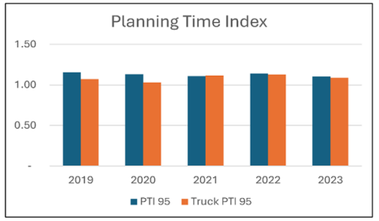


CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

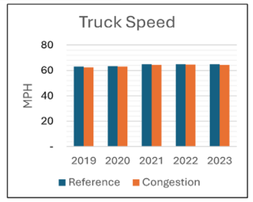
RSC-004 — I-37 (Exit 9 Sign to SH 358)

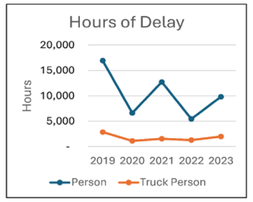
COMPAT Performance Measures	
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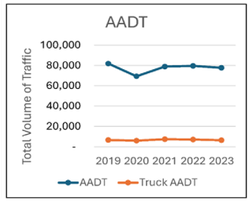


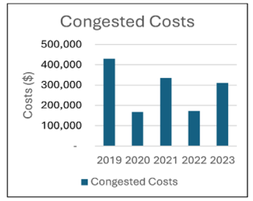


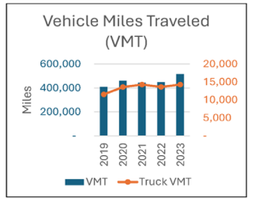






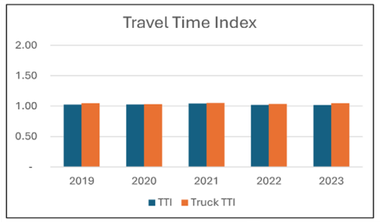


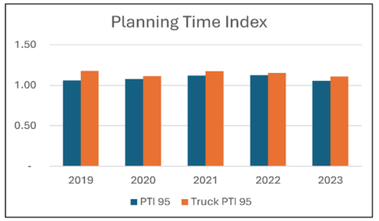




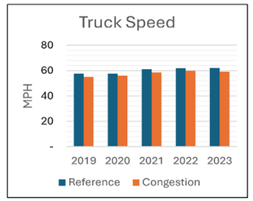
RSC-005 — I-37 (SH 358 to US 181)

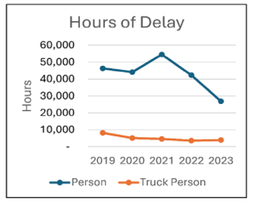
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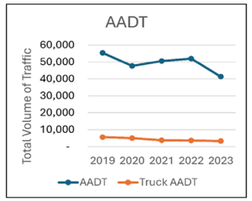


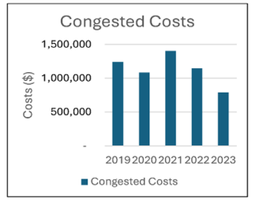


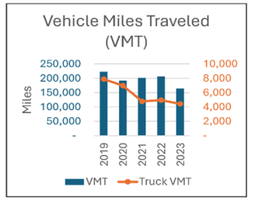




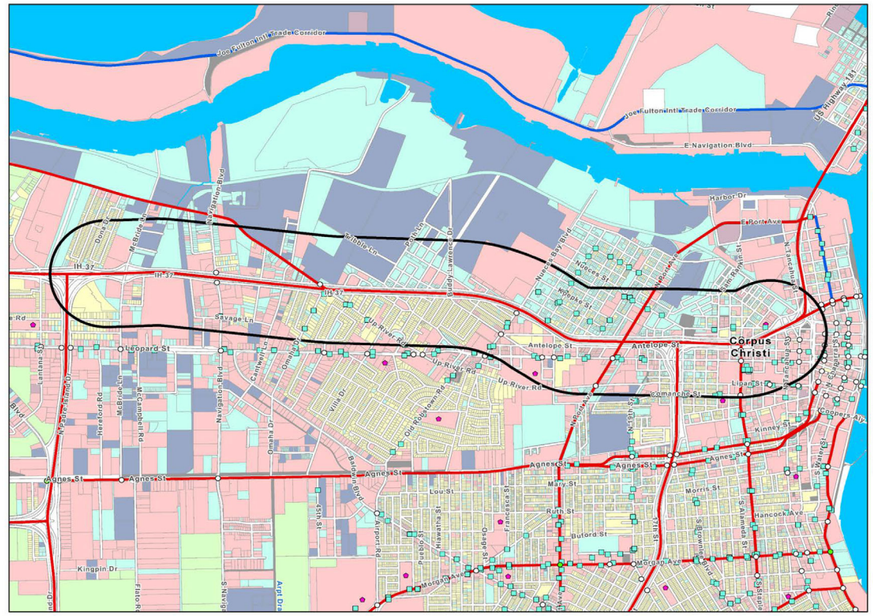








RSC-005 — I-37 (SH 358 to US 181)

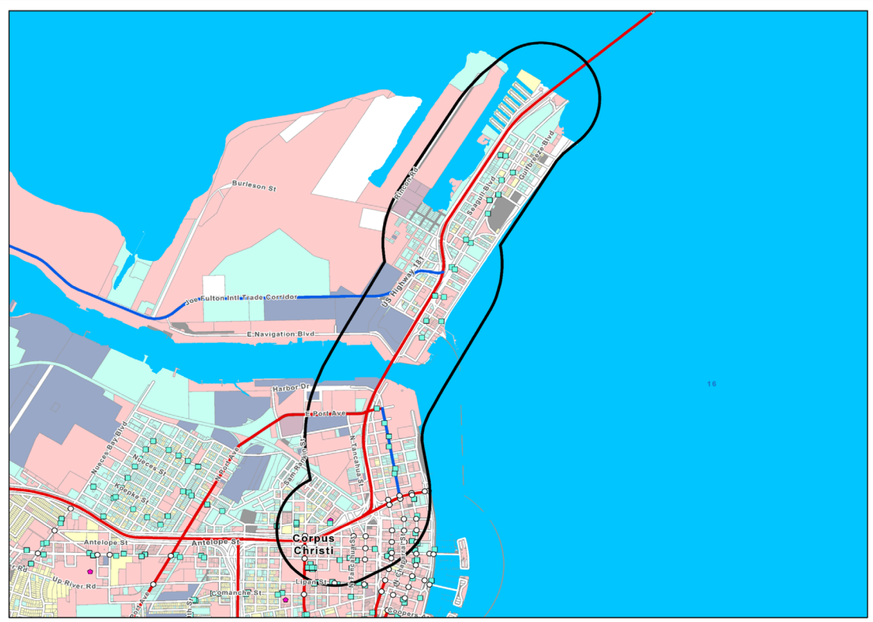


LEGEND	
Regionally Significant Corridor (RSC)	
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	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
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Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-006 — US 181 (I-37 to US 181 / E Causeway Blvd Ramp)



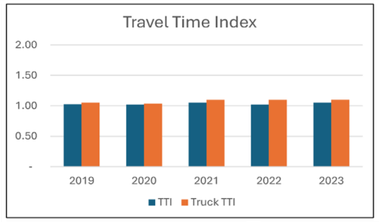
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

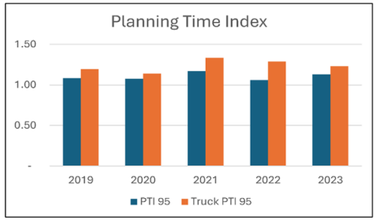


CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

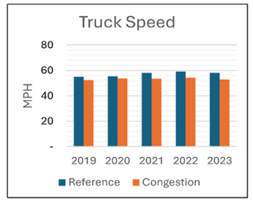
RSC-006 US 181 (I-37 to US 181 / E Causeway Blvd Ramp)

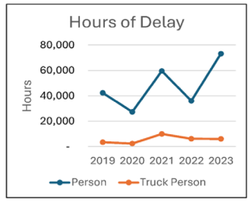
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
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AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
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Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

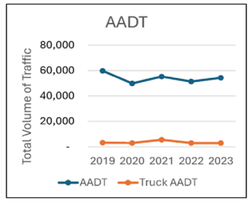


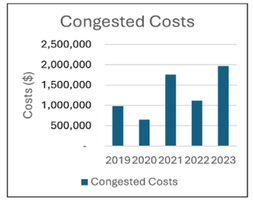


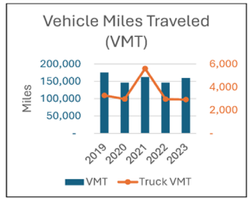






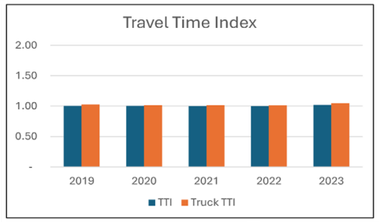


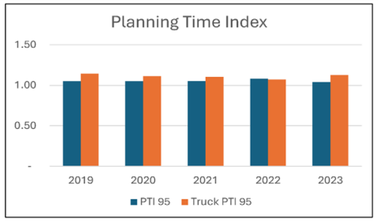




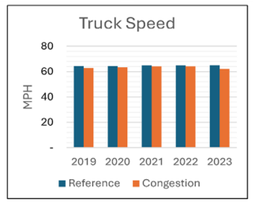
RSC-007 US 181 (US 181 / E Causeway Blvd Ramp to Houston St)

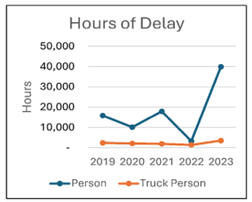
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
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AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
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Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

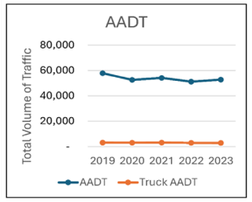


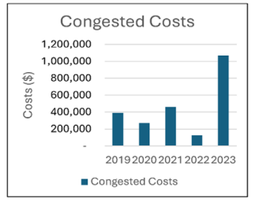


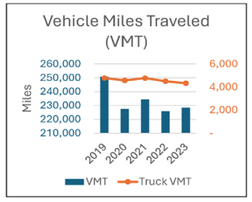




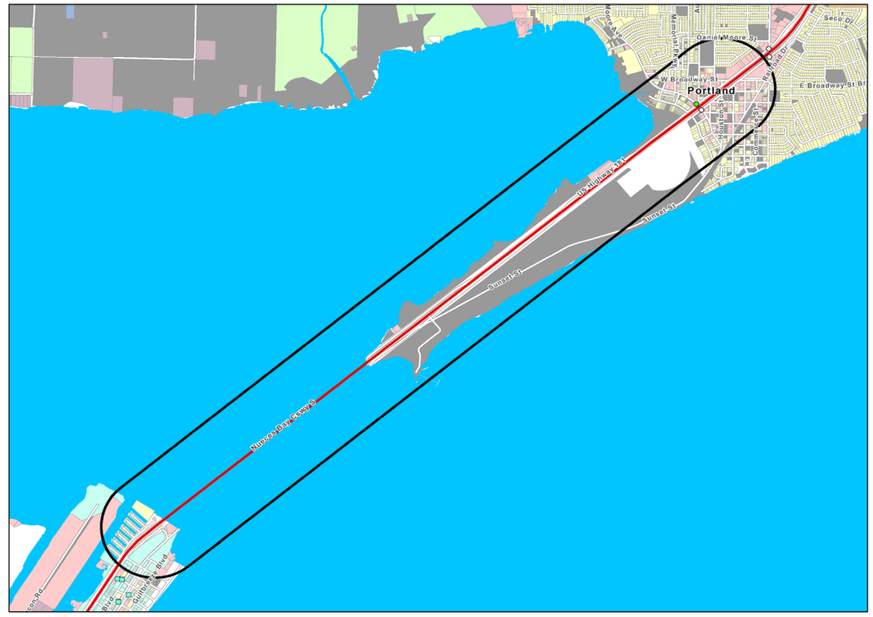






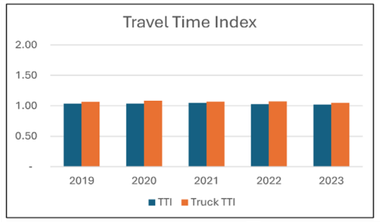


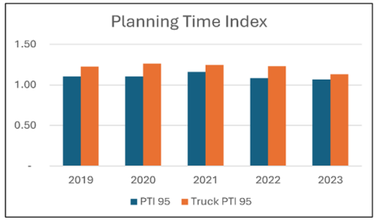
RSC-007 US 181 (US 181 / E Causeway Blvd Ramp to Houston St)


Portland
Broadway St
Houston St
Houston St
Ramp to SH 35
Ramp to SH 35
Ramp to SH 35

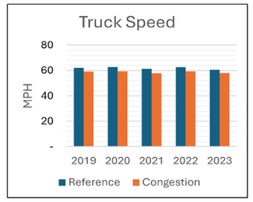
RSC-008 US 181 (Houston St to CR 3667)

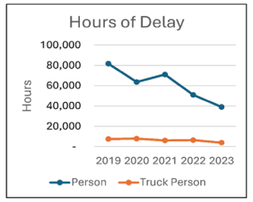
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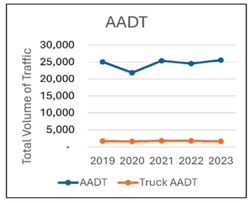


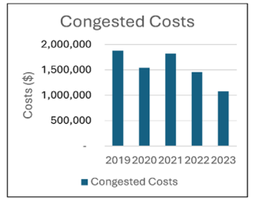


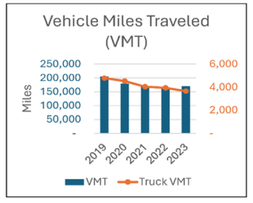






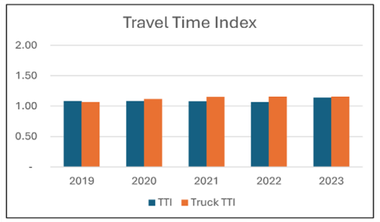


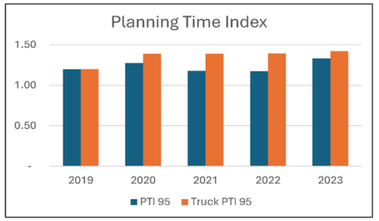




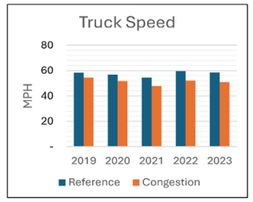
RSC-009 SH 35 (US 181 to 4th St)

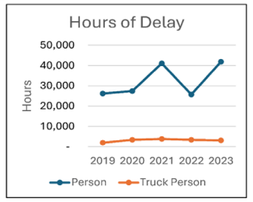
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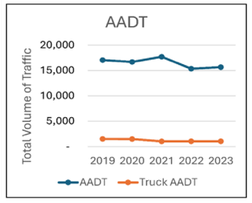


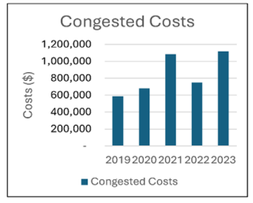


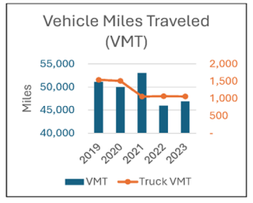




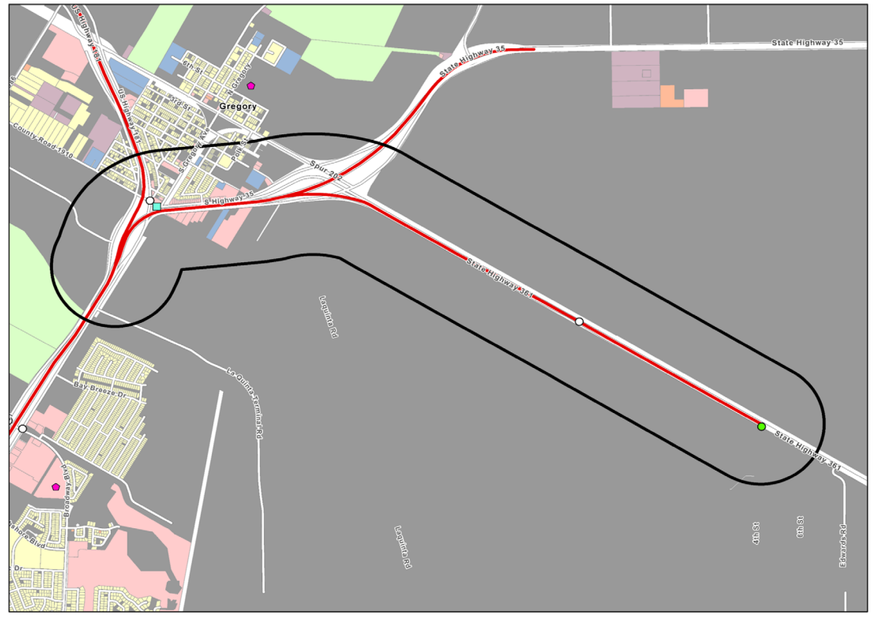








RSC-009 SH 35 (US 181 to 4th St)

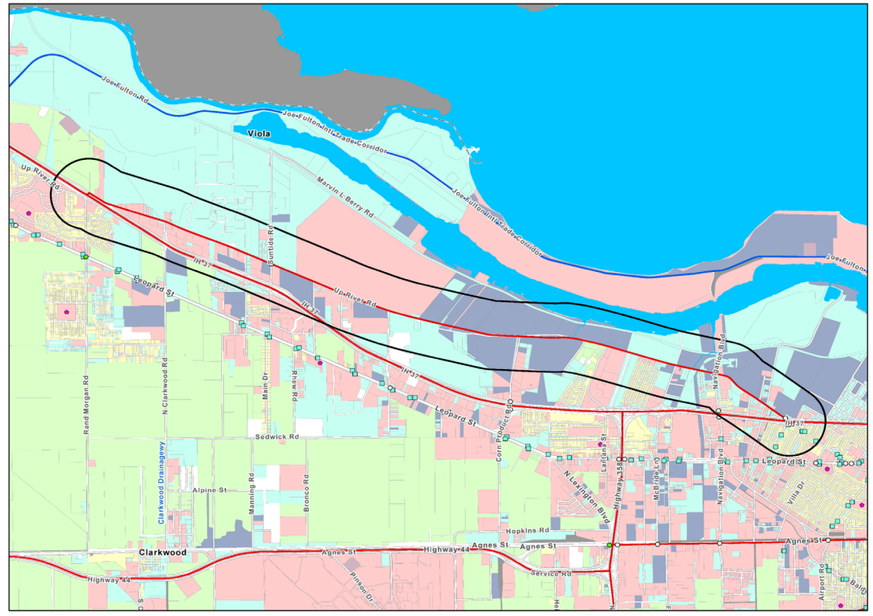


LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-010 Up River Rd (I-37 to I-37)



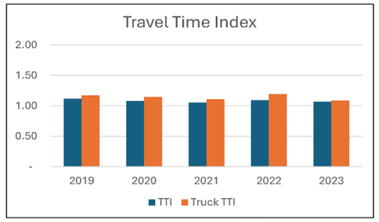
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
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Traffic Signal	
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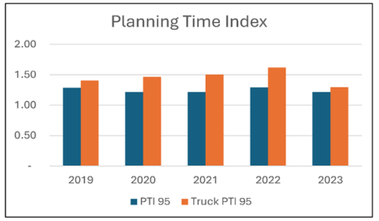


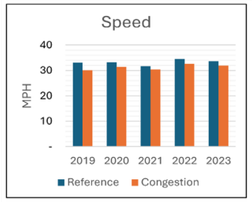
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

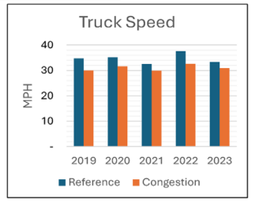
RSC-010 Up River Rd (I-37 to I-37)

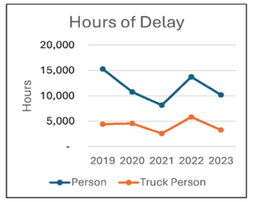
COMPAT Performance Measures	
Volume-Based Measures	
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Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
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Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
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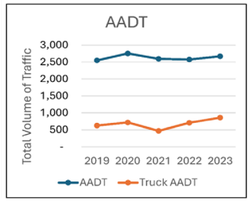


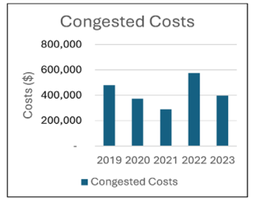


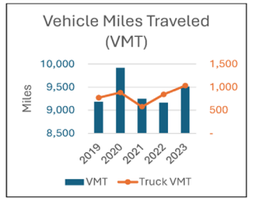






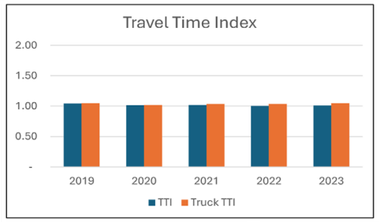


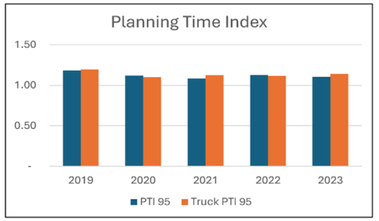




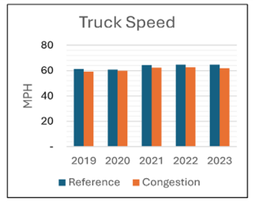
RSC-011 SH 358 (I-37 to SH 286)

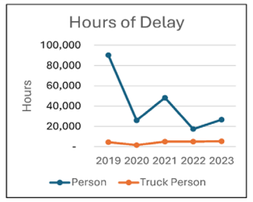
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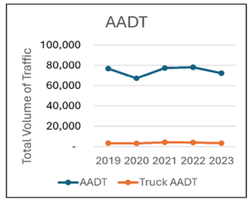


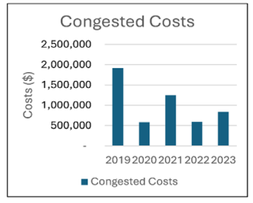


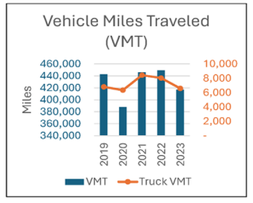




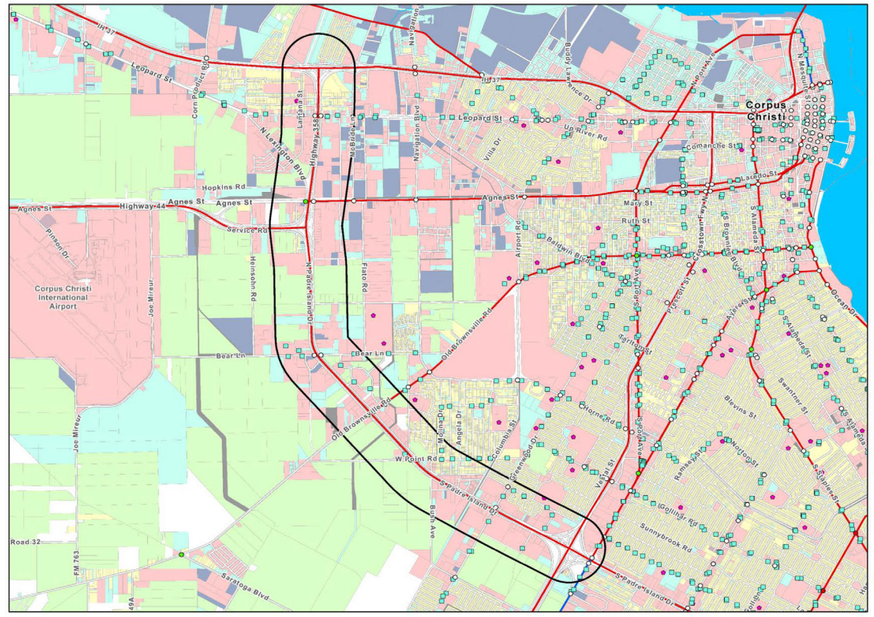








RSC-011 SH 358 (I-37 to SH 286)



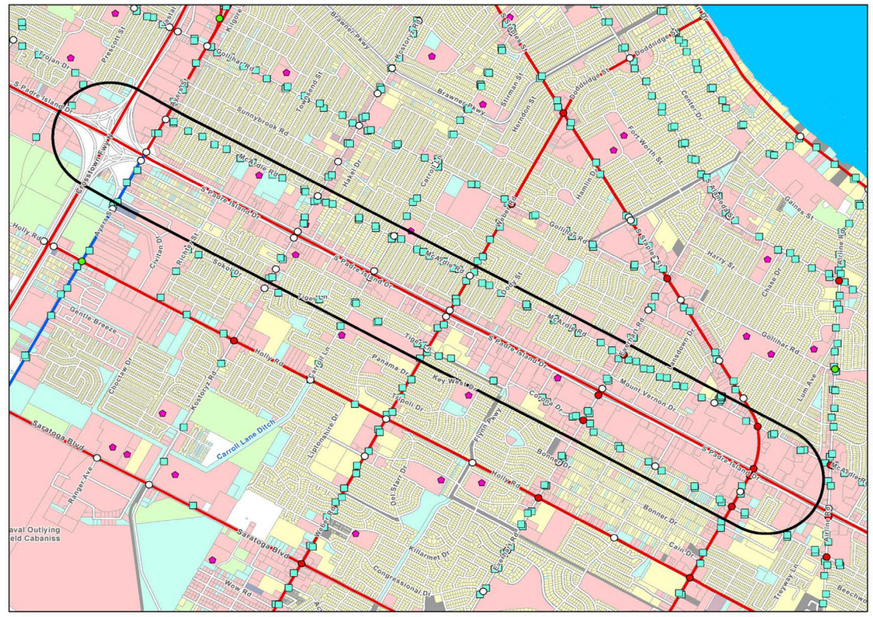
LEGEND

Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-012 SH 358 (SH 286 to S Staples St)



LEGEND

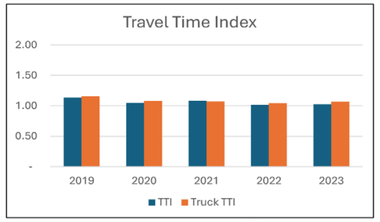
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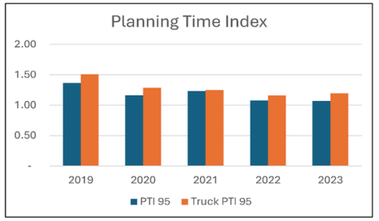


CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

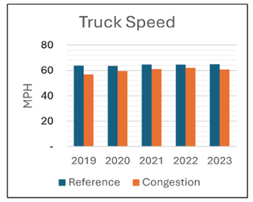
RSC-012 SH 358 (SH 286 to S Staples St)

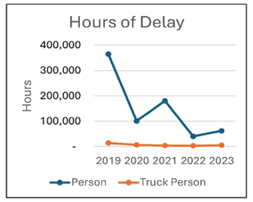
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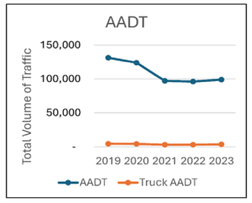


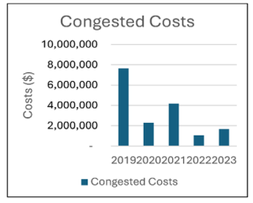


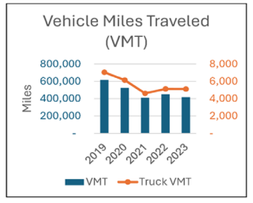






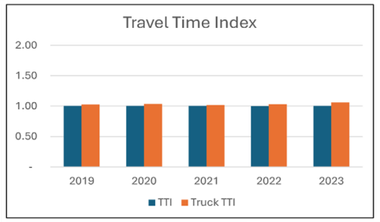


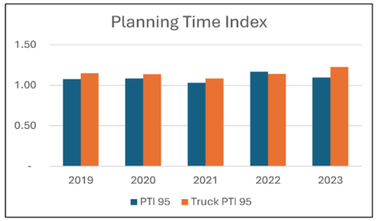




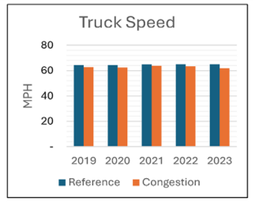
RSC-013 SH 358 (S Staples St to NAS Ramp)

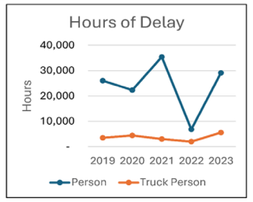
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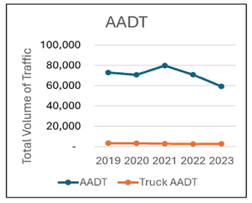


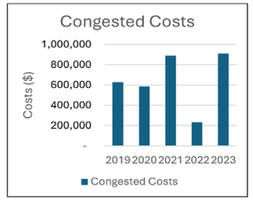


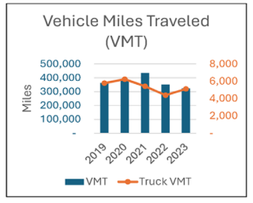




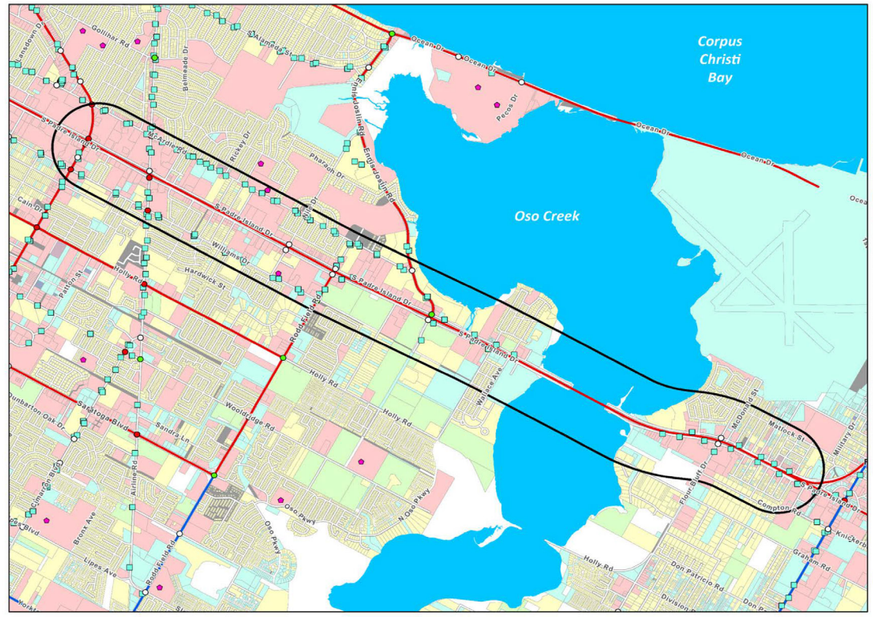








RSC-013 SH 358 (S Staples St to NAS Ramp)

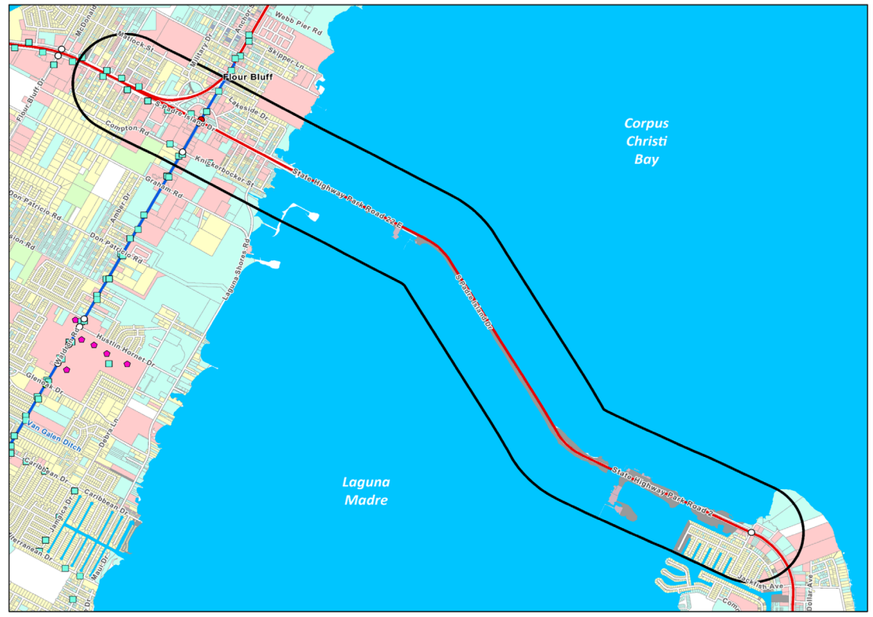


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RSC - Tier 2
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Peak Hour LOS (D/E/F)
Unevaluated Signal
RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-014 SH 358 (NAS Ramp to Aquarius St)



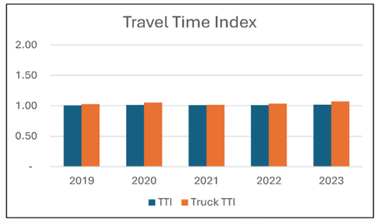
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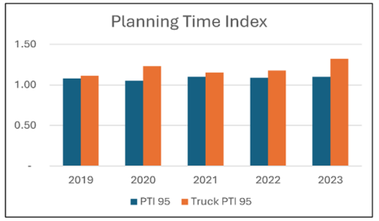


CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

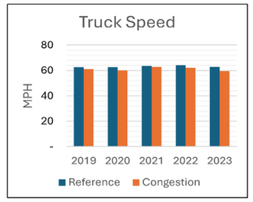
RSC-014 PR 22 (NAS Ramp to Aquarius St)

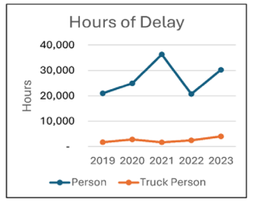
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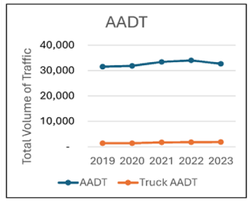


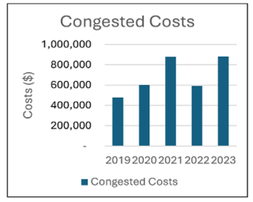


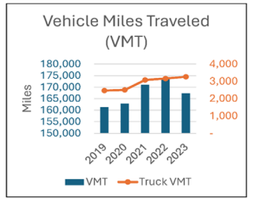






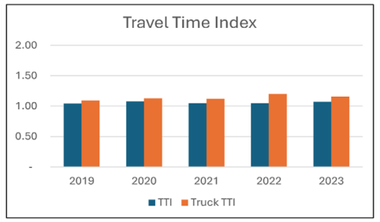


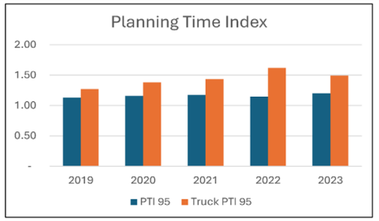




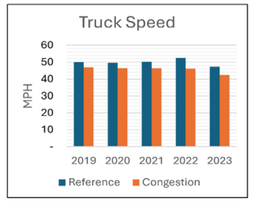
RSC-015 SH 358 / NAS Dr (NAS-CAD Ramp to NAS Gate)

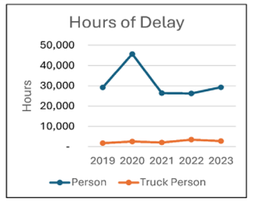
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
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AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
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Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
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Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
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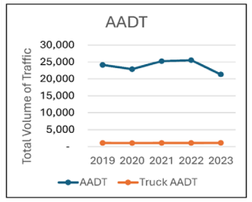


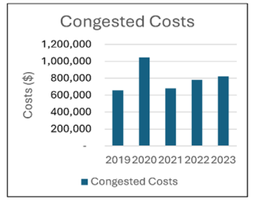


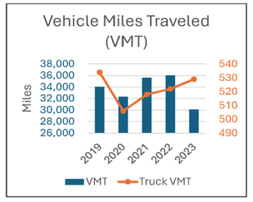




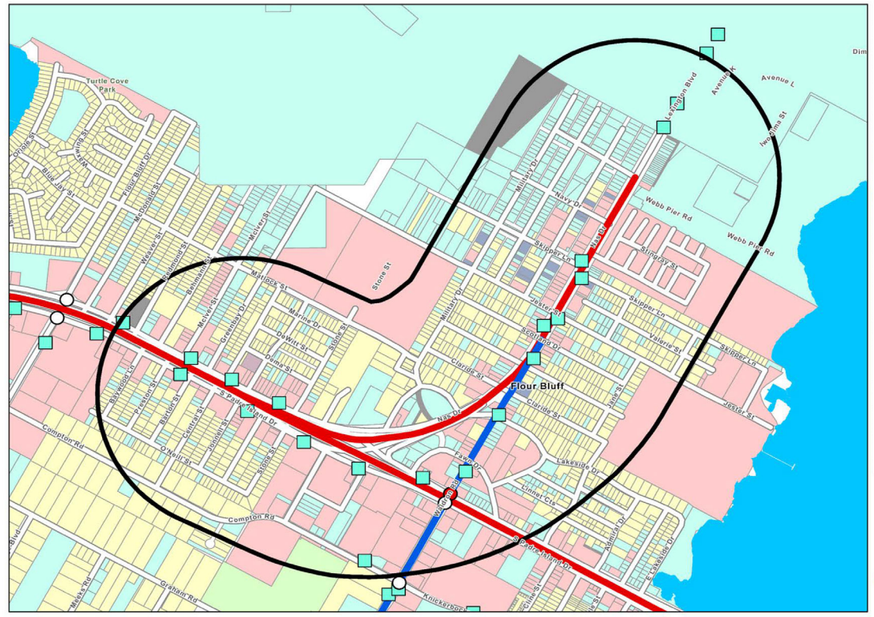






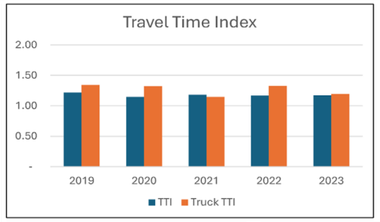


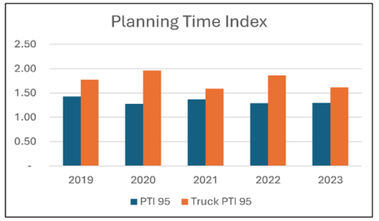
RSC-015 SH 358 / NAS Dr (NAS Ramp to NAS Gate)

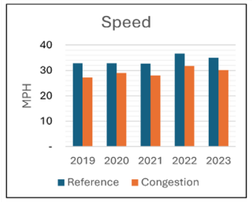

Turtle Cove Park
Flour Bluff
Webb Pier Rd
Avenue L
Avenue M
Compton Rd
Saratoga Blvd
Kinkaid Dr
Lakeside Dr
Clarkia St
Jester St
Stone St
Mistletoe Dr
Mistletoe St
Dimmitt St
Dimmitt Dr
Whitaker St
Whitaker Dr
Whitaker Ct
Mesquite St
Mesquite Dr
Mesquite Ct
Hillcrest Dr
Hillcrest Ct
Hillcrest St
Hillcrest Rd
Hillcrest Ln
Hillcrest Cir
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Hillcrest Sq
Hillcrest Ct
Hillcrest Dr

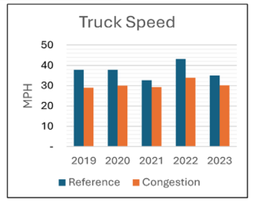
RSC-016 Holly Rd (SH 286 to Weber Rd)

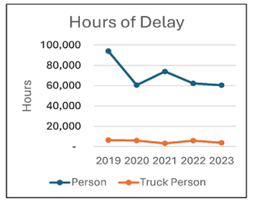
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
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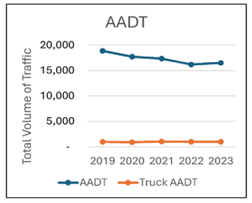


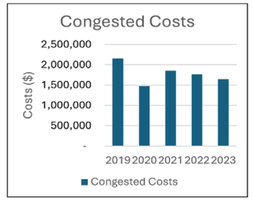


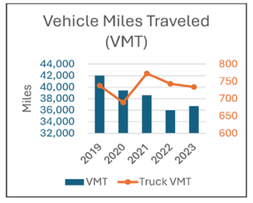






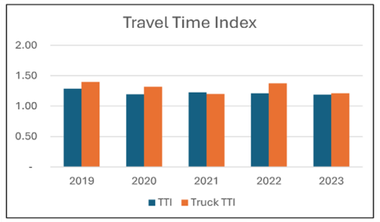


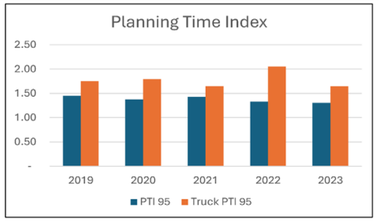


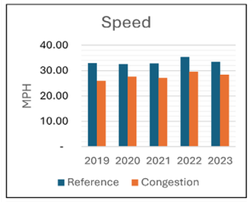


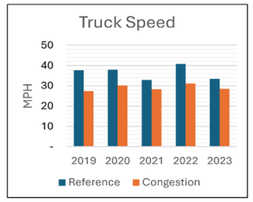
RSC-017 Holly Rd (Weber Rd to S Staples St)

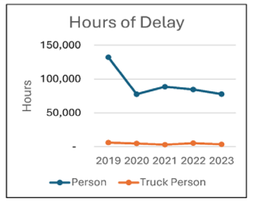
COMPAT Performance Measures	
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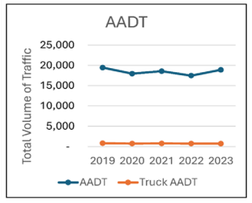


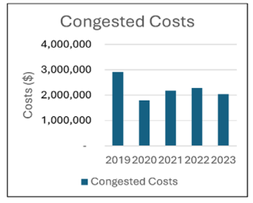


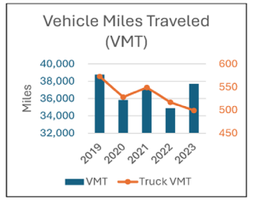




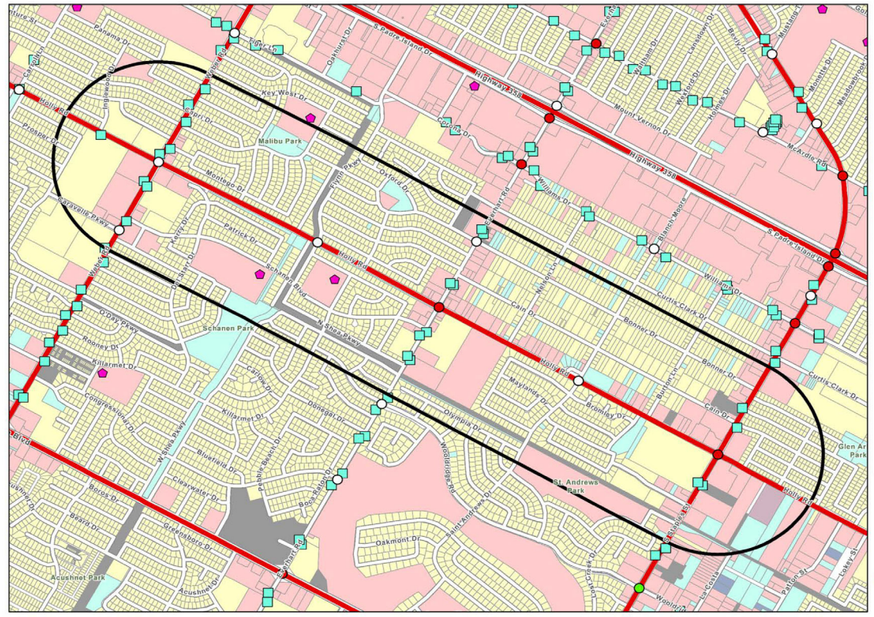






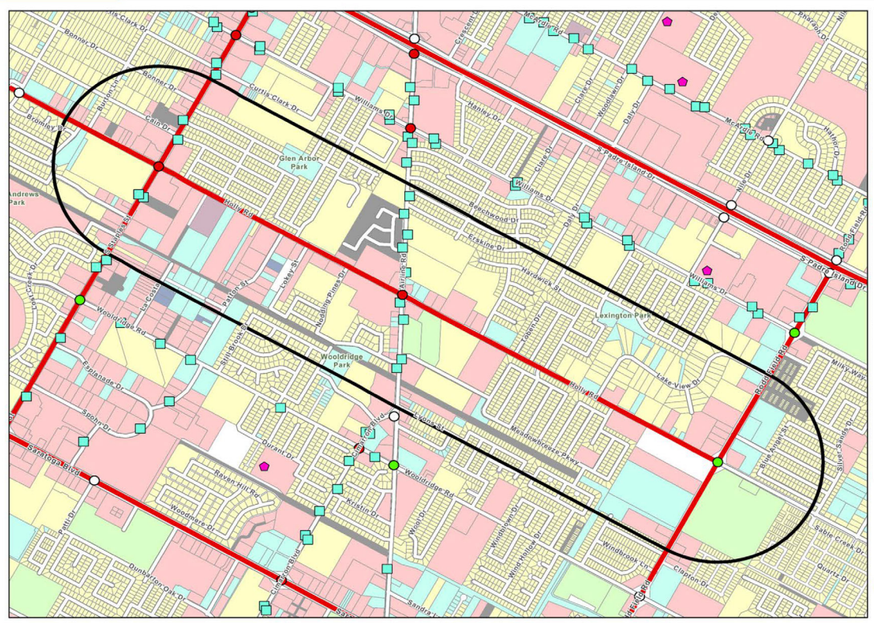


RSC-017 Holly Rd (Weber Rd to S Staples St)



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

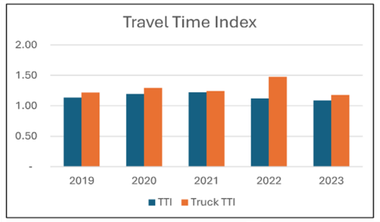
RSC-018 Holly Rd (S Staples St to Rodd Field Rd)

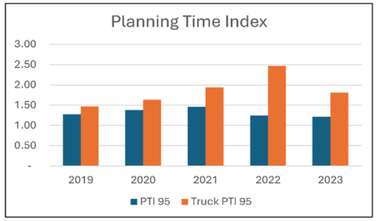


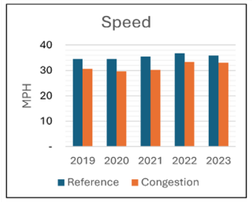
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

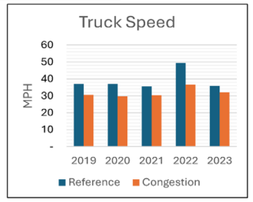
RSC-018 Holly Rd (S Staples St to Rodd Field Rd)

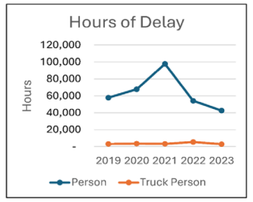
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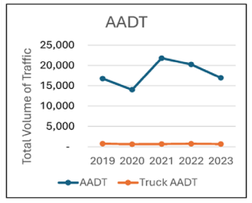


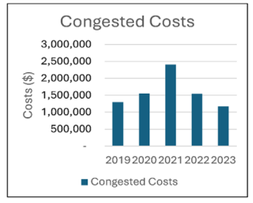


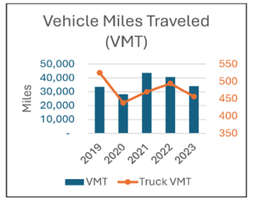




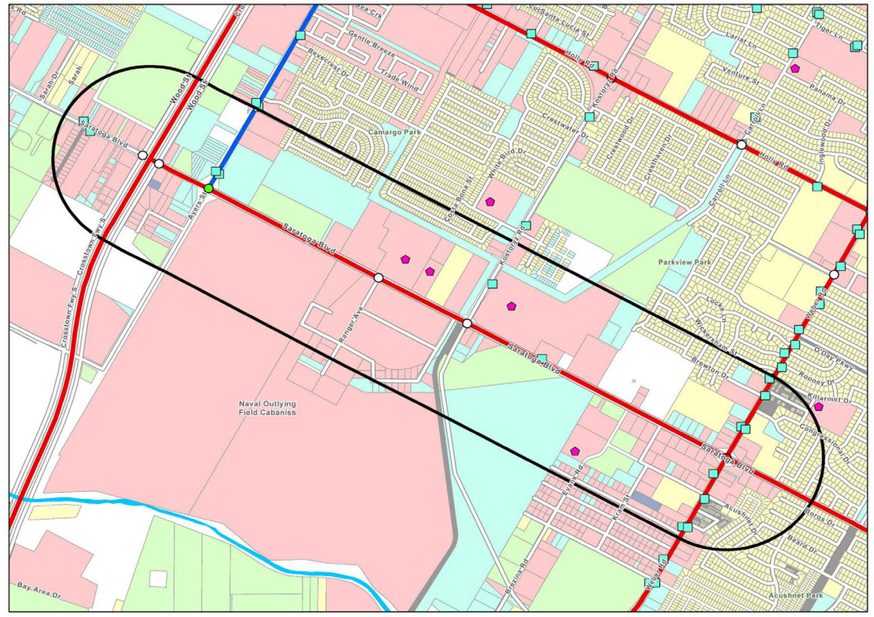


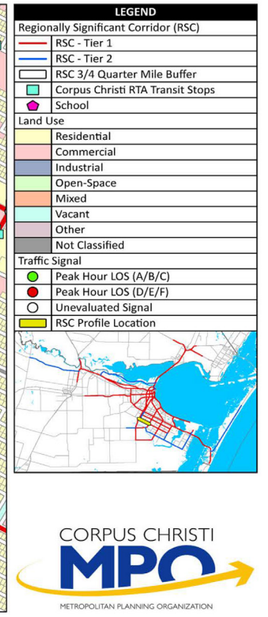






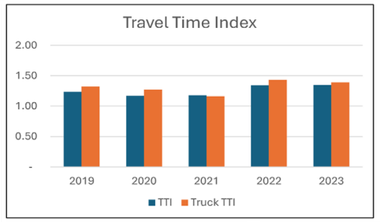
RSC-019 Saratoga Blvd (SH 286 to Weber Rd)

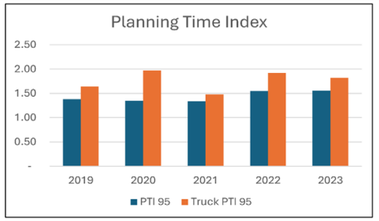




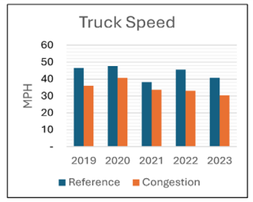
RSC-019 Saratoga Blvd (SH 286 to Weber Rd)

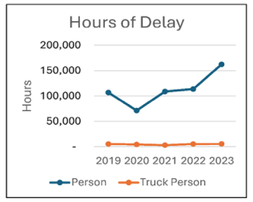
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
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Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

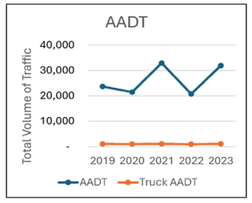


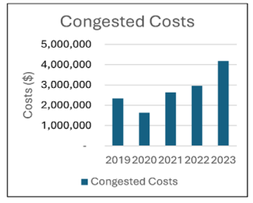


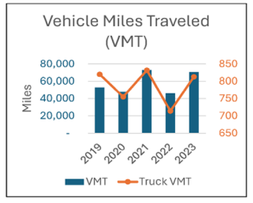




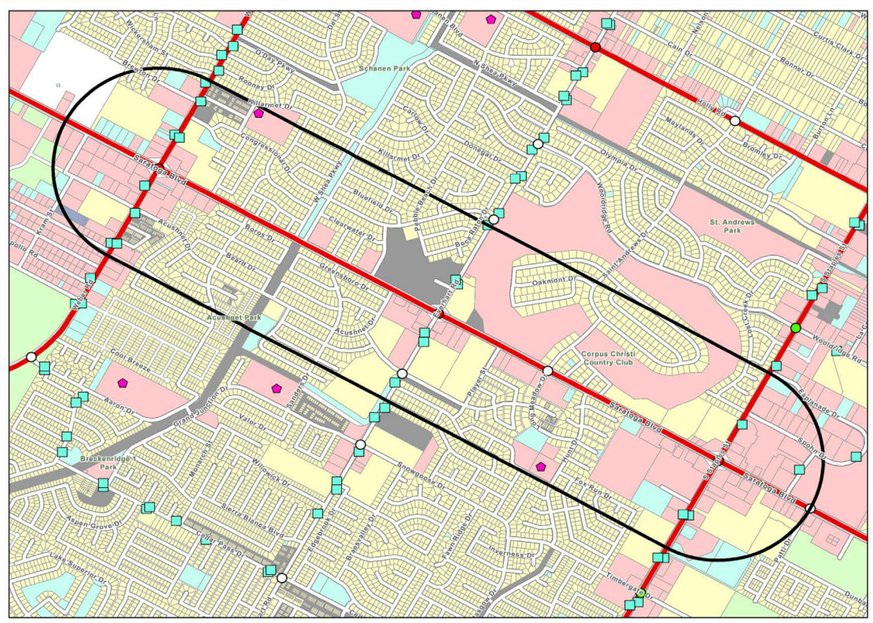


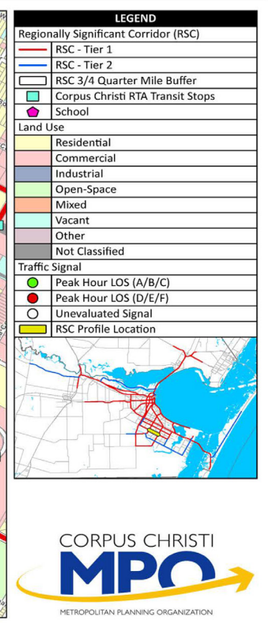






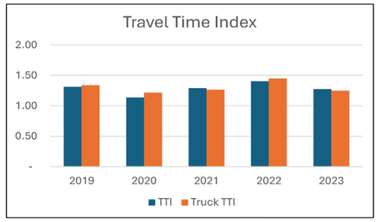
RSC-020 Saratoga Blvd (Weber Rd to S Staples St)

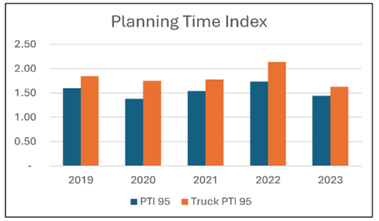


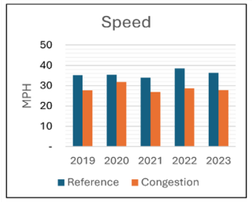


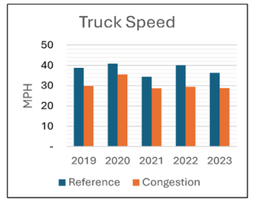
RSC-020 Saratoga Blvd (Weber Rd to S Staples St)

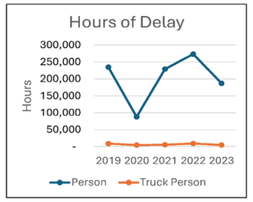
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
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Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
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Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

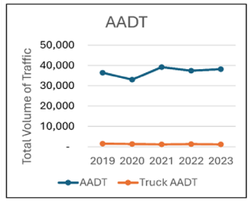


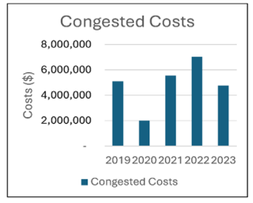


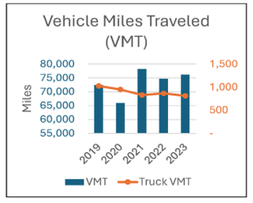




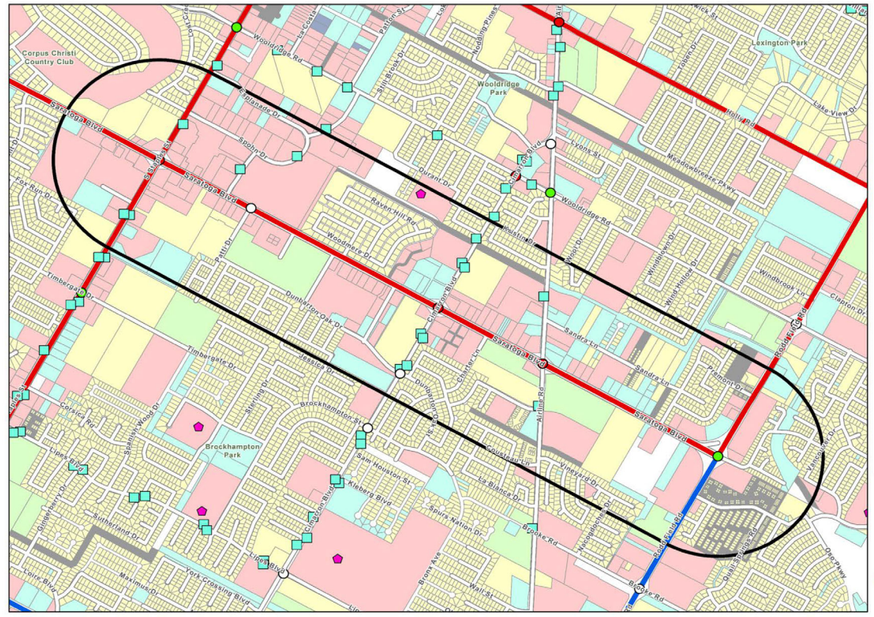








RSC-021 Saratoga Blvd (S Staples St to Rodd Field Rd)



LEGEND

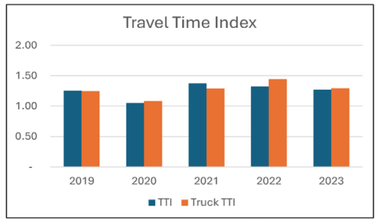
Regionally Significant Corridor (RSC)	
RSC - Tier 1	
RSC - Tier 2	
RSC 3/4 Quarter Mile Buffer	
Corpus Christi RTA Transit Stops	
School	
Land Use	
Residential	
Commercial	
Industrial	
Open-Space	
Mixed	
Vacant	
Other	
Not Classified	
Traffic Signal	
Peak Hour LOS (A/B/C)	
Peak Hour LOS (D/E/F)	
Unevaluated Signal	
RSC Profile Location	

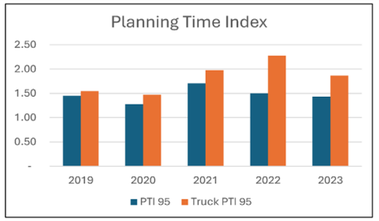


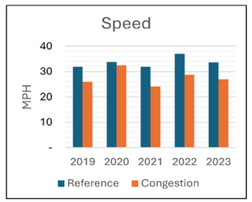
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

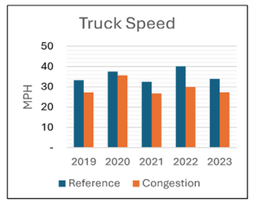
RSC-021 Saratoga Blvd (S Staples St to Rodd Field Rd)

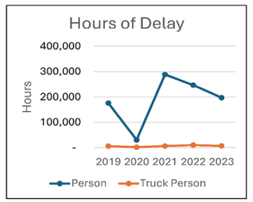
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
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Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
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Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
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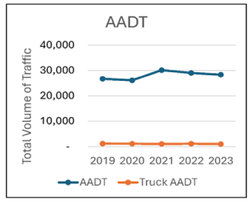


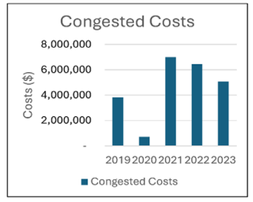


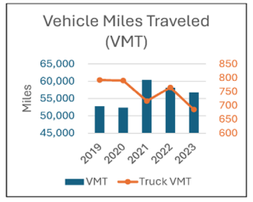




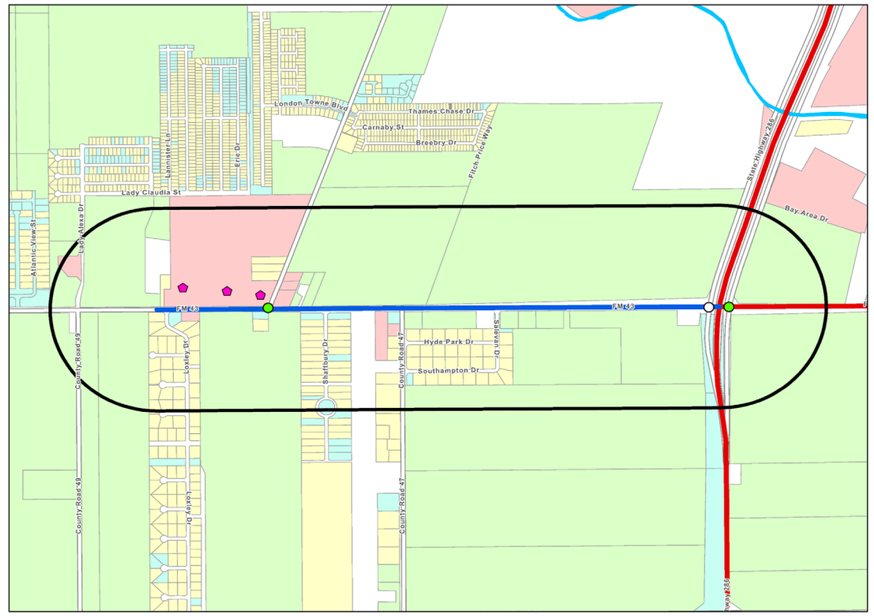








RSC-022 FM 43 (Loxley Dr to SH 286)



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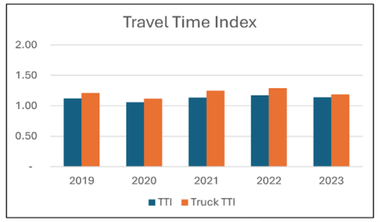
Regionally Significant Corridor (RSC)	
RSC - Tier 1	
RSC - Tier 2	
RSC 3/4 Quarter Mile Buffer	
Corpus Christi RTA Transit Stops	
School	
Land Use	
Residential	
Commercial	
Industrial	
Open-Space	
Mixed	
Vacant	
Other	
Not Classified	
Traffic Signal	
Peak Hour LOS (A/B/C)	
Peak Hour LOS (D/E/F)	
Unevaluated Signal	
RSC Profile Location	

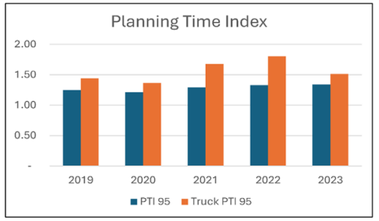


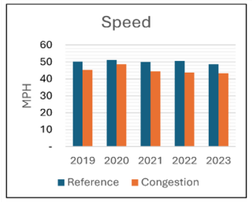
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

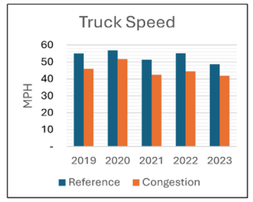
RSC-022 FM 43 (Loxley Dr to SH 286)

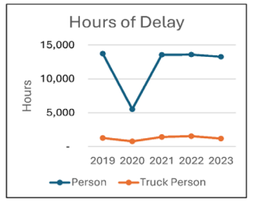
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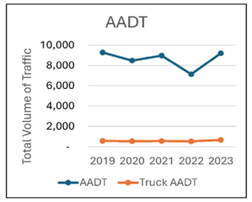


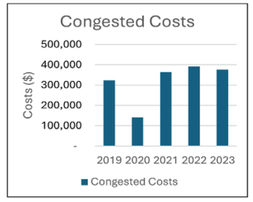


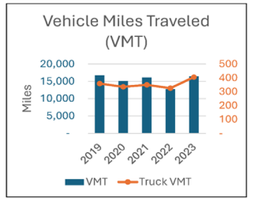






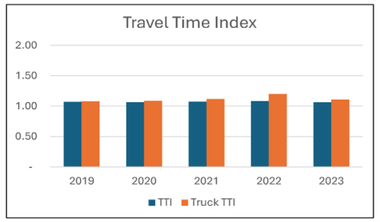


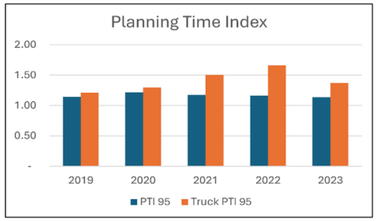




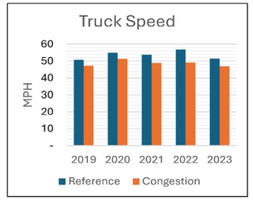
RSC-023 FM 43 (SH 286 to Yorktown Blvd)

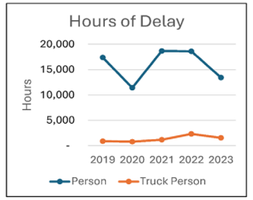
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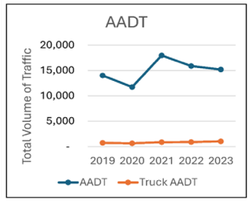


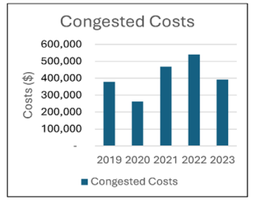


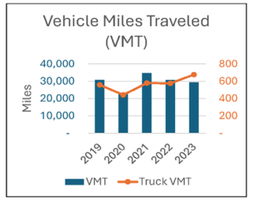




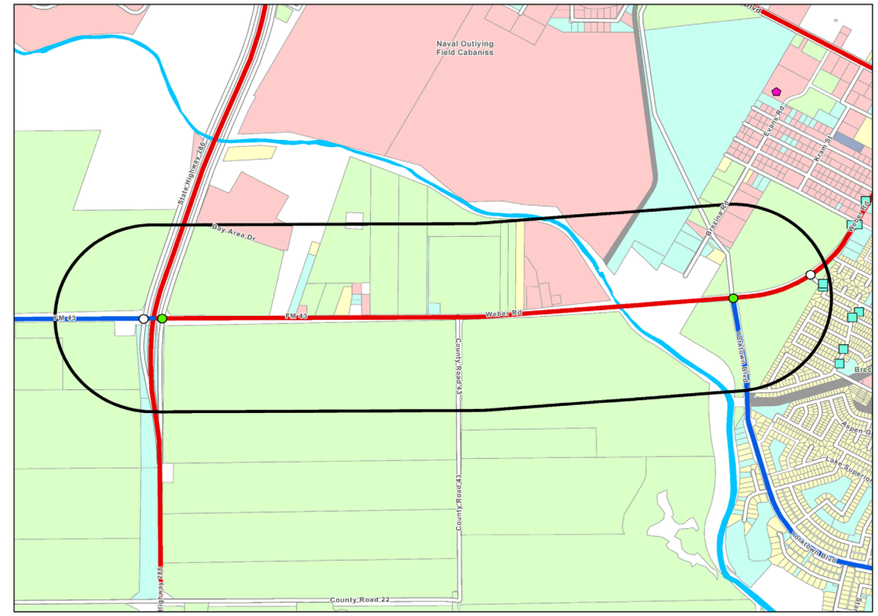




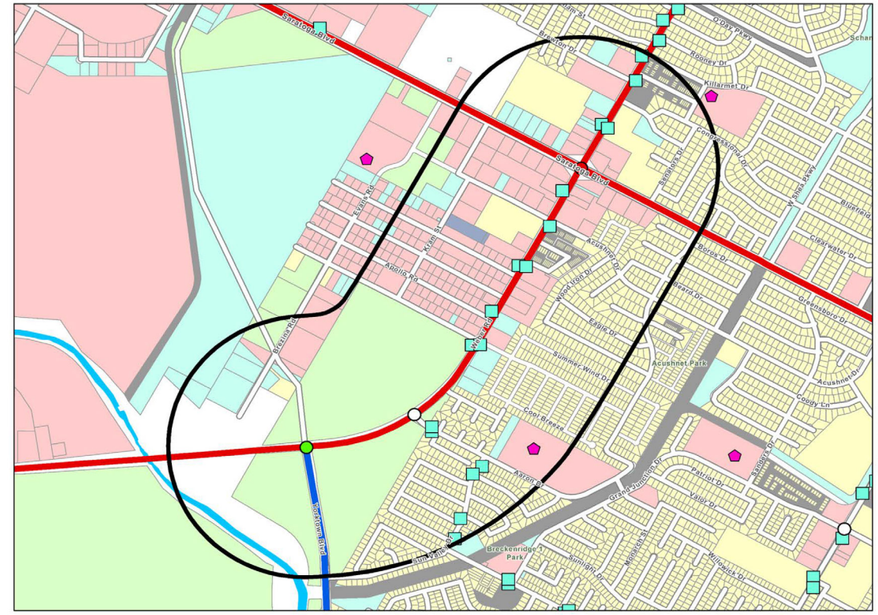




RSC-023 FM 43 (SH 286 to Yorktown Blvd)

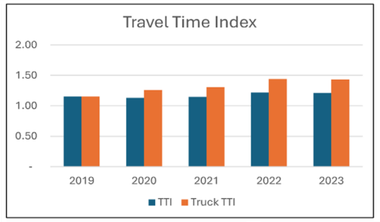


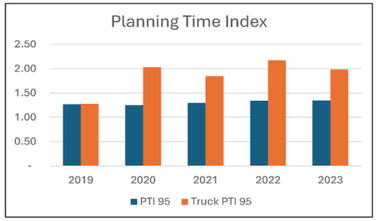
RSC-024 Weber Rd (Yorktown Blvd to Saratoga Blvd)

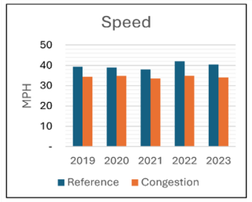


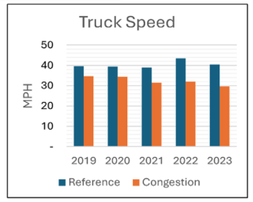
RSC-024 Weber Rd (Yorktown Blvd to Saratoga Blvd)

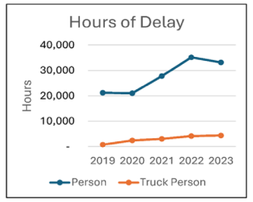
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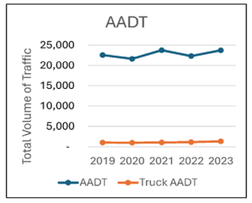


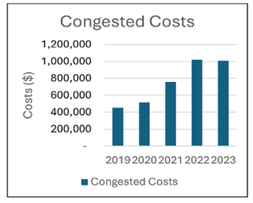


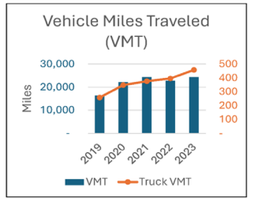






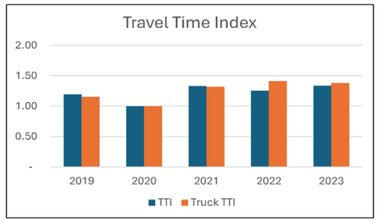


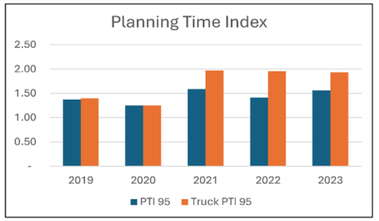


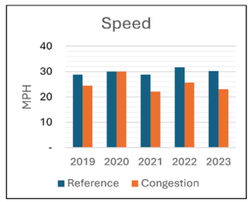


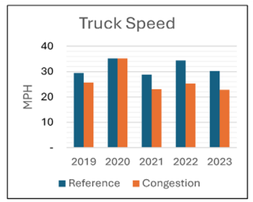
RSC-025 Weber Rd (Saratoga Blvd to Holly Rd)

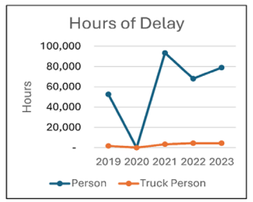
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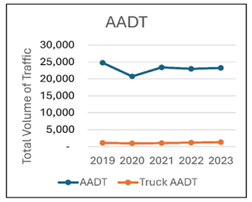


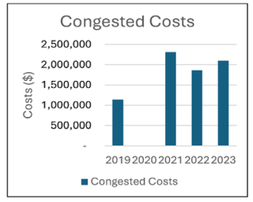


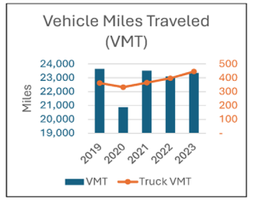




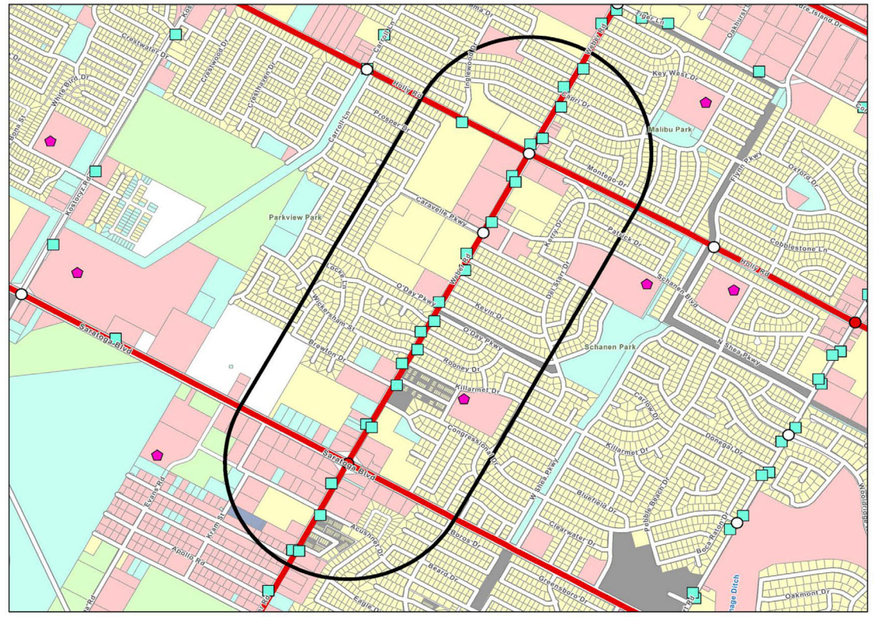








RSC-025 Weber Rd (Saratoga Blvd to Holly Rd)

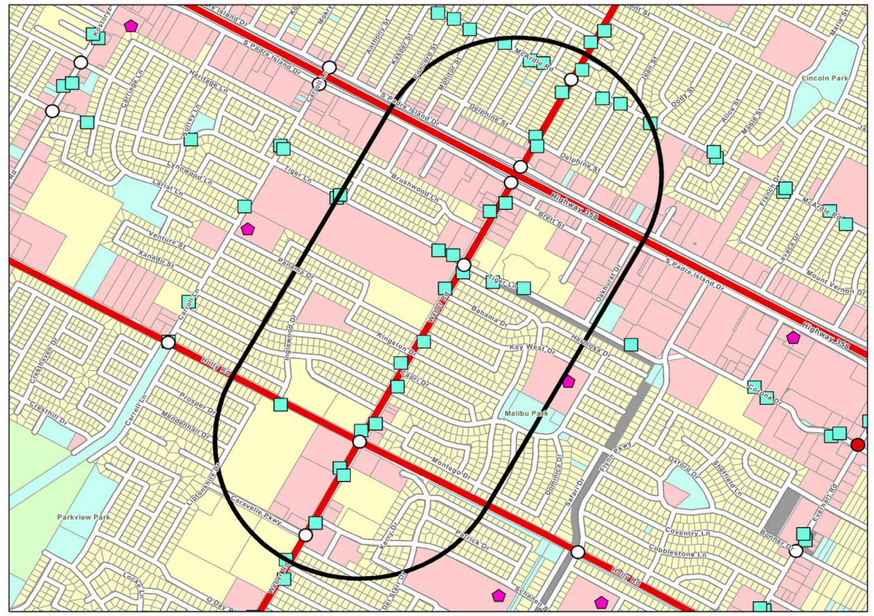


LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-026 Weber Rd (Holly Rd to SH 358)



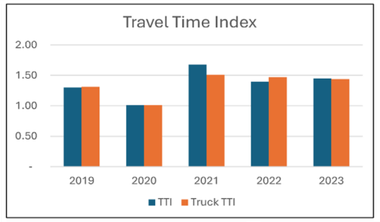
LEGEND	
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	Mixed
	Vacant
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	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

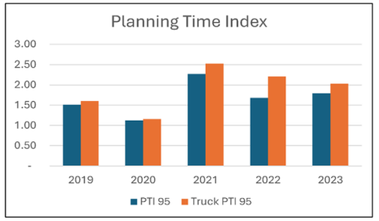


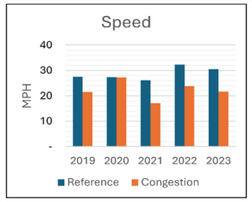
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

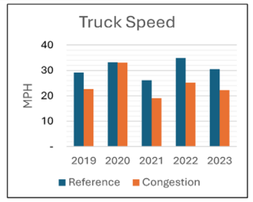
RSC-026 Weber Rd (Holly Rd SH 358)

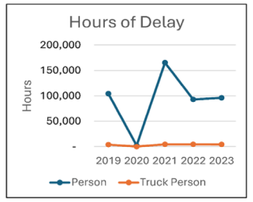
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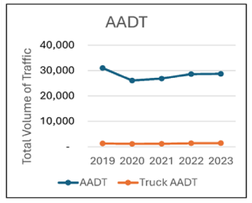


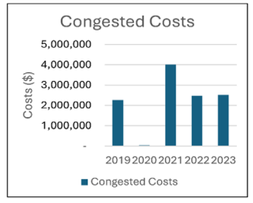


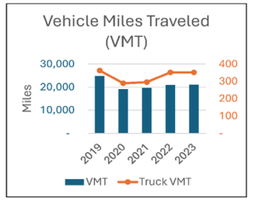






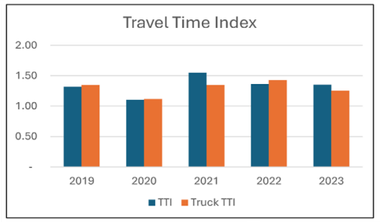


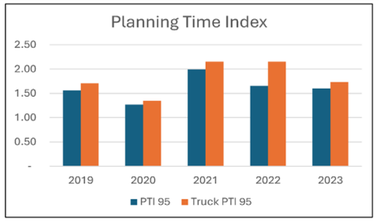


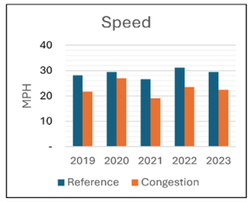


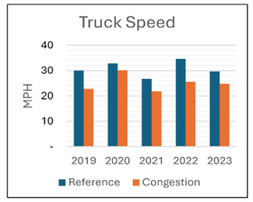
RSC-027 Weber Rd (SH 358 to S Staples St)

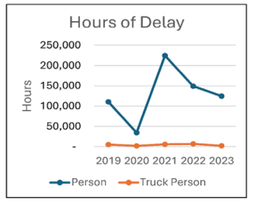
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

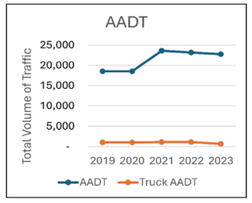


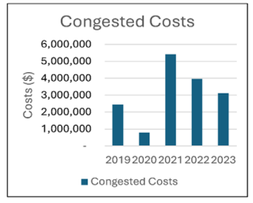


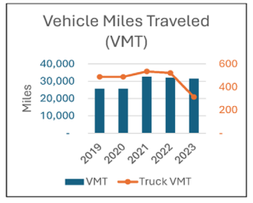




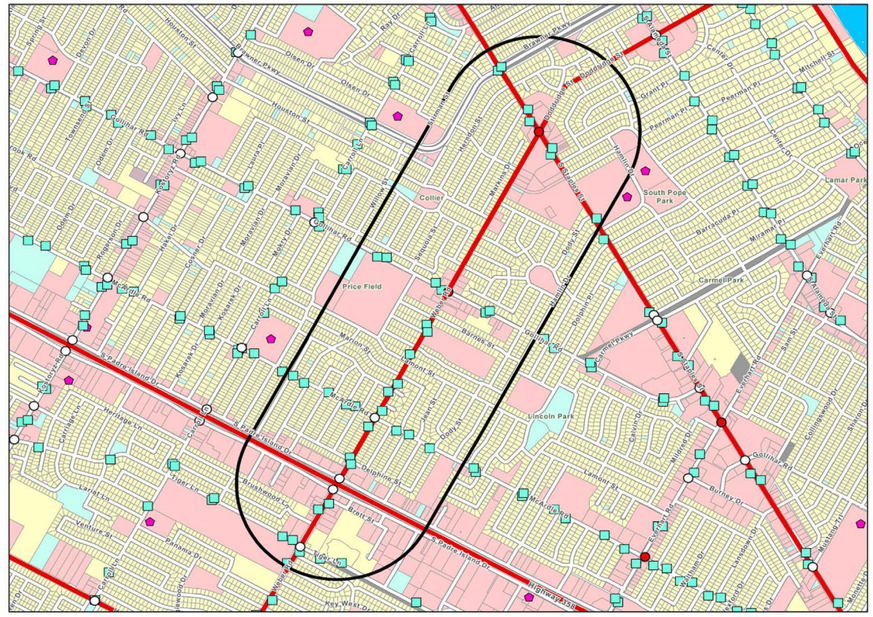








RSC-027 Weber Rd (SH 358 to S Staples St)

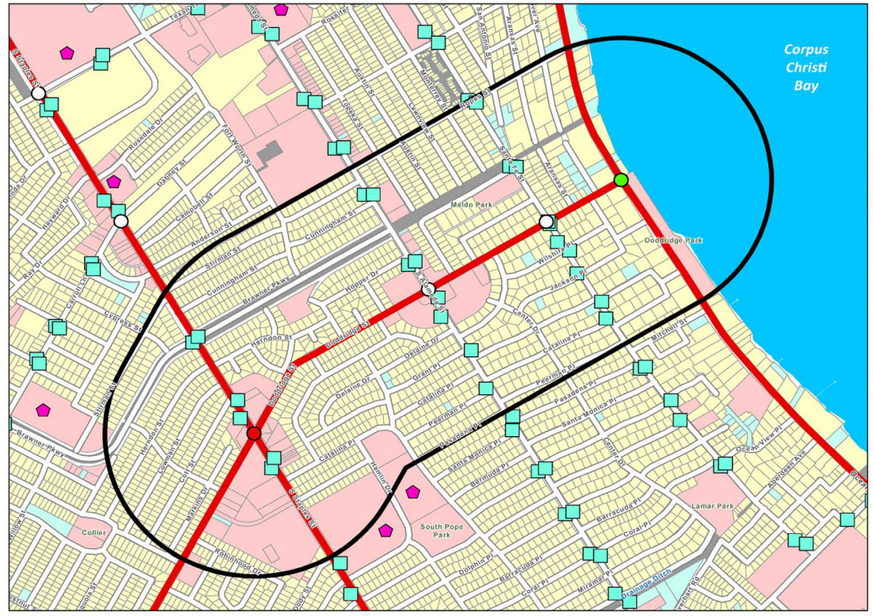


LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-028 Doddridge Rd (S Staples St to Ocean Dr)



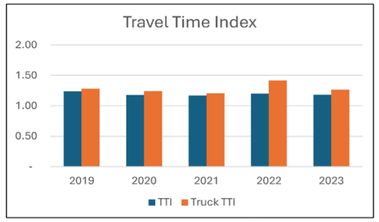
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

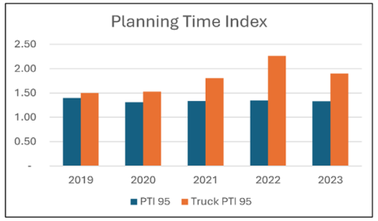


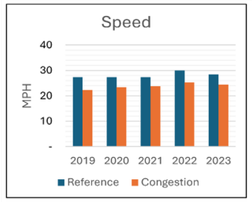
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

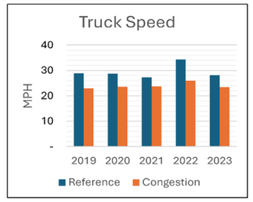
RSC-028 Doddridge Rd (S Staples St to Ocean Dr)

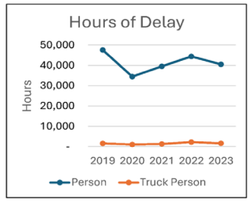
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

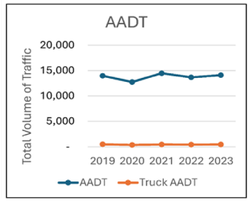


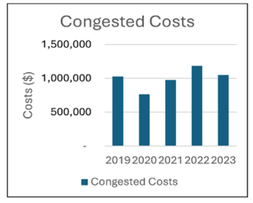


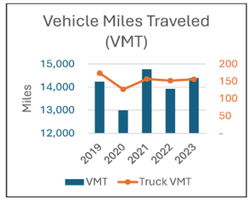




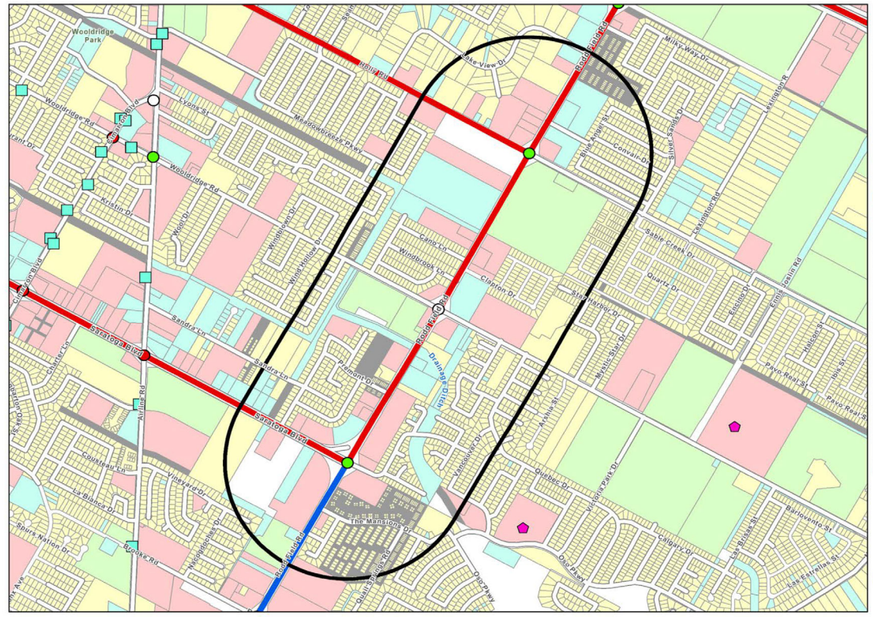








RSC-029 Rodd Field Rd (Saratoga Blvd to Holly Rd)



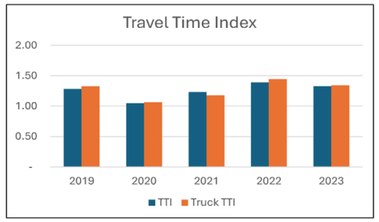
LEGEND
Regionally Significant Corridor (RSC)
RSC - Tier 1
RSC - Tier 2
RSC 3/4 Quarter Mile Buffer
Corpus Christi RTA Transit Stops
School
Land Use
Residential
Commercial
Industrial
Open-Space
Mixed
Vacant
Other
Not Classified
Traffic Signal
Peak Hour LOS (A/B/C)
Peak Hour LOS (D/E/F)
Unevaluated Signal
RSC Profile Location

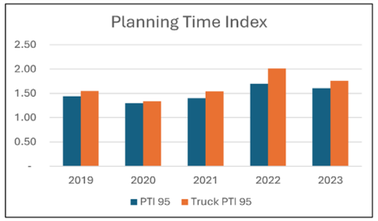


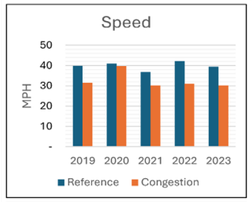
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

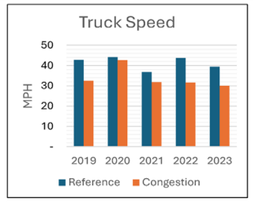
RSC-029 Rodd Field Rd (Saratoga Blvd to Holly Rd)

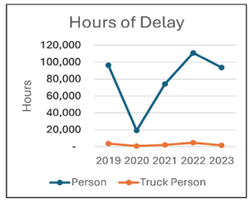
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

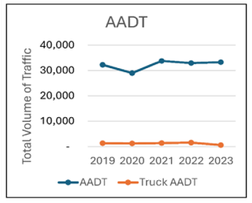


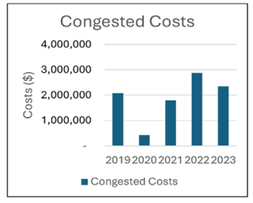


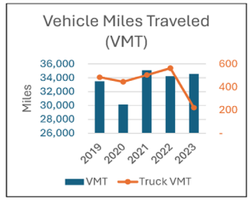




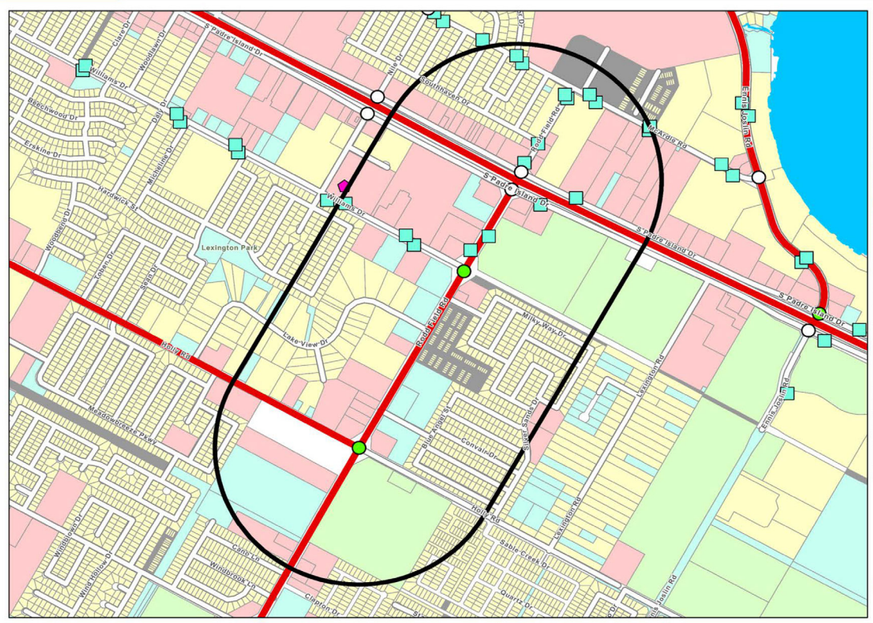








RSC-030 Rodd Field Rd (Holly Rd to SH 358)



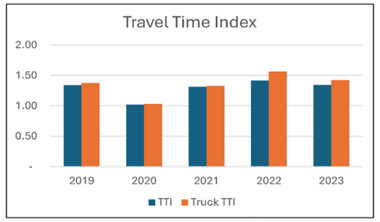
LEGEND
Regionally Significant Corridor (RSC)
RSC - Tier 1
RSC - Tier 2
RSC 3/4 Quarter Mile Buffer
Corpus Christi RTA Transit Stops
School
Land Use
Residential
Commercial
Industrial
Open-Space
Mixed
Vacant
Other
Not Classified
Traffic Signal
Peak Hour LOS (A/B/C)
Peak Hour LOS (D/E/F)
Unevaluated Signal
RSC Profile Location

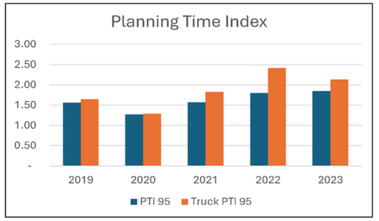


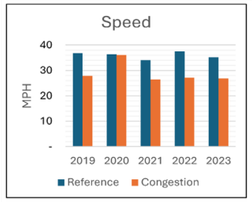
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

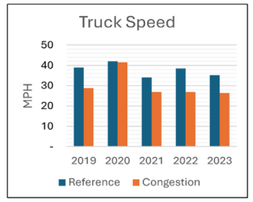
RSC-030 Rodd Field Rd (Holly Rd to SH 358)

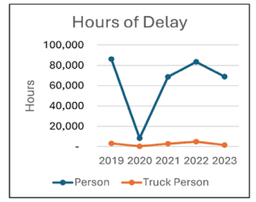
COMPAT Performance Measures	
Volume-Based Measures	
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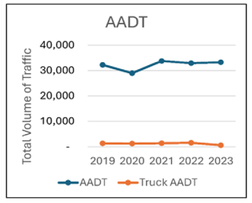


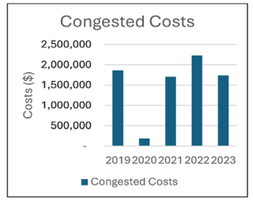


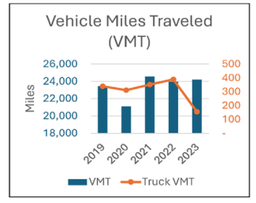






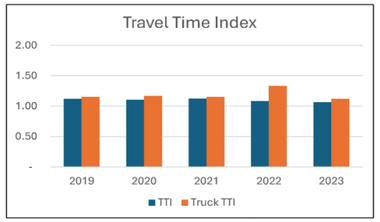


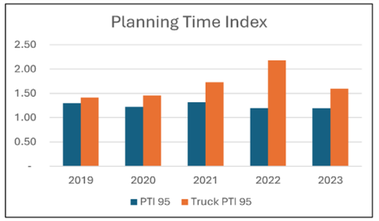




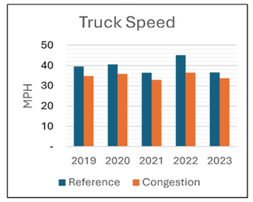
RSC-031 Ennis Joslin Rd (SH 358 to Ocean Dr)

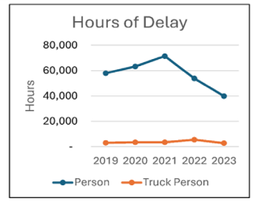
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Speed-Based Measures	
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Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
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Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
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Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

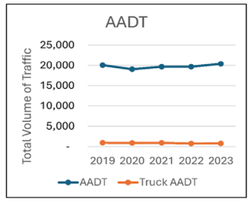


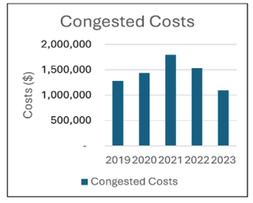


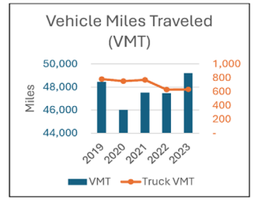




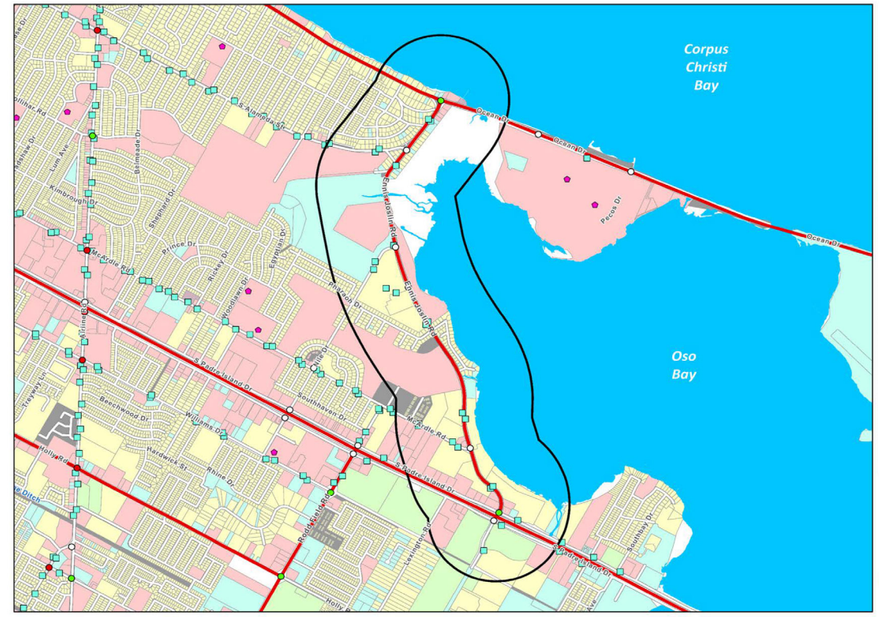








RSC-031 Ennis Joslin Rd (SH 358 to Ocean Dr)

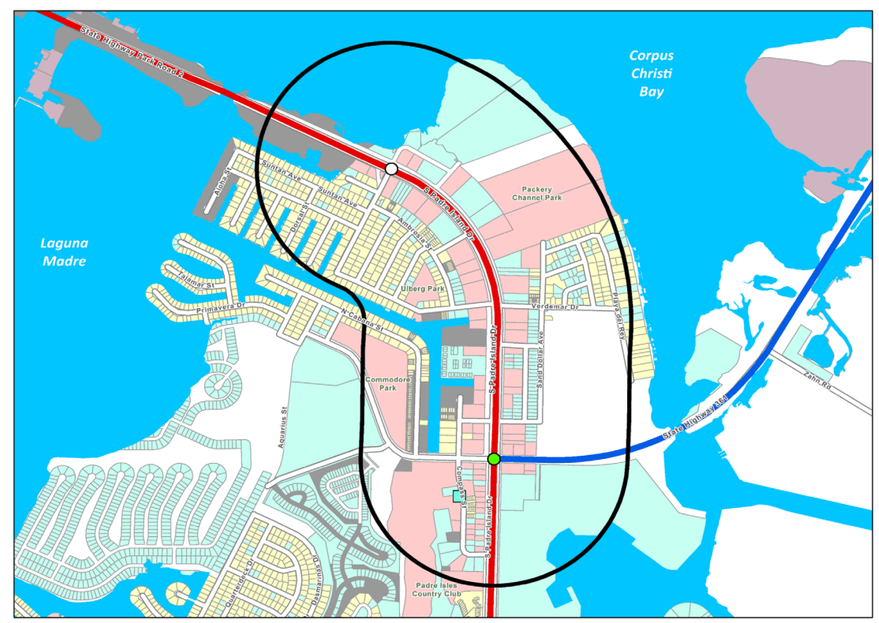


LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-032 PR 22 (Aquarius St to Commodore St)



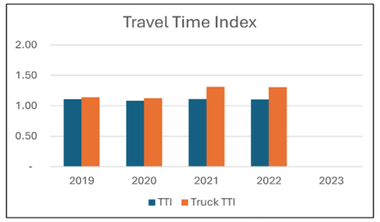
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Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
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	Residential
	Commercial
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	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

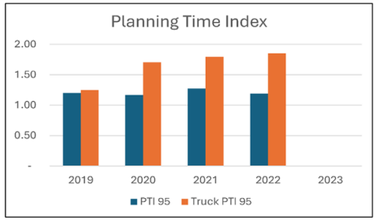


CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

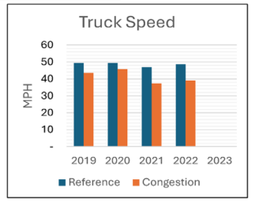
RSC-032 PR 22 (Aquarius St to Commodore St)

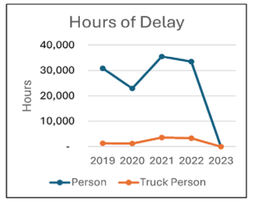
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
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Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
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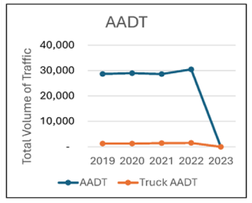


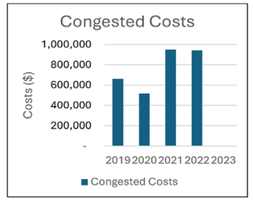


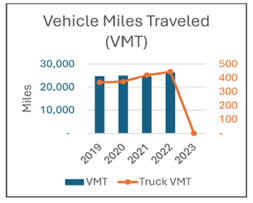






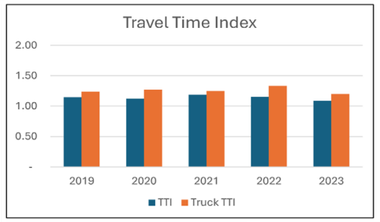


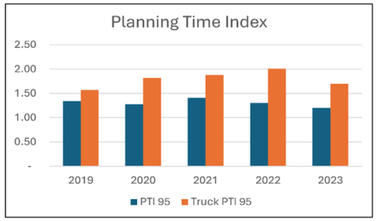




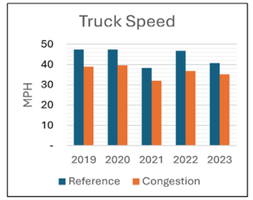
RSC-033 PR 22 (Commodore St to Whitecap Blvd)

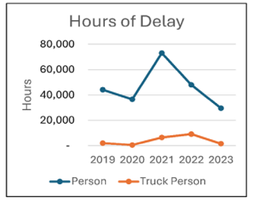
COMPAT Performance Measures	
Volume-Based Measures	
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Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
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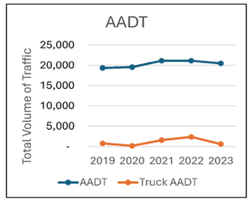


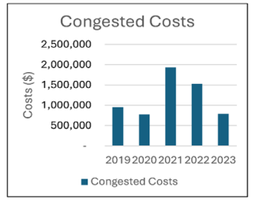


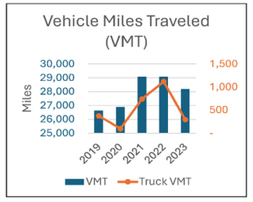




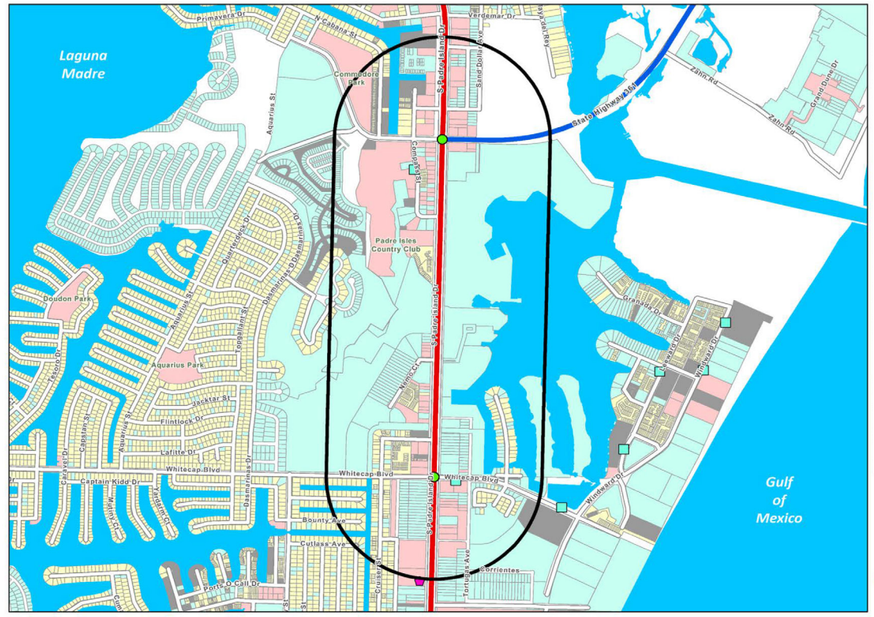


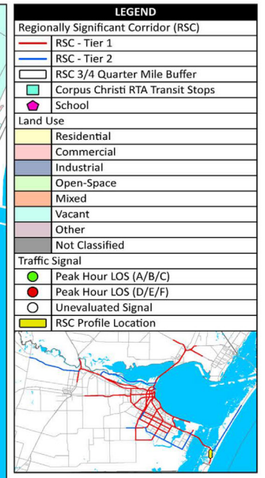






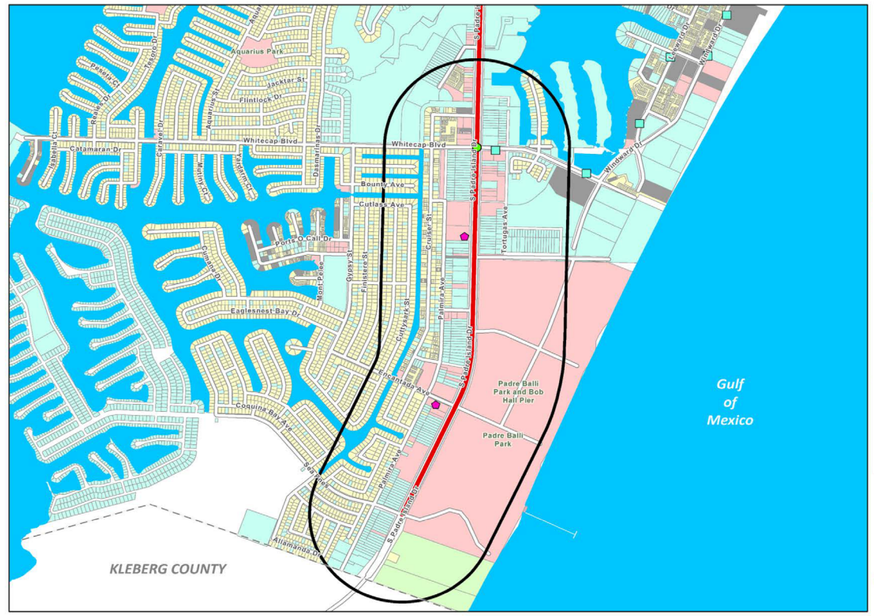
RSC-033 PR 22 (Commodore St to Whitecap Blvd)

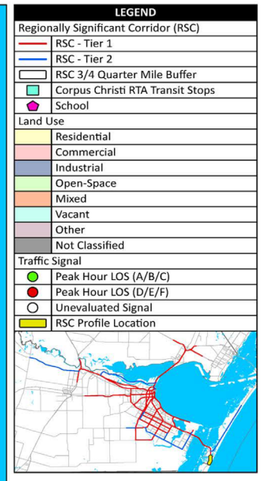




CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-034 PR 22 (Whitecap Blvd to Sea Pines Dr)

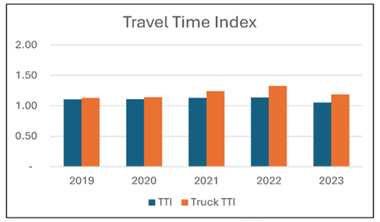


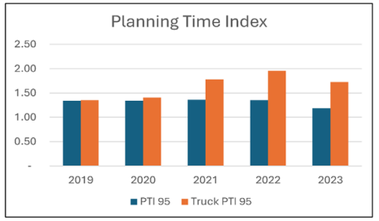


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METROPOLITAN PLANNING ORGANIZATION

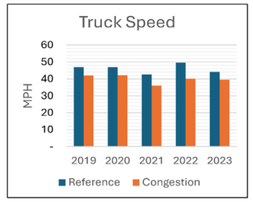
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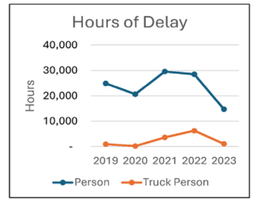
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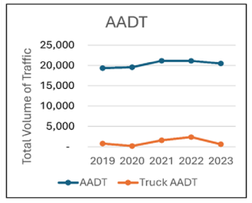


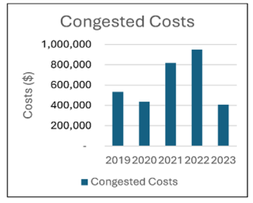


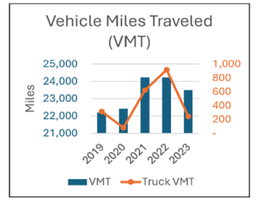






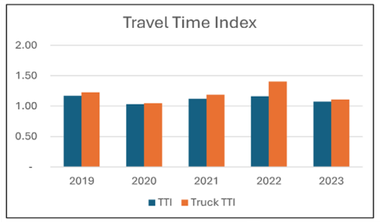


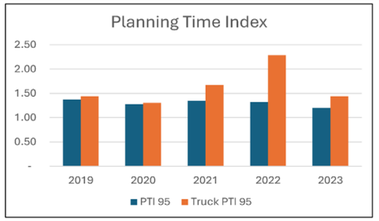


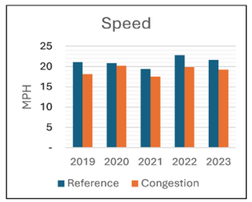


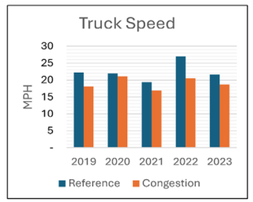
RSC-035 N Staples St (Antelope St to Agnes St)

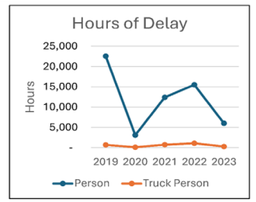
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
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Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

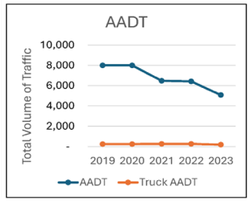


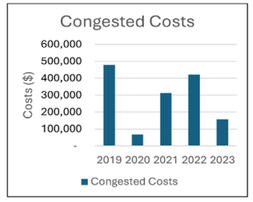


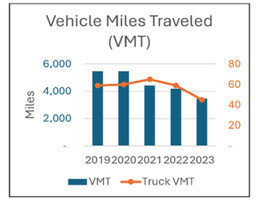




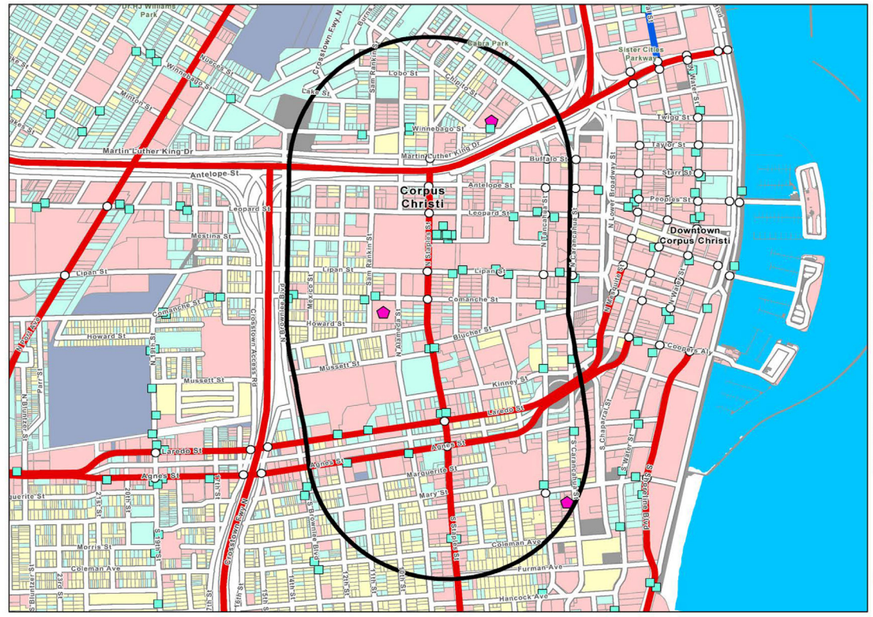








RSC-035 N Staples St (Antelope St to Agnes St)

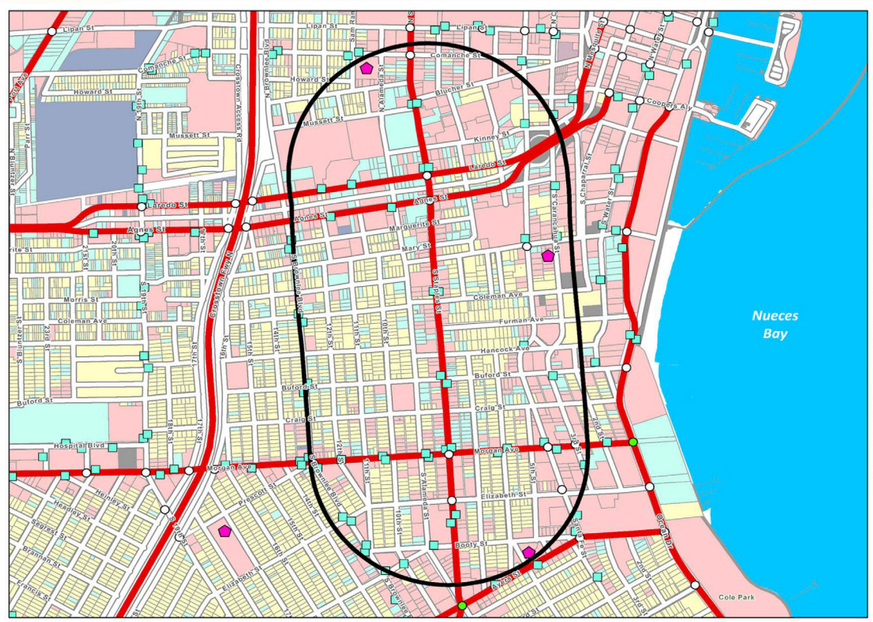


LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-036 S Staples St (Laredo St to Morgan Ave)



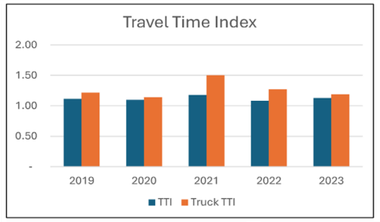
LEGEND	
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	RSC - Tier 1
	RSC - Tier 2
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	Corpus Christi RTA Transit Stops
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	Residential
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	Other
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Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

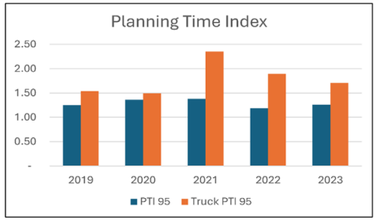


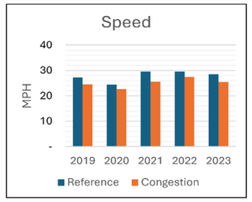
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

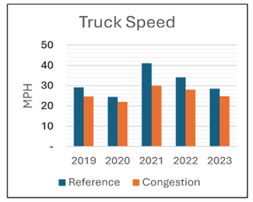
RSC-036 S Staples St (Laredo St to Morgan Ave)

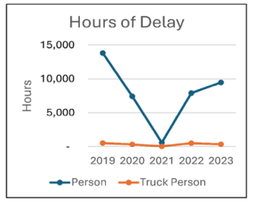
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Reference Speed	The average speed of vehicles in uncongested conditions.
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Truck Reference Speed	The average speed of trucks in uncongested conditions.
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Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

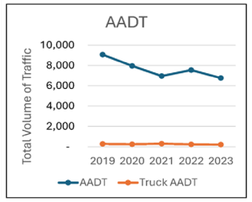


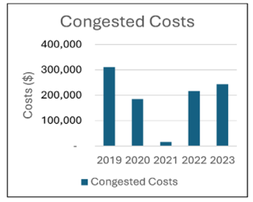


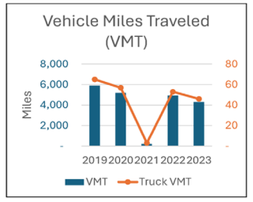






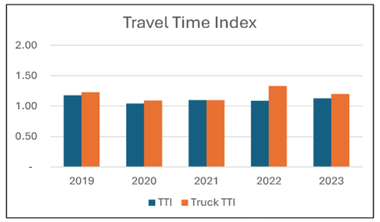


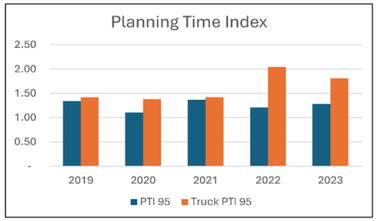




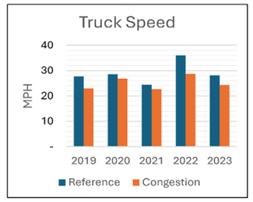
RSC-037 S Staples St (Morgan Ave to Six Points)

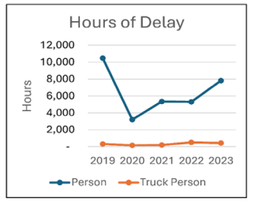
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Volume-Based Measures	
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Truck Reference Speed	The average speed of trucks in uncongested conditions.
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Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
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Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

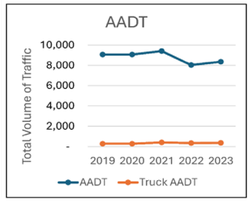


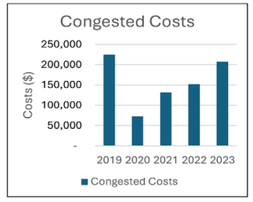


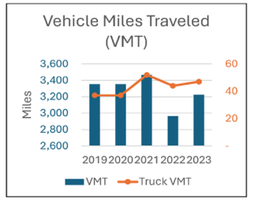




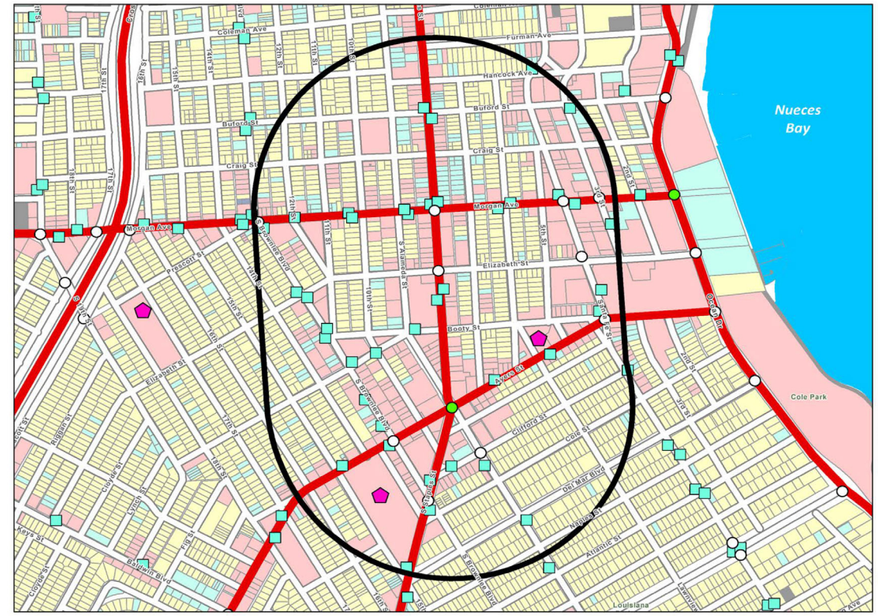




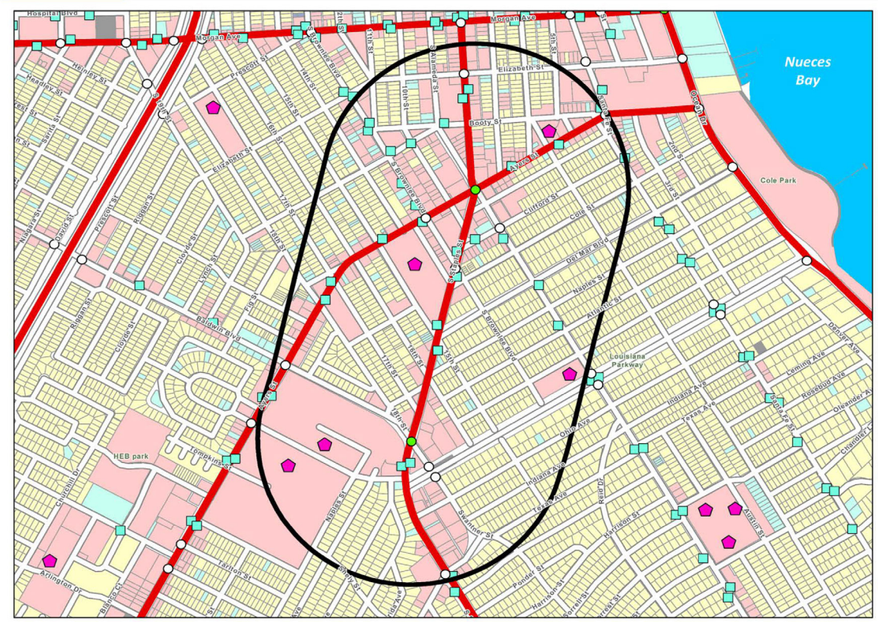




RSC-037 S Staples St (Morgan Ave to Six Points)

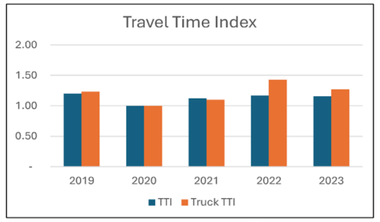


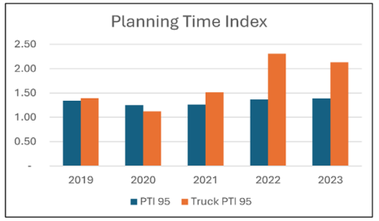
RSC-038 S Staples St (Six Points to Baldwin Blvd)



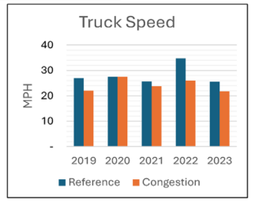
RSC-038 S Staples St (Six Points to Baldwin Blvd)

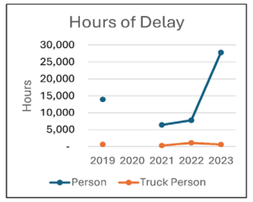
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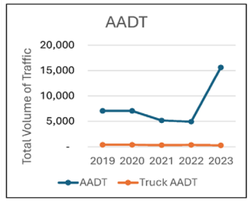


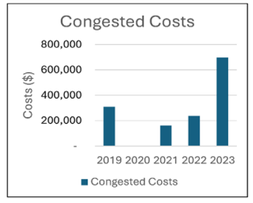


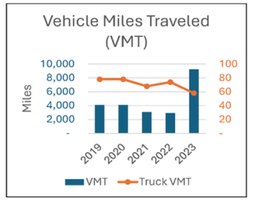






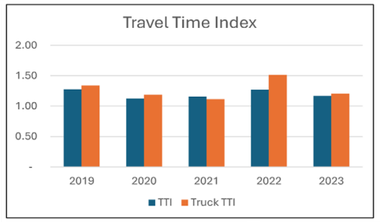


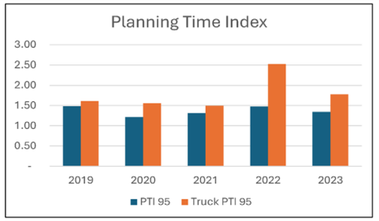


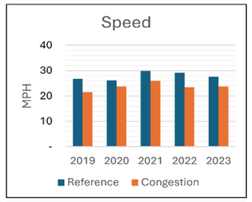


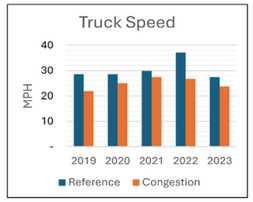
RSC-039 S Staples St (Baldwin Blvd to Weber Rd)

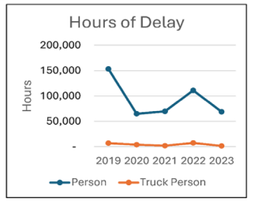
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
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Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

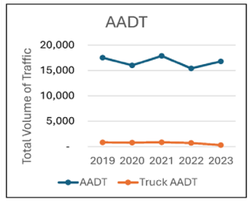


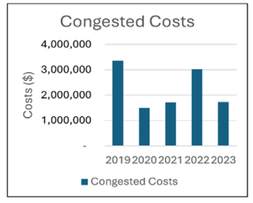


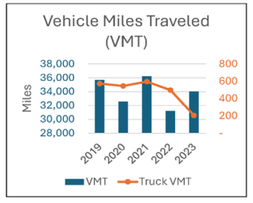




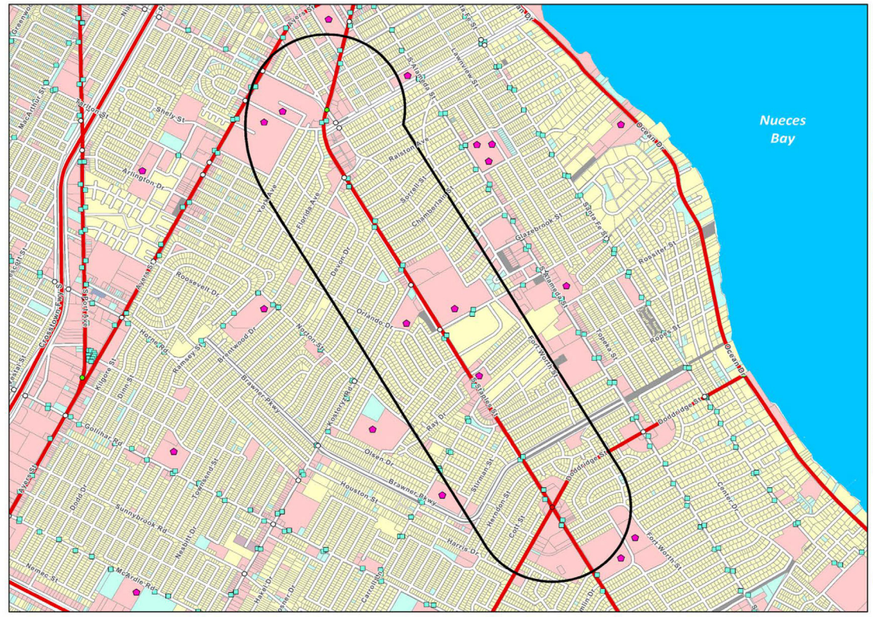








RSC-039 S Staples St (Baldwin Blvd to Weber Rd)



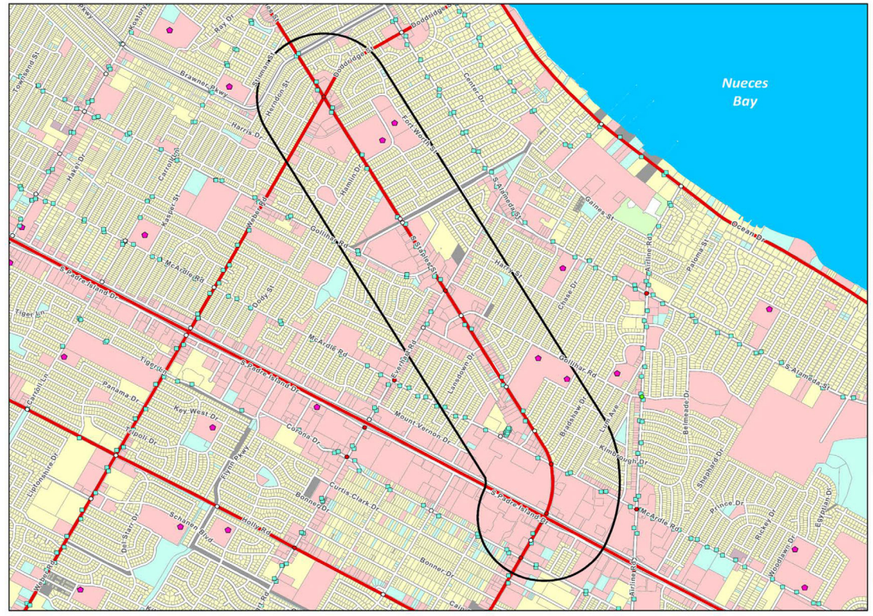
LEGEND

Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-040 S Staples St (Weber Rd to SH 358)



LEGEND

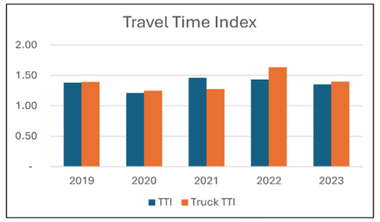
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
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	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

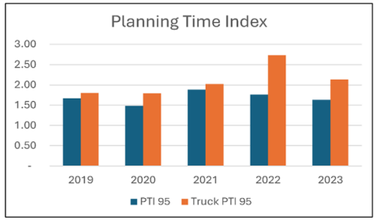


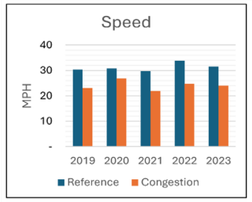
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

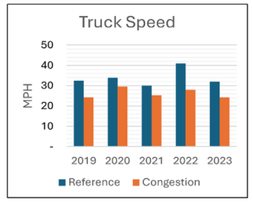
RSC-040 S Staples St (Weber Rd to SH 358)

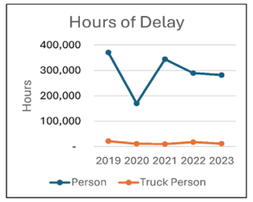
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
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Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
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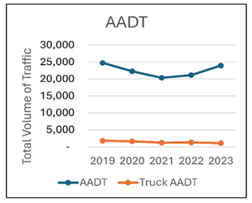


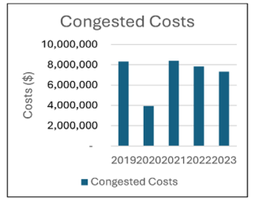


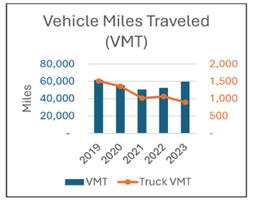






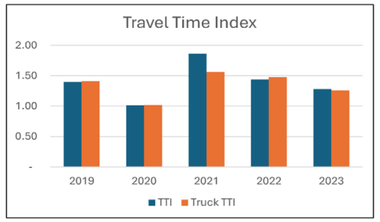


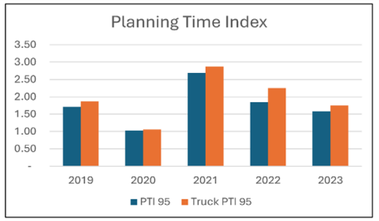




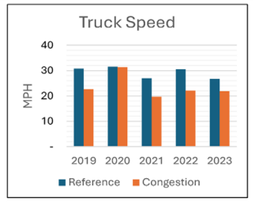
RSC-041 S Staples St (SH 358 to Holly Rd)

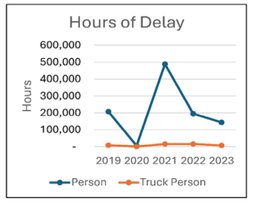
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
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Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
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Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

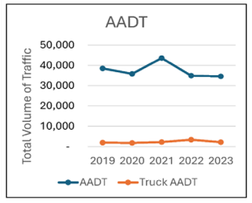


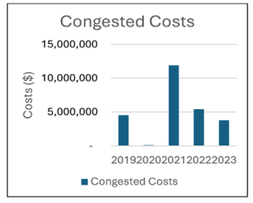


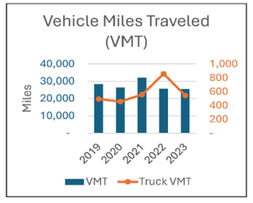




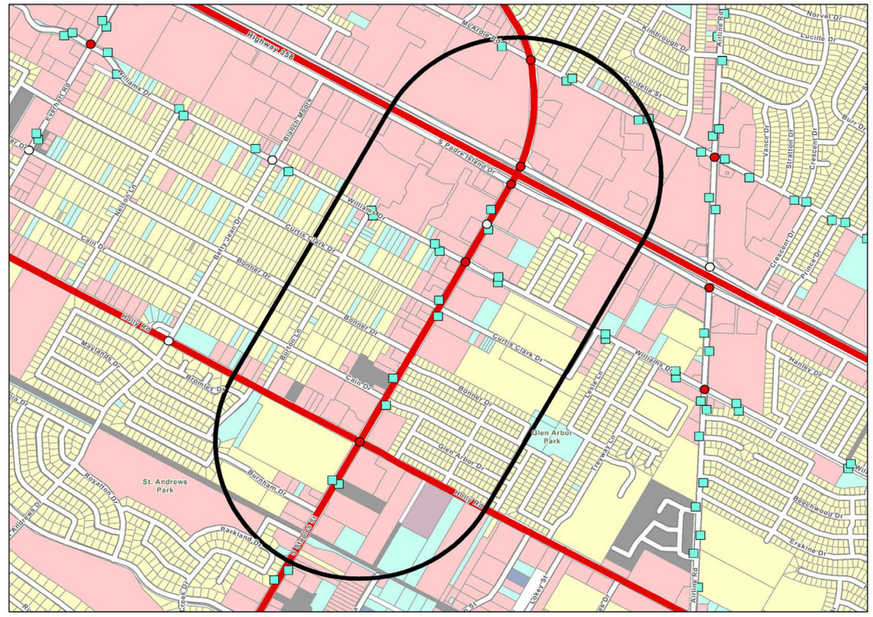








RSC-041 S Staples St (SH 358 to Holly Rd)

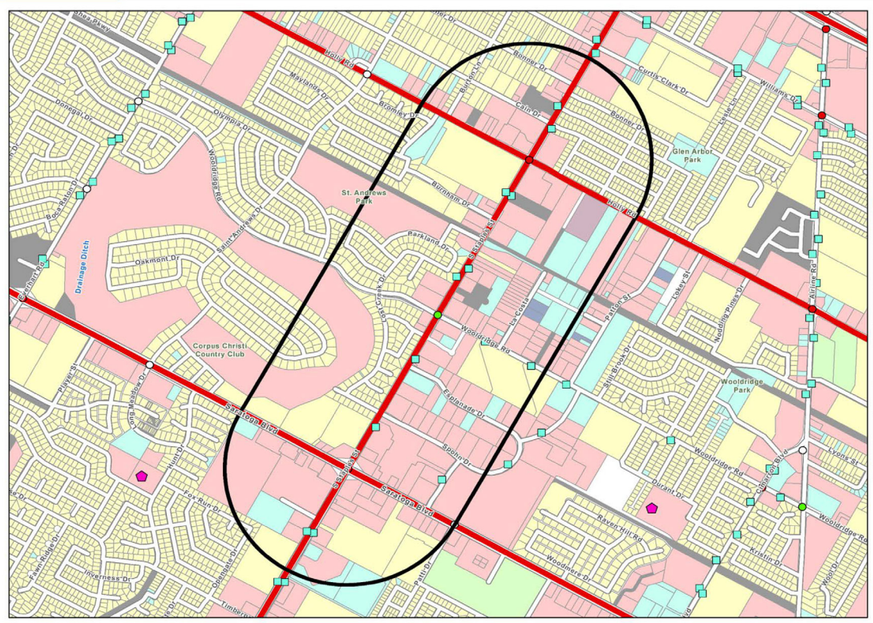


LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-042 S Staples St (Holly Rd to Saratoga Blvd)



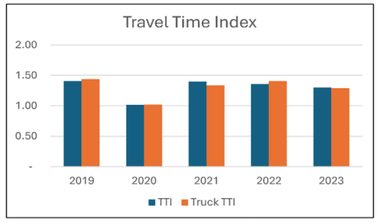
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

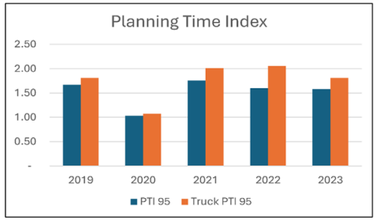


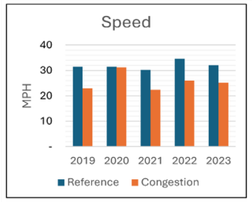
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

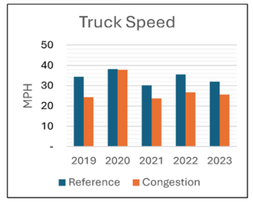
RSC-042 S Staples St (Holly Rd to Saratoga Blvd)

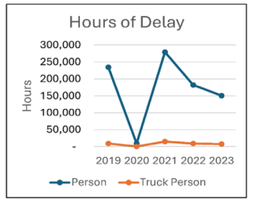
COMPAT Performance Measures	
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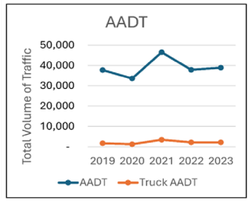


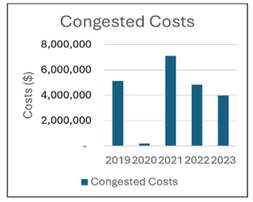


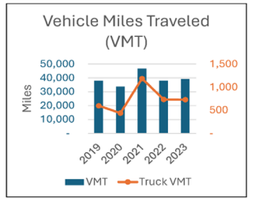






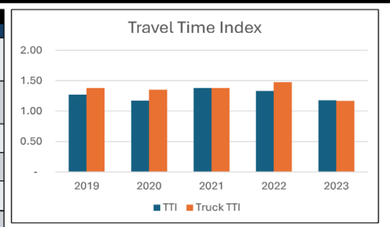


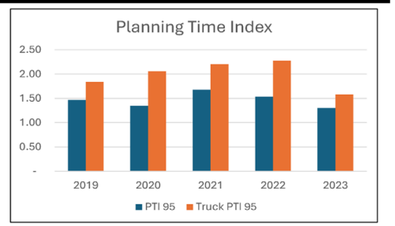


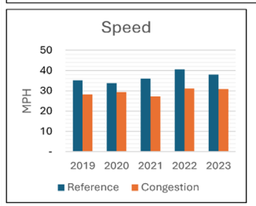


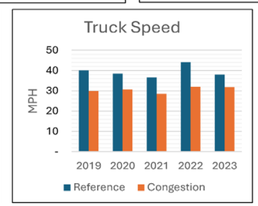
RSC-043 S Staples St (Saratoga Blvd to Yorktown Blvd)

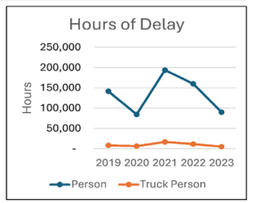
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

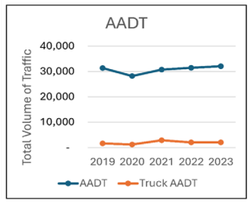


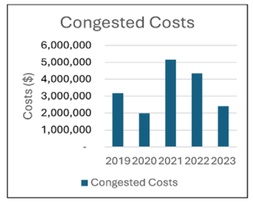


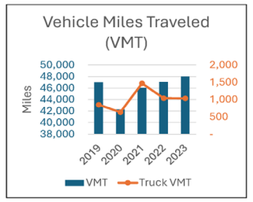




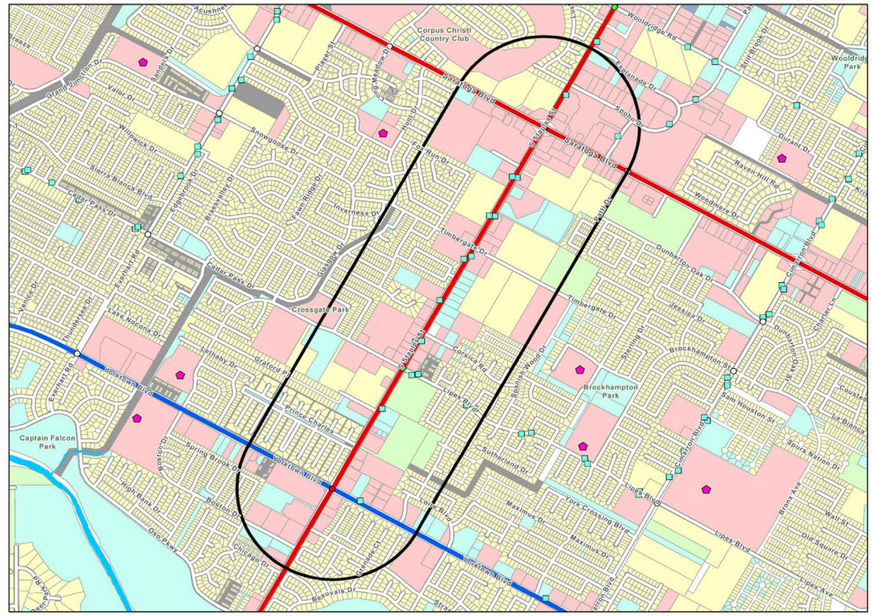


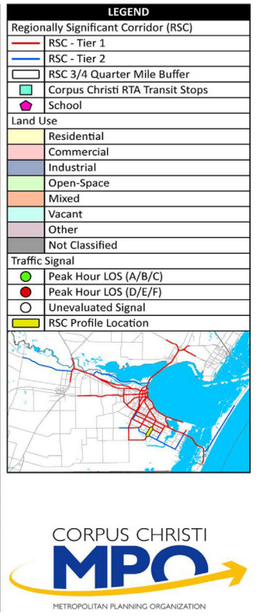




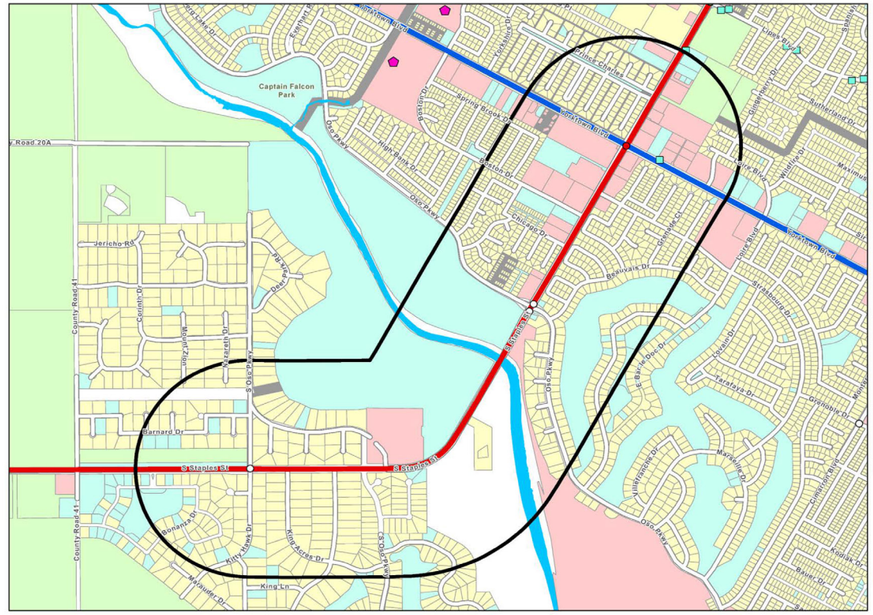


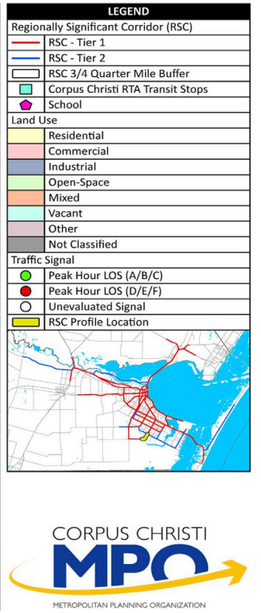
RSC-043 S Staples St (Saratoga Blvd to Yorktown Blvd)





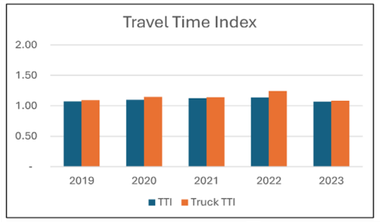
RSC-044 S Staples St (Yorktown Blvd to Kitty Hawk Dr)

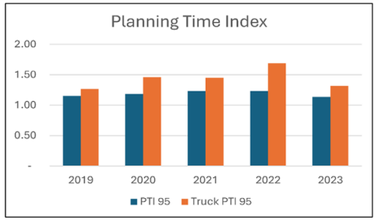




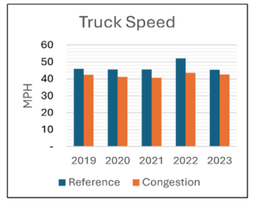
RSC-044 S Staples St (Yorktown Blvd to Kitty Hawk Dr)

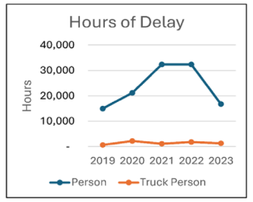
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

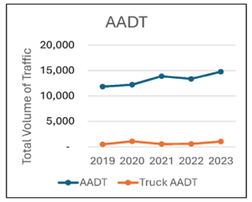


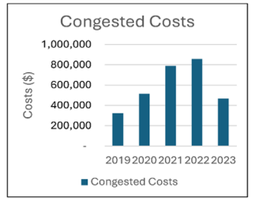


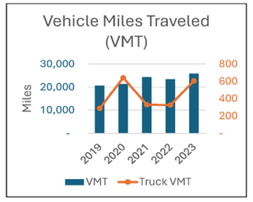






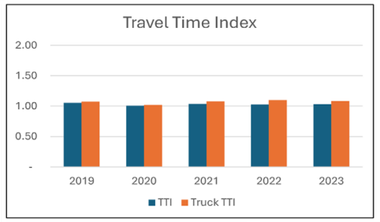


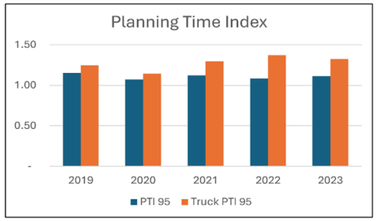




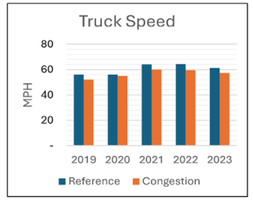
RSC-045 S Staples St (Kitty Hawk Dr to SH 286)

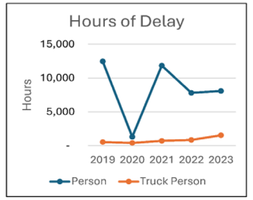
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

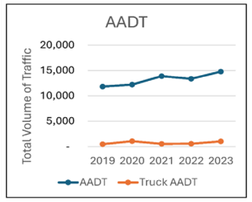


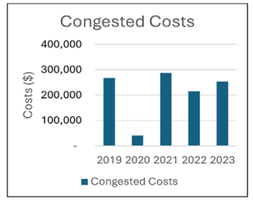


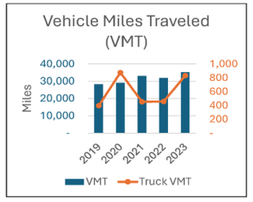




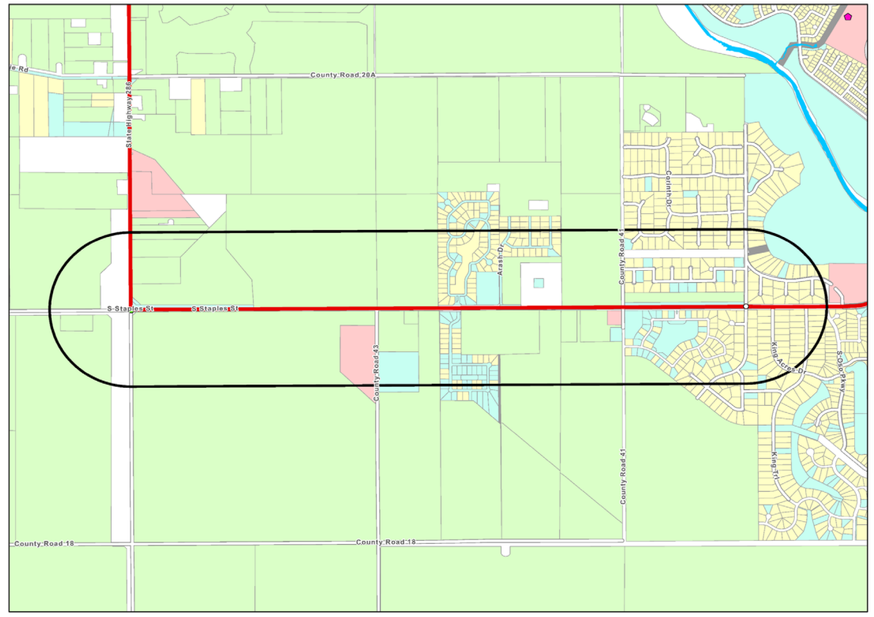






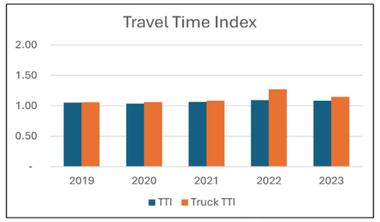


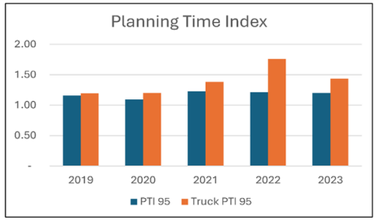
RSC-045 S Staples St (Kitty Hawk Dr to SH 286)

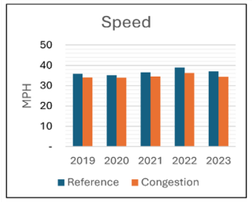

County Road 20A
S Staples St
S Staples St
County Road 43
County Road 41
County Road 18
County Road 18
Kostoryz Rd
Kostoryz Rd
Kostoryz Rd
Arasti Dr
Centrico Dr
County Road 43
Kostoryz Rd
Kostoryz Rd
Kostoryz Rd

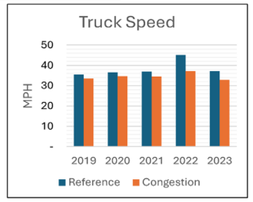
RSC-046 Old Brownsville Rd (SH 358 to Airport Rd)

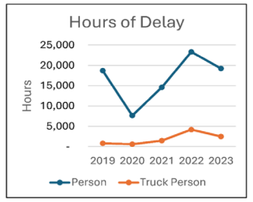
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

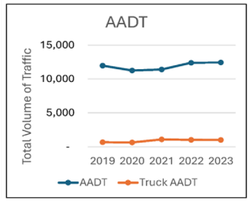


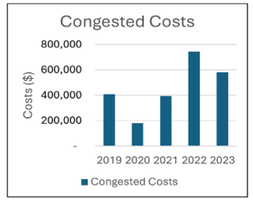


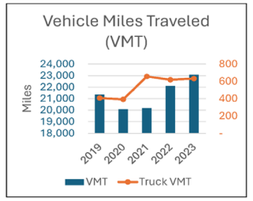






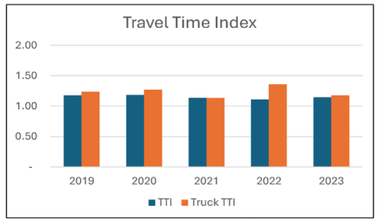


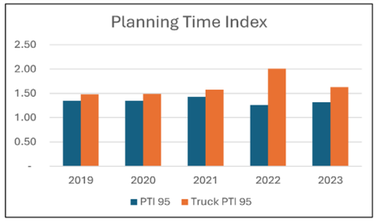




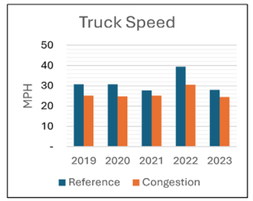
RSC-047 Morgan Ave (Airport Rd to S Port Ave)

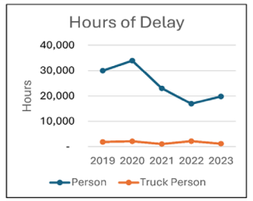
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
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Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

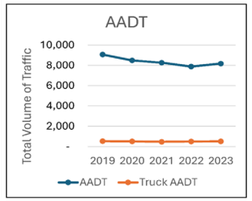


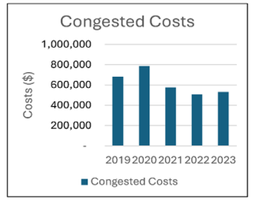


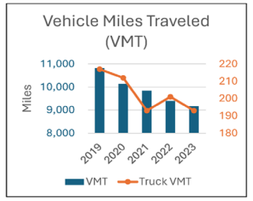




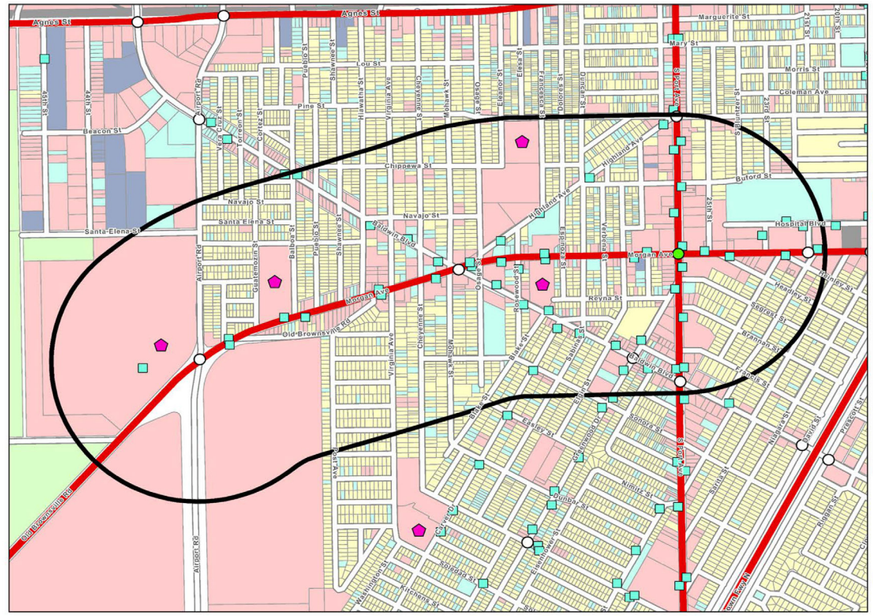




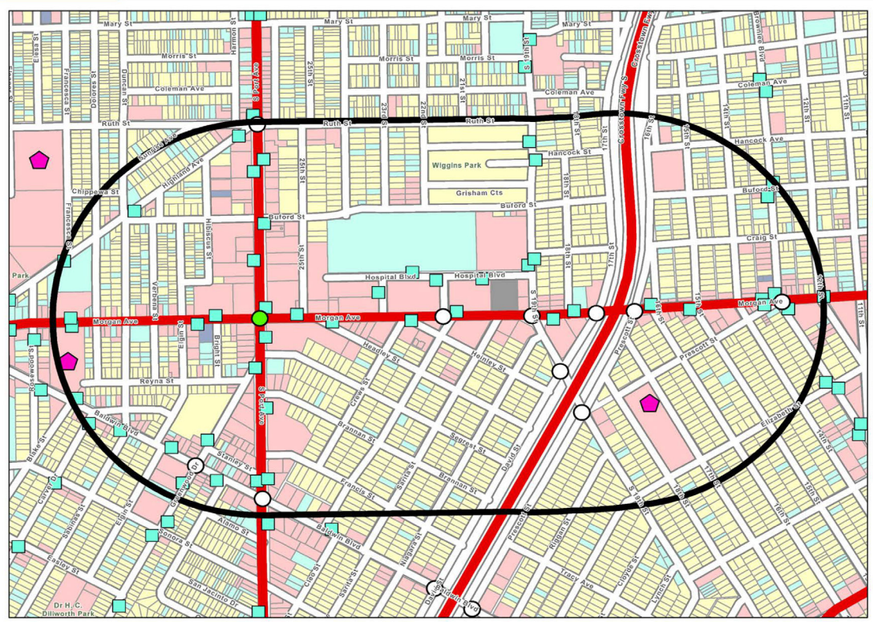




RSC-047 Morgan Ave (Airport Rd to S Port Ave)

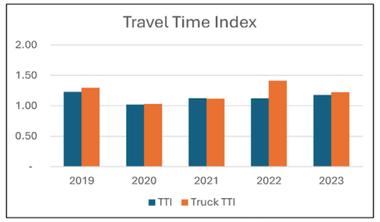


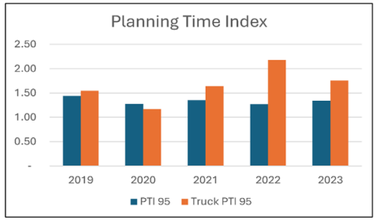
RSC-048 Morgan Ave (S Port Ave to SH 286)



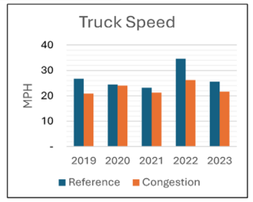
RSC-048 Morgan Ave (S Port Ave to SH 286)

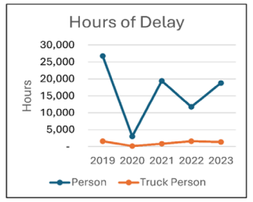
COMPAT Performance Measures	
Volume-Based Measures	
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Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
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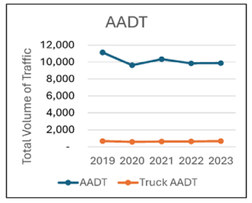


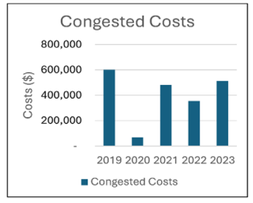


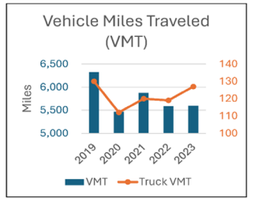






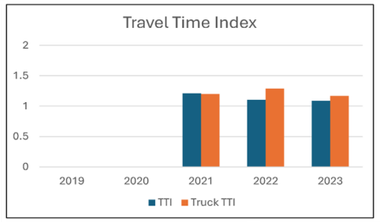


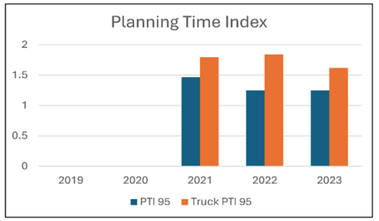


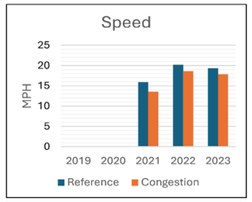


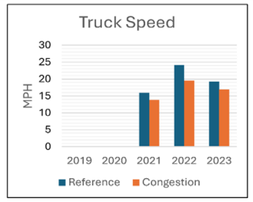
RSC-049 Morgan Ave (SH 286 to S Staples St)

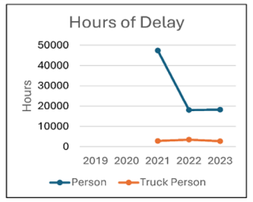
COMPAT Performance Measures	
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Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

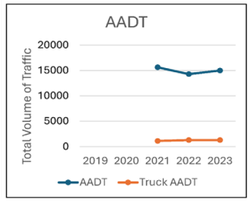


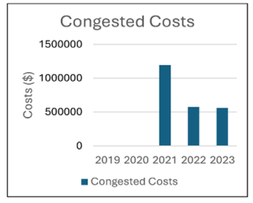


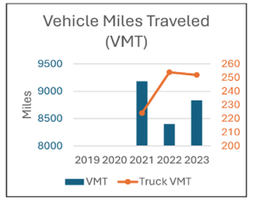




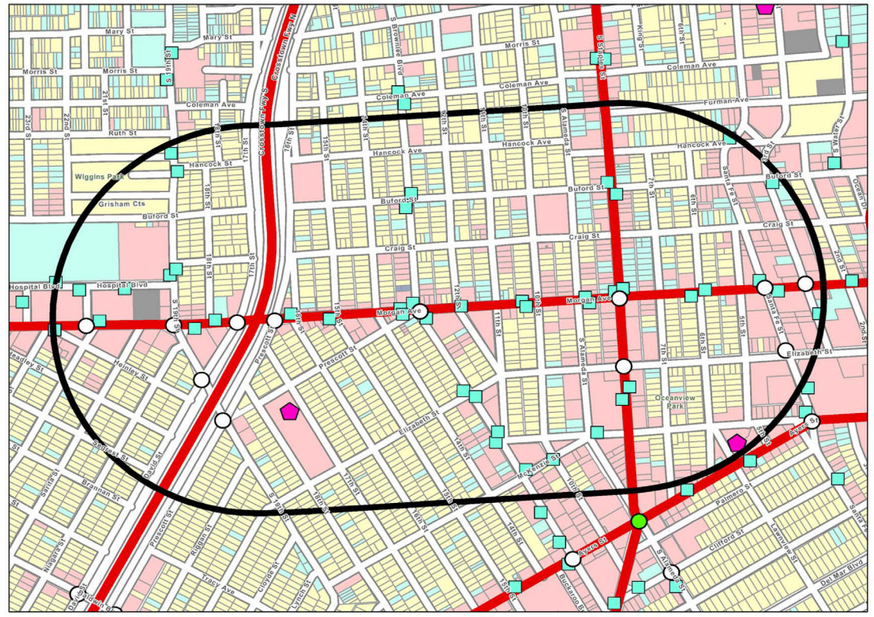




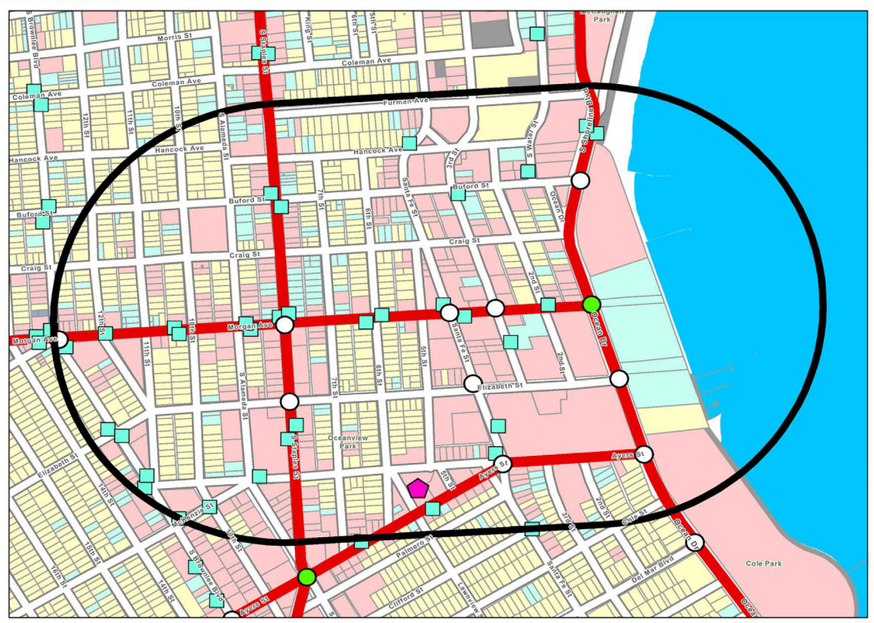




RSC-049 Morgan Ave (SH 286 to S Staples St)

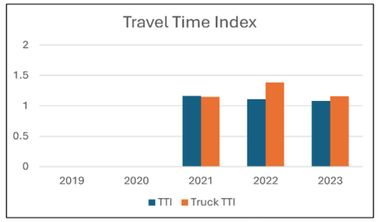


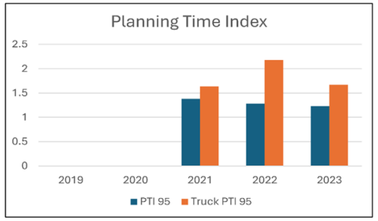
RSC-050 Morgan Ave (S Staples St to Ocean Dr)

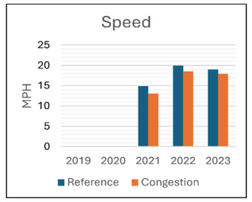


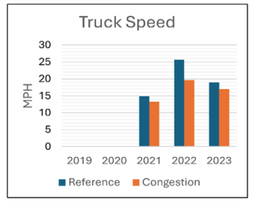
RSC-050 Morgan Ave (S Staples St to Ocean Dr)

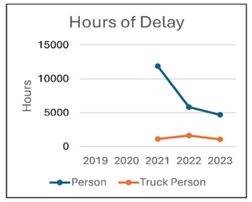
COMPAT Performance Measures	
Volume-Based Measures	
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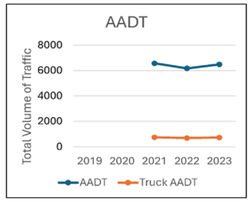


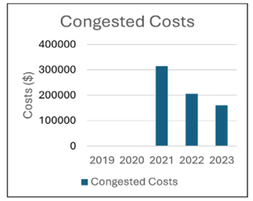


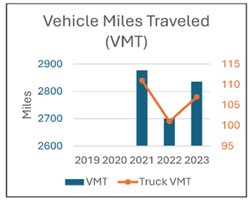




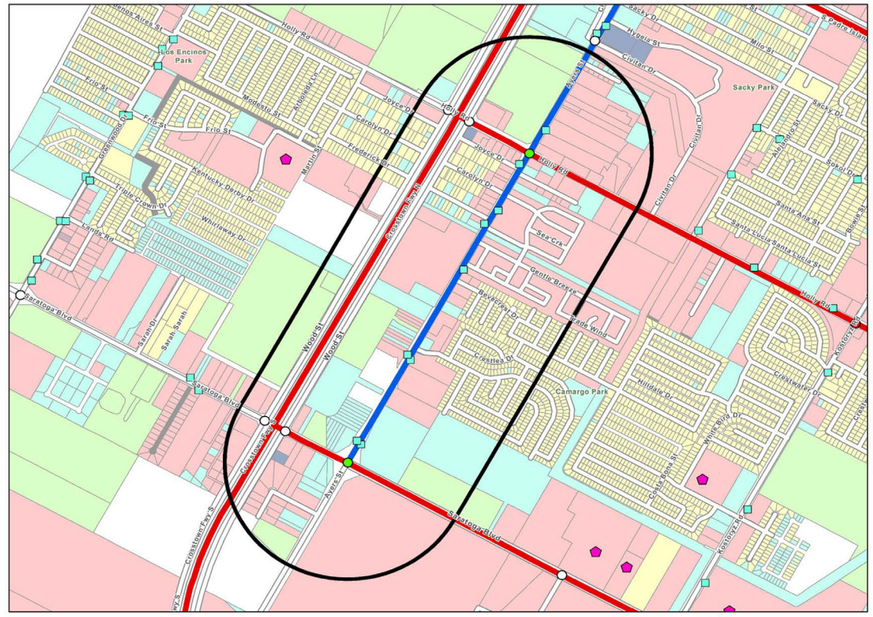








RSC-051 Ayers St (Saratoga Blvd to Holly Rd)



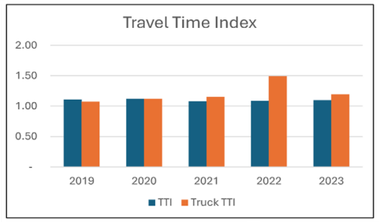
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

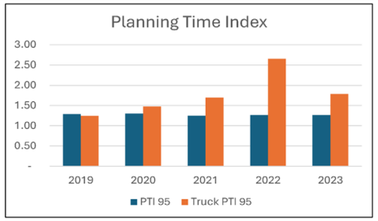


CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

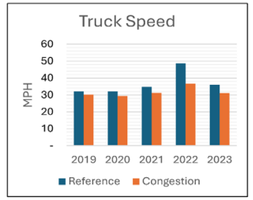
RSC-051 Ayers St (Saratoga Blvd to Holly Rd)

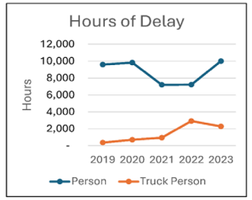
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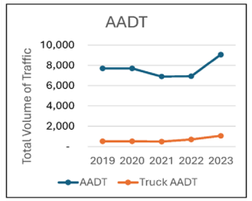


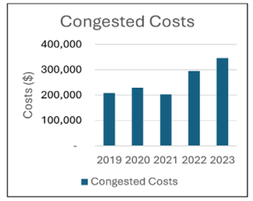


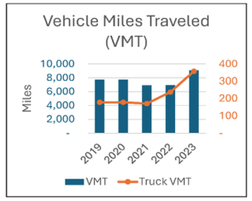




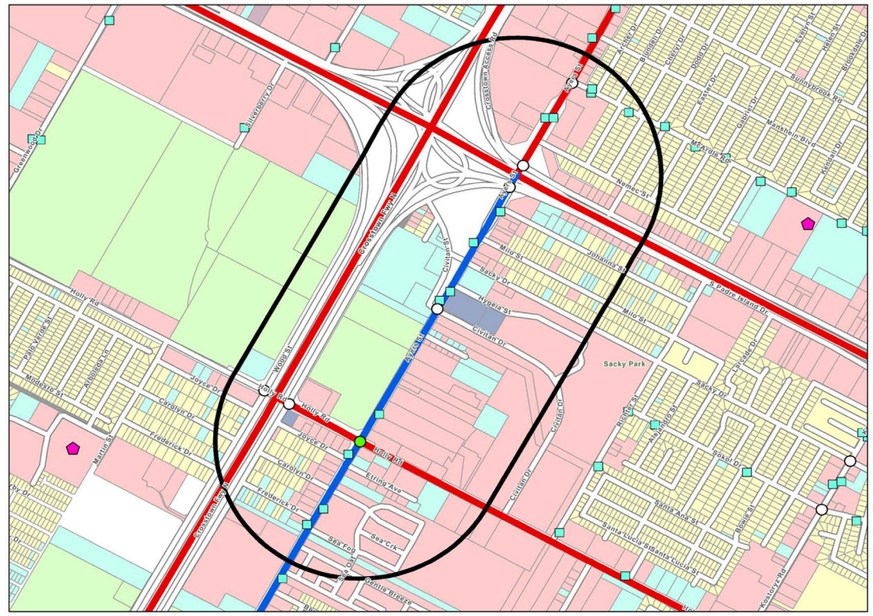








RSC-052 Ayers St (Holly Rd to SH 358)



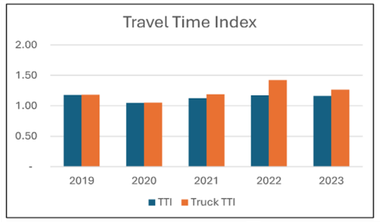
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

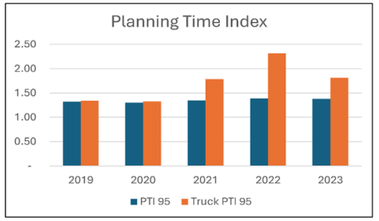


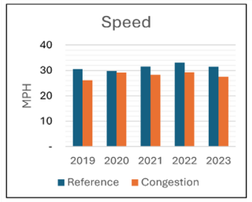
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

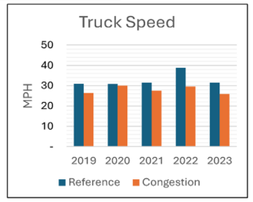
RSC-052 Ayers St (Holly Rd to SH 358)

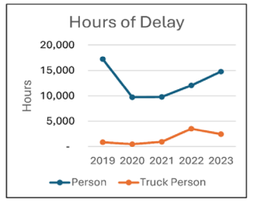
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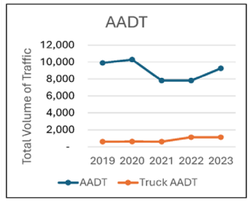


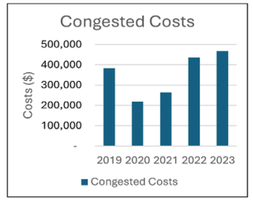


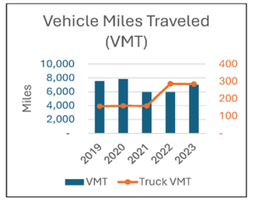






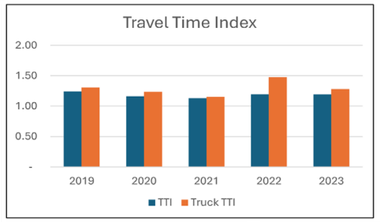


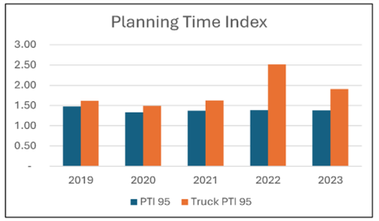


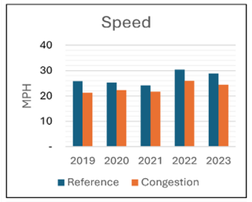


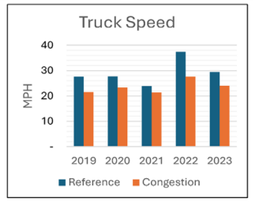
RSC-053 Ayers St (SH 358 to Six Points)

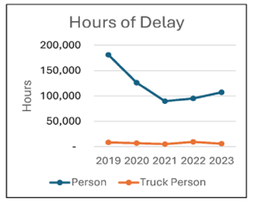
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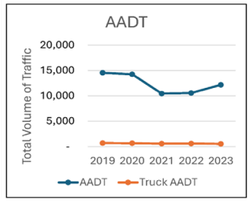


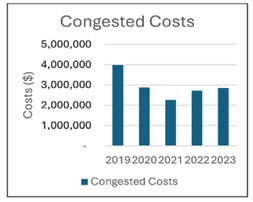


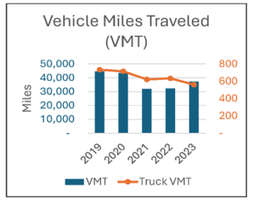




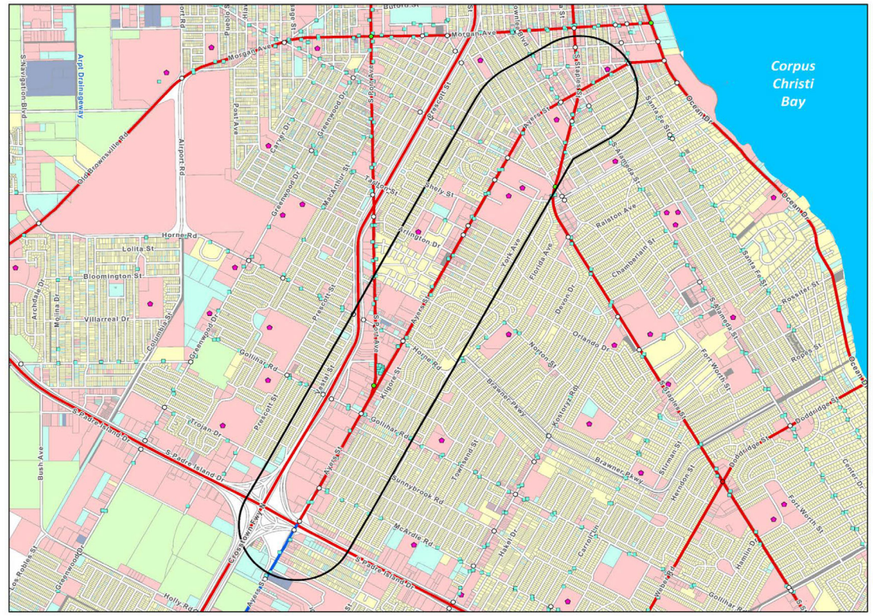








RSC-053

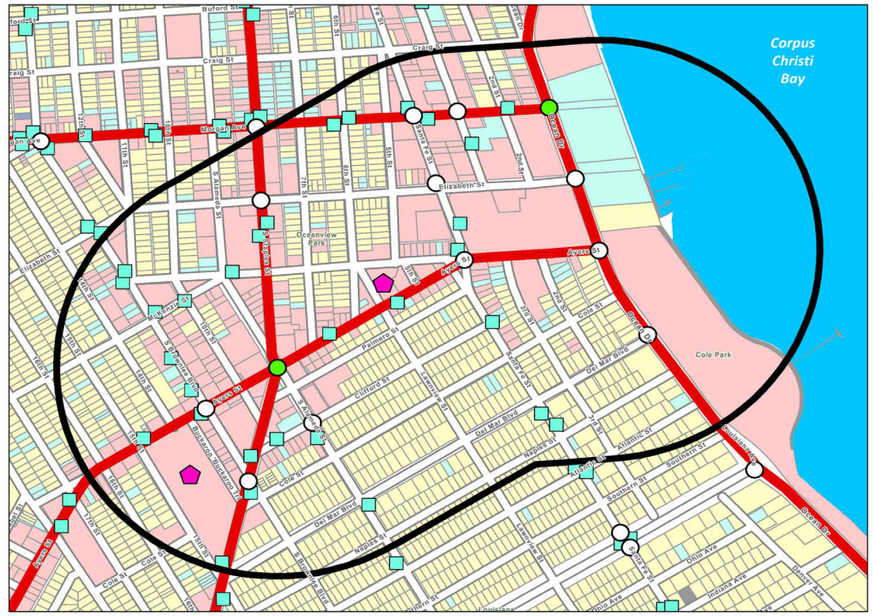


LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-054 Ayers St (Six Points to Ocean Dr)



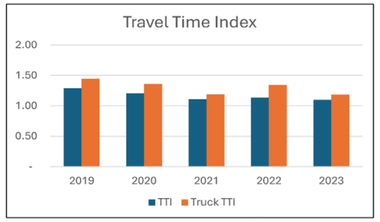
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
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Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
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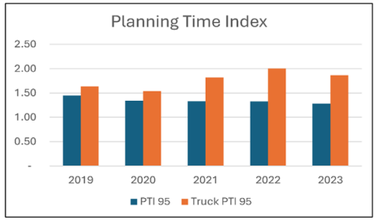


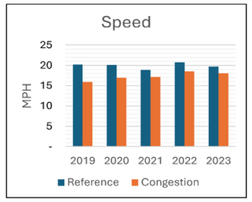
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

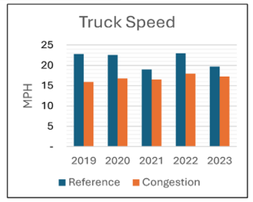
RSC-054 Ayers St (Six Points to Ocean Dr)

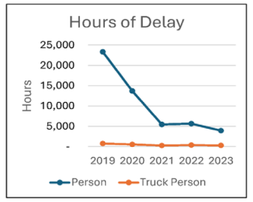
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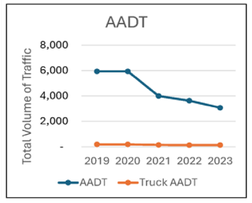


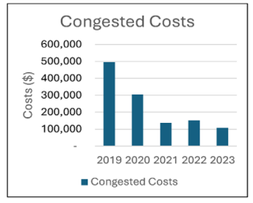


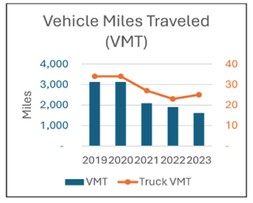






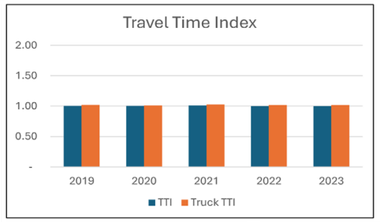


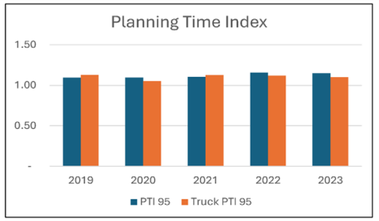




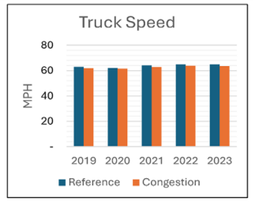
RSC-057 SH 44 (CR 24 to SH 358)

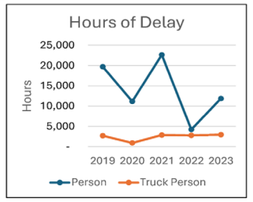
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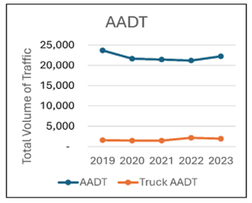


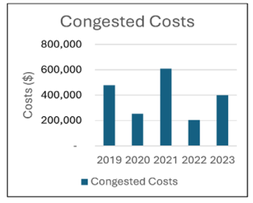


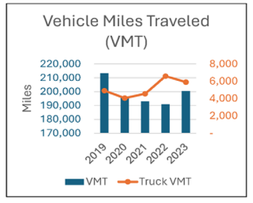




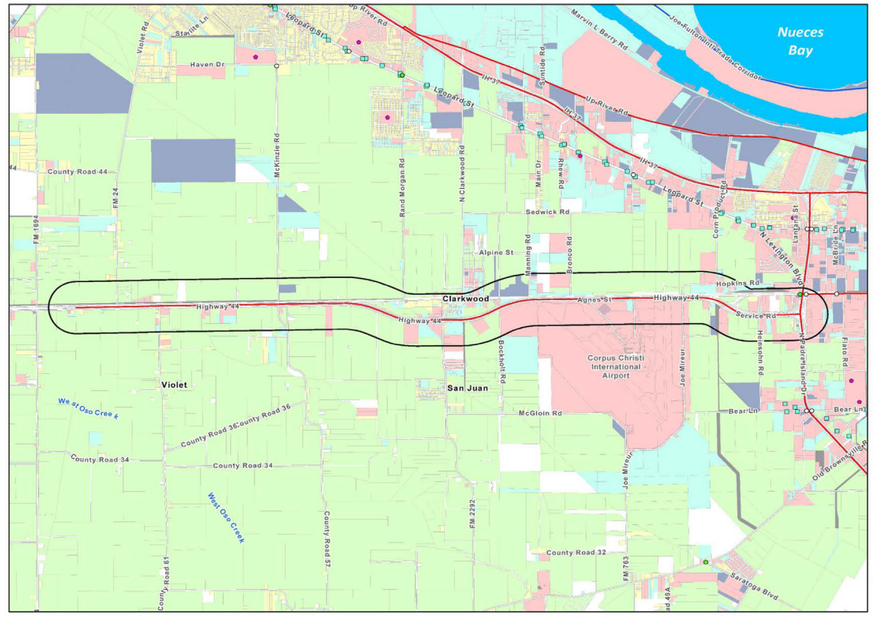




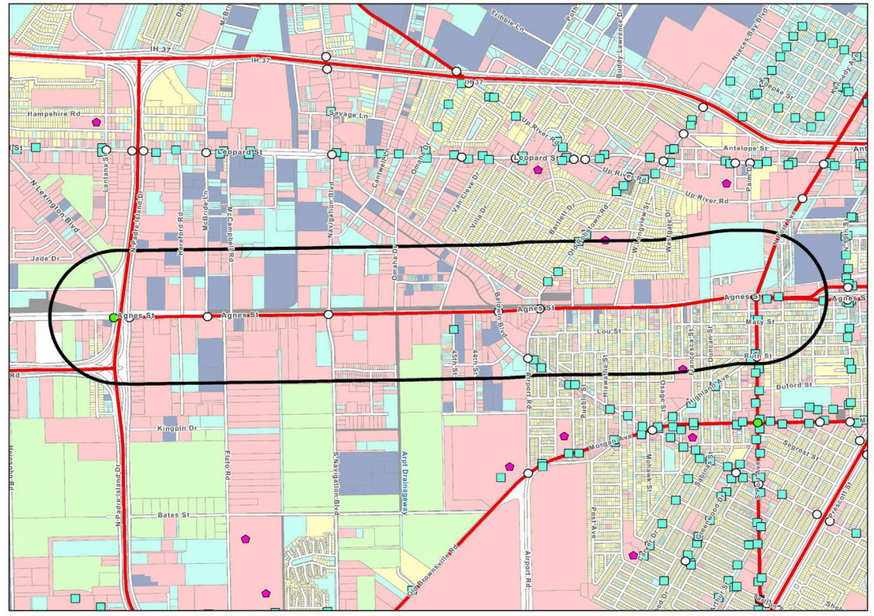




RSC-057 SH 44 (CR 24 to SH 358)

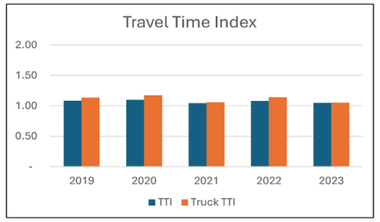


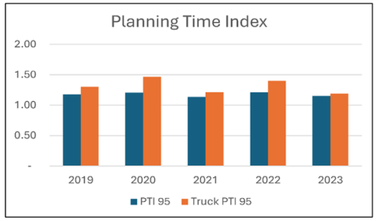
RSC-058 Agnes St (SH 358 to S Port Ave)



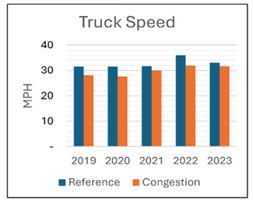
RSC-058 — Agnes St (SH 358 to S Port Ave)

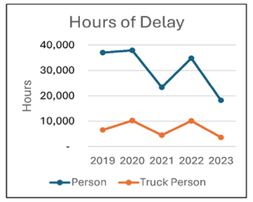
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

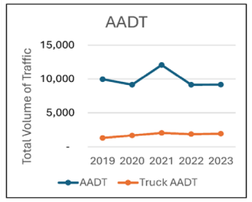


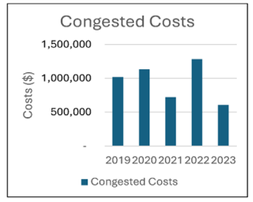


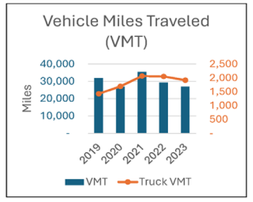






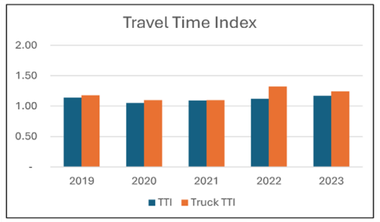


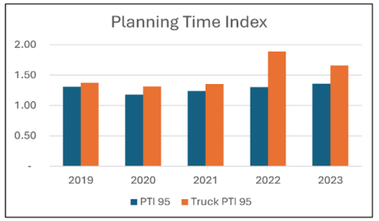




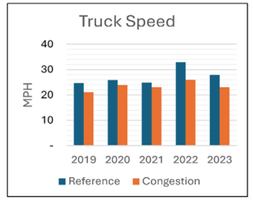
RSC-059 — Agnes St / Laredo St (S Port Ave to SH 286)

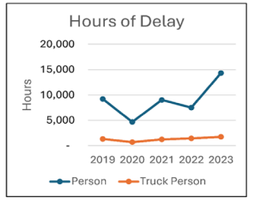
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

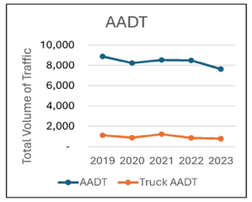


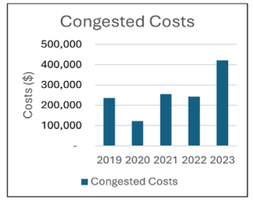


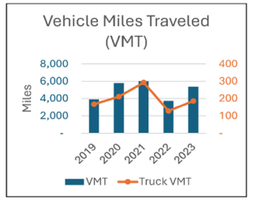




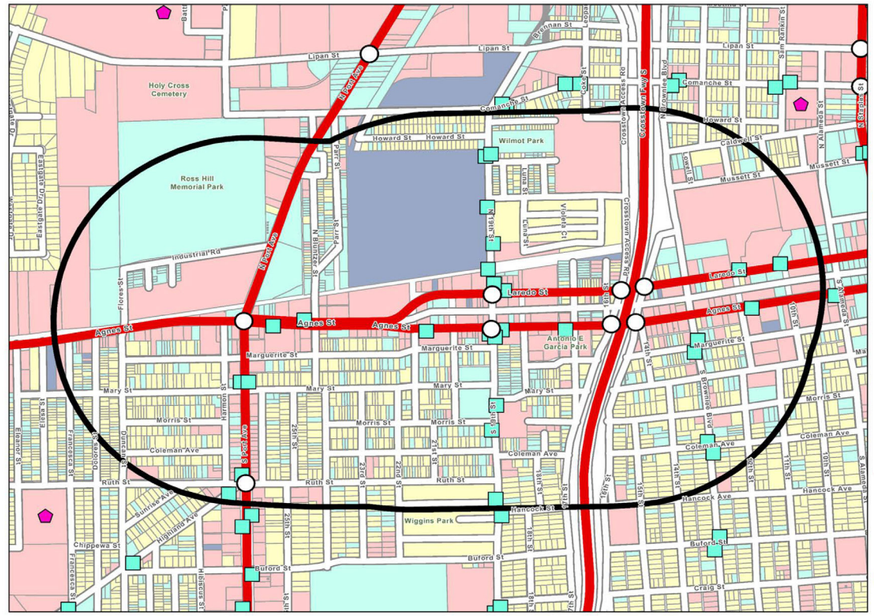


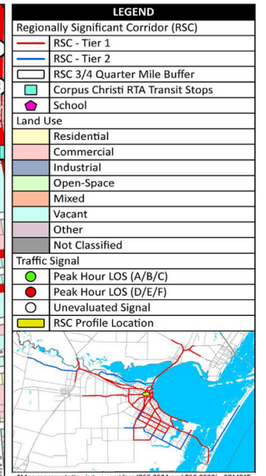






RSC-059* — Agnes St / Laredo St (S Port Ave to SH 286)

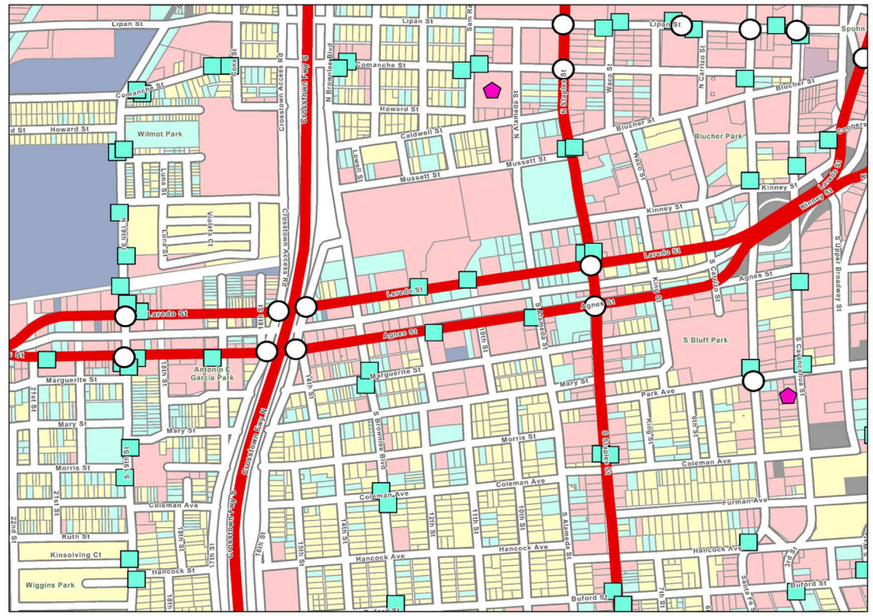


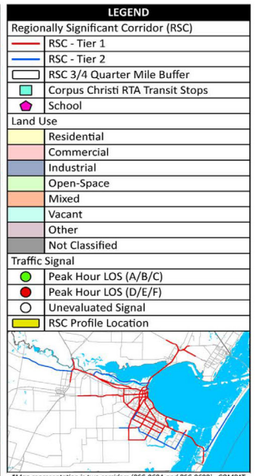


*Map representation is two corridors (RSC-059A and RSC-059B). COMPAT data for this corridor is extracted from a centerline that represents both corridors.

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-060* — Agnes St / Laredo St (SH 286 to S Staples St)



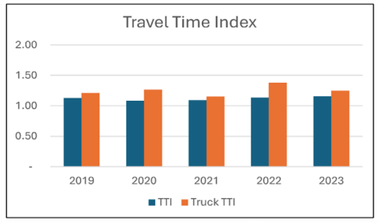


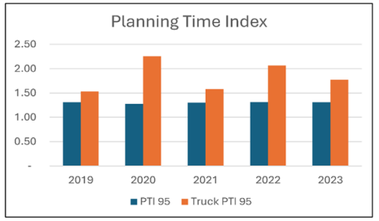
*Map representation is two corridors (RSC-060A and RSC-060B). COMPAT data for this corridor is extracted from a centerline that represents both corridors.

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

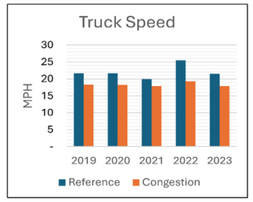
RSC-060 Agnes St / Laredo St (SH 286 to S Staples St)

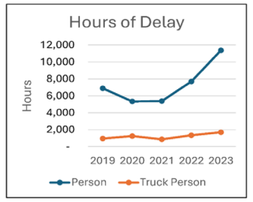
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

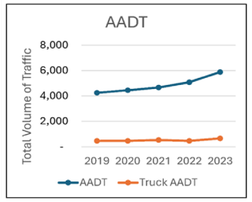


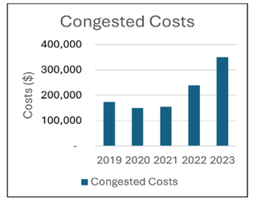


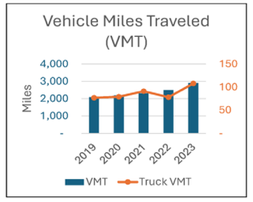






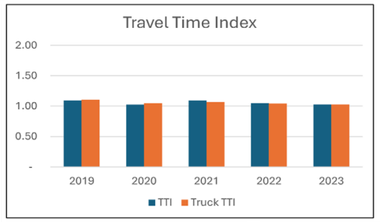


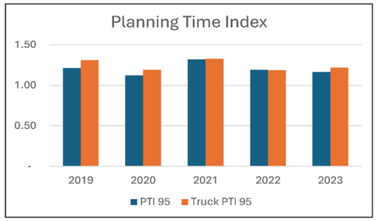


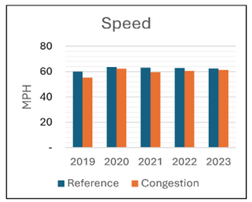


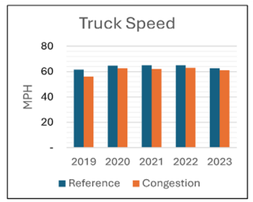
RSC-061 SH 286 (FM 2444 to SH 286 On Ramp)

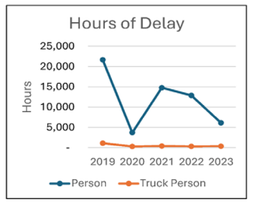
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
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Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

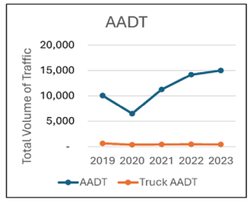


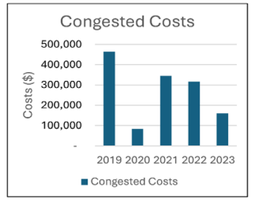


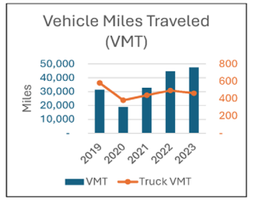




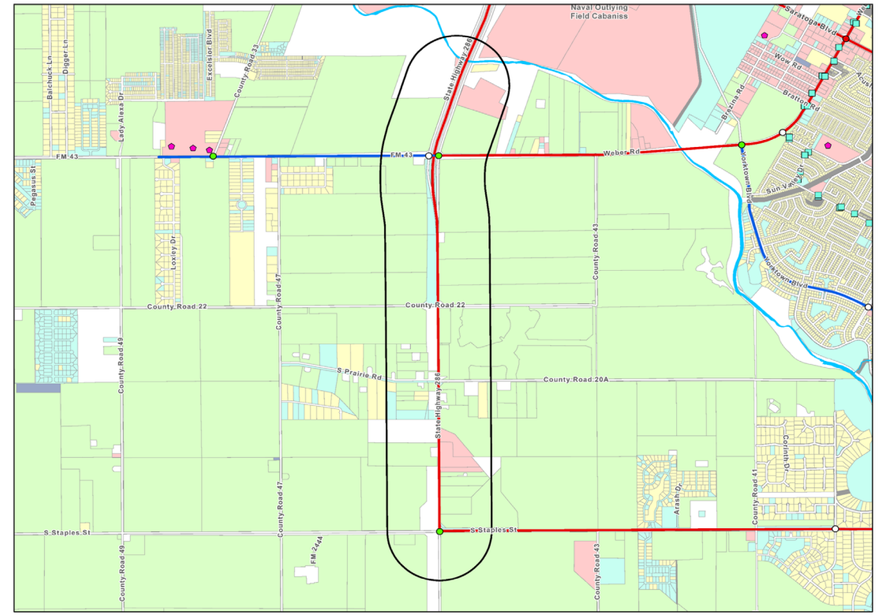




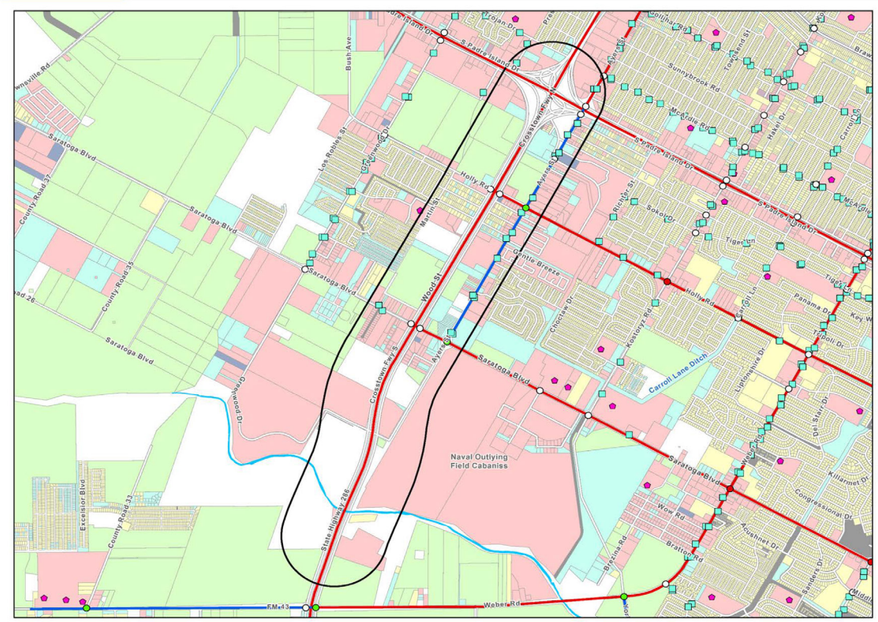




RSC-061 SH 286 (FM 2444 to SH 286 On Ramp)

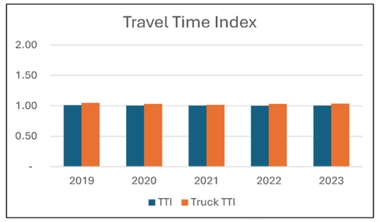


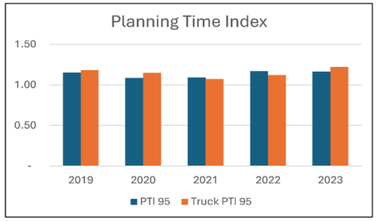
RSC-062 SH 286 (SH 286 On Ramp to SH 358)



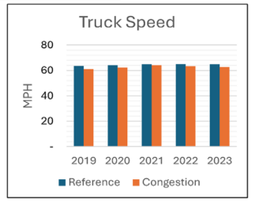
RSC-062 SH 286 (SH 286 On Ramp to SH 358)

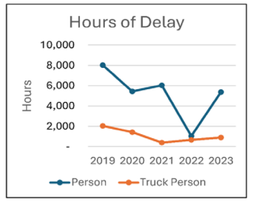
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
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Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

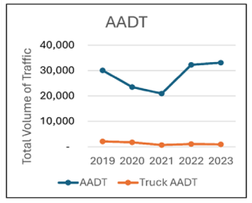


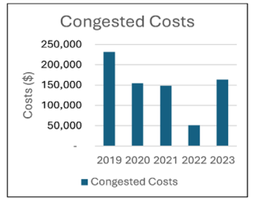


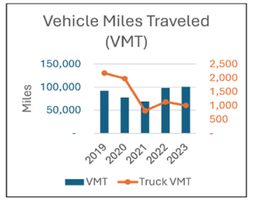




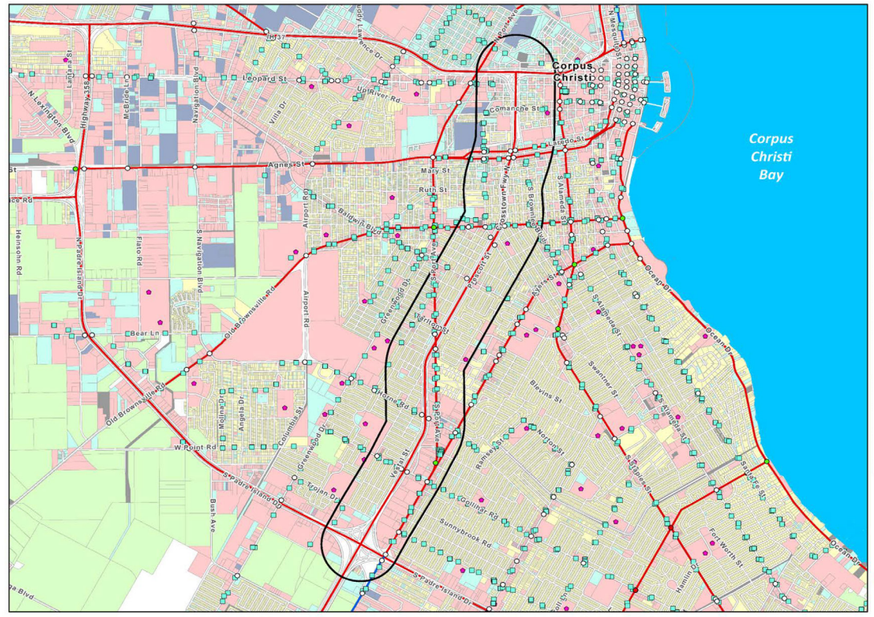


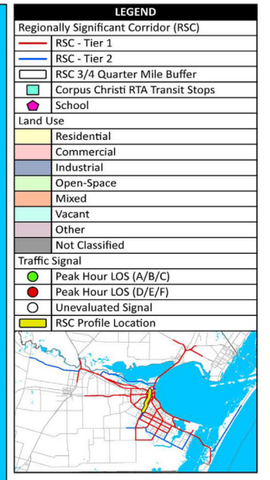






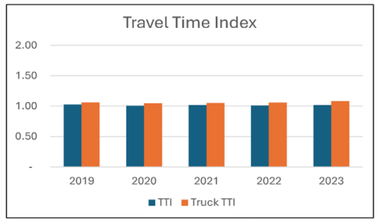
RSC-063 SH 286 (SH 358 to I-37)

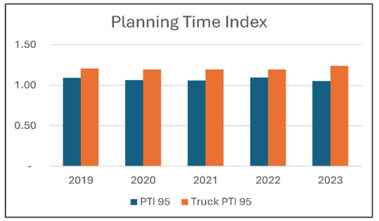




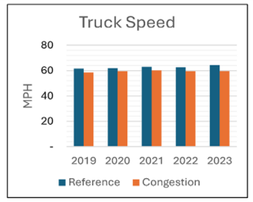
RSC-063 SH 286 (SH 358 to I-37)

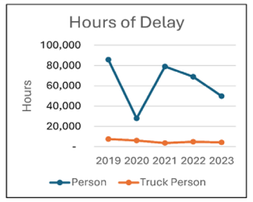
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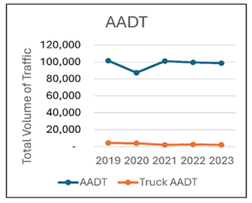


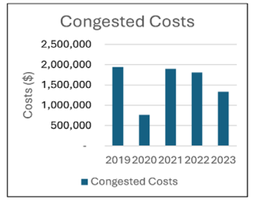


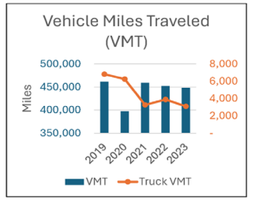




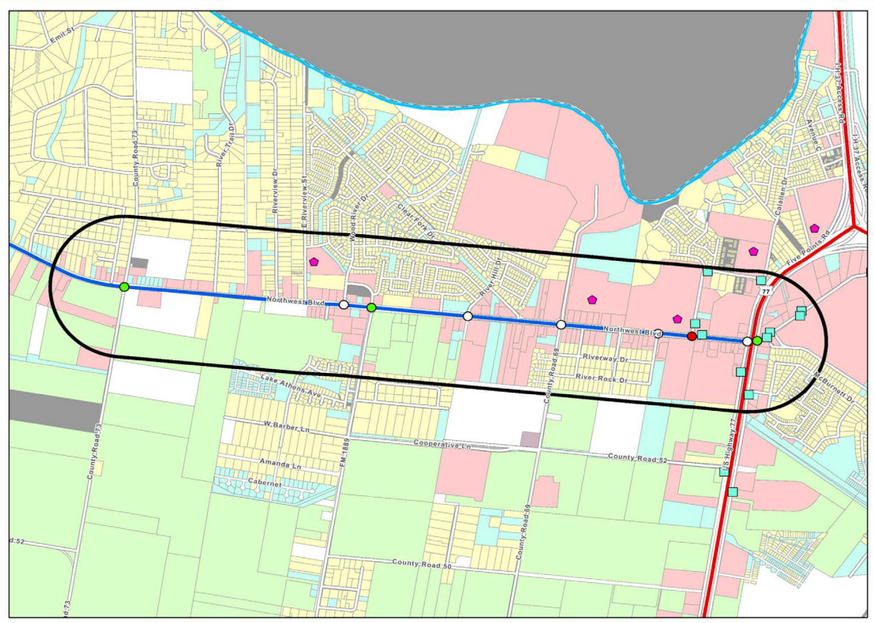


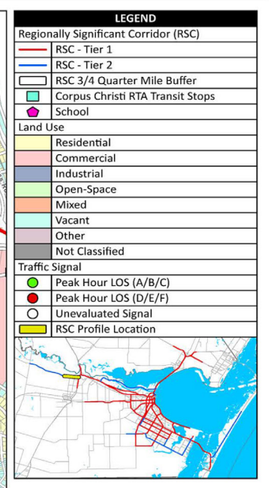






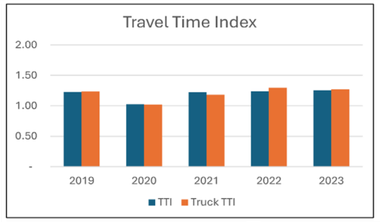
RSC-064 FM 624 (CR 73 to I-69E)

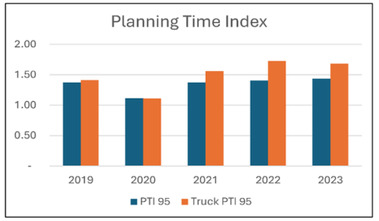


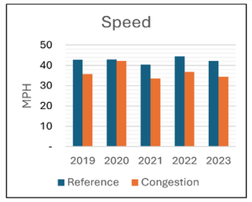


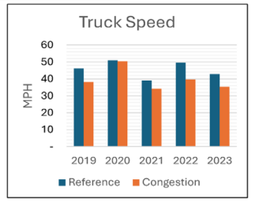
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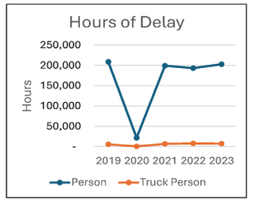
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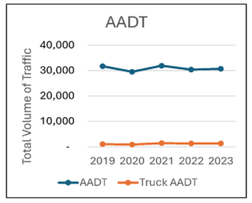


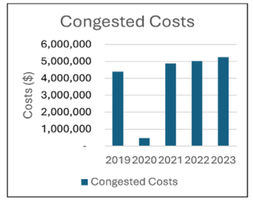


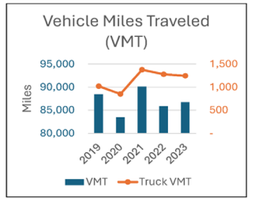






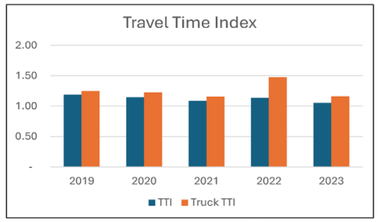


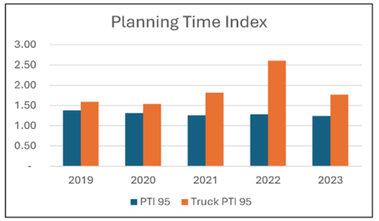




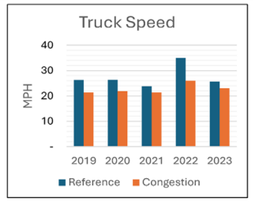
RSC-065 S Port Ave (Ayers St to SH 286)

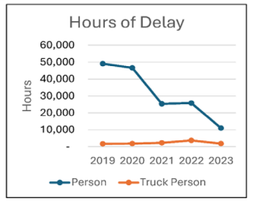
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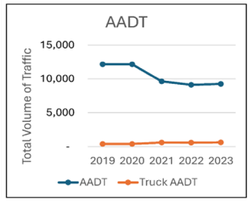


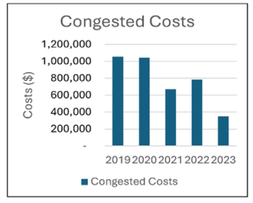


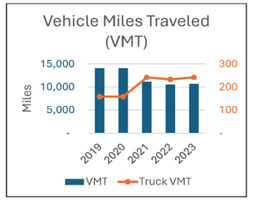




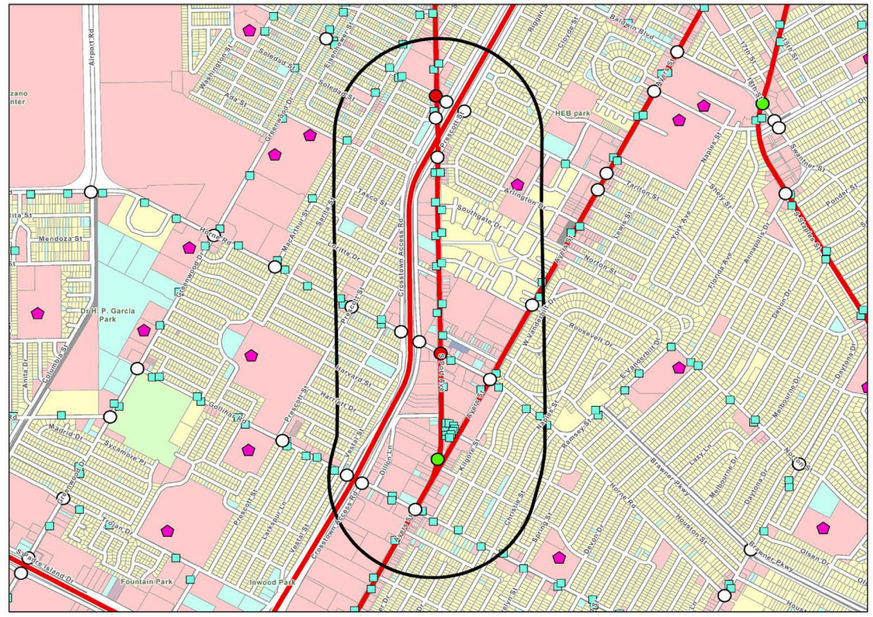






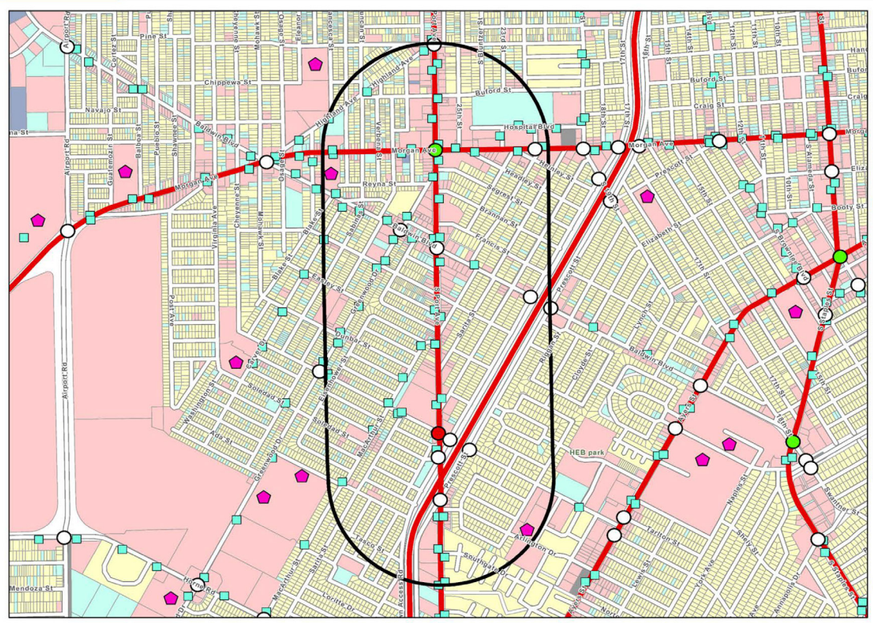


RSC-065 S Port Ave (Ayers St to SH 286)



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

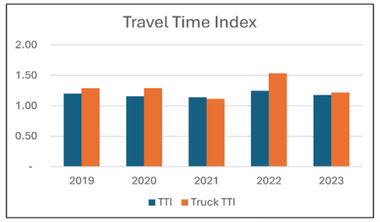
RSC-066 S Port Ave (SH 286 to Morgan Ave)

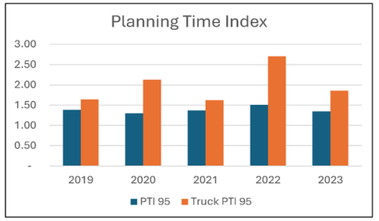


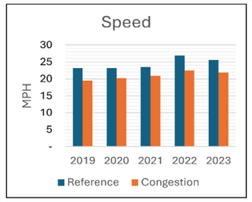
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

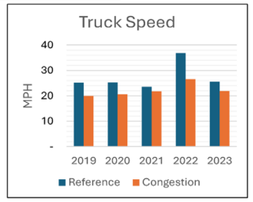
RSC-066 S Port Ave (SH 286 to Morgan Ave)

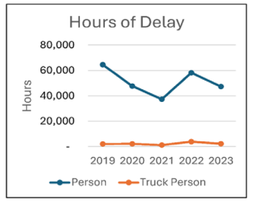
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Volume-Based Measures	
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Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

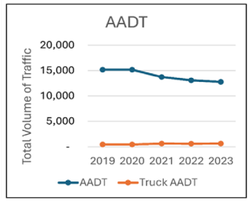


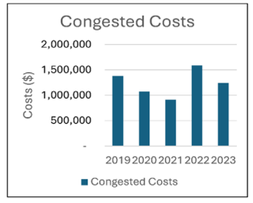


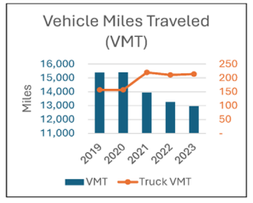






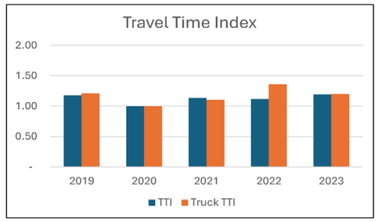


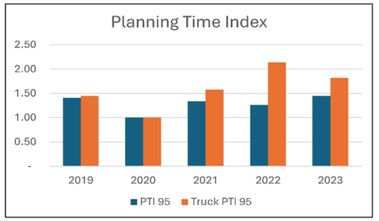




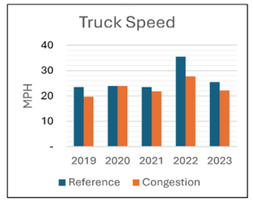
RSC-067 S Port Ave (Morgan Ave to Agnes St)

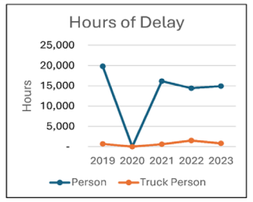
COMPAT Performance Measures	
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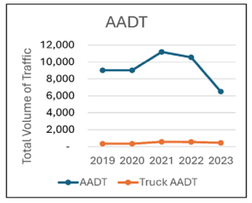


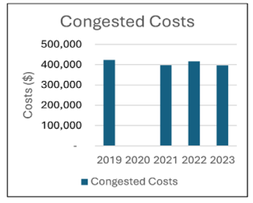


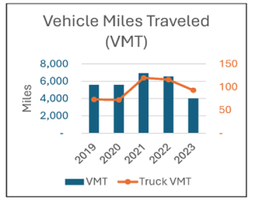




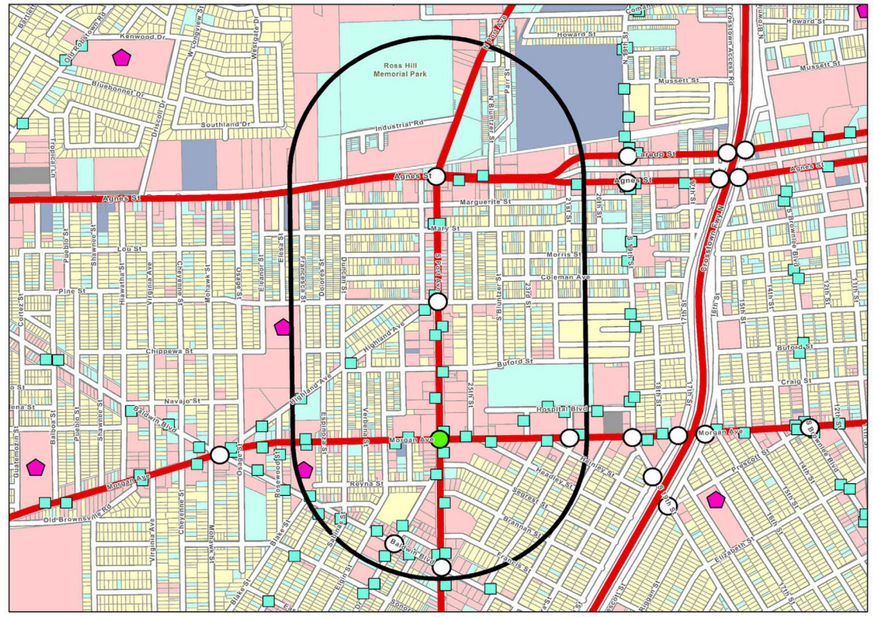








RSC-067 S Port Ave (Morgan Ave to Agnes St)

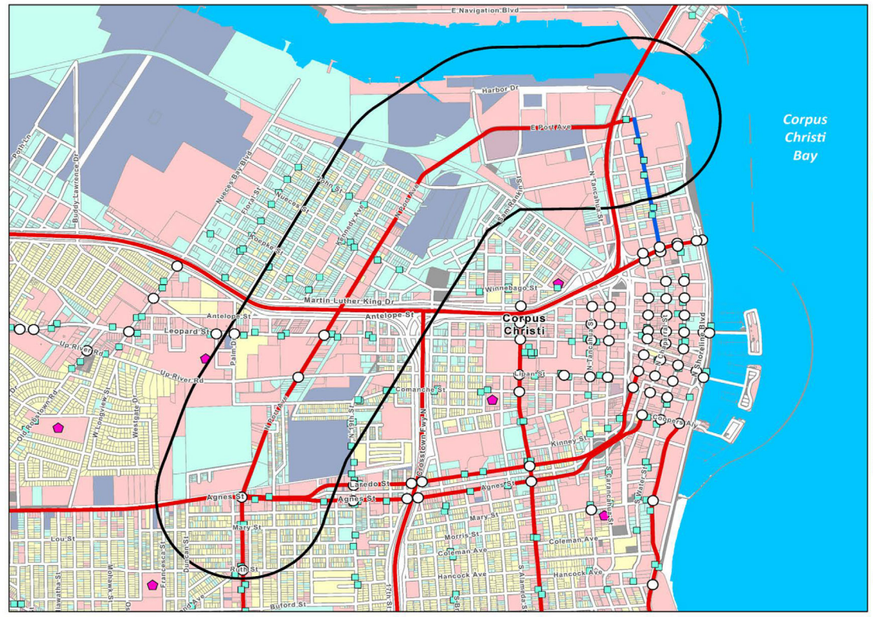


LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-068 N Port Ave (Agnes St to Hirsch St)



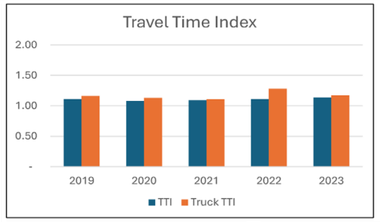
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

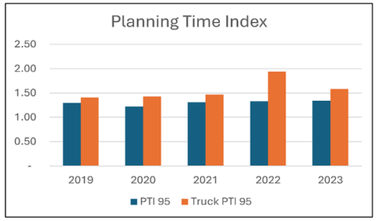


CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

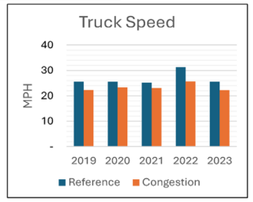
RSC-068 N Port Ave (Agnes St to Hirsch St)

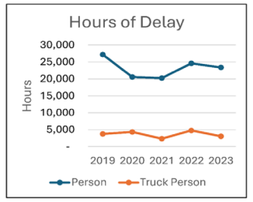
COMPAT Performance Measures	
Volume-Based Measures	
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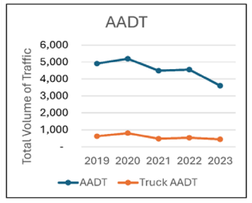


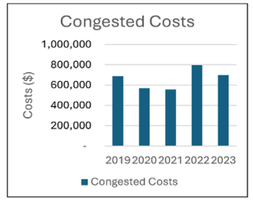


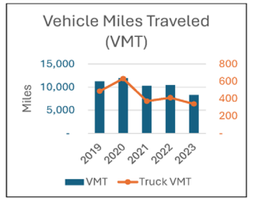




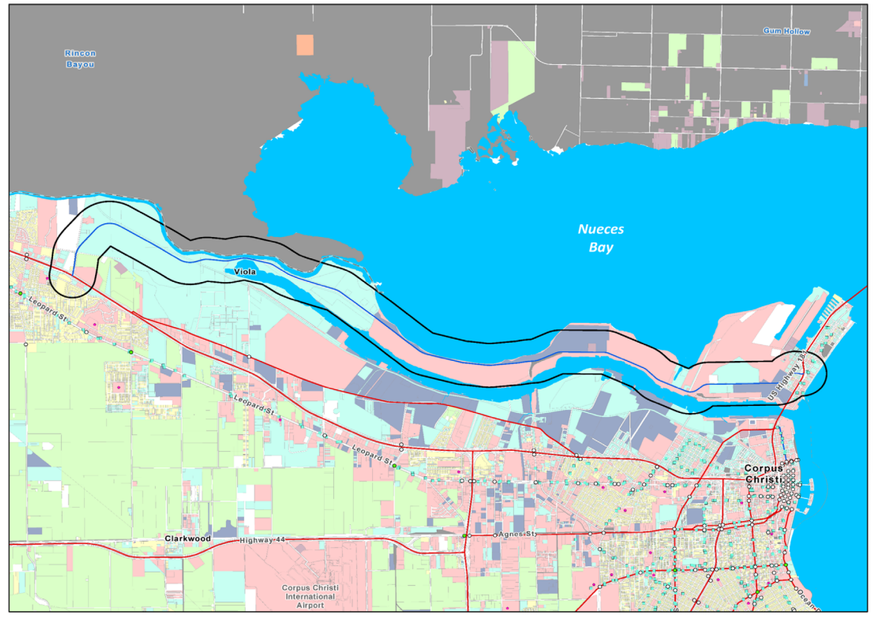








RSC-069 Joe Fulton International Trade Corridor (I-37 to US 181)



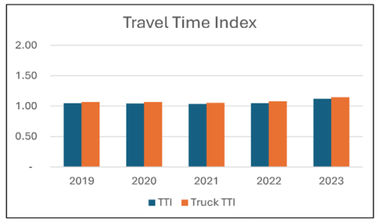
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

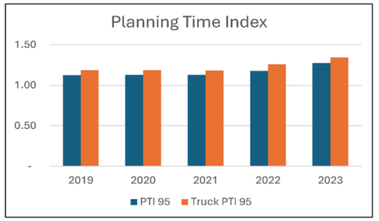


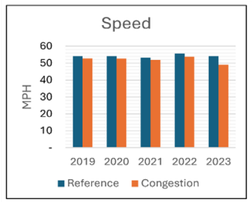
CORPUS CHRISTI MPO METROPOLITAN PLANNING ORGANIZATION

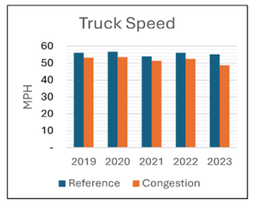
RSC-069 Joe Fulton International Trade Corridor (I-37 to US 181)

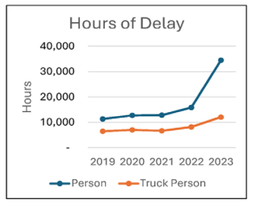
COMPAT Performance Measures	
Volume-Based Measures	
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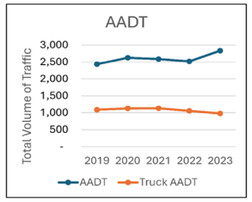


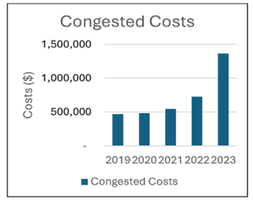


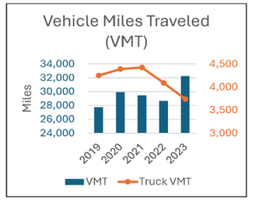




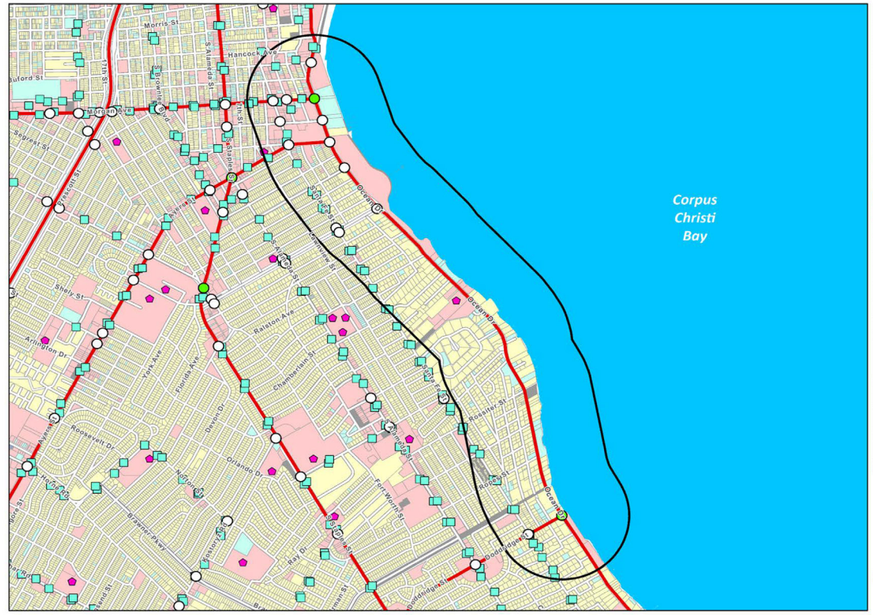








RSC-070 Ocean Dr (Morgan Ave to Doddridge St)



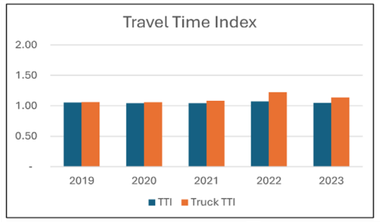
LEGEND	
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	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
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	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

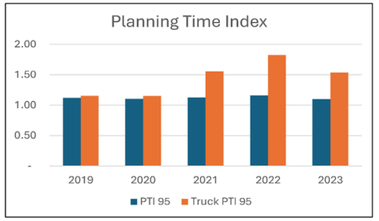


CORPUS CHRISTI MPO METROPOLITAN PLANNING ORGANIZATION

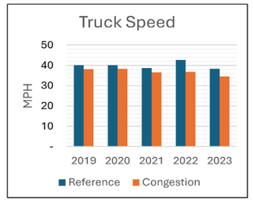
RSC-070 Ocean Dr (Morgan Ave to Doddridge St)

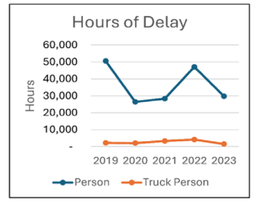
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Truck Congested Speed	The average speed of trucks in congested conditions.
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Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

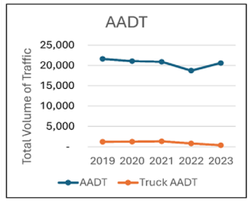


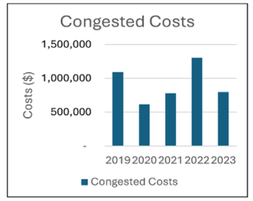


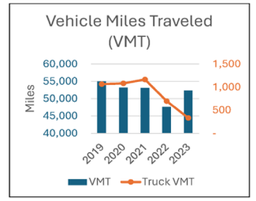






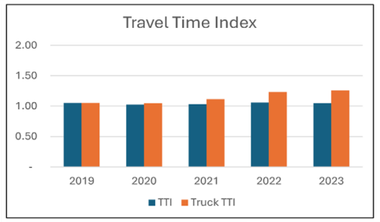


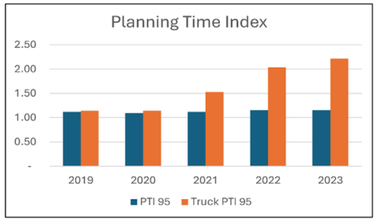




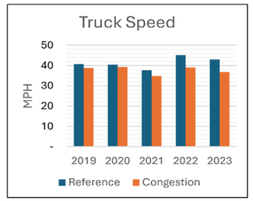
RSC-071 Ocean Dr (Doddridge St to Ennis Joslin Rd)

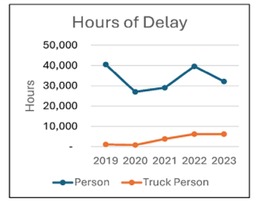
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
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Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

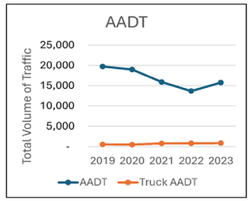


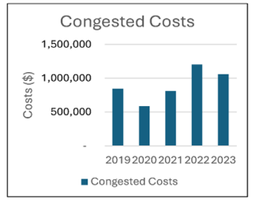


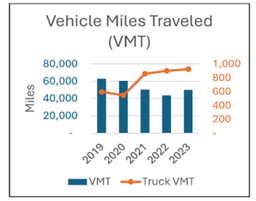




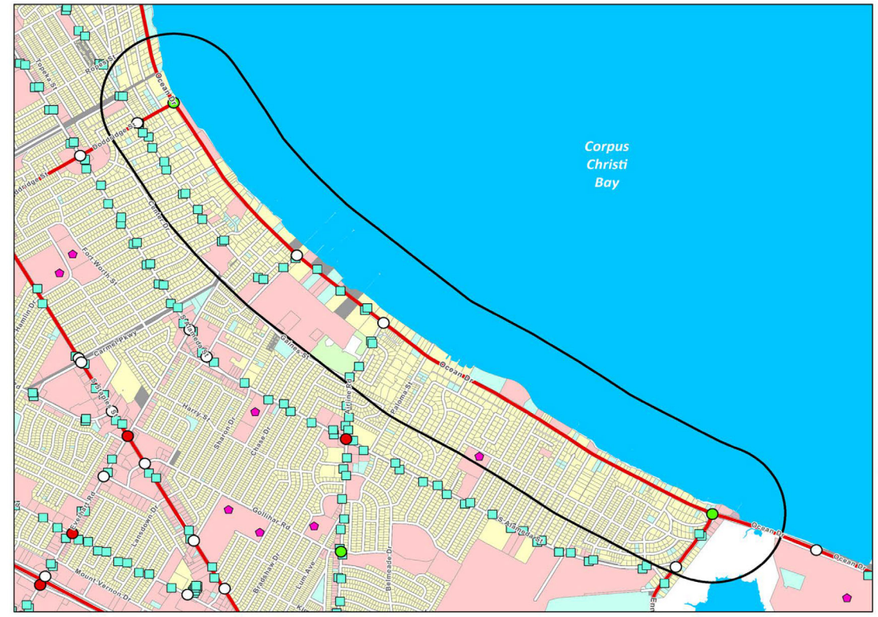




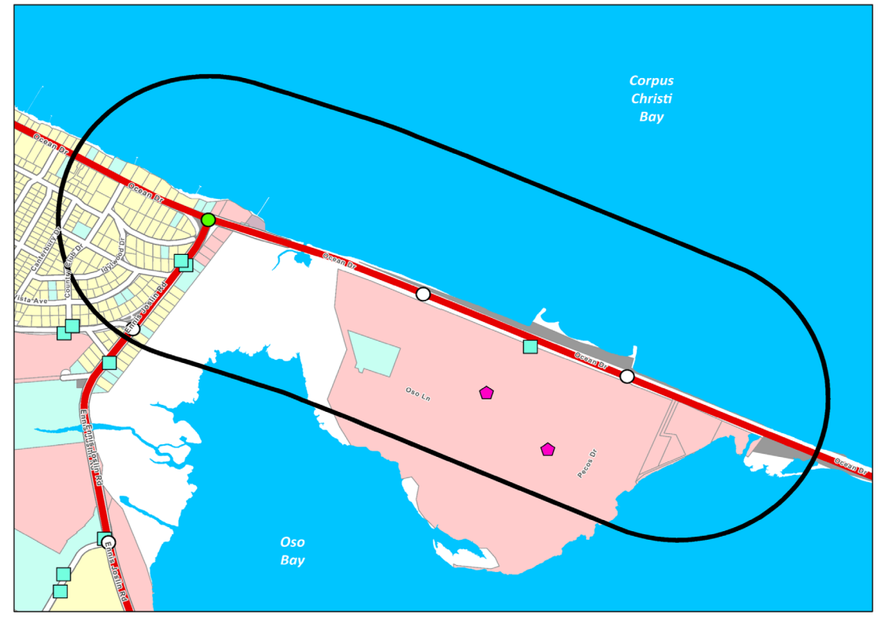




RSC-071 Ocean Dr (Doddridge St to Ennis Joslin Rd)

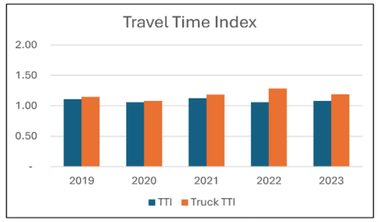


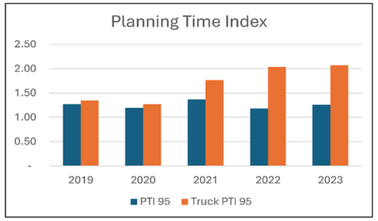
RSC-072 Ocean Dr (Ennis Joslin Rd to Sand Dollar Blvd)



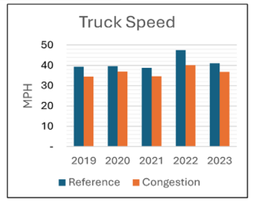
RSC-072 Ocean Dr (Ennis Joslin Rd to Sand Dollar Blvd)

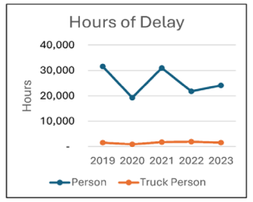
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

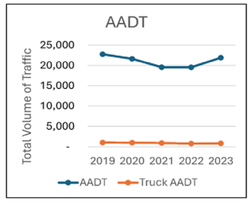


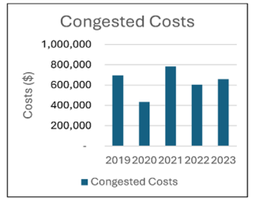


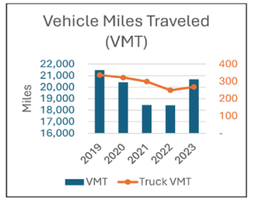






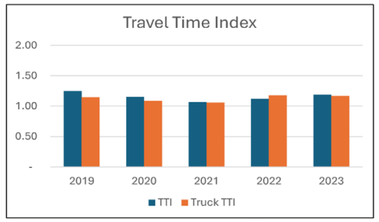


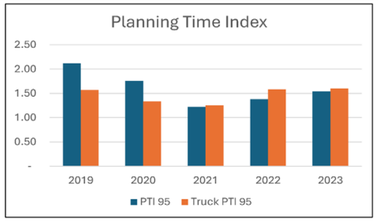




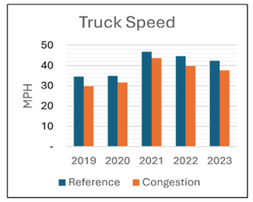
RSC-073 Ocean Dr (Sand Dollar Blvd to NAS Gate)

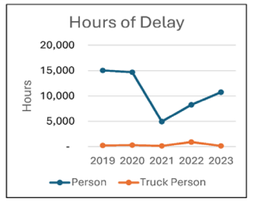
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
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Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
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Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
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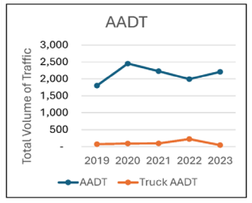


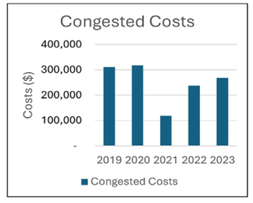


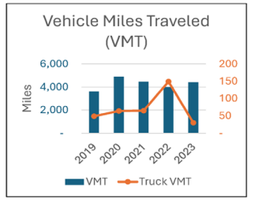




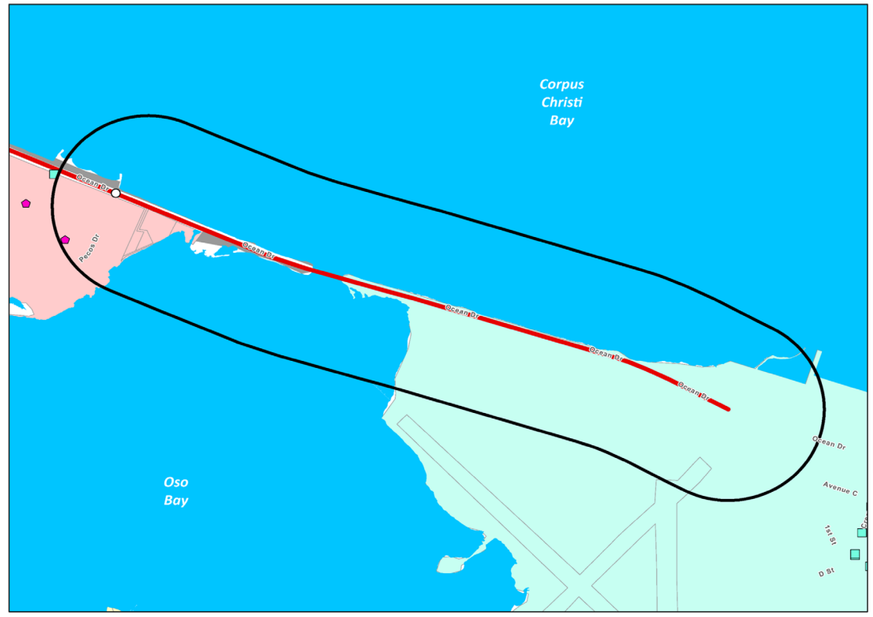






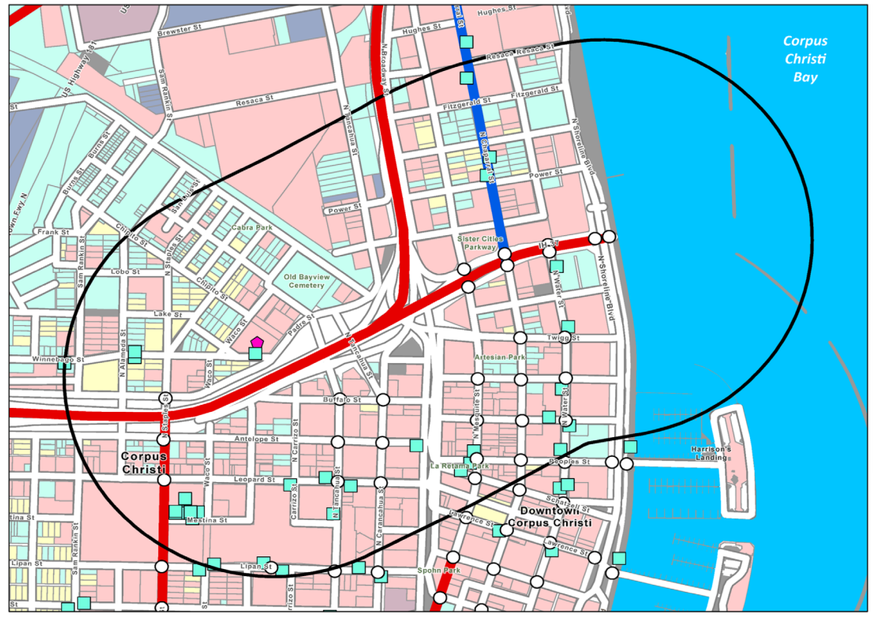


RSC-073 Ocean Dr (Sand Dollar Blvd to NAS Gate)



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

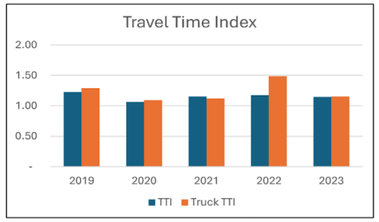
RSC-074 I-37 (US 181 to N Shoreline Blvd)

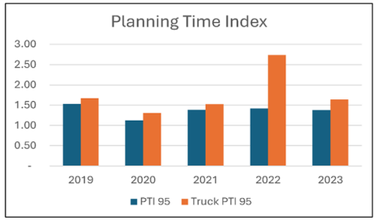


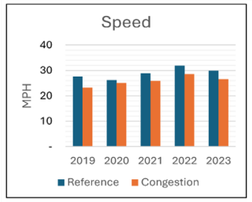
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

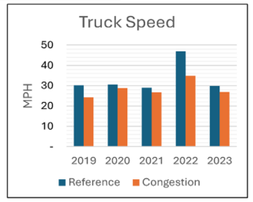
RSC-074 — I-37 (US 181 to N Shoreline Blvd)

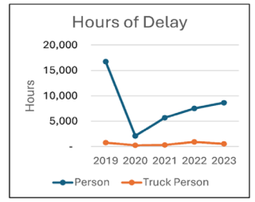
COMPAT Performance Measures	
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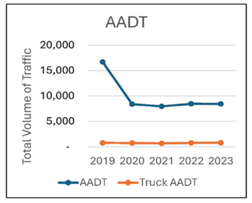


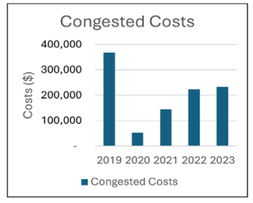


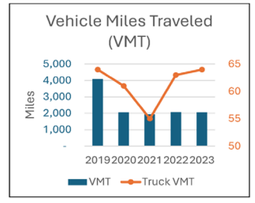




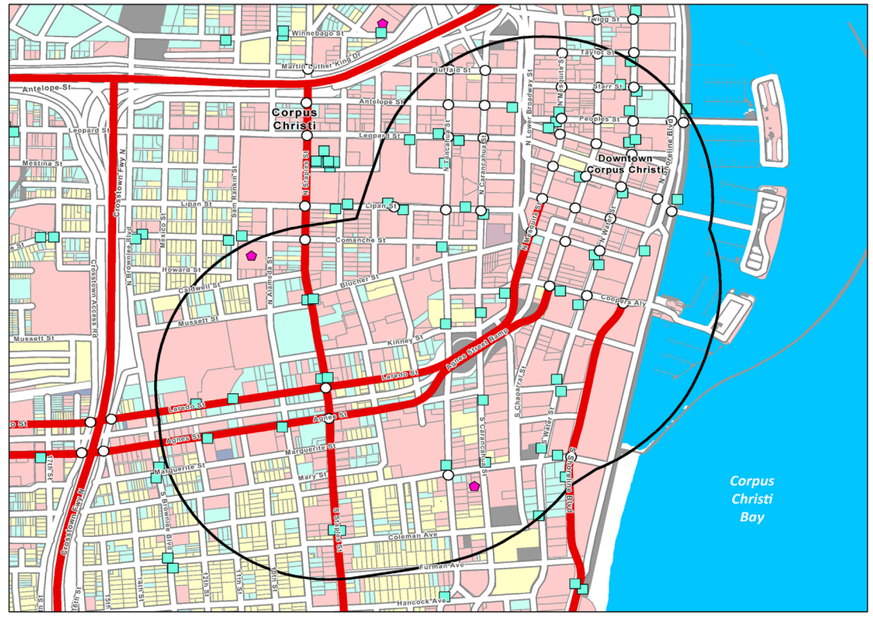








RSC-075* — Agnes St / Laredo St (S Staples St to Lomax St)



LEGEND
Regionally Significant Corridor (RSC)
RSC - Tier 1
RSC - Tier 2
RSC 3/4 Quarter Mile Buffer
Corpus Christi RTA Transit Stops
School
Land Use
Residential
Commercial
Industrial
Open-Space
Mixed
Vacant
Other
Not Classified
Traffic Signal
Peak Hour LOS (A/B/C)
Peak Hour LOS (D/E/F)
Unevaluated Signal
RSC Profile Location

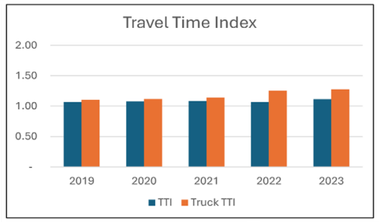


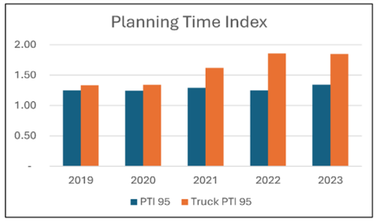
*Map representation is two corridors (RSC-075A and RSC-075B). COMPAT data for this corridor is extracted from a centerline that represents both corridors.

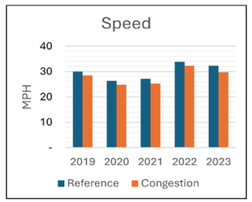
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

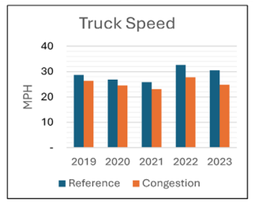
RSC-075 — Agnes St / Laredo St (S Staples St to Lomax St)

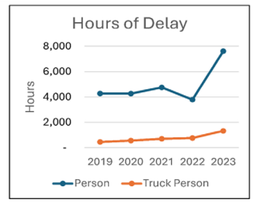
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
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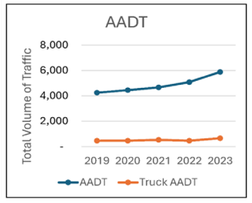


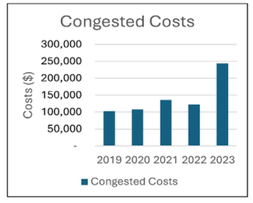


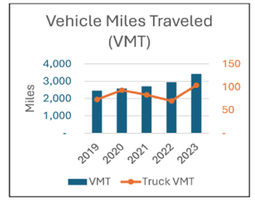




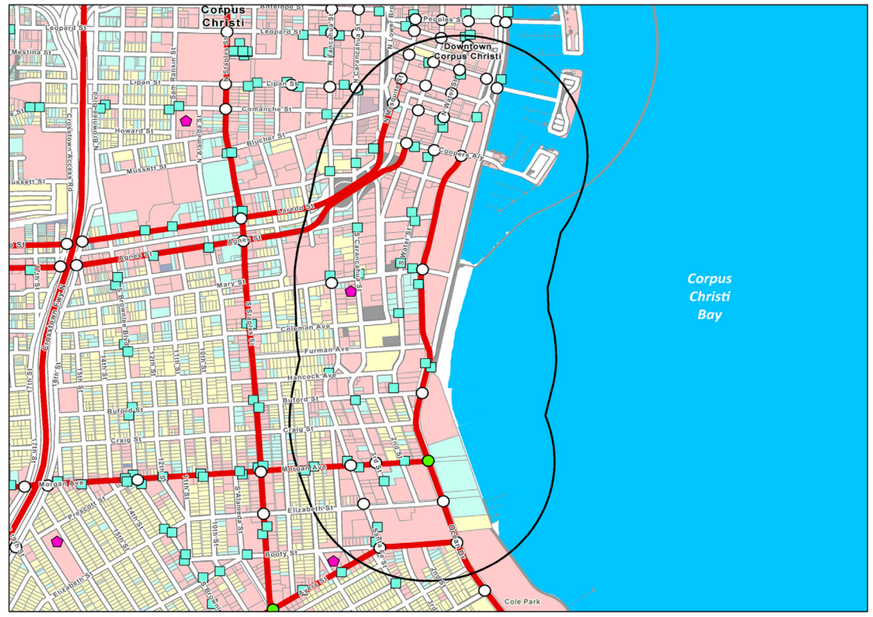








RSC-079 — S Shoreline Blvd (Coopers Alley to Morgan Ave)



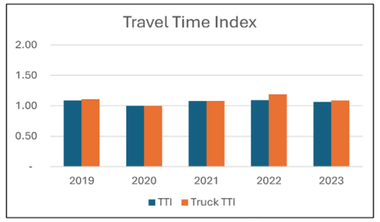
LEGEND
Regionally Significant Corridor (RSC)
RSC - Tier 1
RSC - Tier 2
RSC 3/4 Quarter Mile Buffer
Corpus Christi RTA Transit Stops
School
Land Use
Residential
Commercial
Industrial
Open-Space
Mixed
Vacant
Other
Not Classified
Traffic Signal
Peak Hour LOS (A/B/C)
Peak Hour LOS (D/E/F)
Unevaluated Signal
RSC Profile Location

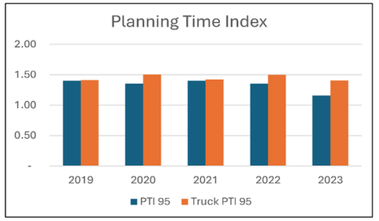


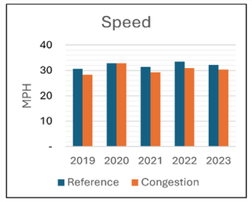
CORPUS CHRISTI MPO
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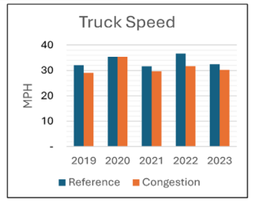
RSC-079 S Shoreline Blvd (Coopers Alley to Morgan Ave)

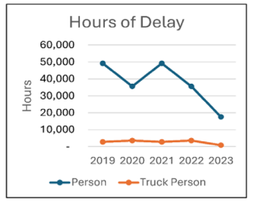
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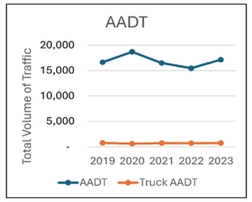


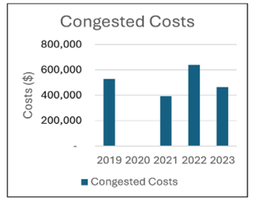


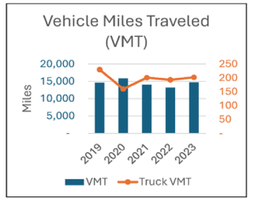






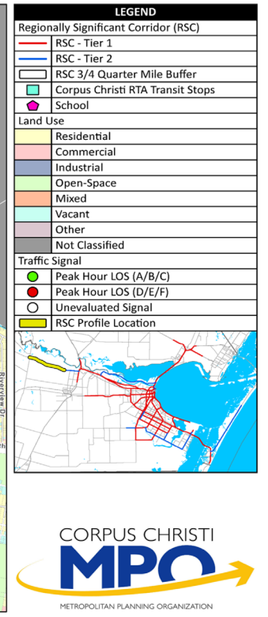






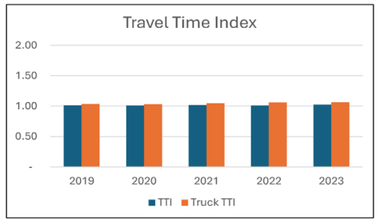
RSC-080 FM 624 (FM 666 to CR 73)

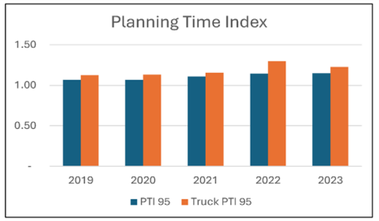




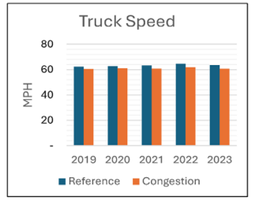
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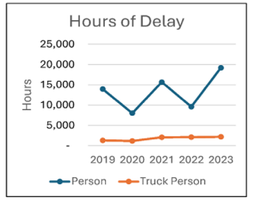
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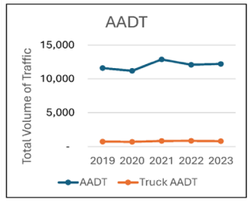


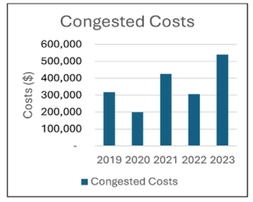


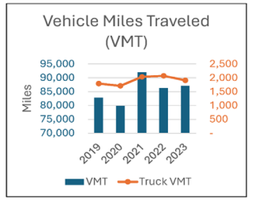




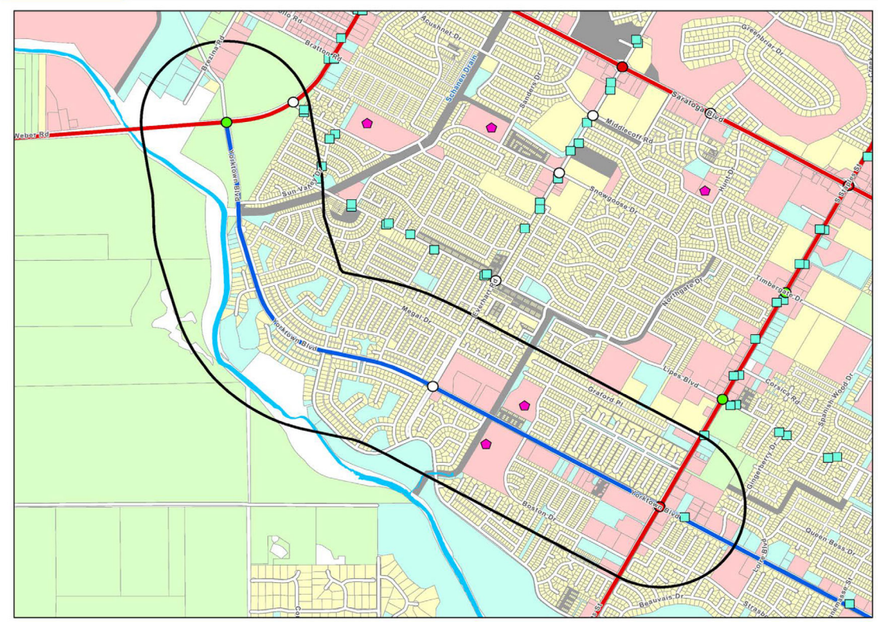


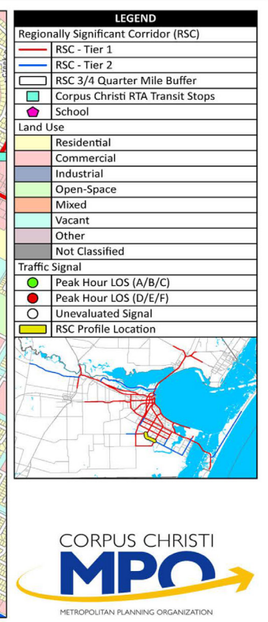






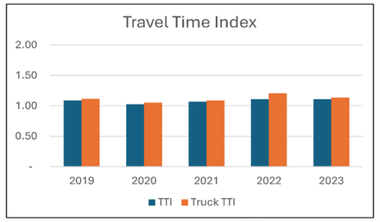
RSC-081 Yorktown Blvd (Weber Rd to S Staples St)

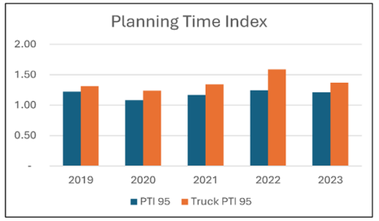


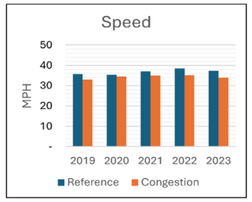


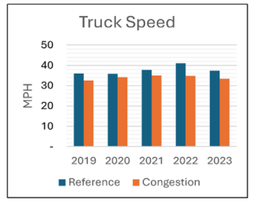
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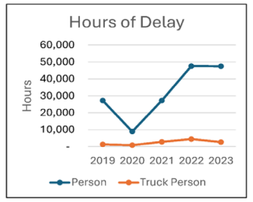
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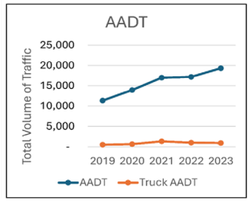


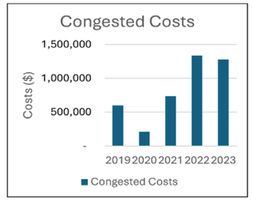


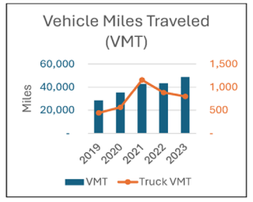






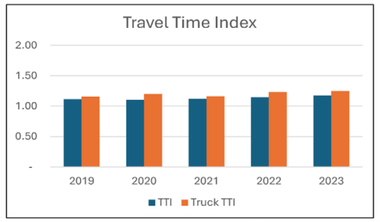


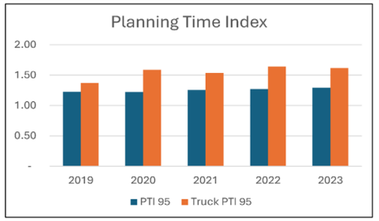




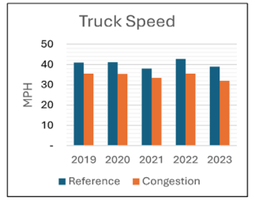
RSC-082 Yorktown Blvd (S Staples St to Rodd Field Rd)

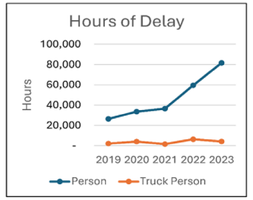
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Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

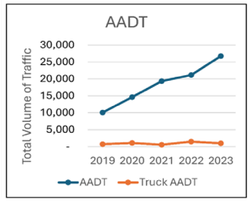


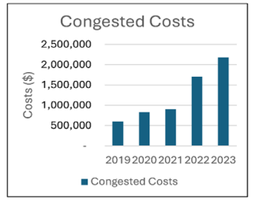


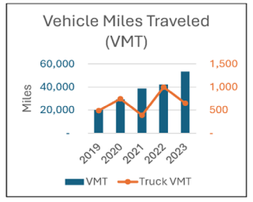




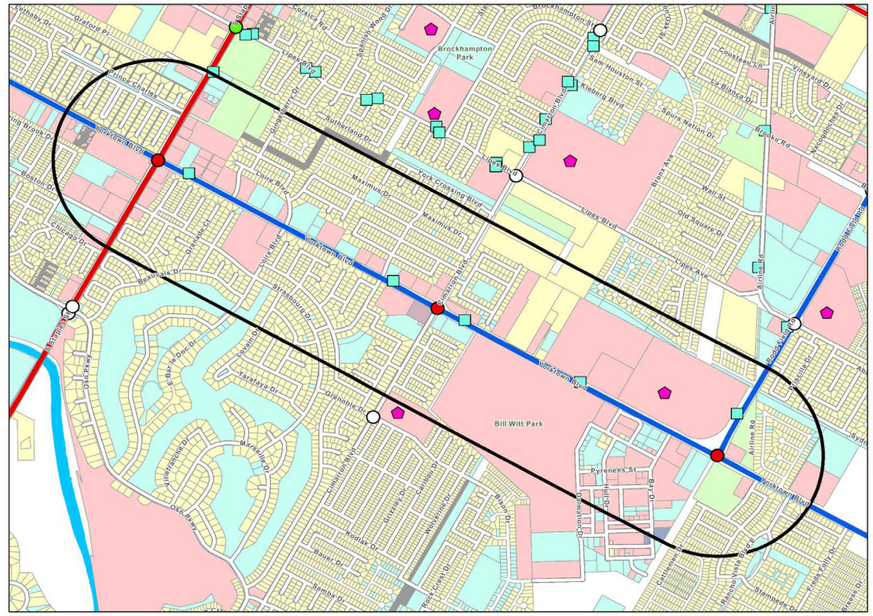








RSC-082 Yorktown Blvd (S Staples St to Rodd Field Rd)

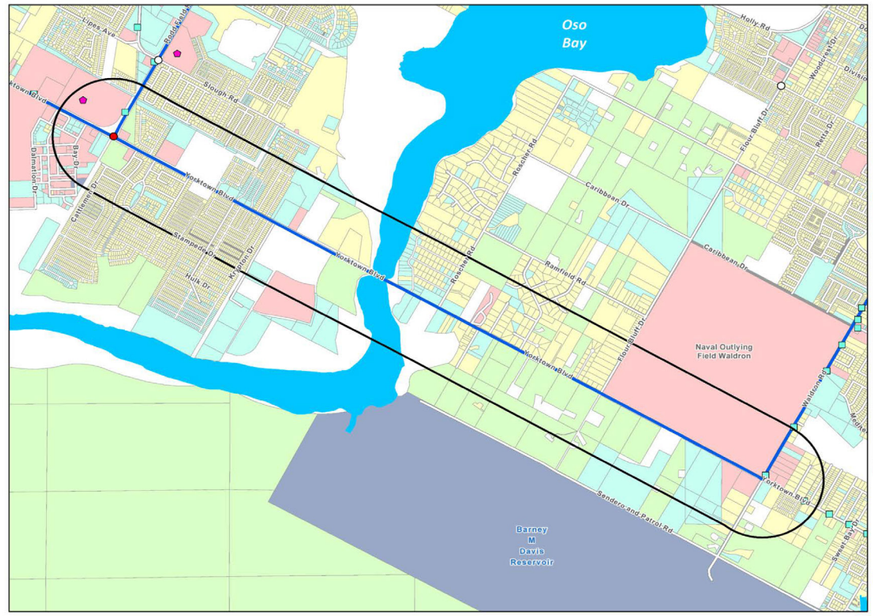


LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-083 Yorktown Blvd (Rodd Field Rd to Waldron Rd)



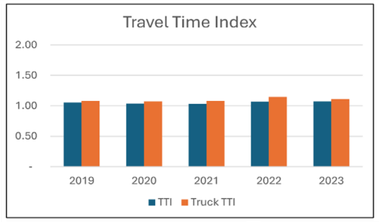
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

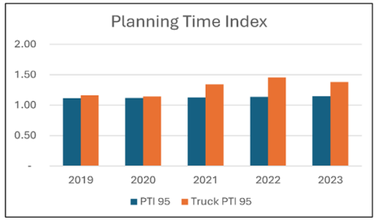


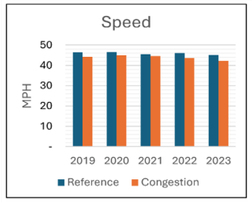
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

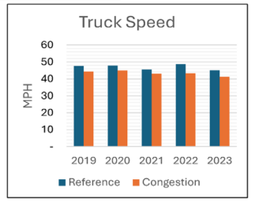
RSC-083 Yorktown Blvd (Rodd Field Rd to Waldron Rd)

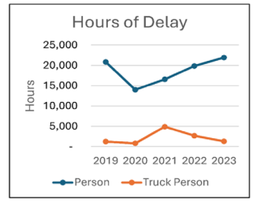
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
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Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
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Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

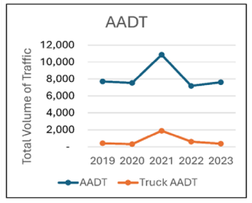


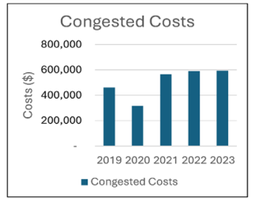


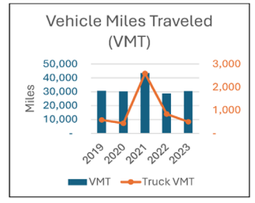






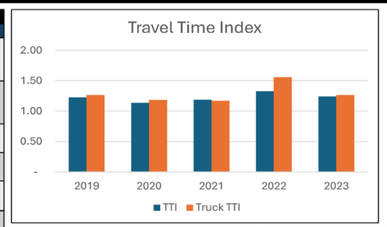


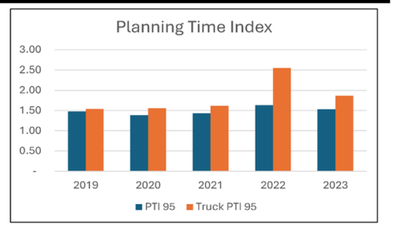


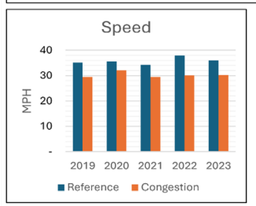


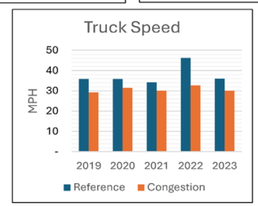
RSC-084 Waldron Rd (Yorktown Blvd to Purdue Rd)

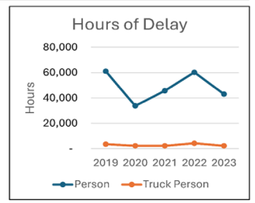
COMPAT Performance Measures	
Volume-Based Measures	
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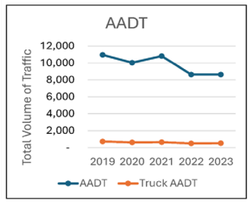


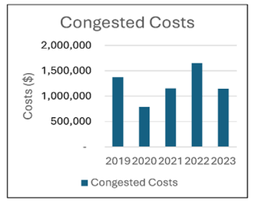


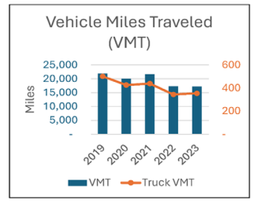




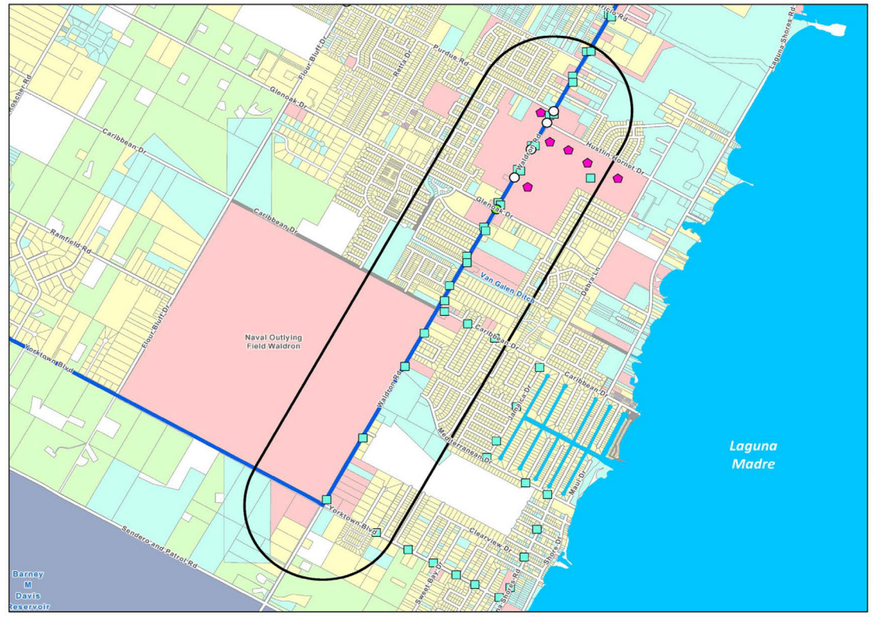








RSC-084 Waldron Rd (Yorktown Blvd to Purdue Rd)



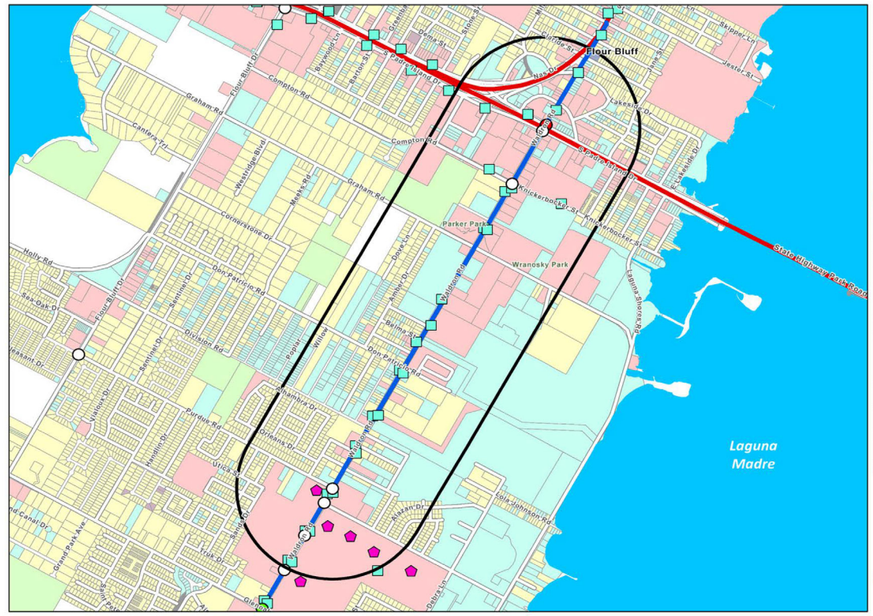
LEGEND

Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-085 Waldron Rd (Purdue Rd to SH 358 Frontage EB)



LEGEND

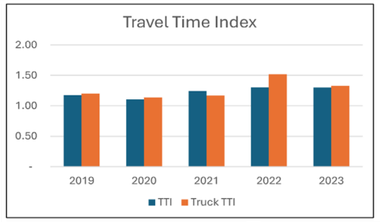
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

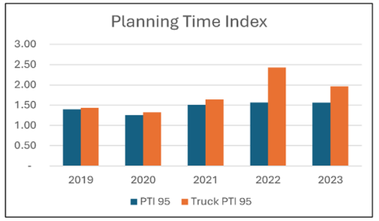


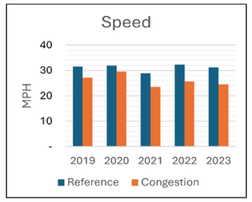
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

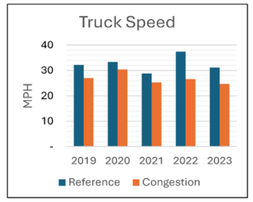
RSC-085 — Waldron Rd (Purdue Rd to SH 258 Frontage EB)

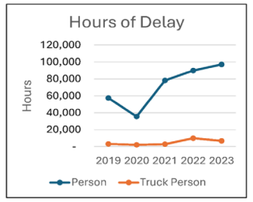
COMPAT Performance Measures	
Volume-Based Measures	
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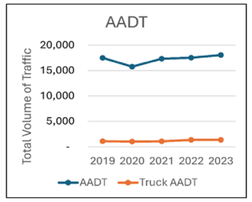


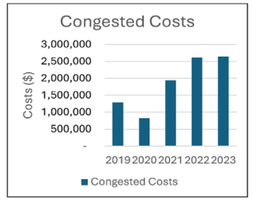


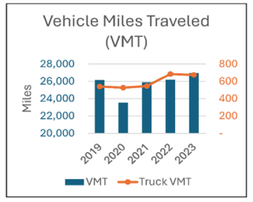




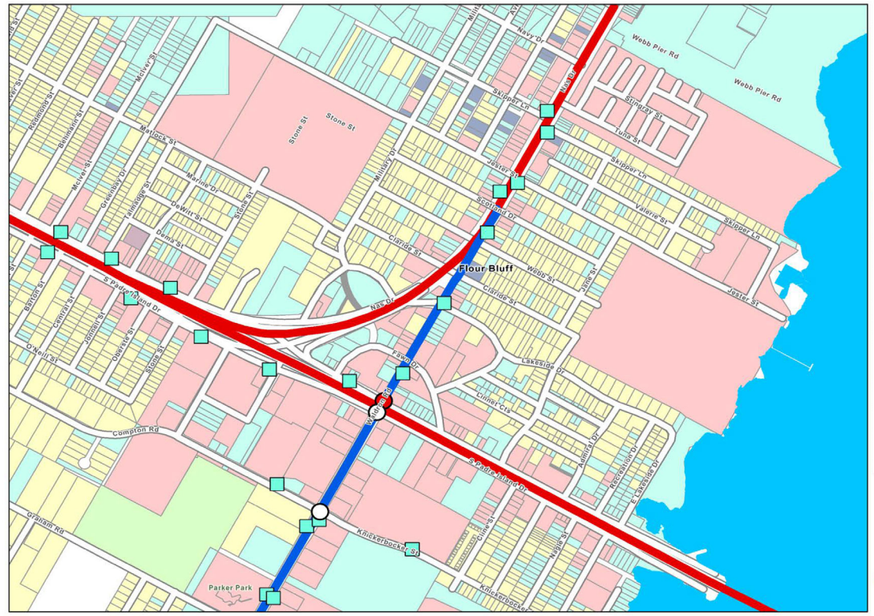








RSC-086C* — Waldron Rd (SH 358 Frontage WB to NAS Dr)



LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

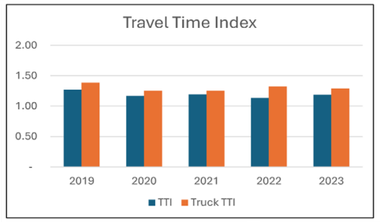


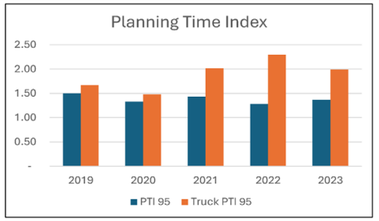
**Map representation is two corridors (RSC-086 and RSC-087A). COMPAT data for this corridor is extracted from a centerline that represents both corridors.*
- RSC-086 (Waldron Rd from SH 358 Frontage WB to Claride St)
- RSC-087A (Waldron from Claride St to NAS Dr)

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

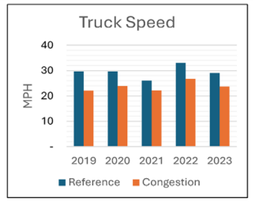
RSC-086C — Waldron Rd (SH 258 Frontage WB to NAS Dr)

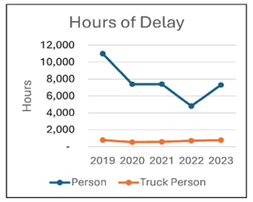
COMPAT Performance Measures	
Volume-Based Measures	
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Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
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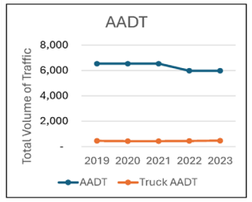


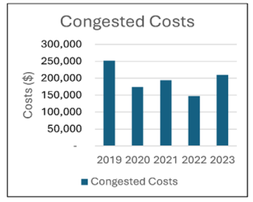


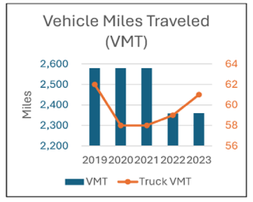












RSC-088 — SH 361 (PR 22 to Access Road 2)



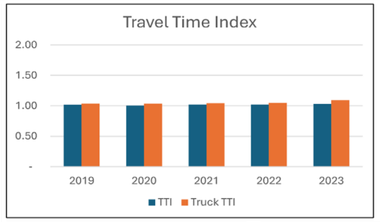
LEGEND	
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

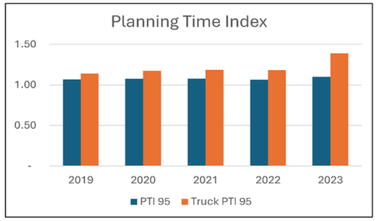


CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

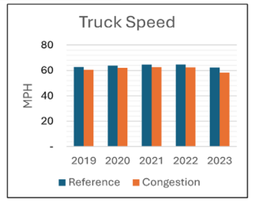
RSC-088 SH 361 (PR 22 to Access Road 2)

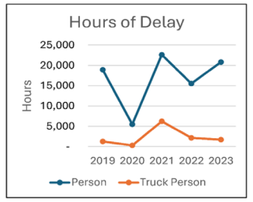
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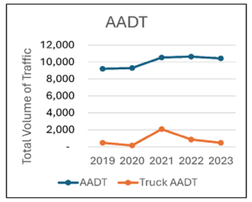


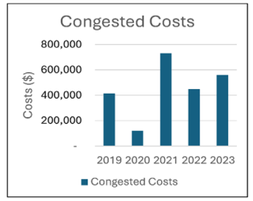


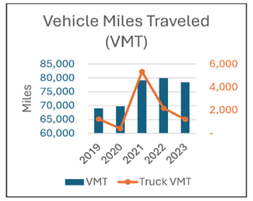






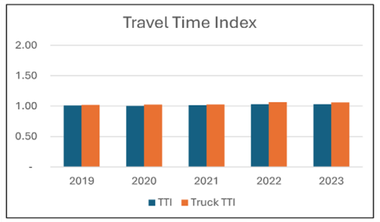


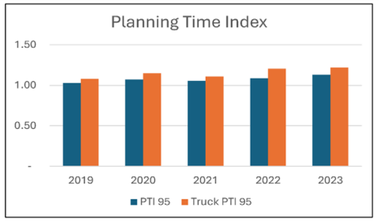




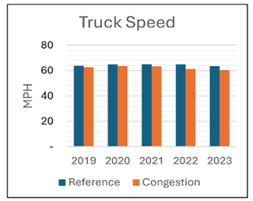
RSC-089 SH 361 (Access Road 2 to Mariners Dr)

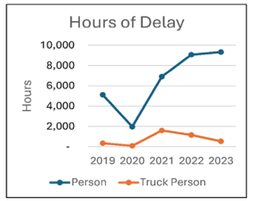
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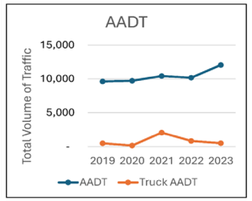


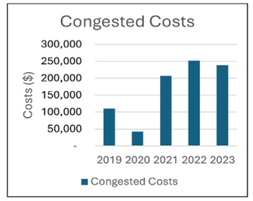


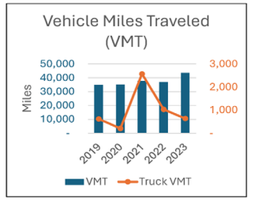




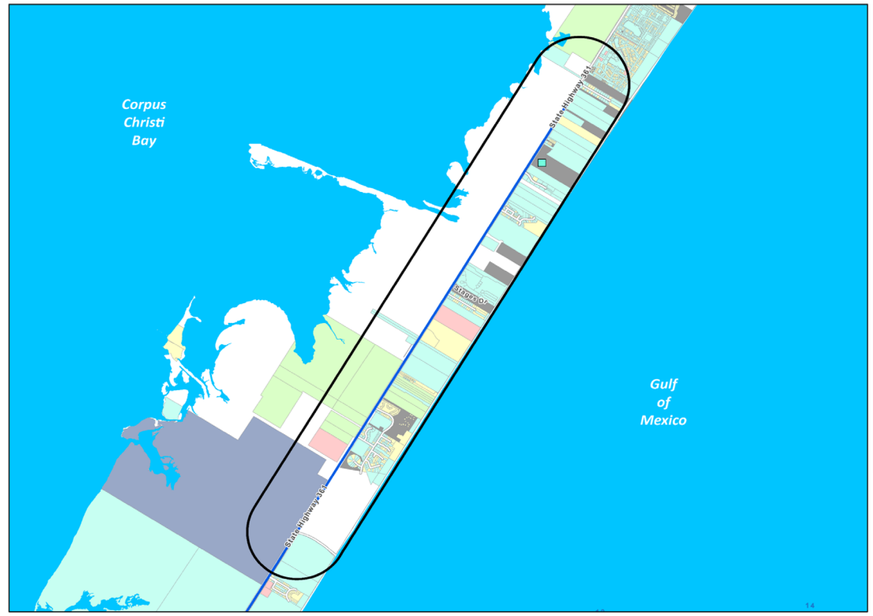




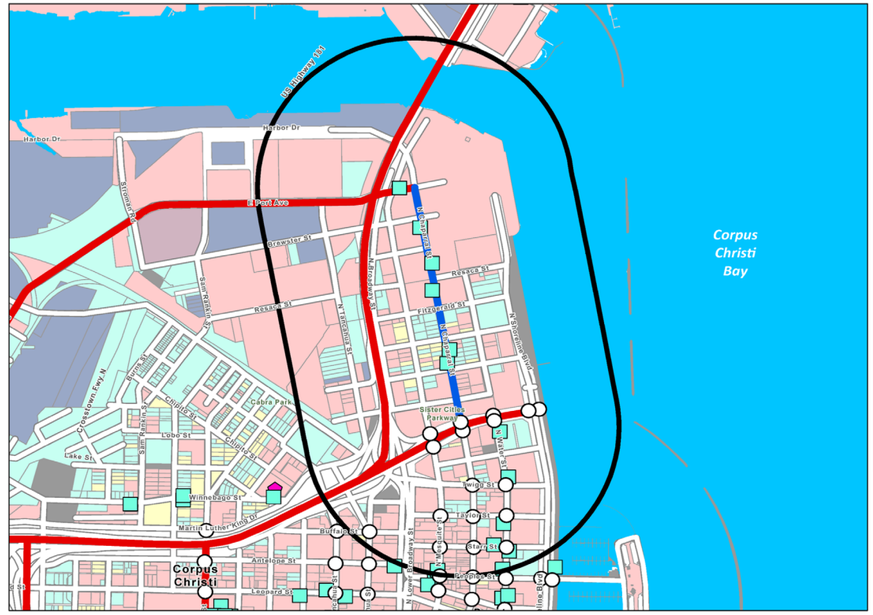




RSC-089 SH 361 (Access Road 2 to Mariners Dr)

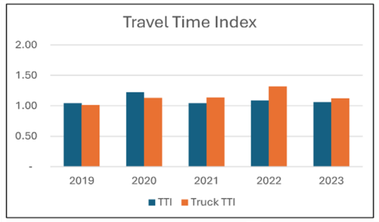


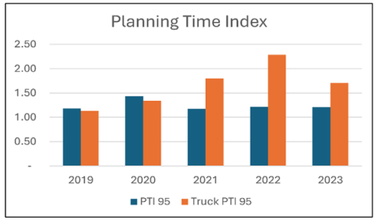
RSC-091 N Chaparral St (I-37 to Hirsch St)



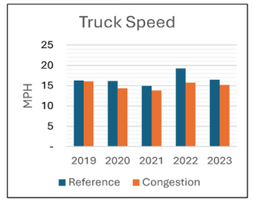
RSC-091 N Chaparral St (I-37 to Hirsch St)

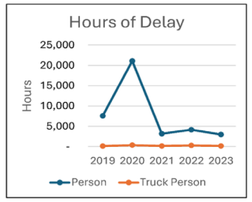
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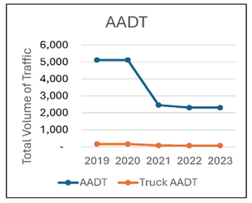


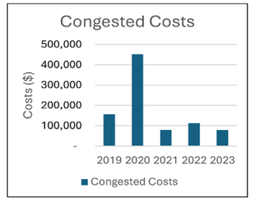


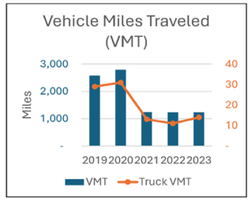






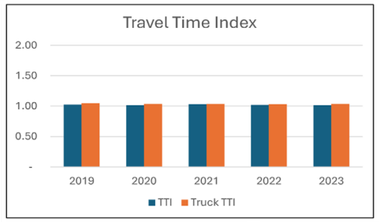


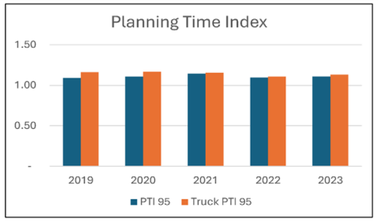




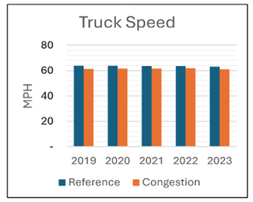
RSC-092 SH 35 (US 181 Ramp to McKamey Rd)

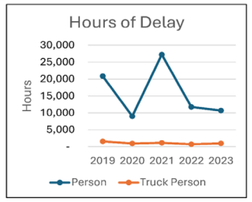
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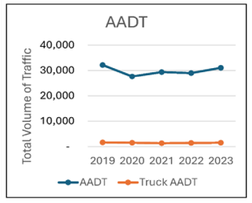


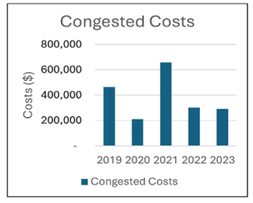


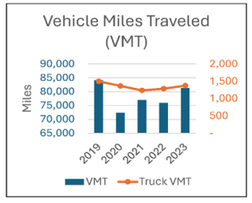












RSC-092 SH 35 (US 181 Ramp to McKamey Rd)



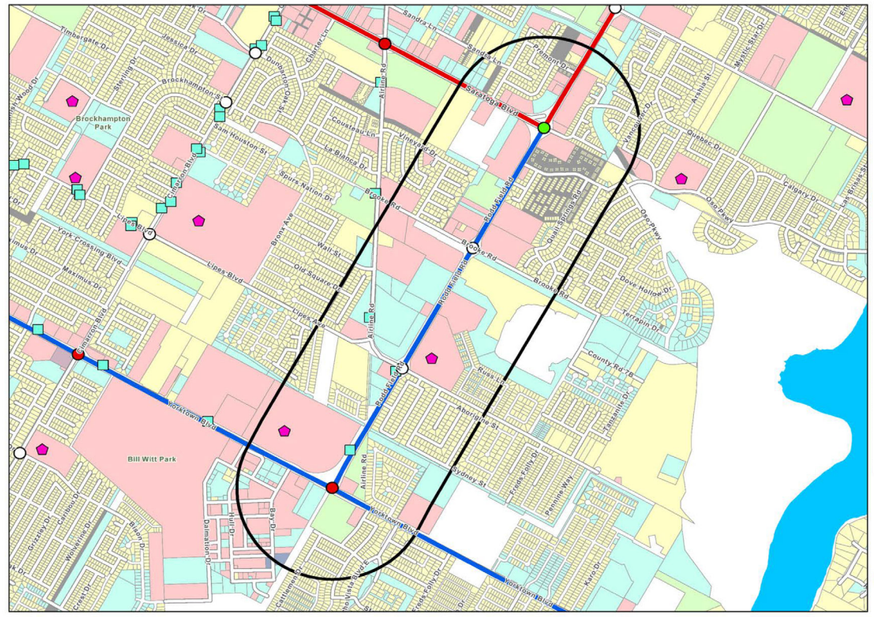
LEGEND

Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
	Industrial
	Open-Space
	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

RSC-093 Rodd Field Rd (Yorktown Blvd to Saratoga Blvd)



LEGEND

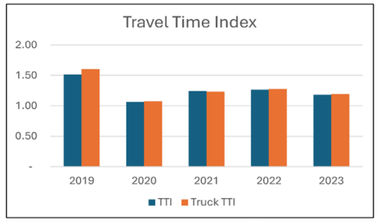
Regionally Significant Corridor (RSC)	
	RSC - Tier 1
	RSC - Tier 2
	RSC 3/4 Quarter Mile Buffer
	Corpus Christi RTA Transit Stops
	School
Land Use	
	Residential
	Commercial
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	Mixed
	Vacant
	Other
	Not Classified
Traffic Signal	
	Peak Hour LOS (A/B/C)
	Peak Hour LOS (D/E/F)
	Unevaluated Signal
	RSC Profile Location

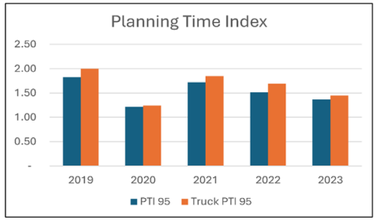


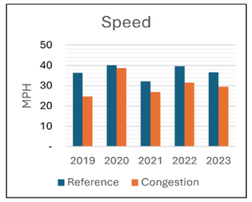
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

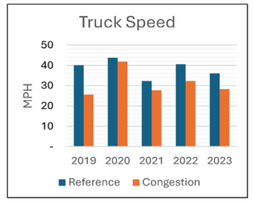
RSC-093 | **Rodd Field Rd (Yorktown Blvd to Saratoga Blvd)**

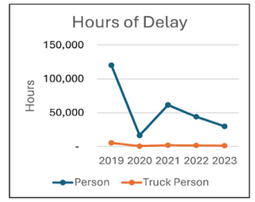
COMPAT Performance Measures	
Volume-Based Measures	
Person Hours of Delay	Person hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all persons in vehicles traveling for a year.
Truck Person Hours of Delay	Truck person-hours of delay is the difference in travel time from uncongested traffic and congested traffic. This is for all truck person-hours traveling for a year.
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
Truck AADT	The total volume of truck traffic on a highway segment for one year, divided by the number of days in the year.
Vehicle Miles of Travel	The mileage travelled by all vehicles on a highway segment over an average day in a year.
Truck Vehicle Miles of Travel	The mileage traveled by all trucks on a highway segment over an average day in a year.
Congested Costs	Congested costs are the annual costs to travelers due to such factors as loss productivity and extra vehicle wear.
Speed-Based Measures	
Reference Speed	The average speed of vehicles in uncongested conditions.
Congested Speed	The average speed of vehicles in congested conditions.
Truck Reference Speed	The average speed of trucks in uncongested conditions.
Truck Congested Speed	The average speed of trucks in congested conditions.
Reliability-Based Measures	
Travel Time Index	Travel Time Index is the ratio of the peak period travel time as compared to the free-flow travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. Also known as Texas Congestion Index (TCI).
Truck Travel Time Index	Truck Travel Time Index is the ratio of the peak period travel time for trucks as compared to the free-flow travel time for trucks. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays.
Planning Time Index 95	95th percentile Planning Time Index (PTI) is the ratio of the 95th percentile travel time as compared to the free- flow travel time.
Truck Planning Time Index 95	95th percentile Truck Planning Time Index (PTI) is the ratio of the 95th percentile truck travel time as compared to the truck free-flow travel time.

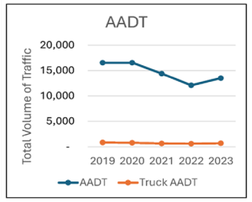


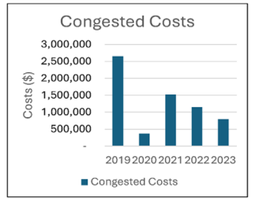


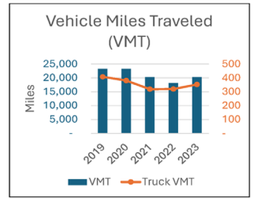












Section 10: Summary and Conclusion

The CMP is a vital part of the regional transportation planning process, as outputs from the CMP provide implementing agencies with a "one stop shop" of information about the performance of the transportation system and the strategies available to mitigate congestion. This update to the Corpus Christi MPO's 2019 CMP plan aligns with the eight CMP elements described in FHWA's *Congestion Management Process: A Guidebook* and documents the Corpus Christi MPO's approach to the congestion management process, including incorporating expanded congestion measures and new data sources to monitor congestion and track progress toward meeting performance goals. The CMP performance measure data will be collected and documented in the *System Performance Report*. The process documented in this plan is subject to change as additional data sources become available, new goals or objectives for congestion management are established, or steps in the process mature.

Appendix A: CMP Toolbox of Strategies

Strategy Tier	Strategy ID	Strategy
Tier 1: Demand Management	DM-01	Alternative work schedules
	DM-02	Carsharing programs
	DM-03	Parking cash-out programs
	DM-04	Parking management
	DM-05	Pedestrian & bicycle improvements
	DM-06	Policies/strategies for land use, zoning, or development
	DM-07	Ridesharing programs
	DM-08	Shuttle programs
	DM-09	Telework programs
Tier 2: Traffic Operations	TO-01	AI-Powered Traffic Flow Management
	TO-02	Emergency management
	TO-03	Freight management
	TO-04	ITS technologies
	TO-05	Managed lanes
	TO-06	Ramp metering
	TO-07	Road weather management
	TO-08	Special event management
	TO-09	Traffic control devices
	TO-10	Traffic Incident Management (TIM)
	TO-11	Traffic management centers
	TO-12	Traveler information systems
	TO-13	Work zone management
Tier 3: Public Transportation	PT-01	Dedicated transit rights-of-way
	PT-02	Enhanced access to transit
	PT-03	Fare pricing strategies
	PT-04	Improved transit services/amenities
	PT-05	Integrated Payment Systems
	PT-06	New transit services/amenities
	PT-07	Real-time transit information
	PT-08	Transit benefit programs
	PT-09	Transit signal priority
Tier 4: Roadway Improvements	RI-01	Acceleration/deceleration lanes
	RI-02	Access management
	RI-03	Complete Streets
	RI-04	Construction of a new roadway
	RI-05	Geometric improvements
	RI-06	Innovative Intersection Improvements
	RI-07	Interchange improvements
	RI-08	Overpasses and underpasses
	RI-09	Road diets
	RI-10	Roadway widening
	RI-11	Traffic calming

Strategy ID	Strategy	Tier
DM-01	Alternative Work Schedule	Tier 1: Demand Management

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☒	Corridor
☒	Medium	☒	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

A flexible arrangement that allows employees to vary their work hours or days from the traditional 9-to-5, Monday-through-Friday schedule. These schedules are designed to improve work-life balance, reduce peak-hour commuting, and support congestion management and productivity goals. These schedules may include:

- Flexible hours: Employees choose start/end times within a set range
- Compressed work weeks: Employees work longer days but fewer days (e.g., 4 x 10)
- Staggered shifts: Employees start at different times to spread peak traffic flows
- Telecommuting: Employees work remotely part- or full-time

Congestion Management Benefits:

CMPs promote alternate work schedules to shift travel demand away from congested periods, improving overall system performance without major infrastructure investments.

- Shifting travel away from peak hours
- Reducing the number of commuting days
- Supporting telework and transit use
- Enhancing employer flexibility and employee satisfaction

Congestion Objective Impacts:

Safety	**Indirect Impact:** While not a primary safety strategy, reduced congestion can lower crash risk during peak hours due to fewer vehicles and smoother traffic flow.
Reliability	Reducing peak-hour volumes helps stabilize travel times and makes trip durations more predictable. This enhances the reliability of the transportation system for all users.
Efficiency	By shifting travel demand away from peak periods, alternate work schedules reduce overall congestion and improve traffic flow. This leads to better utilization of existing infrastructure without adding capacity.
Customer Service	Offering flexible work options improves commuter satisfaction by reduction stress, travel time, and exposure to congestion. It empowers users with more control over their travel experience.
Collaboration	**Indirect Impact:** Implementation often requires coordination between employers, government agencies, and transportation planners—so it can foster collaboration.
Integration	**Indirect Impact:** If combined with other strategies (e.g., transit incentives or telework infrastructure), it contributes to a more integrated congestion management approach.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
DM-02	Carsharing Programs	Tier 1: Demand Management

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☒	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Carsharing programs provide short-term access to vehicles -- typically by the hour or minute -- without the need for ownership. Members reserve, unlock, and drive vehicles using mobile apps or smart cards, returning them to designated locations when done. These programs typically operate through:

- Membership-based platforms (e.g., Zipcar, Turo, Getaround)
- Public-private partnerships with transit agencies or cities
- Station-based or free-floating fleets available via mobile apps

Congestion Management Benefits:

In CMPs, carsharing is used to reduce single-occupancy vehicle trips, support multimodal travel and offer flexible mobility options – especially for the "last mile" or occasional trips.

- Encourages households to own fewer cars, lowering traffic and parking demand
- Complements transit, biking, and walking by filling mobility gaps
- Fewer vehicles and more efficient usage reduce emissions
- Reduces the need for parking infrastructure, freeing up urban space
- Offers mobility options to people without cars, especially in underserved areas

Congestion Objective Impacts:

Safety	**Indirect Impact:** While not a primary safety strategy, car sharing can reduce vehicle ownership and miles traveled, which may indirectly lower crash rates. However, safety benefits depend on user behavior and vehicle quality.
Reliability	Fewer vehicles and more efficient use of transportation resources can lead to more predictable travel times, especially in urban cores.
Efficiency	Carsharing reduces the total number of vehicles on the road by promoting shared use, which can ease congestion and improve roadway performance.
Customer Service	Carsharing offers flexible, cost-effective mobility options, especially for people who don't own cars or want alternatives to traditional transit.
Collaboration	Successful carsharing programs often involve partnerships between cities, private providers, transit agencies, and employers—making collaboration essential.
Integration	Carsharing can be integrated with transit systems, bike-share, and pedestrian infrastructure to create a seamless multimodal network.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
DM-03	Parking cash-out programs	Tier 1: Demand Management

Cost		Implementation Time		Applicable Scale	
☒	Low	☒	Short-term (1-4 years)	☒	Corridor
☒	Medium	☒	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Parking cash-out programs allow employees to receive a financial incentive in exchange for giving up their free or subsidized workplace parking. Instead of a parking space, they get the cash equivalent – encouraging them to choose alternative commuting options like transit, biking, walking, or carpooling. Key features include:

- Offering a monetary alternative to free parking
- Encouraging mode shift away from single-occupancy vehicles
- Supporting accessibility, as non-drivers benefit from employer subsidies

Congestion Management Benefits:

CMPs use this strategy to reduce peak-hour congestion and promote sustainable travel behavior.

- Encourages employees to shift to more sustainable modes
- Non-drivers receive a benefit equal to those who drive
- Frees up valuable urban space for additional development and reduces infrastructure costs
- Fewer cars on the road means lower emissions
- Aligns with broader Transportation Demand Management and Congestion Management strategies

Congestion Objective Impacts:

Safety	**Indirect Impact:** While not a primary safety strategy, reducing vehicle volumes can lower crash risk and improve pedestrian and cyclist safety
Reliability	Fewer vehicles during peak hours can lead to more consistent and predictable travel times across the network
Efficiency	By encouraging commuters to shift to transit, carpooling, biking, or walking, parking cash-out programs reduce single-occupancy vehicle trips, easing congestion and optimizing road capacity
Customer Service	Employees gain flexibility and financial benefits, especially those who already use alternative modes. It promotes fairness by compensating non-drivers
Collaboration	Successful implementation requires coordination between employers, local governments, and transportation agencies – making it a collaborative effort.
Integration	Works best when integrated with transit subsidies, bike infrastructure, and other strategies, creating a cohesive mobility ecosystem.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
DM-04	Parking management	Tier 1: Demand Management

Cost		Implementation Time		Applicable Scale	
☑	Low	☒	Short-term (1-4 years)	☒	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Parking management refers to a set of polices, technologies, and design strategies that optimize the use of parking resources. Rather than expanding parking supply, it focuses on efficient allocation, pricing, and regulations to reduce demand, improve access, and support sustainable transportation. It may include:

- Dynamic pricing to discourage long-term parking in high-demand areas
- Time limits and enforcement to increase turnover
- Shared parking across land uses or businesses
- Smart parking systems with real-time availability and mobile payment
- Zoning reforms to reduce or eliminate minimum parking requirements
- Park-and-ride facilities to support transit use

Congestion Management Benefits:

In CMPs, parking management helps reduce vehicles trips, improve land use efficiency, and support mode shift to transit, biking, or walking.

- Discourages unnecessary driving and circling for parking
- Encourage shifts to walking, biking, and public transit
- Frees up space for housing, retail, or green infrastructure
- Ensures fair access to parking and reduces subsidies for drivers
- Reduces emissions from idling and vehicle trips
- Smart pricing can fund mobility improvements or local services

Congestion Objective Impacts:

Safety	Reducing illegal parking, double-parking, and chaotic curbside behavior improves visibility, pedestrian safety, and emergency access.
Reliability	Better-managed parking reduces unpredictable delays caused by drivers searching for spaces, especially in high-demand areas.
Efficiency	By optimizing parking supply and demand, this strategy reduces circling and idling, which directly lowers congestion and improves traffic flow.
Customer Service	Clear signage, smart meters, and real-time availability tools enhance the user experience and reduce frustration.
Collaboration	Effective parking management often involves coordination between city departments, private operators, businesses, and community stakeholders.
Integration	Parking policies can be integrated with transit incentives, bike infrastructure, and land use planning to support multimodal travel and reduce car dependency.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
DM-05	Pedestrian & bicycle improvements	Tier 1: Demand Management

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☑	Regional
☒	High	☑	Long-term (>10 years)	☒	N/A

Description:

Pedestrian & bicycle improvements refer to infrastructure and policy changes that make walking and biking safer, more convenient, and more attractive. These enhancements support active transportation and reduce reliance on cars, especially for short trips. Common examples include:

- Sidewalks, crosswalks, and pedestrian signals
- Bike lanes, cycle tracks, and shared-use paths
- Curb ramps, pedestrian refuge islands, and traffic calming
- Bicycle parking, repair stations, and wayfinding signage
- Connectivity to transit stations and schools

Congestion Management Benefits:

CMPs use these strategies to reduce vehicle trips, especially for short-distance travel, and improve overall system performance.

- Shift short trips from cars to walking or biking
- Encourages physical activity and reduces pollution
- Enhances mobility for non-drivers, seniors, and people with disabilities
- Increases foot traffic to businesses and raises property values

Congestion Objective Impacts:

Safety	Dedicated bike lanes, crosswalks, lighting, and traffic calming reduce crashes and protect vulnerable road users.
Reliability	Non-motorized modes are less affected by traffic delays, offering consistent travel times for short-distance trips.
Efficiency	Shifting short trips from cars to walking or biking reduces vehicle volumes, easing congestion and improving roadway performance.
Customer Service	Enhances user experience by providing safe, convenient, and attractive alternatives to driving, especially in urban areas.
Collaboration	Requires coordination among transportation agencies, public health departments, advocacy groups, and local governments.
Integration	Pedestrian and bicycle networks are most effective when connected to transit, land use planning, and other mobility systems.

Notable Impacted Regionally Significant Corridor(s) (RSC):

- The strategy benefits all corridors and makes progress on ADA Transition Plans and PROWAG.
- Investments in this strategy will prioritize the CMP corridors near schools and in disadvantaged communities. They will also prioritize corridors on, or near, CCRTA transit routes.

Strategy ID	Strategy	Tier
DM-06	Policies/strategies for land use, zoning, or development	Tier 1: Demand Management

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☒	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☒	High	☑	Long-term (>10 years)	☒	N/A

Description:

Policies/strategies for land use, zoning, or development guide how land is planned, regulated, and built upon to influence travel behavior, reduce congestion, and support sustainable growth. The policies shape the location, density, and mix of housing, jobs, and services – directly impacting transportation demand. Common approaches include:

- Transit-oriented development: Concentrating housing and job locations near transit
- Mixed-use zoning: Encouraging walkable neighborhoods with housing, retail, and jobs
- Infill development: Prioritizing growth in existing urban areas over sprawl
- Density bonuses: Incentivizing compact development near transit corridors
- Access management and connectivity standards: Ensuring efficient site design

Congestion Management Benefits:

CMPs use these policies to align growth with transportation capacity, minimizing congestion and promoting sustainable travel behavior.

- Encourages walking, biking, and transit use by placing homes, jobs, and services closer together
- Higher densities and mixed uses improve transit ridership and viability
- Fewer vehicle miles traveled (VMT) means lower emissions
- Compact, walkable development attracts investment and boosts local economies
- Directs growth inward, protecting natural and agricultural lands

Congestion Objective Impacts:

Safety	Thoughtful zoning can separate high-speed traffic from pedestrian zones, reduce conflict points, and improve overall roadway safety.
Reliability	Coordinated development patterns support predictable travel demand and reduce peak-hour surges, improving system reliability.
Efficiency	Smart land use planning reduces the need for long car trips by promoting compact, mixed-use development. This lowers vehicle miles traveled and eases congestion.
Customer Service	Mixed-use and transit-oriented development (TOD) offer more travel choices, shorter commutes, and better access to amenities—enhancing user satisfaction.
Collaboration	Land use strategies require coordination among transportation agencies, planning departments, developers, and community stakeholders.
Integration	Aligning land use with transportation investments ensures that transit, walking, biking, and driving are part of a cohesive mobility system.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
DM-07	Ridesharing programs	Tier 1: Demand Management

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☒	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☑	Regional
☒	High	☑	Long-term (>10 years)	☒	N/A

Description:

Ridesharing programs facilitate shared travel among individuals with similar origins, destinations, or schedules – typically through carpools or vanpools. These programs reduce single-occupant vehicle (SOV) trips by matching riders and coordinating shared commutes. These programs include:

- Carpooling: Informal or organized sharing of rides among commuters
- Vanpooling: Larger groups using vans provided by employers or agencies
- Matching platforms: Apps or websites that connect riders with drivers
- Employer-based programs: Incentives, reserved parking, or coordination support
- Guaranteed Ride Home: Backup options for carpoolers in emergencies

Congestion Management Benefits:

CMPs use ridesharing to reduce peak-hour congestion, improve air quality, and support travel demand management.

- Fewer vehicles on the road during peak hours
- Shared rides reduce vehicle miles traveled (VMT)
- Riders split fuel, tolls, and parking costs
- Offers mobility for non-drivers or those without vehicles
- Reduces parking demand and enhances employee satisfaction
- Diversifies commuting options and reduces dependency on SOVs

Congestion Objective Impacts:

Safety	**Indirect Impact:** While not a primary safety strategy, reducing vehicle volumes and promoting shared rides can indirectly lower crash rates. However, safety depends on driver's behavior and vehicle standards.
Reliability	Fewer vehicles during peak hours can lead to more consistent travel times and less variability in congestion patterns.
Efficiency	Ridesharing reduces the number of single-occupancy vehicles on the road, lowering overall traffic volumes and improving roadway performance.
Customer Service	Offers cost savings, convenience, and social benefits for commuters, especially those without access to a personal vehicle.
Collaboration	Requires coordination among employers, regional agencies, rideshare providers, and commuters to be effective.
Integration	It can be linked with transit systems, park-and-ride lots, and mobility hubs to create a seamless multimodal network.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
DM-08	Shuttle programs	Tier 1: Demand Management

Cost		Implementation Time		Applicable Scale	
☒	Low	☒	Short-term (1-4 years)	☒	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Shuttle programs provide short-distance, fixed-route or demand-responsive transportation services – often connecting major destinations like transit hubs, employment centers, campuses, or residential areas. They are typically operated by public agencies, employers, universities, or private providers. These services are typically:

- Operated by public agencies, employers, universities, or private providers
- Designed to fill gaps in the transit network or support "first/last mile" travel
- Flexible routing, often using smaller vehicles or demand-responsive models

Congestion Management Benefits:

In CMPs, shuttle programs help reduce single-occupancy vehicle trips, improve access to transit, and alleviate congestion in high-demand corridors.

- Encourages shared rides and transit use
- Serve areas not covered by fixed-route transit
- Enhances access to jobs, retail, and services
- Especially valuable in dense or constrained areas
- Provides mobility for seniors, students, and low-income populations

Congestion Objective Impacts:

Safety	**Indirect Impact:** While not a primary safety strategy, shuttles can reduce traffic volumes and exposure to crash risks. Safety benefits depend on vehicle standards, driver training, and routing.
Reliability	Scheduled shuttle services offer predictable travel times and reduce variability, especially when integrated with transit or serving congested areas.
Efficiency	Shuttles reduce single-occupancy vehicle trips by providing group transportation, especially during peak hours or in high-demand corridors.
Customer Service	Shuttles improve access to jobs, schools, and transit hubs, especially for populations underserved by fixed-route transit. They enhance convenience and comfort.
Collaboration	Shuttle programs often involve partnerships between employers, transit agencies, local governments, and private operators—making collaboration essential.
Integration	Shuttles are frequently designed to connect with other modes (e.g., rail stations, park-and-ride lots), supporting a seamless multimodal system.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
DM-09	Telework Programs	Tier 1: Demand Management

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☒	Corridor
☒	Medium	☒	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Telework programs enable employees to work remotely—typically from home—using digital communication and collaboration tools. These programs reduce the need for commuting, especially during peak hours, and are often supported by employers, public agencies, or regional transportation demand management (TDM) initiatives. It is often supported by:

- Employer policies and HR frameworks
- IT infrastructure (VPNs, collaboration platforms, cybersecurity)
- Training and support for remote work practices

Congestion Management Benefits:

In CMPs, telework is a strategy that directly reduces congestion by eliminating or shifting commuting trips.

- Fewer commuters during peak hours means less roadway demand
- Enables work during emergencies or disruptions
- Offers flexibility and better work-life balance
- Frees up space and lowers employer costs
- Expands access to jobs for people with mobility or caregiving constraints

Congestion Objective Impacts:

Safety	**Indirect Impact:** While not a safety strategy per se, reducing vehicle trips lowers exposure to crash risks and contributes to safer roads overall.
Reliability	With fewer commuters, travel times become more predictable and less prone to delays caused by traffic surges.
Efficiency	Telework directly reduces the number of vehicles on the road, especially during peak hours, easing congestion and improving system performance.
Customer Service	Telework offers flexibility, reduces commute stress, and improves work-life balance—enhancing user satisfaction and quality of life.
Collaboration	Successful telework programs often involve coordination between employers, transportation agencies, and regional planners to develop policies, incentives, and infrastructure.
Integration	Telework complements other TDM strategies like transit subsidies, parking cash-out, and flexible scheduling, contributing to a cohesive congestion management framework.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
TO-01	AI-Powered Traffic Flow Management	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

AI-Powered Traffic Flow Management uses artificial intelligence technologies – such as machine learning, computer vision, and predictive analytics – to monitor, analyze, and optimize traffic conditions in real time. These systems dynamically adjust traffic signals, detect incidents, and forecast congestion patterns to improve mobility and safety.

Congestion Management Benefits:

CMPs leverage AI to enhance responsiveness, reduce delays, and improve overall system efficiency.

- AI adjusts signals and routes based on live conditions, minimizing delays
- Detects hazards and supports faster emergency response
- Optimizes flow across corridors and intersections
- Can be expanded across cities or regions with cloud-based platforms

Congestion Objective Impacts:

Safety	AI can detect hazardous patterns (e.g., speeding, red-light running) and adjust controls to reduce crash risks. It also improves emergency vehicle routing.
Reliability	Real-time data analysis enables more consistent travel times and faster incident response, making the system more dependable.
Efficiency	AI algorithms dynamically adjust traffic signals and routing to reduce delays, improve throughput, and minimize stop-and-go conditions.
Customer Service	Smoother traffic flow and reduced wait times enhance the driving experience. AI can also provide real-time updates to travelers via apps and signage.
Collaboration	Implementation requires coordination among city agencies, tech providers, transportation planners, and sometimes regional or federal partners.
Integration	AI systems often link with other technologies—like connected vehicles, transit systems, and smart infrastructure—creating a unified mobility ecosystem.

Notable Impacted Regionally Significant Corridor(s) (RSC):

Based on TxDOTs 2025 Artificial Intelligence Strategic Plan, these investments will begin benefiting the Interstate System, with other advances benefiting the regional Traffic Management Center.

Strategy ID	Strategy	Tier
TO-02	Emergency management	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☒	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Emergency management refers to the coordinated efforts to prepare for, respond to, recover from, and mitigate the impacts of disasters and emergencies – such as hurricanes, floods, wildfires, hazardous spills, or terrorist attacks. Key components include:

- Traffic control during incidents
- Coordination with first responders and public safety agencies
- Real-time traveler information systems
- Continuity of operations for transit and roadway networks

Congestion Management Benefits:

CMPs integrate emergency management to ensure that infrastructure, operations, and communication systems remain functional and resilient during crises.

- Ensures safe evacuation and rapid response during disasters
- Keeps transportation systems operational under stress
- Strengthens infrastructure and operations against future threats
- Aligns transportation, public safety, and emergency services
- Prioritize vulnerable populations in planning and response

Congestion Objective Impacts:

Safety	Emergency management is fundamentally about protecting lives and reducing harm during incidents. It ensures safe evacuation routes, rapid response to crashes, and coordination during natural disasters.
Reliability	Effective emergency protocols minimize disruption by quickly restoring normal traffic operations after incidents, maintaining consistent system performance.
Efficiency	Coordinated emergency response reduces secondary congestion caused by crashes, stalled vehicles, or road closures. It also improves incident clearance times.
Customer Service	Real-time alerts, detour guidance, and emergency support enhance the traveler experience during high-stress situations.
Collaboration	Emergency management requires tight coordination among transportation agencies, law enforcement, fire departments, EMS, and sometimes federal partners.
Integration	Emergency plans must be woven into broader transportation systems—linking traffic control, transit, communication networks, and land use planning.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
TO-03	Freight management	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☒	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☑	Long-term (>10 years)	☒	N/A

Description:

Freight management refers to the planning, coordination, and optimization of goods movement across transportation networks. It involves strategies to improve the efficiency, safety, and sustainability of freight operations – whether by truck, rail, air, or sea. It includes:

- Designated truck routes and delivery zones
- Off-peak delivery programs
- Freight signal priority and intelligent routing
- Real-time data sharing between public agencies and freight operators
- Infrastructure upgrades (e.g., loading bays, truck parking, grade separations)

Congestion Management Benefits:

In CMPs, freight management ensures that commercial vehicle operations are efficient and minimally disruptive to passenger traffic.

- Separates freight from passenger traffic and improves routing
- Designated truck routes and loading zones reduce conflicts
- Enhance supply chain reliability and support local industries
- Manages heavy vehicle impacts on roads and bridges
- Aligns freight needs with land use and economic development goals

Congestion Objective Impacts:

Safety	Designated truck routes, off-peak delivery policies, and improved signage reduce conflicts between freight vehicles and other road users, lowering crash risks.
Reliability	Coordinated freight operations and intelligent logistics systems help ensure consistent travel times and reduce delays caused by freight-related congestion.
Efficiency	Freight management reduces bottlenecks and improves the flow of goods by optimizing delivery times, routes, and infrastructure especially in urban freight corridors.
Customer Service	**Indirect Impact:** While freight management doesn't directly serve individual travelers, it indirectly improves their experience by reducing congestion and ensuring timely delivery of goods and services.
Collaboration	Effective freight management requires coordination among public agencies, private carriers, logistics firms, and regional planners.
Integration	Freight systems must be integrated with passenger transportation, land use planning, and economic development to ensure balanced mobility and infrastructure investment.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
TO-04	ITS technologies	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☑	Long-term (>10 years)	☒	N/A

Description:

ITS technologies integrate advanced communication, computing, and sensor systems into transportation infrastructure and vehicles to improve safety, mobility, efficiency, and sustainability. These systems enable real-time data collection, analysis, and response across roadways, transit, freight, and emergency services. ITS strategies typically include:

- Adaptive traffic signal control
- Real-time traveler information systems
- Incident detection and management
- Ramp metering and dynamic lane control
- Transit signal priority and vehicle tracking
- Connected vehicle infrastructure

Congestion Management Benefits:

CMPs use ITS to monitor, manage, and optimize traffic flow, reduce delays, and support multimodal coordination.

- Detects incidents quickly and supports emergency responses
- Maximizes use of existing infrastructure without costly expansions
- Prepares networks for autonomous and connected vehicles

Congestion Objective Impacts:

Safety	ITS can detect crashes, manage emergency response, and reduce risky behaviors (e.g., speeding, red-light running) through automated enforcement and alerts.
Reliability	Real-time traffic data and adaptive controls help maintain consistent travel times and reduce variability caused by congestion or incidents.
Efficiency	ITS optimizes traffic flow by adjusting signals, rerouting vehicles, and managing lane usage—maximizing throughput without expanding infrastructure.
Customer Service	Dynamic message signs, mobile apps, and real-time updates empower travelers with better choices and reduce frustration.
Collaboration	ITS deployment requires coordination among transportation agencies, emergency services, tech vendors, and regional planners.
Integration	ITS connects multiple modes—cars, buses, trains, bikes—into a unified system, supporting multimodal travel and smart city initiatives.

Notable Impacted Regionally Significant Corridor(s) (RSC):

- Based on USDOTs Plan to Accelerate V2X Deployment, this Strategy will begin benefiting all Tier 1 by 2030.
- Every CMP corridor will benefit from ITS and TSMO implementation. .

Strategy ID	Strategy	Tier
TO-05	Managed lanes	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☒	Low	☒	Short-term (1-4 years)	☑	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☒	Regional
☑	High	☑	Long-term (>10 years)	☒	N/A

Description:

Managed lanes are highway lanes that use pricing (tolls) or other operational strategies to optimize traffic flow and maximize efficiency. These lanes are actively controlled with pricing, eligibility, or access restrictions to maintain reliable travel speeds, especially during peak periods. Types of managed lanes include:

- High-Occupancy Vehicle (HOV) lanes
- High-Occupancy Toll (HOT) lanes
- Express Toll Lanes (ETLs)
- Bus-only or truck-only lanes
- Reversible or contraflow lanes

Congestion Management Benefits:

CMPs use managed lanes to maximize roadway efficiency, reduce congestion, and offer travel choices.

- Maintains free-flow conditions even during peak hours
- Offers predictable commute times for users
- Incentivizes shared rides and transit use
- Maximizes throughput without expanding full roadway width

Safety	By reducing lane weaving and congestion-related crashes, managed lanes can improve roadway safety—especially when paired with clear signage and enforcement.
Reliability	These lanes offer more predictable travel times, especially during peak hours, by maintaining free-flow conditions through access controls or pricing.
Efficiency	Managed lanes optimize roadway capacity by prioritizing certain users (e.g., carpools, transit, or toll payers), reducing congestion and improving overall traffic flow.
Customer Service	Travelers benefit from faster, more reliable options, especially those willing to carpool or pay for time savings. It enhances choice and satisfaction.
Collaboration	Planning and operating managed lanes often involves coordination among state DOTs, MPOs, toll authorities, transit agencies, and local governments.
Integration	Managed lanes can be designed to support transit, vanpools, and emergency vehicles, making them a key component of multimodal corridor planning.

Notable Impacted Regionally Significant Corridor(s) (RSC):

In Fleet Forward, as part of their planned Bus Rapid Transit, the CCRTA is planning on removing a travel lane from several CMP corridors in order to dedicate it to transit. The list of corridors includes RSC-035, RSC-036, RSC-037, RSC-038, RSC-039, RSC-040, RSC-031, and RSC-072.

Strategy ID	Strategy	Tier
TO-06	Ramp metering	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Ramp metering is a traffic management technique that uses traffic signals on freeway on-ramps to control the rate at which vehicles enter the highway. By regulating flow, it prevents bottlenecks and smooths merging, improving overall freeway performance.

Ramp meters are typically part of broader Transportation Systems Management and Operations (TSMO) strategies and are often integrated with ITS technologies.

Congestion Management Benefits:

- Prevents sudden surges of merging traffic that cause slowdowns
- Reduces rear-end and side-swipe collisions at merge points
- Smoother freeway flow leads to more predictable commutes
- Maintains optimal speeds and increases vehicle capacity
- Helps regulate flow during crashes or lane closures

Congestion Objective Impacts:

Safety	Ramp metering reduces rear-end and side-swipe collisions at merge points by spacing vehicles more evenly and lowering speed differentials.
Reliability	It helps maintain consistent travel times by preventing sudden surges of vehicles that can trigger stop-and-go conditions or bottlenecks.
Efficiency	By regulating vehicle entry, ramp metering smooths freeway flow, reduces merging conflicts, and prevents breakdowns in traffic speed—maximizing throughput.
Customer Service	Although it may increase wait time at ramps, the overall freeway experience improves with faster, more predictable travel—especially for long-distance commuters.
Collaboration	Implementation requires coordination among state DOTs, regional agencies, traffic engineers, and sometimes law enforcement for enforcement and monitoring.
Integration	Ramp meters often work in tandem with ITS technologies, managed lanes, and incident response systems—making them part of a broader congestion management ecosystem.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy will benefit these freeway corridors:RSC-001, RSC-002, RSC-003, RSC-004, RSC-005, RSC-011, RSC-012, RSC-013, RSC-062, and RSC-063

Strategy ID	Strategy	Tier
TO-07	Road weather management	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☒	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Road weather management involves the use of technologies, data, and operational strategies to monitor and respond to weather-related impacts on transportation systems. It includes:

- Road Weather Information Systems (RWIS): Sensor and stations that collect data on pavement temperature, precipitation, wind, and visibility
- Traveler Information Systems: Real-time alerts via dynamic message signs, apps, or websites
- Maintenance Decision Support Systems (MDSS): Tools to guide snow removal, de-icing, and other responses
- High Water Detection Systems: Alerts for flooding-prone areas
- Bridge and pavement condition monitoring

Congestion Management Benefits:

CMPs use road weather management to improve safety, mobility, and reliability during adverse conditions such as rain, fog, snow, ice, flooding, and high winds.

- Reduces crashes caused by slippery roads, low visibility, and flooding
- Maintains traffic flow during adverse weather through proactive management
- Enables faster, coordinated action during weather-related incidents
- Prevents bottlenecks and delays caused by weather disruptions

Congestion Objective Impacts:

Safety	This is the **primary objective**. Road weather management reduces crash risks by alerting drivers to hazardous conditions, deploying de-icing or flood control measures, and adjusting speed limits or lane usage.
Reliability	Weather-related disruptions (e.g., snow, fog, flooding) can severely impact travel times. Proactive management helps maintain consistent and predictable traffic flow.
Efficiency	Timely interventions—like pre-treatment of roads or dynamic rerouting—minimize delays and prevent gridlock during weather events.
Customer Service	Real-time alerts and traveler information systems improve user experience by helping drivers make informed decisions and avoid dangerous or congested routes.
Collaboration	Effective road weather management requires coordination among transportation agencies, emergency services, meteorological departments, and sometimes utility providers.
Integration	Weather systems are often integrated with ITS technologies, traffic management centers, and regional emergency plans—creating a unified response framework.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
TO-08	Special event management	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☒	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Special event management refers to the planning, coordination, and operational strategies used to handle transportation impacts during large-scale events such as holiday weekends, festivals, concerts, parades, or conventions. It ensures safe, efficient movement of people and vehicles before, during, and after the event.

Congestion Management Benefits:

CMPs use this strategy to minimize congestion, ensure safety, and maintain mobility during high-impact, short-duration events.

- Prevents gridlock and improves traffic flow to, from, and around event locations or venues
- Minimizes pedestrian-vehicle conflicts and supports emergency access
- Offers multimodal options like shuttles, transit, and bike access
- Creates a smoother experience for attendees and residents
- Facilitates access to local businesses and tourism
- Aligns transportation, public safety, and event organizers

Congestion Objective Impacts:

Safety	Managing traffic flow, pedestrian access, and emergency response during high-attendance events reduces crash risks and ensures public safety.
Reliability	Proactive planning helps maintain predictable travel conditions and minimizes disruptions to regular traffic patterns.
Efficiency	Coordinated detours, signal timing adjustments, and transit service boosts reduce congestion and improve throughput during peak event times.
Customer Service	Clear signage, real-time updates, and multimodal access improve the experience for attendees and non-attendees alike.
Collaboration	Requires close coordination among event organizers, transportation agencies, law enforcement, transit providers, and sometimes emergency services.
Integration	Effective event management links traffic control, transit, parking, and pedestrian systems into a unified operational plan.

Notable Impacted Regionally Significant Corridor(s) (RSC):

- Planning for peak weekends of beach-related traffic or coast-related events will benefit RSC-013, RSC-014, RSC-088, RES-089, RSC-033, and RSC 034.
- Planning for events in downtown Corpus Christi will benefit RSC-004, RSC-005, RSC-070, RSC-071, RSC-079, RSC-074, RSC-075, RSC-060, RSC-035, RSC-036, RSC-037, RSC-038, RSC-039, RSC-040, and RSC 063.

Strategy ID	Strategy	Tier
TO-09	Traffic control devices	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☒	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Traffic control devices are signs, signals, markings, and other tools used to regulate, warn, guide, and inform road users. These include:

- Traffic Signals (Interconnected and/or Adaptive)
- Pan Tilt Zoom (PTZ) Cameras
- Pavement markings (lane lines, crosswalks, arrows)
- Dynamic message signs (DMS)
- Flashing beacons and school zone indicators
- Emergency vehicle preemption or Transit vehicle priority

Congestion Management Benefits:

In CMPs, these devices are used to optimize traffic flow, enhance safety, and reduce congestion through better guidance and control of vehicle and pedestrian movements.

- Reduces crashes by clearly communicating rules and hazards
- Guides drivers efficiently through intersections and corridors
- Provides safe crossings and guidance for pedestrians and cyclists
- Standardized signs and signals improve compliance
- Dynamic signs and temporary devices help manage disruptions

Congestion Objective Impacts:

Safety	Clear and consistent signage, lane markings, and signal timing reduce crash risks by guiding driver's behavior and improving visibility.
Reliability	Well-maintained and adaptive traffic control devices help maintain predictable traffic flow, especially during peak hours or incidents.
Efficiency	Devices like interconnected signals, adaptive signals, lane-use signs, and ramp meters optimize roadway capacity and reduce delays.
Customer Service	Real-time information (e.g., travel times, detours, alerts) improves the driving experience and helps users make informed decisions.
Collaboration	Planning and maintaining traffic control systems often involves coordination among emergency services, city engineers, , regional planners, and the state DOT.
Integration	Traffic control devices are essential components of ITS, transit priority systems, and multimodal corridors – linking various modes and technologies.

Notable Impacted Regionally Significant Corridor(s) (RSC):

- While this strategy is inherently corridor in scale, these strategies will significantly benefit every corridor throughout the Corpus Christi MPO area.

Strategy ID	Strategy	Tier
TO-10	Traffic Incident Management (TIM)	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☒	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Traffic Incident Management (TIM) refers to the coordinated process of detecting, responding to, and clearing roadway incidents – such as crashes, disabled vehicles, debris, or hazardous spills – to restore normal traffic flow quickly and safely. TIM programs involve:

- Interagency coordination among transportation, law enforcement, fire, EMS, and towing
- Incident detection and verification using cameras, sensors, and reports
- Traveler information systems to alert drivers in real time
- After-action review to improve future response

Congestion Management Benefits:

CMPs integrate TIM to reduce non-recurring congestion, which can account for up to 50% of total delay on urban freeways.

- Faster clearance lowers risk of follow-up collisions
- Shortens incident duration and restores flow quickly
- Structured protocols protect emergency personnel
- Promotes unified response across jurisdictions
- Keeps travelers informed and reassured during disruptions
- Reduces time lost to congestion and delays

Congestion Objective Impacts:

Safety	TIM reduces secondary crashes by quickly securing incident scenes, managing traffic flow, and protecting responders and travelers.
Reliability	Rapid incident detection and clearance help restore normal traffic conditions, minimizing unpredictable delays and improving travel time consistency.
Efficiency	TIM optimizes roadway capacity by reducing the duration and impact of lane blockages, keeping traffic moving even during disruptions.
Customer Service	Real-time alerts, detour guidance, and visible response efforts improve traveler confidence and reduce frustration during incidents.
Collaboration	TIM requires tight coordination among transportation agencies, law enforcement, fire departments, EMS, towing companies, and sometimes media outlets.
Integration	TIM systems are often linked with ITS technologies, emergency management protocols, and regional traffic operations centers—creating a seamless response network.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
TO-11	Traffic management centers	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

A traffic management center (TMC) is a centralized facility where transportation agencies monitor, coordinate, and manage traffic operations across a region. TMCs integrate data from cameras, sensors, signals, and communication systems to respond to real-time conditions, incidents, and congestion. They serve as the nerve center for:

- Real-time traffic monitoring using cameras, sensors, and data feeds
- Signal control and ramp metering
- Incident detection and response coordination
- Traveler information dissemination (e.g., dynamic message signs, apps)
- Multimodal integration with transit, emergency services, and freight

Congestion Management Benefits:

In CMPs, TMCs are essential for reducing congestion, improving safety, and enhancing system reliability through proactive and data-driven management.

- Enables proactive traffic control and incident response
- Detects crashes and hazards quickly, supporting faster emergency response
- Maintains smoother flow through adaptive signal control and routing
- Integrates transit, freight, and emergency operations
- Maximizes use of existing infrastructure without costly expansion
- Provides analytics for planning and performance evaluation

Congestion Objective Impacts:

Safety	TMCs detect incidents quickly, dispatch emergency responders, and activate warning systems to reduce crash risks and protect travelers.
Reliability	By managing traffic flow and responding to disruptions in real time, TMCs help maintain consistent and predictable travel times.
Efficiency	TMCs optimize signal timing, ramp metering, and lane usage to maximize throughput and reduce congestion across the network.
Customer Service	They provide real-time traveler information via dynamic message signs, apps, and websites—helping users make informed decisions and avoid delays.
Collaboration	TMCs serve as hubs for coordination among transportation agencies, law enforcement, emergency services, and sometimes media outlets.
Integration	TMCs connect Intelligent Transportation Systems (ITS), transit operations, incident management, and weather monitoring into a unified control framework.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
TO-12	Traveler information systems	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Traveler information systems provide real-time, accurate, and accessible information to road users to help them make informed travel decisions. These systems use data from sensors, cameras, GPS, and traffic management centers to deliver updates on traffic conditions, incidents, weather, transit schedules, and alternate routes. These systems use technologies like:

- Dynamic Message Signs (DMS) on highways
- Mobile apps and websites with traffic, transit and weather updates
- 511 systems (phone and web-based)
- Social media alerts and push notifications
- GPS and navigation system integration
- Transit arrival displays and kiosks

Congestion Management Benefits:

CMPs use these systems to reduce congestion by influencing route, mode, and departure time choices, especially during incidents, peak periods, or special events.

- Warns drivers of crashes, road closures, and hazardous conditions
- Keeps user informed and reassured during disruptions
- Disseminate evacuation and emergency alerts quickly

Congestion Objective Impacts:

Safety	Alerts about crashes, road closures, hazardous weather, or construction zones help drivers avoid dangerous conditions and reduce crash risks.
Reliability	Real-time updates allow travelers to adjust routes or departure times, improving predictability and reducing exposure to unexpected delays.
Efficiency	By distributing traffic more evenly and helping users avoid congested areas, these systems improve overall network performance and reduce bottlenecks.
Customer Service	Providing timely, accurate, and accessible information empowers users to make informed travel decisions, enhancing satisfaction and reducing stress.
Collaboration	Traffic information systems often rely on data sharing between transportation agencies, emergency services, private tech providers, and media outlets.
Integration	These systems connect with ITS technologies, transit apps, navigation platforms, and regional operations centers—creating a seamless, multimodal information ecosystem.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
PT-02	Enhanced access to transit	Tier 3: Public Transportation

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Enhanced access to transit refers to strategies that improve the ease, safety, and efficiency with which people reach and use public transportation. This strategy aims to reduce reliance on single-occupancy vehicles and improve multimodal connectivity and includes:

- Better pedestrian and bicycle infrastructure near transit stops
- Expanded park-and-ride facilities
- Improved signage and wayfinding
- Real-time transit information systems
- ADA-compliant access improvements
- Coordination with land use planning to support transit-oriented development

Congestion Management Benefits:

CMPs use this strategy to increase transit ridership, reduce car depency, and improve accessibility.

- Reduces traffic congestion by encouraging transit use
- Enhance mobility for non-drivers, including seniors and people with disabilities
- Supports access to jobs, education, and services
- Strengthens multimodal transportation networks

Congestion Objective Impacts:

Safety	Safer pedestrian crossings, lighting, and ADA-compliant infrastructure reduce crash risks and protect vulnerable users accessing transit.
Reliability	Better access reduces missed connections and delays, helping transit operate more consistently and predictably.
Efficiency	When more people can easily reach transit, it encourages mode shift from single-occupancy vehicles, easing roadway congestion and improving system performance.
Customer Service	Enhancing access improves comfort, convenience, and equity—especially for seniors, people with disabilities, and those without cars.
Collaboration	Enhancing access improves comfort, convenience, and equity—especially for seniors, people with disabilities, and those without cars.
Integration	Access enhancements link transit with other modes—walking, biking, rideshare—creating a seamless, multimodal transportation network.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
PT-03	Fare pricing strategies	Tier 3: Public Transportation

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☒	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Fare pricing strategies involve adjusting the cost of using public transportation to influence travel behavior, manage demand, and reduce congestion. These strategies aim to make transit more efficient and attractive compared to driving and may include:

- Peak vs. off-peak pricing: Higher fares during rush hours to encourage off-peak travel
- Distance-based fares: Charging based on how far a passenger travels
- Flat-rate fares: Uniform pricing regardless of distance or time
- Discounted passes: Monthly or annual passes to incentivize regular use
- Means-based fares: Reduced fares for low-income riders
- Dynamic pricing: Real-time fare adjustments based on demand

Congestion Management Benefits:

CMPs use fare pricing strategies to shift travel patterns, reduce congestion, and support multimodal integration.

- Promotes accessibility through means-based discounts
- Increases transit ridership and revenue
- Supports environmental goals by shifting trips from cars to transit

Congestion Objective Impacts:

Safety	**Indirect Impact:** Fare pricing doesn't directly address safety, but by shifting demand and reducing overcrowding, it can indirectly improve conditions on vehicles and at stations.
Reliability	By encouraging off-peak travel or transit use, fare strategies help stabilize travel times and reduce variability in heavily used corridors.
Efficiency	Pricing incentives can shift travel demand away from peak periods or congested routes, helping balance system usage and reduce overcrowding.
Customer Service	Fare options tailored to income, age, or travel behavior improve affordability and accessibility, enhancing user satisfaction and equity.
Collaboration	Developing and implementing fare policies often involves coordination among transit agencies, MPOs, local governments, and community stakeholders.
Integration	Fare systems that work across multiple modes (e.g., bus, rail, bike share) support seamless multimodal travel and simplify the user experience.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
TO-13	Work zone management	Tier 2: Traffic Operations

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Work zone management refers to the planning, coordination, and operational strategies used to minimize traffic disruptions and enhance safety during roadway construction, maintenance, or utility work. It ensures that road users and workers are protected while maintaining efficient traffic flow. It includes:

- Temporary traffic control plans (detours, lane closures, flagging operations)
- Smart Work Zones with ITS technologies (e.g., queue detection, dynamic signage)
- Public outreach and traveler information
- Scheduling strategies (night work, off-peak construction)
- Coordination with emergency services and transit agencies

Congestion Management Benefits:

CMPs use work zone management to maintain mobility and safety while preserving infrastructure.

- Protect workers and road users from crashes and hazards
- Minimize delays through efficient lane closures and detours
- Keeps travelers informed about closures and alternate routes
- Reduces delays and improves coordination among contractors
- Demonstrates proactive planning and transparency

Congestion Objective Impacts:

Safety	Work zones pose elevated crash risks. Effective management includes clear signage, barriers, speed control, and worker protection to reduce accidents and safeguard both drivers and crews.
Reliability	Planned lane closures and detours can disrupt normal traffic flow. Proactive scheduling and real-time updates help maintain predictable travel times.
Efficiency	Coordinated work zone timing, staging, and traffic control minimize delays and maximize throughput, especially during peak periods.
Customer Service	Informing travelers through dynamic message signs, apps, and websites helps them plan ahead, avoid frustration, and feel supported during disruptions.
Collaboration	Work zone planning requires coordination among DOTs, contractors, local governments, law enforcement, and sometimes utility companies.
Integration	Work zone strategies often link with ITS technologies, incident management systems, and regional traffic operations—ensuring seamless response and communication.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
PT-01	Dedicated transit rights-of-way	Tier 3: Public Transportation

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☑	Long-term (>10 years)	☒	N/A

Description:

A dedicated transit rights-of-way is a reserved lane, corridor, or track that is exclusively used by public transit vehicles – such as buses, light rail, or streetcars – separated from general traffic. These rights-of-way can be physically separated (e.g., median lanes, busways) or designated through signage and enforcement. This strategy can include:

- Bus Rapid Transit (BRT) lanes
- Queue jump lanes and transit signal priority zones

Congestion Management Benefits:

CMPs use dedicated transit rights-of-way to improve transit speed, reliability, and attractiveness, especially in congested urban corridors.

- Avoids traffic delays and maintains consistent schedules
- Faster, more dependable service attracts more users
- Enhances access for transit-dependent populations

Congestion Objective Impacts:

Safety	Separating transit from general traffic reduces delays caused by congestion, allowing faster and more consistent service.
Reliability	Dedicated lanes protect transit from traffic variability, ensuring on-time performance and dependable schedules.
Efficiency	Reducing interactions between transit vehicles and general traffic lowers crash risks, especially for buses and pedestrians at stops.
Customer Service	Faster, more reliable transit improves rider satisfaction, encourages mode shift, and enhances accessibility for underserved populations.
Collaboration	Implementing dedicated rights-of-way requires coordination among transit agencies, city planners, engineers, and sometimes private developers.
Integration	These corridors often connect with multimodal hubs, park-and-rides, and pedestrian networks—supporting a seamless transportation system.

Notable Impacted Regionally Significant Corridor(s) (RSC):

- The corridors proposed for BRT are RSC-035, RSC-036, RSC-037, RSC-038, RSC-039, RSC-040, RSC-031, and RSC-072.
- Planned Transit Signal Priority investments would benefit: RSC-041, RSC-042, RSC-017, RSC-018, RSC-040, RSC-052, RSC-053, RSC-065, RSC-019, RSC-020, RSC-024, and RSC-025.

Strategy ID	Strategy	Tier
PT-04	Improved transit services/amenities	Tier 3: Public Transportation

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Improved transit services and amenities refer to enhancements that make public transportation more efficient, accessible, comfortable, and attractive to users. These may include:

- Increased service frequency and expanded routes
- Real-time arrival information systems
- Upgraded bus stops and shelters
- On-board Wi-Fi, seating, and climate control
- Transit signal priority and dedicated lanes
- Integration with bike/pedestrian infrastructure

Congestion Management Benefits:

CMPs use this strategy to make transit a more viable and appealing alternative to driving, especially in congested corridors.

- Reduced traffic congestion and vehicle miles traveled
- Increased transit ridership and mode shift
- Enhanced accessibility
- Better travel time reliability and user satisfaction
- Supports regional goals for sustainability and mobility

Congestion Objective Impacts:

Safety	Enhanced transit services often include better lighting, surveillance, and station design, which contribute to safer travel environments.
Reliability	Improvements such as real-time tracking, better scheduling, and upgraded vehicles help reduce delays and improve on-time performance.
Efficiency	Streamlined operations and optimized routes reduce travel time and congestion, making transit a more competitive alternative to driving.
Customer Service	Upgraded amenities like clean stations, Wi-Fi, and comfortable seating directly enhance the rider experience.
Collaboration	Transit improvements often require coordination among agencies, municipalities, and stakeholders to ensure seamless service delivery.
Integration	Better transit services support multimodal connectivity—linking buses, trains, bikes, and pedestrian pathways—which is key to a well-integrated transportation network.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
PT-05	Integrated Pavement Systems	Tier 3: Public Transportation

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Integrated Pavement Systems refer to coordinated strategies and technologies used to monitor, manage, and maintain pavement conditions across a transportation network. In CMPs, IPS helps ensure that pavement maintenance and rehabilitation are timed and located to minimize disruption and support smoother traffic flow. These systems typically include:

- Pavement condition monitoring (e.g., sensors, visual inspections, automated data collection)
- Pavement management software for lifecycle cost analysis and prioritization
- Integration with traffic data to align pavement maintenance with congestion mitigation
- Coordination with asset management and capital improvement plans.

Congestion Management Benefits:

In CMPs, this strategy helps ensure that road surfaces remain safe, smooth, and congestion-free, while aligning maintenance with broader mobility goals.

- Reduced maintenance-related congestion through better scheduling
- Enhanced safety and ride comfort
- Data-driven decision-making for capital investments

Congestion Objective Impacts:

Safety	Integrated pavement systems improve road surface quality, reduce potholes and hazards, and enhance traction—leading to fewer accidents and safer travel conditions.
Reliability	Well-maintained and monitored pavement systems reduce unexpected disruptions due to road damage or emergency repairs, supporting consistent travel times.
Efficiency	These systems optimize maintenance schedules and resource allocation, minimizing lane closures and delays caused by pavement deterioration.
Customer Service	Smoother roads improve ride comfort and reduce vehicle wear and tear, directly benefiting travelers.
Collaboration	Implementing integrated pavement systems often involves coordination among transportation agencies, public works departments, and regional planners.
Integration	These systems can be linked with asset management tools, traffic monitoring systems, and broader infrastructure planning efforts to support multimodal and cross-network integration.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
PT-06	New transit services/amenities	Tier 3: Public Transportation

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

New transit services and amenities refer to the introduction of entirely new public transportation options or infrastructure aimed at reducing roadway congestion and improving mobility. These strategies are designed to shift travel demand away from single-occupancy vehicles and offer more attractive alternatives. These may include:

- Launching new bus routes, express services, or Bus Rapid Transit (BRT)
- Building new transit stations or multimodal hubs
- Adding light rail or commuter rail lines
- Introduction of micro transit or on-demand shuttle services
- Enhancing accessibility features (e.g., ADA-compliant infrastructure)
- Providing new amenities like bike racks, real-time tracking apps, or fare integration systems

Congestion Management Benefits:

CMPs use this strategy to shift trips from private vehicles to transit, especially in underserved or high-growth areas.

- Reduces traffic congestion and vehicle miles of travel
- Expands mobility options for underserved communities
- Enhances regional connectivity and economic development
- Supports mode shift and travel demand management

Congestion Objective Impacts:

Safety	New transit options can reduce car dependency, lowering crash rates and improving pedestrian safety through better-designed infrastructure.
Reliability	Expanding transit services improves coverage and frequency, reducing wait times and making travel times more predictable.
Efficiency	By shifting demand from single-occupancy vehicles to transit, this strategy helps optimize roadway capacity and reduce congestion.
Customer Service	New amenities—like real-time arrival info, clean stations, and accessible vehicles—enhance the rider experience and satisfaction.
Collaboration	Launching new services often requires coordination among transit agencies, local governments, and community stakeholders.
Integration	New services can be designed to connect with existing modes (e.g., bike-share, rail, pedestrian paths), supporting a seamless multimodal network.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
PT-07	Real-time transit information	Tier 3: Public Transportation

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Real-time transit information refers to digital systems that provide passengers with up-to-the-minute data on transit vehicle locations, arrival times, service alerts, and route changes. These systems may include:

- GPS tracking on buses, trains, and shuttles
- Mobile apps and websites with live updates
- Electronic signage at stops and stations
- Integration with trip planning tools and multimodal platforms

Congestion Management Benefits:

CMPs use real-time transit information to improve rider confidence, reduce wait times, and encourage transit use – ultimately helping to reduce roadway congestion.

- Reduces perceived and actual wait times
- Improves transit accessibility and user satisfaction
- Encourages mode shift from cars to transit
- Enhances accessibility for all users, including those with disabilities
- Supports data-driven planning and congestion mitigation

Congestion Objective Impacts:

Safety	Real-time updates help passengers avoid unsafe situations like overcrowded platforms or long waits in poorly lit areas and can reroute them during emergencies or service disruptions.
Reliability	By providing accurate arrival and departure times, this strategy reduces uncertainty and improves confidence in transit schedules.
Efficiency	Real-time data allows users to make quicker decisions, reduces idle time, and helps transit agencies optimize operations based on demand and delays.
Customer Service	Riders benefit from improved convenience, reduced stress, and better trip planning—enhancing overall satisfaction.
Collaboration	Implementing real-time systems often involves coordination between transit agencies, tech providers, and municipalities.
Integration	Real-time info can be shared across multiple modes (bus, rail, bike-share), enabling seamless multimodal travel and better system-wide coordination.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
RI-01	Acceleration/deceleration lanes	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Acceleration and deceleration lanes are auxiliary lanes added to roadways – typically at freeway entrances and exits – to allow vehicles to safely speed up or slow down when merging or exiting. These lanes:

- Improve traffic flow by separating merging/diverging traffic from through lanes
- Reduce abrupt braking and lane changes
- Enhanced safety and efficiency at interchanges and intersections

Congestion Management Benefits:

In CMPs, these lanes are used to minimize bottlenecks and improve corridor performance, especially in high-volume areas.

- Reduces rear-end and side-swipe collisions
- Improves merging and exiting efficiency
- Enhances overall traffic flow and reduces delays
- Supports freight and commercial vehicle operations
- Extends pavement life by reducing stop-and-go wear

Congestion Objective Impacts:

Safety	These lanes reduce rear-end and side-swipe collisions by separating merging and exiting traffic from through lanes, improving overall roadway safety.
Reliability	By smoothing traffic flow at ramps and interchanges, they reduce unexpected slowdowns and improve consistency in travel times.
Efficiency	They help maintain steady speeds on mainline traffic lanes, minimizing disruptions and improving throughput.
Customer Service	**Indirect Impact:** While not directly enhancing user amenities, smoother and safer transitions contribute to a more comfortable driving experience.
Collaboration	**Indirect Impact:** Implementation may involve coordination between state DOTs, local governments, and metropolitan planning organizations, especially in urban areas.
Integration	**Indirect Impact:** These lanes are typically part of broader roadway design standards but don't directly support multimodal integration unless paired with other strategies.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
RI-02	Access management	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Access management refers to the systematic control of the location, design, and operations of driveways, intersections, and median openings along roadways. The goal is to improve traffic flow, safety, and roadway efficiency by:

- Limiting the number of conflict points (e.g., driveways and side streets)
- Consolidating or relocating access points
- Installing medians or turn restrictions
- Coordinating signal spacing and timing
- Promoting shared driveways and internal site circulation

Congestion Management Benefits:

In CMPs, access management helps reduce congestion by minimizing disruptions to through traffic and improving corridor performance.

- Reduces crash rates and improves roadway safety
- Enhances traffic flow and reduces delay
- Supports transit and pedestrian movements
- Improves corridor aesthetics and property access
- Extends roadway capacity without widening
- Aligns land use and transportation planning

Congestion Objective Impacts:

Safety	By reducing conflict points and improving spacing between access points, access management significantly lowers crash rates and enhances roadway safety.
Reliability	Fewer interruptions from turning vehicles and better traffic flow at intersections lead to more consistent travel times.
Efficiency	Streamlined access reduces delays, improves signal coordination, and enhances overall corridor performance.
Customer Service	**Indirect Impact:** While not directly focused on amenities, smoother and safer travel contributes to a better driving experience.
Collaboration	**Indirect Impact:** Effective access management often requires coordination among transportation agencies, land use planners, developers, and local governments.
Integration	**Indirect Impact:** It supports integration with land use planning and multimodal design, especially when paired with pedestrian and transit access improvements.

Notable Impacted Regionally Significant Corridor(s) (RSC):

- Access management investments would benefit: RSC-021, RSC-040, RSC-041, RSC-042, RSC-043.
- All arterial CMP corridors would benefit from access management of commercial driveways within 200 feet of intersections.

Strategy ID	Strategy	Tier
PT-08	Transit benefit programs	Tier 3: Public Transportation

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☒	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Transit benefit programs are employer-sponsored or government-supported initiatives that provide financial incentives for employees to use public transportation instead of driving. These programs may include:

- Pre-tax commuter benefits for transit passes or vanpool fares
- Subsidized transit passes or employer-paid transit cards
- Flexible spending accounts for commuting costs
- Guaranteed ride home programs for transit users
- Mobility-as-a-Service (MaaS) integration for seamless multimodal travel

Congestion Management Benefits:

CMPs promote these programs to reduce peak-hour congestion by encouraging mode shift from single-occupancy vehicles to transit.

- Reduces peak-hour congestion and vehicle miles of travel
- Increases transit ridership and system efficiency
- Enhances employee satisfaction and retention
- Supports accessibility by lowering commuting costs

Congestion Objective Impacts:

Safety	**Indirect Impact:** While not a primary focus, shifting commuters from cars to transit can indirectly improve safety by reducing traffic volumes and crash exposure.
Reliability	**Indirect Impact:** Transit benefit programs don't directly affect service reliability, but increased ridership may justify service enhancements that improve reliability over time.
Efficiency	By incentivizing transit use, these programs reduce single-occupancy vehicle trips, easing roadway congestion and improving overall system performance.
Customer Service	Lower costs and easier access to transit make commuting more attractive and convenient for users.
Collaboration	These programs often involve partnerships between employers, transit agencies, and local governments to design and implement effective benefit structures.
Integration	Transit benefit programs can be linked with multimodal options (e.g., bike-share, vanpools), fare systems, and regional mobility platforms to support seamless travel.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can benefit all corridors on the CMP network.

Strategy ID	Strategy	Tier
PT-09	Transit signal priority	Tier 3: Public Transportation

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☒	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Transit signal priority is a traffic management technique that modifies normal signal operations to favor transit vehicles – typically buses or streetcars – at intersections. Transit signal priority can be active (real-time detection and response) or passive (pre-time adjustments based on schedules. It helps reduce delays and improve reliability by:

- Extending green lights or shortening red lights when a transit vehicle approaches
- Holding green phases to allow transit vehicles to pass through
- Prioritizing transit vehicles over general traffic without disrupting overall flow

Congestion Management Benefits:

CMPs use transit signal priority to enhance transit reliability, reduce congestion, and encourage mode shift from cars to transit.

- Reduces transit travel time and improves reliability
- Increases transit ridership by making service more attractive
- Minimize bus bunching and delays
- Enhances corridor efficiency without major infrastructure changes

Congestion Objective Impacts:

Safety	**Indirect Impact:** While not a primary safety strategy, smoother transit flow can reduce conflict points and improve pedestrian safety near intersections.
Reliability	Reduces delays at intersections, helping transit vehicles stay on schedule and improving overall service dependability.
Efficiency	By minimizing stop-and-go conditions for transit, TSP improves travel times and reduces fuel consumption, benefiting both transit operations and roadway performance.
Customer Service	Faster, more predictable trips enhance rider satisfaction and make transit a more attractive option.
Collaboration	**Indirect Impact:** Implementing transit signal priority requires coordination among transit agencies, traffic engineers, and local governments to align signal systems and priorities.
Integration	**Indirect Impact:** Supports multimodal integration by improving the performance of transit within a broader traffic network, especially when paired with other intelligent transportation systems.

Notable Impacted Regionally Significant Corridor(s) (RSC):

Planned Transit Signal Priority investments would benefit: RSC-041, RSC-042, RSC-017, RSC-018, RSC-040, RSC-052, RSC-053, RSC-065, RSC-019, RSC-020, RSC-024, and RSC-025.

Strategy ID	Strategy	Tier
RI-03	Complete Streets	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☑	Low	☒	Short-term (1-4 years)	☑	Corridor
☑	Medium	☑	Medium-term (5-10 years)	☑	Regional
☒	High	☒	Long-term (>10 years)	☒	N/A

Description:

Complete Streets is a planning and design approach that ensures streets are safe, accessible, and efficient for all users – regardless of age, ability, or mode of transportation. This includes:

- Pedestrians (sidewalks, crosswalks, curb ramps)
- Cyclists (bike lanes, shared-use paths)
- Transit users (bus stops, shelters, transit lanes)
- Motorists (traffic calming, lane reconfiguration)
- People with disabilities (ADA-compliant features)

Congestion Management Benefits:

CMPs use Complete Streets to reduce congestion by promoting multimodal travel, improving safety, and enhancing community connectivity.

- Reduces congestion by encouraging walking, biking, and transit use
- Improves safety for all users, especially vulnerable populations
- Enhances accessibility in underserved communities.

Congestion Objective Impacts:

Safety	Complete Streets prioritize safe infrastructure for all users, including crosswalks, bike lanes, and traffic calming measures, significantly reducing crash risks.
Reliability	**Indirect Impact:** While not focused on transit scheduling or traffic flow per se, Complete Streets can improve reliability by reducing bottlenecks and supporting alternative modes during peak congestion.
Efficiency	By supporting multiple modes of travel, Complete Streets reduce reliance on single-occupancy vehicles and optimize roadway capacity.
Customer Service	Enhanced amenities like sidewalks, shelters, lighting, and wayfinding improve the experience for all travelers, especially non-drivers.
Collaboration	Planning and implementing Complete Streets requires coordination among transportation agencies, land use planners, public health officials, and community stakeholders.
Integration	These designs promote multimodal connectivity, linking transit, walking, biking, and driving into a seamless network.

Notable Impacted Regionally Significant Corridor(s) (RSC):

Implementation of these strategies warrants evaluation of arterial corridors, especially those carrying transit routes.

Strategy ID	Strategy	Tier
RI-04	Construction of a new roadway	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☑	Long-term (>10 years)	☒	N/A

Description:

Building entirely new transportation corridors – such as highways, arterials, or connectors – to expand network capacity and improve access. This strategy is typically used when:

- Existing roads are over capacity
- New development areas require connectivity
- Alternate routes are needed to relieve bottlenecks

Congestion Management Benefits:

In CMPs, new roadway construction is considered a capacity-enhancing strategy, often evaluated alongside operational and multimodal alternatives.

- Adds new capacity to relieve congestion in high-growth areas
- Improves regional connectivity and access to jobs, services, and freight corridors
- Supports economic development and land use expansion
- Enhances emergency response and evacuation routes
- Can be aligned to support multimodal travel (e.g., bike lanes, transit lanes)

Congestion Objective Impacts:

Safety	Modern roadway designs often include improved geometry, signage, and access control, which can reduce crash rates compared to older infrastructure.
Reliability	A new roadway can relieve pressure on existing routes, reduce bottlenecks, and improve consistency in travel times.
Efficiency	By increasing network capacity and offering alternative routes, it can reduce delays and improve overall traffic flow.
Customer Service	**Indirect Impact:** Travelers may benefit from reduced congestion and improved travel times, though this depends on how well the new roadway serves user needs.
Collaboration	**Indirect Impact:** Planning and constructing a new roadway typically involves coordination among multiple agencies, jurisdictions, and stakeholders.
Integration	**Indirect Impact:** If designed with multimodal features (e.g., bike lanes, transit corridors), it can support integration—but traditional roadways focused solely on cars may fall short here.

Notable Impacted Regionally Significant Corridor(s) (RSC):

This strategy is regional in scale, and the strategy can impact all corridors on the CMP network.

Strategy ID	Strategy	Tier
RI-05	Geometric improvements	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☑	Long-term (>10 years)	☒	N/A

Description:

Geometric improvements refer to physical changes to roadway design that enhance traffic flow, safety, and operational efficiency. These modifications adjust the shape, layout, or dimensions of roadways and intersections to reduce congestion and improve vehicle movement. Common examples include:

- Widening lanes or shoulders
- Adding turn lanes or roundabouts
- Improving intersection angles or sight distance
- Realigning curves or ramps
- Modifying medians or channelization

Congestion Management Benefits:

In CMPs, geometric improvements are used to optimize existing infrastructure before adding new capacity.

- Reduces congestion by improving traffic flow and reducing delay at intersections
- Enhances safety by eliminating conflict points and improving visibility
- Supports multimodal travel by integrating bike lanes, sidewalks, and transit access
- Extends the useful life of existing infrastructure before major expansion is needed

Congestion Objective Impacts:

Safety	Geometric enhancements reduce crash risks by improving visibility, reducing conflict points, and accommodating safer turning and merging movements.
Reliability	Smoother traffic flow through redesigned intersections and better lane configurations leads to more consistent travel times.
Efficiency	Optimized geometry improves vehicle throughput, reduces delays, and enhances overall network performance.
Customer Service	**Indirect Impact:** While not focused on amenities, improved traffic flow and safer conditions contribute to a better driving experience.
Collaboration	**Indirect Impact:** These projects often require coordination among transportation agencies, engineers, and local governments during planning and implementation.
Integration	**Indirect Impact:** If designed with multimodal features (e.g., bike lanes, pedestrian crossings), geometric improvements can support broader transportation integration.

Notable Impacted Regionally Significant Corridor(s) (RSC):

All CMP corridors will benefit from implementation of geometric Improvements.

Strategy ID	Strategy	Tier
RI-06	Innovative Intersection Improvements	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☑	Long-term (>10 years)	☒	N/A

Description:

Innovative Intersection Improvements involve redesigning traditional intersections using advanced layouts or technologies to improve traffic flow, safety, and multimodal access. Examples include:

- Roundabouts
- Diverging Diamond Interchanges (DDIs)
- Continuous Flow Intersections (CFIs)
- Median U-turns and Restricted Crossing U-turns (RCUTs)
- Adaptive signal control and smart intersection technologies

Congestion Management Benefits:

CMPs use these improvements to address congestion hotspots, reduce delay, and enhance corridor performance.

- Reduces congestion by improving traffic flow and reducing signal delay
- Enhance safety by minimizing conflict points and crash severity
- Supports multimodal travel with better pedestrian and cyclist accommodations
- Provides long-term operational savings through simplified signalization or reduced maintenance

Congestion Objective Impacts:

Safety	These designs reduce conflict points, improve visibility, and lower crash severity by minimizing high-speed angle collisions and streamlining vehicle movements.
Reliability	Innovative intersections help maintain consistent traffic flow, reducing delays and improving predictability in travel times.
Efficiency	By optimizing vehicle movement and reducing signal delay, these improvements enhance throughput and reduce congestion.
Customer Service	**Indirect Impact:** Smoother, safer, and faster intersections improve the driving experience, though unfamiliar designs may require public education.
Collaboration	**Indirect Impact:** Planning and implementing these designs often involves coordination among transportation agencies, engineers, and local governments.
Integration	**Indirect Impact:** When paired with multimodal features (e.g., pedestrian crossings, bike lanes, transit signal priority), they support broader system integration.

Notable Impacted Regionally Significant Corridor(s) (RSC):

All arterial CMP corridors will benefit from implementation of innovative intersections Improvements. For example, the intersection of RSC-031 and RSC-072 is a location where a Continuous Green T Intersection may function more efficiently. While the intersection of RSC-032 and RSC-088 definitely warrants evaluation of alternative design concepts.

Strategy ID	Strategy	Tier
RI-07	Interchange improvements	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☑	Long-term (>10 years)	☒	N/A

Description:

Interchange improvements involve redesigning or upgrading freeway or highway interchanges to improve traffic flow, safety, and connectivity. These improvements address congestion caused by outdated designs, high traffic volumes, or poor geometry. Common improvements include:

- Adding or lengthening ramps
- Reconfiguring merge/diverge areas
- Replacing cloverleaf interchanges with innovative designs such as diverging diamonds (DDIs)
- Improving signage, lighting and ITS integration
- Enhancing multimodal access (e.g., transit, pedestrian bridges)

Congestion Management Benefits:

CMPs use this strategy to eliminate bottlenecks, reduce delays, and support regional mobility.

- Reduces congestion by improving traffic flow and eliminating weaving conflicts
- Enhances safety by modernizing geometry and reducing crash risks
- Improves travel time reliability and freight movement
- Supports multimodal connectivity and transit access
- Strengthens regional economic development and emergency response capabilities

Congestion Objective Impacts:

Safety	Improved geometry, clearer signage, and better merging conditions reduce crash risks and enhance driver safety.
Reliability	Smoother transitions between highways and arterials reduce bottlenecks and improve consistency in travel times.
Efficiency	Enhanced interchanges increase throughput, reduce delays, and optimize traffic flow across major corridors.
Customer Service	**Indirect Impact:** Drivers benefit from reduced congestion, safer conditions, and clearer navigation, improving the overall travel experience.
Collaboration	**Indirect Impact:** These projects often require coordination among state DOTs, MPOs, local governments, and sometimes federal agencies.
Integration	**Indirect Impact:** If designed with multimodal features (e.g., pedestrian bridges, transit access), interchange improvements can support broader system integration—but traditional designs may fall short without intentional multimodal planning.

Notable Impacted Regionally Significant Corridor(s) (RSC):

Implementation of these strategies warrants evaluation along all freeway corridors.

Strategy ID	Strategy	Tier
RI-08	Overpasses and underpasses	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☑	Long-term (>10 years)	☒	N/A

Description:

Overpasses and underpasses are grade-separated structures that allow one transportation facility to cross over or under another without intersecting at the same level. These can be used for:

- Roadway-roadway crossings (e.g., freeway over arterial)
- Roadway-rail crossings (to eliminate at-grade train delays)
- Pedestrian/bicycle crossings (to improve safety and access)

Congestion Management Benefits:

In CMPs, these structures are used to eliminate conflict points, reduce delay, and improve safety and mobility – especially in high-volume or high-risk corridors.

- Eliminates delay caused by traffic signals, train crossings, or pedestrian conflicts
- Improves safety by removing intersection-related crash risks
- Enhances travel time reliability and corridor throughput
- Supports multimodal access and connectivity
- Strengthens emergency response and evacuation routes

Congestion Objective Impacts:

Safety	Grade separation eliminates conflict points between vehicles, pedestrians, and trains, significantly reducing crash risks and improving safety for all users.
Reliability	By removing delays caused by cross traffic or train crossings, overpasses and underpasses help maintain consistent travel times.
Efficiency	These structures improve traffic flow by reducing stop-and-go conditions and increasing throughput at critical junctions.
Customer Service	**Indirect Impact:** Travelers benefit from smoother, safer, and faster trips, though the impact on amenities is limited unless paired with pedestrian-friendly design.
Collaboration	**Indirect Impact:** Planning and constructing grade-separated facilities often involves coordination among transportation agencies, rail companies, and local governments.
Integration	**Indirect Impact:** When designed to accommodate multiple modes—such as pedestrian walkways, bike paths, or transit lanes—they support broader system integration.

Notable Impacted Regionally Significant Corridor(s) (RSC):

There are currently no Regionally Significant Corridors in the Corpus Christi MPO area that would see reduced congestion from implementing an overpass or underpass.

Strategy ID	Strategy	Tier
RI-09	Road diets	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

A road diet is a roadway reconfiguration strategy that reduces the number of travel lanes to improve safety, mobility, and multimodal access. The most common example is converting a four-lane undivided road into:

- Two through lanes
- One center turn lane
- Bike lanes or wider sidewalks

Congestion Management Benefits:

In CMPs, road diets are used to optimize existing roadway space, reduce speeding, and enhance access for pedestrians, cyclists, and transit users – without necessarily reducing vehicle capacity

- Reduces crash rates by eliminating unsafe passing and left-turn conflicts
- Improves pedestrian and cyclist safety and comfort
- Supports transit by calming traffic and creating space for stops or lanes
- Maintains or improves vehicle throughput in many cases
- Enhance corridor aesthetics and community livability

Congestion Objective Impacts:

Safety	Road diets reduce vehicle speeds, eliminate unnecessary lanes, and create safer conditions for pedestrians, cyclists, and drivers. They often lead to fewer and less severe crashes.
Reliability	**Indirect Impact:** In some cases, road diets can improve reliability by reducing erratic driving and smoothing traffic flow, though impacts vary based on context and volume.
Efficiency	While counterintuitive, road diets can improve traffic flow by calming traffic, reducing weaving, and enhancing signal coordination—especially in areas with moderate volumes.
Customer Service	Enhanced multimodal access, better pedestrian environments, and improved aesthetics contribute to a more pleasant and user-friendly travel experience.
Collaboration	**Indirect Impact:** Successful implementation often involves coordination among transportation agencies, planners, and community stakeholders to balance mobility and access needs.
Integration	Road diets support multimodal transportation by reallocating space for bikes, transit, and pedestrians, fostering a more balanced and connected network.

Notable Regionally Significant Corridor(s) (RSC):

Based on local planning studies, corridors RSC-035, RSC-036, and RSC-037 may benefit from reconfiguration.

Strategy ID	Strategy	Tier
RI-10	Roadway widening	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☒	Low	☑	Short-term (1-4 years)	☑	Corridor
☒	Medium	☑	Medium-term (5-10 years)	☑	Regional
☑	High	☑	Long-term (>10 years)	☒	N/A

Description:

Roadway widening involves expanding the physical width of an existing roadway to add new travel lanes, shoulders, or multimodal facilities. This strategy is typically used to:

- Increase vehicle capacity
- Reduce congestion and bottlenecks
- Improve safety and traffic flow
- Accommodate transit, freight, or bike lanes

Congestion Management Benefits:

In CMPs, roadway widening is considered a capacity-enhancing measure, often evaluated alongside operational and multimodal alternatives to ensure cost-effectiveness and sustainability.

- Increases roadway capacity and reduces peak-hour congestion
- Improves travel time reliability and freight movement
- Enhance safety by adding shoulders and reducing lane crowding
- Supports regional growth and economic development
- Can be designed to include transit lanes, bike lanes, and sidewalks
- Provides long-term congestion relief in high-demand corridors

Congestion Objective Impacts:

Safety	Wider roads can improve lane geometry, reduce side-swipe collisions, and provide better separation between vehicles—though safety gains depend on design and context.
Reliability	Widening roads can reduce bottlenecks and improve consistency in travel times, especially during peak hours.
Efficiency	Increased capacity allows for smoother traffic flow and higher throughput, reducing delays and improving overall system performance.
Customer Service	**Indirect Impact:** Travelers may experience less congestion and smoother trips, but benefits vary depending on how well the expansion meets user needs.
Collaboration	**Indirect Impact:** Large-scale widening projects typically require coordination among transportation agencies, local governments, and sometimes public stakeholders.
Integration	**Indirect Impact:** If the widening includes multimodal features (e.g., transit lanes, bike paths), it can support integration—but traditional car-centric widening may not.

Notable Impacted Regionally Significant Corridor(s) (RSC):

There are currently no Regionally Significant Corridors in the Corpus Christi MPO area that are experiencing congestion.

Strategy ID	Strategy	Tier
RI-11	Traffic calming	Tier 4: Roadway Improvements

Cost		Implementation Time		Applicable Scale	
☑	Low	☑	Short-term (1-4 years)	☑	Corridor
☑	Medium	☒	Medium-term (5-10 years)	☑	Regional
☑	High	☒	Long-term (>10 years)	☒	N/A

Description:

Traffic calming refers to physical and visual roadway design techniques that slow down vehicle speeds, discourage cut-through traffic, and improve safety for all users – especially pedestrians and cyclists. Common traffic calming measures include:

- Speed humps, cushions, and tables
- Curb extensions (bulb-outs) and chicanes
- Raised crosswalks and intersections
- Narrowed lanes and road diets
- Roundabouts and mini-circles
- Visual cues like pavement markings, landscaping, and signage

Congestion Management Benefits:

In CMPs, traffic calming is used to reduce localized congestion, improve safety, and support multimodal travel in residential and urban areas.

Congestion Objective Impacts:

Safety	Traffic calming is primarily designed to reduce vehicle speeds and improve safety for pedestrians, cyclists, and drivers. It lowers crash frequency and severity, especially in residential and urban areas.
Reliability	**Indirect Impact:** While not focused on travel time consistency, traffic calming can stabilize local traffic patterns and reduce erratic driving behavior.
Efficiency	**Indirect Impact:** In high-speed corridors, traffic calming may reduce vehicle throughput, but in urban settings it can improve overall system balance by encouraging mode shift and reducing short car trips.
Customer Service	These measures enhance the livability of neighborhoods, improve pedestrian comfort, and create more pleasant travel environments for all users.
Collaboration	**Indirect Impact:** Successful implementation often involves coordination among transportation agencies, urban planners, law enforcement, and community stakeholders.
Integration	Traffic calming supports multimodal transportation by making streets safer and more accessible for non-motorized users, encouraging walking, biking, and transit use.

Notable Impacted Regionally Significant Corridor(s) (RSC):

Implementation of these strategies warrants evaluation of arterial corridors, especially those carrying transit routes. Routes that benefit most from these may be considered for removal from the Regionally Significant Corridors List.

Strategy ID	Strategy	Relevant Planning Documents
DM-01	Alternative work schedules	• City of Corpus Christi: Plan CC: Element 1
DM-02	Carsharing programs	• N/A
DM-03	Parking cash-out programs	• N/A
DM-04	Parking management	• Plan CC (pg. 56) • TxDOT Corpus Christi 2024 Regional ITS Architecture
DM-05	Pedestrian & bicycle improvements	• TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024 • Corpus Christi MPO Active Transportation, Complete Streets, and Micro-mobility Plan & Plan CC • CCRTA Transit Plan 2020 Final Report & CCRTA Fleet Forward Long-Range System Plan Final Report • TxDOT ADA Transition Plan • TxDOT Corpus Christi District Annual Safey Plan 2024-2027 • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • City of Corpus Christi ADA Transition Plan • CCRTA ADA Transition Plan • City of Portland ADA Transition Plan
DM-06	Policies/strategies for land use, zoning, or development	• CC TX Unified Development Code – Article 3. Development Review Procedures • City of Portland Comprehensive Plan
DM-07	Ridesharing programs	• Plan CC: Element 5
DM-08	Shuttle programs	• Pedestrian-Transit Access Master Plan • Vamonos! Long Range System Plan • CCRTA Fleet Forward Long-Range System Plan Final
DM-09	Telework programs	• N/A
TO-01	AI-Powered Traffic Flow Management	• USDOT 2024: Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment • TxDOT AI Strategic Plan • TxDOT Statewide TSMO Strategic Plan Update
TO-02	Emergency management	• USDOT 2024: Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment • Plan CC: Element 2 • TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • TxDOT Corpus Christi District Traffic Management System Status Report 2023 • TxDOT Statewide TSMO Strategic Plan Update
TO-03	Freight management	• Plan CC: Element 5 • TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • TxDOT Corpus Christi District Traffic Management System Status Report 2023 • TxDOT Statewide TSMO Strategic Plan Update
TO-04	ITS technologies	• USDOT 2024: Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment • TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Annual Safey Plan 2024-2027 • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • TxDOT Corpus Christi District Traffic Management System Status Report 2023 • TxDOT Statewide TSMO Strategic Plan Update
TO-05	Managed lanes	• N/A
TO-06	Ramp metering	• TxDOT Corpus Christi 2024 Regional ITS Architecture
TO-07	Road weather management	• TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • TxDOT Corpus Christi District Traffic Management System Status Report 2023 • TxDOT Statewide TSMO Strategic Plan Update
TO-08	Special event management	• TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • TxDOT Statewide TSMO Strategic Plan Update
TO-09	Traffic control devices	• USDOT 2024: Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment • TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024 • TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Annual Safey Plan 2024-2027 • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • TxDOT Corpus Christi District Traffic Management System Status Report 2023 • TxDOT Statewide TSMO Strategic Plan Update
TO-10	Traffic Incident Management (TIM)	• TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Annual Safey Plan 2024-2027 • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • TxDOT Statewide TSMO Strategic Plan Update
TO-11	Traffic management centers	• USDOT 2024: Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment • TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Annual Safey Plan 2024-2027 • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • TxDOT Corpus Christi District Traffic Management System Status Report 2023 • TxDOT Statewide TSMO Strategic Plan Update • TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024

Strategy ID	Strategy	Relevant Planning Documents
TO-12	Traveler information systems	• USDOT 2024: Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment • TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • TxDOT Corpus Christi District Traffic Management System Status Report 2023 • TxDOT Statewide TSMO Strategic Plan Update
TO-13	Work zone management	• USDOT 2024: Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment • TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Annual Safey Plan 2024-2027 • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022 • TxDOT Corpus Christi District Traffic Management System Status Report 2023 • TxDOT Statewide TSMO Strategic Plan Update
PT-01	Dedicated transit rights-of-way	• CCRTA Fleet Forward Long-Range System Plan Final
PT-02	Enhanced access to transit	• Vamonos! Long Range System Plan • CCRTA Fleet Forward Long-Range System Plan Final
PT-03	Fare pricing strategies	• CCRTA Fleet Forward Long-Range System Plan Final Report
PT-04	Improved transit services/amenities	• CCRTA Fleet Forward Long-Range System Plan Final Report
PT-05	Integrated Payment Systems	• CCRTA Fleet Forward Long-Range System Plan Final Report • TxDOT Corpus Christi 2024 Regional ITS Architecture
PT-06	New transit services/amenities	• CCRTA Fleet Forward Long-Range System Plan Final Report
PT-07	Real-time transit information	• USDOT 2024: Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment • CCRTA Fleet Forward Long-Range System Plan Final Report • TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022
PT-08	Transit benefit programs	• CCRTA Free Ride Program
PT-09	Transit signal priority	• TxDOT Corpus Christi 2024 Regional ITS Architecture • TxDOT Corpus Christi District Transportation Systems Management and Operations Program Plan 2022
RI-01	Acceleration/deceleration lanes	• Unified Development Code: Article 3. Development Review Procedures • TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024
RI-02	Access management	• TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024
RI-03	Complete Streets	• Corpus Christi MPO Active Transportation, Complete Streets, and Micro-mobility Plan • TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024
RI-04	Construction of a new roadway	• TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024
RI-05	Geometric improvements	• TxDOT Corpus Christi District Annual Safey Plan 2024-2027 • TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024
RI-06	Innovative Intersection Improvements	• USDOT 2024: Saving Lives with Connectivity: A Plan to Accelerate V2X Deployment • TxDOT Corpus Christi District Annual Safey Plan 2024-2027 • TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024 • TxDOT Innovative Intersection Design
RI-07	Interchange improvements	• TxDOT Corpus Christi District Annual Safey Plan 2024-2027 • TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024
RI-08	Overpasses and underpasses	• TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024
RI-09	Road diets	• TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024
RI-10	Roadway widening	• Corpus Christi MPO Active Transportation, Complete Streets, and Micro-mobility Plan • TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024
RI-11	Traffic calming	• CC: Speed Hump Policy • TxDOT Statewide Traffic and Safety Analysis Procedures Manual 2024

Appendix B: Transportation Lexicon and Glossary

AADT – Average Annual Daily Traffic: The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of data.

AI – Artificial Intelligence: Computer systems able to perform or assist with tasks that normally require human intelligence, such as visual perception, speech recognition, decision-making, and translation between languages.

CCRTA - Corpus Christi Regional Transportation Authority: "The B" as it is locally known, is the urban public transportation service provider. Operations began in January 1986 with services to the citizens of the Coastal Bend, including the cities of Agua Dulce, Banquete, Bishop, Corpus Christi, Driscoll, Gregory, Port Aransas, Robstown, and San Patricio City.

CMP – Congestion Management Process: A systematic process required for all TMAs that addresses congestion management through the metropolitan planning process that provides for effective management and operation, based on a cooperatively developed and applied metropolitan-wide strategy of new and existing transportation facilities eligible for funding under Title 23 and Chapter 53 of Title 49 through the use of travel demand reduction and operational management strategies. The CMP is required under 23 CFR 500.109 and shall include methods to monitor and evaluate the performance of the multi-modal transportation systems, identify causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implementation actions.

FHWA – Federal Highway Administration: U.S. Department of Transportation - Division responsible for administrating federal highway transportation programs under title 23 U.S.C.

FTA – Federal Transit Administration: Federal entity responsible for transit planning and programs under title 49 U.S.C.

LOS – Level of Service: A qualitative assessment of a road's operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).

MPA – Metropolitan Planning Area: Encompasses the entire existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

MPO – Metropolitan Planning Organization: The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

MTP – Metropolitan Transportation Plan: 25-year long-range plan required of MPOs and state planning agencies; considers a range of social, environmental, energy, and economic factors in determining overall regional goals and how transportation can best meet these goals.

PBPP – Performance-based Planning and Programming: As defined the Federal Highway Administration, refers to the application of performance management within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system.

PTI – Planning Time Index: According to the Texas A&M Transportation Institute, PT Index represents the total travel time that should be planned when sufficient buffer time is included to account for anticipated congestion.

SOV – Single-Occupant Vehicle: A privately operated vehicle whose only occupant is the driver.

TAC – Technical Advisory Committee: A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members (not general citizens).

TIP – Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans.

TMA – Transportation Management Area: An area designated by the U.S. Department of Transportation given to all urbanized areas with a population over 200,000 (or other area when requested by the Governor and MPO); these areas must comply with special transportation planning requirements regarding congestion management systems, project selection and certification; requirements identified in 23 CFR - 450.300-33.6.

TPC – Transportation Policy Committee: Committee created for the purpose of serving as spokespersons for the citizens of the metropolitan area and is the designated MPO to prioritize and direct federal transportation funds to local projects. TPC is comprised of elected officials from the cities and two counties in the urbanized area. TPC representatives include TXDOT, CCRTA, and Port Authority. TPC is responsible for creating policies regarding transportation planning issues. TPC meetings, open to the public, is where members of the public can address the MPO on transportation issues. TPC meets on the first Thursday of each month at 2:00 P.M. at the Corpus Christi City Hall, City Council Chambers.

TTI – Travel Time Index: This Index is calculated by dividing the time it takes to travel during a peak period by the time it takes to take the same trip under free flow conditions. However, while averaging the conditions for both directions in both peaks provides an accurate measure of congestion, it does not always match the perception of the majority of commuters. Also known as Texas Congestion Index.

TxDOT – Texas Department of Transportation: State agency responsible for transportation issues in Texas.

UA – Urbanized Area: A Census-designated urban area defined by a population rage of 50,000 residents of more.

VMT – Vehicle Miles Traveled: This is an output of the travel demand model and is a measure of traffic flow over a highway segment. While 1000 vehicles traveling over a mile road and 1 vehicle traveling over 1000 miles are mathematically equal only the former 1000 vehicle mile means anything to the transportation planner.