



CHAPTER 6

FINANCIAL PLAN

Achieving the transportation vision identified in this plan will require new revenues for maintenance, operating, and capital from a variety of revenue sources. This financial plan presents an approximate but realistic estimate of both the total funds available and total program costs.



METROPOLITAN PLANNING ORGANIZATION

CHAPTER 6

This chapter describes all the anticipated revenues and estimated costs to maintain, operate, and expand the Corpus Christi MPO region's transportation system from 2025 until 2050. This includes information on all types of funds that can reasonably be expected to fund transportation efforts during the next 25 years. General categories of funding include all reasonable revenues from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), Texas state government, the regional public transportation services provider, other regional and local sources, the private sector, and user charges. The transportation plan must demonstrate a balance between the expected revenue sources for transportation investments and the estimated costs of the projects and programs described in the Metropolitan Transportation Plan (MTP). In other words, the plan must be fiscally (or financially) constrained. The projects and estimates identified in this plan will be reviewed over time and updated several times prior to implementation to ensure that the financial resources are properly identified and available. The intent of this financial plan is to prepare an approximate but realistic estimate of both the total funds available and total program costs. The financial analysis presented in this chapter meets the federal requirements detailed in federal Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL).

Meeting the needs or achieving the transportation vision identified by the 2050 MTP will require new revenues for maintenance, operating, and capital expenses from as-yet-unidentified revenue sources. Projected funding levels are not sufficient to maintain existing functions or serve projected needs resulting from increased regional population and economic growth. Without additional revenues, regional accessibility and mobility will deteriorate and infrastructure will decline.

REQUIREMENTS FOR A FINANCIAL PLAN

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

The last key requirement is the use of "year of expenditure" dollars for planning purposes. This added calculation accents the reduction in the buying power of transportation revenue that has not previously been accounted for during the planning process due to cost inflation projections.

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

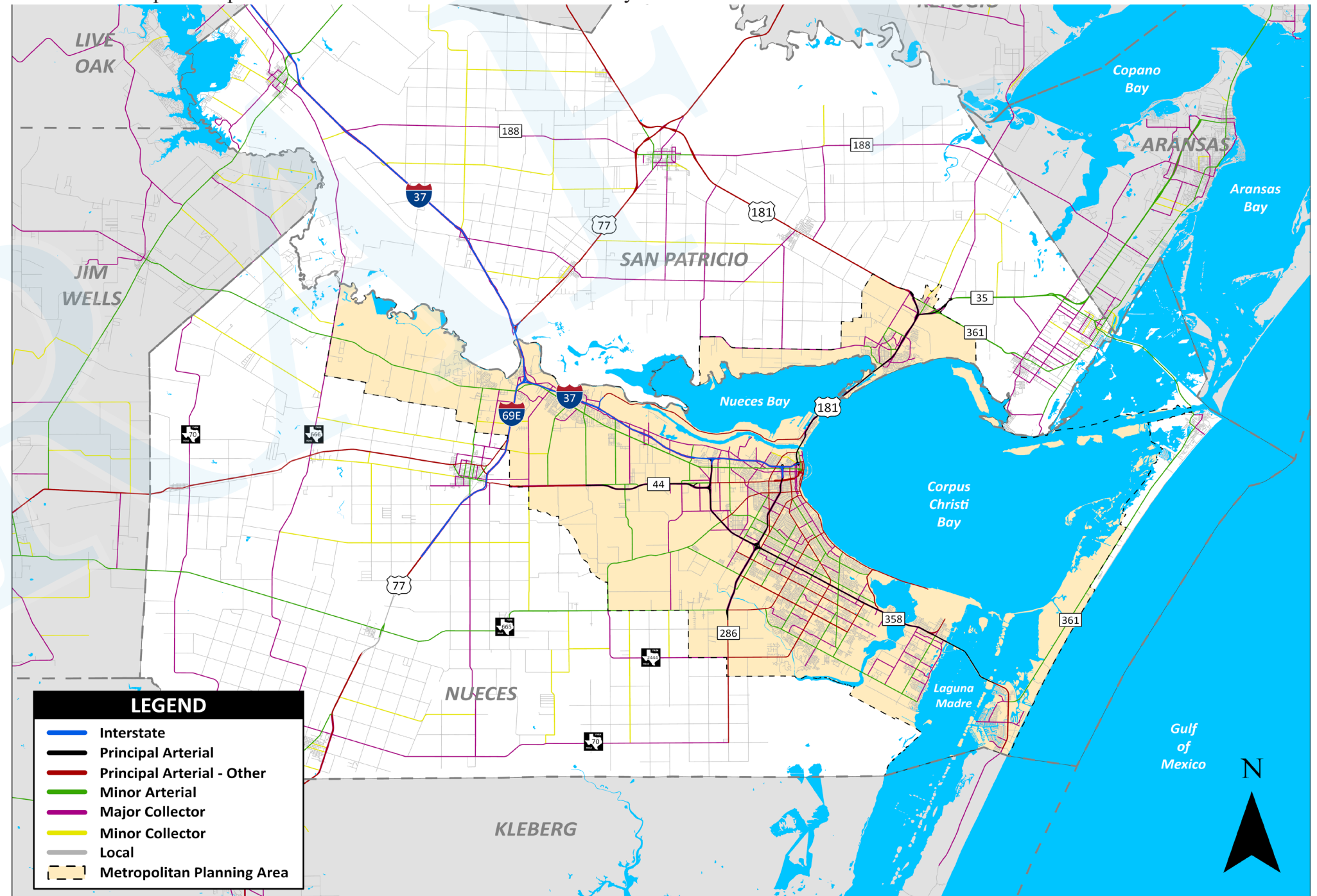
Since 1991, the Federal Transportation Act has required a continuous, comprehensive, and cooperative transportation planning process. This process involves:

- Transportation Management Areas' long-range transportation plans
- The Congestion Management Process
- Metropolitan Planning Organization Transportation Improvement Program
- A statewide long-range transportation plan; and
- A Statewide Transportation Improvement Program
- Federal Highway Administration eligible roadways, as continued by the IIJA/BIL, are described below:
- The National Highway System
- The Interstate System
- Non-National Highway System routes which include all other functionally classified routes (except rural minor collector and local access).

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

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

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



ASSUMPTIONS AND APPROACH TO FISCAL CONSTRAINT

The 2050 MTP Update identifies regional transportation projects and needs beginning in 2025 and extending through 2050. Revenue and expenditures rely on historical revenues from local, state, and federal sources, and assumptions regarding future economic, social, and behavioral conditions. The Corpus Christi MPO incorporated the following basic principles in plan development:

- Integration of available local agency financial-planning documents.
- Consistency with state planning documents was ensured. The most recent **TxDOT Long Range Revenue Forecast** (FY 2025 – FY 2049) was reviewed and excerpts provided in the Chapter. The **2027 UTP** (FY 2027 – FY 2036) Program Distribution Planning Estimates prepared by the Texas Department of Transportation (August 2026) were used for available state and federal funds. Appendix I contains the approved TxDOT 2027 UTP.
- Published data sources from local governments were used to evaluate historical trends and augment local information as needed.

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

Code Of Federal Regulations 23 CFR 450.322 (10)

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

- (i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).
- (ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.
- (iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.
- (iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect ‘year of expenditure dollars,’ based on reasonable financial principles and

information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

- (v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.
- (vi) For non-attainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP. The Corpus Christi MPO is currently in air quality attainment.
- (vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.
- (viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally-constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

Projected Funding Gap

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

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

The funding assumptions were developed for planning purposes only, and do not suggest endorsement of any particular tax or transportation funding solution of the MPO or the MPO’s Transportation Policy Committee members. This effort is also not intended to craft optimal public taxing policy to fund transportation infrastructure. Rather, it is an attempt to develop a reasonable

set of funding assumptions that are based, at least in part, on the past history of the federal government, state legislature, and local governments and how they fund transportation infrastructure. Over the next 20 years, the amount and identified funding mechanisms will be different than what is described in this plan.

SYSTEM COST PROJECTIONS

This plan considers the cost to expand, maintain, and operate the transportation system envisioned by the Corpus Christi MPO region, as required by law. Public comments received during the development of this plan indicated a preference for maintaining existing infrastructure and improving operations of existing infrastructure. System Maintenance and Preservation Preservation of our existing investments is vital to infrastructure integrity and important in promoting highway safety.

Maintenance protects existing infrastructure from deterioration through:

- Resurfacing
- Reconstruction
- Roadway patching and sealing
- Blading unpaved surfaces, shoulders, and ditches
- Cleaning drainage structures
- Repairing slopes due to washout or erosion
- Maintaining stream beds
- Street Sweeping
- Picking up litter and trash
- Controlling vegetation
- Maintaining Intelligent Transportation Services devices, roadway signs, and lighting
- Guardrail repair
- Bridge repair
- Painting bridges
- Rest-area maintenance

System Management and Operations

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

Examples of operational strategies include:

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

System Expansion

In a slow growing region such as the Corpus Christi MPO, there is a demand for system expansion in those areas that are growing faster than other parts of the region. Funding available for regional transportation system improvements, including possible expansion, is approximately \$708 million over the 25-year planning period.

Exhibit 6-2. TxDOT 2027 Projection of State and Federal Sources of Funding

TxDOT Long Range Revenue Forecast

State Highway Fund	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033
Revenues									
Vehicle Registration Fee	1,814,825,460	1,888,239,405	1,943,904,454	1,994,467,165	2,039,801,000	2,089,308,000	2,143,255,000	2,201,847,000	2,265,246,000
State Motor Fuels Tax	2,839,276,371	2,889,956,000	2,941,578,000	2,994,163,000	3,045,566,000	3,096,566,000	3,147,283,000	3,209,852,000	3,273,330,000
Lubricant Sales Tax	39,500,000	39,390,000	39,784,000	40,182,000	40,584,000	40,980,000	41,400,000	41,814,000	42,232,000
FHWA Reimbursements	5,564,045,922	5,545,956,684	4,494,289,680	4,566,217,091	4,880,927,560	4,661,161,054	4,672,368,401	4,625,948,968	4,600,527,145
Local Reimbursements	178,694,696	195,506,810	195,506,810	182,547,909	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000
Certificate of Title Fees	108,000,000	109,080,000	110,171,000	111,273,000	112,386,000	113,511,000	114,645,000	115,791,000	116,949,000
Miscellaneous Revenue	172,000,000	1,879,730,721	149,480,000	150,975,000	152,465,000	154,010,000	155,550,000	157,106,000	158,677,000
Depository Interest	78,467,170	47,020,585	30,111,214	16,014,862	-	-	-	-	-
Other Federal Funds	277,011,330	217,118,088	220,185,829	220,186,000	220,186,000	220,186,000	220,186,000	220,186,000	220,186,000
Other Agency Revenue	122,000,000	120,189,000	122,381,000	124,829,000	127,325,000	129,872,000	132,420,000	135,120,000	137,822,000
Subtotal	11,193,920,978	12,932,197,293	10,247,391,987	10,400,865,028	10,660,436,716	10,644,603,054	10,662,157,401	10,724,886,968	10,811,491,145
Expenditures									
Other Agencies and Fund Transfers	128,897,091	130,385,000	131,032,600	132,317,926	133,616,105	134,927,266	136,251,539	137,589,054	138,939,945
TxDOT Non-Letting	7,971,966,887	6,430,482,810	6,012,718,295	6,244,655,646	6,183,936,795	6,589,834,063	6,240,751,755	6,760,829,351	6,483,946,554
Total	8,100,863,978	6,560,867,810	6,143,750,895	6,376,973,572	6,317,552,900	6,724,781,329	6,377,003,294	6,896,418,405	6,822,886,499
Avail. for New & Existing Projects	3,092,927,001	6,371,319,483	4,103,641,092	4,023,891,456	4,342,883,816	3,819,841,725	4,285,154,107	3,828,468,562	4,188,604,646
TMF Taxes & Fees									
Revenues									
Driver's License Fees	198,927,569	193,525,000	114,858,000	199,374,000	202,364,000	212,541,000	215,730,000	218,966,000	222,250,000
Driver Record Info Fees	79,266,044	76,824,640	77,592,886	78,368,815	79,152,000	79,944,028	80,743,469	81,550,903	82,366,412
Vehicle Inspection Fees	126,951,112	123,220,000	124,452,200	125,696,722	126,953,689	128,223,226	129,505,458	130,800,513	132,108,518
United We Stand	1,660	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Transfer In from SHF	127,695,908	127,260,000	128,532,600	129,817,926	131,116,105	132,427,266	133,751,539	135,089,054	136,439,945
Motor Safety Violations	2,709,033	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
Interest	17,921,815	17,328,843	15,794,365	12,709,112	13,341,709	14,761,364	16,278,423	18,144,910	20,211,199
Build America Bonds Subsidy	22,555,770	21,897,922	21,528,803	21,355,805	21,147,136	20,912,783	20,678,217	20,443,751	20,211,199
Subtotal	576,027,910	563,328,404	486,260,654	570,824,380	577,577,143	592,311,667	600,765,133	609,585,587	618,014,930
Expenditures									
TxDOT Non-Letting	505,877,053	567,865,940	501,432,551	549,769,371	558,112,897	546,020,935	560,134,818	555,635,017	563,031,508
Total	505,877,053	567,865,940	501,432,551	549,769,371	558,112,897	546,020,935	560,134,818	555,635,017	563,031,508
Avail. for New & Existing Projects	70,150,857	(4,537,536)	(15,791,459)	21,055,009	19,464,246	46,290,732	40,630,316	53,950,580	54,983,421
Proposition 1 Oil & Gas Severance									
Revenues									
Transfer In ¹	2,739,804,527	2,452,504,000	2,644,554,000	2,952,685,000	2,779,014,509	2,779,014,509	2,294,050,685	2,294,050,685	2,294,050,685
Interest	57,341,019	15,917,792	6,588,246	6,349,402	8,601,561	14,047,123	34,497,829	57,749,915	79,501,082
Subtotal	2,797,145,546	2,468,421,792	2,651,142,246	2,959,034,402	2,787,616,070	2,793,061,632	2,328,548,514	2,351,800,600	2,373,551,767
Expenditures									
TxDOT Non-Letting	2,523,787,512	1,691,431,993	1,303,293,642	725,127,281	419,468,195	405,424,567	315,758,609	377,550,709	354,713,640
Total	2,523,787,512	1,691,431,993	1,303,293,642	725,127,281	419,468,195	405,424,567	315,758,609	377,550,709	354,713,640
Avail. for New & Existing Projects	273,358,034	776,989,799	1,347,848,604	2,233,907,121	2,368,147,875	2,387,637,065	2,012,789,905	1,974,249,891	2,018,838,126
Proposition 7 Sales and Use Taxes									
Revenues									
Transfer In	3,220,000,000	3,138,801,100	3,189,166,800	3,311,125,140	3,439,181,397	3,573,640,467	3,714,822,490	3,863,063,615	4,018,716,795
Interest	75,337,299	26,605,988	762,054	-	-	-	-	-	-
Subtotal	3,295,337,299	3,165,407,088	3,189,928,854	3,311,125,140	3,439,181,397	3,573,640,467	3,714,822,490	3,863,063,615	4,018,716,795
Expenditures									
TxDOT Non-Letting	536,756,306	1,257,405,040	1,173,339,982	1,112,152,284	1,008,488,661	952,843,620	915,698,170	874,896,437	964,137,769
Total	536,756,306	1,257,405,040	1,173,339,982	1,112,152,284	1,008,488,661	952,843,620	915,698,170	874,896,437	964,137,769
Avail. for New & Existing Projects	2,758,580,993	1,908,002,048	2,016,588,871	2,198,972,856	2,430,692,736	2,620,796,847	2,799,124,320	2,988,167,178	3,054,579,026
Other Restricted Revenue									
DFW Restricted Funds:									
SH 121 Proceeds & Interest	27,662,488	26,471,029	26,453,959	26,845,475	28,246,645	29,755,138	31,667,033	33,845,315	36,160,824
SH 121 Toll Revenue Sharing	12,300,000	14,850,000	15,575,000	16,375,000	17,175,000	18,075,000	19,000,000	20,025,000	21,100,000
SH 161 Interest	425,417	457,860	-	-	-	-	-	-	-
NTE Seg 1&2 Concession & Interest	10,414,337	2,596,401	2,709,068	2,826,623	2,949,280	3,077,260	3,210,793	3,350,121	3,495,494
NTE Seg 3A & 3B Concession & Interest	33,031,195	3,161,415	3,298,599	3,441,737	3,591,086	3,746,916	4,079,155	4,256,163	4,452,663
I-635 (LBJ) Concession & Interest	9,705,535	2,032,026	2,120,202	2,212,205	2,308,201	2,408,362	2,512,689	2,621,911	2,735,685
I-635E Surplus Toll Revenue & Interest	688,766	663,002	691,772	721,791	753,112	785,792	819,890	855,468	892,590
Midtown Express Surplus Toll Revenue & Interest	36,266,909	5,394,787	5,628,886	5,873,142	6,127,999	6,393,914	6,671,368	6,960,862	7,262,918
DFW Connector Surplus Toll Revenue & Interest	1,368,306	444,535	463,825	483,952	504,963	526,864	549,727	573,581	598,471
Austin/San Antonio Restricted Funds									
SH 130 (CTRMA loan Repayment)	4,820,351	2,300,773	2,994,561	3,102,964	3,215,292	3,331,685	3,452,292	3,577,390	3,702,496
SH 130 Interest	2,828,328	2,705,167	2,535,158	2,349,448	2,153,481	1,946,905	1,729,026	1,500,338	1,288,517
SH 130 Toll Revenue Sharing	4,480,693	4,759,409	5,157,163	5,577,371	6,023,274	6,495,962	6,975,806	7,460,843	8,043,650
Houston Restricted Funds:									
SH 288 Proceeds & Interest	1,082,916	968,547	1,010,575	-	-	-	-	-	-
Montgomery County Funds & Interest	2,806,402	2,781,705	2,902,413	3,028,359	3,159,770	3,296,884	3,439,947	3,589,218	3,744,967
Military Installation Program	4,923,206	-	-	-	-	-	-	-	-
Total	152,814,850	69,596,656	71,541,182	72,838,068	76,208,092	79,840,661	83,888,258	89,534,202	94,323,625
Build America Bonds Subsidies									
Prop 14	23,109,583	21,860,566	20,577,116	17,094,262	11,739,028	5,968,337	-	-	-
Prop 12	9,735,941	9,302,595	8,941,496	8,327,857	7,798,780	7,253,730	6,694,508	6,163,436	5,651,548
Total	32,845,523	31,163,162	29,418,612	25,422,119	19,537,808	13,222,067	6,894,508	6,163,436	5,651,548
Total Revenue	18,047,992,106	19,230,094,395	16,675,683,534	17,340,098,776	17,560,757,225	17,596,679,568	17,397,076,304	17,645,354,417	17,921,949,709
Total Non Letting Expenditures	11,700,160,372	10,108,733,945	9,151,235,682	8,789,444,627	8,323,160,460	8,642,272,518	8,175,489,398	8,712,984,005	8,510,620,965
Total Avail. for New & Existing Projects	6,347,831,735	9,121,360,450	7,524,447,852	8,550,654,150	9,237,596,765	8,954,407,050	9,221,586,905	8,932,370,412	9,411,328,745
Total Project Awards									
Project Awards	11,417,098,677	8,458,019,359	7,288,786,404	7,328,862,649	6,779,191,603	6,631,888,455	7,343,840,433	7,834,413,191	7,685,683,250
Routine Maintenance Contracts	1,034,								

REVENUE SOURCES

Transportation has traditionally been funded by user fees. Today, the major tax sources to fund transportation are state and federal fuel excise taxes, vehicle license fees, sales taxes, and transit fare box revenues. The Corpus Christi MPO allocates federal funding for Categories 2, 4, 7, and 9. The remaining TxDOT funding categories are allocated by the Texas Transportation Commission. Additional transportation funds are allocated by specific local governments, transit agency, Port Authority, and airports.

TxDOT Long Range Revenue Forecast

	FY 2044	FY 2045	FY 2046	FY 2047	FY 2048	FY 2049
State Highway Fund						
Revenues						
Vehicle Registration Fee	3,245,089,000	3,348,867,000	3,452,265,000	3,554,370,000	3,654,507,000	3,751,926,000
State Motor Fuels Tax	3,582,499,000	3,606,903,000	3,631,832,000	3,657,858,000	3,683,355,000	3,714,935,000
Lubricant Sales Tax	47,117,000	47,588,000	48,064,000	48,545,000	49,030,000	49,520,000
FHWA Reimbursements	5,116,219,321	5,085,217,575	5,102,296,463	5,136,965,230	5,133,415,906	5,140,407,468
Local Reimbursements	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000
Certificate of Title Fees	130,475,000	131,780,000	133,098,000	134,429,000	135,773,000	137,131,000
Miscellaneous Revenue	177,031,000	178,801,000	180,589,000	182,395,000	184,219,000	186,061,000
Depository Interest	-	-	-	-	-	-
Other Federal Funds	220,186,000	220,186,000	220,186,000	220,186,000	220,186,000	220,186,000
Other Agency Revenue	171,368,000	174,796,000	178,293,000	181,859,000	185,486,000	189,206,000
Subtotal	12,728,951,321	12,834,138,575	12,896,623,463	13,156,607,230	13,287,981,905	13,428,882,488
Expenditures						
Other Agencies and Fund Transfers	154,721,728	156,243,945	157,781,384	159,334,198	160,902,540	162,486,566
TxDOT Non-Letting	7,846,388,372	7,815,683,908	8,353,710,955	8,200,422,279	8,734,507,548	8,598,539,545
Total	8,101,110,100	7,971,927,853	8,511,492,339	8,359,756,477	8,896,410,088	8,761,026,111
Avail. for New & Existing Projects	4,628,841,222	4,862,210,722	4,475,131,114	4,796,850,753	4,392,571,818	4,667,856,377
TMF Taxes & Fees						
Revenues						
Driver's License Fees	261,800,000	265,727,000	269,712,905	273,758,599	277,864,978	282,032,952
Driver Record Info Fees	91,893,599	92,812,535	93,740,661	94,678,067	95,624,848	96,581,096
Vehicle Inspection Fees	147,389,292	148,863,185	150,351,817	151,855,335	153,373,888	154,907,627
Unleaded We Stand	2,000	2,000	2,000	2,000	2,000	2,000
Transfer In from SHF	152,221,728	153,743,945	155,281,384	156,834,198	158,402,540	159,986,566
Motor Safety Violations	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
Interest	148,491,876	174,361,434	208,124,551	244,291,104	282,377,895	322,472,642
Build America Bonds Subsidy	-	-	-	-	-	-
Subtotal	805,298,495	839,010,099	880,713,317	924,919,303	971,146,149	1,019,482,884
Expenditures						
TxDOT Non-Letting	211,434,261	211,434,045	50,914,000	50,914,000	50,914,000	50,914,000
Total	211,434,261	211,434,045	50,914,000	50,914,000	50,914,000	50,914,000
Avail. for New & Existing Projects	593,864,234	627,576,055	829,799,317	874,005,303	920,232,149	968,568,884
Proposition 1 Oil & Gas Severance						
Revenues						
Transfer In ²	-	-	-	-	-	-
Interest	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-
Expenditures						
TxDOT Non-Letting	-	-	-	-	-	-
Total	-	-	-	-	-	-
Avail. for New & Existing Projects	-	-	-	-	-	-
Proposition 7 Sales and Use Taxes						
Revenues						
Transfer In	-	-	-	-	-	-
Interest	-	-	-	-	-	-
Subtotal	-	-	-	-	-	-
Expenditures						
TxDOT Non-Letting	-	-	-	-	-	-
Total	-	-	-	-	-	-
Avail. for New & Existing Projects	-	-	-	-	-	-
Other Restricted Revenue						
DFW Restricted Funds:						
SH 121 Proceeds & Interest	74,173,196	78,983,305	84,070,781	89,440,162	95,101,912	101,072,759
SH 121 Toll Revenue Sharing	35,925,000	37,575,000	39,075,000	40,375,000	41,825,000	43,300,000
SH 161 Interest	-	-	-	-	-	-
NTE Seg 1&2 Concession & Interest	5,577,478	5,819,505	6,072,033	6,335,520	6,610,440	6,897,290
NTE Seg 3A & 3B Concession & Interest	6,791,217	7,085,912	7,393,394	7,714,219	8,048,968	8,398,239
I-635 (LBJ) Concession & Interest	4,385,112	4,554,529	4,732,166	4,928,379	5,133,541	5,348,038
I-635E Surplus Toll Revenue & Interest	1,424,233	1,486,036	1,550,520	1,617,803	1,688,005	1,761,253
Midtown Express Surplus Toll Revenue & Interest	11,588,853	12,091,734	12,616,437	13,163,908	13,735,136	14,331,151
DFW Connector Surplus Toll Revenue & Interest	954,932	996,370	1,039,606	1,084,718	1,131,788	1,180,900
Austin/San Antonio Restricted Funds:						
SH 130 (CTRMA loan Repayment)	-	-	-	-	-	-
SH 130 Interest	-	-	-	-	-	-
SH 130 Toll Revenue Sharing	16,550,876	17,613,290	18,742,539	19,856,071	21,034,250	22,280,764
Houston Restricted Funds:						
SH 288 Proceeds & Interest	-	-	-	-	-	-
Montgomery County Funds & Interest	5,975,542	6,234,842	6,505,393	6,787,685	7,082,226	7,389,549
Military Installation Program	-	-	-	-	-	-
Total	163,326,440	172,440,522	181,817,869	191,333,465	201,431,263	212,008,943
Build America Bonds Subsidies						
Prop 14	-	-	-	-	-	-
Prop 12	-	-	-	-	-	-
Total	-	-	-	-	-	-
Total Revenue	13,698,576,257	13,845,589,197	14,049,154,639	14,272,859,998	14,460,559,318	14,660,375,316
Total Non Letting Expenditures	8,312,544,361	8,183,361,898	8,562,406,339	8,410,670,477	8,946,324,088	8,811,940,111
Total Avail. for New & Existing Projects	5,386,031,897	5,662,227,299	5,486,748,300	5,862,189,521	5,514,235,230	5,848,435,204
Total Project Awards						
Project Awards	4,443,914,344	4,512,842,514	4,494,613,645	4,472,729,965	4,465,507,606	4,533,275,606
Routine Maintenance Contracts	2,180,304,735	2,267,516,925	2,358,217,602	2,452,546,306	2,550,648,158	2,652,674,085
Toll-Financed Project Awards	-	-	-	-	-	-
Total Project Awards	6,624,219,079	6,780,359,439	6,852,831,247	6,925,276,271	7,016,155,764	7,185,949,690
FHWA Obligation Authority ¹	5,041,304,313	5,089,618,832	5,123,903,555	5,149,156,785	5,175,416,217	5,201,809,566

¹FHWA FY2025-FY2028 Obligation Authority projections and associated reimbursements are per the Infrastructure Investment and Jobs Act (IIJA). After FY2026, projections are based on a FAST OA levels. See page four for additional information.

²FY2029 - FY2030 Proposition 1 transfers are listed at the planning purposes levels. Base forecast assumes a more conservative approach of \$2.3 billion per fiscal year due to volatility of oil and natural gas.



TxDOT Long Range Revenue Forecast Assumptions

State Highway Fund	
Revenues Vehicle Registration Fee	Traditional Vehicle Registration Fees (VRF) are projected to continue a slighter stronger growth rate in FY26 to capture the catch-up impacts seen in Calendar year 2025 (removal of inspection requirement, back-work policies, increase in purchasing power due to economic growth) and then with the growth rates trending down toward the 1% growth rate by FY2029 and future years. EV Fees, imposed by SB 505, 88th Legislature, Regular Session, is an additional fee for registration of an electric vehicle (EV) with a gross vehicle weight of 10,000 pounds or less, effective September 1, 2023. The EV fees' FY26 estimate relies on the trending models of the 1st 23 months of actual EV fees, which is consistent with EV vehicle registration counts projections. FY27 and future years, the EV fee projections apply TTI's Slow Scenario's annual growth rates.
State Motor Fuels Tax	State Motor Fuels Tax (MFT) utilizes a growth rate of 1.78% for FY2026-FY2028, which is based on a combined growth rate of 1.56% growth for gasoline and 2.40% for diesel. Projections beyond FY2028 incorporates the TRENDS model year over year rate of change. The TRENDS model uses vehicle miles traveled (VMT) for both personal and commercial vehicles divided by the projected average fleet wide miles per gallon (MPG). The estimated number of gallons is then multiplied by the fuel tax rate, then 75% of total revenue is apportioned to the state highway fund.
Lubricant Sales Tax	The Biennial Revenue Estimate (BRE) was used for Lubricant Sales Tax deposit for FY2026-2027 and then a 1% year over year growth rate was applied for subsequent years after FY2027.
FHWA Reimbursement	Federal Obligation Authority (OA) is the portion of the National Highway Trust Fund (HTF) expected to be allocated to Texas for federally eligible roadway project. FY2025 actual and FY2026 projected OA are based on the Infrastructure Investment and Jobs Act signed into law on November 15, 2021. From FY2027 and subsequent years, OA projections revert to 2020 Fixing America's Surface Transportation Act (FAST) funding levels which are then adjusted for growth. Actual federal reimbursements in a given year will not match the OA for that year because they are comprised of reimbursements for progress payments made on both existing and new projects. FHWA reimbursements also includes COVID funding appropriated to Texas for highway project development and delivery.
Local Reimbursements	Local reimbursements are projected at the amount of match typically required each year (\$40M), plus any remaining reimbursements on local projects that have already been awarded. Local funds beyond the required match in future years are added to the forecast at the time of the letting, and are not reflected here.
Certificate of Title Fees	Certificate of Title Fee revenue transferred to State Highway Fund per HB 4472, 87th Legislature for use in congestion mitigation and air quality improvement projects in nonattainment areas and affected counties
Miscellaneous Revenue	Miscellaneous revenue includes a summarized total of all taxes and fee revenue deposited into the State Highway Fund estimates. The growth rate is assumed to be 1.0% per year.
Depository Interest	Interest is based on the projected cash balances of the State Highway Fund. Projected balances are determined through anticipated revenues and expenditures each year. If balances drop and become negative, interest for that month is assumed to be zero as TxDOT would issue short-term borrowing to cover negative cash balances.
Other Federal Funds	Other Federal Funds are reimbursement programs for Aviation, Public Transportation and Traffic Safety. Because those funds are tied to specific existing program levels, which are expected to remain constant the next few years, there is no assumption of growth. FY2025 Includes COVID funding directed towards public transportation and aviation services.
Other Agency Revenue	Since FY2016, most other agency revenue is no longer deposited to the State Highway Fund due to legislation from the 84th Legislative Session moving those agencies' appropriations to General Revenue and out of the State Highway Fund. The remaining dollar amounts are for Special Vehicle Permit fees and Motor Vehicle Certificates collected by the TxDMV as projected by the 2026-2027 BRE with a growth rate of 2% for future years.
<u>Expenditures</u> Other Agencies and Fund Transfers	Includes Cost Allocation Program (SWCAP) and SHF transfers to the Texas Mobility Fund beginning in FY 2022 pursuant to HB 4472, 87th Legislature in replacement of the Certificate of Title Fees.
TxDOT Non-Letting	Non-letting expenditures are engineering, right-of-way, public transportation, administration, aviation, existing non-traditional projects, and other programs for which TxDOT receives funding. The 2026-2027 Conference Committee, SB1 (89R) expenditure levels were used as the base for the forecast. Non-letting expenditures also include State Highway Fund (Proposition 14) debt service.
TMF Taxes & Fees	
Revenues Taxes and Fees	Revenue projections were based on the 2026-2027 BRE and includes adjustments for Driver License Fees from the 86th Legislature, SB 616 fiscal impact. Certificate of Title Fees ended in FY2022 and pursuant to HB 4472, 87th Legislature, these are replaced with a transfer in from the State Highway Fund.
Build America Bonds	Determined by the debt service partial reimbursement agreement entered into with the Federal government as part of the Build America Bond Subsidy program.
Expenditures TxDOT Non-Letting	Estimates for project development were added to utilize TMF taxes and fees funds while maintaining sufficient balances to fulfill TMF bond debt service requirements. Also includes TMF debt service (which is determined by the debt service repayment schedules), public transportation, aviation, other existing non-traditional projects and grants to ports and county transportation infrastructure projects.
Proposition 1 Oil & Gas Severance	
<u>Revenues</u> Transfer In	The FY2026-FY2028 transfers are projected based on the 2026-2027 BRE. FY2029 – FY2043 transfers will depend upon future oil and gas production tax revenue levels along with future legislative action. Due to its volatility, for planning purposes, FY2029 - FY2030 are presented as a scenario based on a five year average of actual and potential transfers (FY2024-FY2028) less the highest/lowest transfers within that five-year period. After FY2030, transfers are based on a ten year average of actual and projected transfers (FY2019-FY2028) less the highest/lowest transfers within that ten year period.. Proposition 1 transfers are set to expire in Dec. 31, 2042 (FY2043) per provisions in HB2230, 88th Legislature, RS.
Expenditures TxDOT Non-Letting	Assumes 20% of the total transfer amount is available for project development and 80% for letting. Also includes expenditures for existing non-traditional projects.
Proposition 7 Sales and Use Taxes	
Revenues Transfer In	Section 7-c(a) directs the Comptroller to deposit to the credit of the SHF \$2.5 billion of the net revenue derived from the state sales and use tax under Chapter 151 of the Tax Code in excess of \$28 billion. FY2026-FY2027 transfers were estimated according to the 2026-2027 BRE. FY2027 – FY2042 assume the full \$2.5 billion per year transfer from sales and use taxes. SCR2, 88th Legislature, RS extended the expiration date to Aug. 31, 2042 (FY2042).
Other Revenue	Section 7-c(b) directs the Comptroller to deposit to the credit of the SHF 35 percent of the revenues collected from the tax imposed on the sale, use, or rental of a motor vehicle under Chapter 152 of the Tax Code that exceed \$5 billion. FY2026 – FY2027 transfers were estimated according to the 2026-2027 BRE and assumes collection grow at a rate of 6% after that. SCR2, 88th Legislature, RS extended the expiration date to Aug. 31, 2039 (FY2039).
Interest/Proceeds/ Concession Funds	Assumes 20% of the total transfer amount is available for project development and 80% for letting. Proposition 7 pays the Proposition 12 debt service for forecast purposes. It is assumed this will continue until the Proposition 7 expiration in 2042 and will revert to general revenue after that.
Toll Revenue Sharing	Projected revenue from restricted funds consist primarily from concession funds and interest earned from projected cash balances, determined through anticipated revenues and expenditures each year. The timing and obligations of projects using restricted funds will be adjusted to fully utilize them.
Build America Bond Subsidies	Toll Revenue Sharing projections were based on estimates provided by the Region and/or outside entity associated with the program.
Prop 14	Determined by the debt service partial reimbursement agreement entered into with the Federal government as part of the Build America Bond Subsidy program; available only for debt service.
Prop 12	Determined by the debt service partial reimbursement agreement entered into with the Federal government as part of the Build America Bond Subsidy program; available only for debt service.
Total Project Awards	Annual letting volumes represent the total dollar amounts of contracts awarded or expected to be awarded, not the actual expenditure that fiscal year. Actual expenditures for those projects will occur over time, with typical project lives spanning from 1 – 5 years. The letting schedule is refined as necessary to maintain positive cash flows for all department funds. Therefore the amount that can be let in a particular fiscal year will differ from a simple sum of the revenues as the letting amount must consider several factors including existing cash balances, existing commitments, and projected payout curves for projects to be let. The amounts listed include estimates for all TxDOT fund sources, including Propositions 1 and 7, routine maintenance contracts and toll financed project awards.
FHWA Obligation Authority	Federal Obligation Authority (OA) is the portion of the National Highway Trust Fund (HTF) expected to be allocated to Texas to obligate projects eligible for FHWA reimbursements. FY2025 actual and FY2026 projected OA are based on the Infrastructure Investment and Jobs Act signed into law on November 15, 2021. From FY2027 and subsequent years projections revert to 2020 Fixing America's Surface Transportation Act (FAST) funding levels, which are then adjusted for growth. Actual federal reimbursements in a given year will not match the OA for that year because they are comprised of reimbursements for progress payments made on both existing and new projects.

The following charts from the most recent TxDOT Long Range Revenue Forecast (FY 2025 – FY 2049) are provided to illustrate the trends over time of the revenue sources. Federal transportation funding is derived primarily from the federal gas tax, which is currently 18.4 cents per gallon for gas and 24.4 cents for diesel. FHWA funds may be used to reimburse project costs for general transportation planning, preliminary engineering, right-of-way acquisition, construction, and audit. FHWA funds may only be spent after authorization by TxDOT and FHWA.

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

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

National Highway Performance Program

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

Eligible projects/activities include:

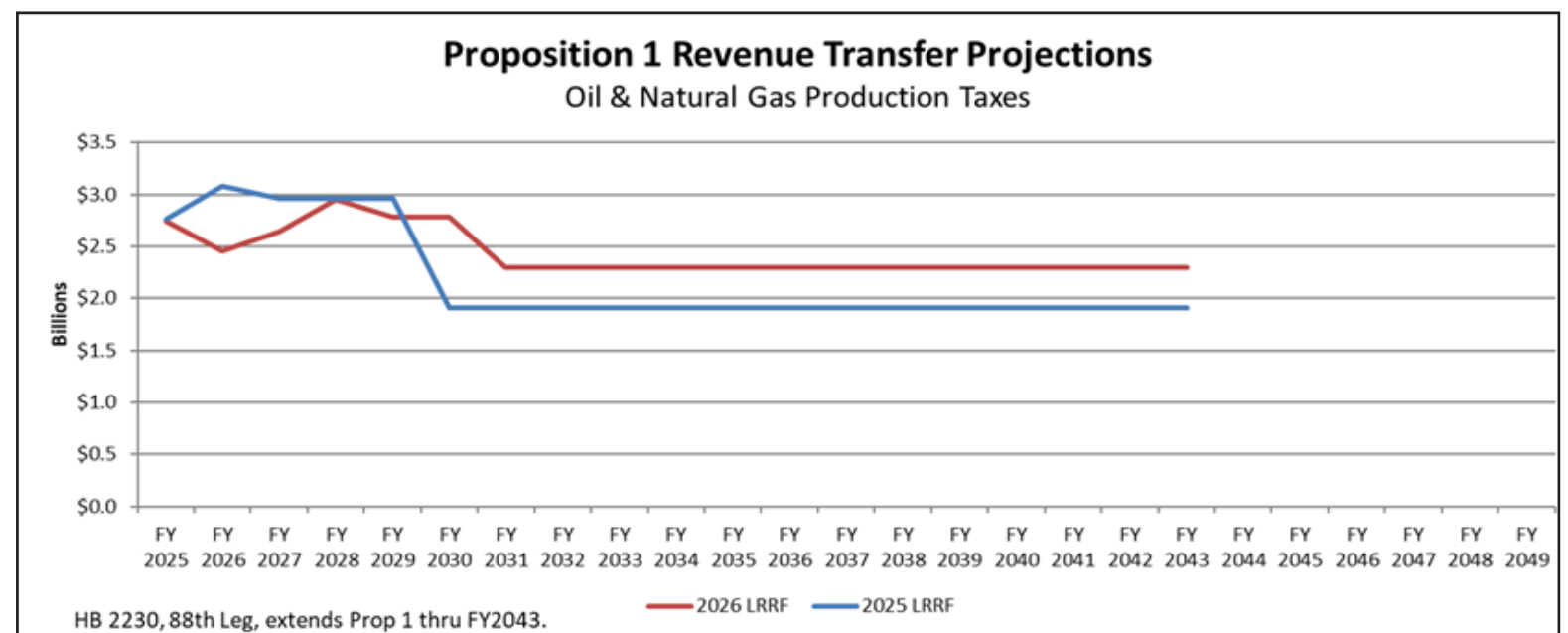
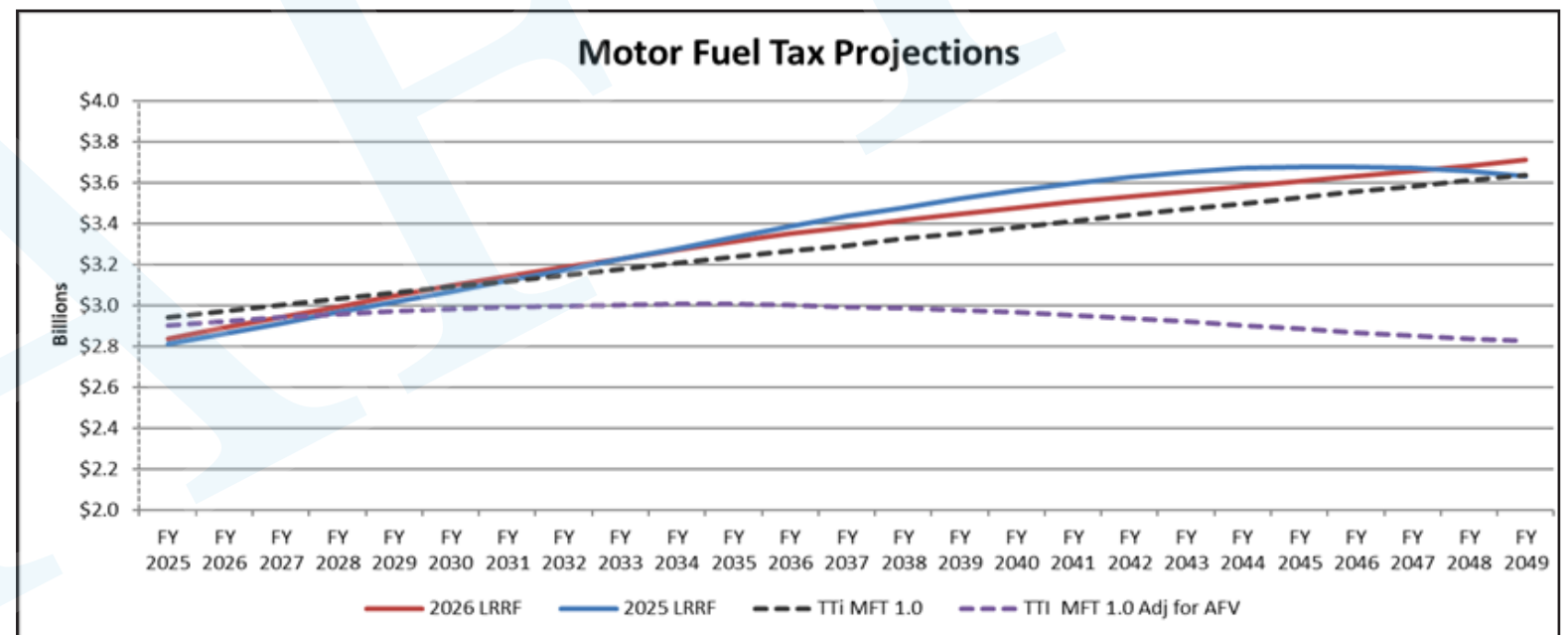
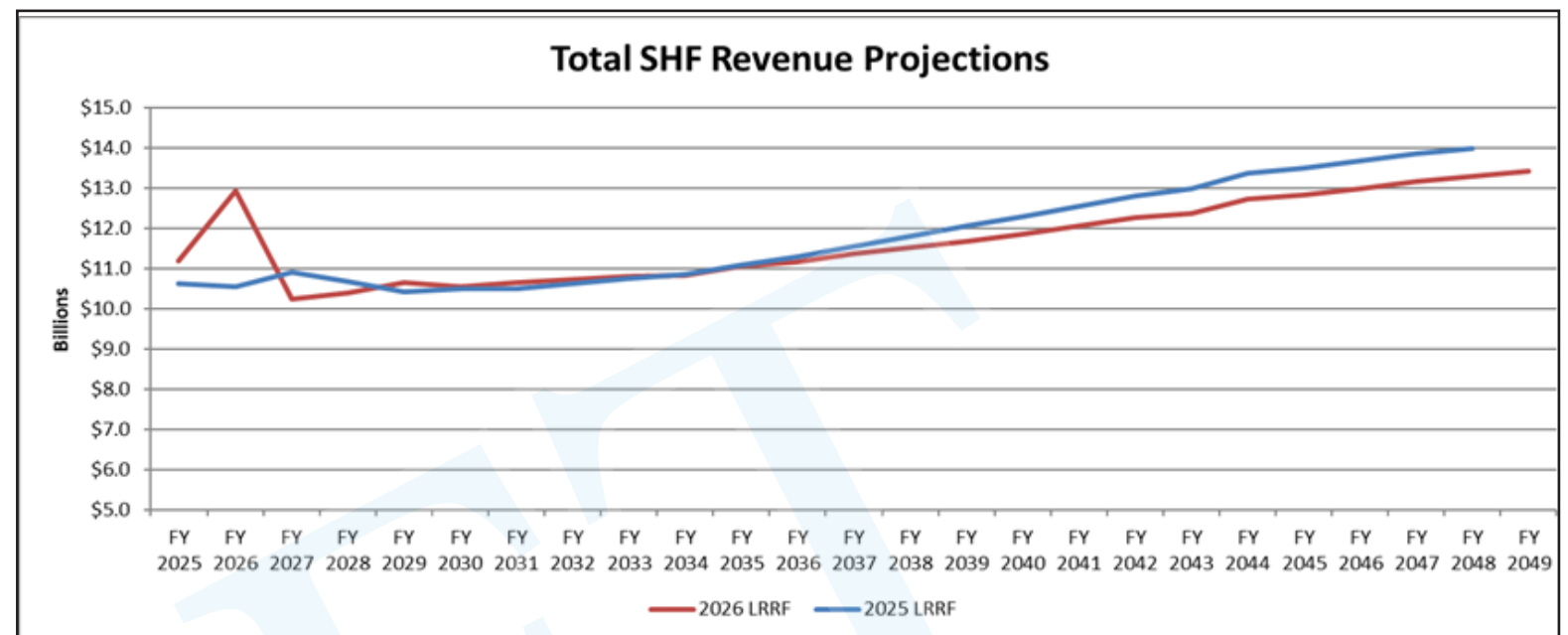
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges
- Bridge and tunnel inspection and evaluation
- Training bridge inspectors
- Transit capital
- Environmental restoration and mitigation
- Safety
- Construction, rehabilitation, or replacement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

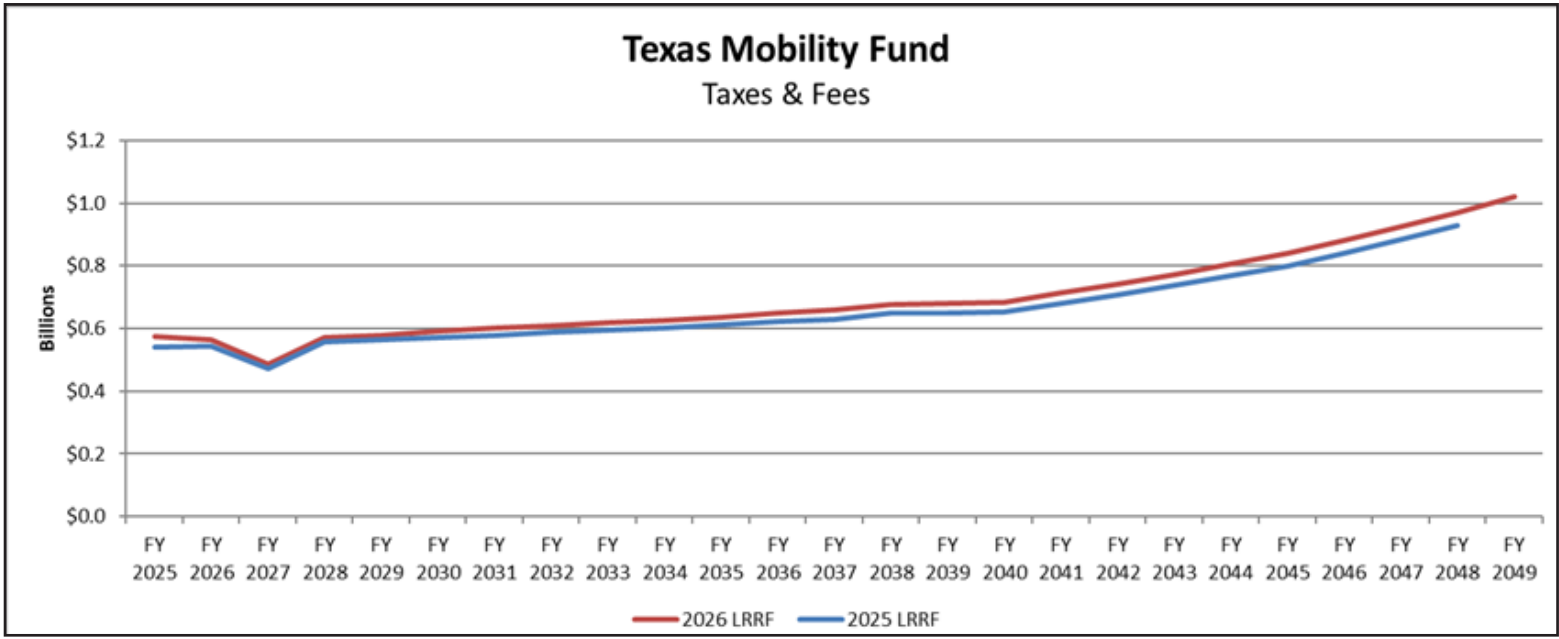
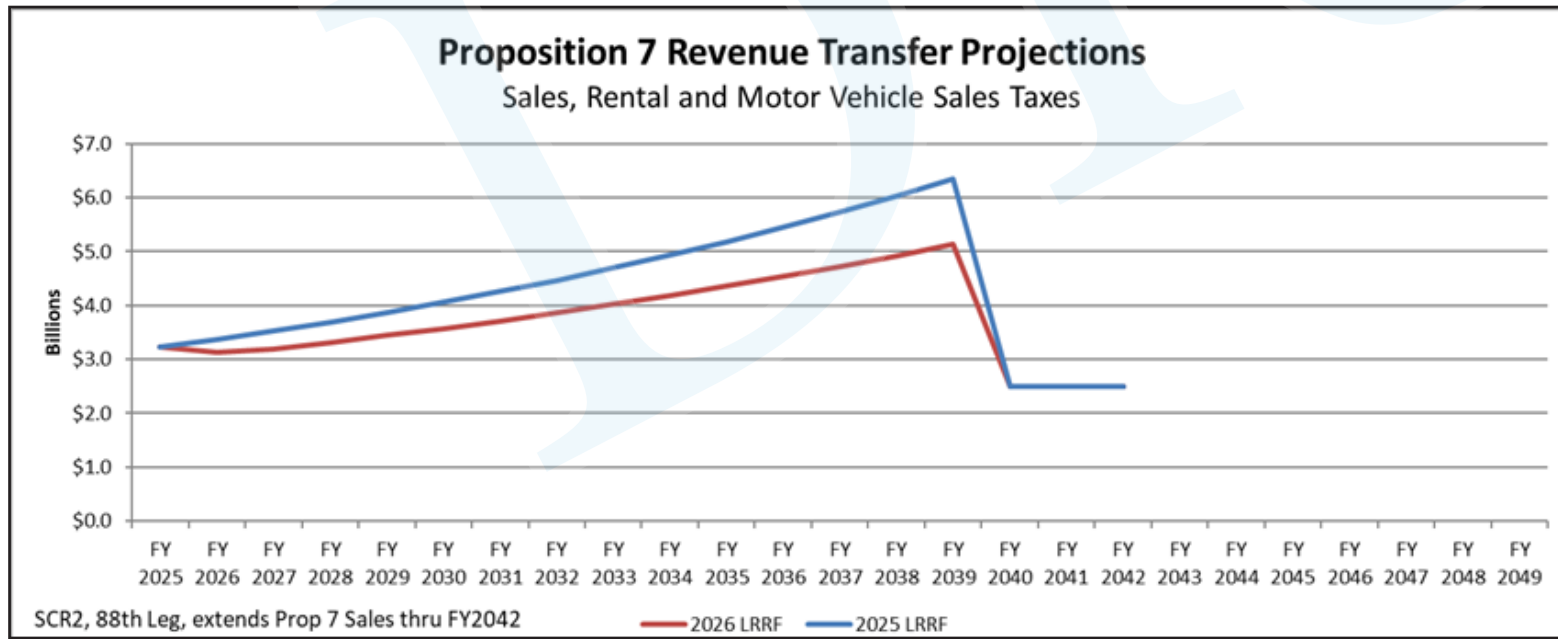
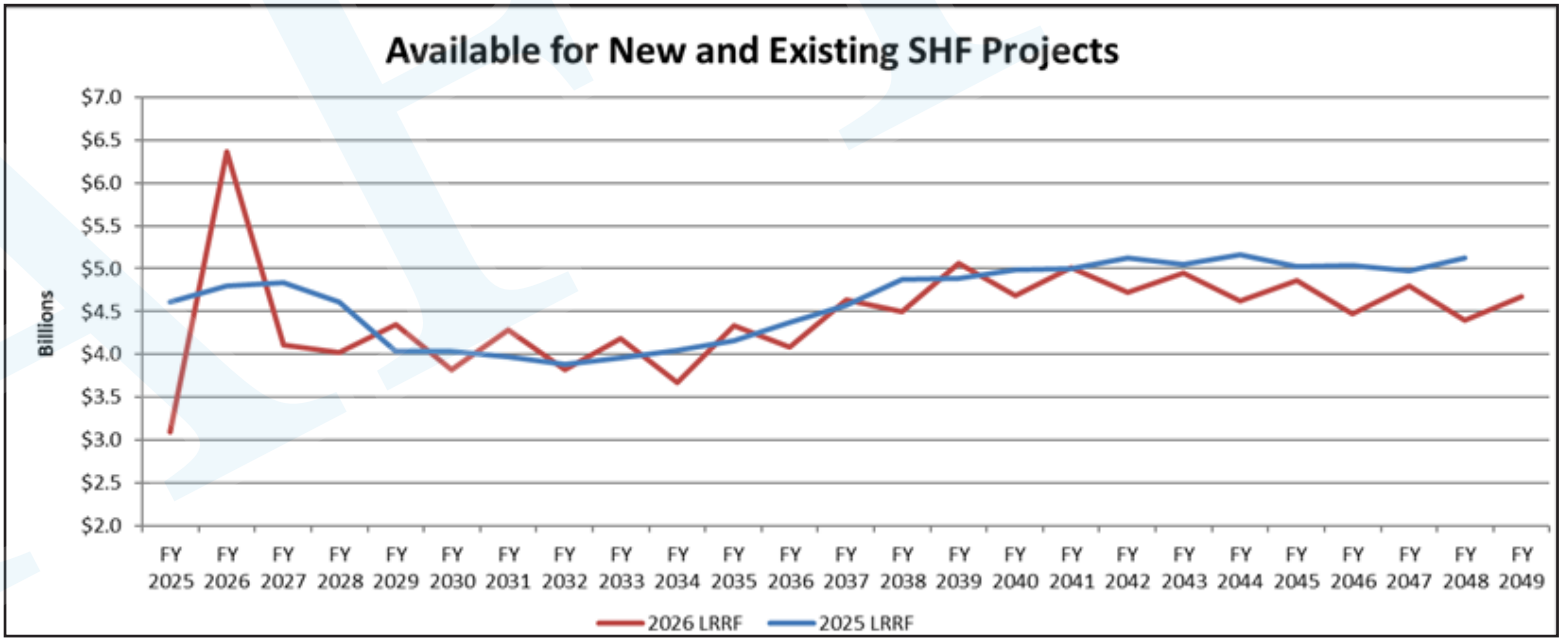
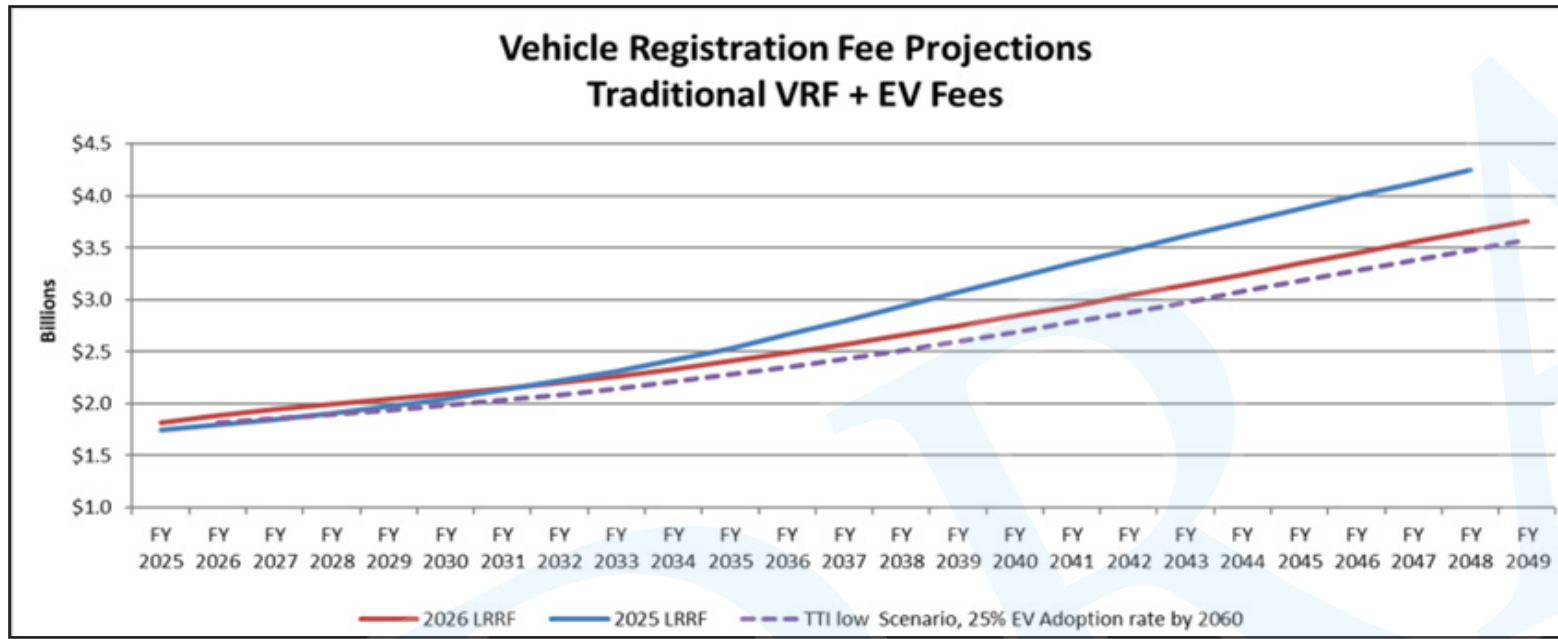
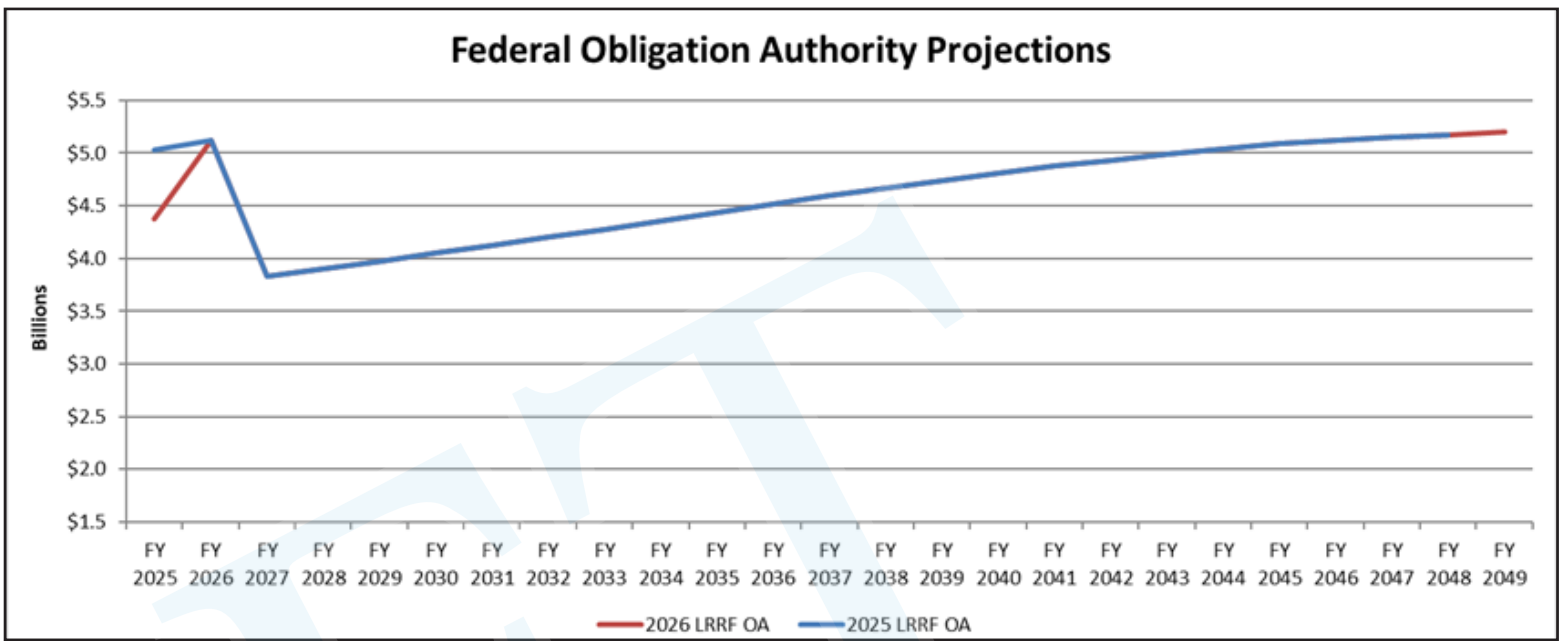
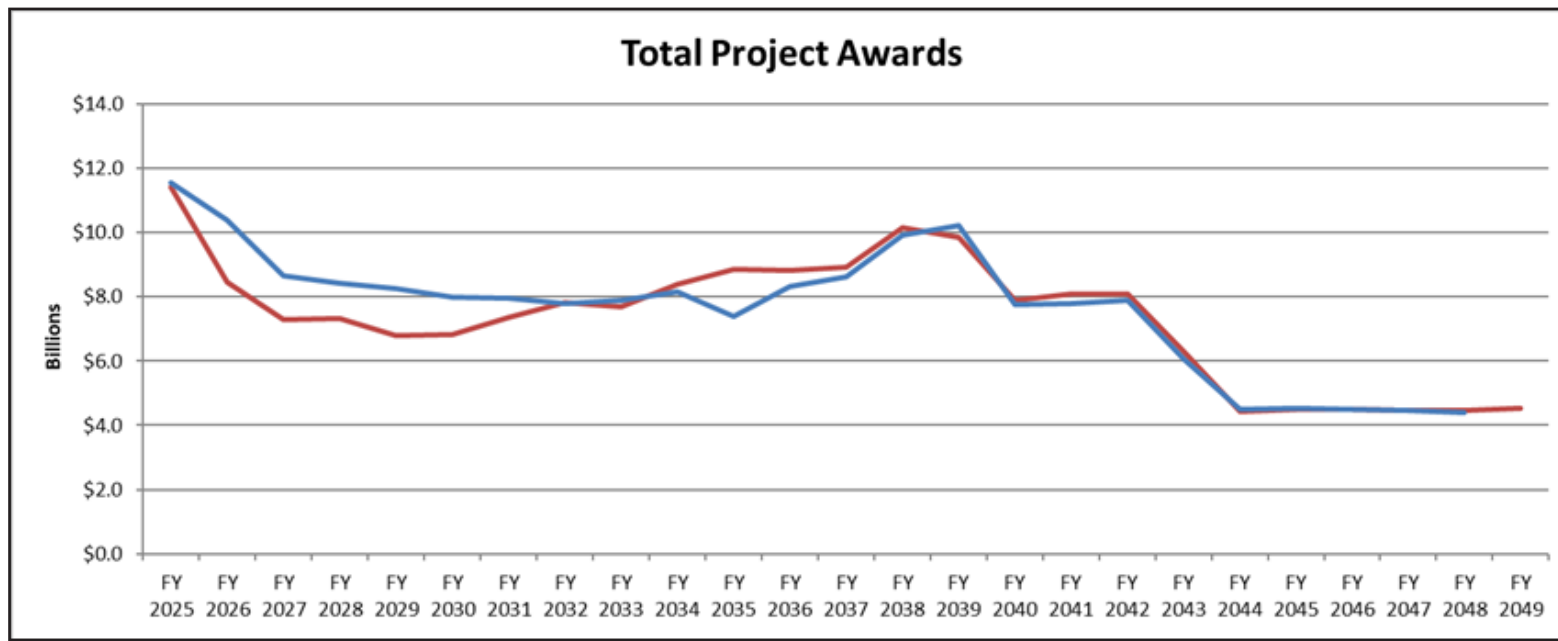
The IIJA/BIL eliminated dedicated funding for bridge repair. Therefore, a share of the National Highway Performance Program for local entities is dedicated to funding a portion of a competitive bridge program.

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

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

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





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

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

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

Surface Transportation Block Grant Program

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

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

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

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

Category 7: Metropolitan Mobility And Rehabilitation

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

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

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

Highway Safety Improvement Program

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

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

Category 9: Transportation Alternatives

The program funds programs and projects defined as transportation alternatives:

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

Federal Land Highways

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

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

Rail Highway Crossing

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

Emergency Relief Funds

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

Federal Transit Revenues

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

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

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

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

Federal Transit Authority – 5309: Capital Investment Program

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

Federal Transit Authority – 5339: Capital Investment Program

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

LOCAL FUNDING FOR TRANSPORTATION

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

Corpus Christi Regional Transportation Authority (CCRTA)

The CCRTA derives a large portion of its revenue from 0.5% local sales and use tax on certain transactions for transit purposes. The sales and use taxes are collected from nine participating cities and communities including the City of Corpus Christi, Agua Dulce, Banquete, Bishop, Driscoll, Gregory, Port Aransas, Robstown, San Patricio County, and the unincorporated portion of Nueces
Exhibit 6-3. Table of the CCRTA 4-, 10- and 25-year Financial Plan

County. These revenues are used for capital and operating expenses for the CCRTA. Additionally, the CCRTA collects fares from the riders to support their programs. More detailed discussions of their services are provided in Chapter 5. The most current estimate for the CCRTA Financial Plan was adopted in November 2025 and is summarized in the Exhibit 6-3.

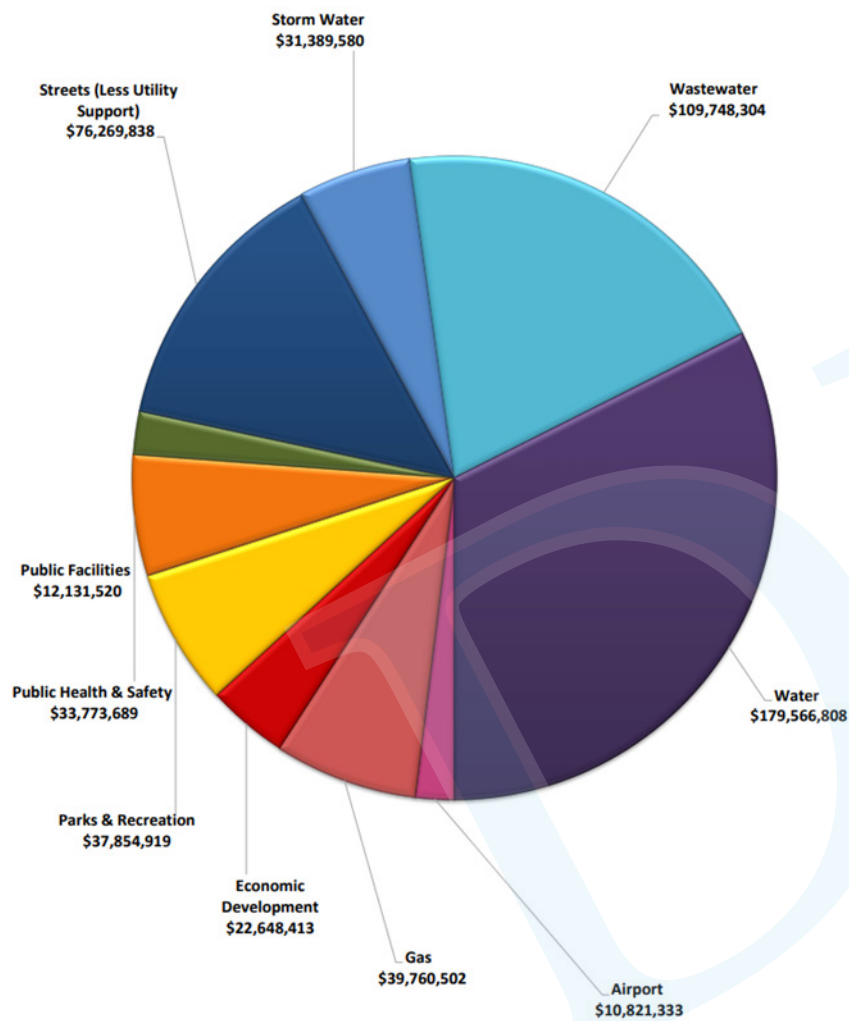
SOURCES OF FUNDS	FORECAST				10-YEAR TOTAL	25 YEAR TOTAL
	2027	2028	2029	2030	2035	2050
Operating Revenues						
Passenger Services	\$ 1,450,970	\$ 1,447,923	\$ 1,489,913	\$ 1,488,274	\$ 14,692,700	\$ 36,731,750
Bus Advertising	\$ 240,720	\$ 245,534	\$ 250,445	\$ 255,454	\$ 2,480,383	\$ 6,200,956
Other Income	\$ 7,631	\$ 7,707	\$ 7,784	\$ 7,862	\$ 77,460	\$ 193,650
Total Operating Income	\$ 1,699,321	\$ 1,701,164	\$ 1,748,142	\$ 1,751,590	\$ 17,250,543	\$ 43,126,356
Non-Operating Revenues						
Sales Tax Revenue	\$ 44,301,949	\$ 45,631,008	\$ 46,999,938	\$48,409,936	\$ 463,357,078	\$ 1,158,392,694
Staples Street Center	\$ 562,819	\$ 579,703	\$ 597,094	\$ 615,007	\$ 5,886,558	\$ 14,716,394
Investment Income	\$ 1,445,882	\$ 1,460,340	\$ 1,474,944	\$ 1,489,693	\$ 14,677,148	\$ 36,692,869
Total Non-Operating Revenues	\$ 46,310,650	\$ 47,671,051	\$ 49,071,976	\$50,514,636	\$ 483,920,783	\$ 1,209,801,956
Grants						
Operating Grants	\$ 4,900,385	\$ 800,000	\$ 800,000	\$ 800,000	\$ 18,250,963	\$ 45,627,406
Operating Emergency Assistant Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-Recipients	\$ 74,256	\$ 74,256	\$ 74,256	\$ 74,256	\$ 742,560	\$ 1,856,400
Capital Grants	\$ 14,554,435	\$ 13,712,001	\$ 17,405,913	\$ 9,346,504	\$ 137,547,133	\$ 343,867,831
Total Grant Revenue	\$ 19,529,076	\$ 14,586,257	\$ 18,280,169	\$10,220,760	\$ 156,540,655	\$ 391,351,638
TOTAL SOURCES OF FUNDS	\$ 67,539,047	\$ 63,958,472	\$ 69,100,287	\$62,486,986	\$ 657,711,980	\$ 1,644,279,950
Operating Expenses						
Operating Expenses	\$ 47,167,080	\$ 48,073,126	\$ 49,277,716	\$50,803,676	\$ 488,303,995	\$ 1,220,759,988
Sub-Recipients	\$ 74,256	\$ 74,256	\$ 74,256	\$ 74,256	\$ 742,560	\$ 1,856,400
Street Maintenance Program	\$ 3,661,282	\$ 3,697,895	\$ 3,734,874	\$ 3,772,223	\$ 37,165,685	\$ 92,914,213
Gain (Loss) On Asset Disposal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Operating & Non-Operating Expenses	\$ 50,902,618	\$ 51,845,277	\$ 53,086,846	\$54,650,155	\$ 526,212,240	\$ 1,315,530,600
Capital Program Expenses						
Capital Program Expenses	\$ 17,703,443	\$ 16,591,793	\$ 21,383,326	\$11,127,351	\$ 167,014,783	\$ 417,536,956
Total Capital Grant Expenditures	\$ 17,703,443	\$ 16,591,793	\$ 21,383,326	\$11,127,351	\$ 167,014,783	\$ 417,536,956
Debt Service/Other Fiscal Expenses						
Agency Fees	\$ 800	\$ 800	\$ 800	\$ 800	\$ 8,000	\$ 20,000
Bond Principal	\$ 990,000	\$ 1,020,000	\$ 1,045,000	\$ 1,075,000	\$ 10,325,000	\$ 25,812,500
Bond Interest	\$ 611,288	\$ 586,667	\$ 560,280	\$ 532,201	\$ 5,726,090	\$ 14,315,225
Total Debt Expenses	\$ 1,602,088	\$ 1,607,467	\$ 1,606,080	\$ 1,608,001	\$ 16,059,090	\$ 40,147,725
TOTAL USES OF FUNDS	\$ 70,208,149	\$ 70,044,537	\$ 76,076,253	\$67,385,507	\$ 709,286,115	\$ 1,773,215,288
TOTAL SOURCES OF FUNDS	\$ 67,539,047	\$ 63,958,472	\$ 69,100,287	\$62,486,986	\$ 657,711,980	\$ 1,644,279,950
TOTAL USES OF FUNDS	\$ 70,208,149	\$ 70,044,537	\$ 76,076,253	\$67,385,507	\$ 709,286,115	\$ 1,773,215,288
TOTAL SOURCES OVER USES OF FUNDS	\$ (2,669,103)	\$ (6,086,065)	\$ (6,975,966)	\$ (4,898,521)	\$ (51,574,138)	\$ (128,935,344)

City of Corpus Christi

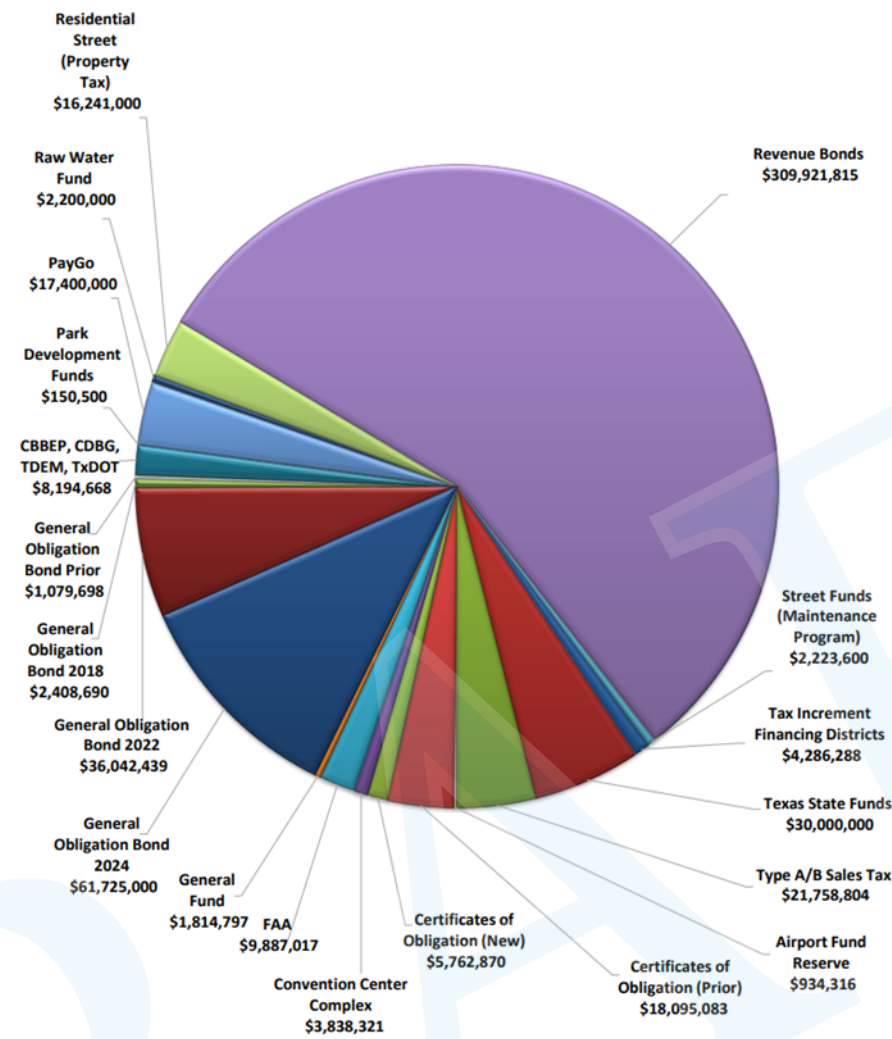
The City of Corpus Christi uses a variety of funding sources for their transportation projects, as detailed in Exhibits 6-4, 6-5, 6-6 and 6-7. Key among these are General Obligation (G.O.) Bonds, Revenue Bonds, Property taxes, Sales taxes, and User/Utility Fees and Revenue Bonds. A few transportation projects are also funded through Tax Increment Reinvestment Zones (TIRZ). The city adopted a five-year operating budget pro forma projection, a three-year short-term Capital Improvement Plan (CIP), and a forecast of capital improvement project funding needs through 2035 as part of the annual budget process.

The table below details the expenditures by program area for FY 2026 and the total CIP from FY 2025 through FY 2034.

FY 2026 Expenses by Program: \$553,964,906



FY 2026 Funding Sources by Type: \$533,964,906



The table below details the expenditures by program area for FY 2026 and the total CIP from FY 2026 through FY 2035:

FY 2026 – FY 2035 Capital Program by Category (\$ in Millions)

Program Category	FY 2026 Capital Budget Amount	FY 2026 - FY 2035 CIP Plan Amount	FY 2026 - FY 2035 % of Total
Water	\$179.6	\$2,181.8	28.7%
Wastewater	109.7	1,140.8	15.0%
Streets (Less Utility Support)	76.3	1,684.7	22.2%
Gas	39.8	250.2	3.3%
Parks & Recreation	37.9	819.3	10.8%
Public Health & Safety	33.8	332.9	4.4%
Storm Water	31.4	396.9	5.2%
Economic Development	22.6	383.6	5.0%
Public Facilities	12.1	356.0	4.7%
Airport	10.8	59.0	0.8%
Total Program Category	\$554.0	\$7,605.2	100.0%

Airport Program

The FY 2026 Airport Capital Budget introduces an airfield pavement project, while continuing to focus on terminal and landside improvements. Airport Capital Program includes the multiyear airport terminal building rehabilitation program based on recommendations from the Terminal Building Assessment report, International Drive rehabilitation and drainage study project. Additionally, a new ZEV (zero emissions vehicle) program will allow the airport to purchase some light duty electric vehicles as well as install charging stations capable of charging each vehicle. Airport staff continue negotiations for several business development options including the construction and operation of general aviation facilities and other revenue generating ventures



AIRPORT FISCAL YEAR 2026 CIP PROGRAM SHORT-RANGE					
AIRPORT SHORT-RANGE CIP		Funding Needed for FY 2026	Funding Needed for FY 2027	Funding Needed for FY 2028	Short-Range FY 2026-2028
Project #	Project Name	Year 1	Year 2	Year 3	TOTALS
26115	Airport Parking Lot Improvements	400,000	2,225,000	2,225,000	4,850,000
<p>Description: The project will consist of design and construction to increase the number of long-term parking spaces to an additional 300 spaces, accommodating future growth and current peak activity. Ancillary items include an exit lane with vehicle access gates, marking & striping, storm water management, perimeter fencing, LED lighting and security devices.</p> <p>Direct Operational Impact: An assessment will be done upon completion of project to determine maintenance costs.</p>					
25003	International Dr. Rehabilitation/Curbside Upgrade	5,250,544			5,250,544
<p>Description: Project will consist of a full depth reconstruction of International Drive. Project is addressing sub-grade and base failures, resurface the existing roadway, installing curb and sidewalks and preparing utilities for future developments. The project is approximately 8,100 feet in length and will be constructed within the limits of the existing roadway. The improvements will allow for the traffic and passengers to have an easier entrance and exit from their travels.</p> <p>Direct Operational Impact: An assessment will be done upon completion of project to determine maintenance costs.</p>					

AIRPORT SHORT-RANGE CIP					
Project #	Project Name	Funding Needed for FY 2026	Funding Needed for FY 2027	Funding Needed for FY 2028	Short-Range FY 2026-2028
Project #	Project Name	Year 1	Year 2	Year 3	TOTALS
22303	Runway 18-36 Rehabilitation & Associated Taxiway Work			500,000	500,000
<p>Description: The objective of this project is to rehabilitate the existing hot-mix asphalt concrete pavements of Runway 18-36 (including overruns), connecting taxiways, parallel Taxiway A and Taxiways D, E, L, M, N, P, and Q. The project will consist of providing rubber removal, crack seal, seal coat and pavement markings for Runway 18-36 and connecting taxiways.</p> <p>Direct Operational Impact: There is no projected operational impact with this project at this time. A reassessment will be done upon completion of project to determine on-going maintenance costs.</p>					
26119	Taxiway Kilo/West Apron Expansion - Lighting Improvements	600,000	5,243,743		5,843,743
<p>Description: The Taxiway Kilo/West General Apron Expansion will include the enlargement of the existing West GA Apron by constructing approximately 21,000 S.Y. rigid pavement, allowing a larger space for aircraft to park, taxi in and out of the west FBO terminal areas. The project includes the demolition of a section of Taxiway K, dirt work, airfield lighting, grading and high mast apron lighting on a new apron for expanded aircraft parking.</p> <p>Direct Operational Impact: The Airport will be seeking FAA Discretionary Funding. If discretionary funding is not granted the project will be scaled back down to award based bid.</p>					
26121	ZEV Charging Station Infrastructure & Vehicles	255,000			255,000
<p>Description: The project involves the purchase of three electric vehicles (ZEV- zero emissions vehicles) and the installation of charging stations capable of charging each vehicle to support CCIA Operations activities around the campus. These vehicles will be primarily used for transporting staff and equipment around the airport campus, helping to ensure the continued safe and efficient operation of the airport. Each vehicle is anticipated to drive approximately 10,000 miles annually and will be used exclusively for airport purposes.</p> <p>Direct Operational Impact: The expense for this project will be the result of a FAA Airport Improvement Program ZEV (Zero Emissions Vehicle) Program grant. CCIA is entitled to a 90% Federal share for a ZEV Project. CCIA has requested \$218,835.00 in AIP funding under the ZEV Program and intends to provide a match of \$24,315.00 from Operating funds.</p>					

AIRPORT FISCAL YEAR 2026 CIP PROGRAM LONG-RANGE									
AIRPORT LONG-RANGE CIP		Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Funding Needed for FY 2035	Long-Range FY 2029-2035
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 1	Airport Cargo and Business Park Facilities			4,000,000					4,000,000
<p>Consist of design and construction of a new Cargo Building in the CCIA's Business Center. The new building will include an approximately 20,000 SF Warehouse with 5,000 SF offices and ground service equipment. Some ancillary items include an access drive, fuel storage, vehicle access, employee parking, utilities, stormwater management, perimeter fencing and site lighting. The esign will become the Spec Model of future developments in the airports' Business Center.</p>									
LR 2	Runway 13-31 Rehabilitation & Associated Taxiway Work		500,000	8,642,167					9,142,167
<p>This project includes the design and pavement rehabilitation of CCIA's primary runway, includes blast pad at each end of the runway and install pavement markings.</p>									
LR 3	Runway 18-36 Rehabilitation & Associated Taxiway Work	8,642,167							8,642,167
<p>This project includes pavement rehabilitation of CCIA's primary runway, includes blast pad at each end of the runway and install pavement markings.</p>									
LR 4	Taxiway Q Apron for Public Use/Taxiway Lighting Improvements			460,000	5,040,000				5,500,000
<p>Construction of approximately 19,000 SY rigid pavement section to provide access to a future hangar development and access to the airfield. This access will inspire new hangar development providing additional revenue for the airport and facilitate growth for Del Mar College and Texas A&M University-Corpus Christi's Lone Star UAS Program.</p>									
LR 5	West General Apron Hangar	3,500,000							3,500,000
<p>This project will erect a 10,00 SF Hangar adjacent to an exist structure for business development and rentable space.</p> <p>An Airport Master Plan update is currently underway. The existing master plan, which has guided development for the past 20 years, is being revised to reflect current and future needs. The updated master plan is scheduled for completion in Fall 2025 and will incorporate new infrastructure improvement projects to enhance operational efficiency and accommodate growth.</p>									
AIRPORT LONG-RANGE CIP TOTAL:		12,142,167	500,000	13,102,167	5,040,000	-	-	-	30,784,334



Streets Program

Street quality has an impact on every resident, business and visitor to our City. It affects property values, accessibility to businesses, schools, and residential areas and impacts the quality of life of our citizens. The FY 2026 Street Capital Budget contains projects that maintain or improve roadway infrastructure, ensure adequate street lighting, comply with

- the Americans with Disabilities Act (ADA) requirements, and promotes safe and efficient traffic flow. The Residential Street Rebuild Program and Infrastructure Management Plan help to advance the maintenance and improvements for neighborhood, arterial and collector streets. FY 2026 planned improvements include Bond 2018, Bond 2020, Bond 2022 and Bond 2024 voter approved projects.

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

FY 2026 CAPITAL BUDGET			
PROJECT TYPE		FUNDING SOURCES	
Streets (Less Utility Support)			
Arterials & Collector Streets	\$ 54,174,550	Certificates of Obligation (Prior)	\$ 2,700,000
Residential Street Rebuild Program	18,322,649	G.O. Bond 2018	2,408,690
Street Preventative Maintenance Program	3,146,503	G.O. Bond 2022	31,016,850
Traffic Signal & Medians	626,136	G.O. Bond 2024	14,600,000
		G.O. Prior Bonds	1,079,698
		Residential Street Property Tax	16,241,000
		Street Funds (Maintenance Program)	2,223,600
		Type B Sales Tax - 1148 Streets (2017) New	4,112,226
		Type B Sales Tax - 1148 Streets (2017) Prior	1,887,774
Total Project Cost: \$ 76,269,838		Total Funding: \$ 76,269,838	

Exhibit 6-6. Streets FY 2026 CIP Revenue Sources for the City of Corpus Christi

FY 2026 CIP REVENUE SOURCES

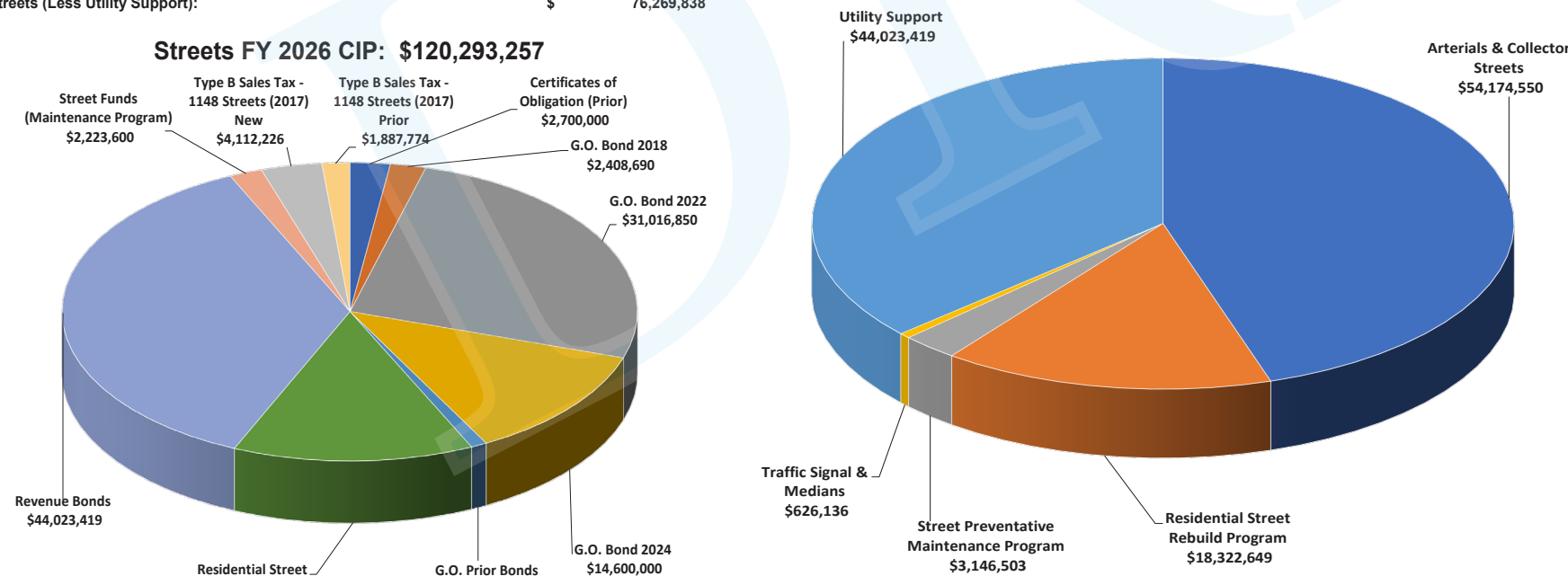
Certificates of Obligation (Prior)	\$ 2,700,000
G.O. Bond 2018	\$ 2,408,690
G.O. Bond 2022	\$ 31,016,850
G.O. Bond 2024	\$ 14,600,000
G.O. Prior Bonds	\$ 1,079,698
Residential Street Property Tax	\$ 16,241,000
Revenue Bonds	\$ 44,023,419
Street Funds (Maintenance Program)	\$ 2,223,600
Type B Sales Tax - 1148 Streets (2017) New	\$ 4,112,226
Type B Sales Tax - 1148 Streets (2017) Prior	\$ 1,887,774
TOTAL PROGRAMMED FUNDS:	\$ 120,293,257
Streets (Less Utility Support):	\$ 76,269,838

Exhibit 6-7. Streets FY 2026 CIP Expenditures of the City of Corpus Christi

FY 2026 CIP EXPENDITURES BY PROJECT TYPE

Arterials & Collector Streets	\$ 54,174,550
Residential Street Rebuild Program	\$ 18,322,649
Street Preventative Maintenance Program	\$ 3,146,503
Traffic Signal & Medians	\$ 626,136
Utility Support	\$ 44,023,419
TOTAL PROGRAMMED FUNDS:	\$ 120,293,257
Streets (Less Utility Support):	\$ 76,269,838

Streets FY 2026 CIP: \$120,293,257



STREETS FISCAL YEAR 2026 CIP PROGRAM SHORT-RANGE					
STREETS SHORT-RANGE CIP		Funding Needed for FY 2026	Funding Needed for FY 2027	Funding Needed for FY 2028	Short-Range FY 2026-2028
Project #	Project Name	Year 1	Year 2	Year 3	TOTALS
23156	Alameda St. (Airline to Everhart)	17,220,000	8,721,032		25,941,032
Description: To include Avalon Street from Alameda to Everhart and Robert Drive from Alameda to Avalon: This project consists of reconstruction of roadway with new pavement, curb and gutter, sidewalk with ADA compliant curb ramps, signage, pavement markings, upgrade street illumination, utility improvements and drainage improvements as needed.					
Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.					
21062	Beach Access Rd No 3 - (SH361 to Beach)	2,805,000	2,805,000		5,610,000
Description: This project consists of construction of new 2-lane beach access road with concrete pavement, sidewalk, install ADA compliant curb ramps, signage, pavement markings, and street illumination as needed.					
Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.					
23159	Carroll Ln (SH 358 to Holly)	9,580,983			9,580,983
Description: This project consists of reconstruction of existing 2-lane roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, pavement markings, upgrade street illumination, utility improvements and drainage improvements as needed.					
Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.					
18011	Castenon St - (Trojan Dr to Delgado St)	1,393,986			1,393,986
Description: This project consists of reconstruction of existing 2-lane roadway with 2 lanes and designated parking lanes. Includes pavement reconstruction with new pavement, improved signage, pavement markings, and ADA ramps.					
Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.					
24142	Corn Products Rd - (IH 37 to Hopkins Rd)	5,670,000	5,670,000		11,340,000
Description: This project consists of reconstruction of existing 4 lane divided roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, upgrade street illumination, utility improvements and drainage improvements as needed.					
Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.					
25044	District 5 Trail Connectivity	1,300,000			1,300,000
Description: Connection of the missing portions of the trail to facilitate pedestrian-safe pathways in the district.					
Direct Operational Impact: There is no projected operational impact with this project at this time.					
23161	Flour Bluff Drive - (Yorktown to Don Patricio)	14,962,757	12,600,000		27,562,757
Description: This project consists of reconstruction of roadway with new pavement, curb and gutters, sidewalk with ADA compliant curb ramps, signage, pavement markings, upgrade street illumination, traffic signalization, utility improvements and drainage improvements as needed.					
Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.					
23162	Holly Rd - (Paul Jones to Ennis Joslin)	8,786,531	6,512,500		15,299,031
Description: Reconstruction of existing roadway with new pavement, curb and gutters, sidewalk with ADA-compliant curb ramps, signage, pavement markings, upgraded street illumination, utility improvements and drainage improvements as needed.					
Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.					

STREETS SHORT-RANGE CIP		Funding Needed for FY 2026	Funding Needed for FY 2027	Funding Needed for FY 2028	Short-Range FY 2026-2028
Project #	Project Name	Year 1	Year 2	Year 3	TOTALS
18034	JFK Causeway Access Road Improvements	1,518,751	600,000		2,118,751
<p>Description: This project consists of access road public safety enhancements and improvements at eastern approach of the JFK bridge including pavement rehab, widening, illumination/lighting, new markings and signage. This project includes funding to design, environmental permitting and construction of a parking lot under the TXDOT JFK Bridge.</p> <p>Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.</p>					
23004	McC Campbell - (Agnes to Leopard)	12,644,655	6,644,655		19,289,310
<p>Description: This project consists of reconstruction of an existing 2-lane asphalt roadway with new pavement, repair concrete pavement as needed, curb and gutter, sidewalk at least on one side of roadway with ADA compliant curb ramps, signage, pavement markings, utility improvements, drainage improvements, and upgrade street illumination if needed.</p> <p>Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.</p>					
25010 / 26010 / 27010 / 28010	Residential Street Rebuild Program	18,322,649	18,322,649	18,322,649	54,967,947
<p>Description: Residential Street Rebuild Project will include new pavement and limited curb and gutter, sidewalk, ADA compliant curb ramps and signage. For an individual residential streets projects listing please go to: https://www.corpuschristitx.gov/department-directory/public-works/programs/rapid-pavement-program-rpp/</p> <p>Direct Operational Impact: An assessment is completed each year to determine the funding needed.</p>					
25052	S. Staples Access Rd - (Annapolis to Kostoryz)	8,370,000			8,370,000
<p>Description: Reconstruction of existing service road including sidewalks, installation of ADA-compliant curb ramps, and upgraded lighting as needed.</p> <p>Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.</p>					
23153	Starlite Lane - (Violet to Leopard)	7,620,719	7,620,719		15,241,438
<p>Description: This project consists of reconstruction of existing 2-lane roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, upgrade street illumination, utility improvements and drainage improvements as needed.</p> <p>Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.</p>					
25002 / 26002 / 27002 / 28002	Street Preventative Maintenance Program	3,146,503	3,146,503	3,146,503	9,439,509
<p>Description: Street Preventative Maintenance Program will include new pavement and limited curb and gutter, sidewalk, ADA compliant curb ramps and signage. A new project number will be assigned each fiscal year to account for expenses. For an individual streets project listing please go to: https://cctexas.com/IMP</p> <p>Direct Operational Impact: On an annual basis, operational costs for this program are reevaluated and assessed as new constructed streets are added to the maintenance program.</p>					
23154	Surfside Blvd - (Breakwater to Elm)	2,919,889			2,919,889
<p>Description: This project consists of reconstruction of existing 2-lane roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, upgrade street illumination, utility improvements and drainage improvements as needed.</p> <p>Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.</p>					
25055	Tara Subdivision Streets	2,325,000	2,325,000		4,650,000
<p>Description: Reconstruction of all existing streets in the Tara subdivision with ditch section road.</p> <p>Direct Operational Impact: There is no projected operational impact with this project, at this time. Once the project is completed it will be added to the Street Preventative Maintenance Program.</p>					

STREETS SHORT-RANGE CIP		Funding Needed for FY 2026	Funding Needed for FY 2027	Funding Needed for FY 2028	Short-Range FY 2026-2028
Project #	Project Name	Year 1	Year 2	Year 3	TOTALS
18048	Traffic Management	626,136			626,136
<p>Description: Insulation and construction of Intelligent Transportation Systems (ITS) software and equipment to provide connectivity to the traffic management center.</p> <p>Direct Operational Impact: There is no projected operational impact with this project at this time.</p>					
25086	Traffic Assessment/Improvements - Yorktown Blvd - (Cimmaron to Rodd Field)	1,079,698			1,079,698
<p>Description: This project consists of design and installation of a new traffic signal system at the intersection of Yorktown Boulevard and Bill Witt Park. The project also includes improvements to increase pedestrian and vehicle safety which include the removal and replacement of pavement markings, signage improvements, curb ramps, ADA improvements, and other incidental work.</p> <p>Direct Operational Impact: There is no projected operational impact with this project at this time.</p>					
STREETS SHORT-RANGE CIP TOTAL:		120,293,257	74,968,058	21,469,152	216,730,467
Less Utility Support for Street Projects		(44,023,419)	(27,557,551)	(3,004,552)	(74,585,522)
STREETS PROJECT TOTAL (Less Utilities):		76,269,838	47,410,507	18,464,600	142,144,945



STREETS FISCAL YEAR 2026 CIP PROGRAM LONG-RANGE

STREET DEPARTMENT LONG-RANGE CIP		Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Funding Needed for FY 2035	Long-Range FY 2029-2035
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 1	Allencrest (Ayers to Dead End) Construction Only		7,875,000						7,875,000
This project consists of reconstruction of existing residential roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 2	Cimarron (Bison/ Grenoble to Legacy Point)		13,558,125						13,558,125
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 3	Graham (Waldron to Flour Bluff) Construction Only		11,745,000						11,745,000
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 4	Lipes (Bronx to Airline)		5,625,000						5,625,000
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 5	Rodd Field (Adler to Oso Pwky)		3,061,500						3,061,500
This project consists of construction of a new roadway with pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 6	Schanen Blvd (Everhart Rd to Weber Rd) Construction only		10,860,000						10,860,000
This project consists of reconstruction of existing residential roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 7	Upper & Middle Broadway (Construction Only)(Cooper's Alley to WINNEBAGO)		20,000,000						20,000,000
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, traffic signalization improvements and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 8	Brawner N & S (Kostoryz to Ramsey)		1,459,375		13,134,375				14,593,750
This project consists of reconstruction of existing residential roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 9	Carmel N & S (Staples to Alameda)		1,321,875		11,896,875				13,218,750
This project consists of reconstruction of existing residential roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve bridge, traffic signalization improvements, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility. Funding included for repairs on Ft Worth Bridge.									
LR 10	Caribbean (Waldron to Dead End)		12,625,000						12,625,000
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, improve drainage, improve lighting, and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 11	Lantana (Lexington to IH 37)		1,173,750		10,563,750				11,737,500
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 12	Mc Ardle (Ayers to Kostoryz)		13,137,500						13,137,500
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, intersection improvement of Ayers, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 13	Mc Ardle (Carroll to Weber)		7,166,667						7,166,667
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 14	Navigation (Old Brownsville to Agnes)		3,396,944		30,572,500				33,969,444
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 15	Port (Agnes to IH37)		17,057,639						17,057,639
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 16	Port (Agnes to Crosstown)		3,893,000		35,037,000				38,930,000
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									

STREET DEPARTMENT LONG-RANGE CIP		Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Funding Needed for FY 2035	Long-Range FY 2029-2035
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 17	Roscher (Yorktown to Glenoak)		1,570,000		14,130,000				15,700,000
This project consists of reconstruction of existing residential roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 18	Santa Fe (Doddridge to Hancock)		5,074,333		45,669,000				50,743,333
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, improve lighting, and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 19	Twig St - (Shoreline to Broadway)		381,319		3,431,875				3,813,194
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 20	Waldron (Caribbean to Yorktown)		2,134,722		19,212,500				21,347,222
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, widen structures, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 21	Water Street (End of TxDot Control) 185 ft N of John Sartain to Buford)		19,019,792						19,019,792
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, improve lighting, and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 22	Yorktown (Waldron to Laguna Shore)		19,333,333						19,333,333
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 23	Brooke (Airline to Rodd Field)		4,962,500						4,962,500
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 24	Acushnet (Weber Road to Saratoga)				12,019,500				12,019,500
This project consists of reconstruction of existing residential roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 25	Brooke (Rodd Field to Ametrine)				5,951,250				5,951,250
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 26	Grand Junction (Cedar Pass Dr to Wapentate Dr)				4,331,250				4,331,250
This project consists of reconstruction of existing residential roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 27	Rand Morgan TXDOT Participation (IH37 to McNorton)				10,000,000				10,000,000
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 28	Alameda (Ennis Joslin to Airline Rd)				3,387,222		30,485,000		33,872,222
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 29	Brownlee (Morgan to End of City Maintenance)				10,326,597				10,326,597
This project consists of reconstruction of existing roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 30	Cabaniss, Cactus, Ranger (Saratoga to Saratoga)				11,575,000				11,575,000
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and heavy CCISD bus traffic. This project will be done concurrently with Cactus and Ranger.									
LR 31	Caribbean (Roscher to Flour Bluff)				1,305,000		11,745,000		13,050,000
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, improve lighting, improve drainage and bridge. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 32	Carroll (Staples to Houston)				832,500		7,492,500		8,325,000
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, improve lighting, and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									

STREET DEPARTMENT LONG-RANGE CIP		Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Funding Needed for FY 2035	Long-Range FY 2029-2035
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 33	Cheyenne & Tartton (Baldwin to Crosstown)				16,908,333				16,908,333
This project consists of reconstruction of existing residential roadway with new HMAC pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 34	Cimarron (Yorktown to Bison/Grenoble)				655,722		5,901,500		6,557,222
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 35	Everhart (Holly to Saratoga)				2,124,653		19,121,875		21,246,528
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 36	Glenoak (Waldron to Flour Bluff)				11,000,000				11,000,000
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 37	Holly (Crosstown to Greenwood)				1,079,583		9,716,250		10,795,833
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 38	Mc Ardle (Weber to Everhart)				14,611,111				14,611,111
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 39	Morgan (Baldwin to Crosstown)				1,045,208		9,406,875		10,452,083
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, improve lighting, and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 40	Navigation (Agnes to Leopard)				1,584,722		14,262,500		15,847,222
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 41	Palmira (Whitecap to Sea Pines)				18,800,000				18,800,000
This project consists of construction of a new roadway and reconstructing existing roadway with pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 42	Philippine & Tripoli (Flynn to Weber)				9,935,000				9,935,000
This project consists of reconstruction of existing residential roadway with new HMAC pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 43	Sharpsburg (Up River to IH 37)				15,025,000				15,025,000
This project consists of rehabilitation and shoulder widening of existing roadway with new pavement, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 44	Wooldridge (Rodd Field to Oso Pkwy)				22,089,583				22,089,583
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 45	Airline (McArdle to Ocean)						3,537,333	31,836,000	35,373,333
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 46	Alameda (Staples to Agnes)						13,187,500		13,187,500
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 47	Bison & Grenoble (Strasbourg to Northwind)						8,487,500		8,487,500
This project consists of reconstruction of existing residential roadway with new HMAC pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, drainage improvements, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 48	Brawner N & S (Alameda to Carroll Lane)						16,908,333		16,908,333
This project consists of reconstruction of existing residential roadway with new HMAC pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 49	Coralvine (Sea Pines to Allamanda)						3,862,500		3,862,500
This project consists of reconstruction of existing residential roadway with new HMAC pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									

STREET DEPARTMENT LONG-RANGE CIP		Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Funding Needed for FY 2035	Long-Range FY 2029-2035
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 50	Flynn E (Shea N. to Holly)							2,416,667	2,416,667
This project consists of reconstruction of existing residential roadway with new HMAC pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 51	Gaines (Robert to Airline)							7,780,000	7,780,000
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 52	Gollihar (Airline to Staples)							17,856,944	17,856,944
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 53	Gollihar (Kostoryz to Crosstown)							25,729,167	25,729,167
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 54	Kostoryz (Padre Island to Holly)							15,541,667	15,541,667
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 55	Kosar (Staples St to Naples)							1,412,500	1,412,500
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 56	Mc Ardle (Everhart to Staples)							18,749,306	18,749,306
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 57	Mc Ardle (Staples to Whitaker)							1,599,028	14,391,250
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 58	Morgan (Baldwin to Airport)							12,989,583	12,989,583
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 59	Norton (Kostoryz to Ramsey)							9,243,056	9,243,056
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, traffic signalization improvements and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 60	Nueces Bay (Up River to IH 37)							5,817,500	5,817,500
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 61	Port (Crosstown to Ayers)							28,160,764	28,160,764
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 62	Shea Pkwy East & West (McAlpin to Saratoga)							12,512,500	12,512,500
This project consists of reconstruction of existing residential roadway with new HMAC pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 63	Shea Pkwy North and South (Everhart to McAlpin)							8,652,778	8,652,778
This project consists of reconstruction of existing residential roadway with new HMAC pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 64	Staples (Autotown to Williams)							39,111,111	39,111,111
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility. Includes funding for HMAC pavement on service roads.									
LR 65	Staples (Baracuda to Autotown)							16,944,444	16,944,444
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 66	Williams (Rodd Field to Ennis Joslin)							13,816,667	13,816,667
This project consists of construction of a new roadway with pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, drainage improvements, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									

STREET DEPARTMENT LONG-RANGE CIP		Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Funding Needed for FY 2035	Long-Range FY 2029-2035
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 67	Willowood Creek (Violet Rd to Willow Heights)							4,575,000	4,575,000
This project consists of reconstruction of existing residential roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 68	Dalmatian Rd (Pyrenees to Safety Steel Dr)							4,675,000	4,675,000
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 69	Everhart (Saratoga to Oso Pwky)							36,411,111	36,411,111
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 70	Leopard N & S (Navigation to SPID)							19,375,000	19,375,000
This project consists of reconstruction of existing roadway with new pavement, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 71	Leopard N & S (SPID to Corn Products)							25,833,333	25,833,333
This project consists of reconstruction of existing roadway with new pavement, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, improve lighting, and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 72	Leopard N&S (Corn Products to Southern Minerals)							26,022,222	26,022,222
This project consists of reconstruction of existing roadway with new pavement, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, traffic signalization improvements and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 73	Leopard N&S (Southern Minerals to Suntide)							28,044,444	28,044,444
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 74	Leopard N&S (Suntide to Rand Morgan)							34,648,889	34,648,889
This project consists of reconstruction of existing roadway with new pavement, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, traffic signalization improvements and concrete bus pads. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 75	Mc Bride (Agnes to Leopard)							11,070,139	11,070,139
This project consists of reconstruction and widening of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 76	Ramfield (Roscher to Flour Bluff)							13,750,000	13,750,000
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, improve lighting, pavement markings, one bridge, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 77	Riverside Blvd (FM 624 to Dead End)							5,561,111	5,561,111
This project consists of reconstruction of existing residential roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, traffic signalization improvements, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 78	Safety Steel (Dalmatian to Sir Greg)							2,612,500	2,612,500
This project consists of reconstruction of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 79	Santa Fe (Doddridge to Robert)							12,937,500	12,937,500
This project consists of reconstruction and widening of existing roadway with new pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 80	Up River (Sharpsburg to IH 37 Access Ramp)							28,112,500	28,112,500
This project consists of rehabilitation and shoulder widening of existing roadway with new pavement, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility and possible ROW acquisition.									
LR 81	Waldron (Beginning of Concrete to NAS)							9,143,056	9,143,056
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 82	Wapentate (Aaron Dr to Grand Junction)							1,062,500	1,062,500
This project consists of reconstruction of existing residential roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, and improve lighting. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 83	Williams (Everhart to Staples)							16,914,583	16,914,583
This project consists of reconstruction of existing roadway with concrete pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, pavement markings, improve lighting, and traffic signalization improvements. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									

STREET DEPARTMENT LONG-RANGE CIP		Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Funding Needed for FY 2035	Long-Range FY 2029-2035
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 84	Traffic Improvements - Citywide Signals		10,000,000		10,000,000		10,000,000		30,000,000
This projects consists of the installation and improvement of traffic signals.									
LR 85	Traffic Improvements - Citywide Signs	500,000	500,000	500,000	500,000	500,000	500,000	500,000	3,500,000
This projects consists of the installation and improvement of traffic signs including ground mounted and flashing beacon assemblies.									
LR 86	Traffic Improvements - Citywide Striping	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	7,000,000
This projects consists of the installation and improvement of striping.									
LR 87	Traffic Improvements - Citywide Street Illumination	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	7,000,000
This projects consists of the installation and improvement of street illumination citywide.									
LR 88	TxDOT Participation	5,760,000	1,610,000						7,370,000
Federal funding to meet required funding contributions for local matches or reimbursements for construction of federal safety improvement programs administered by TxDOT or MPO.									
LR 89	Residential Streets Rebuilt Program	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	133,000,000
This project consists of reconstruction of existing roadway with new HMA pavement, curb & gutter, sidewalk, ADA compliant curb ramps, signage, and pavement markings. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
LR 90	Street Program Maintenance Program	13,500,000	13,500,000	13,500,000	13,500,000	13,500,000	13,500,000	13,500,000	94,500,000
This project consists of maintenance of existing roadway with new pavement, repairs to curb & gutter and sidewalk as needed, ADA compliant curb ramps, signage, and pavement markings. Consideration will be given for improvements to bike mobility per the adopted MPO bicycle mobility.									
STREET DEPARTMENT LONG-RANGE CIP TOTAL:		40,760,000	233,042,375	35,000,000	403,235,111	35,000,000	438,160,847	357,401,139	1,542,599,472



Parks and Recreation Program

The FY 2026 Parks & Recreation Capital Budget focuses on completion of Bond 2022 voter approved projects and work on Bond 2024 voter approved projects. This includes upgrades and construction of park facilities as part of the Harbor Bridge Mitigation program, addition of amenities to city parks and community facilities as well as a major investment in the municipal marina facilities and infrastructure.

PARKS & RECREATION SHORT-RANGE CIP						Funding Needed for FY 2026	Funding Needed for FY 2027	Funding Needed for FY 2028	Short-Range FY 2026-2028	
Project #	Project Name	Year 1	Year 2	Year 3	TOTALS					
23169	Holly Road Train Trestle to Tourism Trail	5,898,920	5,898,919		11,797,839					
Description: This project involves constructing a 15-foot-wide shared-use path from the existing path on the west side of Oso Bay along Division Road to Flour Bluff Drive, and along Flour Bluff Drive from Division Road to Don Patricio Road. It will include building a pedestrian bridge across Oso Bay using existing pilings from the abandoned train trestle bridge.										
Direct Operating Impact: There is no operation impact with this project for FY 2025. Annual maintenance cost to be budgeted in the Park and Recreation operating budget to maintain improvements and amenities after the completion of the project.										
25061	St. Andrews Park	2,200,000			2,200,000					
Description: Design and construction of concrete trail all around the park with walking trail connecting to playground, workout stations along the trail, pour and play for the swing sets and ADA improvements as needed.										
Direct Operating Impact: Operational Impact for project will be minimal.										
MARINA										
23050	Parking Lot Resurfacing L Head	735,000			735,000					
Description: The project consists of the resurfacing, new pavement and striping of the large parking lot on Coopers L Head by the public boat ramp. The new pavement and striping will assist the public, visitors and tenants to know where parking is allowed; and assist boats entering the boat ramp area to launch their vessels.										
Direct Operating Impact: The updated parking lot will be placed on the regular maintenance schedule. No significant budget impact will be seen on an on-going basis.										
LR 2	Cole Park Improvements - Phases 1-3	19,000,000	4,000,000	16,000,000	1,000,000	5,000,000	5,000,000	5,000,000	55,000,000	
This multiphase project consists of sitewide upgrades including design and construction of recreational amenities, enhanced connectivity, and improved accessibility. Phase 1: Amphitheatre Renovation, North Beach Entry, North Boardwalk, North Parking (picnic area), Retention Wall repairs Phase 2: Picnic Area, Ocean Drive Trail, Sitewide Improvements, South Boardwalk Phase 3: General Improvement, Oleander Point, Oleander Point Parking, Victim Memorial										
LR 3	Cemetery Improvements	400,000							400,000	
This projects consist of improvements to Old Bayview Cemetery and New Bayview Cemetery. Old Bayview Cemetery improvements include demolition and construction of new ornamental fencing. Improvements to New Bayview Cemetery include construction of new ornamental fencing.										

Storm Water Program

Storm Water's FY 2026 Capital Budget represents a significant investment in the City's storm water system to address increased development and critical storm water infrastructure throughout the city. Over the next several years, the integrity of the City's Storm Water system will be improved through city-wide initiatives and projects planned to provide additional capacity, rehabilitate Storm Water infrastructure and improve infrastructure lifecycle management. In a proactive, rather than reactive approach, an evaluation will be performed annually of all major and minor systems, outfall structures, and bridges, which will result in a robust replacement schedule and in the long run reduce overall maintenance challenges, reduce flooding, and improve public safety.

STORM WATER FISCAL YEAR 2026 CIP PROGRAM SHORT-RANGE

STORM WATER SHORT-RANGE CIP		Funding Needed for FY 2026	Funding Needed for FY 2027	Funding Needed for FY 2028	Short-Range FY 2026-2028
Project #	Project Name	Year 1	Year 2	Year 3	TOTALS
24029	ADA Curb Transitions - City-Wide	1,670,000	1,670,000	1,670,000	5,010,000
Description: This is ongoing project where damaged and obsolete ADA infrastructure is removed and replaced along with associated pavement and curb transition repair throughout the City. Additionally, this will also improve drainage. Areas considered hazardous to vehicular or pedestrian use will receive priority. This project will address problematic areas on yearly basis as funding allows.					
Direct Operational Impact: There is no direct operational impact with this project.					
E10200 / 22029	La Volla Creek Improvements		5,250,000	5,250,000	10,500,000
Description: The project consists of design and construction of four additional relief culverts at North Padre Island Drive to eliminate a current choke point (Project E10200). As well as design, land acquisition, and construction of a 130-acre detention pond near the confluence of La Volla Creek and Airport Tributary (Project 22029). City of Corpus Christi was awarded \$7,234,755 from the Community Development Block Grant - Disaster Recovery (CDBG-DR) for construction of the detention pond.					
Direct Operational Impact: An assessment will be conducted at the conclusion of this project to determine maintenance costs.					

STORM WATER FISCAL YEAR 2026 CIP PROGRAM LONG-RANGE

STORM WATER LONG-RANGE CIP		Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Funding Needed for FY 2035	Long-Range FY 2029-2035
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 2	ADA Curb Transitions - City-Wide	600,000	600,000	600,000	600,000	600,000	600,000	600,000	4,200,000
This is ongoing project where damaged and obsolete ADA infrastructure is removed and replaced along with associated pavement and curb transition repair throughout the city. In addition to improving drainage. Areas considered hazardous to vehicular, or pedestrian will receive priority. This project will address problematic areas on yearly basis as funding allows.									
LR 5	FM 624 (Northwest Boulevard)	600,000	600,000						1,200,000
Storm and drainage improvement, to include upgraded storm infrastructure to upsized culverts along FM 624 to assure increase drainage conveyance. Funded by the 1/8-cent Type B sales and use tax approved in the 2024 Proposition F election, which repurposed the expired Type A tax for flood control, drainage, and coastal resiliency infrastructure improvements.									
LR 6	Turkey Creek	2,000,000	11,000,000	10,000,000					23,000,000
Storm drain improvements along McKinzie, Mayfield Drive, Starlite Lane, Tumbleweed Drive, and Rockwood Street. Channel improvements from Rockwood Street to Leopard Street to alleviate flooding for neighborhoods and businesses. Funded by the 1/8-cent Type B sales and use tax approved in the 2024 Proposition F election, which repurposed the expired Type A tax for flood control, drainage, and coastal resiliency infrastructure improvements.									

Storm Water

Infrastructure, Pipes & Outfall	\$ 8,350,000	Revenue Bonds	\$ 31,389,580
Creek & Bay Water	825,000		
Bridges, Ditches, Curb & Gutters	2,870,000		
Storm Water Utility Support - Street projects	19,344,580		
Total Project Cost:	\$ 31,389,580	Total Funding:	\$ 31,389,580

Economic Development Program

The FY 2026 Economic Development Capital Budget focuses on projects that incorporate multiple improvements and upgrades to the American Bank Center. These consist of projects designed to improve the experience visitors have at the American Bank Center. Projects to address needs at Packery Channel and the Tax Incremental Financing District 2 infrastructure and flood protection are also included in the program and are funded through the Tax Increment Financing District 2 Fund. Additional capital projects on and around the Downtown Seawall and SEA District will provide facility improvements and flood protection improvements.

ECONOMIC DEVELOPMENT FISCAL YEAR 2026 CIP PROGRAM SHORT-RANGE						
ECONOMIC DEVELOPMENT SHORT-RANGE CIP		Prior FYs	Funding Needed for FY 2026	Funding Needed for FY 2027	Funding Needed for FY 2028	Short-Range FY 2026-2028
Project #	Project Name	Prior Expenditures & Encumbrances	Year 1	Year 2	Year 3	TOTALS
REINVESTMENT ZONE 2						
24134	Crowsnest (Beach Access 4 to Whitecap and Park Road 22)	1,052,176				-
24133	North Padre Island Seawall Improvements	3,887,500	2,000,000	2,000,000	2,000,000	6,000,000
24129	Packery Channel Capital Repairs	2,500,000	754,756	1,326,125	1,365,908	3,446,789
24130	Sand Dollar Ave (Verdemar Dr and Highway 361)	2,964,074	1,531,532	2,184,962		3,716,494
REINVESTMENT ZONE 2 SHORT-RANGE CIP TOTAL:		10,403,750	4,286,288	5,511,087	3,365,908	13,163,283

REINVESTMENT ZONE 3						
Project #	Project Name	Prior Expenditures & Encumbrances	Year 1	Year 2	Year 3	TOTALS
25031	Taylor St (Lower Broadway to Shoreline)	432,000				-
REINVESTMENT ZONE 3 SHORT-RANGE CIP TOTAL:		432,000	-	-	-	-

ECONOMIC DEVELOPMENT FISCAL YEAR 2026 CIP PROGRAM LONG-RANGE									
ECONOMIC DEVELOPMENT LONG-RANGE CIP		Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Funding Needed for FY 2035	Long-Range FY 2029-2035
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
LR 8	Arena Parking Garage Improvements			105,000					105,000
This project will consist of improvements to the arena parking garage.									
LR 9	Arena Parking Lot Lighting			735,000					735,000
Replacement of parking lot lights with LED fixtures and updated controls.									

ECONOMIC DEVELOPMENT LONG-RANGE CIP		Funding Needed for FY 2029	Funding Needed for FY 2030	Funding Needed for FY 2031	Funding Needed for FY 2032	Funding Needed for FY 2033	Funding Needed for FY 2034	Funding Needed for FY 2035	Long-Range FY 2029-2035
SEQ	Project Name	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	TOTALS
REINVESTMENT ZONE 2									
LR 1	Packery Channel Capital Repairs	1,406,886	1,449,093	1,492,565	1,537,342	1,583,463	1,630,966	1,679,895	10,780,210
Continuation of Packery Channel Repairs project 24129 from the short-range.									
LR 2	Crowsnest (Beach Access 4 to Whitecap and PR22)		5,826,250	5,260,877					11,087,127
Continuation of Crowsnest (Beach Access 4 to Whitecap and PR22) project 24134 from the short-range.									
REINVESTMENT ZONE 3									
LR 1	Starr St. Resurfacing & Curb Repair	524,543							524,543
REINVESTMENT ZONE 3 LONG-RANGE CIP TOTAL:		524,543	-	-	-	-	-	-	524,543



City of Portland

The City of Portland primarily funds transportation CIP projects using development impact fees, property taxes (AVT), grant funding, Hotel Occupancy Tax (HOT), and financial reserves, as detailed in Exhibit 6-8 below. The city adopted a five-year Capital Improvement Plan (CIP), including a forecast of future capital improvement projects beyond 2029.

**CITY OF PORTLAND
CAPITAL IMPROVEMENT PROGRAM
FY 2025-2029**



Project Number	Project	Department	Method of Finance	Funding Source	Previous Years	2024-25	2025-26	2026-27	2027-28	2028-29	Future Unallocated Projects	PROJECT TOTAL
19-005	Stark Road Widening	Streets	C/O (20 YR)	AVT/DU Increase + Impact Fee				7,000,000				7,000,000
20-005	Bay Ridge / Green Lake Linear Park	Parks and Rec	Reserves	GF Reserve, Venue Fund, Grant				750,000				750,000
21-002	Railroad ROW Linear Park	Parks and Rec	Reserves	Venue Fund + Grant				750,000				750,000
21-006	Phase 12 Street Improvements	Streets	C/O (20 YR)	AVT Increase		5,000,000	7,000,000					12,000,000
21-008	Citywide Sidewalk Improvements--Phase 2	Streets	C/O (20 YR)	AVT Increase					1,000,000			1,000,000
22-001	Sunset Lake Hike and Bike Trail	Parks and Rec	Grant, Donation, and Reserves	Grant (\$6M) + HOT (\$750K)			3,750,000			3,000,000		6,750,000
22-003	Phase 13 Street Improvements	Streets	C/O (20 YR)	AVT Increase					14,000,000			14,000,000
22-008	Memorial Parkway Hike and Bike--Phase 2	Parks and Rec	Grant and Reserves	Grant (\$400K) + HOT (\$100K)		500,000						500,000
22-011	Gateway Signs	Administration	Reserves	HOT					2,000,000			2,000,000
24-001	Lang Road Widening (Stark to Midway)	Streets	C/O (20 YR), Grant, Reserves	AVT/DU Increase + Impact Fee + Grant		750,000				10,000,000		10,750,000
24-002	FM 893 Utility Relocations	Streets	C/O (20YR), Reserves	W/WW Rate Increase		750,000	750,000					1,500,000
24-003	Fifth & Elm Block Improvements	Administration	C/O (20 YR), Grant, Reserves	AVT/DU Increase	17,000,000	15,000,000						32,000,000
25-002	U.S. 181 Wastewater Line Rehabilitation	Water/Wastewater	Reserves	W/WW Reserve		900,000						900,000
	LED District Streetscape	Administration									12,000,000	12,000,000

PROJECTS BY DEPARTMENT		PROJECTS BY FUNDING SOURCE		PREVIOUS YEARS	2024-25	2025-26	2026-27	2027-28	2028-29	Future Unallocated Projects	PROJECT TOTAL
Streets	46,250,000	GF Reserves									0
Water/Wastewater	40,100,000	Ad Valorem Tax (CO)		12,500,000	22,500,000	16,500,000	11,500,000	15,000,000			78,000,000
Public Works	9,200,000	Grant		500,000	2,900,000		1,000,000		12,250,000		16,650,000
Parks and Recreation	43,500,000	Water/Wastewater Rates		3,000,000	5,700,000	10,600,000	4,500,000	12,000,000	3,000,000		38,800,000
Library	8,000,000	Water/Wastewater Reserves			1,900,000						1,900,000
Administration	61,000,000	Drainage Fund		3,700,000	1,500,000	1,500,000					6,700,000
Public Safety	7,500,000	HOT Funds			400,000			2,000,000	750,000		3,150,000
TOTALS	215,550,000	Type B Sales Tax					3,000,000				3,000,000
		Venue Sales Tax				500,000	500,000		500,000		1,500,000
		Donation									0
		Impact Fee / Assessment		2,000,000	500,000		3,500,000				6,000,000
		Park Dedication Reserves			100,000						100,000
		Fire Fund Reserves				1,000,000					1,000,000
		PEG Reserves									0
		Unallocated								58,750,000	58,750,000
		TOTALS		21,700,000	35,500,000	30,100,000	24,000,000	29,000,000	16,500,000	58,750,000	215,550,000

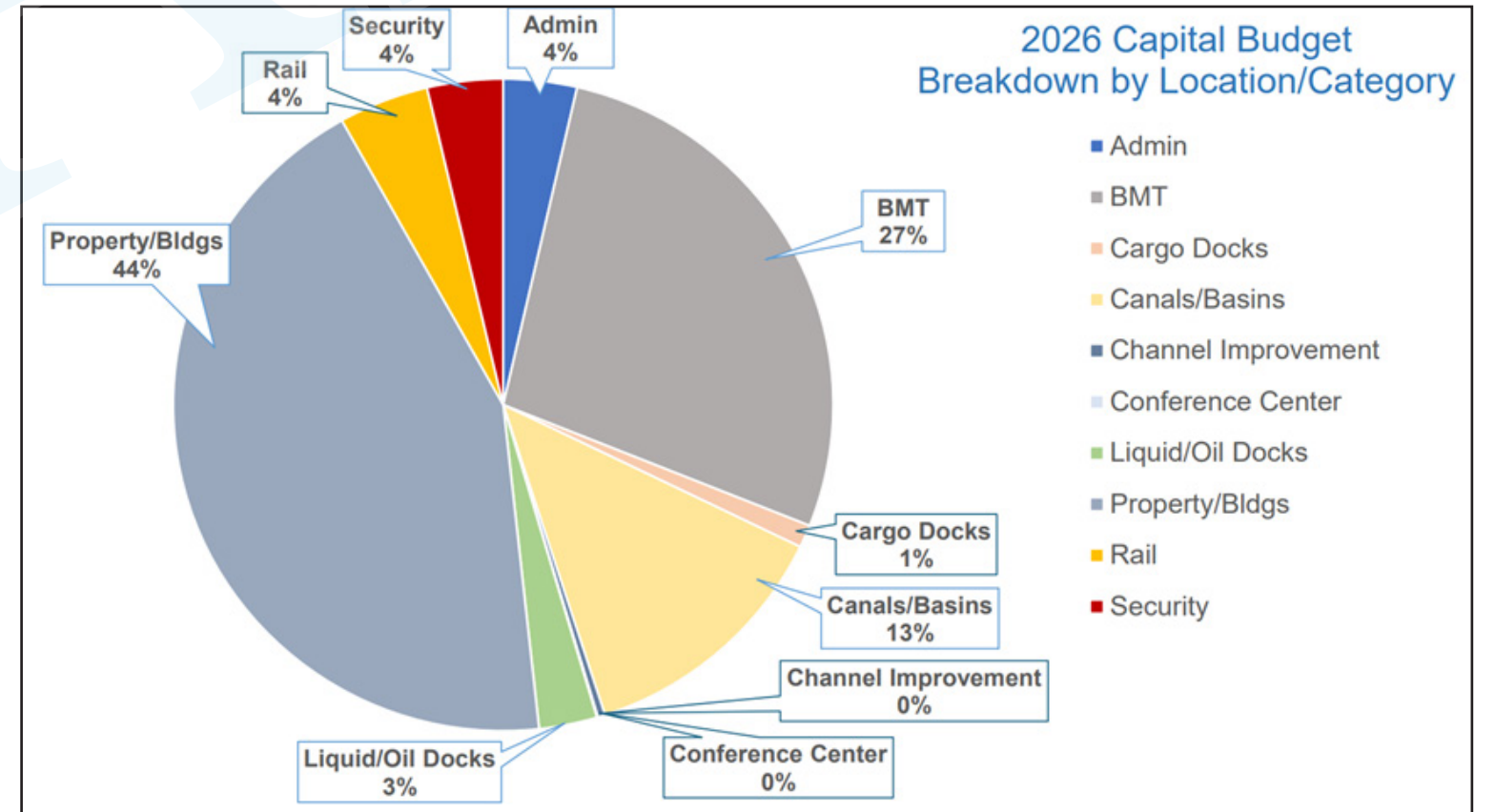
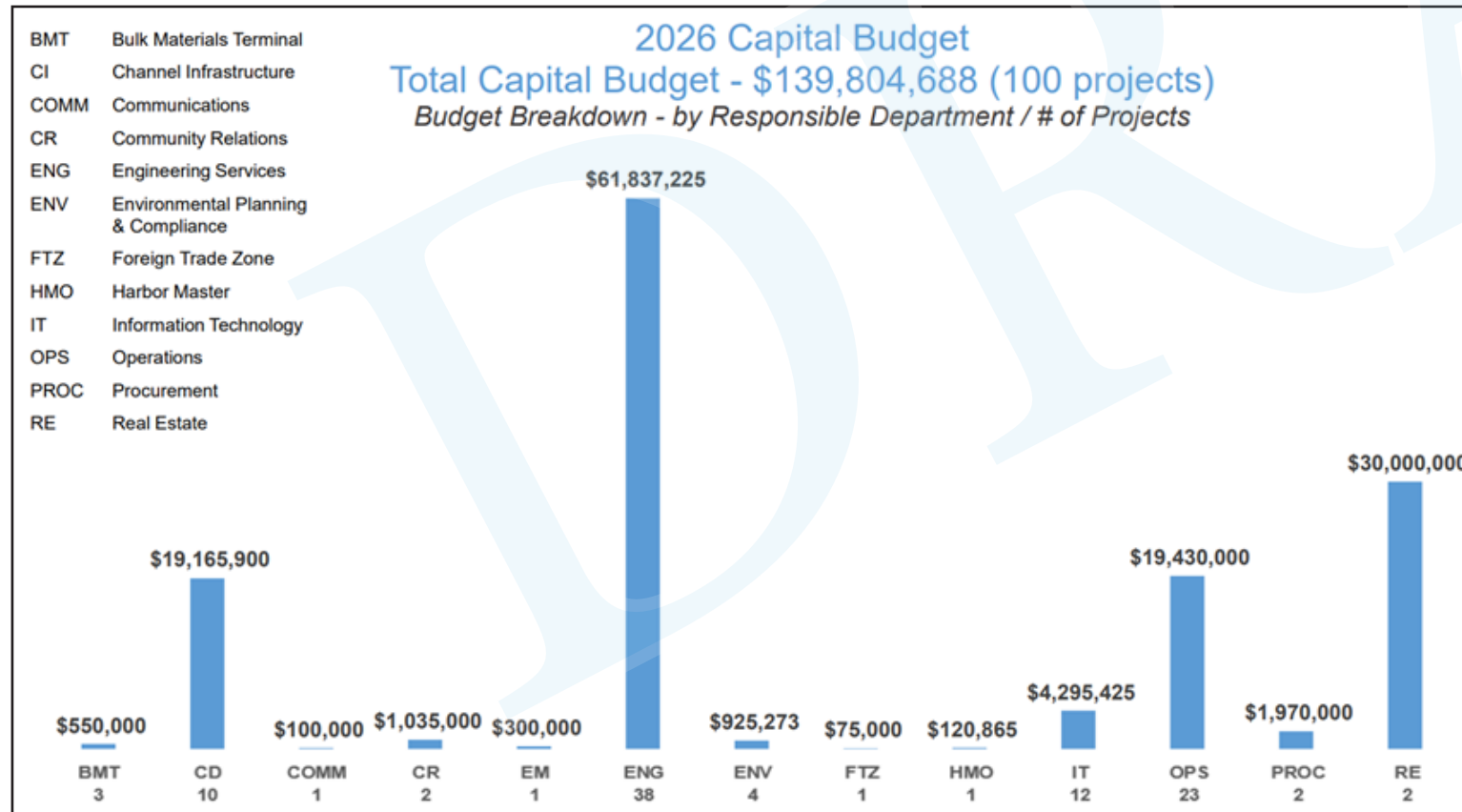


PORT CORPUS CHRISTI

Port of Corpus Christi

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

Status	Project Title	Total Project Cost Estimate	Estimated Cost to Complete	Prior Year Costs	2026	2027	2028
Property & Buildings							
72	UD	Sam Rankin Reconstruction					
79	UD	Avery Point Pavement Improvements					
80	UD	Harbor Point					
81	UD	Portwide Generators (Avery, Viola, BMT East, Ave F)					
82	N	Greenfield Laydown Yard-rail connection/yard (22 acre site)					
91	N	Joe Fulton Intersection Lighting					
101	UD	Mike Carrell right turn improvements					
Railroads							
102	UD	Southside rail upgrades					
103	UD	PCCA Inland Rail Terminal (aka Mega Railyard)					
104	UD	Rincon Rail Improvements					
105	N	East Transfer Station Rail Beam Rehab					
106	N	Rail Facility Locomotive Charging Stations					
107	N	Rincon West Laydown Yard Additional Track					
		Total Railroads	519,230,000	516,955,000	2,275,000	6,175,000	10,380,000
Channel Projects							
124	N	CCSC Cut A Barge Lanes					
125	N	CCSC Cut A Queing Area					
		Total Channel Projects	9,000,000	9,000,000	0	500,000	3,000,000



TRANSPORTATION FUNDING FORECAST UNCERTAINTY

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

- Gasoline tax, fuel tax, and registration fee revenues are related to employment, population, and income growth. The future direction of measures will largely determine whether there are increases or decreases in revenues.
- Federal funding was assumed to correspond with the estimates related to the IJJA/BIL.
- Traditionally, SUVs and light-duty trucks have been the fastest growing segment of the vehicle fleet. These vehicle types have below-average fuel economy, thus increasing gasoline tax revenues. Currently, hybrid and electric vehicles are attaining a market presence, and automobile manufacturers are developing models across categories (including SUVs) that will lead to fuel displacement and long-term decreases in gasoline tax revenues that are not included in these forecasts.
- Inflation forecasting has inherent risk. The costs of the needs identified in the plan are assumed to include inflation through 2050. Should inflation increase dramatically, there will be corresponding changes to funding needs.

REVENUE PROJECTIONS

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the 2025-2050 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in Chapter 7: Implementation Plan Exhibit 7-2. Exhibit 6-12 provides the 10-year estimate of funds from the TxDOT 2027 UTP. Statewide, the total categories of funds are expected to provide over \$87 billion for transportation projects in Texas for the 2025-2034 time period. The funding in Exhibit 6-11 details the nearly \$708 million estimate of transportation funds for the Corpus Christi MPO region for Categories 2,4,7, and 9. These are the Categories of funds that are determined by the Transportation Policy Committee (TPC) of the Corpus Christi MPO, in consultation with TxDOT and the regional partners.

Exhibit 6-10 below is a guide to the funding restrictions associated with each of TxDOT's state funding sources and financing tools. While some sources are allowable for non-highway transportation needs, such as aviation, ports, rail, and public transportation, a large majority of TxDOT's funding is dedicated to improvement of the state highway system. TxDOT authorized users of State funding sources are listed in Exhibit 6-10.

Exhibit 6-10. Table of Category Funding for Corpus Christi MPO (begins on next column)

Category 1: Preventive Maintenance & Rehabilitation

Funding Program Purpose

Addresses: Preventive maintenance and rehabilitation of the existing state highway system

- » Includes pavement, signs, traffic signals, and other infrastructure assets
- » Supports each district's Pavement Management Plan and Safety Plan
- » Can be used as an open funding line

Project Selection

TxDOT districts, select projects using a performance-based prioritization process, assessing:

- » District-wide maintenance and rehab needs
- » District-wide safety needs

Program Manager: Districts

Funding Approval: Districts

Project Scoring / Ranking: District scoring/ranking methodologies

Category 2: Metropolitan & Urban Corridor Projects

Funding Program Purpose

Addresses: Mobility and added capacity projects on urban corridors within MPO boundaries

- » Mitigates traffic congestion, traffic safety, and roadway maintenance or rehabilitation
- » Must be located on the state highway system

Project Selection

MPOs and TxDOT districts collaborate to select projects:

- » Using a performance-based process to determine priority projects deemed by the MPO
- » Within category 10-year planning targets constraint

Districts submit projects to TPP during the UTP Mobility Project Call.

Program Manager: TPP-Unified Transportation Program

Funding Approval: Texas Transportation Commission via UTP Adoption

Project Scoring / Ranking: MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2 or 3) in the UTP document.

Category 3: Non-Traditionally Funded Transportation Projects

Funding Program Purpose

Addresses: Transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund

- » State bond financing (such as Proposition 12 and Proposition 14)
- » Texas Mobility Fund
- » Pass-through financing
- » Regional revenue and concession funds
- » Local funding

Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.

Program Manager: Districts

Funding Approval: Varies

Project Scoring / Ranking: Varies

Project Selection

Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

Category 3: Design-Build

Funding Program Purpose

Addresses: Non-construction costs associated with Design-Build projects fully funded, approved for contract, and within the constraints of project development LAR approval. Costs include those associated with design, utilities, and other development costs approved in the Design-Build Guidance Document.

Design-Build development fund sources are approved through FIN-Forecasting.

Program Manager: FIN-Forecasting

Funding Approval: FIN-Forecasting

Project Scoring / Ranking: Scored and ranked by ALD Design-Build selection criteria

Project Selection

Projects selected for Design-Build are evaluated by ALD and selected and recommended by Administration. Once a project has been designated for Design-Build and is listed on the approved 2-year Design-Build schedule, it is eligible for CAT 3 Design-Build funds.

Category 4: Urban Connectivity

Funding Program Purpose

Addresses: Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity to and from urban areas and areas of economic activity.

The projects must be located within MPO boundaries to create a highway network composed of:

- » Texas Trunk System (TRUNK)
- » National Highway System (NHS)
- » Connections from TRUNK and NHS to ports of entry on the international border and Texas water ports

Program Manager: TPP-Unified Transportation Program

Funding Approval: Texas Transportation Commission via UTP Adoption

Project Scoring / Ranking: Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors within MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.

Project Selection

Districts select projects within the constraint of their category 10-year planning targets. Districts submit projects to TPP during the UTP Mobility Project Call.

Category 4: Rural Connectivity

Funding Program Purpose

Addresses: Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity to and from urban areas and areas of economic activity.

The projects must be located outside MPO boundaries to create a highway connectivity network composed of:

- » Texas Trunk System (TRUNK)
- » National Highway System (NHS)
- » Connections from TRUNK and NHS to ports of entry on the international border and Texas water ports.

Program Manager: TPP-Unified Transportation Program

Funding Approval: Texas Transportation Commission via UTP Adoption

Project Scoring / Ranking: Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors outside MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.

Project Selection

Districts submit candidate projects to TPP through the annual UTP Mobility Project Call. Projects are recommended by TPP leadership and approved by the Commission.

Category 5: Congestion Mitigation and Air Quality

Funding Program Purpose

Addresses: Attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.

Project Selection

MPOs select projects and must obtain District's concurrence on the project for which funds are to be used.

Program Manager: Districts/MPO Collaboration

Funding Approval: Districts

Project Scoring / Ranking: Local scoring/ranking methodologies

Category 7: Metropolitan Mobility and Rehabilitation

Funding Program Purpose

Addresses: Transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification (FC) greater than a local road or rural minor collector (FC 6 or 7).

Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.

Project Selection

District and MPOs collaborate to select projects.

Program Manager: Districts/MPO Collaboration

Funding Approval: MPO Policy Board

Project Scoring / Ranking: Local scoring/ranking methodologies

Category 6: Structures Replacement and Rehabilitation (Bridge)

Funding Program Purpose

Addresses: Bridge improvements through the following sub-programs:

Highway Bridge Program: For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered to be in poor condition or near poor condition. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.

Bridge Maintenance and Improvement Program: For rehabilitation and preservation of eligible bridges on the state highway system.

Bridge System Safety Program: For the mitigation or elimination of higher risks on bridges such as deficient rails, documented scour or scour critical rating, documented history of debris, or steel or timber piling with advanced deterioration. Also for elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.

Project Selection

Districts submit candidate projects to BRG through the annual project call.

Program Manager: Bridge Division

Funding Approval: Bridge Division

Project Scoring / Ranking: TxDOT's Bridge Division selects projects using a performance based prioritization process.

Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by extent of deterioration.

Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/improvement needs.

Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.

Category 8: Safety

Highway Safety Improvement Program (HSIP): Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects **on and off the state highway system**, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety.

TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.

Systemic Widening Program (SSW): Statewide program to fund the widening of high risk narrow highways on the state highway system.

Completed Programs with no additional project calls/selections under Category 8: High Risk Rural Roads (HRRR), Safety Bond Program, and Road to Zero.

Project Selection

HSIP: Districts submit project selections for on-system targeted, on-system systemic, and off-system projects meeting TxDOT's HSIP Guidance. TRF reviews and approves projects submitted through annual program calls.

SSW: Project locations are prioritized statewide and selected based on high risk factors and cost.

Program Manager: Traffic Safety Division

Funding Approval: Traffic Safety Division

Project Scoring / Ranking: 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.

Category 8: Rail

Funding Program Purpose

Rail-Highway Crossing Program (Federal Railroad Set-Aside): Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and incidents at on and off-system public at-grade crossings. Funds may also be used to mitigate blocked at-grade crossings.

Project Selection

Rail Division manages the selection and management of projects in line with the latest Rail Highway Operations Manual. Project review is based on project calls and to supplement existing HSIP or other traffic signal projects impacted by a railroad crossing.

Program Manager: Rail Division

Funding Approval: Rail Division

Project Scoring / Ranking: Projects are evaluated using the railroad crossing index. Projects are ranked and rated based on criteria in the latest Rail Highway Operations Manual. Emphasis is placed on traffic signal preemption.

Category 10: Ferry Boat Program

Funding Program Purpose

Addresses: The construction and capital maintenance and rehabilitation of ferry boat facilities along the Texas coast.

Project Selection

Ferry Boat projects are ranked based on level of need and selected by Maritime Division in coordination with the Houston and Corpus Christi Districts.

Program Manager: Maritime Division

Funding Approval: Maritime Division

Project Scoring / Ranking: Ferry Boat projects are ranked based on level of need and selected by Maritime Division in coordination with the Houston and Corpus Christi Districts.

Category 9: Transportation Alternatives

Funding Program Purpose

Addresses: Projects under the federal Transportation Alternatives (TA) Set-Aside Program such as:

- » Design and construction of bicycle and pedestrian infrastructure
- » Active transportation network plans
- » Improved access for bicycle, pedestrian, and transit users along divided highways
- » Safe routes to schools non-infrastructure programs
- » Other eligible activities consistent with federal guidelines outlined in rules adopted by MPOs for their TA programs.

Project Selection

TxDOT allocates 59% of Category 9 funds to subareas of the state based on population. The other 41% is designated for statewide use, a portion of which may be available to transfer to other federal programs if certain conditions are met.

MPOs with a population over 200,000, which are designated as TMAs, administer competitive calls for projects for TA funds suballocated to their areas. For these funds, MPOs select projects in consultation with TxDOT districts.

TxDOT's Public Transportation Division (PTN) administers a competitive calls for projects for TA funds suballocated to rural and urban areas (with a population of 200,000 or less) as well as funds designated for statewide use regardless of population size.

Program Manager: MPO/District Collaboration (>200k Areas) / Public Transportation Division (Statewide)

Funding Approval: MPO/District Collaboration (>200k Areas) / Texas Transportation Commission (Statewide)

Project Scoring / Ranking: Projects are evaluated against criteria developed by TxDOT and MPOs to advance regional and statewide transportation planning goals.

Category 10: Seaport Connectivity Program

Funding Program Purpose

Addresses: Projects that will improve connectivity, enhance safety, and relieve congestion in communities around the state's maritime ports. Formerly known as the Port Access Improvement Program.

Project Selection

Projects are scored and recommended, through a competitive call for projects, to the Port Authority Advisory Committee (PAAC), before being recommended to the Texas Transportation Commission for the approval of project awards.

Program Manager: Maritime Division

Funding Approval: Texas Transportation Commission

Project Scoring / Ranking: Seaport Connectivity projects are scored based on their ability to increase connectivity and safety, their economic impacts, and project readiness. Projects are selected by the Port Authority Advisory Committee and for recommendation to the Commission for their approval.

Category 10: Information Technology Systems (ITS)

Funding Program Purpose

Addresses: Improvements and upgrades to intelligent transportation systems across the state. Funding is distributed to the following divisions:

Information Technology Division (ITD):

- » Provides ITS equipment directly on the roadway
- » Work that will be incorporated into a current/future construction project
- » Work that supports a specific roadway project development stage
- » Project provides statewide data/technology solutions for the life-cycle of the transportation network

Strategic Initiatives and Innovations Division (STR):

- » The Cooperative and Automated Transportation (CAT) program is an initiative established by TxDOT to integrate Connected Vehicles (CV), Automated Vehicles (AV) and related emerging transportation technologies into the state's transportation system. CAT offers numerous potential benefits and improvements for safety and to accommodate rapidly growing transportation demands by using technology to maximize the transportation infrastructure's performance.

Program Manager: ITD/STR Divisions

Funding Approval: ITD/STR Divisions

Project Scoring / Ranking: ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.

Project Selection

ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.

Category 10: Texas Parks and Wildlife Department

Funding Program Purpose

Addresses: The construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.

Project Selection

Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.

Program Manager: Texas Parks and Wildlife Department

Funding Approval: Texas Parks and Wildlife Department

Project Scoring / Ranking: Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.

Category 10: Federal Lands Access Program

Funding Program Purpose

Addresses: Transportation facilities that are located on, are adjacent to, or provide access to federal lands.

Project Selection

Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local, and TxDOT representatives.

Program Manager: TPP-Systems Planning

Funding Approval: TPP-Systems Planning

Project Scoring / Ranking: Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local, and TxDOT representatives.

Category 10: ADA Pedestrian Program

Funding Program Purpose

Addresses: Construction or replacement on system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.

Project Selection

ADA projects are selected statewide based on the identified conditions and needs.

Program Manager: DES-Landscape Section

Funding Approval: DES-Landscape Section

Project Scoring / Ranking: ADA projects are selected statewide based on the identified conditions and needs.

Category 10: Green Ribbon Program

Funding Program Purpose

Addresses: Projects that plant trees, plant material, and appurtenances that support the life of the plants to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.

Project Selection

Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.

Program Manager: DES-Landscape Section

Funding Approval: DES-Landscape Section

Project Scoring / Ranking: Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.

Category 10: Railroad Grade Crossing and Replanking Program

Funding Program Purpose

Addresses: The replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).

Project Selection

TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.

Program Manager: Rail Division

Funding Approval: Rail Division

Project Scoring / Ranking: TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.

Category 10: Landscape Incentive Award

Funding Program Purpose

Addresses: 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.

Project Selection

Selection is through a competitive process sponsored by Keep Texas Beautiful.

Program Manager: DES-Landscape Section

Funding Approval: DES-Landscape Section

Project Scoring / Ranking: Selection is through a competitive process sponsored by Keep Texas Beautiful.

Category 11: District Discretionary

Funding Program Purpose

Addresses: District transportation needs at the discretion of each TxDOT District.

Project Selection

Districts select projects.

- » Should not be used for right of way acquisition
- » Common project types include roadway maintenance or rehab, added passing lanes (Super 2), and roadway widening (non-freeway)
- » Can be used as an open funding line

Program Manager: Districts

Funding Approval: Districts

Project Scoring / Ranking: District scoring/ranking methodologies

Category 10: Railroad Signal Maintenance Program

Funding Program Purpose

Addresses: The financial contributions to each railroad company in the state for signal maintenance.

Project Selection

TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings

Program Manager: Rail Division

Funding Approval: Rail Division

Project Scoring / Ranking: TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings

Category 11: Border State Infrastructure

Funding Program Purpose

Addresses: TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.

Project Selection

TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.

Program Manager: TPP-International Trade

Funding Approval: TPP-International Trade

Project Scoring / Ranking: TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.

Category 11: Cost Overruns / Change Orders

Funding Program Purpose

Addresses: Cost overruns and change orders that have historically been covered by Category 1 Allocation. Program is managed as a 2-year allocation that is distributed through the UTP on an annual basis.

Project Selection

Districts submit candidate projects to the governance committee for approval.

Program Manager: Governance committee

Funding Approval: Governance committee

Project Scoring / Ranking: Not applicable

Category 11: Energy Sector

Funding Program Purpose

Addresses: Safety and rehabilitation work on state highways impacted by the energy sector.

- » Generally programmed on roadways most impacted by energy sector activity, outside of MPO boundaries
- » Program should be reviewed on a quarterly basis to ensure funding is programmed to meet the needs of each energy play

Project Selection

Districts select projects. Exceptions for projects outside the approved Energy Sector counties must be submitted to the TPP-UTP Director for consideration prior to programming.

Program Manager: Districts

Funding Approval: Districts

Project Scoring / Ranking: Scored and ranked by districts

Category 11: Safety

Funding Program Purpose

Addresses: Safety needs at the district's discretion. Intended to be used on proven engineering safety countermeasures. TxDOT will put these funds toward standalone safety countermeasures that have been proven on a national or state level.

Project Selection

Districts select projects. Traffic Division will provide technical support in developing projects but does not participate in the management of the program.

Program Manager: Districts

Funding Approval: Districts

Project Scoring / Ranking: District scoring/ranking methodologies

Category 12: Texas ClearLanes

Funding Program Purpose

Addresses: Sub-program for large congestion projects in five TxDOT districts (AUS, DAL, FTW, HOU, SAT). These projects must be vetted through the Congestion Task Force and are selected at the Texas Transportation Commission's discretion.

Project Selection

Projects must be presented and vetted through the Congestion Task Force. Once vetted, districts submit projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.

Program Manager: TPP-Unified Transportation Program

Funding Approval: Texas Transportation Commission via UTP Adoption

Project Scoring / Ranking: Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.

Category 12: Strategic Priority

Funding Program Purpose

Addresses: Projects with specific importance to the state, as determined by the Texas Transportation Commission (TTC), 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.

Project Selection

Districts submit candidate projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.

Program Manager: TPP-Unified Transportation Program

Funding Approval: Texas Transportation Commission via UTP Adoption

Project Scoring / Ranking: Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.



Exhibit 6-11. TxDOT Authorized Users of State Funding Sources

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

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

Notes:

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



Revenue Projections

The following exhibits and text detail all reasonably available funding for transportation projects in the Corpus Christi MPO region over the 2025-2050 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this MTP. There is an estimated \$2.3 billion of available highway and transit funding for all modes of transportation by our regional partners that were part of the development of the 2050 MTP.

Exhibits 6-12 and 6-13 below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urban area for the FY 2025-2050 time period.

Exhibit 6-12. Category Funding for the Corpus Christi DRAFT MPO FY 2050 MTP, 10-year UTP and FY 2027-2030 TIP

Funding Category	Statewide	TxDOT CRP District		Corpus Christi MPO		
	2027 UTP Funding Authorizations	2027 UTP Funding	25-Yr Projected Funding	10-Yr Funding	25-Yr MTP Projected Funding	FY 2027-2030 TIP
1. Preventive Maintenance and Rehabilitation	\$18,406,812,861	\$658,766,636	\$1,646,916,590	\$ TBD	\$ TBD	\$250,662,751 (CRP Total)
2. Metro and Urban Area Corridors	\$9,133,753,320	\$ 0	\$ 0	\$99,388,093	\$248,470,233	\$30,906,874
3. Non-Traditionally Funded Transportation Projects	\$ TBD	\$ TBD	\$ TBD	\$ TBD	\$ TBD	\$ TBD
4R. Statewide Connectivity Corridors (Urban)	\$8,998,748,194	\$TBD				
4U. Statewide Connectivity Corridors (Urban)	\$6,955,821,763	\$ 0	\$TBD	\$75,689,132	\$189,222,830	\$23,537,171
5. Congestion Mitigation and Air Quality	\$1,821,449,302	-	-	-	-	-
6. Structures Replacement (Bridges)	\$4,538,806,794	\$TBD	-	-	-	\$TBD
7. Metropolitan Mobility and Rehabilitation	\$5,735,628,873	-	-	\$96,932,130	\$242,330,325	\$38,772,852
8. Safety	\$3,603,724,169	\$TBD	\$TBD	-	-	-
9. Transportation Alternatives	\$1,685,258,755	-	-	\$11,269,860	\$28,174,650	\$4,507,944
10. Supplemental Transportation Projects	\$1,388,670,456	-	-	-	-	-
11. District Discretionary	\$1,850,000,000	\$45,289,283	\$113,223,208	\$ TBD	\$ TBD	\$ TBD
11ES. Energy Sector	\$2,714,115,000	\$127,452,630		\$ TBD		\$ TBD
11SF. District Safety	\$ 1,191,932,030	\$35,044,520	\$87,611,300	\$ TBD		\$ TBD
12. Strategic Priority	\$19,446,845,401	\$ TBD		\$ TBD		\$ TBD
TOTAL	\$87,471,566,918	\$866,553,069	\$1,847,751,098	\$283,279,215	\$708,198,038	\$97,724,841

Exhibit 6-13. Statewide Funding Levels TxDOT 2027 Unified Transportation Program (UTP) (10-Yr)

Funding Category	2027 UTP Statewide Funding Authorizations
1. Preventive Maintenance and Rehabilitation	\$ 18,406,812,861
2. Metro and Urban Area Corridors	\$ 9,199,753,320
3. Non-Traditionally Funded Transportation Projects	\$ TBD
4R. Statewide Connectivity Corridors (Rural)	\$ 8,998,748,194
4U. Statewide Connectivity Corridors (Urban)	\$ 6,955,821,763
5. Congestion Mitigation and Air Quality	\$ 1,821,449,302
6. Structures Replacement (Bridges)	\$ 4,538,806,794
7. Metropolitan Mobility and Rehabilitation	\$ 5,735,628,873
8. Safety	\$ 3,603,724,169
9. Transportation Alternatives	\$ 1,685,258,755
10. Supplemental Transportation Projects	\$ 1,388,670,456
11. District Discretionary	\$ 1,850,000,000
11ES. Energy Sector	\$ 2,714,115,000
11SF. District Safety	\$ 1,191,932,030
12. Strategic Priority	\$ 19,446,845,401
SUB-TOTAL DISTRIBUTION (LESS CAT 3)	\$87,471,566,918