



FY 2021-2024

TRANSPORTATION IMPROVEMENT PROGRAM

AND FINANCIAL PLAN PROJECTS WITH OBLIGATION AUTHORITY

APPROVED BY THE TRANSPORTATION POLICY COMMITTEE ON JULY 2, 2020
PENDING FEDERAL APPROVAL

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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I. INTRODUCTION

The projects listed in the Transportation Improvement Program (TIP) are programmed in the most imminent portion of the Metropolitan Transportation Plan (MTP). The TIP is updated every two years cooperatively with local and state transportation entities within the Corpus Christi MPO boundaries. To be eligible for any level of federal funding, a project must be in the MTP and the TIP. Once programmed into the TIP, these projects automatically become part of the Texas State Transportation Improvement Program (STIP).

Urbanized areas with populations of more than 50,000 are required by federal legislation to have a designated entity to help coordinate regional transportation projects; the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO), which encompasses portions of Nueces and San Patricio counties, is that entity for the greater Corpus Christi area. The Corpus Christi MPO region is illustrated in Exhibit 1.

In 1973, the State Governor designated the City of Corpus Christi as the MPO to perform transportation planning for the metropolitan area. The MPO designation changed in June 2000, and the Transportation Policy Committee has been the designated MPO since that time. The Corpus Christi Transportation Plan's original signatories (City of Corpus Christi, City of Portland, Nueces County, San Patricio County, and the Texas Department of Transportation – Corpus Christi District) became the MPO's initial member agencies. To foster a multi-modal transportation planning process, the MPO also includes the Corpus Christi Regional Transportation Authority and Port of Corpus Christi Authority.

The TIP is prepared in compliance with the Statewide Planning Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613). This document is a four-year, fiscally constrained short-range transportation improvement plan. The TIP planning process complies with a comprehensive, cooperative, and continuing (3-C) transportation planning framework for making transportation investment decisions. Ultimately, the Corpus Christi MPO Transportation Policy Committee (TPC) and Texas Governor will approve the plan for federal fiscal years 2021 to 2024 (October 2020 through September 2024).

II. BACKGROUND

On December 4, 2015, President Obama signed into law P.L. 11494, Fixing America's Surface Transportation Act (FAST Act). The FAST Act, which expires on September 30, 2020, was the first long-term comprehensive surface transportation legislation since the 2005 Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU). It continued and clarified much of the planning related content that was included in the Moving Ahead for Progress in the 21st Century Act (MAP-21). Specifically, under Title 23, Part 450, the Code of Federal Regulations (CFR) defines planning and lists the following mechanisms that determine the requirements for transportation planning. The boundaries described below are shown in Exhibit 1, page 2.

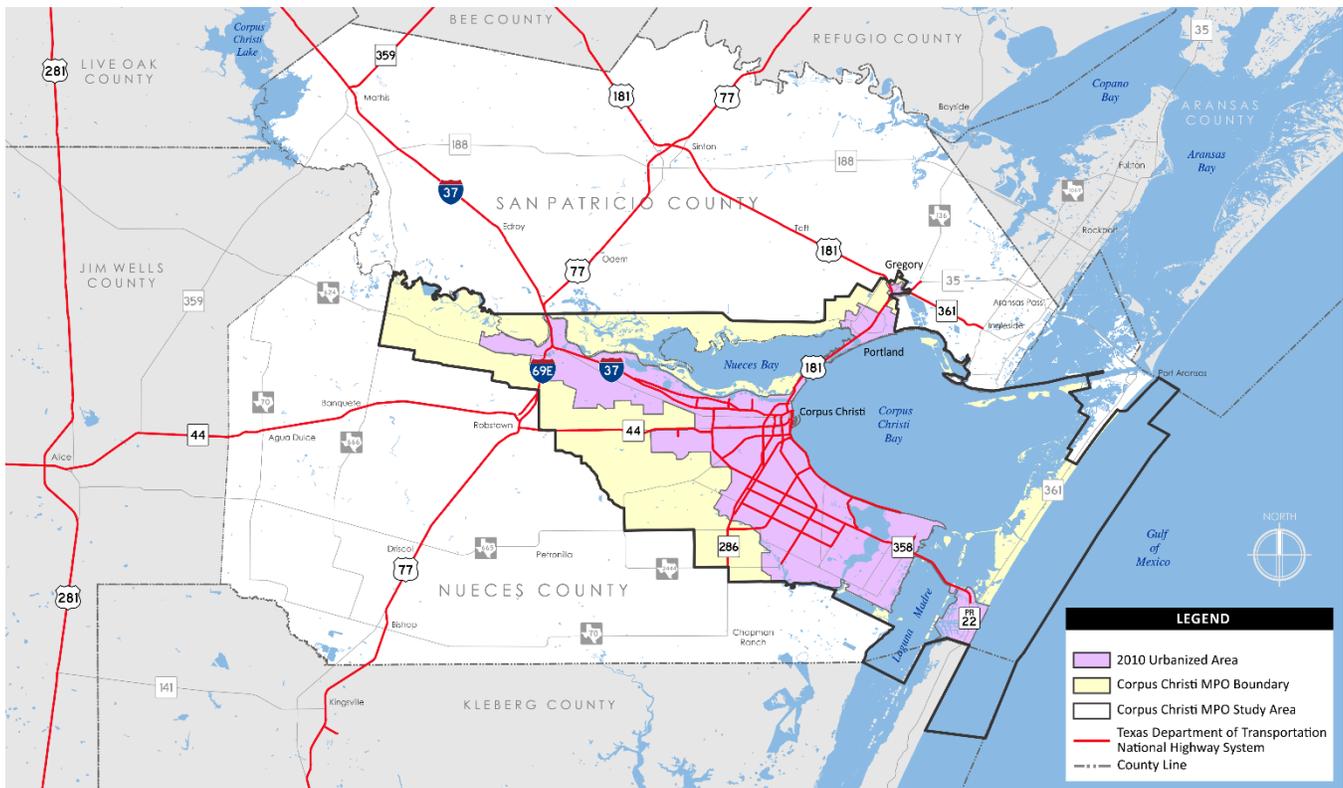
- **Urbanized Area** - Under these regulations, a Metropolitan Transportation Planning Process must be conducted for each US Census defined area of concentrated population containing at least 50,000 persons, as defined by Census 2010 and commonly referred to as the Urbanized Area. This area includes the City of Gregory, City of Portland, City of Corpus Christi, Nueces County, and San Patricio County. For the Corpus Christi Urbanized Area, the Corpus Christi MPO is designated by the State of Texas as the MPO responsible for coordinating the effort.
- **Metropolitan Planning Area** - Similarly, a Metropolitan Planning Area (MPA) must be defined, at a minimum, to encompass the entire existing Urbanized Area plus the contiguous area expected to become urbanized (the urbanizing area) within a 20-year forecast period of the Long-Range Transportation Plan (LRTP), now known as the Metropolitan Transportation Plan (MTP). The Urbanized Area was updated with information from Census 2010 and formalized in 2012 and the area expected to become urban were used

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to establish the Metropolitan Planning Area in 2012. This is the area within which the TPC selects projects and where Category 2, 4U, 7 and 9 funds can be spent.

- **Metropolitan Statistical Area** - Confusingly, a Metropolitan Statistical Area (MSA) is another standard metropolitan area. MSAs are defined by the U.S. Office of Management and Budget (OMB) and used by the Census Bureau and other federal government agencies for most non-transportation related statistical purposes. The MSA encompasses all of Aransas, San Patricio, and Nueces Counties.
- **Metropolitan Planning Organization** - A Metropolitan Planning Organization (MPO) shall be designated for each Urbanized Area and required to conduct a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process (3-C Process) for its Metropolitan Planning Area (MPA), including the development of a Metropolitan Transportation Plan (MTP) and the mobility needs of people and freight including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers and foster economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution and encouraging continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth under Title 23, Part 134(h) and Title 49, Part 5303(h) of the Code of Federal Regulations (CFR).

Exhibit 1: Map of the Corpus Christi Metropolitan Planning Organization Area



III. ESSENTIAL ELEMENTS

A. Performance-Based Planning

The FAST Act, along with its predecessor, Moving Ahead for Progress in the 21st Century Act (MAP-21), established new requirements for performance management to ensure the most efficient investment of Federal Transportation Funds. These laws require MPOs, transit agencies and State Departments of Transportation to invest their federal resources in projects that best achieve individual targets and collectively make progress

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toward achieving the national goals. As a starting point, state DOT's and MPOs must establish a benchmark, estimate the benefit from projects and policies, and then measure the actual outcome. Monitoring these performance measures assists MPOs and DOTs in setting goals, adjusting priorities, allocating resources, and developing policy.

The federal legislation specifies that Metropolitan Planning Organizations (Corpus Christi MPO), state Departments of Transportation (TxDOT), and the public transportation provider Corpus Christi Regional Transportation Authority (CCRTA) will jointly agree to the following:

1. Cooperatively develop and share information related to transportation performance data, the selection of performance measures, and the setting of performance targets.
2. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (23 CFR 450.30d).
3. Collection of data for the Asset Management Plan for the National Highway System and Transit Asset Management (23 CFR 450.314h).

The seven national goals that investments must make progress toward are:

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

Section V describes the specifics of the performance analyses in the Corpus Christi MPO. The Corpus Christi MPO has supported the same performance targets set by TxDOT for each required Performance Measure issued by the FTA and FHWA. Additionally, the Corpus Christi MPO supports the planning efforts by the Corpus Christi Regional Transportation Authority and their efforts in developing the Transit Asset Management (TAM) Plan.

B. Supporting Environmental Justice

Executive Order 12898 of 1994, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, identifies and addresses “disproportionately high and adverse human health or environmental effects” on low income and minority populations. Executive Order 12898 evokes principles similar to Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination by recipients of federal financial assistance, including federal transportation funds, on the basis of race, color, and national origin, or matters related to language access for Limited English Proficient (LEP) persons.

In support of Executive Order 12898, the United States Department of Transportation (USDOT) issued an Order on Environmental Justice (USDOT Order 5610.2) in 1997, followed by a Federal Highway Administration (FHWA) Order on Environmental Justice (FHWA Order 6640.23) in 1998. The FHWA order requires the incorporation of Environmental Justice principles in all FHWA programs, policies, and activities. As a federally funded agency, the

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Corpus Christi MPO is required to comply with both federal regulations. There are three core Environmental Justice principles:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations
- Ensure full and fair participation of all potentially affected communities in the transportation decision-making process
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

As shown below, identifying the locations of minority, low-income, and Limited English Proficiency (LEP) populations is a key step in complying with Title VI and Environmental Justice requirements. For the Title VI and Environmental Justice analysis, the Corpus Christi MPO used data from the Census Bureau's American Community Survey (ACS) 5-year estimates to identify census block groups and tracts that were above the regional average for minority populations, low-income populations, and LEP populations.

The Corpus Christi MPO staff collects and analyzes demographic data in a geospatial format for Title VI Civil Rights evaluation. The Corpus Christi MPO's Title VI procedures establish a protocol under which those who are not employees of the MPO can make complaints alleging discrimination in the MPO's provisions, services, or activities. Any person who believes the MPO, or any entity who receives federal financial assistance from or through the MPO (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination (see [Procedures & Forms](#)).

C. Provide an Equitable Transportation System for all, regardless of Age, Ability, Race, Ethnicity, or Income

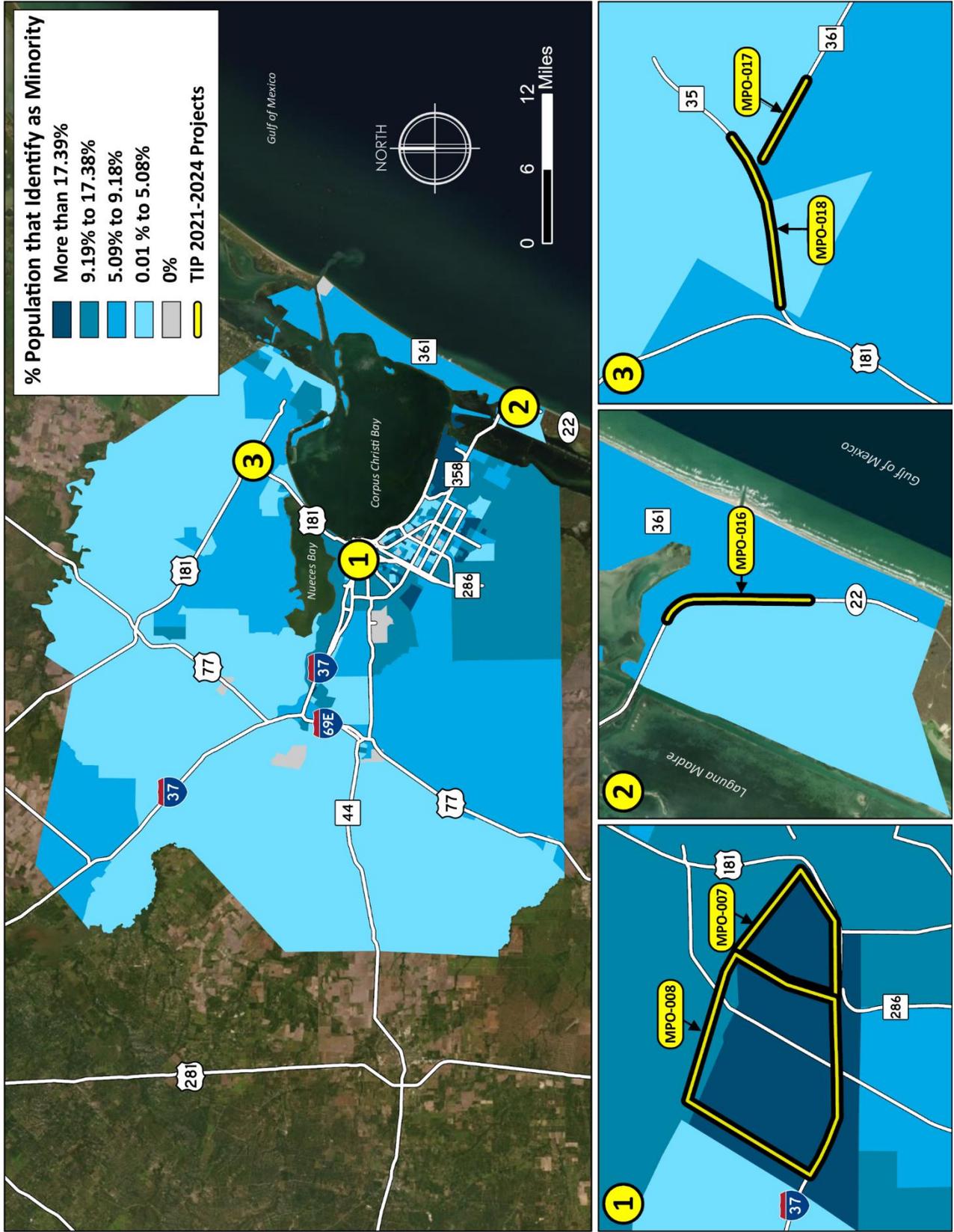
The Corpus Christi MPO staff will evaluate the projects for conformity to the USDOT Title VI and Environmental Justice requirements. The purposes of these analytics are determining if there is a "mismatch" between who benefits, who pays, and who must tolerate the worst effects as well as making sure that protected populations receive benefits that are as timely and of the same magnitude as the general population. Exhibits 2 through 6 are examples of the types of population groups that are included in Title VI and Environmental Justice analyses.

Exhibit 2, page 5, Map of the Minority Population by Block Group, depicts the locations where higher concentrations of non-white peoples reside in relation to the locations of funded transportation projects. While the negative impacts of transportation projects are local in nature, the benefits of these projects accrue to areas beyond the project limits. The benefits of transportation projects are also highly correlated with areas of employment, which are not shown in these exhibits.

Exhibit 3, page 6, Map of the Low-Income Population by Block Group, depicts the locations where higher concentrations of low-income families reside in relation to the locations of funded transportation projects. Incomes greatly influence mode of travel, with many families being considered "transit-dependent". This means that a household has more workers than personal vehicles. There are 11,723 households in the 2-county area that do not have a vehicle at all, including 10,109 households in Nueces County. Low income is defined as the percent of a block group's population in households where the household income is less than or equal to 1.5 times the federal "poverty level".

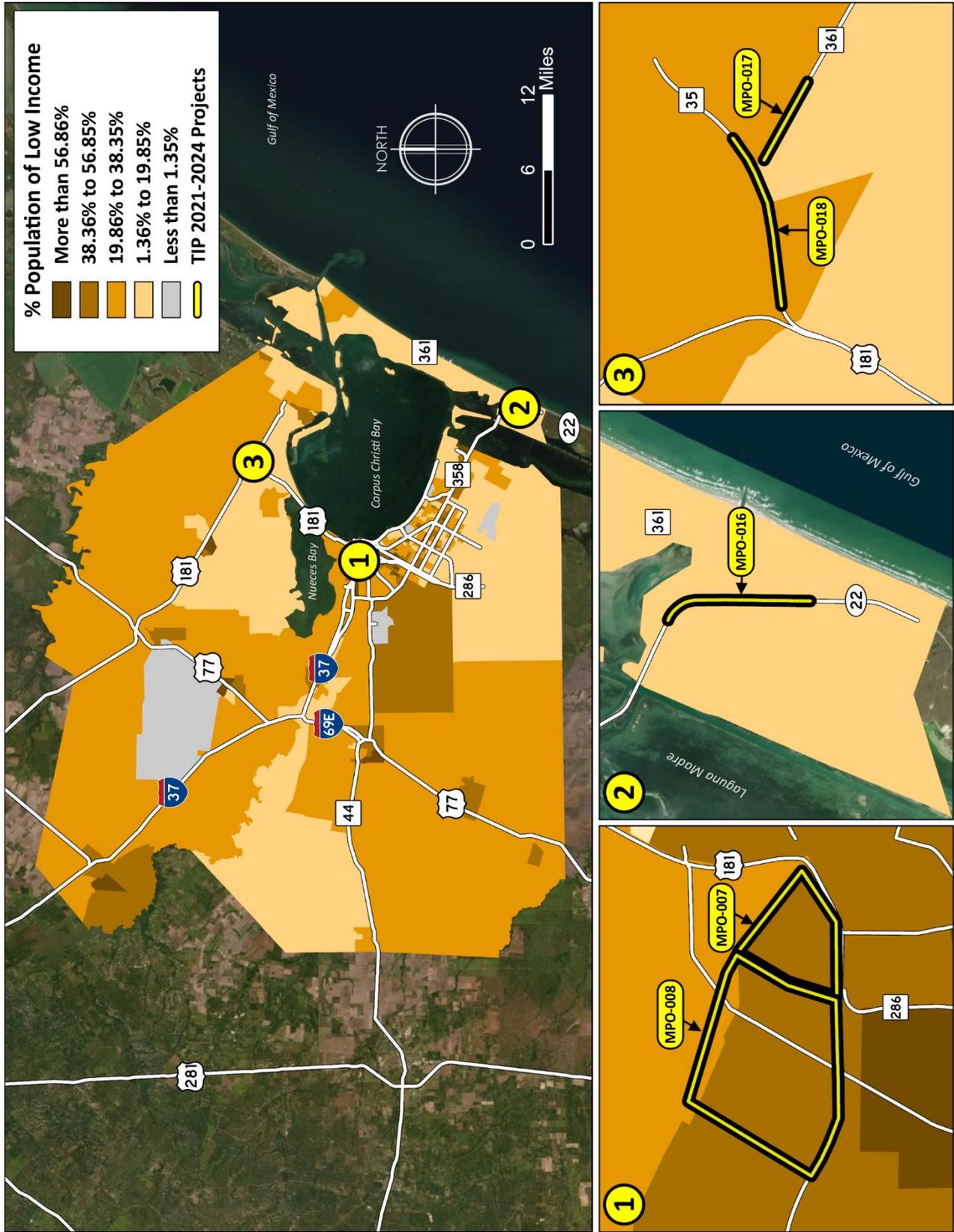
Exhibit 4, page 7, Map of the Limited English Proficiency Population by Block Group, depicts the locations where higher concentrations of families who do not speak English as their primary language, AND who have a limited ability to read, speak, write, or understand English. The concentrations are compared against the locations of funded transportation projects.

Exhibit 2: Map of the Minority Population by Block Group



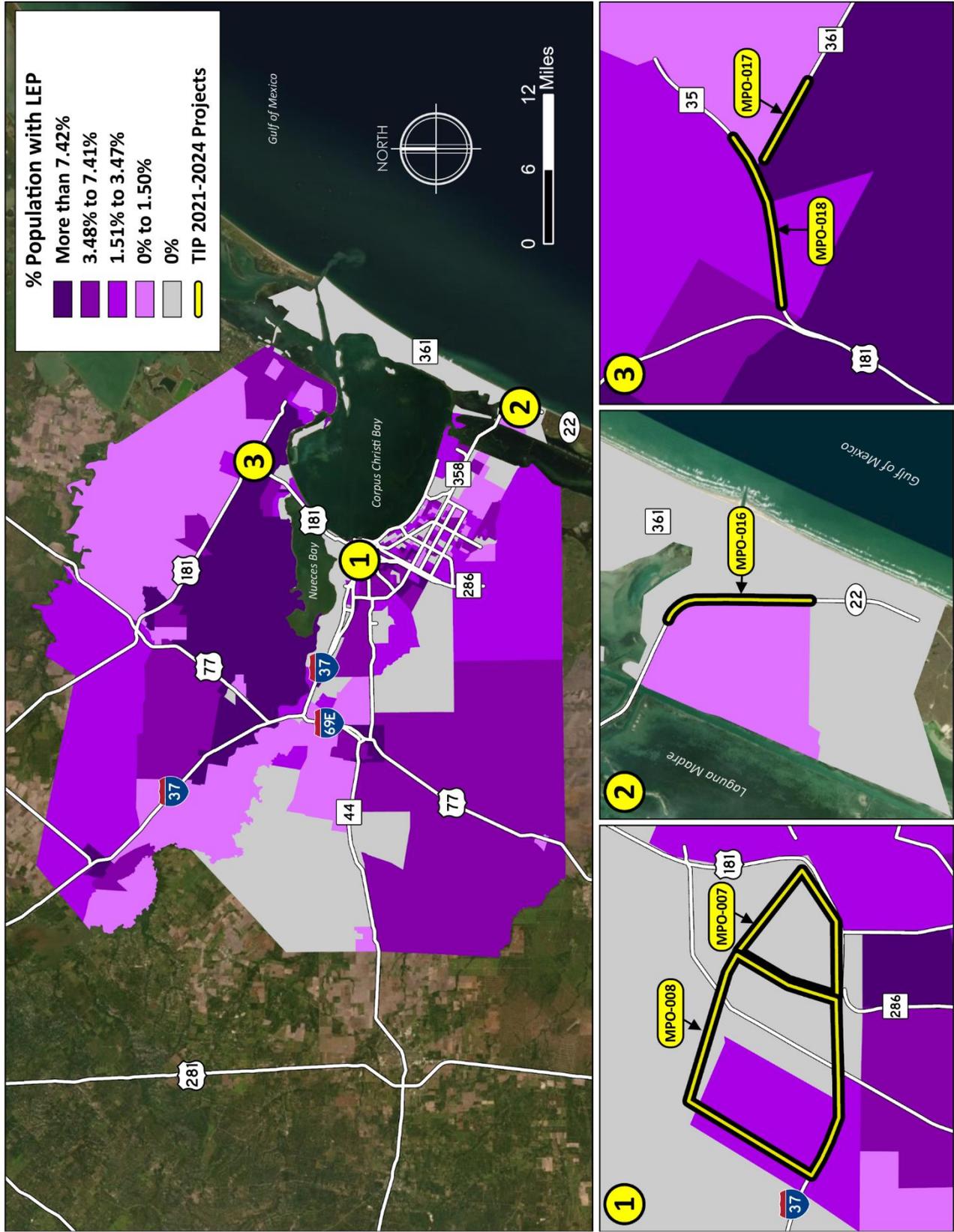
Source: U.S. Census Bureau American Community Survey (ACS) 2013-2017 ACS 5-year Estimates

Exhibit 3: Map of the Low-Income Population by Block Group



Source: U.S. Census Bureau American Community Survey (ACS) 2013-2017 ACS 5-year Estimates

Exhibit 4: Map of the Limited English Proficiency (LEP) Population by Block Group



Source: U.S. Census Bureau American Community Survey (ACS) 2013-2017 ACS 5-year Estimates

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D. Engaging Public Participation

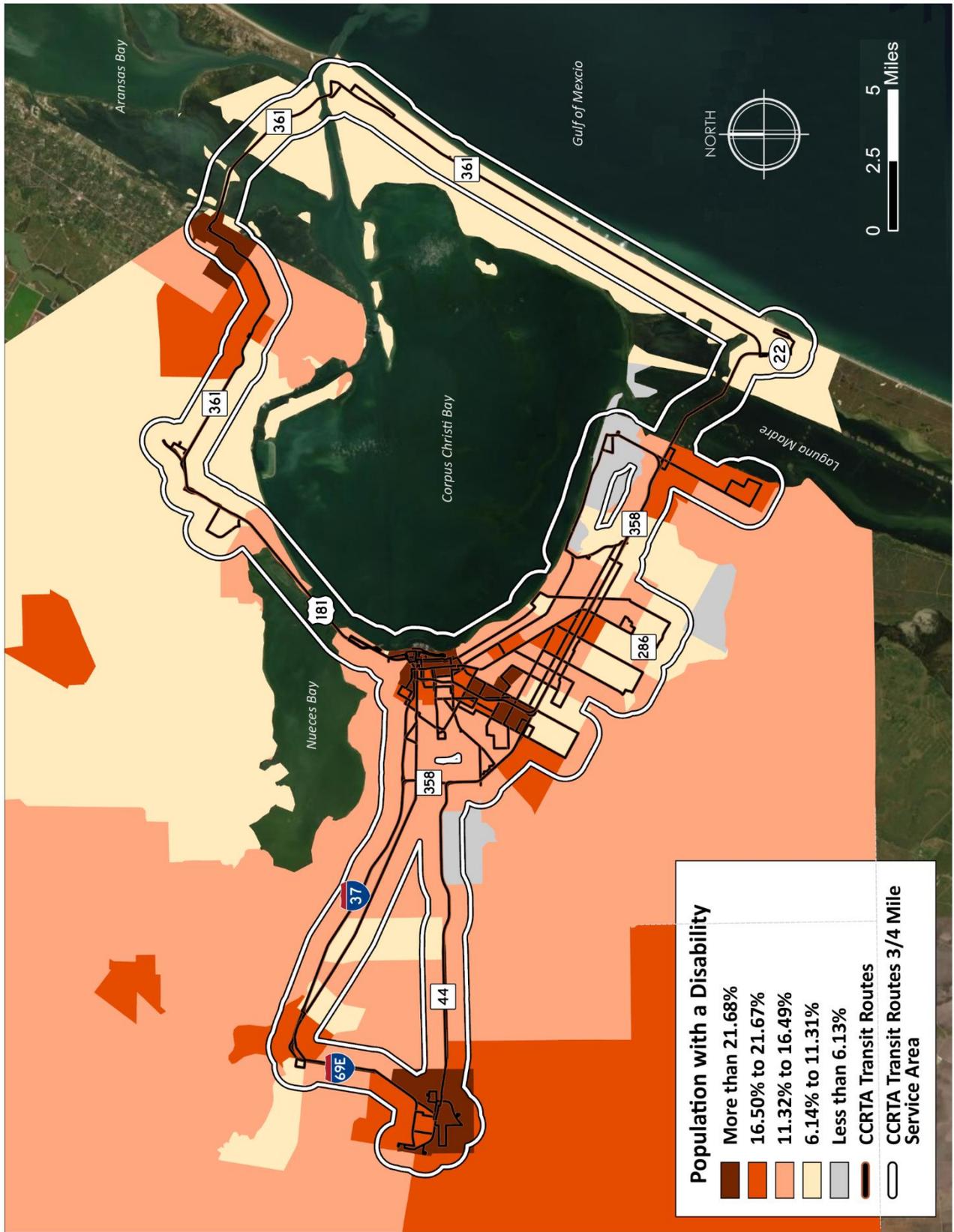
The Corpus Christi MPO Public Participation Plan (PPP) is compliant with Limited English Proficiency (LEP) requirements. This plan update, approved by the Corpus Christi MPO TPC in April 2018, describes the Corpus Christi MPO's ongoing coordination with the Port of Corpus Christi Authority as well as private providers of transportation in the interest of enhanced integration and connectivity, as required by the FAST Act. The plan meets the standard for public participation in a transportation planning process per the principles of Environmental Justice and Title VI of the Civil Rights (Title VI) Act of 1964. The transportation planning process requires early and proactive public involvement by citizens and requires decision makers to allow them the opportunity and time to offer input and make informed decisions. The Corpus Christi MPO continuously reviews the PPP and strives to improve the effectiveness of public involvement and outreach.

As defined by Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. The MPO's LEP Plan helps identify reasonable steps for providing language assistance to persons with limited English proficiency who wish to access information provided. The plan outlines how to identify a person who may need language assistance and specifies the ways in which assistance may be provided. Public meetings for MPO's short- and long-range plans are conducted in accordance to Title VI to foster participation by low income and minority populations. Locations selected for public meetings comply with the Americans with Disability (ADA) Act of 1990 and are accessible and in close proximity to public transportation.

Environmental Justice (EJ) Orders described in section III B. Supporting Environmental Justice, page 3, strengthen support of Title VI regulations by requiring that each federal agency identify and address, disproportionately high adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. TxDOT and MPOs are responsible for developing procedures to collect statistical data (race, color, religion, sex, and national origin) of participants in, and beneficiaries of state highway programs (i.e. relocated or affected citizens and affected communities). Recipients of federally assisted programs shall keep documentation for federal review, demonstrating the extent to which members of target populations are beneficiaries of such programs.

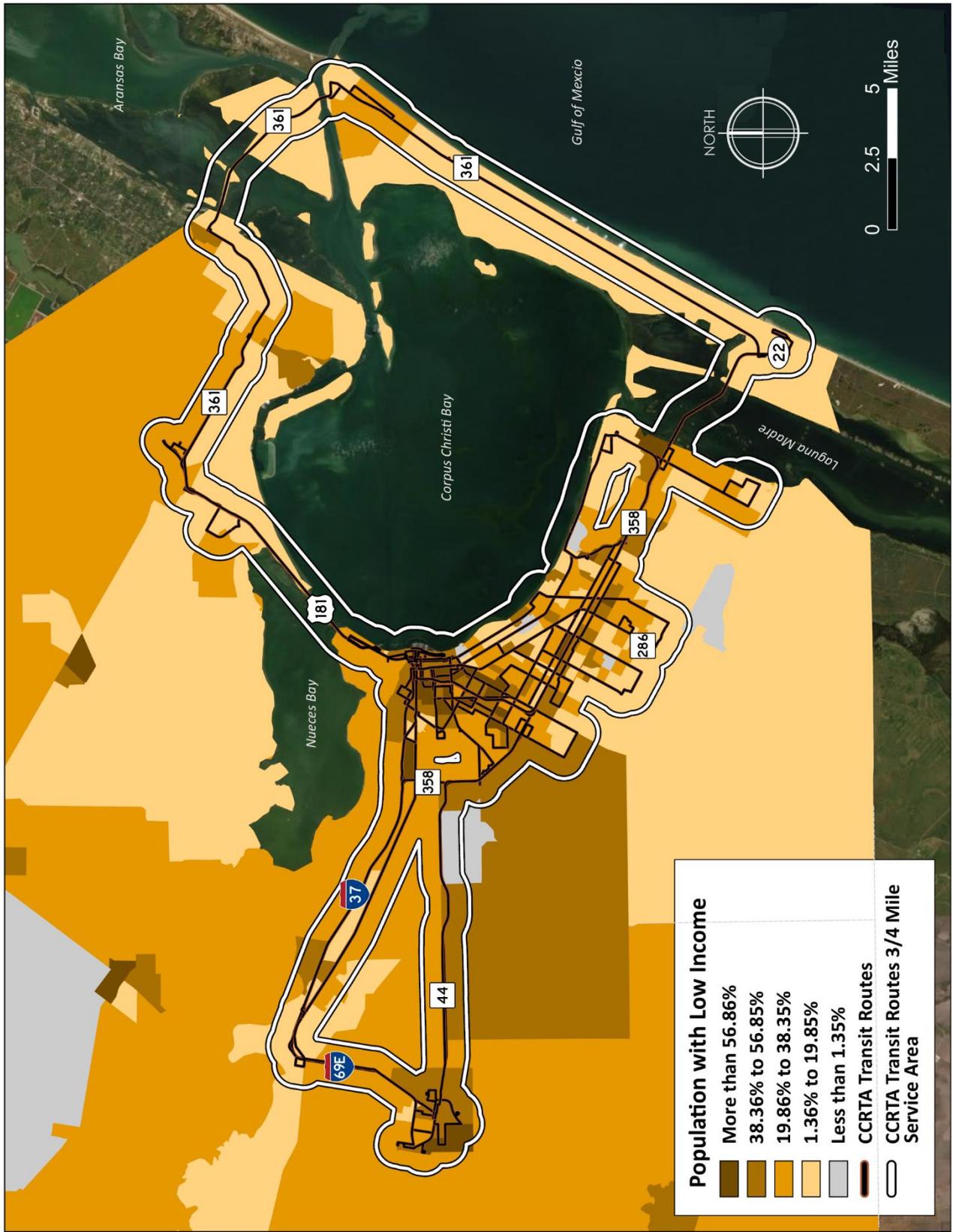
Regional transit partners have procedures to uphold the requirements of the ADA. The CCRTA operates complimentary paratransit service in compliance with ADA and FTA regulations. Both CCRTA fixed route and paratransit revenue vehicles, along with other facilities are accessible by persons with disabilities. As shown in Exhibit 5 and 6, pages 10 and 11 respectively, the CCRTA's paratransit service is provided in all areas within a 3/4 mile of the fixed route service for those who cannot access the fixed route system due to physical barriers or a disability. The CCRTA Committee on Accessible Transportation (RCAT) provides guidance and insight to CCRTA Board of Directors on the development and operation of public transportation services which promote the inclusion and integration of people with disabilities. The CCRTA, Nueces County and the City of Corpus Christi work collaboratively to implement ADA compliant projects, which may include constructing curb cuts, sidewalks, and striping in order to provide accessible ramps for improved pedestrian access to and from bus stops. All other highway, bike, and pedestrian projects considered for federal funding include appropriate provisions for meeting the needs of individuals with disabilities.

Exhibit 5: Map of Transit Service Coverage Area and Disability Populations



Source: U.S. Census Bureau American Community Survey (ACS) 2012-2016 ACS 5-year Estimates

Exhibit 6. Map of Transit Service Coverage Area and Low-Income Populations



Source: U.S. Census Bureau American Community Survey (ACS) 2012-2016 ACS 5-year Estimates

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E. Congestion Management Process

On February 6, 2020, the Corpus Christi MPO TPC adopted a new Congestion Management Process for the Corpus Christi Transportation Management Area (TMA). First developed by the Corpus Christi MPO as a designated TMA in 1995, the update includes new data, tools, and best practices, particularly those related to the National Performance Management Research Data Set (NPMRDS). As part of establishing the Highway Performance Monitoring System (HPMS), the Federal Highway Administration contracted (originally with HERE from 2014-2016, then INRIX from February 2017 to present) to provide real-time travel data to State and MPO organizations. This data is collected in 5-minute epochs by GPS probes from commercial vehicles, connected cars, and cell phone applications. It includes archived speed and travel time data matched to associated location referencing data.

A principle function of the CMP is guiding the selection of which projects to fund in the TIP. As federally required, any project proposed for federal funding in the TIP that adds general-purpose lanes must demonstrate demand and operational management strategies are insufficient to satisfy the need for additional capacity, unless the project addresses an established bottleneck or is a safety improvement. This means trying policies or projects to reduce congestion without building new or wider roads, happens before the decision is made to build a new or wider road. This promotes efficient use of existing transportation infrastructure and allows limited federal funding to benefit a wider area. Projects that physically add lanes to increase Single Occupant Vehicle (SOV) capacity must result from the CMP.

The following projects were identified on the congestion management corridors and programmed into the Corpus Christi MPO's FY 2021-2024 Transportation Improvement Program (TIP):

Project ID	Project Name	Description	From Limit	To Limit
MPO-016	Park Road 22	Phases of the corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard
MPO-018	SH 35	Phases of the upgrade/add direct connectors	FM 3284	0.23 miles North of SH 361

F. Resiliency and Reliability of the Transportation System

System reliability is one of four Goal Areas in the Corpus Christi MPO's performance-based planning framework. As defined in the Corpus Christi MPO's CMP narrative, this framework identifies 14 discrete performance metrics in two topic area-Infrastructure Condition and Efficiency/Economic Competitiveness to help prioritize capital investments and to help evaluate the efficacy of the transportation system overall.

Situated in the low-lying Coastal Bend region of Texas, resiliency to extreme weather events and sea level rise is a fundamental consideration for the jurisdictions within the Corpus Christi MPO. In an effort to stay at the forefront of resiliency planning and policy issues at the state level, Corpus Christi MPO staff serve on both the Texas Coastal Resiliency Master Plan Technical Advisory Committee for the Texas General Land Office (TGLO) as well as on the TGLO Commissioner's Coastal Resiliency Advisory Group.

Corpus Christi MPO staff has also led collaborative proposals in response to multiple FHWA solicitations related to resilience and adaptation. The Corpus Christi MPO was successful in its most recent FHWA pilot program submittal for Resiliency and Durability to Extreme Weather. The proposed project addresses Laguna Shores Road which runs along the western shoreline of the Laguna Madre between SH 358 & Barney M. Davis Energy Center; it may eventually connect to Segment A of Regional Parkway Mobility Corridor (PEL completed 2016) to alleviate congestion on SH 358 and to facilitate evacuation. The Corpus Christi MPO will use the FHWA grant funds to design a nature-based shoreline protection feature that will be implemented as an applied research pilot as part of the reconstruction of Laguna Shores Road by the City of Corpus Christi using non-federal/non-matching funds.

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The Corpus Christi MPO recognizes that the reliability of the mobility network overall and, in particular its efficacy under condition of evacuation due to extreme weather or other disaster is in large part a function of redundancy of key corridors.

G. Environmental Protection

Stewardship is one of four Goal Areas in the Corpus Christi MPO's performance-based planning framework.

1. Addressing Stormwater Quality

The natural waterways of the Coastal Bend figure prominently in the lifestyle that residents cherish, and visitors seek. The Corpus Christi MPO includes several sensitive natural waterways that are receiving waters for stormwater runoff, including multiple that are listed as impaired on the Texas Integrated Report for Surface Water Quality and for which Total Maximum Daily Loads (TMDLs) for priority pollutants exist or are being established. The Stewardship Goal Area in the Corpus Christi MPO's performance-based planning framework includes performance metrics to evaluate the relative impact of a proposed project to the local watershed by prioritizing projects that include best management practices that address stormwater quality. As with efforts to preserve air quality and the region's ozone attainment status, investments in water quality protection are critical to the region's economic vitality.

2. Addressing Wetlands and Habitats

Transportation planning examines the complex interactions among social, economic, environmental, and political factors and identifies tradeoffs, especially when different stakeholder groups have conflicting interests. The Corpus Christi MPO uses an 8-step collaborative mitigation planning process described in the Corpus Christi MPO's document **Avoid, Minimize, Compensate: Infrastructure Mitigation Policy**, found as Appendix O of the 2020-2045 MTP. This Policy, when used in conjunction with the Corpus Christi MPO's document **Protecting Tomorrow: The Roles of Private For-Profit and Nonprofit Organizations in Mitigating Resource Impacts of Infrastructure Projects**, found as Appendix P identifies and adapts to conditions based on modeling, monitoring, and other research and analysis efforts. The Corpus Christi MPO's **Mitigation Planning Protocol** is presented in Appendix Q. A consistent desire of these is to add value to other agencies' planning and mitigation efforts and reinforce their effectiveness. One such planning and mitigation effort is described by the Texas Parks and Wildlife Department (TPWD) in their Texas Conservation Action Plan (TCAP) Gulf Coast Prairies and Marshes Ecoregion Handbook. It includes a list of concerns from previous dealings with transportation agencies, including MPOs, along with a list of potential actions that could yield mutual benefit. The concerns listed in the TCAP include:

- Texas Department of Transportation coordinates with TPWD regarding potential natural resources impacts to listed species. However, during construction and mitigation there is little accommodation for sensitive habitats unless those features are federally protected. State-listed species habitats, SGCN, rare communities and the habitats on which they rely are for the most part unprotected. The transportation improvements proposed under regional upgrades of existing facilities and new construction may create barriers to fish and wildlife resources' daily and seasonal movements through armored culverts and concrete drainage ways, vectors and opportunities for non-native species invasions, water quality impacts through stormwater runoff, loss of non-jurisdictional wetlands, and import riparian, bottomland, prairie and savanna habitats that are not protected under regulation. In addition to these larger facilities, local connection transportation projects may also contribute to the same kinds of losses and may require even less coordination regarding environmental impacts from planning to implementation if no federal money is used.

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- Mitigation for these large primary and smaller connector projects typically does not replace ecological function where it is lost. Non-native invasive grasses are used in reclamation, non-native trees are planted in sites where prairie is the desired ecological condition, and riparian areas are allowed to recolonize without direct restoration to prevent invasive species.

The TCAP also lists a possible collaborative path for agencies in the region, which is harmonious with the Corpus Christi MPO's **Avoid, Minimize, Compensate: Infrastructure Mitigation Policy**:

- Focus outreach to core urban Metropolitan Planning Organizations, Councils of Government, Regional Transportation authorities, International Boundary Water Commission and planning entities which include urban and emerging / outlying communities so they consider SGCN, rare communities and habitats, such as native coastal prairies, riparian areas to floodplain extents, and all wetland features, as part of their first-round constraint process in development zoning and permitting.
- Large-scale conservation benefits could be realized by mapping existing conservation lands and practices, reviewing opportunities to share resources and improve land management through shared guidance, and identifying landowners and sites which could benefit landscape and conservation management connectivity in the long-term through landowner incentive programs.
- Identify key areas for the restoration and protection of coastal prairie, riparian buffers, and streamside management zones, thornscrub corridors, freshwater wetlands and marsh restoration, and connectivity in a network of managed lands (public and private) throughout the region.
- Establish a regional public lands management cooperative to evaluate conservation effectiveness on sites and the connectivity of the landscape, identify restoration needs and sites, invasive species removal priorities, trail development and recreation planning improvement, and management practice improvement opportunities.
- It would be helpful to have large areas identified where mitigation dollars would best be spent to offset specific types of impacts in the region: wetlands, water diversions, prairie loss, riparian loss. A network of potential areas in a north-south trajectory in the region may be most helpful to create "stepping-stone" prairie and riparian area connectivity, but sites should be large enough to function sustainably. Mitigation banking could be another type of landowner incentive.

The Corpus Christi MPO also reviewed Texas' Statewide Historic Preservation Plan 2011-2020. The Corpus Christi MPO will participate in the update to this plan and coordinate with the Nueces and San Patricio County Historical Commissions.

H. Economic Development

Regional economic vitality depends on an efficient, reliable, safe, and secure regional transportation network; the Corpus Christi MPO's ongoing effort to achieve regional objectives through its performance-based planning framework are part of a broader effort to promote economic development.

1. Travel and Tourism

The greater Corpus Christi area boasts beautiful beaches and myriad natural waterways, which offer a tremendous range of attractions for nature-based tourism. Tourism is big business in Corpus Christi. It's the region's third largest industry. In 2017, more than 9.9 million people traveled to the region. Tourism generates \$1.3 billion for the community each year, according to the Corpus Christi Convention & Visitors Bureau (CVB). The member entities in the Corpus Christi MPO recognize the importance of the regional mobility network in supporting tourism as a cornerstone of the regional economy.

The Corpus Christi MPO's work in planning for active mobility is motivated, in part, by an interest in expanding bicycle and pedestrian mobility options to compliment the outdoor recreation opportunities

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that attract tourists to the region. The Corpus Christi MPO routinely coordinates with staff from the Corpus Christi Convention and Visitors Bureau and Corpus Christi United Chamber of Commerce, both of which have documented unmet demand for bicycle-based tourism in our region.

Visitation data confirms that the Coastal Bend is a primary driving destination for visitors from around the state. Several ongoing and upcoming Corpus Christi MPO projects on key corridors on the state highway system (e.g. SH 358, I-37, US 181) will facilitate access to the region from other parts of the state and will facilitate mobility within the Corpus Christi MPO once visitors arrive. The Corpus Christi MPO recently funded an Access Management Study of PR 22 on Padre Island and is funding (as part of the FY 2019-2022 TIP) a feasibility study of the PR 22/SH 361 intersection at the nexus between Padre and Mustang Islands, which becomes more congested during peak tourism seasons. This effort will identify the appropriate treatments to enhance mobility and safety for visitors and residents who are enroute to destinations on Mustang Island. Likewise, this feasibility study will inform design of the upgrade of SH 361 along Mustang Island, which is a critical connection to key tourist destinations and is a critical evacuation route for island visitors and residents under extreme weather conditions.

IV. TIP FINANCIAL PLAN

The Fixing America's Surface Transportation (FAST) Act (23 CFR Part 450.326(j)), states that the Transportation Improvement Program (TIP):

"...shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs."

The TIP Financial Plan is also required to document, under 23 CFR §450.326(j), the ability of the Corpus Christi MPO jurisdictions to fund any new projects while also continuing to fund necessary operations and maintenance (O&M) of the existing transportation system. The federal definition means that all roads classified as Local Collector and higher (not residential streets) must have local funds available to "adequately" operate and maintain these non-state (TxDOT) roads. The Corpus Christi MPO TPC must include, in the TIP, assurances that there are sufficient revenues available to municipalities and counties to adequately operate and maintain both highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53) that can achieve the adopted performance goals.

Demonstrating financial constraint of the TIP first requires determining the amount of funds that can be reasonably expected to come to the Corpus Christi MPO, by type and by year, for each potential source. The funding allocations for each fiscal year were taken from the TxDOT apportionments outlined in the 2020 Unified Transportation Program (UTP). Programming these federal/state funds to projects is guided by the performance measures approved during the long-range planning process. The FAST Act, which will expire before this TIP takes effect, included five years of funding authorizations (2016-2020).

The financial plan of this FY 2021-2024 TIP was developed by the Corpus Christi MPO in cooperation with the Texas Department of Transportation (TxDOT), and the Corpus Christi Regional Transportation Authority (CCRTA). The CCRTA provided recent FTA apportionments and reasonably anticipated discretionary allocations. Local government entities provided preliminary draft budget estimates for FY 2021 and the Corpus Christi MPO helped develop a reasonable forecast through year FY 2024. Each funding program is financially balanced against available funds for FY 2021, FY 2022, FY 2023, and FY 2024; shown in Table 1 and 2, page 16.

Federal regulations also require that both regional TIPs and the Statewide Transportation Improvement Program (STIP) demonstrate fiscal constraint by including sufficient financial information to confirm that the projects in those documents can be implemented with the revenues that are reasonably available. They must also provide

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reasonable assurances that the federally supported transportation system is adequately operated and maintained.

The FAST Act expires at the end of Federal Fiscal Year 2020, which ends on September 30, 2020. This TIP takes effect at the beginning of Federal Fiscal Year 2021, which begins on October 1, 2020. The Federal funding for years beyond FY 2020 were assumed to continue along the same trajectory as legislated in the FAST Act.

Transportation Funding Forecast Uncertainty

This financial plan, or any financing forecast that is predicated on achieving results in the future, contains a number of assumptions that increase the risk of inaccuracy. Risk considerations generally have likelihood of errors in both directions. The major risk elements that influence this financial plan are described below.

- The economic impacts of COVID-19 are significant across the country. Most experts agree that a full recession is inevitable at this point. The greatest fiscal impact is also where cities and states are most vulnerable, where revenue is generated: retail sales, income and wages, and real estate.
- A recession in a normal economic cycle occurs after a period of maximum growth, and the economy “corrects” itself by contracting. The COVID-19 recession we are heading into has some similar characteristics to a typical one. The US has seen a record-long expansion that began in 2009. So even before COVID-19 hit, some economists warned that the economy could soon begin a correction and slow down. This current economic crisis is affecting the world in new ways most didn’t anticipate. For example, the price of US oil has turned negative for the first time in history.
- The International Monetary Fund has stated “The magnitude and speed of collapse in activity that has followed the pandemic is unlike anything experienced in our lifetimes, It is very likely that this year the global economy will experience its worst recession since the Great Depression.”
- Gasoline tax, fuel tax, and registration fee revenues are related to employment, population, and income growth. The future direction of measures will largely determine whether there are increases or decreases in revenues.
- Federal funding was assumed to correspond with the estimates related to the FAST Act.
- Traditionally, SUVs and light-duty trucks have been the fastest growing segment of the vehicle fleet. These vehicle types have below-average fuel economy, thus increasing gasoline tax revenues. Currently, hybrid and electric vehicles are attaining a market presence, and automobile manufacturers are developing models across categories (including SUVs) that will lead to fuel displacement and long-term decreases in gasoline tax revenues that are not included in these forecasts.
- Inflation forecasting has inherent risk. The costs of the needs identified in the plan are assumed to include inflation through 2024. Should inflation increase dramatically, there will be corresponding changes to funding needs.

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Revenue Projects

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the FY 2021-2024 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this TIP. There is an estimated \$240 million of available funding for all modes of transportation by our regional partners that were part of the development of the FY 2021-2024 TIP.

Table 1 and 2, below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urbanized area for the FY 2021-2024 time period.

Table 1. Category Funding for the Corpus Christi MPO FY 2021-2024 Transportation Improvement Program

Funding Category	2020 UTP Statewide Funding Authorizations	2020 UTP TxDOT CRP District Funding	TxDOT-CRP District 25-Yr Projected Funding	2020 UTP 10-Yr CCMPPO Funding	CCMPO 25-Yr MTP Projected Funding	FY 2021-2024 TIP
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000	\$616,880,000	\$1,542,200,000	\$0	\$0	\$0
2. Metro and Urban Area Corridor Projects	\$11,481,710,000	\$0	\$0	\$150,990,000	\$377,475,000	\$62,096,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000	\$0	\$0	\$0	\$0	\$0
4. Statewide Urban Connectivity	\$5,018,580,000	\$0	\$0	\$66,000,000	\$165,000,000	\$64,480,000
4. Statewide Regional Connectivity Corridor	\$6,201,970,000	\$624,500,000				
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000	-	-	-	-	-
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000	-	-	-	-	-
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000	-	-	\$88,880,000	\$222,200,000	\$37,451,440
8. Safety	\$4,031,750,000	-	-	-	-	-
9. Transportation Alternatives (Set-Aside)	\$910,500,000	-	-	\$5,800,000	\$14,500,000	\$2,388,800
10. Supplemental Transportation Projects	\$571,580,000	-	-	-	-	-
11. District Discretionary and Energy Sector Funding	\$3,233,380,000	\$168,640,000	\$94,125,000	-	-	-
12. Strategic Priority	\$15,740,000,000	\$33,000,000		\$33,000,000		\$33,000,000
TOTAL	\$77,557,260,000	\$1,443,020,000	\$1,636,325,000	\$344,670,000	\$779,175,000	\$199,416,240

Table 2. Statewide Funding Levels TxDOT 2020 Unified Transportation Program (UTP) (10-Yr)

Funding Category	2020 UTP Statewide Funding Authorizations
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000
2. Metro and Urban Area Corridor Projects	\$11,481,710,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000
4. Statewide Urban Connectivity	\$5,018,580,000
4 Statewide Regional Connectivity Corridor	\$6,201,970,000
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000
8. Safety	\$4,031,750,000
9. Transportation Alternatives (Set-Aside)	\$910,500,000
10. Supplemental Transportation Projects	\$571,580,000
11. District Discretionary and Energy Sector Funding	\$3,233,380,000
12. Strategic Priority	\$15,740,000,000
TOTAL UTP STATEWIDE FUNDING CATEGORIES 1-12	\$77,557,260,000

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Adequate operations and maintenance of transit infrastructure is demonstrated in Table 3, below, which shows federal, state, and local transit funds that are reasonably available within the Corpus Christi MPO.

Table 3. Corpus Christi Regional Transportation Authority (CCRTA) Projected FY 2021-2024 Financial Plan

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

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Projects included within the TIP have a source of funding identified and committed to the project. TxDOT’s 12 funding categories are listed in the following table. Typically, MPO projects may reflect use of **Category 2, 7, 9, Prop 1, and/or Prop 7**.

Table 4. FY 2021-2024 TIP Funding Categories

Funding Category	General Guidance	Project Selection/Approval	Project Selection/Ranking	Programming POC
Category 1 Preventive Maintenance & Rehabilitation	Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. The category can be used to supplement mobility project funding as an open funding line.	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. Selections are made in accordance with each district's Pavement Management Plan.	District Scoring/Ranking Methodologies	Districts coordinate with FIN-Letting engagement (FIN-LM)
Category 2 Metropolitan & Urban Area Corridor Projects	Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, traffic safety, and roadway maintenance or rehabilitation. Projects must be located on the state highway system.	MPOs, in consultation with TxDOT districts, select projects within the constraint of their Category 2 10-year planning targets. MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission through the annual UTP adoption.		Districts coordinate with FIN-LM and forecasting
Category 3 Design-Build	Category 3 Design-Build addresses non-construction costs associated with Design-Build projects fully funded, approved for contract, and within the constraints of project development LAR approval. These costs include those associated with design, utilities and other development costs approved in the Design Build Guidance Document.	Projects selected for Design-Build are evaluated by PFD, 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. Design-Build development fund sources are approved through FIN Forecasting. (Silvia Morales)	Scored and ranked by PFD Design-Build selection criteria	Districts submit projects for approval administrative revision to TPP and FINLM.
Category 4 Urban Connectivity	Category 4 Urban addresses mobility on major state highway system corridors, which provide connectivity in urban areas. Projects must be located within the MPO boundaries on the designated highway connectivity network that includes: - The Texas Trunk System - National Highway System (NHS) - Connections to major seaports or border crossings - National Freight Network - Hurricane evacuation routes	Districts select projects within the constraint of their Category 4U 10-year planning targets. Districts submit projects to TPP during the UTP Project Call. Projects are considered for approval by the Commission.	For each project submitted for Category 4U funding in the UTP Project Call, districts must provide a project score to TPP to demonstrate performance-based selection. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.	Districts submit projects for approval administrative revision to TPP-UTP.
Category 4 Regional Connectivity	Category 4 Regional addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located outside of the MPO boundaries on the designated highway connectivity network that includes: - The Texas Trunk System - National Highway System (NHS) - Connections to major seaports or border crossings - National Freight Network - Hurricane evacuation routes	Districts submit candidate projects to TPP through the annual UTP Project Call. Projects are recommended by TPP leadership and approved by the TTC.	For each project submitted for Category 4R funding in the UTP Project Call, districts must provide a project score to demonstrate performance-based selection at the district level. TPP additionally scores Category 4R candidate projects statewide and uses	Districts submit projects for approval administrative revision to TPP-UTP. 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.

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Funding Category	General Guidance	Project Selection/Approval	Project Selection/Ranking	Programming POC
<p align="center">Category 5 CMAQ</p>	<p>Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p>	<p>MPOs select the project in coordination with the districts.</p>	<p>Local Scoring/Ranking Methodologies</p>	<p>MPOs coordinate with TxDOT districts who then submit program funding to FIN-Letting Management.</p>
<p align="center">Category 6 Structures Replacement and Rehabilitation (Bridge)</p>	<p>Category 6 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 functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehab of off-system bridges. Railroad Grade Separation: For re-placement elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehab or replacement of deficient railroad underpasses on the state highway system. Bridge Maintenance and Improvement Program (BMIP): For rehab of eligible bridges on the state highway system.</p>	<p>Category 6 funding is allocated to TxDOT’s Bridge Division, which selects projects statewide based on district submissions in the bridge project call.</p>	<p>Bridge Division scores projects based on the following: Highway Bridge projects are ranked first by deficiency categorization (e.g. structurally deficient) and then by sufficiency ratings. Railroad Grade Separation projects are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Projects in the BMIP are selected statewide based on identified bridge maintenance/improvement needs.</p>	<p>Districts submit projects for approval administrative revision to BRG</p>
<p align="center">Category 7 Metropolitan Mobility and Rehabilitation</p>	<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector (FC 6 or 7). Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>MPOs select the project in coordination with the districts.</p>	<p>Local Scoring/Ranking Methodologies</p>	<p>MPOs coordinate with TxDOT districts who then submit program funding to FIN-Letting Management.</p>
<p align="center">Category 8 Safety</p>	<p>Category 8 addresses highway safety improvements through the following sub-programs. Highway Safety Improvement Program (HSIP): Safety-related projects on and off the state highway system. High Risk Rural Roads projects previously authorized remain in Category 8. Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under Category 9. Safety Bond Program: Allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis. Systemic Widening Program: Roadway widening projects on the state highway system. Federal Railway Set-Aside: Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and crashes at public at-grade crossings. Road to Zero: Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT’s Traffic Safety Division, which selects projects statewide based on district submissions in the safety project call.</p>	<p>Highway Safety Projects are evaluated using three years of crash data and ranked by safety improvement index. Safety Bond Program: Projects are evaluated using the safety improvement index, roadway safety characteristics, and anticipated time required to complete a candidate project. Systemic Widening Program: Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights. Federal Railway Set-Aside: Projects are evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors are directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>	<p>Districts submit projects for approval administrative revision to TRF.</p>

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Funding Category	General Guidance	Project Selection/Approval	Project Selection/Ranking	Programming POC
<p>Category 9 Transportation Alternatives Set-Aside Program</p>	<p>Category 9 includes the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <ul style="list-style-type: none"> - Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. - Construction of infrastructure-related projects that provide safe routes for non-drivers. - Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users. - Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school. 	<p>TxDOT allocates 50% of Category 9 funds to MPOs designated as TMAs (areas with a population over 200,000). The other 50% is designated for statewide flexible use under other federal programs. For TMAs, MPOs select projects in consultation with TxDOT districts. In small urban areas (with populations below 200,000) and rural areas, funds are administered by TxDOT's Public Transportation Division through a competitive process.</p>	<p>Local scoring/ranking methodologies.</p>	<p>MPOs coordinate with TxDOT districts who then submits program funding to FIN-Letting Management.</p>
<p>Category 10 Supplemental Transportation Programs</p>	<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p>Federal Lands Access Program (FLAP): Addresses transportation facilities that are located on, are adjacent to, or provide access to federal lands. Texas Parks and Wildlife Department (TPWD): Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD. Green Ribbon Program: Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties. Curb Ramp Program: Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities. Landscape Incentive Awards: Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects. Railroad Grade Crossing and Replanking Program: Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Railroad Signal Maintenance Program: Financial contributions to each railroad company in the state for signal maintenance.</p>	<p>In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP. Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts. 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 and managed by the TxDOT Design Division. Curb Ramp Program projects are selected based on conditions of curb ramps or locations of intersections without ramps and are managed by Design Division. Landscape Incentive Awards are managed by the TxDOT Design Division. TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects.</p>		<p>Districts coordinate with FIN-Letting Management.</p>

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Funding Category	General Guidance	Project Selection/Approval	Project Selection/Ranking	Programming POC
<p>Category 10 Coordinated Border Infrastructure</p>	<p>Category 10 Coordinated Border Infrastructure (CBI) addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. Awarded to the El Paso, Laredo and Pharr Districts for projects within 50 miles of the international border.</p>	<p>CBI projects selected by districts with FHWA review and approval. Cat 10 CBI projects must be listed in the UTP. FHWA approved Cat 10 CBI projects must be submitted in the UTP Project Call, then approved by the TTC during UTP adoption.</p>	<p>Federal Railway Set-Aside: Projects are evaluated using the railroad crossing index.</p>	<p>Districts submit projects for approval administrative revision to TPP-Freight & International Trade. Projects must be approved in the UTP prior to programming.</p>
<p>Category 11 District Discretionary</p>	<p>Category 11 addresses district transportation needs at the discretion of each TxDOT District. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition. Common Category 11 project types include roadway maintenance or rehab, added passing lanes (Super 2), and roadway widening (non-freeway). The program can be used to supplement mobility project funding.</p>	<p>Districts select projects on energy sector corridors (see Statewide Planning Map) and within their Category 11ES planning targets. Projects must be vetted through the Energy Sector Program Manager, a role that may rotate among members of TxDOT division or district leadership as assigned by ADM. See TPP- UTP for the current program manager. Districts must submit projects to TPP for approval by ADM.</p>	<p>Scored and ranked by districts and Energy Sector Committee Program Manager.</p>	<p>Districts coordinate with FIN-LM (once approved by Energy Sector Program Manager and TPP).</p>
<p>Category 12 Texas Clear Lanes</p>	<p>The Category 12 Texas Clear Lanes subprogram is dedicated to large congestion projects in the five metropolitan 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.</p>	<p>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.</p>	<p>For each project submitted for Category 12 funding in the UTP Project Call, districts must provide a project score to demonstrate performance-based selection at the district level. TPP additionally scores Category 12 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.</p>	<p>Districts submit projects for approval to TPP-UTP.</p>
<p>Category 12 Strategic Priority</p>	<p>Category 12 addresses projects with specific importance to the state, as determined by the Texas Transportation Commission (TTC), including those that improve:</p> <ul style="list-style-type: none"> - Congestion and connectivity - Economic opportunity - Energy sector access - Border and port connectivity - Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report- <p>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.</p>	<p>Districts submit candidate projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.</p>	<p>For each project submitted for Category 12 funding in the UTP Project Call, districts must provide a project score to demonstrate performance-based selection at the district level. TPP additionally scores Category 12 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.</p>	<p>Districts submit projects for approval to TPP-UTP.</p>

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Table 5. TxDOT Authorized Users of State Funding Sources

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

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

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

1. State Highway Fund-Dedicated includes state motor fuel and lubricant taxes and motor vehicle registration fees. It also includes federal reimbursements that are not reflected in the above grid, as a small amount of them may at times be used for other modes of transportation.

2. Proposition 12 bond proceeds may be used to provide funding for highway improvement projects, with no distinction between tolled and non-tolled highways.

3. Texas Mobility Fund revenues in excess of funds required to pay Texas Mobility Fund debt service are prohibited to pay for toll expenditures as part of 2015 legislation.

4. The Texas Constitution allows Texas Mobility Fund bonds to be used to develop and construct state highways, “to provide participation by the

state in the payment of a portion of the costs of constructing and providing publicly owned toll roads and other public transportation projects.” “Other public transportation projects” is undefined and therefore may be available for more types of transportation projects than what is listed here.

5. “State Highway Fund—Non-Dedicated” includes limited revenue sources. An annual transfer of approximately \$150 million goes to the Texas Emissions Reduction Program (TERP) Fund.

6. Regional Subaccount funds may only be used for transportation, highway and air quality projects as defined by Section 228.001 of the Transportation Code in the region where the project from which those funds were derived is located. The revenues are deposited to the State Highway Fund but are not dedicated by the Texas Constitution.

V. PERFORMANCE BASED PROGRAMMING

Performance-based planning and programming is a strategic approach to connect investment and policy decisions to performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. Federal law requires State DOTs, MPOs and transit agencies conduct performance-based planning by adopting performance measures, establishing a baseline, and tracking changes in performance against the adopted measures. The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) adopted the State's performance targets for PM1, PM2, and PM3. This Corpus Christi MPO TIP was developed and is actively managed with cooperation with the TxDOT and the CCRTA. It reflects the investment priorities established in the Corpus Christi MPO's 2020-2045 MTP and documents local and federal funds used for Safety, based on state and regional priorities from previous years.

The FAST Act directed the U. S. Secretary of Transportation to promulgate rules to establish performance measures and standards for the National Highway System (NHS), the Highway Safety Improvement Program (HSIP), the Congestion Mitigation and Air Quality Program (CMAQ), and national freight movement on the Interstate System that requires the State Departments of Transportation to:

- Establish performance targets for the new National Performance Measure Rules (PMs) on Safety (PM1), Pavement/Bridge Conditions (PM2), and System Performance/Freight/CMAQ (PM3).
- Report on the condition and performance of the NHS.
- Show progress in achieving the performance targets.

Performance-based planning encourages the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the seven national goals. Performance Measure Adoption Documentation for the Corpus Christi MPO is provided below and within the appendix of this document. For additional information on Performance Based Planning, please reference the following:

- FHWA Final Rule: <http://www.fhwa.dot.gov/tpm/rule.cfm>
- FTA Final Rule: <https://www.transit.dot.gov/tags/final-rule>
- Performance Based Planning and Programming Guidebook: https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/

The Corpus Christi MPO has a Memorandum of Understanding (MOU), adopted April 5, 2018 by the Corpus Christi MPO TPC, the TxDOT-CRP and the CCRTA, for cooperatively developing and sharing transportation performance data as well as the establishment and tracking of performance targets used to demonstrate progress toward attaining these critical regional outcomes.

The Corpus Christi MPO developed the 2020 – 2045 Metropolitan Transportation Plan (MTP) utilizing a performance-based planning process with an emphasis on project selection by incorporating specific performance measures pertaining to System Reliability (Preservation), Safety, Multi-modal Use & Opportunity, and Stewardship into the project ranking and prioritization process.

At the core of the Corpus Christi MPO's performance process are measurable metrics used to evaluate the effectiveness of specific functions of the regional transportation system. The Corpus Christi MPO performance measures were distilled from required state and federal measures, as listed in the Decision Lens tool provided by TxDOT. Performance measures must be:

- Quantifiable – Comparable to some standard of acceptability over time
- Easily understood – Explicable in simplified terms to both technical and nontechnical people
- Practical – Developed in a cost-effective manner, relying as much as possible on existing, readily available data sources.

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Safety

Safety is the first national goal (PM1) identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule required MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of fatalities (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
- Rate of fatalities per 100 million vehicle miles traveled (VMT) (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- Number of serious injuries (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- Rate of serious injuries per 100 million VMT (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- Number of non-motorized fatalities and number of non-motorized serious injuries combined (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

Safety is the highest priority in the Corpus Christi region and crashes are the single largest cause of non-recurring congestion in the Corpus Christi MPO region. Safety goals call for reducing both the number and rate of fatalities and serious injury crashes. In order to reduce non-recurring congestion, it is also necessary to reduce the number of Property Damage Only (PDO) crashes and the amount of time these crashes individually impact travel on the roads. Incident management is an essential component of congestion management. The general perception is that crash frequency increases with increasing congestion levels while injury severity decreases due to slower speeds. Generally, the most intense congestion occurs when crashes happen in locations that are congested on a recurring basis, (i.e. without a crash).

The 2020 Texas Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The Corpus Christi MPO supports the TxDOT Safety targets, agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the safety targets. TxDOT's 2019 adopted goal is to work towards reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

Table 6. Adopted Corpus Christi MPO Safety Targets

Annual Performance Measure							Anticipated Effects	Adopted Targets	
	2013	2014	2015	2016	2017	2018	2024	2035	2045
Number of Fatal Crashes	25	33	35	33	37	35	30	18	6
Rate of Fatal Crashes per 100 million VMT	1.22	1.57	1.18	1.05	1.18	1.11	1.02	0.55	0.13
Number of Serious Injury Crashes	167	126	112	132	111	124	107	62	13
Rate of Serious Injury Crashes per 100 million VMT	8.14	5.98	3.77	4.20	3.53	3.92	3.64	1.96	0.28
Number of Non-motorized Fatal and Serious Injury Crashes	22	29	32	30	30	39	35	20	5

Bridge/Pavement Condition Targets (PM2): Adopted in November 2018 by the Corpus Christi MPO

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. Federal rules require TxDOT and the Corpus Christi MPO to set bridge and pavement performance targets and monitor progress towards achieving those targets. The Corpus Christi MPO

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must have four-year targets for all six measures, listed below. The Corpus Christi MPO agreed to support the TxDOT targets for the following six performance measures:

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges by deck area classified as in good condition; and
- Percent of NHS bridges by deck area classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI);
- Cracking Percent;
- Rutting;
- Faulting; and
- Present Serviceability Rating (PSR) for lower speed roads.

The condition of transportation assets impact congestion in several ways:

- Roads in poor condition generally lead to slower traffic as drivers seek to avoid potholes and other roadway impediments, and significant congestion and delays can be attributed to vehicles slowing down to avoid potholes or rough pavement.
- An increasing frequency of crashes also can be caused by unexpected changes in surface conditions because of reduction of road friction which affects the stopping ability and maneuverability of vehicles.
- Scheduled and unscheduled maintenance of roads and utility infrastructure under or near roads is the second leading cause of non-recurring congestion, after crashes, in the Corpus Christi MPO area.
- Arterials in the Corpus Christi MPO area are more congested than similar travel in other small MPO areas in the country. The condition of the roads in the Corpus Christi MPO area may be worse than those other MPOs.

The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed. The Corpus Christi MPO supports the TxDOT Pavement and Bridge Condition targets, shown in the table below, thus agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the Pavement and Bridge Condition targets. The Corpus Christi MPO's performance measures for PM2 are:

Pavement Condition

- Percentage of Interstate Highway (IH) pavement in "Good" condition
- Percentage of IH pavement in "Poor" condition
- Percentage of non-IH NHS pavement in "Good" condition
- Percentage of non-IH NHS pavement in "Poor" condition

Bridge Condition

- Percentage of IH and NHS bridge deck area in "Good" condition
- Percentage of IH and NHS bridge deck area in "Poor" condition

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Table 7. Federal Performance Measures

Pavement Condition	Baseline	2020 Target	2022 Target	Anticipated Effects 2024
Percentage of Interstate Highway pavement in “Good” condition	--	--	66.4%	67.0%
Percentage of Interstate Highway pavement in “Poor” condition	--	--	0.3%	0.3%
Percentage of non-Interstate Highway NHS pavement in “Good” condition	54.9%	52.0%	52.3%	53.0%
Percentage of non-Interstate Highway NHS pavement in “Poor” condition	14.0%	14.3%	14.3%	14.0%
Bridge Condition				
Percentage of NHS bridge deck area in “Good” condition	50.7%	50.6%	50.4%	50.6%
Percentage of NHS bridge deck area in “Poor” condition	0.9%	0.8%	0.8%	0.8%

The Corpus Christi MPO TIP was developed and is managed with cooperation with the TxDOT and the CCRTA.

System Performance and Freight (PM3): Adopted in November 2018

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively. TxDOT established targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets
- Truck Travel Time Reliability – two-year and four-year targets

Another adopted National Goal is to “...achieve a significant reduction in congestion on the National Highway System.” There are two primary performance measures for this goal.

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

The Corpus Christi MPO supports the TxDOT Operational Performance and Congestion targets, shown below, thus agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the System Performance and Congestion targets.

Reduce Congestion on Regionally Significant Corridors

In January 2017, USDOT published the System Performance/Freight Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS). The rule, which is referred to as the PM3 rule, requires the Corpus Christi MPO to set targets for the following performance measures:

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
- Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);
- Truck Travel Time Reliability index (TTTR);
- Annual hours of peak hour excessive delay per capita; and
- Percent of non-single occupant vehicle travel (Non-SOV).

In the Corpus Christi MPO, traffic congestion and travel time reliability metrics are, at a system-wide level, trending in a wrong direction. Two key metrics that are monitored are delay per capita and the duration of the congested period.

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Operational Performance and Congestion Targets (PM3)

The Corpus Christi MPO adopted the following System Performance and Freight Performance Measures based on the Travel Time Reliability (TTR) Index on Interstate Highway, TTR index on Non-Interstate Highway, and Truck Travel Time Reliability (TTTR) Index.

Table 8. Federal Performance Measures for System Performance and Freight

System Performance	Baseline	2020 Target	2022 Target	Anticipated Effects 2024
Travel Time Reliability Index on Interstate Highway	79.5%	61.2%	56.6%	65.0%
Travel Time Reliability Index on non-Interstate Highway	--	--	50.0%	53.0%
Freight Performance				
Truck Travel Time Reliability Index	1.40%	1.70%	1.79%	1.50%

Table 9. Operational Performance and Congestion Targets

Travel Time Reliability Index	2015 Measured	2016 Measured	2017 Measured	2020 Measured	2022 Measured	Anticipated Effects 2024
Travel Time Reliability (TTR)	100%	100%	98%	97%	95%	98%
Statewide TTR	79%	78%	79%	80%	67%	--
Corpus Christi MPO Non-Interstate TTR	95%	94%	97%	87%	85%	95%
Statewide Non-Interstate TTR	60%	59%	80%	71%	62%	--

Source: TxDOT Crash Reporting Information System, TxDOT Multi-Year Roadway Data Tables

Transit Asset Management Performance (TAM) Target

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2018. The table below identifies performance measures outlined in the final rule for transit asset management.

Table 10. FTA Transit Asset Management (TAM) Final Rule Performance Measures

Asset Category	Performance Measurement
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The Corpus Christi Regional Transportation Authority (CCRTA) TAM plan was developed to meet the FTA’s requirements. All assets owned by

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CCRTA were examined using the Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) which uses a scale of one to five to determine the quality of the asset. The scale is as follows:

- 1 = Poor; The asset is critically damaged or in need of immediate repair; well past useful life.
- 2 = Marginal Defective or deteriorated; in need of replacement; exceeded useful life.
- 3 = Adequate; Moderately deteriorated or defective; has not exceeded useful life.
- 4 = Good; Good condition, no longer new, may be slightly defective/deteriorated but is functional.
- 5 = Excellent; No visible defects, new or near new, may still be under warranty if applicable.

The CCRTA adopted the following performance targets and it was approved by the Corpus Christi MPO Transportation Policy Committee in December 2018.

Table 11. Corpus Christi Regional Transportation Authority (CCRTA) Adopted Performance Targets

Asset Class	Performance Measures	FY 2019 Target
Non-Revenue Vehicles	Age	Target % should not exceed 6.82% or Useful Life Benchmark to maintain the SGR
Revenue Vehicles (Rolling Stock)	Mileage	Target % should not exceed 0.0 % or Useful Life Benchmark to maintain the SGR
Facilities	Condition	Target % should not exceed 15.38% or Useful Life Benchmark to maintain the SGR

SGR – State of Good Repair

The Corpus Christi MPO will cooperatively work with the CCRTA to select transit projects that achieve these performance targets. The May Transportation Improvement Program (TIP) amendment is to add preventive maintenance projects in each year with \$1,000,000 budget to achieve the TAM performance targets.

FY 2021-2024 TIP Fiscally Constrained Project List

The development of the approved list of projects started with the 25-year long-range Transportation Plan, the 2020-2045 Metropolitan Transportation Plan (2020-2045 MTP) for the Corpus Christi MPO. The 2020-2045 MTP list of fiscally constrained projects in Chapter 7 of the approved document serves as the list of projects eligible for this FY 2021-2024 TIP. This list of projects is shown in **Table 12. 2020-2045 MTP Fiscally Constrained Project List (FY 2021-2024 TIP Eligible List)**. Using the performance measures, and allocating available funding as well as input from the public, technical staff and elected officials from the local governments and partner agencies, the following list of fiscally constrained projects was developed. **Table 13a. FY 2021-2024 TIP Fiscally Constrained Project List** presents the projects for the FY 2021-2024 TIP.

Project Stages

Projects progress through various stages of development prior to becoming operational. Transportation investments, particularly new facilities, typically take several years of planning before construction can begin. Prior to construction, transportation projects often require sponsors conduct feasibility studies, route studies, public hearings, environmental and social impact assessments, and purchase of right-of-way. The TxDOT current process is summarized below.

TxDOT Project Development Process

1. **Project Initiation:** This phase of the project includes all the steps between needs identification, through programming, up to the execution of the legal agreement (AFA) between the local government and TxDOT. The MTP and TIP will identify the needs, objectives, priorities, and specific activities that will be performed by each project or program. The product of the project initiation phase includes, at a minimum:
 - Description of the project or program: In a performance-based planning and programming process, project identification begins with determining the need for the project based on crash frequency and

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severity, pavement condition, bridge condition, conformance with current geometric standards, security, issues associated with demand for moving people and goods, resiliency, and other adopted Corpus Christi MPO goals and objectives. The evaluation of need is based on measured current and forecast future conditions, not on an assumption that prior decisions are still valid. Providing analyses and/or data to support problems or unsatisfactory conditions identified in the need sentence is required. Project descriptions will be detailed enough to be understandable to the general public with regard to scope of the project, its location, schedule and costs. It will also provide enough detail to allow forecast and evaluation of the relative performance-based merits of the various projects against each other.

- **Cost:** The preparation of a project cost estimate is a constantly evolving process that begins prior to programming and continues throughout the lifecycle of the project. Funding needs for a project includes the construction cost estimate, both the preliminary and final design plans, the environmental analysis, mitigation activities, and a separate right of way (ROW) cost estimate. The estimate will utilize the description that is used for evaluation purposes.
 - **Funding sources:** Twelve specific purpose categories of funds have been established by federal and state legislation and commission policy for highway transportation programs (See Section G above). Funding categories have formally established target LET dates and are either allocated state or district-wide programs or project specific.
 - **Schedule:** The schedule shown in the TIP should include the year that each phase will begin, with detail realistic enough to provide reasonable assurance that projects will achieve federally required funding milestones, including completion of expenditures within four years of funding obligation.
 - **RPIC:** Prior to beginning work, the local government and TxDOT will each designate a “responsible person in charge” (RPIC) for the project. The local government is also required to assign a “qualified person” to the project.
 - **Minute Order:** Obtain from the Texas Transportation Commission approval of minute orders as appropriate. A minute order is a formal expression of direction or intent approved by the Texas Transportation Commission to authorize actions by TxDOT.
2. **Advance Funding Agreement:** An Advance Funding Agreement (AFA) is a contract under which TxDOT and the local government allocate participation in a transportation improvement project. The AFA defines the scope of work, labor and material resources, and cash funding responsibilities to be contributed by each party that are necessary to accomplish a transportation project. These agreements are used when local entities participate in funding projects or programs. The local government funding may be directed toward preliminary engineering, construction, right of way, utility relocation costs, maintenance or as a match for federal funds for any other project expense.

The executed AFA will state the party responsible to perform each project development activity and the funding obligations of each party to the agreement. TxDOT is required to determine if the local government is qualified and has adequate resources and controls to perform the desired project work elements prior to the department's authorizing the entity to perform the project work. This is accomplished through the Local Government Risk Assessment process. Standard templates for Voluntary AFAs and AFAs are available from the standard contracts webpage on the Contract Services Division Crossroads website. This process can take 12-18 months. This timeframe should be considered during programming of project funds.

If there is a significant change in the scope of work, funding or schedule, the district will prepare an AFA amendment that sets forth the change and the reason for the change. An amendment to the AFA will frequently trigger a change order in the related bid documents or scope of services. Any change in the scope of the project must be consistent with TxDOT's change order policy. If the proposed change is outside of the change order policy, the district must coordinate with TxDOT's Design Division to get a new minute order from the Transportation Commission to authorize the new project.

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After a contract (AFA) is executed between the local entity and TxDOT, the local entity must request and obtain authorization to proceed with the project work. This authorization is a State Letter of Authority (SLOA). The SLOA must be issued on all projects whether the work is done by the local entity or contractors. For non-construction projects, a single SLOA is required prior to initiation of work on the project. For transportation projects that include construction up to three SLOAs may be required during the course of the overall project. The first SLOA is required prior to the Preliminary Engineering phase, the second SLOA is required prior to the acquisition of right of way or the accommodation of utilities and the third is required prior to initiation of advertising for construction.

In addition to the SLOA, a Federal Project Authorization and Agreement (FPAA) is required for both non-construction and construction projects that use federal funds. Upon completion of the FPAA form, the use of federal funds is authorized between FHWA and TxDOT for reimbursement of the approved costs.

The FPAA is required prior to TxDOT issuing each SLOA.

- 3. Environmental Compliance:** The impacts of a project or program upon the social, economic, and environmental conditions of a region are considered during the earliest stages of planning and development for any federally funded project. In many projects, the Environmental Compliance phase is performed concurrently with the preliminary design (30 percent design). The Environmental Compliance phase must be completed prior to right-of-way acquisition or utility accommodation.

During development of an MTP the combined impacts of all funded projects are estimated, and appropriate mitigation is identified. The three major categories of environmental study are: Class I - environmental impact statement (EIS) is very detailed and is used when the project is expected to have significant impacts on the human or natural environment. Class II – Categorically Excluded (CE). Projects which do not have cumulative or significant effects. Class III – Environmental Assessment (EA). Projects in this category are not Class I or Class II. Costs for this activity vary considerably, with four percent (4%) of initial construction cost often used as a starting point.

- 4. Preliminary Engineering and 30% Design:** During this step, project sponsors work with TxDOT and partner entities to define the project location, develop concepts to satisfy the project need, and agree on parameters (such as horizontal curve radii and super elevation, grades and stopping sight distances) for the final design. Parameters for the design may be established if they don't affect objective consideration of alternatives in the NEPA review process or cause adverse environmental impacts. Preliminary design must include an identification of the environmental issues and commitments that must be considered during the project development.

The Design Summary Report (DSR) contains the record of project development and design and constitutes an understanding of basic features of the project by FHWA, TxDOT divisions, TxDOT district office, and local government agencies. Costs for this activity generally five percent (5%) of initially estimated project construction costs. This activity generally takes 18 months, which should be considered during programming and reprogramming of project funds.

- 5. Right-of-Way and Utilities:** Determine existing Right-of-Way (ROW) limits, ownership of the properties that abut ROW, and ownership of any properties that may be temporarily or permanently acquired. It also includes identification of owners of any utilities that are in the existing ROW or on the proposed ROW. Above ground utility information may be obtained by standard land surveying methods. Underground utility locations may be determined by conventional survey methods, newer technologies, or by Subsurface Utility Engineering (SUE). During a Preliminary Design Concept Conference, proposed project limits, impacts, and physical and

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financial constraints are studied. Preliminary ROW data is used to adjust alignments and minimize ROW impacts to properties. Acquisition of ROW requires a separate cost estimate, which should be noted in the TIP and STIP. The schedule for ROW acquisition can greatly delay a project and should be considered during programming / reprogramming of project construction funds.

6. **Final (100%) Plans, Specifications, and Estimate Development (PS&E):** The Design Concept Conference (DCC) is the beginning of PS&E preparation and occurs after most of the background data is gathered. The DCC finalizes fundamental aspects, concepts, and design criteria of the project. The Design Summary Report (DSR) developed during Preliminary Engineering is updated as these activities are performed. The DSR is the auditable record of project development and is stored in the project File of Record. Make a site visit to inspect existing conditions pertinent to sequence of construction. Outcomes include determining the need for construction speed zoning and traffic control requirements at intersections, prepare preliminary staging plans using typical sections with plan views showing complex areas, and developing detours and road closures plan to ensure safe, continuous operation for motorcyclists, pedestrians and bicyclists, along with work zone safety for the traveling public, department employees, and contractor's employees. It may also be necessary to determine time of day limitations for construction activities to avoid impacts to traffic and adjacent properties. Costs for this activity are generally five percent (5%) of initially estimated project construction costs. This activity generally takes 18 months, which should be considered during programming and reprogramming of project funds.
7. **Letting and Award:** Letting is the process to award a contract, for the erection of public works, to one of several bidders. Bids to construct projects are forwarded to the Transportation Commission for approval and the approved contract is awarded (let) to the lowest responsive bid submitted by a qualified bidder. On an annual basis, the Letting Management Section of the Financial Management Division (FIN) requires districts establish the three-year letting schedule. The one-year letting schedule is a planning document and is subject to change, typically advancing or delaying projects from the following 2 years. Letting schedules are posted on the Internet.
8. **Construction:** Highway construction means construction activities carried out in relation to a highway. This includes the act of locating, supervising and mapping of an area for a highway. The construction of highways is usually done by state or local communities. The construction of highways will conform to federal or the state laws. Construction plans are the drawings approved by the engineer, or true reproductions thereof, which show the location, character, dimensions, and details of the work and which are a part of the contract.
9. **Project Closeout and Maintenance:** Upon completion of the project, the department prepares a Statement of Cost to document actual project costs incurred by the department. If any additional funds are owed by the local government, Financial Management Division sends an invoice to the local government. Any overpayment by the local government, after all cost and claims are paid, is returned.

FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 12. 2020-2045 MTP Fiscally Constrained Project List (FY 2021-2024 TIP Eligible List)

Plan Period	Rank	MPO ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT 1	CAT 2	CAT 4	CAT 6	CAT 7	CAT 9	CAT 12	Local / Other	Prior Funding	Total Project Cost (\$, millions)	
TIP / STIP	1	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00	--	\$35.00	--	--	--	--	--	--	--	--	\$45.43
TIP / STIP	1	MPO-002	I-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	\$60.00	--	\$12.00	\$15.00	--	--	--	\$33.00	--	--	--	\$77.88
TIP / STIP	1	MPO-003	US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	\$14.00	--	\$2.00	\$12.00	--	--	--	--	--	--	--	\$18.17
TIP / STIP	1	MPO-004	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00	--	\$4.00	--	--	--	--	--	--	--	--	\$5.19
TIP / STIP	1	MPO-005	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$40.00	--	\$40.00	--	--	--	--	--	--	--	--	\$51.92
TIP / STIP	1	MPO-006	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00	--	\$7.00	--	--	--	--	--	--	--	--	\$9.09
TIP / STIP	2	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42	--	--	--	--	\$1.42	--	--	--	--	--	\$1.84
TIP / STIP	2	MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7 / Local / ROW	\$71.00	--	--	--	--	\$36.00	--	--	\$20.00	\$15.00	--	\$92.15
TIP / STIP	2	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7	\$4.80	--	--	--	--	\$4.80	--	--	--	--	--	\$6.23
TIP / STIP	3	MPO-010	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	7	\$1.42	--	--	--	--	--	--	--	--	\$1.42	--	\$1.84
TIP / STIP	4	MPO-011	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	9	\$0.39	--	--	--	--	--	\$0.39	--	--	--	--	\$0.39
TIP / STIP	4	MPO-012	Region-wide Bike Boulevard Wayfinding Initiative	Designation of bicycle boulevards with pavement markings and signage	Various Locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	9	\$0.62	--	--	--	--	--	\$0.62	--	--	--	--	\$0.62
TIP / STIP	4	MPO-013	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Various Locations in Portland	N/A	City of Portland	On	9	\$0.36	--	--	--	--	--	\$0.36	--	--	--	--	\$0.36
TIP / STIP	4	MPO-014	Dr Hector P Garcia Park Hike & Bike Trail: Phase II	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr	Horne Road	City of Corpus Christi	Off	9	\$0.70	--	--	--	--	--	\$0.70	--	--	--	--	\$0.70
TIP / STIP	16	MPO-015	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	\$1.20	--	--	--	--	\$1.20	--	--	--	--	--	\$1.56
10-Year	1	MPO-016	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$16.00	--	\$16.00	--	--	--	--	--	--	--	--	\$19.20
10-Year	1	MPO-017	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$38.50	--	\$38.50	--	--	--	--	--	--	--	--	\$46.20
10-Year	1	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50	--	--	\$21.50	--	--	--	--	--	--	--	\$25.80
10-Year	9	MPO-019	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	7	\$5.50	--	--	--	--	\$5.50	--	--	--	--	--	\$6.60
10-Year	12	MPO-020	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	7	\$4.73	--	--	--	--	\$4.73	--	--	--	--	--	\$5.68
10-Year	13	MPO-021	Regional Parkway / Rodd Field Road Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$1.89	--	--	--	--	\$1.89	--	--	--	--	--	\$2.27
10-Year	13	MPO-022	Regional Parkway	NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B)	Rodd Field Road	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$45.00	--	--	--	--	\$45.00	--	--	--	--	--	\$54.00
10-Year	13	MPO-023	Rodd Field Road Extension	Construct Phase I consisting of 2-lane roadway with raised medians on new location	Yorktown Boulevard	Future Regional Parkway (South of Oso Creek)	City of Corpus Christi	Off	7	\$25.00	--	--	--	--	\$25.00	--	--	--	--	--	\$30.00
10-Year	14	MPO-024	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	7	\$39.41	--	--	--	--	\$39.41	--	--	--	--	--	\$47.29
10-Year	15	MPO-025	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	7	\$20.00	--	--	--	--	\$20.00	--	--	--	--	--	\$24.00
10-Year	19	MPO-026	Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	7	\$17.00	--	--	--	--	\$17.00	--	--	--	--	--	\$20.40
10-Year	22	MPO-027	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5.92	--	--	--	--	\$5.92	--	--	--	--	--	\$7.10

FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 12. 2020-2045 MTP Fiscally Constrained Project List (FY 2021-2024 TIP Eligible List)

Plan Period	Rank	MPO ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT 1	CAT 2	CAT 4	CAT 6	CAT 7	CAT 9	CAT 12	Local / Other	Prior Funding	Total Project Cost (\$, millions)
10-Year	23	MPO-028	Joe Fulton International Trade Corridor (JFITC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	7	\$5.00	--	--	--	--	\$5.00	--	--	--	--	\$6.00
10-Year	32	MPO-029	US 181 Companion Drainage Project	Construction of the companion drainage project across the TxDOT right-of-way	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	2 / 7 / Local	\$7.00	--	--	--	--	--	--	--	\$7.00	--	\$8.40
10-Year	35	MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12.43	--	--	--	--	--	\$12.43	--	--	--	\$12.43
Long Range	5	MPO-031	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	2	\$35.00	--	\$35.00	--	--	--	--	--	--	--	\$42.00
Long Range	6	MPO-032	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	2	\$80.00	--	\$80.00	--	--	--	--	--	--	--	\$96.00
Long Range	7	MPO-033	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	\$18.00	--	\$6.00	\$10.00	--	\$2.00	--	--	--	--	\$21.60
Long Range	8	MPO-034	I-37 / SH 358 Interchange	Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 interchange	N/A	TxDOT-CRP	On	2 / 4U	\$100.00	--	\$60.00	\$40.00	--	--	--	--	--	--	\$120.00
Long Range	10	MPO-035	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	2 / 4U	\$40.00	--	\$15.00	\$25.00	--	--	--	--	--	--	\$48.00
Long Range	11	MPO-036	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	2 / 4U	\$60.00	--	\$25.00	\$35.00	--	--	--	--	--	--	\$72.00

FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 13a. FY 2021-2024 TIP Fiscally Constrained Project List

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$,millions)	CAT 1	CAT 2	CAT 4	CAT 7	CAT 9	CAT 12	Local/Other	Prior Funding	Total Project Cost (\$,millions)
2021	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	NEPA, ROW, Design, or Construction	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00		\$35.00							\$45.43
2021	0074-06-241	MPO-002	I-37	NEPA, ROW, Design, or Construction	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	\$60.00		\$12.00	\$15.00			\$33.00			\$77.88
2021	0101-04-120	MPO-003	US 181	NEPA, ROW, Design, or Construction	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3239 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	\$14.00		\$2.00	\$12.00						\$18.17
2021	0101-04-114	MPO-004	US 181 Ramp Reversals	NEPA, ROW, Design, or Construction	Reverse entrance and exit ramps in Northbound direction	FM 3239 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00		\$4.00							\$5.19
2021	0326-01-056	MPO-005	SH 286 (Crosstown)	NEPA, ROW, Design, or Construction	Extend 4-lane divided freeway by constructing mainlanes, overpass, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$40.00		\$40.00							\$51.92
2021	1209-01-030	MPO-006	FM 893 (Moore Avenue)	NEPA, ROW, Design, or Construction	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00		\$7.00							\$9.09
2024	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	NEPA, ROW, Design	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42				\$1.42					\$1.84
2021	0101-06-111	MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	NEPA, ROW, Design, or Construction	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7/ Local/ROW	\$57.30				\$17.30			\$20.00	\$20.00	\$57.30
2021	0916-35-196	MPO-009	Harbor Bridge Park Improvements	NEPA, ROW, Design, or Construction	Park mitigation for Harbor Bridge	At various city parks	Ben Garza, TC Ayers and new location	City of Corpus Christi	Off	7/ Local	\$4.80				\$1.30			\$3.50		\$6.23
2021	0916-35-219	MPO-011	Schanen Ditch Hike and Bike Trail: Phase IV	NEPA, ROW, Design, or Construction	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	9	\$0.39					\$0.39				\$0.39
2021	0916-35-206	MPO-012	Region-wide Bike Boulevard Wayfinding Initiative	NEPA, ROW, Design, or Construction	Designation of bicycle boulevards with pavement markings and signage	Various locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	9	\$0.62					\$0.62				\$0.62
2021	0916-28-069	MPO-013	Portland Bicycle Lanes	NEPA, ROW, Design, or Construction	Construct one way cycle track and buffered bike lanes	At various locations in Portland	N/A	City of Portland	On	9	\$0.36					\$0.36				\$0.36
2021	N/A	MPO-014	Dr. Hector P. Garcia Hike & Bike Trail: Phase II	NEPA, ROW, Design, or Construction	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr.	Horne Road	City of Corpus Christi	Off	9	\$0.70					\$0.70				\$0.70
2024	0617-02-073	MPO-016	PR 22	NEPA, ROW, Design, or Construction	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$16.00		\$16.00							\$19.20
2024	0180-10-082	MPO-017	SH 361	NEPA, ROW, Design, or Construction	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$38.50		\$38.50							\$46.20
2024	0180-06-118	MPO-018	SH 35	NEPA, ROW, Design, or Construction	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50			\$21.50						\$25.80
2024	N/A	MPO-030	Future Category 9 Projects	NEPA, ROW, Design, or Construction	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$2.39					\$2.39				\$2.39
2021	0074-05-098	TxDOT-002	IH 37	NEPA, ROW, Design, or Construction	Widen freeway	Nueces River	IH 37/US 77 Interchange	TxDOT-CRP	On	4	\$22.00			\$22.00						\$22.00
2021	N/A	CCRTA-036	FY 21 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.86							\$0.86		\$0.86
2021	N/A	CCRTA-037	FY 21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00
2021	N/A	CCRTA-038	FY 21 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.21							\$0.21		\$0.21
2021	N/A	CCRTA-039	FY 21 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	5307	\$7.37							\$7.37		\$7.37
2021	N/A	CCRTA-040	FY 21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.21							\$0.21		\$0.21
2021	N/A	CCRTA-041	FY 21 Engine Overhaul Program	Transit Maintenance/Operations	Engine Overhaul Program	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.64							\$0.64		\$0.64
2021	N/A	CCRTA-042	FY 21 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	5339	\$0.05							\$0.05		\$0.05
2021	N/A	CCRTA-043	FY 21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.21							\$1.21		\$1.21
2021	N/A	CCRTA-044	FY 21 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.85							\$0.85		\$0.85
2021	N/A	CCRTA-045	FY 21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00

FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 13a. FY 2021-2024 TIP Fiscally Constrained Project List

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$,millions)	CAT 1	CAT 2	CAT 4	CAT 7	CAT 9	CAT 12	Local/Other	Prior Funding	Total Project Cost (\$,millions)
2021	N/A	CCRTA-046	FY 21 Mobile Bus Lift	Transit Maintenance/Operations	Mobile Bus Lift	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.05							\$0.05		\$0.05
2021	N/A	CCRTA-047	FY 21 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	5310	\$0.40							\$0.40		\$0.40
2021	N/A	CCRTA-048	FY 21 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00
2022	N/A	CCRTA-049	FY 22 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	5310	\$0.40							\$0.40		\$0.40
2022	N/A	CCRTA-050	FY 24 Westside Station near DMC West Campus	Capital	Westside Station near DMC West Campus	N/A	N/A	Corpus Christi RTA	Off	5307	\$5.10							\$5.10		\$5.10
2022	N/A	CCRTA-051	FY 22 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.86							\$0.86		\$0.86
2022	N/A	CCRTA-052	FY 22 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00
2022	N/A	CCRTA-053	FY 22 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	5307	\$6.58							\$6.58		\$6.58
2022	N/A	CCRTA-054	FY 22 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.34							\$0.34		\$0.34
2022	N/A	CCRTA-055	FY 22 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.50							\$0.50		\$0.50
2022	N/A	CCRTA-056	FY 24 Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	5339	\$1.09							\$1.09		\$1.09
2023	N/A	CCRTA-057	FY 23 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	5307	\$8.54							\$8.54		\$8.54
2023	N/A	CCRTA-058	FY 23 Support/Relief Vehicles	Transit Maintenance/Operations	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.31							\$0.31		\$0.31
2023	N/A	CCRTA-059	FY 23 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.50							\$0.50		\$0.50
2023	N/A	CCRTA-060	FY 23 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00
2023	N/A	CCRTA-061	FY 23 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.99							\$0.99		\$0.99
2023	N/A	CCRTA-062	FY 23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	5339	\$0.05							\$0.05		\$0.05
2023	N/A	CCRTA-063	FY 23 Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	5310	\$0.40							\$0.40		\$0.40
2024	N/A	CCRTA-064	FY 24 (est. by MPO) Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	5307	\$8.54							\$8.54		\$8.54
2024	N/A	CCRTA-065	FY 24 (est. by MPO) Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.31							\$0.31		\$0.31
2024	N/A	CCRTA-066	FY 24 (est. by MPO) Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.50							\$0.50		\$0.50
2024	N/A	CCRTA-067	FY 24 (est. by MPO) Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00
2024	N/A	CCRTA-068	FY 24 (est. by MPO staff) Bus Stop amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.99							\$0.99		\$0.99
2024	N/A	CCRTA-069	FY 24 (est. by MPO) Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	5339	\$0.05							\$0.05		\$0.05
2024	N/A	CCRTA-070	FY 24 (est. by MPO staff) Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	5310	\$0.40							\$0.40		\$0.40

Table 13b. FY 2021-2024 TIP Roll Forward Funding Project List

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$,millions)	CAT 1	CAT 2	CAT 4	CAT 7	CAT 9	CAT 12	Local/Other	Prior Funding	Total Project Cost (\$,millions)
2021	0101-06-095	TxDOT-001	Harbor Bridge	Design or Construction	Construct New Bridge, Approaches, Interchanges, and Highway Improvements	North Beach Ave	Morgan Ave @ Crosstown Expwy	TxDOT-CRP	On	2M,6,7,12	\$807.80		\$12.60		\$19.20		\$485.00			\$807.80
2021	0916-28-070	MPO-065	Portland Memorial Pkwy H/B	Design or Construction	Construct Hike & Bike Trail (Funded in FY 2018 dollars)	On Memorial Pkwy from FM 2986 (Wildcat Dr.)	Billy G. Webb Dr.	City of Portland	Off	9	\$0.34					\$0.34				\$0.40
2021	0916-28-069	MPO-013	Portland Bicycle Lanes	Design or Construction	One-Way Cycle Track and Buffered Bike Lanes	Various locations in Portland	Various locations in Portland	City of Portland	Off	9	\$0.43					\$0.29		\$0.07		\$0.43

VI. APPENDIX

APPENDIX A
Transit Project List

FY 2021-2024 Transit Project List

TIP Fiscal Year	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$,millions)	CAT 1	CAT 2	CAT 4	CAT 7	CAT 9	CAT 12	Local/Other	Prior Funding	Total Project Cost (\$,millions)
2021	CCRTA-036	FY 21 Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.86							\$0.86		\$0.86
2021	CCRTA-037	FY 21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA	\$1.00							\$1.00		\$1.00
2021	CCRTA-038	FY 21 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.21							\$0.21		\$0.21
2021	CCRTA-039	FY 21 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA	\$7.37							\$7.37		\$7.37
2021	CCRTA-040	FY 21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.21							\$0.21		\$0.21
2021	CCRTA-041	FY 21 Engine Overhaul Program	Transit Maintenance/Operations	Engine Overhaul Program	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.64							\$0.64		\$0.64
2021	CCRTA-042	FY 21 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.05							\$0.05		\$0.05
2021	CCRTA-043	FY 21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA	\$1.21							\$1.21		\$1.21
2021	CCRTA-044	FY 21 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.85							\$0.85		\$0.85
2021	CCRTA-045	FY 21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA	\$1.00							\$1.00		\$1.00
2021	CCRTA-046	FY 21 Mobile Bus Lift	Transit Maintenance/Operations	Mobile Bus Lift	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.05							\$0.05		\$0.05
2021	CCRTA-047	FY 21 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.40							\$0.40		\$0.40
2021	CCRTA-048	FY 21 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA	\$1.00							\$1.00		\$1.00
2022	CCRTA-049	FY 22 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.40							\$0.40		\$0.40
2022	CCRTA-050	FY 22 Westside Station near DMC West Campus	Capital	Westside Station near DMC West Campus	N/A	N/A	Corpus Christi RTA	Off	FTA	\$5.10							\$5.10		\$5.10
2022	CCRTA-051	FY 22 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.86							\$0.86		\$0.86
2022	CCRTA-052	FY 22 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA	\$1.00							\$1.00		\$1.00
2022	CCRTA-053	FY 22 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA	\$6.58							\$6.58		\$6.58
2022	CCRTA-054	FY 22 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.34							\$0.34		\$0.34
2022	CCRTA-055	FY 22 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.50							\$0.50		\$0.50
2022	CCRTA-056	FY 22 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA	\$1.09							\$1.09		\$1.09
2023	CCRTA-057	FY 23 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA	\$8.54							\$8.54		\$8.54
2023	CCRTA-058	FY 23 Support/Relief Vehicles	Transit Maintenance/Operations	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.31							\$0.31		\$0.31
2023	CCRTA-059	FY 23 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.50							\$0.50		\$0.50
2023	CCRTA-060	FY 23 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA	\$1.00							\$1.00		\$1.00
2023	CCRTA-061	FY 23 Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.99							\$0.99		\$0.99
2023	CCRTA-062	FY 23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.05							\$0.05		\$0.05
2023	CCRTA-063	FY 23 Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.40							\$0.40		\$0.40

FY 2012-2024 Transit Project List

TIP Fiscal Year	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$,millions)	CAT 1	CAT 2	CAT 4	CAT 7	CAT 9	CAT 12	Local/Other	Prior Funding	Total Project Cost (\$,millions)
2024	CCRTA-064	FY 24 (est. by MPO) Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA	\$8.54							\$8.54		\$8.54
2024	CCRTA-065	FY 24 (est. by MPO) Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.31							\$0.31		\$0.31
2024	CCRTA-066	FY 24 (est. by MPO) Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.50							\$0.50		\$0.50
2024	CCRTA-067	FY 24 (est. by MPO) Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA	\$1.00							\$1.00		\$1.00
2024	CCRTA-068	FY 24 (est. by MPO staff) Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.99							\$0.99		\$0.99
2024	CCRTA-069	FY 24 (est. by MPO staff) Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.05							\$0.05		\$0.05
2024	CCRTA-070	FY 24 (est. by MPO staff) Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	FTA	\$0.40							\$0.40		\$0.40



Date: February 27, 2020
To: Technical Advisory Committee (TAC)
From: Christina A. Perez, Director of Procurement
Subject: Item 4A: FY 2019-2022 Transportation Improvement Program (TIP) Amendment #5 - Corpus Christi Regional Transportation Authority (CCRTA) New Projects
Action: Review, Discuss, and Approve TIP Amendments

Summary

The Corpus Christi Regional Transportation Authority (CCRTA) requests the Corpus Christi MPO include additional funds for one existing FY 2019-2022 TIP project and add a total of 22 additional projects to the existing FY 2019-2022 TIP, and the 2020-2045 Metropolitan Transportation Plan (MTP), as identified in the tables below. Attachment #1 illustrates the proposed new/modified projects in **“red” font**.

Amending FY 2019 Project:

Program Year	Project Name/Description	Funding	Currently Approved Total Project Cost	Amended Total Project Cost	MPO Project Number
FY 2019	Paratransit Fleet Replacement	5307	\$1,760,000	\$3,083,100	T-116-19

The currently approved total project cost is \$1,760,000. In reviewing the needs of our paratransit fleet, the cost of 12 (twelve) paratransit vehicles are approximately \$3,083,100.

Addition of 10 Projects in FY 2020:

Program Year	Project Name/Description	Funding	Total Project Cost
FY 2020	Engine Overhaul Program	5307	\$815,100
FY 2020	CNG De-fueling Station	5307	\$60,000
FY 2020	Sidewalk Improvements (ADA) – Corpus Christi	5307	\$1,500,000
FY 2020	Supervisor /Relief Vehicles (Apportionment FFY 2018)	5307	\$392,000
FY 2020	Supervisory/Relief Vehicles (Apportionment FFY 2019)	5307	\$226,700
FY 2020	Rolling Stock/Paratransit Fleet Replacements (all variety of rolling stock)	5307	\$4,574,000
FY 2020	Bus Stop Shelter Amenities	5307	\$523,800
FY 2020	Bus Support/Equipment and Facilities	5307	\$31,100
FY 2020	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (Apportionment FFY 2017)	5339	\$47,000
FY 2020	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (Apportionment FFY 2018)	5339	\$236,000
FY 2020 Project Total			\$8,405,700

Addition of 8 Projects in FY 2021:

Program Year	Project Name/Description	Funding	Total Project Cost
FY 2021	Bus Stop Amenities	5307	\$862,700
FY 2021	Bus Stop Improvements	5307	\$1,000,000
FY 2021	Support/Relief Vehicles	5307	\$212,000
FY 2021	Rolling Stock (All variety of rolling stock)	5307	\$7,369,000
FY 2021	Bus Support/Equipment and Facilities/Hardware/Software	5307	\$205,000
FY 2021	Engine Overhaul Program	5307	\$635,800
FY 2021	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	5339	\$45,000
FY 2021	Bus Support Equipment and Facilities/Hardware/Software	5339	\$1,210,000
FY 2021 Project Total			\$11,539,500

Addition of 4 Projects in FY 2022:

Program Year	Project Name/Description	Funding	Total Project Cost
FY 2022	Rolling Stock (All variety of rolling stock)	5307	\$6,579,300
FY 2022	Support/Relief Vehicles	5307	\$344,500
FY 2022	Bus Stop Improvements	5307	\$500,000
FY 2022	Bus Support Equipment and Facilities/Hardware/Software	5307	\$1,090,000
FY 2022 Project Total			\$8,513,800

Addition of 7 Projects in FY 2023:

Program Year	Project Name/Description	Funding	Total Project Cost
FY 2023	Rolling Stock (All variety of rolling stock)	5307	\$8,543,500
FY 2023	Support/Relief Vehicles	5307	\$307,100
FY 2023	Bus Stop Improvements	5307	\$500,000
FY 2023	Preventive Maintenance	5307	\$1,000,000
FY 2023	Bus Stop Amenities	5339	\$987,000
FY 2023	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	5339	\$54,000
FY 2023	Section 5310 Sub-recipients	5310	\$400,000
FY 2023 Project Total			\$11,791,600

CCRTA is adding these additional projects to TIP FY 2019-2022 and the 2020-2045 Metropolitan Transportation Plan (MTP), due to the requirements set forth by the Federal Transit Administration (FTA). Adding these additional projects will allow CCRTA to apply for yearly formula funds granted the CCRTA.

APPENDIX B

FY 2021-2024 TIP Fiscally Constrained Project List

FY 2021-2024 TIP Fiscally Constrained Project List (Table 13a)

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$,millions)	CAT 1	CAT 2	CAT 4	CAT 7	CAT 9	CAT 12	Local/Other	Prior Funding	Total Project Cost (\$,millions)
2021	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	NEPA, ROW, Design, or Construction	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00		\$35.00							\$45.43
2021	0074-06-241	MPO-002	I-37	NEPA, ROW, Design, or Construction	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	\$60.00		\$12.00	\$15.00			\$33.00			\$77.88
2021	0101-04-120	MPO-003	US 181	NEPA, ROW, Design, or Construction	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3239 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	\$14.00		\$2.00	\$12.00						\$18.17
2021	0101-04-114	MPO-004	US 181 Ramp Reversals	NEPA, ROW, Design, or Construction	Reverse entrance and exit ramps in Northbound direction	FM 3239 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00		\$4.00							\$5.19
2021	0326-01-056	MPO-005	SH 286 (Crosstown)	NEPA, ROW, Design, or Construction	Extend 4-lane divided freeway by constructing mainlanes, overpass, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$40.00		\$40.00							\$51.92
2021	1209-01-030	MPO-006	FM 893 (Moore Avenue)	NEPA, ROW, Design, or Construction	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00		\$7.00							\$9.09
2024	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	NEPA, ROW, Design	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42				\$1.42					\$1.84
2021	0101-06-111	MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	NEPA, ROW, Design, or Construction	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7/ Local/ROW	\$57.30				\$17.30			\$20.00	\$20.00	\$57.30
2021	0916-35-196	MPO-009	Harbor Bridge Park Improvements	NEPA, ROW, Design, or Construction	Park mitigation for Harbor Bridge	At various city parks	Ben Garza, TC Ayers and new location	City of Corpus Christi	Off	7/ Local	\$4.80				\$1.30			\$3.50		\$6.23
2021	0916-35-219	MPO-011	Schanen Ditch Hike and Bike Trail: Phase IV	NEPA, ROW, Design, or Construction	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	9	\$0.39					\$0.39				\$0.39
2021	0916-35-206	MPO-012	Region-wide Bike Boulevard Wayfinding Initiative	NEPA, ROW, Design, or Construction	Designation of bicycle boulevards with pavement markings and signage	Various locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	9	\$0.62					\$0.62				\$0.62
2021	0916-28-069	MPO-013	Portland Bicycle Lanes	NEPA, ROW, Design, or Construction	Construct one way cycle track and buffered bike lanes	At various locations in Portland	N/A	City of Portland	On	9	\$0.36					\$0.36				\$0.36
2021	N/A	MPO-014	Dr. Hector P. Garcia Hike & Bike Trail: Phase II	NEPA, ROW, Design, or Construction	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr.	Horne Road	City of Corpus Christi	Off	9	\$0.70					\$0.70				\$0.70
2024	0617-02-073	MPO-016	PR 22	NEPA, ROW, Design, or Construction	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$16.00		\$16.00							\$19.20
2024	0180-10-082	MPO-017	SH 361	NEPA, ROW, Design, or Construction	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$38.50		\$38.50							\$46.20
2024	0180-06-118	MPO-018	SH 35	NEPA, ROW, Design, or Construction	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50			\$21.50						\$25.80
2024	N/A	MPO-030	Future Category 9 Projects	NEPA, ROW, Design, or Construction	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$2.39					\$2.39				\$2.39
2021	0074-05-098	TxDOT-002	IH 37	NEPA, ROW, Design, or Construction	Widen freeway	Nueces River	IH 37/US 77 Interchange	TxDOT-CRP	On	4	\$22.00			\$22.00						\$22.00
2021	N/A	CCRTA-036	FY 21 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.86							\$0.86		\$0.86
2021	N/A	CCRTA-037	FY 21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00
2021	N/A	CCRTA-038	FY 21 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.21							\$0.21		\$0.21
2021	N/A	CCRTA-039	FY 21 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	5307	\$7.37							\$7.37		\$7.37
2021	N/A	CCRTA-040	FY 21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.21							\$0.21		\$0.21
2021	N/A	CCRTA-041	FY 21 Engine Overhaul Program	Transit Maintenance/Operations	Engine Overhaul Program	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.64							\$0.64		\$0.64
2021	N/A	CCRTA-042	FY 21 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	5339	\$0.05							\$0.05		\$0.05
2021	N/A	CCRTA-043	FY 21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.21							\$1.21		\$1.21
2021	N/A	CCRTA-044	FY 21 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.85							\$0.85		\$0.85
2021	N/A	CCRTA-045	FY 21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00

FY 2021-2024 TIP Fiscally Constrained Project List (Table 13a)

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$,millions)	CAT 1	CAT 2	CAT 4	CAT 7	CAT 9	CAT 12	Local/Other	Prior Funding	Total Project Cost (\$,millions)
2021	N/A	CCRTA-046	FY 21 Mobile Bus Lift	Transit Maintenance/Operations	Mobile Bus Lift	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.05							\$0.05		\$0.05
2021	N/A	CCRTA-047	FY 21 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	5310	\$0.40							\$0.40		\$0.40
2021	N/A	CCRTA-048	FY 21 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00
2022	N/A	CCRTA-049	FY 22 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	5310	\$0.40							\$0.40		\$0.40
2022	N/A	CCRTA-050	FY 24 Westside Station near DMC West Campus	Capital	Westside Station near DMC West Campus	N/A	N/A	Corpus Christi RTA	Off	5307	\$5.10							\$5.10		\$5.10
2022	N/A	CCRTA-051	FY 22 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.86							\$0.86		\$0.86
2022	N/A	CCRTA-052	FY 22 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00
2022	N/A	CCRTA-053	FY 22 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	5307	\$6.58							\$6.58		\$6.58
2022	N/A	CCRTA-054	FY 22 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.34							\$0.34		\$0.34
2022	N/A	CCRTA-055	FY 22 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.50							\$0.50		\$0.50
2022	N/A	CCRTA-056	FY 24 Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	5339	\$1.09							\$1.09		\$1.09
2023	N/A	CCRTA-057	FY 23 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	5307	\$8.54							\$8.54		\$8.54
2023	N/A	CCRTA-058	FY 23 Support/Relief Vehicles	Transit Maintenance/Operations	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.31							\$0.31		\$0.31
2023	N/A	CCRTA-059	FY 23 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.50							\$0.50		\$0.50
2023	N/A	CCRTA-060	FY 23 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00
2023	N/A	CCRTA-061	FY 23 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.99							\$0.99		\$0.99
2023	N/A	CCRTA-062	FY 23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	5339	\$0.05							\$0.05		\$0.05
2023	N/A	CCRTA-063	FY 23 Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	5310	\$0.40							\$0.40		\$0.40
2024	N/A	CCRTA-064	FY 24 (est. by MPO) Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	5307	\$8.54							\$8.54		\$8.54
2024	N/A	CCRTA-065	FY 24 (est. by MPO) Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.31							\$0.31		\$0.31
2024	N/A	CCRTA-066	FY 24 (est. by MPO) Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.50							\$0.50		\$0.50
2024	N/A	CCRTA-067	FY 24 (est. by MPO) Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	5307	\$1.00							\$1.00		\$1.00
2024	N/A	CCRTA-068	FY 24 (est. by MPO staff) Bus Stop amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	5307	\$0.99							\$0.99		\$0.99
2024	N/A	CCRTA-069	FY 24 (est. by MPO) Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	5339	\$0.05							\$0.05		\$0.05
2024	N/A	CCRTA-070	FY 24 (est. by MPO staff) Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	5310	\$0.40							\$0.40		\$0.40

FY 2021-2024 TIP Roll Forward with Prior Funding Project List (Table 13b)

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$,millions)	CAT 1	CAT 2	CAT 4	CAT 7	CAT 9	CAT 12	Local/Other	Prior Funding	Total Project Cost (\$,millions)
2021	0101-06-095	TxDOT-001	Harbor Bridge	Design or Construction	Construct New Bridge, Approaches, Interchanges, and Highway Improvements	North Beach Ave	Morgan Ave @ Crosstown Expwy	TxDOT-CRP	On	2M,6,7,12	\$807.80		\$12.60		\$19.20		\$485.00			\$807.80
2021	0916-28-070	MPO-065	Portland Memorial Pkwy H/B	Design or Construction	Construct Hike & Bike Trail (Funded in FY 2018 dollars)	On Memorial Pkwy from FM 2986 (Wildcat Dr.)	Billy G. Webb Dr.	City of Portland	Off	9	\$0.34					\$0.34				\$0.40
2021	0916-28-069	MPO-013	Portland Bicycle Lanes	Design or Construction	One-Way Cycle Track and Buffered Bike Lanes	Various locations in Portland	Various locations in Portland	City of Portland	Off	9	\$0.43					\$0.29		\$0.07		\$0.43

APPENDIX C

Public Notice #20-6 – May 31, 2020



PUBLIC NOTICE #20-6

May 31, 2020

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2021-2024 Transportation Improvement Program (TIP)**. The TIP identifies how the region plans to invest in the transportation system during the next 4 years. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on both the overall TIP and on projects that are funded within the TIP.

The **DRAFT FY 2021-2024 Transportation Improvement Program (TIP)** is being released to the public on June 4, 2020 and public input is invited through July 9, 2020 at the following public meetings:

NO IN-PERSON PUBLIC COMMENTS DUE TO COVID-19

Public Comments may be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and **MUST** be submitted no later than 5 minutes after the start of a meeting in order to be provided for consideration and review at the meeting. All Public Comments submitted shall be placed into the record of the meeting.

June 4, 2020, 2:00 p.m.*

MPO Transportation Policy Committee

Corpus Christi City Hall - Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

June 10, 2020, 4:30 p.m.*

MPO Public Meeting

Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

NO IN-PERSON PUBLIC COMMENTS DUE TO COVID-19

June 18, 2020, 9:00 a.m.*

MPO Technical Advisory Committee

Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

July 2, 2020, 2:00 p.m.*

MPO Transportation Policy Committee

Corpus Christi City Hall - Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

**Meeting location and time subject to change, check MPO website for final location.*

www.corpuschristi-mpo.org

The **Corpus Christi Regional Transportation Authority (CCRTA)** hereby gives notice that coordination actions with the Corpus Christi Metropolitan Planning Organization (MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula

Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by the FAST Act) are integrated into the MPO's adopted "Public Participation Plan". The CCRTA therefore is a participant with the MPO in the public process for the FY 2021-2024 TIP.

All MPO Committee meetings are public meetings and open to the public subject to the COVID-19 policies mentioned above. Any persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

Caller Times

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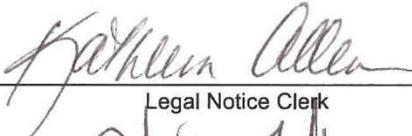
CORPUS CHRISTI, TX 78401

STATE OF WISCONSIN)
COUNTY OF BROWN)

I, being first duly sworn, upon oath depose and say that I am a legal clerk and employee of the publisher, namely, the Corpus Christi Caller-Times, a daily newspaper published at Corpus Christi in said City and State, generally circulated in Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Kleberg, Live Oak, Nueces, Refugio, and San Patricio, Counties, and that the publication of which the annexed is a true copy, was inserted in the Corpus Christi Caller-Times on the following dates:

05/31/2020

On this May 31, 2020, I certify that the attached document is a true and exact copy made by the publisher:



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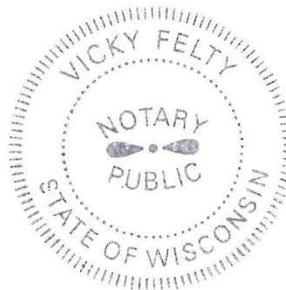
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PUBLIC NOTICE #20-6

May 31, 2020

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2021-2024 Transportation Improvement Program (TIP)**. The TIP identifies how the region plans to invest in the transportation system during the next 4 years. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on both the overall TIP and on projects that are funded within the TIP.

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Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

NO IN-PERSON PUBLIC COMMENTS DUE TO COVID-19

June 18, 2020, 9:00 a.m.*

MPO Technical Advisory Committee
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

July 9, 2020, 2:00 p.m.*

MPO Transportation Policy Committee
Corpus Christi City Hall - Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

*Meeting location and time subject to change, check MPO website for final location.
www.corpuschristi-mpo.org

The Corpus Christi Regional Transportation Authority (CCRTA) hereby gives notice that coordination actions with the Corpus Christi Metropolitan Planning Organization (MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by the FAST Act) are integrated into the MPO's adopted "Public Participation Plan". The CCRTA therefore is a participant with the MPO in the public process for the FY 2021-2024 TIP.

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APPENDIX D

Transportation Policy Committee Meeting Minutes – July 2, 2020

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE (TPC) MEETING MINUTES - JULY 2, 2020**

1. Call to Order, Roll Call, and Quorum Determination

TPC Chair Judge Krebs called the meeting to order at 2:00 p.m. at the City of Corpus Christi Council Chambers.

TPC Members Present:

Judge David Krebs, Chair, San Patricio County

Mr. Charles Zahn, Jr. Vice Chair, Port of Corpus Christi Authority (via phone)

Mayor Cathy Skurow, City of Portland

Mayor Joe McComb, City of Corpus Christi

Mr. Valente Olivarez, Jr., P.E., Texas Department of Transportation, Corpus Christi District

Mr. Eddie Martinez, Corpus Christi Regional Transportation Authority (via phone)

Mr. John Buckner, Coastal Bend Council of Governments

Ms. Mary Esther Guerra, Assistant County Attorney, Nueces County Attorney's Office

MPO Staff Present: Rob MacDonald, P.E.; Craig Casper, AICP; Victor Mendieta; and Yoshiko Boulan

2. Public Comments for items not on the Agenda

Due to COVID-19, no in-person comment was allowed. Mr. MacDonald informed the TPC and the public there was no public comment submitted for items not on the Agenda as of July 2, 2020 at 2:05 p.m.

3. Approval of the June 4, 2020 TPC Regular Meeting Minutes

Mr. Zahn made a motion to approve the June 4, 2020 TPC Meeting Minutes. Mr. Olivarez seconded; motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION:

A. DRAFT FY 2021-2024 Transportation Improvement Program (TIP)

DRAFT FY 2021-2024 Transportation Improvement Program (TIP) was released for the 30-day public comment period. Mr. MacDonald informed the TPC and the public that the following comments were received during the 30-day public comment period which were documented in the updated FY 2021-2024 TIP, Appendix G: Public Comments:

(1) Technical Advisory Committee (TAC): A suggestion to establish a public comment procedures, to update the total construction cost of Harbor Bridge Relocation Program (MPO-008) based on the number provided by the Port of Corpus Christi Authority, to include CSJ# in the project tables, to remove the local street lines from Exhibits 2, 3, and 4, and to modify the symbology classifications in the legends of the exhibits.

Response: The Corpus Christi MPO made all necessary changes based on the comments provided by the TAC.

(2) Dr. Watts: A formal request for the MPO's positions as to the issue of "Extension of Rodd Field Road across Oso Creek with only 'quality homes' in the across the Creek property."

Response: The Corpus Christi MPO responded to Dr. Watts via e-mail and a letter on his comment.

(3) Texas Department of Transportation (TxDOT), Transportation Planning & Programming (TPP) Division: Verification of FY 2021-2024 TIP highway projects status and some editorial guidance on the documentation such as formatting.

Response: The Corpus Christi MPO will work closely with TxDOT TPP Division and TxDOT Corpus Christi District and make necessary modifications; however, these changes are considered as administrative/technical corrections and do not alter the FY 2021-2024 TIP document contents. If the

changes are substantial, the Corpus Christi MPO will take the formal amendment process through TAC's recommendation and TPC's approval.

Mr. Olivarez stated these comments submitted by TxDOT TPP Division seem either administrative or technical in nature and he believed that the Corpus Christi MPO staff, TxDOT TPP Division, and TxDOT Corpus Christi District staff can work things out.

Mr. Olivarez made a motion to approve the DRAFT FY 2021-2024 TIP. Mayor Skurow seconded; motion passed unanimously.

B. Resolution in Recognition of Regional Leadership in Transportation Provided by Gary Bushell

A resolution to recognize Mr. Bushell who successfully led the state advocacy and local outreach effort in Texas transportation including I-69 Corridor projects was proposed. Mr. Zahn made a motion to approve the resolution for Mr. Bushell. Mayor McComb seconded; motion passed unanimously.

C. Ratification of the Revised Employment Contract Terms for the Transportation Planning Director

As discussed and agreed in the Executive Session on June 4, 2020 TPC meeting, the Corpus Christi MPO Transportation Planning Director contract, Section 3: Compensation is revised. Mr. MacDonald will receive an annual salary of \$145,000 with corresponding bi-weekly installments of \$5,577.00.

Mayor McComb motioned to ratify the revised employment contract for Mr. MacDonald. Mr. Olivarez seconded; motion passed unanimously.

5. INFORMATION ONLY ITEM

A. DRAFT FY 2021-FY 2022 Unified Planning Work Program (UPWP)

Mr. Casper briefed the TPC on the FY 2021- FY 2022 UPWP. This is one of the federally required documents that identifies the Corpus Christi MPO's budget, expected products per task, and transportation planning activities and projects in the MPO planning area between October 1, 2020 and September 30, 2022. The big difference between the previous UPWP and this DRAFT FY 2021-FY 2022 UPWP is the direct expense is separated and identified as Task 6. Task 1 through 5 are state designated tasks. There were a few typos in the DRAFT FY 2021-FY 2022 UPWP, these typos will be corrected before the DRAFT FY 2021-FY 2022 is finalized.

Mr. MacDonald reminded the TPC there are two more opportunities to review the DRAFT FY 2021-FY 2022 UPWP; before the approval of releasing UPWP to the public for 30-days public comment period, and before the final adoption of UPWP. This information item is an effort to introduce the TPC members and public to the lengthy UPWP document gradually since it is currently 80 pages. The UPWP also goes through the same public involvement process as MTP and TIP; reviewed and discussed by TAC and TPC with the required 30-day public comment period.

6. Member Agency Statements for Items of Community Interest: Upcoming events or holidays and acknowledgements

Mr. Olivarez informed the TPC and the public that the selection of an engineering design firm for the cable-stayed portion of the New Harbor Bridge Project will occur soon. TxDOT will make an announcement once the decision is officially made.

Mayor McComb inquired the expected completion year. Mr. Olivarez stated that it is still uncertain at this time.

7. Upcoming Meetings:

A. Technical Advisory Committee:	Regular Meeting:	July 16, 2020
B. Transportation Policy Committee:	Regular Meeting:	August 6, 2020

8. Adjourn: The meeting adjourned at 2:21 p.m.

APPENDIX E
MPO Committee Members List

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION POLICY COMMITTEE (TPC)

VOTING MEMBERS

Hon. David R. Krebs, Chair	County Judge	San Patricio County
Charles W. Zahn, Jr., Vice-Chair	Board Chairman	Port of Corpus Christi Authority
Hon. Barbara Canales	County Judge	Nueces County
Hon. Cathy Skurow	Mayor	City of Portland
Hon. Joe McComb	Mayor	City of Corpus Christi
Edward Martinez	Board Chairman	Corpus Christi Regional Transportation Authority
Valente Olivarez, Jr., P.E.	District Engineer	Texas Department of Transportation – Corpus Christi District

EX-OFFICIO NON-VOTING MEMBERS

Anthony M. Jones	Transportation Planner	Federal Highway Administration – Texas Division
Tony Ogboli	Community Planner	Federal Highway Administration – Region VI
Sara Garza	Transportation Planner	Texas Department of Transportation – Transportation Planning & Programming (TPP)
Lynn Hayes	Community Planner	Federal Highway Administration – Region VI
John Buckner	Representative	Coastal Bend Council of Governments
State Legislators or Member of U.S. Congress		Texas Legislators / United States Congress (District included in the MPO Study Area)

TECHNICAL ADVISORY COMMITTEE (TAC)

VOTING MEMBERS

Brian DeLatte, P.E.*, Chair	Deputy City Manager	City of Portland
Gordon Robinson, AICP*, Vice-Chair	Director of Planning	Corpus Christi Regional Transportation Authority
Howard Gillespie	County Commissioner Pct. 4	San Patricio County
Sarah F. Munoz, P.E.	Assistant Director of Street Operation	City of Corpus Christi
Jeff Pollack, AICP, ENV SP	Director of Planning	Port of Corpus Christi Authority
Juan Pimentel, P.E.	Director of Public Works	Nueces County
Paula Sales-Evans, P.E.	Director Transportation Planning & Development	Texas Department of Transportation – Corpus Christi District

EX-OFFICIO NON-VOTING MEMBERS

Anthony M. Jones	Transportation Planner	Federal Highway Administration – Texas Division
Tony Ogboli	Community Planner	Federal Highway Administration – Region VI
Sara Garza	Transportation Planner	Texas Department of Transportation – Transportation Planning & Programming (TPP)
Lynn Hayes	Community Planner	Federal Highway Administration – Region VI
Richard Bullock	Representative	Coastal Bend Council of Governments
State Legislators or Member of U.S. Congress		Texas Legislators / United States Congress (District included in the MPO Study Area)

*Designated Alternate

APPENDIX F

Transportation Terms and Abbreviations

3-C - Continuing, Cooperative, and Comprehensive: planning process.

AADT - Average Annual Daily Traffic: The number of vehicles passing a fixed point in a year, averaged over 365 days.

Accessibility: A measure of how easy it is to reach (and interact with) destinations or activities around a city or county.

ADA - Americans with Disabilities Act of 1990: Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.

ADT - Average Daily Traffic: The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of data.

AMPO - Association of Metropolitan Planning Organizations: Nonprofit membership organization serving the interests of metropolitan planning organizations nationwide.

AVO - Average Vehicle Occupancy: The ratio of person trips to vehicle trips; often used as a criteria in judging the success of trip reduction programs.

AVR - Average Vehicle Ridership: The number of employees scheduled to start work during specified period divided by the number of vehicles arriving at the site during that same period.

CCRTA - Corpus Christi Regional Transportation Authority: "The B" as it is locally known, is the urban public transportation service provider. Operations began in January 1986 with services to the citizens of the Coastal Bend, including the cities of Agua Dulce, Banquete, Bishop, Corpus Christi, Driscoll, Gregory, Port Aransas, Robstown, and San Patricio City.

CMP - Congestion Management Process: A systematic process that addresses congestion in the metropolitan area. It emphasizes effective management and operations, and shall include methods to monitor and evaluate the performance of the multi-modal transportation systems, identify causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implementation actions.

CSJ - Control Section Job Number: TxDOT assigned number for projects entered into the Project Development Program (PDP). This number is unique to each individual project.

DOT - Department of Transportation: Agency responsible for transportation at the local, state, or federal level. For title 23 U.S.C. federal-aid highway actions, this would mean the Federal Highway Administration and for federal-aid transit actions under title 49 U.S.C, this would mean the Federal Transit Administration.

EIS - Environmental Impact Statement: A National Environmental Policy Act (NEPA) document that explains the purpose and need for a project, presents project alternatives, analyzes the likely impact of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative.

EJ - Environmental Justice: Describes the impact of transportation plans or projects, either positive or negative, on a particular community or population. Derived from Title VI of the Civil Rights Act of 1964. Environmental Justice strives to ensure public involvement of low income and minority groups in decision making, to prevent disproportionately high and adverse impacts on low income and minority groups, and to assure that these groups receive equal benefits from transportation improvements.

ETJ - Extraterritorial Jurisdiction: Geographic area subject to urban municipality ordinance and platting requirements.

FAST ACT – Fixing America’s Surface Transportation: The federal law passed in 2015 to provide long-term funding for surface transportation infrastructure, planning and investment. It expires on September 30, 2020. It is likely that continuing resolutions will be necessary to extend past this expiration date.

Federal Aid Highway: Those highways eligible for assistance under Title 23 of the United States Code (U.S.C), which does not include those functionally classified as local streets or rural minor collectors.

FHPP - Federal High Priority Projects: Discretionary projects earmarked by the U.S. Congress as high priorities at the federal level during the Congressional appropriations and reauthorization process. This amounts to roughly 5% of the total transportation budget.

FHWA - Federal Highway Administration: U.S. Department of Transportation Division responsible for administrating federal highway transportation programs under title 23 U.S.C.

Fiscal Constraint: A requirement, that all plans be financially – constrained, balanced programmed expenditures are not more than the reasonably expected sources of funding over the period of the TIP or Long-Range Transportation Plan.

FTA - Federal Transit Administration: Federal entity responsible for transit planning and programs under title 49 U.S.C.

Funding Category: The Texas Transportation Commission (Commission) and TxDOT use the UTP as TxDOT’s ten-year plan to guide transportation project development and construction. The UTP has two major components: Preservation & Safety and Mobility.

F. CLASS – Functional Class: Categorizes streets and highways according to their ability to 1) move traffic, and 2) provide access to adjacent properties. It also determines eligibility for federal funds. There are three main functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local. In addition to mobility and access, other factors can help determine the proper category to which a particular roadway belongs - such as trip length, speed limit, volume, and vehicle mix.

FY - Fiscal Year: A federal fiscal or budget year; runs from October 1 through September 30 for the MPO and the federal government.

Goals: The description of a desired outcomes. The purpose toward which funding is directed. (e.g., provide safe and secure transportation across modes.)

HOV - High Occupancy Vehicle: In Texas, vehicles carrying two (2) or more people receive this designation and may travel on freeways, expressways and other large volume roads in lanes designated for high occupancy vehicles.

IMS - Incident Management System: A systematic process first required under SAFETEA-LU, and continued under the FAST Act to provide information on accidents and identify causes and improvements to the Transportation system to increase safety of all users.

Intergovernmental Agreement: Legal instrument describing tasks to be accomplished and/or funds to be paid between government agencies.

Indicator: A performance measure that is used to identify relevant background conditions and trends.

ITE - Institute of Transportation Engineers: An international society of professionals in transportation and traffic engineering; publishes Trip Generation (a manual of trip generation rates by land use type).

ITS - Intelligent Transportation Systems: A range of advanced computer and communications technologies that improve mobility, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects.

LCA – Lifecycle Cost Analysis: A methodology for assessing the sum of project costs for all stages of the lifespan of a transportation project. This includes planning, design, construction, environmental impact mitigation, operations, preventive maintenance, and reconstruction.

LEP - Limited English Proficiency: Clarifies the responsibilities of recipients of federal financial assistance and assist them in fulfilling their responsibilities to LEP persons, pursuant to Title VI of the Civil Rights Act of 1964 and its implementing regulations.

LOS - Level of Service: A qualitative assessment of a road's operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).

MAP-21 - Moving Ahead for Progress in the 21st Century Act: Enacted July 6, 2012, the federal law creates a streamlined and performance-based surface transportation program and builds on highway, transit, bike, and pedestrian programs and policies established in 1991.

MPA - Metropolitan Planning Area: Encompass the entire existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

Maintenance: Activities undertaken to keep transportation infrastructure and equipment operating as intended, to eliminate deficiencies, and to extend or achieve the expected life of facilities before reconstruction is needed. These include routine or day-to-day activities (e.g., pothole patching, mowing, litter removal, guardrail repair and striping, routine bus inspection and maintenance, and periodic dredging of channels) and periodic major projects (e.g., resurfacing roadways and runways and rehabilitating bridges).

Measures: Indicators of how well the transportation system or specific transportation projects will improve transportation conditions. Used in assessing relevant background conditions and trends to aid identifying projects for funding and trajectory toward desired future conditions.

MG - Minimum Guarantee: A funding category created in TEA-21 that guarantees a 90% return of contributions on formula funds to every state.

Mobility: The ability to move or be moved freely and easily. It is typically used in conjunction with accessibility. This term is also used by TxDOT for one of the major groups of transportation funds. CAT 7: Metropolitan Mobility and Rehabilitation; CAT 9: Transportation Enhancements; CAT 10: Supplemental Transportation Projects; CAT 11: District Discretionary; CAT 12: Strategic Priority.

MPO - Metropolitan Planning Organization: The forum of local elected officials responsible for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

MTP - Metropolitan Transportation Plan: 25-year forecast required of MPOs and state planning agencies; considers a range of social, environmental, energy, and economic factors in determining overall regional goals and how transportation can best meet these goals.

NHS - The National Highway System: Consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the following subsystems of roadways:

- **Interstate:** The Eisenhower Interstate System of highways retains its separate identity within the NHS.

- **Other Principal Arterials:** These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- **Strategic Highway Network (STRAHNET):** This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity, and emergency capabilities for defense purposes.
- **Major Strategic Highway Network Connectors:** These are highways which provide access between major military installations and highways which are part of the Strategic Highway Network.
- **Intermodal Connectors:** These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System. A listing of all official NHS Intermodal Connectors is available.

Operations: The implementation of policies, projects, and technologies to improve road performance. The overriding objectives of operations programs include minimizing congestion (and its side effects), improving safety, and enhancing overall mobility.

Performance Based Planning and Programming: The process developed to evaluate and select transportation projects. This includes monitoring progress toward achieving goals and objectives at the agency strategic, decision-making and project delivery levels.

Officials: Are people who have governmental decision-making, planning or administrative responsibilities that relate to MPO activities.

Phase: Project phase for federal funding - PE: Preliminary Engineering; ROW: Right of Way Acquisition; CON: Construction; T: Transfer.

PMS - Pavement Management System: A systematic process utilized by state agencies and MPOs to analyze and summarize pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs; required for roads in the National Highway System as a part of ISTEA; the extent to which the remaining public roads are included in the process is left to the discretion of state and local officials; criteria found in 23 CFR 500.021-209.

Preservation & Safety: funding category of the UTP includes maintenance and rehabilitation projects to maintain the existing transportation system and to improve certain safety aspects. Categories are: CAT 1: Preventive Maintenance and Rehabilitation; CAT 6: Structures Replacement and Rehabilitation (Bridges); CAT 8: Safety.

PROJ ID - Project Identification: Identification number assigned by the MPO for local tracking and identification. Used to relate projects to the MTP.

PTMS - Public Transportation Facilities and Equipment Management System: A systematic process utilized by state agencies and MPOs to collect and analyze information on the condition and cost of transit assets on a continual basis; data is to be used to help people choose cost effective strategies for providing and keeping transit facilities and equipment in good condition; process must be developed in Transportation Management Areas (TMAs); the use of CMS in non-TMAs is left to the discretion of state and local officials.

PPP - Public Participation Plan: Is an integral part of a planning or major decision-making process. It provides opportunities for the public to be involved with the MPO in an exchange of data and ideas. Citizen participation offers an open process in which the rights of the community, to be informed to provide comments to the Government and to receive a response from the Government, are met through a full opportunity to be involved and to express needs and goals.

Public: Includes citizens, public agencies, advocacy groups and the private sectors that have an interest in or may be affected by MPO activities.

RCAT - CCRTA Committee on Accessible Transportation: Members act as ambassadors on transportation ridership issues related to transportation disadvantaged riders and services.

Resurfacing: Projects that are intended to preserve the structural integrity of highway pavements by rehabilitation, minor reconstruction, and pavement milling and recycling.

ROW - Right-of-Way: Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.

Routine Maintenance: Operations that may be predicted and planned in advance. These operations (e.g.: cleaning and debris removals, regular inspections, mowing, preventive maintenance, etc.), which may be preventive or corrective in nature, should be conducted on a regularly scheduled basis using standard procedures.

RTDM - Regional Travel Demand Model: This is a tool for forecasting impacts of urban developments on travel patterns as well as testing various transportation alternative solutions to traffic patterns. The travel patterns are determined from US census results and in simple terms tell where residents live and where they go to work or school on a regional wide basis.

Safety Analysis: A comprehensive assessment of safety outcomes with and without a specific project under consideration, including a general analysis of historical crash data on the facility under consideration, a detailed review of fatal crashes and their causes.

SHSP – Strategic Highway Safety Plan: A Federally required plan to reduce crashes on all public roads adopted by TxDOT in 2019. The current plan includes 7 emphasis areas.

SIB - State Infrastructure Bank: Method of financing large capital projects by taking advantage of borrowing against future state revenues.

SMP - Statewide Mobility Plan: TxDOT's 10-year plan for adding capacity to the system by using the Mobility Category Funds of Federal and State Transportation funding.

Sponsoring Agencies: Organizations or governmental units, which enter into agreements with the MPO to undertake transportation related activities.

SPP - Statewide Preservation Plan: TxDOT's 10-year plan for maintaining the system using the preservation categories of Federal and State Transportation funding. It is one half of the overall 10-year Unified Transportation Plan.

Stakeholders: Individuals and groups with an interest in the outcomes of policy decisions and actions.

STIP - State Transportation Improvement Program: The TxDOT Five Year Work Program as prescribed by federal law. It incorporates the TIPs from all MPO in the state without modification. Projects included in the STIP must be consistent with the regional and state long-range transportation plan.

TAC - Technical Advisory Committee: A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers, and other staff members (not general citizens).

TCEQ - Texas Commission on Environmental Quality: The TCEQ is the environmental agency for the state.

TCI - Texas Congestion Index: An index to measure the magnitude of congestion in a single performance measure across the state. The index measures the mobility of people and goods in each Texas metropolitan area, with attention to the delay time experienced by drivers.

TIP - Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans.

Title VI - Civil Rights Act: As a recipient of federal funds, the MPO ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities.

TMA - Transportation Management Area: An area designated by the U.S. Department of Transportation given to all urbanized areas with a population over 200,000 (or other area when requested by the Governor and MPO); these areas must comply with special transportation planning requirements regarding congestion management systems, project selection and certification; requirements identified in 23 CFR - 450.300-33.6.

TMMP - Texas Metropolitan Mobility Plan: This is a state-based requirement intended to serve as a framework for identifying unmet transportation needs in the state's larger metropolitan areas. The TMMP is a needs-based plan which quantifies transportation needs beyond the fiscal constraint barrier.

TPC - Transportation Policy Committee: The decision-making body for the MPO. This committee was created to serve as spokespersons for the citizens of the metropolitan area and to prioritize and direct federal transportation funds to local projects. The TPC is comprised of elected officials from the cities and two counties in the urbanized area, along with TXDOT, RTA, and Port Authority. TPC meetings are open to the public on the first Thursday of each month at 1:30 P.M. at the Corpus Christi City Hall, City Council Chambers.

Transportation Disadvantaged: People who are unable to transport themselves or to purchase transportation due to disability, income status or age.

Transportation Alternatives Program: A funding program that includes the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities: Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act Construction of infrastructure-related projects that provide safe routes for non-drivers. Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users. Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school.

TSMO - Transportation Systems Management and Operations: Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc.

TTI - Texas Transportation Institute: A legislatively created research center, located at Texas A&M University in College Station, Texas, whose purpose is to conduct and facilitate research and serve as an information exchange on issues related to urban transportation problems in Texas.

TxDOT - Texas Department of Transportation: State agency responsible for transportation issues in Texas.

UZA - Urbanized Area: A Census-designated area consisting of a central core and adjacent densely settled territory with populations of 50,000 residents or more.

UPWP - Unified Planning Work Program: Developed by MPOs to identify transportation and planning activities anticipated within the next one to two years, including a schedule for the completion of the identified tasks and activities.

UTP - Unified Transportation Plan: This is the state's 10-year Transportation Plan with the first 10 years programmed and the second 15 years of projects under design. This document has two parts. The two parts are: The SMP and SPP, respectively.

V/C Ratio Volume over Capacity Ratio: This is a roadway performance measure to show how a highway volume compares with a highway's capacity.

APPENDIX G
Public Comments

Appendix G: Public Comments

Corpus Christi MPO Technical Advisory Committee Meeting, May 21, 2020 at the Corpus Christi Regional Transportation Authority 2nd floor Board Room

- Include the Harbor Bridge Park Improvement Project (MPO-009) in FY 2021-2024 TIP Project Table
- Create a separate table for the Harbor Bridge Project (TxDOT-001)
- Remove IH-37 (TxDOT-002), SH 35 (TxDOT-003), and US 77 (TxDOT-004, 005 and 006)
- Verify the project cost of US 181 Harbor Bridge Voluntary Relocation Program (MPO-008)
- Make all tables included in the FY 2021-2024 TIP consistent
- Add “phases” into the two projects, PR 22 (MPO-016) and SH 35 (MPO-018) identified as Congestion Management Corridors
- Correct the amount of Category 12 from \$82.9 million to \$33 million in Table 1 Category Funding
- Reassess Exhibit 2-6 legend classifications
- Verify the color coding of Exhibits

Corpus Christi MPO Transportation Policy Committee Meeting, June 4, 2020 at the City of Corpus Christi City Council Chambers

- Rodd Field Road project should be given the high priority due to the rapid development in the Southside are, especially the construction of the Del Mar College South Campus and its projected traffic.
- *When will the Rodd Field Extension project get started? Who is the responsible entity?*
Response: The Rodd Field Extension project is programmed in the 10-year plan range in the 2020-2045 MTP, and the sponsoring entity is the City of Corpus Christi.
- *When will the project of Rodd Field Road across Yorktown onward South through open land, across Oso Creek into King Ranch start?*
Response: The project depends on funding and further planning and design processes.
- *When does the construction of the bridge over the creek start?*
Response: The timing of this projects depends on future planning and design by the City of Corpus Christi or developers.
- *Was the development into King Ranch discussed?*
Response: Yes. It is included in our socioeconomic forecast.
- Suggested to use the Census Block Number instead of the names of cities

Public Meeting #1, June 10, 4:30 – 7:00 p.m. at the Corpus Christi Regional Transportation Authority 2nd floor Board Room

- No comments were offered.

Corpus Christi Technical Advisory Committee Meeting, June 18, 2020 at the Corpus Christi Regional Transportation Authority 2nd floor Board Room

- TAC members suggested establishing a procedure for public comments that provides some closure and suggested providing a response to each comment.
Response: MPO staff will make the suggested changes in Appendix G: Public Comments.

- A TAC member stated that the Harbor Bridge Voluntary Relocation Program (MPO-008) in Table 13a. FY 2021-2024 TIP DRAFT Fiscally Constrained Project List should be updated with the numbers provided by the Director of Real Estate Services, the Port of Corpus Christi Authority, during June 4, 2020 TPC meeting, and the 20% inflation rate is not applicable for this project due to the nature of this program.

Response: The suggested revised numbers are as follows:

	Current Amount	Revised Amount
Construction Cost	\$71 million	\$57.3 million
Category 7 Funding	\$31 million	\$17.3 million
Local Funding	\$20 million	\$20 million
Prior Funding	\$20 million	\$20 million
Total Project Cost	*\$92.15 million	\$57.3 million

*Prior Total Project Cost included 20% inflation

- Remove the local streets lines so that block group classification is more visible in Exhibits 2, 3 and 4.

Response: Completed.

- The number ranges in exhibit legends are overlapping and confusing.

Response: Completed.

Email from Texas Department of Transportation – Transportation Planning and Programming Division, Austin, TX, June 30, 2020

1. For Statewide consistency; TIP project pages are required in the approved format for backup documentation. If help is needed printing pages out of the eSTIP please let us know.
2. If the MPO is going to take advantage of grouping projects, the approved grouped chart must be included in the TIP; I would suggest making a statement that you will be utilizing all 11 grouped categories of work or, specifically express which types of work you will be using.

Project specific comments:

- MPO ID – 001, CSJ 0617-01-177 FY 2023; project has const. authority and approved CAT 2 \$35 M
- MPO ID – 002, CSJ 0074-06-241 FY 2020; project will LET in 07/2020 and has received an FPAA for const.
- MPO ID – 003, CSJ 0101-04-120 FY 2021; project has const. authority and approved CAT 2 & 4 \$18 M
- MPO ID – 004, CSJ 0101-04-114 FY 2021; project has const. authority and approved CAT 2 \$1.2 M not \$4 million. This project is grouped in TXDOT CONNECT (TxC) will you be grouping or listing individually?
- MPO ID – 005, CSJ 0326-01-056 FY 2023; project has const. authority and approved CAT 2 \$40 M
- MPO ID – 006, CSJ 1209-01-030 FY 2023; project has const. authority and approved CAT 2 \$7 M. ROW FPAA has been received.
- MPO ID – 007, CSJ 0916-35-195 FY 2021; this project is grouped in (TxC) will you be grouping or listing individually?
- MPO ID – 008, CSJ 0101-06-111 FY 20XX; was given to TPP to review this project, however this CSJ is not in TxC.
- MPO ID – 009, CSJ 0916-35-196 FY 2021; this project is grouped in (TxC) for PE, will you be grouping or listing individually? Project is only approved in TxC for \$1.3 M in CAT 7 and CAT 3LC for \$3.5
- MPO ID – 010, CSJ 0916-00-068 FY 2020; This project LET on 09/2019, this project should not be listed in the TIP / STIP.

- MPO ID – 011, CSJ 0916-35-219 FY 2021; CAT 9 approved \$330,000 for construction. 80/20 Federal / Local Match
- MPO ID – 012, CSJ 0916-35-206 FY 2021; CAT 9 approved \$522,500 for construction 80/20 Federal / Local Match and CAT 3LC 104,500
- MPO ID – 013, CSJ 0916-28-069; TxC has an estimated LET date of 04/2020 but the project has not LET. Is this project still valid? Have TxC updated if project is still active. CAT 9 approved \$359,878 for construction 80/20 Federal / Local Match
- MPO ID – 014, CSJ 0916-35-218 FY 2021; CAT 9 approved \$590,000 for construction. 80/20 Federal / Local Match
- MPO ID – 015, CSJ 0617-02-076 FY 2022; Project only has “PLAN” authority; no approved funding on this project. TxC does not indicate the limits to “Zahn Road” The limits only reflect at PR 22/SH 361 Intersection.

Response: The Corpus Christi MPO staff believes the June 30, 2020 comments and proposed changes to the DRAFT FY 2021-2024 TIP from TxDOT staff are clarifying and editorial formatting rather than substantial changes. We propose that the TPC approve the current version of the DRAFT FY 2021-2024 TIP with the stipulation that the MPO staff meet with TxDOT staff to clarify the necessary changes to the document. We anticipate these changes will be classified as administrative modifications or technical corrections that do not alter the document in any substantial manner. If, after our meetings with TxDOT, we determine that a 2021-2024 TIP Amendment is necessary, we will provide the information to the TAC and TPC for review and approval. Regardless of the changes made by technical correction or TIP Amendment, once the changes are agreed upon, the Corpus Christi MPO staff will distribute an updated version of the FY 2021-2024 TIP document.

Email from Mr. Guy Watts, JD/PhD – Extension of Rodd Field Road Across Oso Creek, June 30, 2020

- SINCE I CANNOT SPEAK AT THURSDAY’S MEETING, PLEASE USE THIS E-MAIL AS A ‘FORMAL REQUEST’ FOR THE MPO’S POSITON AS TO THE ISSUE OF ‘EXTENSION OF RODD FIELD ROAD ACROSS OSO CREEK WITH ONLY ‘QUALITY HOMES’ IN THE ACROSS THE CREEK PROPERTY.’ PLEASE SEND THE RESPONSE BY US MAIL TO GUY WATTS, 4237 OCEAN DRIVE, CORPUS CHRISTI, TEXAS 78411 6/30/2020.

Response: Dear Mr. Watt, We appreciate your efforts in the development of the regional transportation plans, specifically the 2020-2045 MTP and the FY 2021-2024 TIP. We are providing this response regarding your public comment to the Transportation Policy Committee on July 2, 2020.

The Corpus Christi MPO typically does not develop specific positions to individual projects. Project prioritization is articulated by the Transportation Policy Committee (TPC) through the long-range planning process of the Metropolitan Transportation Plan (MTP) and short-term plan of the Transportation Improvement Program or TIP. The project referred to in this public comment was part of the 2020-2045 MTP and was considered for funding in the 4, 10 and 25-year time periods. The limited funds and competing priorities resulted in the Rodd Field Road extension project (MPO-023) being unfunded in the 2021-2024 TIP. It is funded in the 2020-2045 MTP in the 10-year time period.

Additionally, land use decisions and the type and quality of homes is a local government decision. We will provide your comments to the appropriate staff members at the City of Corpus Christi.

Corpus Christi MPO Transportation Policy Committee Meeting, July 2, 2020 at the City of Corpus Christi City Council Chambers

- No comments were offered.